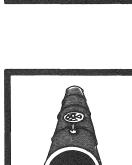


WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT U.S. CIVIL AND FOREIGN AVIATION ISSUE NUMBER 1 OF 1985 ACCIDENTS





NTSB/AAB-86/15

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UNITED STATES GOVERNMENT



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FOREWORD

The National Transportation Safety Board, in accordance with the provisions of Title VII of the Federal Aviation Act of 1958 (as amended) and Section 304(a) of the Independent Safety Board Act of 1974, has determined the probable cause(s) of the accidents reported herein.

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

The enclosed computer briefs are the reports of the National Transportation Safety Board and thereby subject to the limitations of 49 USC 1441(e) which states:

"No part of any report or reports of the Board, relating to any accident or the investigation thereof, shall be admitted as evidence or used in any suit or action for damage growing out of any matter mentioned in such report or reports."

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

Collisions between aircraft are treated as one accident. An analysis is done on each aircraft involved in a collision. This produces two aircraft accident records per accident. Consequently, when compiling information on accidents involving collisions between aircraft, the number of accident records will exceed the number of accidents.

The Briefs of Accidents contain the essential information which fulfill most requirements of persons using these reports. However, for those having a need for more detailed information, the original factual reports are on file in the Washington Office of the National Transportation Safety Board. Upon request, these reports will be produced commercially for a fee to cover reproduction and postage. The cost will be assessed per printed page and photograph(s) reproduced.

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

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DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

In determining probable cause(s) of an accident, all facts, conditions and circumstances are considered. The object is to ascertain these cause-effect relationships in the accident sequence about which something can be done to prevent recurrence of the type of accident under consideration. Accordingly, for statistical purposes where two or more causes exist in an accident, each is recorded and no attempt is made to establish a primary cause. The term factor is used to denote those elements of an accident which further explain supplement the probable cause(s). Additional items or that are not categorized as cause or factors are indicated as findings. These items are of interest in the investigation, however, they do not relate directly to the cause of the accident.

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 1

CALENDAR YEAR 1985

File Number	Aircraft Regist.	Date	Location	Aircr Make 	Model	Injury Index	
1	263L⊺	022385	NAMPA, ID	LYOYD THOMPS	POBER PIXI	NONE	
2	996MP	011485	DEER PARK, WA	BELLANCA	7ECA	NONE	
3	6475B	011685	TROUTDALE, OR	CESSNA	T210M	MINOR	
4	23215	020285	ONTARIO, OR	CESSNA	337B	SERIOUS	
5	1806C	021785	PASCO, WA	BEECH	BE-77	NONE	
6	5590H	011885	WA KEENEY, KS	PIPER	PA-20	NONE	
7	541T	030285	OSAGE BEACH, MO	BEECH	35	NONE	
8	14000	011385	PLACERVILLE, CA	WACO	YKC	MINOR	
9	4702A	010585	PULLMAN, WA	CESSNA	152A	NONE	
10	20828	010385	ELLISONORE, MO	CESSNA	182P	NONE	
11	CFCBT ,	020185	SIOUX, SD	CESSNA	180A	NONE	
12	7138F	010285	PAWNEE CITY, NE	CESSNA	150F	FATAL	
13	5056F	010985	GLENNALLEN, AK	FAIRCHILD HI	FH-1100	MINOR	
14	410WR	013185	UNALAKLEET, AK	CESSNA	U206G	NONE	
15	101PQ	010285	LORDSBURG, NM	CESSNA	210B	MINOR	
16	62LC	011485	MCGRATH, AK	DEHAVILLAND	DHC-2	NONE	
17	68318	010885	DES MOINES, IA	CESSNA	152	MINOR	
18	8127F	012885	OTTAWA, KS	CESSNA	150F	MINOR	
19	70 25 X	011385	INDEPENDENCE, MO	CESSNA	150A	NONE	
20	5162D	011785	WICHITA FALLS, TX	CESSNA	182A	MINOR	
21	5046C	010585	NEWBURG, ND	BELLANCA	8GCBC	NONE	
22	7396U	011185	NOME, AK	CESSNA	C-207	NONE	
23	1827A	011085	ANCHORAGE, AK	PIPER	PA-18	NONE	
24	1912A	010885	SHAKTOOLIK, AK	PIPER	PA-18	NONE	
25	9946M	010985	MT VILLAGE, AK	CESSNA	207	MINOR	

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File Order	Listing	- Issue	No.	1.	1985
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File Number	Aircraft Regist.	Date	Location	Aircr Make 	Model	Injury Index	Page
26	2403A	012285	SAHUARITA, AZ	PIPER	PA-38-112	NONE	88
27	6750C	010485	BILLINGS, MT	BEECH	B36TC	MINOR	254
28	5649E	011385	VERMILLION, KS	CESSNA	172N	MINOR	216
29	59619	011085	KENAI, AK	BELL	206BIII	FATAL	10
30	7889H	030285	SKWENTNA, AK	PIPER	PA-12	NONE	26
31	99021	011085	SNELLING, CA	BELL	204	NONE	100
32	13355	010685	SUNLAND, CA	CROWDER	GREAT LAKE	NONE	96
33	18664	022785	LEE'S SUMMIT, MO	CESSNA	177B	NONE	242
34	89090	030685	BRADLEY, AR	AERO COMMAND	S2R	NONE	76
35	2060V	030985	WHITTIER, AK	BELL	206B	FATAL	32
36	4745P	021685	ELMENDORF AFB, AK	CESSNA	152	MINOR	24
37	58RF	030285	MOSES POINT, AK	BELL	UH- 1H	MINOR	28
38	58111	031585	MCKNLEY PARK, AK	BELL	206B	NONE	38
39	4810A	032585	KANEKTOK RIVER, AK	PIPER	PA-22	NONE	42
40	3575Z	010485	RAWLINS, WY	PIPER	PA-18-150	MINOR	394
41	8121E	040285	AUSTIN, TX	MOONEY	M2OA	NONE	340
42	4270A	010585	POMPANO BEACH, FL	RAVEN	S-60A	SERIOUS	156
43	3362M	010685	MIRAMAR, FL	PIPER	PA-12	MINOR	158
44	33883	021785	RENO, NV	SCHWEIZER	SGS-126E	NONE	282
45	3710T	022285	GASTON, OR	TAYLORCRAFT	F19	NONE	298
46	65885	020885	SPOKANE, WA	BEECH	58TC	NONE	370
47	3056V	021085	BOISE, ID	CESSNA	172	NONE	208
48	9937M	031185	MCGRATH, AK	CESSNA	207	MINOR	34
49	4523M	020885	SOLDOTNA, AK	PIPER	PA-11	MINOR	20
50	17150	030285	DILLINGHAM, AK	CESSNA	207	NONE	30

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51	7848B	031485	NULATO, AK	CURTISS	C-46R	NONE	36
52	714FT	031885	ROLLA, MO	CESSNA	150M	MINOR	248
53	4781A	020185	OLATHE, KS	CESSNA	A152	NONE	224
54	89782	012685	ASHDOWN, AR	CESSNA	152	FATAL	70
55	1040Z	031585	PRINCETON, MO	HUGHE S	369HS	NONE	246
56	8541C	021785	WALDRON, MO	PIPER	PA-20	NONE	240
57	61868	021685	FORT MADISON, IA	CESSNA	172M	NONE	198
58	1140L	032385	FT. SMITH, AR	MOONEY	M20J	NONE	78
59	58816	010585	EL MONTE, CA	CESSNA	182P	NONE	94
60	59549	010885	TRIMMER, CA	BELL	206B	MINOR	98
. 61	4846E	022285	YUBA CITY, CA	CHAMPION	7GC	NONE	122
62	11690	021985	RIFLE, CO	CESSNA	A 185F	NONE	148
63	4035G	021885	STEAMBOAT SPRNG, CO	HILLER	FH-1100	NONE	146
64	38205	011785	SAN CARLOS, AZ	CESSNA	172E	NONE	86
65	8676C	022485	POLSON, MT	PIPER	PA-18	NONE	256
66	9795X	022585	FORT BRIDGER, WY	CESSNA	210	NONE	398
67	94703	020885	ENGLEWOOD, CO	CESSNA	152	NONE	144
68	2112K	010285	YODER, CO	PIPER	PA-28-181	NONE	140
69	8306F	020485	TAHOLAH, WA	HUGHES	369D	MINOR	368
70	4513R	021685	HOT SPRINGS, SD	PIPER	PA-28-140	NONE	316
71	1 1HE	040185	KANSAS CITY, MO	EHLERS	STARDUSTER	NONE	250
72	2242C	031085	ARROYO SECO, NM	CESSNA	180	NONE	276
73	84578	021785	SPANAWAY, WA	CESSNA	172	NONE	372
74	71837	022385	DAVIE, FL	CESSNA	182M	NONE	186
75	3630D	021085	PANAMA CITY, FL	SCHWEIZER	G-164A	NONE	180

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76	4757H	030585	CHATTANOOGA, TN	MOONEY	M2OJ	SERIOUS	318
77	23160	021385	WESTVILLE, FL	CESSNA	150	NONE	184
78	269E	013085	LOWER LAKE, CA	HELIO	H-295	NONE	112
79	4363Z	022885	FREMONT, CA	PIPER	PA-18-180	NONE	128
80	64JK	022585	CONCORD, CA	CESSNA	421	NONE	124
81	84499	010685	OLATHE, KS	PIPER	PA-28-161	NONE	214
82	10894	012385	BELOIT, KS	CESSNA	150L	NONE	220
83	3845V	012785	LOPEZ, WA	CESSNA	1704	FATAL	366
84	679FL	011385	KENT, WA	PIPER	PA-28-140D	FATAL	360
85	17271	012885	MIAMI, FL	BELL	47-G	NONE	174
86	3854D	010685	WESLEY CHAPEL, FL	CESSNA	1824	NONE	162
86	94560	010685	WESLEY CHAPEL, FL	CESSNA	152	NONE	160
87	51940	010485	CAMARILLO, CA	CESSNA	172RG	NONE	92
88	212Y	021085	CAMARILLO, CA	BEECH	65	NONE	116
89	222CW	020985	MERRITT ISLAND, FL	CESSNA	411A	NONE	178
90	5587X	021085	IMMOKALEE, FL	MONERAI	S-P	MINOR	182
91	8591N	020785	MERRITT ISLAND, FL	PIPER	PA-28R-200	NONE	176
92	2369P	031785	BYRON, CA	PIPER	PA-38-112	NONE	136
93	4021A	022085	STOCKTON, CA	BELL	47G-2	MINOR	120
94	74315	021585	CORONA, CA	BELLANCA	14-13-2	MINOR	118
95	8870R	031585	PASO ROBLES, CA	BELLANCA	14-19	NONE	132
96	5073F	041085	ROSSTON, OK	FAIRCHILD HI	FH-1100	NONE	288
97	1106M	010485	NEWARK, NJ	HUGHES	500D	FATAL	270
98	5105G	030685	BESSEMER, AL	CESSNA	172H	NONE	68
99	1356A	010385	SALT LAKE CITY, UT	AEROSPATIALE	SA315B	MINOR	346

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100	51671	031385	SALT LAKE CITY, UT	ENSTROM	F-28L	NONE	352
101	53430	012885	HOLLISTER, CA	CESSNA	150L	NONE	110
102	9438	032385	LIBERTY, NC	GROSS	TAYLOR TIT	FATAL	260
103	731EZ	021685	LAS VEGAS, NV	CESSNA	P210	NONE	280
104	87977	012285	FORKS, WA	HILLER	UH12DJ3	NONE	364
105	2965A	031285	FISH LAKE VALLE, NV	PIPER	PA-32-300	NONE	284
106	30377	030885	STANWOOD, WA	CESSNA	177A	NONE	376
107	5033W	031585	BREMERTON, WA	BELLANCA	7GCBC	NONE	382
108	4852G	012885	GRAND CANYON, AZ	CESSNA	172N	NONE	90
109	7137P	040385	JUSTIN, TX	PIPER	PA-24-250	NONE	342
110	3562X	033085	MATAGORDA IS., TX	PIPER	PA-28RT-20	NONE	338
111	XBANR	032685	PHARR, TX	CESSNA	206	NONE	334
112	5636B	021785	HILTON HEAD, SC	MAULE	M-5-235C	MINOR	312
113	2512F	021685	PONTOTOC, MS	BELLANCA	7ECA	MINOR	252
114	1618U	011685	UNKNOWN, AK	CESSNA	207	FATAL	16
115	7866Z	033085	KENAI, AK	CESSNA	150C	NONE	44
116	73616	032485	ANGOLA, LA	CESSNA	172M	NONE	232
117	91224	032385	KENAI, AK	CESSNA	180	NONE	40
118	81DS	011385	LITTLETON, CO	RAVEN	S55A	NONE	142
119	505 I U	040485	BURNS, OR	BELLANCA	8GCBC	NONE	302
120	2582P	042085	DEXTER, OR	LAKE	BUCCANEER	NONE	306
121	8495	031485	RITZVILLE, WA	GRUMMAN	164A	NONE	378
122	1263W	031585	DAVENPORT, WA	WEATHERLY	201B	NONE	380
123	9861L	041385	HAMPTON, OR	GRUMMAN	AA-1B	NONE	304
124	5438B	040385	WALLA WALLA, WA	CESSNA	182	NONE	386

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125	772GW	033085	TRINIDAD, WA	PIPER	PA-28-180	FATAL	384
126	8834Q	041085	LESLIE, GA	AERO COMMAND	S2R	NONE	192
127	6829L	012185	ORLANDO, FL	CESSNA	3404	NONE	170
128	830V	011885	NEWHALL, CA	BELL	2054-1	FATAL	106
129	2104X	010185	ODESSA, FL	FUJI HEAVY I	LM-1 "NIKK	SERIOUS	154
130	3872D	011185	BOCA RATON, FL	BEECH	A36TC	FATAL	164
131	314RM	021885	LOWELL, OR	BELL	21481	MINOR	296
132	9166A	031085	CHRISTMASVALLEY, OR	CESSNA	1704	MINOR	300
133	233W	020985	CENTRAL POINT, OR	GULFSTREAM A	AC-680F	FATAL	294
134	6653G	032385	BANNING, CA	CESSNA	150	MINOR	138
135	55XV	012185	PALM SPRINGS, CA	HELIO COURIE	H-250	NONE	108
136	85550	022585	SANTA BARBARA, CA	ROBINSON	R-22A	SERIOUS	126
137	5823X	031585	TRUCKEE, CA	ENGEL	ENGEL AIR	NONE	134
138	9755T	011385	COMPTON, CA	PIPER	PA-38-112	MINOR	102
139	9018T	013185	APPLE VALLEY, CA	CESSNA	182C	SERIOUS	114
140	5515G	031485	ANGEL FIRE, NM	CESSNA	310	NONE	278
141	739GA	071985	SYKESTON, ND	CESSNA	172	NONE	266
142	8553X	031285	SODA SPRINGS, ID	CESSNA	172	NONE	212
143	55582	011685	DAVENPORT, IA	RAVEN	RALLY RX7	NONE	196
144	8278Y	030885	S LAKE TAHOE, CA	PIPER	PA-44-180T	NONE	130
145	759WE	011485	WAPITI, WY	CESSNA	182Q	SERIOUS	396
146	70CZ	011785	KEY WEST, FL	PIPER	PA-31-350	MINOR	168
147	3153M	041785	ANCHORAGE, AK	PIPER	PA-12	NONE	46
148	31282	042785	HOLITNA RIVER, AK	BELLANCA	7GCBC	SERIOUS	54
149	63719	021485	PORT HEIDEN, AK	PIPER	PA-31	FATAL	22

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150	4246T	050385	BETHEL, AK	PIPER	PA-32	NONE	56
151	1716Z	042485	ANCHORAGE, AK	CESSNA	336	NONE	50
152	4863C	042685	SEWARD, AK	CESSNA	206	NONE	52
153	6282X	032885	EL PASO, TX	CESSNA	TU206G	NONE	336
154	21630	032485	BAY CITY, TX	CESSNA	195B	NONE	332
155	26EW	030285	BIG SPRING, TX	HILLER	UH-12D	NONE	330
156	54149	021885	COMANCHE, TX	CESSNA	172P	SERIOUS	326
157	94238	021685	JASPER, TX	CESSNA	152	NONE	324
158	1474N	010885	FERRIDAY, LA	PIPER	J3C-65	FATAL	230
159	5301A	010685	CORPUS CHRISTI, TX	CESSNA	310	NONE	320
161	5823L	021585	RIDGELAND, SC	GULFSTREAM	AA-5	MINOR	310
162	4609X	041485	STEVENS POINT, WI	CESSNA	150G	MINOR	388
163	70673	011285	ST.PETERSBURG, FL	PIPER	J3C-65	NONE	166
164	95627	031485	MIAMI, FL	CESSNA	152	NONE	188
165	332X	040285	FORT COLLINS, CO	MAULE	M-5-210C	NONE	150
166	6381F	021785	BELEN, NM	CESSNA	337	NONE	274
167	1085H	040285	KEMMERER, WY	PIPER	PA-28-181	MINOR	400
168	7409E	030885	BOUNTIFUL, UT	CESSNA	210	NONE	350
169	17RK	022585	LAPOINT, UT	CESSNA	180	MINOR	348
170	8658E	022085	MENA, AR	PIPER	PA-34-200T	FATAL	74
171	9769T	022585	PEARLAND, TX	PIPER	PA-28-112	NONE	328
172	8052T	040685	CARNEY, OK	PIPER	PA-28-181	NONE	286
173	189	040485	BIG SPRING, TX	CESSNA	T337G	NONE	344
174	5614Z	012685	BELLE GLADE, FL	PIPER	PA-22-150	NONE	172
175	50511	033185	LOGAN, UT	CESSNA	150	NONE	354

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177	53726	031085	CHARLESTON, WV	BELLANCA	7KCAB	NONE	392
178	5654K	041785	LAKIN, KS	BEECH	35-B33	SERIOUS	226
179	4565P	022885	REIDSVILLE, GA	PIPER	PA-23-250	MINOR	190
180	3068V	050485	AMES, IA	BEECH	35	NONE	206
181	737LE	051685	MONTICELLO, AR	CESSNA	R182	MINOR	84
182	51004	030385	KEOKUK, IA	CESSNA	150	NONE	200
183	1241P	030385	CEDAR RAPIDS, IA	PIPER	PA-23	FATAL	202
184	2392N	041385	MECHANICSVILLE, IA	PIPER	PA-38-112	NONE	204
185	83995	060985	ANCHORAGE, AK	AERONCA	7AC	NONE	62
186	65928	060285	SOLDOTNA, AK	CESSNA	172	NONE	60
187	9282T	061685	ANCHORAGE, AK	CESSNA	180	NONE	64
188	91003	041885	KENAI, AK	PIPER	PA-18	NONE	48
189	61500	053185	ALAKTAK, AK	CESSNA	A185F	NONE	58
190	45PC	062185	DILLINGHAM, AK	PIPER	PA-20	NONE	66
191	5704X	021785	LEE'S SUMMIT, MO	CESSNA	320	NONE	238
192	95HA	013185	HUNTINGTON, WV	BEECH	E185	SERIOUS	390
193	104JK	021985	HOT SPRINGS, AR	PIPER	PA-23-250	FATAL	72
194	XBCKE	040185	SALT LAKE CITY, UT	CESSNA	210	MINOR	356
195	211DS	020985	CHARLESTON, SC	BEECH	95-C55	NONE	308
196	17545	050785	GRADY, AR	AERO COMMAND	S2R	NONE	82
197	50855	032385	HOT SPRINGS, AR	SWEARINGEN	SA226TC	NONE	80
198	25825	032185	GRAND FORKS, ND	PIPER	PA 18-150	NONE	264
199	4199G	050585	FORT COLLINS, CO	RAVEN INDUST	S77A	SERIOUS	152
200	44260	051385	RAPELJE, MT	PIPER	PA-36	NONE	258

XVII

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AIRCRAFT ACCIDENT REPORTS BRIEF FORMAT U.S. CIVIL AND FOREIGN AVIATION ISSUE NUMBER 1 OF 1985 ACCIDENTS

-

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENERAL	,	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONAL		Fire	Crew	Patar	0		None
Flight Conducted Under -14 CFR 91		NONE	Pass	0	ŏ	0	ò
Accident Occurred During -TAKEOFF				-	-	Ũ	0
Aircraft Information							
Make/Model - PIPER PA-18		del - LYCOMING O					
Landing Gear - SKI		nes - 1			1 Warning S	ystem – Y	ES
Max Gross Wt - 1750	Engine Type	- RECIPROCAT	ING-CARBURE	ETOR			
No. of Seats - 2	Rated Power	- 125 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departu			OFF AI	RPORT/STRIP		
Method - N/A Completeness - N/A	SAME AS AC	C/INC		1.1			
Basic Weather - VMC	Destination LOCAL			Airport D	ata		
Wind Dir/Speed- CALM	LUCAL			Pupway	Ident -	N/A	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid -		
	Type of Flig	ht Plan - NONE		,	Surface -		
Lowest Ceiling - 6000 FT OVER					Status -		
Obstructions to Vision- NONE	Type Apch/Lnd	dg - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information					_		
Pilot-In-Command	Age - 22		Certificat				
Certificate(s)/Rating(s) STUDENT	Biennial Flight Rev Current			nt Time (H		11	
STODENT	Months Since	- N/A TOTA - N/A Maka	al -	105	Last 24 Last 30		1 10
	Aircraft Type	- N/A Mak	e/Model- trument-	105	Last 90	,	20
	Anciart Type	10/A 103		0		Jays	20
Instrument Rating(s) - NONE							

1/08/85 File No. - 24 SHAKTOOLIK, AK A/C Reg. No. N1912A Time (Lcl) - 1400 AST _____ ON GROUND COLLISION WITH TERRAIN Occurrence #1 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 3. TERRAIN CONDITION - SNOWBANK ------Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #3 ON GROUND COLLISION WITH OBJECT 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) 1,2,4

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

Brief of Accident

Basic Information							
Type Operating Certificate-ON-DEMAND AI		Aircraft D			Injur		
Name of Carrier -HAGELAND AVI Type of Operation -NON SCHED,DO Flight Conducted Under -14 CFR 135	ATION SERVICE	SUBSTANTI		Fatal	Serious		None
Type of Operation -NON SCHED,DO	MESTIC, PASSENGER	Fire	Cre	-	0	0	1
Accident Occurred During -14 CFR 135		NONE	Pas		0	2	0
Aircraft Information							
Make/Model - CESSNA 207			ING I0-520-F		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Eng				Stall Warnir	ng System	- YES
Max Gross Wt - 3800	Engine Typ		-FUEL INJECTED)			
No. of Seats - 6	Rated Powe	r - 30	0 HP 				
Environment/Operations Information	T b <i>l</i> m m m m				Durantinita		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Depart	una Baint			Proximity RPORT/STRIP	,	
Method - N/A	Last Depart SAME AS A			UFP A.	KPUKI/SIRIP		
Completeness - N/A	Destination			Airport [)ata		
Basic Weather - VMC	LOCAL			MT VII			
Wind Dir/Speed- 070/010 KTS	LOUAL					16	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		40
Lowest Sky/Clouds - 9000 FT SCAT		aht Plan – V	FR		Surface -		
Lowest Ceiling - NONE		arance - N		Runway	/Status -	DRY	
Obstructions to Vision- NONE	Type Apch/L	ndg - N	ONE	-			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 32		dical Certific			WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight R			ight Time (H			•
COMMERCIAL	Current			6500	Last 24		2
SE LAND	Months Since		Make/Model-) Days-	150
	Aircraft Type	- 0-207	Instrument- Multi-Eng -		Last 90	Juays-	320
n an			Multi-Eng -	00			
Instrument Rating(s) - AIRPLANE							
<u></u>							
Narrative							
AKEOFF WAS PERFORMED DOWNHILL ON THE ICE COV							
HE SURROUNDING TERRAIN, THE TAKEOFF WAS CONT FOAN ABANDONED BUILDING. ACFT THEN SETTLED T				ACFT CUNTAG	TED THE RUL	16	
AN ABANDONED BUILDING. ACFT THEN SETTLED T	U THE GROUND 90 DE	GREES TO THE	RWY HEADING.				

File No. - 25 1/09/85 MT VILLAGE,AK A/C Reg. No. N9946M Time (Lc1) - 1150 AST -----------_____ Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DOWNHILL 4. LIFT-OFF - DELAYED - PILOT IN COMMAND 5. ABORTED TAKEOFF - DISREGARDED - PILOT IN COMMAND 6. ALTITUDE - INADEQUATE - PILOT IN COMMAND 7. OBJECT - BUILDING(NONRESIDENTIAL) 8. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND _____ Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 9. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 10. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND ______ Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF 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) 1,6 Factor(s) relating to this accident is/are finding(s) 2.3.4浸塗 モイン・ドラム たいかくく みばく シュート

Brief of Accident

File No. ~ 13 1/0	09/85 GLENNALLEN,A	K A/C R	A/C Reg. No. N5056F		Time (Lc	I) - 1515 A	ST
Basic Information Type Operating Certificate Name of Carrier Type of Operation Flight Conducted Under Accident Occurred During	-GULKANA AIR SERVICE -NON SCHED,DOMESTIC, -14 CFR 135	DESTRO		Fa Crew Pass		•	
Aircraft Information Make/Model - FAIRCHILD Landing Gear - SKI Max Gross Wt - 2530 No. of Seats - 6	HILLER FH-1100	Eng Make/Model - AL Number Engines - 1 Engine Type - TU Rated Power -	RBOSHAFT			ed/Activate ning Syste	ed - YES-UNK/ em - NO
Environment/Operations Infor Weather Data Wx Briefing - FSS Method - TELEPHOD Completeness - FULL Basic Weather - VMC Wind Dir/Speed - 150/030 Visibility - 5.0 Lowest Sky/Clouds - Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light -	It NE D KTS SM AT 1000 FT PART OBS 1000 FT BROKEN FOG NONE	tinerary Last Departure Point SAME AS ACC/INC Destination GLENNALLEN,AK TC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- VFR - NONE	O Airp R R R R R R R	port Proximi FF AIRPORT/S Port Data Runway Ident Runway Lth/Wid Runway Surface Sunway Status	- N/A d - N/A d - N/A e - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE,ATP SE LAND HELICOPTER	Age - Bienni Cu Mc Ai	46 ial Flight Review urrent - YES onths Since - 4 ircraft Type - FH-110	0 Instrumer	ificate - Flight Ti - 16860 el- 1500 nt- 600 g - 20) Las	WAIVERS/U t 24 Hrs - t 30 Days- t 90 Days- prcraft -	186
Instrument Rating(s)	- HELICOPTER						

DOWN APRX 100 YDS FROM POINT OF TAKEOFF. PLT STATED HOVERING WAS VERY DIFFICULT AND THE HELICOPTER SETTLED TO THE UPSLOPING TERRAIN. THE HELICOPTER SLIDE TO THE RT (DOWN SLOPE) AND ROLLED OVER. FIRE ERUPTED FROM THE ENGINE AFTER IMPACT, DESTROYING THE HELICOPTER.

PAGE 6

File No	13 1/09/85	GLENNALLEN, AK	A/C Reg. No. N5056F	Time (Lc1) - 1515 AST
Occurrence #1 Phase of Operation		- IN FLIGHT		
	SION - IMPROPER - ON - TURBULENCE ON - DOWNDRAFT R WIND CONDITIONS			
ccurrence #2 hase of Operation				
inding(s) 7. TERRAIN CONDITI			·	
Occurrence #3 Phase of Operation	ROLL OVER OTHER			
Occurrence #4 Phase of Operation	OTHER			
Probable Cause				

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraft	Damage		Iniu	Iries	
Type operating der till loate holle (deliter)	SUBSTANT		Fatal			None
Type of Operation -PERSONAL	Fire	Cre	w O		0	1
Flight Conducted Under -14 CFR 91	NONE	Pas	s O	0	0 ·	2
Accident Occurred During -TAXI						
Aircraft Information						
Make/Model - PIPER PA-18	Eng Make/Model - LYCC	MING 0-320	ELT I			
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		St	all Warni	ng System	- YES
Max Gross Wt - 1730	Engine Type - RECI		RETOR			
No. of Seats - 2	Rated Power - 1	60 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport F			
Wx Briefing - NWS	Last Departure Point		ON AIRF	ORT		
Method - UNK/NR	BIG LAKE, AK					
Completeness - UNK/NR	Destination		Airport Da			
Basic Weather - VMC	SAME AS ACC/INC		LAKE HO			
Wind Dir/Speed- 090/012 KTS					- UNK/NR	
Visibility - 66.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - 20000 FT THIN				Surface		
Lowest Ceiling - NONE	Type of Clearance -	NONE	Runway	Status	- UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg -	FULL STOP				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information				_		
Pilot-In-Command	Age - 27 M	ledical Certific	ate - EXPIRE	D		
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	FI1 Totol	ght lime (Ho	urs)	4 Une	4
PRIVATE SE LAND	Months Since - UNK/NR			Last 2	14 Hrs - 10 Days-	1
JE LANU	Aircraft Type - UNK/NR		250	Last a	0 Days-	22
	An chart type - UNK/NK	THE G UMERIC-	0	Lasta	Jo Days	~~
Instrument Rating(s) - NONE						
······································						
Narrative						

LOT IN COMMAND
LOT IN COMMAND
LOT IN COMMAND
LOT IN COMMAND

is/are finding(s) 2,3

Brief of Accident

File No 29 1	i/10/85 к	ENAI,AK	A/C Reg	. No. N59619	Т	ime (Lcl) -	0805 AS	-
Basic Information Type Operating Certifica			Aircraft			Injur		
Name of Carrier	-ALASKA H	ELICOPTERS, INC.	DESTROYE		Fatal	Serious		None
Type of Operation				Cre		0	1	0
Flight Conducted Under Accident Occurred During		35	NONE	Pas	s 1	2	0	0
Aircraft Information								
Make/Model - BELL 206	BIII			SON 250-C20B				- YES-UNK/N
Landing Gear - FLOAT		Number Eng			S	tall Warnin	g System	- NU
Max Gross Wt - 3200		Engine Type						
No. of Seats - 5		Rated Power	4	00 HP				
Environment/Operations Inf	ormation				A	Proximity		
Weather Data Wx Briefing - UNK/NR	,	Itinerary Last Departu	ine Deint			RPORT/STRIP		
Wx Briefing - UNK/NR Method - UNK/NR		NIKISHKA,			UFF AI	RPURI/SIRIP		
Completeness - PARTIA			AK .		Airport D	ata		
Basic Weather - VMC	AL, LMID BI F	LOCAL			Апрогер	ata		
Wind Dir/Speed- 040/01	13 14 15	EUCAL			Punway	Ident -	N/A	
Visibility - 70.0		ATC/Airspace					N/A	
Lowest Sky/Clouds -			nht Plan -	COMPANY (VER)		•	N/A	
	- 2500 FT						N/A	
Obstructions to Vision				NONE			,	
	- RAIN			10112				
Condition of Light		к)						
Personnel Information								
Pilot-In-Command		Age - 39	М	edical Certific	ate – VALID	MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s	5)				ght Time (H			
COMMERCIAL, ATP	- ,	Current	- YES	Total -		Last 24	Hrs -	1
SE LAND, ME LAND, SE S	SEA.ME SEA	Months Since		Make/Model-	85	Last 30	Days-	51
		Aircraft Type		Instrument-		Last 90	Days-	104
HELICOPTER							·	3465
HELICOPTER			200	Multi-Eng -	8300	Rotorcr	aft -	0,00
HELICOPTER) - AIRPLAN		200		8300	Rotorcr	aft -	0.000
) - AIRPLAN				8300	Rotorcr	a+t -	
Instrument Rating(s)		E,HELICOPTER		Multi-Eng -				
Instrument Rating(s)	SHORE OIL	E,HELICOPTER 	<pre><ed for<="" out="" pre=""></ed></pre>	Multi-Eng - OFF SHORE OPER	ATIONS THE	DAY PRIOR T	0	
Instrument Rating(s) Narrative T WAS BEING CONDUCTED TO OFF HIS ACCIDENT. PLT STATED VISI NCE OVER THE WATER THE ONLY W	- SHORE OIL IBILITY ABOV VISIBLE HORI	E,HELICOPTER PLATFORM. PLT WAS CHECI E 500 FT WAS POOR & HE ZON WAS THE PLATFORMS.	<pre><ed for="" helico<="" maintained="" out="" pre="" the=""></ed></pre>	Multi-Eng - OFF SHORE OPER 500 FT TO STAY PTER CONTACTED	ATIONS THE BELOW A ST THE WATER A	DAY PRIOR T RATUS LAYER ND ROLLED	 0	
Instrument Rating(s) Narrative T WAS BEING CONDUCTED TO OFF HIS ACCIDENT. PLT STATED VISI	- SHORE OIL IBILITY ABOV VISIBLE HORI	E,HELICOPTER PLATFORM. PLT WAS CHECI E 500 FT WAS POOR & HE ZON WAS THE PLATFORMS.	<pre><ed for="" helico<="" maintained="" out="" pre="" the=""></ed></pre>	Multi-Eng - OFF SHORE OPER 500 FT TO STAY PTER CONTACTED	ATIONS THE BELOW A ST THE WATER A	DAY PRIOR T RATUS LAYER ND ROLLED	 0	
Instrument Rating(s) Narrative T WAS BEING CONDUCTED TO OFF HIS ACCIDENT. PLT STATED VISI NCE OVER THE WATER THE ONLY W	- SHORE OIL IBILITY ABOV VISIBLE HORI	E,HELICOPTER PLATFORM. PLT WAS CHECI E 500 FT WAS POOR & HE ZON WAS THE PLATFORMS.	<pre><ed for="" helico<="" maintained="" out="" pre="" the=""></ed></pre>	Multi-Eng - OFF SHORE OPER 500 FT TO STAY PTER CONTACTED	ATIONS THE BELOW A ST THE WATER A	DAY PRIOR T RATUS LAYER ND ROLLED	 0	

File No 29 1/10/85 KENAI,AK	A/C Reg. No. N59619	Time (Lc1) - 0805 AST
Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT		
Finding(s) 1. WEATHER CONDITION - CLOUDS 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT 3. WEATHER CONDITION - RAIN 4. LIGHT CONDITION - DARK NIGHT 5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PE 8. RADAR ALTIMETER - POOR - COMPANY/OPERATOR MGMT 9. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT 10. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT 11. INSUFFICIENT STANDARDS/REQUIREMENTS,AIRMAN -	RCEPTION - PILOT IN COMMAND EXPERIENCE IN TYPE OF AIRCRAFT - EXPERIENCE IN TYPE OPERATION - PI	
Occurrence #2 ROLL OVER Phase of Operation OTHER		
Finding(s) 12. LANDING GEAR,FLOAT ASSEMBLY - SEPARATION 13. MISC EQPT/FURNISHINGS,RAFTS - LOSS,TOTAL		
Probable Cause		
The National Transportation Safety Board determines that th	ne Probable Cause(s) of this accid	ent

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

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

1

Brief of Accident

Basic Information							
Type Operating Certificate-ON-DEMAND A	IR TAXI	Aircraft Damage SUBSTANTIAL	9	Fatal	Injur		Mana
Name of Carrier -FOSTER AVIA Type of Operation -NON SCHED,D Flight Conducted Under -14 CFR 135	OMESTIC PASSENGER	Fire	Crev	Fatal V O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 135		NONE	Pass		õ	ŏ	1
Accident Occurred During -APPROACH							
Aircraft Information							
Make/Model - CESSNA C-207 Landing Gear - TRICYCLE-FIXED		del - CONTINENTA	AL IO-520		Installed/Ac		
Max Gross Wt - 3800	Number Eng	nes - 1 e - RECIP-FUEL	TNUECTED	S	tall Warning	g System	- YES
No. of Seats - 6	Rated Power		INVECTED				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Departu			OFF AIF	RPORT/STRIP		
Method - TELEPHONE	SHISHMARE	K, AK			•		
Completeness - FULL Basic Weather - IMC	Destination NOME,AK			Airport Da NOME	ata		
Wind Dir/Speed- 080/012 KTS	NOME, AK				Ident -	N/A	
Visibility - 2.000 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 300 FT		ght Plan - VFR		Runway	Surface -	N/A	
Lowest Ceiling - 300 FT BRO		arance - SPECIA		Runway	Status -	N/A	
Obstructions to Vision- BLOWING SNOW	Type Apch/Lr	ndg - FULL S	бтор				
Precipitation - SNOW Condition of Light - NIGHT(DARK)							
Personnel Information Pilot-In-Command	Age - 50	Medica	l Certifica	ate - VALID	MEDICAL-WAI	VERS/LIN	ИІТ
Certificate(s)/Rating(s)	Biennial Flight Re	eview	Flig	ght Time (Ho	ours)		
COMMERCIAL, ATP, CFI			tal -		Last 24		2
SE LAND, ME LAND, SE SEA	Months Since		ke/Model-		Last 30		40
HELICOPTER	Aircraft Type		strument- Iti-Eng -		Last 90 Rotorcra		70 200
		MU	iti-eng -	3320	RULUPCP	ait -	200
Instrument Rating(s) - AIRPLANE							
Narrative							
T OBTAINED A SPECIAL VFR TO LAND AT NOME A	RPT. PLT SAW APCH L	IGHTS AND MADE A	LEFT CIRCI	E TO LINE U	JP WITH		
Y. PLT STATED, CEILING WAS 300 FT AGL, LOW	VISIBILITY AND FREE	EZING DRIZZLE WAS	5 PRESENT.	APRX 3/8 IN	NCH OF ICE		
S ON AIRFRAME AND WINDSHIELD. PLT STATED, RRAIN APRX 5 MILES WEST OF THE ARPT.	"I FAILED TO MAINTA	IN SUFFICIENT AL	TITUDE	." ACFT CON	ACTED LEVE	-	

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File No 22	1/11/85 NOME,AK				
ccurrence #1 ALTITUD)			
ase of Operation APPROAC	CH				
nding(s)					
1. WEATHER CONDITION - ICIN					
2. IN-FLIGHT PLANNING/DEC		T IN COMMAND			
3. WEATHER CONDITION - LOW 4. WEATHER EVALUATION - I					
5. WEATHER CONDITION - SNOW					
	ERSE WEATHER - CONTINUED	- PILOT IN COMMAND			
7. AIRSPEED - NOT POSSIBLE 8. ALTITUDE - NOT POSSIBLE					
currence #2 IN FLIG ase of Operation APPROAC	GHT COLLISION WITH TERRAI	IN			
Probable Cause					
	Safety Board determines t	that the Probable Cause(s) of this accide	nt	
e National Transportation S /are finding(s) 2,4,6 ctor(s) relating to this ac) of this accide	nt	
/are finding(s) 2,4,6) of this accide	nt	
/are finding(s) 2,4,6) of this accide	nt	
/are finding(s) 2,4,6) of this accide	nt	
/are finding(s) 2,4,6) of this accide	nt	
/are finding(s) 2,4,6 ctor(s) relating to this ac) of this accide	nt	
/are finding(s) 2,4,6) of this accide	nt	
/are finding(s) 2,4,6 ctor(s) relating to this ac) of this accide	nt	
/are finding(s) 2,4,6 ctor(s) relating to this ac) of this accide	nt	
/are finding(s) 2,4,6) of this accide	nt	
/are finding(s) 2,4,6 ctor(s) relating to this ac) of this accide	nt	
/are finding(s) 2,4,6) of this accide	nt	
/are finding(s) 2,4,6 ctor(s) relating to this ac) of this accide	nt	
/are finding(s) 2,4,6 ctor(s) relating to this ac	ccident is/are finding(s)) 1,3,5) of this accide	nt	
/are finding(s) 2,4,6 ctor(s) relating to this ac	ccident is/are finding(s)) 1,3,5			
/are finding(s) 2,4,6 ctor(s) relating to this ac) 1,3,5) of this accide		
/are finding(s) 2,4,6 ctor(s) relating to this ac	ccident is/are finding(s)) 1,3,5			

Brief of Accident

Basic Information Type Operating Certificate			Aircraft	Damago		Inju	nios	
Name of Carrier	-DANIEL L SMITH	4/1	SUBSTANT		Fatal	•		None
Name of Carrier Type of Operation Flight Conducted Under	-NON SCHED, DOMES	IC,CARGO	Fire		rew O	0		1
Flight Conducted Under	-14 CFR 135		NONE	Pa	ass O	0	0	0
Accident Occurred During								
-Aircraft Information			///					
Make/Model - DEHAVILLAN Landing Gear - SKI	ID DHC-2		Model - P&W	985		T Installed/. Stall Warni		
Max Gross Wt - 5100				PROCATING-CARE		Stall warni	ng system	- 165
No. of Seats - 4			ver - 4					
-Environment/Operations Infor	mation							
Weather Data		Itinerary				t Proximity		
Wx Briefing ~ NO RECOR	D OF BRIEFING	Last Depar			OFF	AIRPORT/STRI	Р	
Method - N/A		MCGRATH						
Completeness - N/A		Destination			Airport	Data		
Basic Weather - IMC Wind Dir/Speed- 220/012	ντς.	SAME AS	ACC/INC		Burbw	ay Ident	- N/A	
Visibility - 1.500		ATC/Airspace	5			ay Lth/Wid		
Lowest Sky/Clouds -			- light Plan -	VFR		ay Surface		
Lowest Ceiling -						ay Status		
Obstructions to Vision-		Type Apch,	/Lndg -	NONE		-		
Precipitation -	SNOW							
Condition of Light -	NIGHT (DARK)							
-Personnel Information Pilot-In-Command	٨٥	a - 33	N	odical Cortif	icato - VAL		ATVERS/ITM	177
Certificate(s)/Rating(s)	Bi	ennial Flight	Review	edical Certif Fi	light Time	(Hours)	AIVER5/EIN	
COMMERCIAL		Current	- YES	Total	4765	Last 2	4 Hrs -	1
SE LAND,ME LAND,SE SEA	l III	Months Since	- YES = - 11	Total · Make/Model·	- 1283	Last 3	0 Days-	20
HELICOPTER		Aircraft Ty	pe - DHC-2	Instrument	- 145	Last 9	0 Days-	55
				Multi-Eng ·	- 91	Rotorc	raft -	168
Instrument Rating(s)	- AIRPLANE							
 Narrative								
IS EQUIPPED WITH MAIN GEAR	SKIS AND A TATIW	HEEL, PLT STA	TED ELEVATOR	& RUDDER CONTE	ROLS STUCK	DURING THE		
DING ROLL ON SNOW COVERED TER							TING THE	
O OF A SMALL TREE. THE LANDIN								

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File No	16 1/14/85	MCGRATH,AK	A/C Reg. No. N62LC	Time (Lc1) - 1530 AST
Occurrence #1 Phase of Operation		SION WITH TERRAIN		
Finding(s) 1. AIRPORT FACILIT 2. PLANNING-DECI 3. UNSUITABLE TERR	SION - POOR - PILC		DEN OBSTRUCTION(S)	
Occurrence #2 Phase of Operation		- ON GROUND		
Finding(s) 4. FLIGHT CONTROL, 5. FLIGHT CONTROL, 6. DIRECTIONAL CON	RUDDER - BUCKLED) .E - 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

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Brief of Accident

File No 114 1/16/85 UNKNO	WN, AK	A/C Reg. No. N1	Time (Lc1) - UNK/NR				
Basic Information Type Operating Certificate-ON-DEMAND AI Name of Carrier -VANDERPOOL F Type of Operation -NON SCHED,DO Flight Conducted Under -14 CFR 135 Accident Occurred During -UNKNOWN	LYING SERVICE	ircraft Damage DESTROYED ire UNK/NR	Crew Pass	Fatal 1 O	Injur Serious O O	Minor	None 1 0
Aircraft Information Make/Model - CESSNA 207 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3800 No. of Seats - 6	Number Engine	- RECIP-FUEL I			Installed/A tall Warnin		- YES-UNK/NR - YES
Environment/Operations Information Weather Data Wx Briefing - FSS Method - ACFT RADIO Completeness - PARTIAL,LMTD BY PILOT Basic Weather - UNK/NR Wind Dir/Speed- UNK/NR Visibility - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - UNK/NR Obstructions to Vision- UNK/NR Precipitation - UNK/NR	NONDALTON,AK ATC/Airspace	,AK Plan - COMPANY nce - NONE		OFF AI Airport D Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,SE SEA	Age - 22 Biennial Flight Revi Current - Months Since - Aircraft Type -	ew YES Total 31 Make/ UNK/NR Instr	Certificat Fligh / - /Model- UN rument- UN i-Eng - UN	t Time (H 589 K/NR K/NR	ours) Last 24 Last 30 Last 90	Hrs - UN Days- UN Days- UN aft - UN	K/NR K/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THIS ACFT IS MISSING TO DATE. THE WX AT AN INTERMEDIATE PICK-UP POINT ALONG THE ROUTE OF FLT WAS MARGINAL (BORDERING BETWEEN VMC & IMC), THE ACFT FAILED TO ARRIVE TO PICK UP PASS'G WHO WERE AWAITING THIS NON-SCHEDULED AIR TAXI FLT. THE FLT WAS ON THE 2ND LEG OF A 3 LEG X-COUNTRY. PASS'G & FRIEGHT HAD BEEN DEPLANED AT LIME VILLAGE AFTER A FLT FROM RED DEVIL. THE 2ND LEG WAS TO PROCEED FROM LIME VILLAGE TO NONDALTON TO PICK UP THE PASS'G BOUND FOR THE RETURN FLT TO RED DEVIL. A SEACH FOR THE MISSING ACFT WAS GEGUN ON 1/17 & SUSPENDED ON 2/1/85. ABOUT 592 FLT HRS WERE LOGGED ON OFFICIAL SEARCH MISSIONS. THE ALASKAN STATE TROOPER COORDINATOR CLAIMED THAT 60 ADDITIONAL UNDFFICIAL SORTIES, INVOLVING 150 FLT HRS, WERE ACCOMPLISHED. NO ELT SIGNALS WERE HEARD DURING THE SEARCH. ANOTHER ACFT DISAPPEARED IN THE SAME AREA DURING FEB AND HAS NOT BEEN LOCATED. THE STATE TROOPERS ARE PLANNING ADDITIONAL SEARCH EFFORTS AFTER THE SNOW MELTS DURING THE SPRING THAW.

File No	114	1/16/85	UNKNOWN, AK	A/C Reg. No. N1618U	Time (Lc1) - UNK/NR
Occurrence Phase of Operation	MISSIN	G AIRCRAFT N			
Finding(s) 1. UNDETERMINED					
Probable Cause					

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

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Brief of Accident

File No 14 1/31/85 UNALA	LEET,AK	A/C Reg. N	o. N410WR	Т	ime (Lc1) -	1312 AS	T
-Basic Information Type Operating Certificate-ON-DEMAND AIR		Aircraft Dam		Fatal	Injur		Nene
Name of Carrier -RYAN AIR SERV Type of Operation -NON SCHED,DOM	ALLE, INC.	SUBSTANTIAL Fire	Crev		Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 135	IESTIC, CARGO	NONE		•	0	0	0
Accident Occurred During -TAKEOFF		NONE	1450		Ū	Ũ	Ŭ
-Aircraft Information							
Make/Model - CESSNA U206G		'Model - CONTINE	NTAL IO-520		Installed/A		
Landing Gear - TRICYCLE-FIXED		ngines - 1		S	tall Warnin	g System	- YES
Max Gross Wt - 3500 No. of Seats - 6	Engine Ty Rated Pow	/pe - RECIP-F /er - 285					
		/er - 285	nr 				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Depar			ON AIR	PORT		
Method - N/A	UNALAKLE				• -		
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC Wind Dir/Speed- 210/005 KTS	SHAKTOOL	ΙΚ, ΑΚ		UNALAK		32	
Visibility - 15.0 SM	ATC/Airspace	`				6000/	170
Lowest Sky/Clouds - 1500 FT SCAT				2		SNOW	170
	Type of C				• • • • • • •	DRY	
Obstructions to Vision- NONE	Type Apch/				0.11.11.0		
Precipitation - NONE	· · · · · · · · · · · · · · · · · · ·		-				
Condition of Light - DAYLIGHT							
-Personnel Information					WEDTON		// *****
	Age - 42 Biennial Flight		cal Certifica Flig	ate - VALID ght Time (H		WAIVERS	/LIMII
COMMERCIAL	Current		Total -		Last 24		15
SE LAND	Months Since	e - 3	Make/Model-	600	Last 30		45
	Aircraft Typ	be - C-206	Instrument-	45	Last 90	Days-	90
Instrument Rating(s) - AIRPLANE							
					_		

ACFT VEERED TO THE LEFT AND CONTACTED A SNOWBANK DURING THE TAKEOFF GROUND ROLL. INSPECTION REVEALED PLT FAILED TO REMOVE THE RUDDER GUST LOCK BEFORE TAKEOFF WAS ATTEMPTED.

PAGE 18

File No	14 1/31/85	UNALAKLEET,AK	A/C Reg. No	. N410WR	Time (Lc1) - 1312 AST
Occurrence #1 Phase of Operation					
	ROL/GUST LOCK(S) -	PILOT IN COMMAND NOT PERFORMED - PILO E - PILOT IN COMMAND	IN COMMAND		
Occurrence #2 Phase of Operation					
Finding(s) 4. AIRPORT FACILIT	IES,RUNWAY/LANDING	AREA CONDITION - SNOV	BANK		
Probable Cause					

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

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Brief of Accident

Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 2 M Environment/Operations Information Weather Data Itin Wx Briefing - NO RECORD OF BRIEFING Li Method - N/A Completeness - N/A Des Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 25.0 SM ATC, Lowest Sky/Clouds - 4500 FT SCATTERED T Lowest Ceiling - NONE T Obstructions to Vision- NONE T Precipitation - NONE T Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Biennia PRIVATE Cur SE LAND Mon	SU Fin NO Make/Model umber Engines ngine Type ated Power erary st Departure M SAME AS ACC/IN tination LOCAL Airspace pe of Flight M pe of Clearand pe Apch/Lndg	JBSTAN -e DNE - CON - 1 - REC - Point NC Plan - Ce -	ITIAL ITINENTAL CIPROCATIN 90 HP	C-90 NG-CARBU!	s O El RETOR Airpor ON A Airpor SOLI Run Run Run Run	Seric C T Install Stall Wa Stall Wa	ed/A Irnin Ity Id -	Minor 1 O Ctivate g Syste 07 4973/ ASPHAL ICE CC	0 0 d - YES-U m - NO
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT -Aircraft Information Make/Model - PIPER PA-11 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 2 Environment/Operations Information Weather Data Itin Wx Briefing - NO RECORD OF BRIEFING Li Method - N/A Completeness - N/A Des Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 25.0 SM ATC, Lowest Sky/Clouds - 4500 FT SCATTERED T Lowest Ceiling - NONE T Obstructions to Vision- NONE T Precipitation - NONE T Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Biennia PRIVATE Cur SE LAND Mon	Fin NO Make/Model umber Engines ngine Type ated Power erary st Departure H SAME AS ACC/II tination LOCAL Airspace pe of Flight H pe of Clearand pe Apch/Lndg	Point Point Point Point Point Point	ITINENTAL CIPROCATIN 90 HP	Pass C-90 NG-CARBUI	W O S O El RETOR Airpor ON A Airpor SOLI Runn Runn Runn Runn	T Install Stall Wa Stall Wa T Proximi AIRPORT t Data DOTNA way Ident way Ident way Surfac	ed/A Irnin Ity Id -	1 O Ctivate g Syste 07 4973/ ASPHAL ICE CC	0 0 d - YES-U m - NO 130 T VERED
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT -Aircraft Information Make/Model - PIPER PA-11 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 2 Environment/Operations Information Weather Data Itin Wx Briefing - NO RECORD OF BRIEFING Li Method - N/A Completeness - N/A Des Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 25.0 SM ATC, Lowest Sky/Clouds - 4500 FT SCATTERED T Lowest Ceiling - NONE T Obstructions to Vision- NONE T Precipitation - NONE T Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Biennia PRIVATE Cur SE LAND Mon	NG ng Make/Model umber Engines ngine Type ated Power erary st Departure F SAME AS ACC/II tination LOCAL Airspace pe of Flight F pe of Clearand pe Apch/Lndg	DNE - CON ^T - 1 - REC - - - - - - - - - - - - -	NTINENTAL CIPROCATIN 90 HP	Pass C-90 NG-CARBUI	Airpor Airpor Airpor ON Airpor SOLI Run Run Run	T Install Stall Wa Stall Wa T Proximi AIRPORT t Data DOTNA way Ident way Lth/Wa way Surfac	ed/A urnin ity id -	O ctivate g Syste 07 4973/ ASPHAL ICE CC	0 m - N0 130 T VERED
Accident Occurred During -DESCENT -Aircraft Information Make/Model - PIPER PA-11 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 2 -Environment/Operations Information Weather Data -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Wathod - N/A Completeness - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 25.0 SM Visibility - 25.0 SM Lowest Sky/Clouds - 4500 FT SCATTERED TH Lowest Ceiling - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command PRIVATE SE LAND Airc	ng Make/Model umber Engines ngine Type ated Power erary st Departure F SAME AS ACC/II tination LOCAL Airspace pe of Flight F pe of Clearand pe Apch/Lndg	- CON - 1 - REC - Point NC Plan - Ce -	NTINENTAL CIPROCATIN 90 HP	C-90 NG-CARBUI	EI RETOR Airpor ON Airpor SOLI Run Run Run Run	T Install Stall Wa Stall Wa T Proximi AIRPORT Data DOTNA way Ident way Lth/Way way Surfac	ed/A Irnin ity id -	O7 4973/ ASPHAL ICE CC	d - YES-U m - NO 130 T VERED
-Aircraft Information Make/Model - PIPER PA-11 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Wathod - N/A Completeness - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 25.0 SM Visibility - 25.0 SM Lowest Sky/Clouds - 4500 FT SCATTERED T Lowest Sky/Clouds - 4500 FT SCATTERED T Lowest Sky/Clouds - 4500 FT SCATTERED T Constructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command PRIVATE SE LAND Air	ng Make/Model umber Engines ngine Type ated Power erary st Departure H SAME AS ACC/IN tination LOCAL Airspace pe of Flight H pe of Clearand pe Apch/Lndg	- CON - 1 - REC - Point NC Plan - Ce -	NTINENTAL CIPROCATIN 90 HP	C-90 NG-CARBU!	EI RETOR Airpor ON A SOLI Run Run Run Run	T Install Stall Wa T Proximi AIRPORT t Data DOTNA way Ident way Lth/Way way .Surfac	ed/A irnin ity id -	Ctivate g Syste 07 4973/ ASPHAL ICE CC	d - YES-U m - NO 130 T VERED
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Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Des Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 25.0 SM ATC, Lowest Sky/Clouds - 4500 FT SCATTERED T Lowest Sky/Clouds - 4500 FT SCATTERED T Lowest Ceiling - NONE T Obstructions to Vision- NONE T Precipitation - NONE T Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Biennia PRIVATE Cur SE LAND Mon	umber Engines ngine Type ated Power st Departure H SAME AS ACC/IN tination LOCAL Airspace pe of Flight H pe of Clearand pe Apch/Lndg	- 1 - REC - Point NC Plan - Ce -	SIPROCATIN 90 HP 	NG-CARBU!	Airpor ON / Airpor SOLI Run Run Run Run	nt Proximi AIRPORT t Data DOTNA way Ident way Lth/W way .Surfac	ty 	O7 4973/ ASPHAL ICE CC	130 T VERED
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Environment/Operations Information Weather Data Itin Wx Briefing - NO RECORD OF BRIEFING Li Method - N/A Completeness - N/A Des Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 25.0 SM ATC, Lowest Sky/Clouds - 4500 FT SCATTERED T Lowest Ceiling - NONE T Obstructions to Vision- NONE T Precipitation - NONE T Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Biennia PRIVATE Cur SE LAND Mon	erary st Departure H SAME AS ACC/IN tination LOCAL Airspace pe of Flight H pe of Clearand pe Apch/Lndg	Point NC Plan - Ce -	- NONE		Airpor ON Airpor SOLI Run Run Run Run	nt Proximi AIRPORT t Data DOTNA way Ident way Lth/W way .Surfac	ty - id - ce -	O7 4973/ ASPHAL ICE CC	130 T VERED
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Method - N/A Completeness - N/A Des Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 25.0 SM ATC, Lowest Sky/Clouds - 4500 FT SCATTERED T Lowest Ceiling - NONE T Obstructions to Vision- NONE T Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Biennia PRIVATE Cur SE LAND Mon Aire	SAME AS ACC/II tination LOCAL Airspace pe of Flight I pe of Clearand pe Apch/Lndg	NC Plan - ce -			A i rpor SOLI Run Run Run Run	t Data DOTNA way Ident way Lth/W- way Surfac	id - ce -	4973/ ASPHAL ICE CO	T
Completeness - N/ADesBasic Weather - VMCWind Dir/Speed- CALMVisibility - 25.0 SMATCLowest Sky/Clouds - 4500 FT SCATTERED TLowest Ceiling - NONETObstructions to Vision- NONETPrecipitation - NONETCondition of Light - DAYLIGHTPersonnel InformationPilot-In-CommandPRIVATECurSE LANDMonAir	tination LOCAL Airspace pe of Flight I pe of Clearand pe Apch/Lndg	Plan - ce -			SOLI Runi Runi Runi Runi	DOTNA way Ident way Lth/W [.] way .Surfac	id - ce -	4973/ ASPHAL ICE CO	T
Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 25.0 SM ATC, Lowest Sky/Clouds - 4500 FT SCATTERED T Lowest Ceiling - NONE T Obstructions to Vision- NONE T Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Biennia PRIVATE Cur SE LAND Mon	LOCAL Airspace pe of Flight I pe of Clearand pe Apch/Lndg	ce -			SOLI Runi Runi Runi Runi	DOTNA way Ident way Lth/W [.] way .Surfac	id - ce -	4973/ ASPHAL ICE CO	T
Wind Dir/Speed- CALM Visibility - 25.0 SM ATC, Lowest Sky/Clouds - 4500 FT SCATTERED T Lowest Ceiling - NONE T Obstructions to Vision- NONE T Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Biennia PRIVATE Cur SE LAND Mon Air	Airspace pe of Flight I pe of Clearand pe Apch/Lndg	ce -			Runi Runi Runi Runi	way Ident way Lth/W [.] way Surfac	id - ce -	4973/ ASPHAL ICE CO	T
Visibility - 25.0 SM ATC Lowest Sky/Clouds - 4500 FT SCATTERED T Lowest Ceiling - NONE T Obstructions to Vision- NONE T Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Biennia PRIVATE Cur SE LAND Mon Air	pe of Flight pe of Clearand pe Apch/Lndg	ce -			Runi Runi Runi	way Lth/W way Surfac	id - ce -	4973/ ASPHAL ICE CO	T
Lowest Sky/Clouds - 4500 FT SCATTERED T Lowest Ceiling - NONE T Obstructions to Vision- NONE T Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Biennia PRIVATE Cur SE LAND Mon Air	pe of Flight pe of Clearand pe Apch/Lndg	ce -			Runi Runi	vay Surfac	ce -	ASPHAL ICE CC	T
Lowest Ceiling - NONE T Obstructions to Vision- NONE T Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Biennia PRIVATE Cur SE LAND Mon Aire	pe of Clearand pe Apch/Lndg	ce -			Rum			ICE CC	VERED
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Biennia PRIVATE Cur SE LAND Mon Aire	pe Apch/Lndg		- NONE			vay Status	5 -		
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Biennia PRIVATE Cur SE LAND Mon Air		-						CHOW	COMPACTE
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Biennia PRIVATE Cur SE LAND Mon Aire			- TRAFFIC	PATTERN				SNUW -	COMPACIE
Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Biennia PRIVATE Cur SE LAND Mon Air			GO AROUN	ND					
Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Biennia PRIVATE Cur SE LAND Mon Air									
Certificate(s)/Rating(s) Biennia PRIVATE Cur SE LAND Mon Air									
PRIVATE Cur SE LAND Mon Air			Medical C				L-NO	WAIVER	S/LIMIT
SE LAND Mon Air	Flight Review			Flig	ght Time	(Hours)			
. A1P	ent - YI	ES	Total	1 - /Model-	97	Las		Hrs -	
. A1P	hs Since -	1	Make/	/Model-	30	Las		Days-	
Instrument Rating(s) - NONE	raft Type - C	- 152	Instr	rument- i-Eng - M	2	Las		Days-	
Instrument Rating(s) - NONE			Multi	i-Eng -	UNK/NR	Ro	torcr	aft -	UNK/NR
Narrative									
E PLT STATED A GUST OF WIND FORCED THE LEFT WING UP								•	
E ACFT CONTINUED TO VEER TO THE RIGHT UNTIL IT STAL									
O YARDS SOUTH OF THE RWY. WINDS WERE REPORTED AS CA	M AT THE ACCI	DENT S		1/2 HR	PRIOR IO	THE ACCIL	JENI.		
			SITE APRX						
			SITE APRX						
			SITE APRX						
			SITE APRX						

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File No 49	2/08/85 SOLDOTNA,AK	A/C Reg	g. No. N4523M	Time (Lc1) - 1600 AST
	F CONTROL - IN FLIGHT CH - GO-AROUND (VFR)			
Finding(s) 1. AIRCRAFT HANDLING - NOT 2. GO-AROUND - IMPROPER - F 3. CLEARANCE - NOT MAINTAIN 4. AIRSPEED - NOT MAINTAINE 5. STALL - INADVERTENT - PI	PILOT IN COMMAND NED - PILOT IN COMMAND ED - PILOT IN COMMAND	COMMAND		
	GHT COLLISION WITH TERR - UNCONTROLLED			
Probable Cause				
The National Transportation S is/are finding(s) 1,2,4	Safety Board determines	that the Probable Caus	se(s) of this accident	t
Factor(s) relating to this ac	ccident is/are finding(s) 3		
		•		
				-
a 1. − 57	22500 C			-71) - 800

Brief of Accident

Type Operating Certificate-NONE (GENERA	L AVIATION) Airc	raft Damage		Injuri	es	
, , , , , , , , , , , , , , , , , , ,		TROYED	Fatal	Serious		None
Type of Operation -FERRY	Fire	Cr	rew 1	0	0	0
Flight Conducted Under -14 CFR 91	NON	E Pa	iss O	0	0	0
Accident Occurred During -CRUISE						
-Aircraft Information						
Make/Model - PIPER PA-31	Eng Make/Model -	LYCOMING TID-540-A	2C ELT	Installed/Ac	tivated	d - YES/YE
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -			tall Warning	System	n - YES
Max Gross Wt - 6500	Ş ,1	RECIP-FUEL INJECTE	D			
No. of Seats - 6	Rated Power -	310 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Po		OFF AI	RPORT/STRIP		
Method - ACFT RADIO	BECHAROF LAKE 1	, AK				
Completeness - PARTIAL, LMTD BY PILOT			Airport D	ata		
Basic Weather - UNK/NR Wind Dir/Speed- UNK/NR	COLD BAY,AK		Dupuov	Ident -	N1 / A	
Visibility - UNK/NR	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - UNK/NR	•	an - COMPANY (VFR)		Surface -		
Lowest Ceiling - UNK/NR	Type of Clearance			Status -		
Obstructions to Vision- UNK/NR	Type Apch/Lndg				,	
Precipitation - UNK/NR						
Condition of Light - NIGHT(DARK)						
-Personnel Information						
Pilot-In-Command	Age - 39 Biennial Flight Review	Medical Certifi	icate - VALID	MEDICAL-NO	WAIVERS	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	FI	light Time (H	ours)		
COMMERCIAL, ATP, CFI	Current - YES	Total -	- 4427	Last 24	Hrs -	5
SE LAND,ME LAND,SE SEA	Months Since - 4 Aircraft Type - PA-	Make/Model	2250	Last 30	Days-	48
	Aircraft Type - PA-	31 Instrument-		Last 90	Days-	148
		Multi-Eng -	- 2325	Rotorcra	fτ - ι	UNK/NR
Instrument Rating(s) - AIRPLANE						

File No. - 149 2/14/85 PORT HEIDEN,AK A/C Reg. No. N63719 Time (Lc1) - 1900 AST _____ -----Occurrence IN FLIGHT COLLISION WITH TERRAIN Phase of Operation CRUISE Finding(s) 1. WEATHER CONDITION - OBSCURATION 2. WEATHER CONDITION - UNFAVORABLE WIND 3. WEATHER CONDITION - SNOW 4. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND 5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND 6. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 7. TERRAIN CONDITION - MOUNTAINOUS/HILLY 8. LIGHT CONDITION - DARK NIGHT 9. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND ----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) 1,2,3,7,8,9

Brief of Accident

		Fatal V O	Injur Serious		None
L Fire	Crew		5611003		
			0	1	0
	Pass		0	0	0
Eng Make/Model -	LYCOMING 0-235	ELT :			
Number Engines -	1	S	tall Warnin	g System	- YES
		RETOR			
Rated Power -					
			-		
1	nt	UN AIRI	ואטי		
,		Ainpont D	**		
SAME AS ACC/INC				05	
ATC/Airspace					200
TERED Type of Flight Pla	n - VFR				
Type of Clearance	- VFR	Runway	Status -	DRY	
Type Apch/Lndg	- TRAFFIC PATTERN				
	FULL STOP				
					/
5	Medical Certific	ate - VALID	MEDICAL-NO	WAIVERS	/LIMIT
					2
					3
	The trument -	47	Last 90	Days-	3
Affectant Type - N/A	Ths trument*	0	Last st	Udys-	3
	Eng Make/Model - Number Engines - Engine Type - Rated Power - Last Departure Poi ELMENDORF,AK Destination SAME AS ACC/INC ATC/Airspace TERED Type of Flight Pla Type of Clearance Type Apch/Lndg	Eng Make/Model - LYCOMING 0-235 Number Engines - 1 Engine Type - RECIPROCATING-CARBUR Rated Power - 110 HP Itinerary Last Departure Point ELMENDORF,AK Destination SAME AS ACC/INC ATC/Airspace TERED Type of Flight Plan - VFR Type of Clearance - VFR Type of Clearance - VFR Type Apch/Lndg - TRAFFIC PATTERN FULL STOP Age - 39 Medical Certifica Biennial Flight Review Current - N/A Total - Months Since - N/A Make/Model-	Eng Make/Model - LYCOMING 0-235 Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 110 HP Itinerary Airport F Last Departure Point ON AIRF ELMENDORF,AK Destination Airport Da SAME AS ACC/INC ELMENDO ATC/Airspace Runway TERED Type of Flight Plan - VFR Runway Type of Clearance - VFR Runway Type of Clearance - VFR Runway Type Apch/Lndg - TRAFFIC PATTERN FULL STOP Age - 39 Medical Certificate - VALID Biennial Flight Review Flight Time (Ho Current - N/A Total - 47 Months Since - N/A Make/Model - 47	Eng Make/Model - LYCOMING 0-235ELT Installed/ANumber Engines - 1Stall WarninEngine Type- RECIPROCATING-CARBURETORRated Power- 110 HPItineraryAirport ProximityLast Departure PointON AIRPORTELMENDORF,AKDestinationDestinationAirport DataSAME AS ACC/INCELMENDORFRunway Ident-ATC/AirspaceRunway IdentType of Flight Plan - VFRRunway SurfaceType of Clearance- VFRRunway Status-Type Apch/Lndg- TRAFFIC PATTERNFULL STOPFlight Time (Hours)Current- N/AMake/Model-47Last 24Months SinceN/AMake/Model-47Last 30	Eng Make/Model - LYCOMING 0-235ELT Installed/Activated Stall Warning SystemNumber Engines - 1Stall Warning SystemEngine Type - RECIPROCATING-CARBURETOR Rated Power - 110 HPAirport Proximity ON AIRPORTItineraryAirport Proximity ON AIRPORTLast Departure PointON AIRPORTELMENDORF, AKDestinationDestinationAirport Data ELMENDORF Runway Ident - 05 Runway Lth/Wid - 10000/ATC/AirspaceRunway Surface - ASPHALT Type of Clearance - VFR Type Apch/LndgAge - 39Medical Certificate - VALID MEDICAL-NO WAIVERS Biennial Flight ReviewAge - 39Medical Certificate - 47 Last 24 Hrs - Months Since - N/A

File No	36 2/16/85	ELMENDORF AFB,AK	A/C Reg. No. N4745P	Time (Lcl) - 1326 AST
Occurrence #1 Phase of Operation				
2. CLEARANCE - NOT 3. PROPER ALIGNMEN	MAINTAINED - PILO T - NOT MAINTAINED	- PILOT IN COMMAND	RIENCE - PILOT IN COMMAND	
Occurrence #2 Phase of Operation		ION WITH TERRAIN		
inding(s)				

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

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

2.4.2

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GE		Aircraft D	amago		Injur	ios	
Type operating certificate None (GE	NERAL AVIATION)	SUBSTANTI		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Cre		0	0	1
Flight Conducted Under -14 CFR 9		NONE	Pas		õ	õ	ò
Accident Occurred During -DESCENT				- •	-	-	-
-Aircraft Information	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~						
Make/Model - PIPER PA-12	Eng Make	/Model - LYCOM	ING 0-320-E2A	ELT	Installed/A	ctivated	- YES/YES
Landing Gear - SKI	Number E	ngines - 1			tall Warnir	ng System	- YES
Max Gross Wt - 1685	Engine T	J I I I I I I I I I I	ROCATING-CARBU	RETOR			
No. of Seats - 2	Rated Po	wer - 10	0 HP				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIE	•	rture Point		OFF AI	RPORT/STRIP	1	
Method - N/A	WASILLA	,					
Completeness - N/A Basic Weather - VMC	Destinatio			Airport D	ата		
Wind Dir/Speed- 330/005 KTS	SAME AS	ACC/INC		Dunua	Ident -		
Visibility - 90.0 SM	ATC/Airspac	•		,	Lth/Wid -	•	
	SCATTERED Type of F				Surface -		
Lowest Ceiling - NONE		learance - N				N/A	
Obstructions to Vision- NONE	Type Apch			Kanway	514145	17.5	
Precipitation - NONE		/ Endg	0112				
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 35	Me	dical Certific	ate – VALID	MEDICAL-NC	WAIVERS/	'LIMIT
Certificate(s)/Rating(s)	Biennial Flight Current	Review	Fli	ght Time (H	ours)		
PRIVATE					Last 24		1
SE LAND, SE SEA		e - 12			Last 30	•	15
	Aircraft Ty	pe - PA-12	Instrument-	2	Last 90) Days-	37
Instrument Rating(s) - NONE							
Instrument Rating(s) - NUNE							

File No	30 3/02/85	SKWENTNA, AK	A/C Reg. No. N7889H	Time (Lc1) - 1200 AST	
Occurrence #1 Phase of Operation		- IN FLIGHT			
Finding(s) 1. PLANNED APPROAC 2. AIRSPEED - NOT 3. ALTITUDE - INAD 4. STALL - INADVER	MAINTAINED - PILOT EQUATE - PILOT IN	IN COMMAND COMMAND			
Occurrence #2 Phase of Operation					
Finding(s) 5. TERRAIN CONDITI	DN - SNOW COVERED				
Probable Cause					

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

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

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Brief of Accident

Type Operating Certificate-NONE (GENERA	L AVIATION) Airo	craft Damage			Injur	ies	
		BSTANTIAL		Fatal			None
Type of Operation -PUBLIC USE	Fire		Crew	0	0 0	1	0
Flight Conducted Under -14 CFR 91	NOM	NE	Pass	0	0	1	0
Accident Occurred During -MANEUVERING							
Aircraft Information							
Make/Mode1 - BELL UH-1H	Eng Make/Model ·				Installed/A		
Landing Gear - SKID	Number Engines			S	tall Warnin	g System	- UNK/NR
Max Gross Wt - 9500	Engine Type						
No. of Seats - 7	Rated Power	- 1400 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Departure Po	bint		OFF AI	RPORT/STRIP		
	NOME, AK						
Completeness - FULL	Destination			Airport D	ata		
Basic Weather - IMC Wind Dir/Speed- 270/020 KTS	FAIRBANKS,AK			Bunkey	Ident -		
Visibility100 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - PART OBS	Type of Flight P	lan - VED			Surface -		
Lowest Ceiling - OBSCURED	Type of Clearance				Status -		
Obstructions to Vision- BLOWING SPRAY				Rannay	514140		
Precipitation - SNOW	·) p = · (p = · (, _ · · · g						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 36 Biennial Flight Review	Medical Cer	tificat	te – VALID	MEDICAL-NO	WAIVERS	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Fligh	nt Time (H	lours)		
COMMERCIAL	Current - YES	S Total	-	2729	Last 24	Hrs -	1
SE LAND	Months Since - 4 Aircraft Type - UH	Make/Mo	de1-	82	Last 30	Days-	15
HELICOPTER	Aircraft Type - UH	-1H Instrum	ent-	183	Last 90) Days-	38
		Multi-E	ng -	1	Rotorcr	aft -	2547
Instrument Rating(s) - AIRPLANE,HE	LICOPTER						

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File No	37 3/02/85	MOSES POINT,AK	A/C Reg. No. N58RF	Time (Lc1) - 1555 AST
Occurrence #1 Phase of Operation		ITER WITH WEATHER		
Finding(s) 1. WEATHER CONDITI 2. WEATHER CONDITI 3. VFR FLIGHT INTO 4. TERRAIN CONDITI	DN - WHITEOUT IMC - MISJUDGED -	PILOT IN COMMAND		
Dccurrence #2 Phase of Operation		ION WITH TERRAIN IRN TO REVERSE DIRECTIO	N	
Finding(s) 5. ALTITUDE - NOT	MAINTAINED - PILOT	IN COMMAND		
Probable Cause				

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

is/are finding(s) 3,5

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Brief of Accident

File No 50 S	3/02/85	DILLINGHAM,AK	I,AK A/C Reg. No. N1715U		т	ime (Lcl) -	0925 AS	г	
Basic Information Type Operating Certifica Name of Carrier Type of Operation Flight Conducted Under Accident Occurred During	-MANOKO -NON SC -14 CFR	TAK AIRWAYS, I HED,DOMESTIC,C 135	NC. DEST		Crew Pass	Fatal O O	Injur Serious O O		None 1 0
Aircraft Information Make/Model - CESSNA 2 Landing Gear - TRICYCLE Max Gross Wt - 3800 No. of Seats - 7	207		Eng Make/Model - Number Engines - Engine Type - Rated Power -	1 RECIP-FUEL II	IO-520-F	ELT	Installed/A tall Warnir		
Obstructions to Vision	CORD OF BR 06 KTS 000 SM 1000 F - 1000 F n- BLOWING - SNOW	Iti IEFING L De ATC T PART OBS T T OVERCAST T SNOW T	nerary ast Departure Poi DILLINGHAM,AK estination MANOKOTAK,AK Airspace ype of Flight Pla ype of Clearance ype Apch/Lndg	n - COMPANY - NONE	(VFR)	OFF AI Airport D Runway Runway Runway	Ident - Lth/Wid - Surface -	- N/A - N/A - N/A - N/A	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s COMMERCIAL SE LAND		Cur Mon	60 I Flight Review Frent - YES Iths Since - 11 Foraft Type - C-20	Total Make/I	Flig	ht Time (H 4400 3500	Last 24 Last 30	·	MIT 4 110 220

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT WAS ATTEMPTING A 180 DEG TURN TO REVERSE DIRECTION AWAY FROM LOWERING CLOUDS AND SNOW SHOWERS WHEN THE RIGHT WING DUG INTO THE SNOW COVERED TERRAIN. THE PLT STATED A VIRTUAL "WHITE OUT" CONDITION EXISTED AT THE TIME.

 File No. 50
 3/02/85
 DILLINGHAM,AK
 A/C Reg. No. N1715U
 Time (Lc1) - 0925 AST

 Occurrence #1
 IN FLIGHT COLLISION WITH TERRAIN
 Phase of Operation
 MANEUVERING - TURN TO REVERSE DIRECTION

 Finding(s)
 1. WEATHER CONDITION - SNOW
 2. WEATHER CONDITION - WHITEOUT
 3. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

 4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 ----Probable Cause---

Brief of Accident (Continued)

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

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

Brief of Accident

-Basic Information						
Type Operating Certificate-NONE (GENER	· · · · · · · · · · · · · · · · · · ·	5		Injur		
	DESTROY		Fatal			None
Type of Operation -BUSINESS	Fire	Crew		0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pass		0	0	0
-Aircraft Information						
Make/Model - BELL 206B	Eng Make/Model ~ ALL	ISON 250-C20B	ELT	Installed/A	ctivated	- YES/YES
Landing Gear - HIGH SKID	Number Engines - 1		S	tall Warnir	ng System	- NO
Max Gross Wt - 3200	Engine Type - TUR				0 -)	
No. of Seats - 4	Rated Power -	317 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN				RPORT/STRIP)	
Method - N/A	GIRDWOOD, AK					
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- CALM			Runwav	Ident -	N/A	
Visibility - 40.0 SM	ATC/Airspace			Lth/Wid -	· N/A	
Lowest Sky/Clouds - 8000 FT	Type of Flight Plan -	NONE		Surface -		
Lowest Ceiling - 8000 FT BRO				Status -		
-	Type Apch/Lndg -	NONE	-			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 40	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H	ours)		
COMMERCIAL	Current - UNK/NR	Total - L	INK/NR	Last 24	Hrs - UN	NK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- L	INK/NR	Last 30) Days- UN	JK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- L) Days- UN	
		Multi-Eng - L			haft - UN	
Instrument Rating(s) - AIRPLANE,H	ELICOPTER					
· · · · · · · · ·						
-Narrative HELICOPTER IMPACTED TERRAIN IN A 150 FT	CODOL ALTER CONTACTING TELEDU				NV.	
X 2 MILES NORTH OF A TUNNEL STATION. PURP					A T	

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	35 3/09/85	WHITTIER,AK	A/C Reg. No. N2060V	Time (Lc1) - 0915 AST
Occurrence #1 Phase of Operation		ON WITH OBJECT		
-	TATIC T - INADEQUATE - PI MAINTAINED - PILOT			
Occurrence #2		IN FLIGHT		
Phase of Operation				

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

Brief of Accident

Type of Operation-PERSONALFireCrewOO1OFlight Conducted Under-14 CFR 91NONEPassOOOOOAccident Occurred During-LANDINGAircraft Information Make/Model- CESSNA 207Eng Make/Model - CONTINENTAL ID-520-F Number Engines - 1ELT Installed/Activated - YES/YE Stall Warning System - YESLanding Gear- TRICYCLE-FIXEDNumber Engines - 1 Rated PowerStall Warning System - YESNo. of Seats-6Rated Power-Environment/Operations Information Wexther DataItinerary McGRATH,AKAirport Proximity OFF AIRPORT/STRIPCompleteness- N/AMcGRATH,AKOFF AIRPORT/STRIPCompleteness- N/AMcGRATH,AKAirport DataBasic Weather- 4000 FT SCATTEREDType of Flight Plan - VFR Runway Lth/Wid - N/ARunway Status - N/AUsits Sky(Clouds- 4000 FT SCATTEREDType of ClearanceNONE Runway Status - N/AN/AObstructions to VisionNONEType Apch/Lndg- FORCED LANDINGPrecipitation- NONEType Apch/Lndg- FORCED LANDING	Basic Information Type Operating Certificate-NONE (GENERAI	-	ft Damage			Injur		
-Aircraft Information Make/Model - CESSNA 207 Eng Make/Model - CONTINENTAL IO-520-F ELT Installed/Activated - YES/YE Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 3800 Engine Type - RECIP-FUEL INJECTED Stall Warning System - YES No. of Seats - 6 Rated Power - 300 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC KOTZEBUE,AK Wind Dir/Speed 160/015 KTS Runway Lth/Wid - N/A Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - VFR Runway Surface - N/A Lowest Sky/Clouds - 4000 FT SCATTERED Type of Clearance - NONE Runway Status - N/A Dostructions to Vision NONE Type of Clearance - NONE Runway Status - N/A Precipitation - NONE Type of Clearance - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Content - 22 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 22 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Commend Age - 24 Medical Certificate - 70 Last 24 Hrs - 1 SE LAND Months Since - 4 Make/Model - 70 Last 30 Days - 30	Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire	ANTIAL	Crew	0	0		
Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A McGRATH,AK OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC KOTZEBUE,AK Runway Ident - N/A Wind Dir/Speed- 160/015 KTS Runway Ident - N/A Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - VFR Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE - - - - -Personnel Information - Priot-In-Command Age - 22 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - 1 SE LAND	-Aircraft Information Make/Model - CESSNA 207 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3800	Number Engines – Engine Type – R	1 ECIP-FUEL INJE		ELT S			
Certificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)COMMERCIALCurrent- YESTotal- 1520Last 24 Hrs -1SE LANDMonths Since - 4Make/Model-70Last 30 Days-30	Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 160/015 KTS Visibility - 20.0 SM Lowest Sky/Clouds - 4000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NDNE Precipitation - NONE	Last Departure Poin MCGRATH,AK Destination KOTZEBUE,AK ATC/Airspace TERED Type of Flight Plan Type of Clearance	- VFR - NONE	Ai	OFF AII rport Da Runway Runway Runway	RPORT/STŔIF ata Ident - Lth/Wid - Surface -	N/A N/A N/A	
Instrument Rating(s) - AIRPLANE	Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Biennial Flight Review Current - YES Months Since - 4	Total Make/Moo	Flight - 15 del-	Time (H 20 70	ours) Last 24 Last 30	Hrs -) Days-	1 30

File No	48 3/11/85	5 MCGRATH,AK	A/C Reg.	No. N9937M	Time (Lc1) - 1535 AST
Occurrence #1 Phase of Operation		(TOTAL) - MECH FAILURE JISE	/MALFUNCTION		
Finding(s) 1. ENGINE ASSEMBLY 2. ENGINE ASSEMBLY					
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMEF	G RGENCY			
Occurrence #3 Phase of Operation					
Finding(s) 3. OBJECT - TREE(S)				
Probable Cause					

-

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

A.

Brief of Accident

Basic Information Type Operating Certificate-NONE (GEN	IERAL AVIATION) Ai	rcraft Damage		Inju	ries	
	Ś	UBSTANTIAL	Fatal	Serious		None
Type of Operation -BUSINESS			Crew O	0		2
Flight Conducted Under -14 CFR 91	N	ONE F	ass 0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CURTISS C-46R	Eng Make/Model	- P&W R-2800/97 - 2	ELT	Installed/		
Landing Gear - TAILWHEEL-ALL RETRAC				Stall Warni	ng System	- YES
Max Gross Wt - 49000 No. of Seats - 4	Rated Power	- RECIPROCATING-CAP	BURFIOR			
Environment/Operations Information Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEF		Point		RSTRIP		
Method - N/A	FAIRBANKS, AK					
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	SAME AS ACC/I	NC	NULAT	0		
Wind Dir/Speed- CALM				y Ident		
Visibility - 40.0 SM	ATC/Airspace			y Lth/Wid		80
Lowest Sky/Clouds - CLEAR	Type of Flight			y Surface		
Lowest Ceiling - NONE	Type of Clearan		Runwa	y Status	- SNOW - D	RY
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information					/	
Pilot-In-Command	Age - UNK/NR	Medical Certi			AIVERS/LIM	IT
Certificate(s)/Rating(s) ATP	Biennial Flight Revie		ight Time (Hours)	4 11-0	5
SE LAND, ME LAND	Current - Y Months Since - Aircraft Type - D	ES IOTAI 6 Noko/Modol	- 14700 - 1200	Last 2	4 Hrs - O Dove-	30
SE LAND, ME LAND	Aircraft Type - D	C-3 Instrument	t- 238	Last 3	0 Days- 0 Days-	30 60
	Anciartiype	Multi-Eng		Last	0 Days-	00
Instrument Rating(s) - AIRPLANE						
Narrative						
ACFT CONTINUED OFF THE END OF THE RWY	AND CONTACTED & SNOW REPM	DURING THE LANDING		T PEPORTED		
RWY BRAKING ACTION AS POOR.	AND CONTACTED A SNOW BERM	DORING THE EANDING	NOLL. HIL PL	I REPORTED		

Brief of Accident (Continued) File No. - 51 3/14/85 NULATO,AK A/C Reg. No. N7848B Time (Lcl) - 1455 AST ____ _____ -----------Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED 2. JUDGEMENT - POOR - PILOT IN COMMAND 3. BRAKES(NORMAL) - INADEQUATE - PILOT IN COMMAND ON GROUND COLLISION WITH TERRAIN Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - SNOWBANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 2.3

Brief of Accident

Basic Information							
Type Operating Certificate-ON-DEMAND A		5			Injur		
Name of Carrier -AIR LOGISTI	US AMESTIC CARCO	SUBSTANTIAL Fire	Crew	Fatal O	Serious O	Minor O	None 1
Type of Operation -NON SCHED,D Flight Conducted Under -14 CFR 135		NONE	Pass	-	0	0	0
Accident Occurred During -TAKEOFF		NUNE	Pass	0	0	0	0
Aircraft Information							
Make/Mode1 - BELL 206B		odel - ALLISON C25			Installed/A		
Landing Gear - SKID	Number Eng			S	tall Warnir	g System	- NO
Max Gross Wt - 3200		e - TURBOSHAFT					
No. of Seats - 4	Rated Power	r - 317 HP					
Environment/Operations Information							
Veather Data	Itinerary	-			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	ure Point		OFF AI	RPORT/STRIP			
Method - N/A	, AK			- • -			
Completeness - N/A Basic Weather - VMC	Destination			Airport D	ата		
Wind Dir/Speed- CALM	FAIRBANKS	, AK		Dunua	Ident -	N/A	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR		ght Plan - VFR			Surface -		
Lowest Ceiling - NONE		arance - NONE			Status -		
Obstructions to Vision- NONE	Type Apch/Li			Kanway	Julub	17/5	
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 33				MEDICAL-NC	WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight R			ht Time (H			
COMMERCIAL, ATP	Current						5
SE LAND		-2 Make	/Model-	2279	Last 30		40
HELICOPTER	Aircraft Type	- 206 Inst	rument-	240		Days-	99
					Rotorcr	aft -	5279
Instrument Rating(s) - AIRPLANE							

DURING TAKEOFF THE HELICOPTER CONTACTED A .081 INCH COPPER WIRE WHICH WAS STRUNG ACROSS THE RIVER AT AN ALT OF APRX 15 FT. THE WIRE BECAME ENTANGLED IN THE TAIL ROTOR RESULTING IN CONTROL DIFFICULTIES, HOWEVER, THE PLT WAS ABLE TO LAND THE HELICOPTER APRX 1/2 MILE FROM THE WIRE STRIKE LOCATION.

File No	38 3/15/85	MCKNLEY PARK,AK	A/C Reg. No. N58111	Time (Lc1) - 1500 AST	
Occurrence Phase of Operation	IN FLIGHT COLLIS TAKEOFF - INITIA				
Finding(s) 1. VISUAL LOOKOUT 2. OBJECT - WIRE,S		PILOT IN COMMAND			
Probable Cause					

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

Brief of Accident

3/23/85 Time (Lcl) - 1630 AST File No. - 117 KENAI.AK A/C Reg. No. N91224 ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage, Injuries SUBSTANTIAL Serious Minor Fatal None Type of Operation -PERSONAL Fire Crew 0 0 0 1 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 Accident Occurred During -LANDING ----Aircraft Information----Make/Model - CESSNA 180 Eng Make/Model - CONTINENTAL 0-470-R ELT Installed/Activated - YES/YES Number Engines - 1 Landing Gear - TAILWHEEL-ALL FIXED Stall Warning System - YES Max Gross Wt - 2800 Engine Type - RECIPROCATING-CARBURETOR No. of Seats -Rated Power - 260 HP 4 _____ ----Environment/Operations Information----Weather Data Airport Proximity Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A KENAI,AK Completeness - N/A Destination Airport Data - VMC SAME AS ACC/INC KENAI Basic Weather Runway Ident Wind Dir/Speed- 180/010 KTS - 01 Visibility - 30.0 SM ATC/Airspace Runway Lth/Wid - 7600/ 150 Lowest Sky/Clouds -4000 FT Type of Flight Plan - NONE Runway Surface - ASPHALT - 4000 FT OVERCAST Type of Clearance - NONE Runway Status - DRY Lowest Ceiling Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING - NONE Precipitation Condition of Light - DAYLIGHT ----Personnel Information----Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Pilot-In-Command 47 Age -Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) 261 Last 24 Hrs -0 PRIVATE Current - YES Total -138 Last 30 Days-5 SE LAND Months Since - 12 Make/Model-Aircraft Type - C-180 Last 90 Days-15 Instrument-0 Instrument Rating(s) - NONE ----Narrative----

THE ACFT COLLIDED WITH A SNOW BANK DURING A FORCED LNDG AFTER THE ENG WENT TO IDLE PWR DURING TAKEOFF. THE RT WING CONTACTED THE SNOW BANK & TURNED THE ACFT SO THAT THE ENG COWLING WAS ALSO DAMAGED. THE ONLY MALFUNCTION NOTED DURING THE INVESTIGATION WAS CONTAMINATION OF FUEL SAMPLES FROM THE FUEL LINES & LEFT FUEL TANK.

Time (Lc1) - 1630 AST File No. - 117 3/23/85 A/C Reg. No. N91224 KENAI,AK Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FUEL SYSTEM - CONTAMINATION 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 4. TERRAIN CONDITION - NONE SUITABLE _____ Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - SNOWBANK _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.3

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

Brief of Accident

Basic Information		incucto Democro			Tostan		
Type Operating Certificate-NONE (GENERAL		ircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONAL		ire	Crew		0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	ŏ	ŏ	Ő	ò
Accident Occurred During -LANDING				Ū	Ū.	Ū	Ũ
Aircraft Information							
Make/Model - PIÞER PA-22		1 - LYCOMING 0-3			Installed/#		
Landing Gear - TRICYCLE-FIXED	Number Engine				tall Warnin	ng System	- YES
Max Gross Wt - 1650		- RECIPROCATIN	IG-CARBURE	TOR			
No. of Seats - 2	Rated Power	- 100 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure	Point		OFF AI	RPORT/STRI	2	
Method - N/A	BETHEL, AK						
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 360/005 KTS						- N/A	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid ·		
Lowest Sky/Clouds - CLEAR	Type of Flight				Surface ·		
Lowest Ceiling - NONE	Type of Cleara			Runway	Status ·	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED L	ANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 22	Medical C	Certificat	e - VALID	MEDICAL-W	AIVERS/LIN	IT
Certificate(s)/Rating(s)	Biennial Flight Revi	ew	Fligh	t Time (H	ours)		
STUDENT	Current -	N/A Total	-	48	Last 24	4 Hrs -	1
	Biennial Flight Revi Current - Months Since - Aircraft Type -	N/A Make/	Model-	48	Last 30) Days-	5
	Aircraft lype -	N/A Instr	rument-	1	Last 90	D Days-	20

----Narrative----

THE PLT REPORTED AFTER A SHORT FLD TAKEOFF, THE ENG DROPPED TO ABOUT 1000 RPM; THE PLT THEN ATTEMPTED AN EMERGENCY LANDING. UPON TOUCHDOWN, THE ACFT SETTLED INTO THE SNOW AND NOSED OVER. THE PLT STATED THE ENG FAILURE WAS DUE TO CARB ICE.

Brief of Accident (Continued) . . File No. - 39 3/25/85 KANEKTOK RIVER, AK A/C Reg. No. N4810A Time (Lcl) - 1445 AST Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation DESCENT - EMERGENCY Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 2. 3. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND 4. FUEL SYSTEM, CARBURETOR - ICE Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY -----_____ Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. UNSUITABLE TERRAIN - NOT IDENTIFIED - PILOT IN COMMAND 6. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND ____ _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,3,5,6

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

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage			Injur		
		SUBSTANTIAL	-		Serious		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9		Fire NONE	Crew	0	0	0	1
Accident Occurred During -DESCENT	1	NUNE	Pass	0	0	0	0
Aircraft Information							
Make/Model - CESSNA 150C		Model - LYCOMING 0-			Installed/#		
Landing Gear - TAILWHEEL-ALL FIXED		igines - 1			itall Warnin	ng System	- YES
Max Gross Wt - 1750		pe - RECIPROCATI	NG-CARBURET	JR			
No. of Seats - 2	Rated Pow	er - 100 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIE	FING Last Depar	ture Foint		OFF AI	RPORT/STRIF	b	
Method - N/A	KENAI, AK						
Completeness - N/A	Destination	1	Α	irport D	ata		
Basic Weather - VMC	LOCAL			KENAI,	AK		
Wind Dir/Speed- 030/010 KTS						- 01	
	ATC/Airspace				/Lth/Wid -		150
Lowest Sky/Clouds - 6000 FT					Surface		
	Type of Cl			Runway	Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/	Lndg - FORCED	LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 65	Medical	Certificate	- VALIC	MEDICAL-WA	IVERS/LI	TIN
Certificate(s)/Rating(s)	Biennial Flight	Review	Flight	Time (⊦	lours)		
PRIVATE	Current	- YES Tota	1 - !	516	Last 24	1 Hrs -	1
SE LAND	Months Since	e - 12 Make	/Model- rument-	84	Last 30) Days-	1
	Aircraft Typ	0 - 130 Inst	rument-	4	1ast 90	Dave-	1

----Narrative----

THE PILOT WAS ON A LOCAL PLEASURE SIGHTSEEING TRIP WHEN THE ENGINE QUIT; THE PILOT ATTEMPTED A FORCED LANDING ON A ROAD. JUST BEFORE TOUCHDOWN THE AIRCRAFT STRUCK TWO POWER LINES. THE PILOT STATED THAT HE RAN OUT OF FUEL AND HE BELIEVED THAT HE HAD ENOUGH FUEL FOR THE LOCAL FLIGHT.

File No 1	15 3/30/85	KENAI, AK	A/C Reg. No. N7866Z	Time (Lcl) - 1334 AST
Occurrence #1 Phase of Operation	•	AL) - NON-MECHANIC	AL	
Finding(s) 1. FUEL SYSTEM - E	KHAUSTION			· · · · · · · · · · · · · · · · · · ·
Occurrence #2 Phase of Operation				
3. IMPROPER US 4. FUEL CONSUMPTIO 5. IMPROPER US 6. FLIGHT MANUALS	ING/DECISION - IMPR E OF PROCEDURE,INAD N CALCULATIONS - IM E OF PROCEDURE,INAD - NOT FOLLOWED - PI R - PILOT IN COMMAN	EQUATE TRAINING - PROPER - PILOT IN EQUATE TRAINING - LOT IN COMMAND	PILOT IN COMMAND COMMAND	

----Probable Cause----

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

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

•

Brief of Accident

Basic Information						
Type Operating Certificate-NONE (GENE	RAL AVIATION) Airc	raft Damage		Injur		
		STANTIAL		Serious		None
Type of Operation -PERSONAL	Fire		rew O	0	0	1
Flight Conducted Under -14 CFR 91	NOM	JE Pa	ass O	0	0	2
Accident Occurred During -TAKEOFF						
Aircraft Information						
Make/Model - PIPER PA-12	Eng Make/Model -	· LYCOMING 0-320-B2E	B ELT	Installed/A	ctivated	- YES/NC
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -	• 1	S	tall Warnin	g System	- NO
Max Gross Wt - 1750		RECIPROCATING-CARE	BURETOR			
No. of Seats - 3	Rated Power	160 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFI	NG Last Departure Po	pint	ON AIR	PORT		
Method - N/A	ANCHORAGE, AK					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	BIG LAKE,AK		MERRIL	. FIELD		
Wind Dir/Speed- 240/010 KTS				/Ident -		
Visibility - 60.0 SM				∙ Lth/Wid `-		
Lowest Sky/Clouds - 5000 FT SC				Surface -		
Lowest Ceiling - 10000 FT BR	DKEN Type of Clearance		Runway	Status -	DRY	
	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 39				WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	F	light Time (H	lours)		
PRIVATE	Current - YES				Hrs - U	
SE LAND	Months Since - 1	Make/Model	- 28	Last 30	Days-	
	Aircraft Type - PA	-12 Instrument-	- 2	Last 90	Days-	28

----Narrative----

DURING TAKEOFF ROLL ACFT VEERED LEFT OFF RWY, HIT A SNOW BANK AND NOSED OVER ONTO ITS BACK. ACFT WAS 265 LBS OVER GWT. TWO PAX WERE IN REAR SEAT. REAR CONTROL STICK WAS INSTALLED. THERE WAS A 10 KT RIGHT X-WIND.

File No. - 147 4/17/85 ANCHORAGE.AK A/C Reg. No. N3153M Time (Lc1) - 1626 AST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND З. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND INSUFFICIENT STANDARDS/REQUIREMENTS, MANUFACTURER - MANUFACTURER 4. 5. AIRCRAFT MANUALS, PERFORMANCE INFORMATION - INADEQUATE 6. AILERON - INADEQUATE - PASSENGER 7. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 8. INSUFFICIENT STANDARDS/REQUIREMENTS, AIRCRAFT - FAA(ORGANIZATION) 9. JUDGEMENT - POOR - PILOT IN COMMAND 10. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 11. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PASSENGER 12. IMPROPER DECISION, IMPROPER TRAINING (EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND 13. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN _____ NOSE OVER Occurrence #3 Phase of Operation TAKEOFF - GROUND RUN _____ ----Probable Cause----

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

Factor(s) relating to this accident 1s/are finding(s) 1,3,4,5,7,8,9,10,12,13

Brief of Accident

File No 188 4/18/85 KENA	A/C Reg. No. N91003			Time (Lc1) - 1155 AST				
Basic Information Type Operating Certificate-NONE (GENER/ Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	AL AVIATION)	Aircraft SUBSTANT Fire NONE		Crew Pass	Fata1 0 0	Injur Serious O O	Minor	None 2 0
Accident Occurred During -LANDING								
Aircraft Information Make/Model - PIPER PA-18 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1500 No. of Seats - 2	Eng Make/Mc Number Engi Engine Type Rated Power	nes - 1 e - RECI	PROCATING-C		S	Installed/4 tall Warnir		- YES-UNK/N - UNK/NR
Environment/Operations Information								
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary G Last Departu ANCHORAGE,				Airport ON AIF	Proximity PORT		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 300/008 KTS Visibility - 50.0 SM Lowest Sky/Clouds - 15000 FT SCA Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Destination KENAI,AK ATC/Airspace ITERED Type of Flig Type of Clea Type Apch/Lr	arance - ndg -			Runwa) Runway		ASPHALT	150
Personnel Information								
Pilot-In-Command	Age - 41 Biennial Flight Re	M	edical Cert	ificat	e – UNK/N	IR		
Certificate(s)/Rating(s) PRIVATE SE LAND	Biennial Flight Re Current Months Since Aircraft Type	- UNK/NR - UNK/NR	Total Make/Moc Instrume Multi-Er	Fligh - del- ent-UN ng -UN	t Time (F 210 2 K/NR K/NR	lours) Last 24 Last 3(Last 9(Rotorc)	4 Hrs - UN) Days- UN) Days- UN raft - UN	IK/NR IK/NR IK/NR IK/NR
Instrument Rating(s) - NONE								
Narrative HE ACFT WAS OCCUPIED BY THE OWNER/PLT, A 42 CAREER POLICE OFFICER OF THE ANCHORAGE POL ERE IN A TANDEN ARRANGEMENT. THE ACFT WAS P HE BACK SEAT PLT BY VIRTUE OF HIS RATING. AN ECESSITY FOR FAA ACTION AGAINST THE STUDENT WERVED & DRAGGED A WING WHILE TAXIING IN AF REDITED TO THE TYPE OF ACFT INVOLVED IN THIS IENNIAL FLT REV STATUS, AND THE NTSB FORM 6 NFO ABOUT THE ACC. THE STUDENT PLTS FORM SI	ICE FORCE, WHO WAS S ILOTED BY THE FRONT LSO BY DEFINITION TH PLT/OWNER FOR CARRY TER LANDING. THE PIC S ACC. THE PIC, FAIL 120.1 (ACC REPORT).	SEATED IN T SEAT OWNER HE PRIVATE /ING PASS'G REPORTEDL ED TO PROP HE DID NOT	HE REAR SEA , BUT WAS T (REAR SEAT) AGAINST RE Y HAS 210 F ERLY COMPLE RESPOND TO	TOFT ECHANI PLTI EGULATI ELTHRS ETEHIS NUMER	HIS 2 SEA CALLY UNE S CONSIDE ON. REPOF OF WHICH MEDICAL OUS REQUE	NT ACFT. THI DER THE COM RED PIC TO RTEDLY THE A H TWO (2) WI INFORMATION ESTS FOR FUI	E SEATS MAND OF DEFER ACFT ERE N, HIS RTHER	

O ABOUT THE ACC. THE STUDENT PLTS FORM SIMPLY STATED: SLIGHT X-WIND ON FINAL, GROUNDLUOPED AFTER TD, CAUGHT WING.

File No 188 4/18/85 KENAI,AK	A/C Reg. No. N91003	Time (Lc1) - 1155 AST
Occurrence LOSS OF CONTROL - ON GROUND Phase of Operation TAXI - FROM LANDING		
Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL A 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND	BILITY - 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

Brief of Accident

File No 151 4/24/85 ANCH				Time (Lc1) - 2045 AST			
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)		ft Damage ANTIAL	Fatal	Injuries Fatal Serious Minor None			
Type of Operation -PERSONAL	Fire	Crew		0		1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	NONE	Pass	6 O	0	0	0	
Aircraft Information Make/Model - CESSNA 336 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3900 No. of Seats - 4	Eng Make/Model - C Number Engines - Engine Type - R Rated Power -	ECIP-FUEL INJECTED		[nstalled/A tall Warnin			
Environment/Operations Information							
Weather Data	Itinerary			Airport Proximity			
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	G Last Departure Poin CHUGIAK,AK	t	OFF AIR	RPORT/STRIP			
Completeness - N/A	Destination						
Basic Weather - VMC	ANCHORAGE, AK						
Wind Dir/Speed- 130/003 KTS			Runway	Ident -	33		
Visibility - 50.0 SM				Lth/Wid -		60	
Lowest Sky/Clouds - 5000 FT SCA Lowest Ceiling - 18000 FT BRD				Surface - Status -	DRY		
Obstructions to Vision- NONE	Type Apch/Lndg		Runway	status -	DRT		
Precipitation - NONE	Type Apony Endg	FORCED LANDING					
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 21	Madiaal Contifica				17-	
Certificate(s)/Rating(s) Biennial Flight R							
PRIVATE	Current - VES	Totol -			Hrs -	2	
SE LAND, ME LAND	Months Since - 1 Aircraft Type - C-336	Make/Model-	6	Last 30		20	
	Aircraft Type - C-336	Instrument- Multi-Eng -	30	Last 90	Days-	50	
Instrument Rating(s) - NONE							

THE AIRCRAFT. EXAMINATION OF THE TANKS REVEALED A TOTAL OF THREE GALLONS OF FUEL ON BOARD.

BEFORE TAKING OFF. THE FUEL QUANTITY GAGES INDICATED THERE WAS SUFFICIENT FUEL FOR THE FLIGHT. THE PLT DID NOT PREFLIGHT

File No 1	151 4/24/85	ANCHORAGE, AK	A/C Reg. No. N1716Z	Time (Lc1) - 2045 AST
Occurrence #1 Phase of Operation				
3. PREFLIGHT PLANN 4. IMPROPER US 5. IN-FLIGHT PLANN 6. FLIGHT MANUALS	SE OF PROCEDURE,OVE NING/PREPARATION - SE OF PROCEDURE,PRE NING/DECISION - IMF	R CONFIDENCE IN PERS IMPROPER - PILOT IN SSURE - PILOT IN COM PROPER - PILOT IN COM PILOT IN COMMAND	IMAND	
Occurrence #2 Phase of Operation			DACH	
Probable Cause				

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

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

Brief of Accident

File No 152 4/26/85 SEWAF	RD, AK	A/C Reg. No.	Time (Lc1) - 1000 AST				
Basic Information Type Operating Certificate-ON-DEMAND Al	D TAYI	Aircraft Damag			Iniu	uries	
Name of Carrier -JOHN FOODE Type of Operation -NON SCHED,DOMESTIC,PASSENGER Flight Conducted Under -14 CFR 135		SUBSTANTIAL	Fatal	•		None	
Type of Operation -NON SCHED,DC	DMESTIC, PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 135		NONE	Pass	0	0	0	2
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - CESSNA 206		del - CONTINEN				Activated	
Landing Gear - TRICYCLE-FIXED		nes - 1		St	all Warn	ing System	- YES
Max Gross Wt - 3600 No. of Seats - 6	Engine Type Rated Power	- RECIP-FU					
	Rated Power	- 285 M					
Environment/Operations Information Weather Data	Itinerary			Airport F	novimity		
Wx Briefing - NO RECORD OF BRIEFING		- Point			PORT/STR	φ1	
Method - N/A	CORDOVA,AK			OTT AIR			
Completeness - N/A	Destination			Airport Da	ta		
Basic Weather - VMC	PORT GRAHA	M, AK		•			
Wind Dir/Speed- 360/015 KTS					Ident	- N/A	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - 6000 FT SCA					Surface		
Lowest Ceiling - NONE	Type of Clear			Runway	Status		
Obstructions to Vision- NONE	Type Apch/Lnd	dg - FORCI	ED LANDING			WATER-C	ALM
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 24	Nedio	al Certifica				// ТМТТ
Certificate(s)/Rating(s)	Biennial Flight Re			nt Time (Ho		VO WAIVERS)/LIMI/
COMMERCIAL	Current		otal -			24 Hrs -	3
SE LAND, SE SEA		- 1 Ma	ake/Model-	1000	Last	30 Davs-	40
	Months Since Aircraft Type	- C-206 II	nstrument-	66	Last 9	90 Days-	80
Instrument Rating(s) - AIRPLANE							
Narrative						DEACH	
IE PLT STATED THE ACFT WAS IN CRUISE FLT WH IT CRASHED IN THE WATER. THE ACFT ENGINE WA							
PERATOR THE ENGINE FAILURE WAS DUE TO A BROM							
ILURE.	JEL ENANY GUALTS SAL	,					

File No 1	52 4/26/85	SEWARD,AK	A/C Reg. No.	N4863C	Time (Lc1) - 1000 AST
Occurrence #1 Phase of Operation	LOSS OF POWER(TO CRUISE	TAL) - MECH FAILURE	MALFUNCTION		
Finding(s) 1. ENGINE ASSEMBLY 2. MAINTENANCE,L' 3. ENGINE ASSEMBLY 4. ENGINE ASSEMBLY	JBRICATION - IMPRO BEARING - FAILURE	PER - MANUFACTURER ,TOTAL			
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS DESCENT - EMERGE				
Probable Cause					

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

Brief of Accident

File No 148 4/27/85 F	HOLITNA RIVER,AK	A/C Reg. No	A/C Reg. No. N31282			Time (Lc1) - 1430 AST				
-Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damag SUBSTANTIAL	ge	Fatal	Injur Serious		None			
Type of Operation -PERSONA	-	Fire	Crew	0		0	0			
Type of Operation -PERSONA Flight Conducted Under -14 CFR 9		NONE	Pass	0	1	0	0			
Accident Occurred During -DESCENT										
-Aircraft Information										
Make/Model - BELLANCA 7GCBC		Model - LYCOMING								
Landing Gear - SKI		gines - 1			tall Warnir	ng System	- YES			
Max Gross Wt - 1650 No. of Seats - 2		pe - RECIPROC/ er - 150 H		IOR						
NO. OF Seats - 2										
-Environment/Operations Information										
Weather Data Wx Briefing - NO RECORD OF BRI	Itinerary				Proximity RPORT/STRIF					
Method - N/A	EFING Last Depar SAME AS			UFF AI	RPURI/SIRI					
Completeness - N/A	Destination			Airport D	ata					
Basic Weather - VMC	LOCAL									
Wind Dir/Speed- 240/005 KTS				Runway	Ident ·	- N/A				
	ATC/Airspace			Runway	Lth/Wid ·	- N/A				
Lowest Sky/Clouds - 2000 FT	SCATTERED Type of FI	ight Plan - NONE			Surface ·					
Lowest Ceiling - 5000 FT	OVERCAST Type of CI	earance - NONE			Status ·	- N/A				
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/	Lndg - PREC	AUTIONARY LAN	DING						
Condition of Light - DAYLIGHT										
-Personnel Information										
Pilot-In-Command	Age - 46 Biennial Flight Current	Medica	al Certificat	e - VALID	MEDICAL-W	AIVERS/LIM	IT			
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligh	nt Time (H	ours)					
COMMERCIAL	Current	- YES TO	otal -	3140	Last 24	4 Hrs -	0			
SE LAND	Months Since Aircraft Tyr	- 13 Ma e - C-180 I	ake/Model-	1800	Last 30) Days-	10 30			
	Anciartiy		is trailert	30		JUAYS	30			
Instrument Rating(s) - AIRPLA	NE									
-Narrative										
RING TAKEOFF THE PLT NOTED A PARTIAL LICE. DURING THE TURN THE ACFT STALLED A						RUZEN				
E. DURING THE TURN THE ACT STALLED A	NU CRASHED. THE FUEL S	TSIEM WAS FUUND	CUNTAMINATED	WITH ICE	AND WATER.					

File No. - 148 4/27/85 HOLITNA RIVER,AK A/C Reg. No. N31282 Time (Lc1) - 1430 AST _____ Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FUEL SYSTEM - CONTAMINATION 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. FUEL SYSTEM, TANK - WATER 4. FUEL SYSTEM, LINE - WATER _____ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - EMERGENCY Finding(s) 5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 7. 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) 1,2,3,4,5,6

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

Brief of Accident

File No 150 5/03/85 BET	HEL, AK	A/C Reg. No. N4246T Time (ime (Lc1) -	1230 AD	T 	
Basic Information Type Operating Certificate-ON-DEMAND		Aircraft Damage			Injuries			
Name of Carrier -DELAIRE CH. Type of Operation -NON SCHED,	ARTER SERVICE	SUBSTAN	-	0	Fatal	Serious		None
Flight Conducted Under -14 CFR 135		Fire NONE		Crew Pass	0	0	0	1
Accident Occurred During -TAKEOFF					· ·	-	0	2
Aircraft Information								
Make/Model - PIPER PA-32			COMING ID-540			[nstalled/A		
Landing Gear - TRICYCLE-FIXED	Number Engi				S	tall Warnir	ng System	- YES
Max Gross Wt - 3600	5 11		CIP-FUEL INJEC	TED				
No. of Seats - 6	Rated Power	·	300 HP					
Environment/Operations Information								
Weather Data	Itinerary					Proximity		
Wx Briefing - NO RECORD OF BRIEFI Method - N/A					ON AIRS	STRIP		
Completeness - N/A	SAME AS AC Destination	C/INC			Airport Da	. + .		
Basic Weather - VMC	LOCAL					SEAPLANE		
Wind Dir/Speed- 270/007 KTS	LOCAL				Runway		09	
Visibility - 40.0 SM	ATC/Airspace					Lth/Wid -	-	150
Lowest Sky/Clouds - 2000 FT	Type of Flig	nht Plan ·	- VEP			Surface -		100
	ERCAST Type of Clea					Status -		WFT
Obstructions to Vision- NONE	Type Apch/Ln		- NONE		nannay	010100	0.101	
Precipitation - NONE	·) P = · · P = · · , = ·							
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age ~ 35		Medical Certi	ficat		MEDICAL-NO	WATVERS	
Certificate(s)/Rating(s)	Biennial Flight Re				t Time (He		, WAIVENS	/ = 1011 1
COMMERCIAL.CFI	Current		Total		633	Last 24	Hrs -	4
SE LAND, ME LAND	Months Since		Make/Mode					110
HELICOPTER	Aircraft Type				4 70	Last 90		265
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		Multi-Eng		50	Rotorcr		108
			0					
Instrument Rating(s) - AIRPLANE								
Narrative								
HE PILOT REPORTED THAT DURING THE TAKEOFF	POLL THE ATROPACT COL		RTAIN AIDSPEED		THE ATRCR	AFT LOST		
IRECTIONAL CONTROL STRIKING A SNOW BANK AT					THE AIROR	2031		
							-	

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File No 150	5/03/85 BETHEL,AK	A/C Reg. No. N4246T	Time (Lc1) - 1230 ADT
	GROUND COLLISION WITH TE KEOFF - GROUND RUN	RRAIN	
	PILOT IN COMMAND ES - NOT FOLLOWED - PILOT INED - PILOT IN COMMAND	IN COMMAND	
Probable Cause			

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

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

Brief of Accident

-Basic Information							
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Dama			Injur		
		SUBSTANTIAL		Fatal			None
Type of Operation -PERSONAL		Fire	Cre		0	-	1
Flight Conducted Under -14 CFR 91		NONE	Pas	s O	0	0	1
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA A185F	Eng Make/M	odel - CONTINEN	NTAL ID-520-		Installed/#		
Landing Gear - SKI/WHEEL	Number Eng				stall Warnin	ng System	- YES
Max Gross Wt - 2600	Engine Typ	e - RECIP-Fl	JEL INJECTED				
No. of Seats - 4	Rated Powe	r - 300 H	łP				
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFI	NG Last Depart	ure Point		OFF AI	RPORT/STRIF	2	
Method - N/A	BARROW, AK						
Completeness - N/A	Destination			Airport D	Data		
Basic Weather - VMC	LOCAL			UNKNOV	/N		
Wind Dir/Speed- UNK/NR				Runway	/Ident ·	- N/A	
Visibility - 20.0 SM	ATC/Airspace				/Lth/Wid ·		
Lowest Sky/Clouds - 4000 FT		ght Plan - VFR			/ Surface ·		
	ERCAST Type of Cle			Runway	/Status ·	- N/A	
Obstructions to Vision- NONE	Type Apch/L	ndg - UNK,	/NR				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 36		cal Certific			AIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight R			ght Time (ł			
COMMERCIAL, ATP, CFI	Current		lotal -		Last 24		6
SE LAND, ME LAND, SE SEA	Months Since		/ake/Model-		Last 30		75
HELICOPTER	Aircraft Type		Instrument-		Last 90) Days-	150
		P. C.	Multi-Eng -	10000			
Instrument Rating(s) - AIRPLANE							
-Narrative							
ACFT COLLIDEDED WITH A SNOW BANK AND NO	SED OVER DURING & LA	NDING ATTEMPT (N A FROZEN	LAKE THE F	NT STATED	τματ	
RT SKI HIT A PRESSURE RIDGE OR BROKE TH							
AND CONTINUING OVER ONTO ITS BACK. THE							
DMMENDATION TO PREVENT THIS TYPE OCCURRE							

File No. - 189 5/31/85 ALAKTAK,AK A/C Reg. No. N61500 Time (Lc1) - 1600 ADT _____ Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. TERRAIN CONDITION - SNOW COVERED 2. IN-FLIGHT PLANNING/DECISION - INADVERTENT - PILOT IN COMMAND 3. UNSUITABLE TERRAIN - NOT UNDERSTOOD - PILOT IN COMMAND 4. GO-AROUND - NOT PERFORMED - 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

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

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Da SUBSTANTIA		Fatal	uries Minor Non		
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	3
Aircraft Information Make/Model - CESSNA 172	Eng Maka	Model - LYCOMI	NC 0-320	с, т	Installed/A	ctivated	- VES/NO
Landing Gear - TRICYCLE-FIXED		ngines - 1	NG 0-320		tall Warnin		
Max Gross Wt - 2393		pe - RECIPR	OCATING-CARBUR			g Jyacall	125
No. of Seats - 4	Rated Pov						
Environment/Operations Information							
Veather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEF		ture Point		ON AIR			
Method - N/A	HOMER, A						
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC SAME AS AC		ACC/INC		SOLDOTI			
Wind Dir/Speed- 350/016 KTS		,		Runway	Ident -	07	
Visibility - 30.0 SM	ATC/Airspace	9		Runway	Lth/Wid -	4973/	130
Lowest Sky/Clouds - 5000 FT S	CATTERED Type of F	ight Plan - VF	R	Runway	Surface -	ASPHALT	
Lowest Ceiling - 8000 FT O	VERCAST Type of C	earance - NO	NE	Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch,	'Lndg - FU	LL STOP				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information		··· •					
Pilot-In-Command	Age - 22		ical Certifica	te – VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight			nt Time (H	•		
PRIVATE	Current		Total -				3
SE LAND			Make/Model-				4
	Aircraft Ty	be - C-172	Instrument-	5	Last 90	Days-	9
1 · · · · · · · · · · · · · · · · · · ·							
Instrument Rating(s) - UNK/NR							

----Narrative----

THE ACFT SUSTAINED SUBSTANTIAL DAMAGE WHEN THE PILOT LOST CONTROL OF THE ACFT AND NOSED OVER ON ITS BACK. THE WEATHER WAS VMC BUT THE PILOT SAID HE ENCOUNTERED A GUST AND CROSSWIND DURING LANDING.

6/02/85 A/C Reg. No. N65928 Time (Lc1) - 1350 ADT File No. - 186 SOLDOTNA, AK _____ -----_____ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. WIND INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND 3. JUDGEMENT - POOR - PILOT IN COMMAND 4. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND 5. AIRSPEED - IMPROPER - PILOT IN COMMAND 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND ----Probable Cause----

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

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

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Brief of Accident

SUBS Fire NONE mg Make/Model - mmber Engines - ngine Type -	E LYCOMING O- 1 RECIPROCATI 100 HP 	NG-CARBURE	O O ELT S TOR Airport OFF AI Airport D		Minor O O Activated ng System	
Fire NONE mg Make/Model - mmber Engines - ngine Type - ated Power - erary st Departure Po- SAME AS ACC/INC ination	E LYCOMING O- 1 RECIPROCATI 100 HP	Pass 235 NG-CARBURE	O O ELT S TOR Airport OFF AI Airport D	O O Installed/A tall Warnin Proximity RPORT/STRIP ata	0 O Activated ng System	1 O - YES/NC
NONE mg Make/Model - mber Engines - igine Type - ited Power - erary st Departure Po SAME AS ACC/INC ination	E LYCOMING O- 1 RECIPROCATI 100 HP 	Pass 235 NG-CARBURE	O ELT S TOR Airport OFF AI Airport D	O Installed/A tall Warnin Proximity RPORT/STRIP ata	0 Activated ng System	- YES/NC
ng Make/Model - Imber Engines - Igine Type - Ited Power - Power - erary St Departure Po SAME AS ACC/INC Stination	LYCOMING 0- 1 RECIPROCATI 100 HP	235 NG-CARBURE	ELT S TOR Airport OFF AI Airport D	Installed/A tall Warnin Proximity RPORT/STRIP ata	Activated ng System	- YES/NC
Imber Engines - Igine Type - Ited Power - Frary St Departure Po SAME AS ACC/INC Sination	1 RECIPROCATI 100 HP 	NG-CARBURE	S TOR Airport OFF AI Airport D	tall Warnin Proximity RPORT/STRIP ata	ng System	
Imber Engines - Igine Type - Ited Power - Frary St Departure Po SAME AS ACC/INC Sination	1 RECIPROCATI 100 HP 	NG-CARBURE	S TOR Airport OFF AI Airport D	tall Warnin Proximity RPORT/STRIP ata	ng System	
ngine Type - ted Power - erary t Departure Po- SAME AS ACC/INC tination	RECIPROCATI 100 HP	NG-CARBURE	TOR Airport OFF AI Airport D	Proximity RPORT/STRIP ata		
erary Topparture Po- SAME AS ACC/INC Sination	100 HP		Airport OFF AI Airport D	RPORT/STRIP ata)	
erary st Departure Po- GAME AS ACC/INC sination	int		OFF AI Airport D	RPORT/STRIP ata)	
t Departure Po GAME AS ACC/INC ination			OFF AI Airport D	RPORT/STRIP ata	2	
t Departure Po GAME AS ACC/INC ination			OFF AI Airport D	RPORT/STRIP ata	0	
t Departure Po GAME AS ACC/INC ination			OFF AI Airport D	RPORT/STRIP ata	2	
AME AS ACC/INC ination						
ination						
			MERRIL	L		
					- 33	
irspace				Lth/Wid -	- 2469/	60
e of Flight Pla	an - NONE			Surface -		
e of Clearance					- DRY	
e Apch/Lndg		TOP				
, , , ,						
20	Modical	Contificat				MIT
	Meurcar					
					1 Hre -	3
						5
						5
ait type - 150				Last St	Juays	5
	ent - YES ns Since - 6	Flight Review ent - YES Tota ns Since - 6 Make naft Type - 150 Ins	Flight Review Fligh ent - YES Total - ns Since - 6 Make/Model- naft Type - 150 Instrument-	Flight Review Flight Time (H ent - YES Total - 53 ns Since - 6 Make/Model- 6 raft Type - 150 Instrument- 0	Flight Review Flight Time (Hours) ent - YES Total - 53 Last 24 ns Since - 6 Make/Model- 6 Last 30 raft Type - 150 Instrument- 0 Last 90	Flight ReviewFlight Time (Hours)ent- YESTotal- 53Last 24 Hrs -ns Since- 6Make/Model-6Last 30 Days-raft Type- 150Instrument-0Last 90 Days-

----Narrative----

THE ACFT COLLIDED WITH A PARKED HELICOPTER DURING LANDING. THE ACFT HAD LEFT THE RWY AT MIDFIELD & COLLIDED WITH THE PARKED ACFT. THE PLT STATED THAT HE LOST DIRECTIONAL CONTROL AFTER LNDG. A RWY LIGHT ON THE LEFT SIDE OF THE RWY APRX 900 FT FROM THE APPROACH END, WAS FOUND BROKEN. NO MECHANICAL OR PHYSICAL PROBLEMS WERE DISCOVERED DURING THE INVESTIGATION THAT WERE OF A CAUSAL NATURE. THE BRAKES AND FLT CONTROLS RECEIVED SPECIAL ATTENTION AND NO MALFUNCTIONS WERE NOTED.

File No. - 185 6/09/85 ANCHORAGE,AK A/C Reg. No. N83995 Time (Lc1) - 1015 ADT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, UNDER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 3. AIRCRAFT HANDLING - NOT OBTAINED - PILOT IN COMMAND 4. IMPROPER USE OF PROCEDURE, IMPROPER TRAINING - PILOT IN COMMAND 5. IMPROPER USE OF PROCEDURE, IMPROPER TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 6. JUDGEMENT - POOR - PILOT IN COMMAND 7. IMPROPER USE OF PROCEDURE, EXPERIENCE - PILOT IN COMMAND 8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 9. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND 10. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,7,8,9,10

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

.

Brief of Accident

	HORAGE, AK A	/C Reg. No. N9282T	1	Time (Lc1) - 1330 ADT				
Basic Information Type Operating Certificate-NONE (GENE	-	craft Damage BSTANTIAL	Fatal	Injur Serious		None		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fir NO	e C	rew O ass O	0 0	0	1		
Make/Model - CESSNA 180 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2550 No. of Seats - 4	Number Engines	- CONTINENTAL 0-470 - 1 - RECIPROCATING-CAR - 230 HP	SURETOR	Installed/4 Stall Warnir	ng System	- YES		
Environment/Operations Information								
Weather Data Wx Briefing - NO RECORD OF BRIEFI Method - N/A	Itinerary NG Last Departure P KENAI,AK	oint	Airport ON AIF	Proximity PORT				
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 150/013 KTS Visibility - 90.0 SM Lowest Sky/Clouds - 4500 FT SC Lowest Ceiling - 20000 FT BR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		e - NONE	Runway Runway		- 10600/ - ASPHALT	150		
Personnel Information Pilot-In-Command	Age - 50	Medical Certif	icate - VALID		NATVERS/	′ітмтт		
Certificate(s)/Rating(s)	Biennial Flight Review		light Time (H		5			
PRIVATE	Current - NO					1		
SE LAND	Months Since - 12 Aircraft Type - C-			Last 30 Last 90	- ,	1 3		
Instrument Rating(s) - NONE								

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File No 187 6/16/85 ANCHORAGE,AK	A/C Reg. No. N9282T	Time (Lc1) - 1330 ADT
Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - FLARE/TOUCHDOWN		
Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 3. WEATHER CONDITION - UNFAVORABLE WIND 4. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 6. FLARE - IMPROPER - PILOT IN COMMAND 7. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 8. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND		
Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT Phase of Operation LANDING - FLARE/TOUCHDOWN		
Probable Cause		

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

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft Damage			Injuries				
Type operating der til feate None (denekal		UBSTANTIAL		Fatal	Serious		None	
Type of Operation -PERSONAL		re	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91	N	ONE	Pass	0	0	0	1	
Accident Occurred During -LANDING								
Aircraft Information								
Make/Model - PIPER PA-20	Eng Make/Model	- LYCOMING 0-290	D-D	ELT I	nstalled/	Activated	- YES/NO	
Landing Gear - TAILWHEEL-ALL FIXED		- 1			all Warni	ng System	- YES	
Max Gross Wt - 1950		- RECIPROCATING-	-CARBURE	TOR				
No. of Seats - 2	Rated Power							
Environment/Operations Information								
Weather Data	Itinerary			Airport F				
Wx Briefing - NO RECORD OF BRIEFING	Last Departure	Point		ON AIRF	ORT			
Method - N/A	HOMER, AK			•	*-			
Completeness - N/A Basic Weather - VMC	Destination SAME AS ACC/I	NO		Airport Da DILLING				
Wind Dir/Speed- 190/010 KTS	SAME AS ACC/I	NC			Ident	- 10		
Visibility - 50.0 SM	ATC/Airspace					- 6404/	150	
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - VFR			Surface		100	
Lowest Ceiling - NONE	Type of Clearan				Status			
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP						
Precipitation - NONE								
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 60					AIVERS/LI	MIT	
Certificate(s)/Rating(s)	Biennial Flight Revie	W	Fligh	t Time (Ho	ours)			
PRIVATE	Current - Y Months Since - 1	ES Total	-	115	Last 2	4 Hrs -	3	
SE LAND	Months Since - 1	O Make/Mo	odel-	115	Last 3	0 Days-	10	
	Aircraft Type - P	A-20 Instru	ment-	2	Last 9	0 Days-	25	
Instrument Rating(s) - NONE								

File No 1	90 6/21/85	DILLINGHAM, AK	A/C Reg. No. N45PC	Time (Lc1) - 1330 ADT
Occurrence #1 Phase of Operation		- ON GROUND		
3. WEATHER CONDITI	RECTIVES - NOT FOL DN - UNFAVORABLE W MAINTAINED - PIL PERFORMED - PILOT	OT IN COMMAND IN COMMAND	AND	
Occurrence #2 Phase of Operation	LANDING - ROLL			
Probable Cause				
The National Transpo is/are finding(s) 4,	<u>,</u>	rd determines that the	e Probable Cause(s) of this accid	lent

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

Brief of Accident

Basic Information							
Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Dama	ge		Injur	ries	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSO		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CF	R 91	NONE	Pass	0	0	0	0
Accident Occurred During -TAXI							
lircraft Information							
Make/Model - CESSNA 172H	Eng Make/	Model - CONTINEN	TAL 0-300-D	ELT 1	Installed/#	Activated	- YES/NC
Landing Gear - TRICYCLE-FIXED					tall Warnir		
Max Gross Wt - 2300		pe - RECIPROC	ATING-CARBURE			5 - 7	
No. of Seats - 4		er - 145 H	Р				
nvironment/Operations Information							*
leather Data	Itinerary			Airport F	Proximity		
Wx Briefing - NO RECORD OF B		ture Point		ON AIR	PORT		
Method - N/A	SAME AS	ACC/INC					
Completeness - N/A	Destination	· .		Airport Da	ata		
Basic Weather - VMC	LOCAL			BESSEM			
Wind Dir/Speed- UNK/NR				Runwav	Ident -	- UNK/NR	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR		ight Plan - NONE			Surface -		
Lowest Ceiling - NONE		earance - NONE			Status -		
Obstructions to Vision- NONE	Type Apch/					- ,	
Precipitation - NONE	· y = - · · · = - · · ·						
Condition of Light - DAYLIG							
Personnel Information							
Pilot-In-Command	Age - 34	Medic	al Certificat	te - VALID	MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight			nt Time (He			
COMMERCIAL	Current	- YES T	otal -	563	Last 24	4 Hrs -	0
SE LAND	Months Since	- 4 M	ake/Model-	60	Last 30) Days- U	NK/NR
HELICOPTER	Aircraft Tvp	e-UNK/NR I	nstrument-	167	Last 90	D Davs-	36
		,			Rotorcı	raft -	456
Instrument Rating(s) - AIRP							
Instrument Rating(s) - AIRP							
Varrative	· · · · · · · · · · · · · · · · · · ·						
PLT WAS TAXIING TO THE RWY ON A NA	RROW TAXIWAY WHEN THE LE	FT WING STRUCK A	T HANGAR SUP	PPORT POST	•		

File No	98	3/06/85	BESSEMER, AL	A/C Reg. No. N5105G	Time (Lc1) - 1200 CST	

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

Finding(s)

1. OBJECT - BUILDING(NONRESIDENTIAL) 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

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

Brief of Accident

-Basic Information						
Type Operating Certificate-ON-DEMAND AIR TA	XI Aircraf	t Damage		Inju	ries	
	DESTRO	8	Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During -DESCENT						
-Aircraft Information						
Make/Model - CESSNA 152	Eng Make/Model - LY(COMING 0-235-L26	ELT	Installed/	Activated -	YES/YE
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		S	tall Warni	ng System -	YES
Max Gross Wt - 1670	Engine Type - REG	CIPROCATING-CARBURE	TOR			
No. of Seats - 2	Rated Power -	110 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
W× Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRI	Р	
Method - N/A	DALLAS, TX					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	TEXANKANA,TX					
Wind Dir/Speed- 130/004 KTS					- N/A	
Visibility - 15.0 SM	ATC/Airspace				- N/A	
Lowest Sky/Clouds - 20000 FT THIN BKN					- N/A	
	Type of Clearance		Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
		Medical Certificat			AIVERS/LIMI	Т
	nnial Flight Review	Fligh	nt Time (H			
PRIVATE		Total -				1
SE LAND	Months Since - 5					
	Aircraft Type - C-152	Instrument-	0	Last 9	0 Days-	8

Instrument Rating(s) - NONE

----Narrative----

ACFT MADE TWO PASSES OVER RESIDENCE TO ALERT FRIEND TO GO TO NEARBY AG STRIP TO PICK UP PLT & PAX. ACFT WAS THEN SEEN FLYING IN AREA AT LOW ALT & SLOW SPEED BY THE FRIEND AS SHE PROCEEDED TO THE STRIP. SHE LOOKED AWAY FROM THE ACFT MOMENTARILY & WHEN SHE LOOKED BACK THE ACFT WAS SPINNING TOWARD THE GROUND. WING FLAPS WERE FOUND FULL DOWN IN WRECKAGE.

File No. - 54 1/26/85 ASHDOWN, AR A/C Reg. No. N89782 Time (Lc1) - 1745 CST -----Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND З. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,2

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

Brief of Accident

File No. - 193 2/19/85 HOT SPRINGS.AR A/C Reg. No. N104JK Time (Lc1) - 2013 CST _____ ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Iniuries DESTROYED Fatal Serious Minor None Type of Operation -EXECUTIVE/CORPORATE Fire Crew 0 0 0 1 Flight Conducted Under -14 CFR 91 ON GROUND Pass 0 0 0 1 Accident Occurred During -DESCENT _____ ----Aircraft Information----- PIPER PA-23-250 Make/Model Eng Make/Model - LYCOMING TIO-540 C4B5 ELT Installed/Activated - UNK/NR Number Engines - 2 Landing Gear - TRICYCLE-RETRACTABLE Stall Warning System - YES Max Gross Wt - 5200 Engine Type - RECIP-FUEL INJECTED No. of Seats -6 Rated Power -250 HP --Environment/Operations Information----Weather Data Itinerary Airport Proximity Wx Briefing - FSS Last Departure Point OFF AIRPORT/STRIP Method - UNK/NR ADA.OK Completeness - UNK/NR Destination Airport Data Basic Weather - IMC SAME AS ACC/INC MEMORIAL Wind Dir/Speed- CALM Runway Ident - 05 Visibility -ATC/Airspace Runway Lth/Wid - 6956/ 150 2.000 SM Lowest Sky/Clouds -Type of Flight Plan - IFR Runway Surface - ASPHALT Lowest Ceiling 400 FT OBSCURED Type of Clearance - IFR Runway Status - DRY Obstructions to Vision- FOG Type Apch/Lndg - ILS-COMPLETE Precipitation - NONE Condition of Light - NIGHT(DARK) _____ _____ ----Personnel Information----Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Pilot-In-Command Aqe -27 Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES 742 Last 24 Hrs - UNK/NR Total -SE LAND Months Since - 7 Make/Model-94 Last 30 Davs-23 Aircraft Type - PA23250 Instrument-85 Last 90 Days-196 Multi-Eng -94 Instrument Rating(s) - AIRPLANE ----Narrative----PILOT HAD BEEN CLEARED FOR AN ILS APPROACH TO HOT SPRINGS, ARKANSAS. AFTER HE CROSSED THE INITIAL APPROACH FIX, HE SAID HE WAS GOING TO CLIMB BACK ABOVE THE CLOUDS FOR JUST A SECOND. HE CLIMBED 500 FEET IN THE NEXT 12 SECONDS. THEN STARTED A FAST DESCENT. THE LAST TWO RADAR HITS WERE ALMOST SUPERIMPOSED. THERE WAS A POST IMPACT FIRE.

File No 1	93 2/19/85	HOT SPRINGS, AR	A/C Reg. No. N1O4JK	Time (Lc1) - 2013 CST	
Occurrence #1 Phase of Operation		- IN FLIGHT			
Finding(s) 1. WEATHER CONDITI 2. IMPROPER US 3. LIGHT CONDITION 4. STALL - INADV 5. SPIRAL - NOT CO	E OF PROCEDURE, SPA - DARK NIGHT ERTENT - PILOT IN	COMMAND			
Occurrence #2 Phase of Operation					
Probable Cause					
The National Transpo is/are finding(s) 2,		rd determines that the	Probable Cause(s) of this accide	ent	

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

Brief of Accident

Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Dama	ige		Injur	ies	
		DESTROYED	-	Fatal			None
Type of Operation -BUSINESS		DESTROYED Fire NONE	Crew	1	0 0	0	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -APPROACH							
Aircraft Information							
Make/Model - PIPER PA-34-200T	Eng Make/Mod	el - CONTINEN	ITAL TSI0-360-E	B1B ELT	Installed/A	ctivated	- NO -N,
Landing Gear - TRICYCLE-RETRACTABLE				S	tall Warnin	g System	- YES
Max Gross Wt - 4570		- RECIP-FL					
No. of Seats - 7	Rated Power	- 200 H	IP				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Departur	e Point		OFF AI	RPORT/STRIP	•	
Method - TELEPHONE	BATON ROUGE	,LA					
Completeness - UNK/NR	Destination		Α	irport D			
Basic Weather - VMC	SAME AS ACC	/INC			OUNTAIN REG		
Wind Dir/Speed- 140/010 KTS					Ident -		
Visibility - 10.0 SM	ATC/Airspace Type of Fligh				Lth/Wid -		75
Lowest Sky/Clouds - Lowest Ceiling - 1800 FT OVE	Type of Fligh	t Plan - IFR			Surface -		
Lowest Ceiling ~ 1800 FI UVE	RCASI Type of Clear	ance - IFR	(ND	Runway	Status -	DRY	
	Type Apch/Lnd	g - ADF/	NDB				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 37 Biennial Flight Rev	Medic	al Certificate	- VALID	MEDICAL-NU	WAIVERS/	CIMII
Certificate(s)/Rating(s)	Biennial Flight Rev	1ew	Flight	Time (H	ours)		0
COMMERCIAL,ATP SE LAND,ME LAND	Current - Months Since - Aircraft Type -		otal - 4 Anko/Modol-UNK	550	Last 24	Hrs - Dovr- UN	8 11/ / ND
SE LAND, ME LAND	Ainchaft Type -		ake/Model- UNK	/NR /ND	Last 30	Days- UN Days-	100
	All Chart Type -	24 J	lulti-Eng - UNK	/NR	Rotorcr	aft - UN	IK/NR
Instrument Rating(s) - AIRPLANE							

File No	170 2/20/85 MENA,AR	A/C Reg. No. N8658E	Time (Lc1) - 1305 CST
Occurrence Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN APPROACH		
2. IFR PROCEDURE	NING/DECISION - IMPROPER - PILOT IN COMM/ - IMPROPER - PILOT IN COMMAND CH - NOT FOLLOWED - PILOT IN COMMAND	AND	
Probable Cause-			

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

Brief of Accident

Basic Information							
Type Operating Certificate-AGRICULTURAL		rcraft Damage UBSTANTIAL		Fatal	Inju Serious	ries	r None
Type of Operation -POSITIONING		re	Crew		0		
Flight Conducted Under -14 CFR 91		ONE	Pass	õ	õ	Ō	Ó
Accident Occurred During -TAKEOFF							
Aircraft Information							
Make/Model - AERO COMMANDER S2R	Eng Make/Model	- P&W R1340 AN-1		ELT	Installed/	Activate	ed - NO -N/
Landing Gear - TAILWHEEL-ALL FIXED		- 1			tall Warni	ng Syste	em - YES
Max Gross Wt - 6000 No. of Seats - 1	Rated Power	- RECIPROCATING-C - 600 HP	CARBURE	IUR			
Environment/Operations Information Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		Point		ON AIR			
Method - N/A	SAME AS ACC/I						
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 100/014 KTS					Ident		
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - 20000 FT SCAT Lowest Ceiling - NONE	Type of Flight Type of Clearan				Surface Status		/ TURF
Obstructions to Vision- NONE	Type Apch/Lndg			Runway	Status	- DRT	
Precipitation - NONE	Type Apen/Endg						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 44	Medical Cert				AIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revie		0	nt Time (H			
COMMERCIAL	Current - Y Months Since -	ES Total		8060	Last 2	4 Hrs -	
SE LAND	Months Since - Aircraft Type - U	2 Make/Moo	del-	8060 2060	Last 3	0 Days-	•
	All Chart Type - 0	NK/NR INStrume	ent-	0	Last	O Days-	50
Instrument Rating(s) - NONE							
Narrative							

Brief of Accident (Continued) 3/06/85 Time (Lc1) - 1500 CST File No. -34 BRADLEY, AR A/C Reg. No. N89090 _ ____ LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation TAKEOFF Finding(s) 1. WEATHER CONDITION - GUSTS _____ _____ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF Finding(s) 2. TERRAIN CONDITION - ROUGH/UNEVEN 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 3

Brief of Accident

File No 58 3/23/85 FT. SM	A/C Reg.	A/C Reg. No. N1140L Time (Lc1) - 1427			- 1427 CST		
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	AVIATION)	Aircraft C SUBSTANTI Fire NONE		-	Injur Serious O O	ries Minor O	None 1 3
Accident Occurred During -LANDING		NONE	Fas	5 0	U	0	5
Aircraft Information Make/Model - MOONEY M2OJ Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2740 No. of Seats - 4	Number E Engine T	ngines - 1	MING IO-360-AB6 P-FUEL INJECTED DO HP	ç	Installed/4 Stall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 290/014 KTS Visibility - 25.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS Destinatio LOCAL ATC/Airspac Type of F Type of C	e light Plan - N learance - N		ON AIF Airport I MUNIC Runway Runway Runway Runway Runway	Data IPAL / Ident - / Lth/Wid - / Surface -		150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 58 Biennial Flight Current Months Sinc Aircraft Ty	Review - YES e - 13	Total -	ght Time (1 6213	Hours) Last 24 Last 30	4 Hrs -	1 K/NR

Instrument Rating(s) - NONE

----Narrative----

PLT STATED THAT AS THE ACFT LIFTED OFF THE RWY, HE HEARD A "LOUD RACKET" SOMEWHERE IN THE ACFT. HE RETRACTED THE LANDING GEAR TO DETERMINE IF THE GEAR WAS THE SOURCE OF THE NOISE. IT WAS NOT AND HE ABORTED THE FLIGHT BY CLOSING THE THROTTLE AND PUTTING THE GEAR HANDLE DOWN. THE LANDING GEAR WAS NOT FULLY EXTENDED AND COLLAPSED ON TOUCHDOWN. INSPECTION DID NOT REVEAL SOURCE OF NOISE THAT PLT HEARD.

File No	58 3/23/85 FT. SMITH,AR	A/C Reg. No. N114OL	Time (Lcl) - 1427 CST
Occurrence #1 Phase of Operation	MISCELLANEOUS/OTHER TAKEOFF - INITIAL CLIMB		
Finding(s) 1. UNDETERMINED			
	COMPLETE GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN		
Finding(s) 2. GEAR EXTENSION	- NOT OBTAINED - PILOT IN COMMAND		
Probable Cause			
The National Transpo is/are finding(s) 2	rtation Safety Board determines that	t the Probable Cause(s) of this ac	cident

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

Brief of Accident

File No 197 3/2	23/85 HOT SPRI	NGS,AR	A/C Reg.	No. N508SS		Time (Lcl)	- 1045 CS	ST
-Basic Information	0000007555					•		
Type Operating Certificate		WAVE THE	Aircraft D SUBSTANTI		Fatal	Inju Serious		None
Name of Carrier Type of Operation	-SCHEDULED DOMES	TIC PASSENGER	Fire	Cre		0	0	2
Type of Operation Flight Conducted Under	-14 CFR 135	110,1 ASSENCE	NONE	Pas	-	õ	ŏ	7
Accident Occurred During								
-Aircraft Information					_			
Make/Model - SWEARINGE				TT TPE331 SERI				
Landing Gear - TRICYCLE-	RETRACTABLE	Number Engi				Stall Warni	ng System	n - YES
Max Gross Wt - 12500 No. of Seats - 19		Engine Type Rated Power		IPRUP				
NO. OF Seals - 19		Rated Power						
-Environment/Operations Info	rmation							
Weather Data		Itinerary			•	Proximity		
Wx Briefing - UNK/NR		Last Departu			ON AI	RPORT		
Method - UNK/NR		LITTLE ROC	CK,AR			_ .		
Completeness - UNK/NR		Destination				Data		
Basic Weather - VMC	йте.	SAME AS AC	C/INC			PRING MEM	- 23	
Wind Dir/Speed- 310/007 Visibility - 7.0		ATC/Airspace				y Ident y Lth/Wid		150
Visibility - 7.0 Lowest Sky/Clouds -		Type of Flig	nh+ Dlan - T	ED		y Surface		
Lowest Ceiling -	4500 FT BROKEN	Type of Clea				y Status		
Obstructions to Vision-		Type Apch/Lr				y status	5.00	
	NONE			RAFFIC PATTERN	V			
Condition of Light -	DAYLIGHT							
Personnel Information	- 							
Pilot-In-Command	٨٥	e - 28	· Me	dical Certific	rate - VALT	D MEDICAL -N		S/LIMIT
Certificate(s)/Rating(s)		ennial Flight Re			ight Time (.,
ATP	. – .						4 Hrs -	6
SE LAND		Current Months Since	- 4	Make/Model-	1280	Last 3	0 Days- l	JNK/NR
		Aircraft Type	- SA226TC	Instrument- Multi-Eng -		Last 9	0 Days-	150
Instrument Rating(s)	- AIRPLANE							
Narrative								
FIRST OFFICER WAS MAKING TH					ATN'S PIGUT			ΞN
AR THE FLOOR TO THE RIGHT OF								
E YOKE. THE AIRCRAFT THEN LAN								-
ERATED AS DESIGNED, TESTS SHO								

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File No 197	3/23/85	HOT SPRINGS, AR	A/C Reg. No. N508SS	Time (Lc1) - 1045 CST	
Phase of Operation l Finding(s)	COMPLETE GEAR COL ANDING - FLARE/T				
1. FLARE - INADEQUATE 2. LANDING GEAR,GEAR 3. AIRCRAFT/EQUIE 4. GEAR RETRACTION -	SWITCH - INADEQU MENT,INADEQUATE	DESIGN - PRODUCTION/D	ESIGN PSNL		

----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) 2,3

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Brief of Accident

File No 196 5/07/85 GRAD	(,AR	A/C Reg. No. N1754S			Time (Lc1) - 0820 CDT		
Basic Information							
Type Operating Certificate-AGRICULTURA	_ AIRCRAFT	Aircraft Damage			Injur	ies	
		SUBSTANTIAL		Fatal			n None
Type of Operation -AERIAL APPL Flight Conducted Under -14 CFR 137	ICATION	Fire	Crew	0	0	0	
		NONE	Pass	0	0	0	0
Accident Occurred During -MANEUVERING							
Aircraft Information							
Make/Model - AERO COMMANDER S2R	Eng Make/Mo	del - P & W R134	O SERIES	ELT	Installed/A	ctivate	ed - NO -N/
Landing Gear - TAILWHEEL-ALL FIXED		ines - 1			tall Warnir	ng Syste	∋m - YES
Max Gross Wt - 6900		e - RECIPROCAT	ING-CARBURE	TOR			
No. of Seats - 1	Rated Power	• - 600 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	G Last Departu	ire Point		OFF AI	RPORT/STRIP)	
Method ~ N/A	SAME AS AC	CC/INC					
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 270/002 KTS						N/A	
Visibility - 10.0 SM	ATC/Airspace			,		N/A	
Lowest Sky/Clouds - CLEAR		ght Plan - NONE				N/A	
Lowest Ceiling - NONE		arance - NONE		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lr	ndg -					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 29				MEDICAL-NC	WAIVE	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re			nt Time (H			
COMMERCIAL	Current		al -				
SE LAND		- 3 Mak	e/Model-	1500	Last 30		
	Aircraft Type	- J-3 Ins	trument-	0	Last 90) Days-	100

Instrument Rating(s) - NONE

----Narrative----

AG AIRPLANE WAS BEING FLOWN ON A SPRAY RUN WHEN THE LEFT WING HIT A TREE. IMPACT WITH TREE AND GROUND DEMOLISHED THE AIRPLANE. PILOT WAS WEARING HELMET AND SEAT BELT AND SHOULDER HARNESS WAS FASTENED. THE PILOT WAS NOT INJURED.

File No 196	5/07/85	GRADY, AR	A/C Reg. No. N1754S	Time (Lc1) - 0820 CDT
	IN FLIGHT COLLISI MANEUVERING - AER			
Finding(s) 1. CLEARANCE - NOT M 2. OBJECT - TREE(S)	AINTAINED - PILOT	IN COMMAND		
Probable Cause				

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

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

Brief of Accident

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File No 181 5/16/85 MONTIC	A/C Reg.	No. N737LE	Time (Lc1) - 1730 CDT					
-Basic Information								
Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft Damage SUBSTANTIAL			Fatal	Injur Serious	None		
Type of Operation -BUSINESS		Fire	Crew		0	Minor 1	0	
Flight Conducted Under -14 CFR 91		NONE	Pass		Ō	Ó	Ō	
Accident Occurred During -LANDING								
Make/Model - CESSNA R182	Eng Mak	e/Model - LYCOM	ING 0-540-L3C5D	ELT	Installed/A	ctivated	- YES/YES	
Landing Gear - TRICYCLE-RETRACTABLE		Engines - 1		Stall Warning System - YES				
Max Gross Wt - 3100	Engine	Type - RECIP	ROCATING-CARBUR	ETOR				
No. of Seats - 4	Rated F	ower - 23	5 HP					
Weather Data	Itinerary			Airport	Proximity			
Wx Briefing - NO RECORD OF BRIEFING		arture Point						
Method - N/A	MILLIN	IGTON, TN						
Completeness - N/A	on	Airport Data						
Basic Weather - VMC	SAME A	S ACC/INC		MONTIC	ELLO MUNI			
Wind Dir/Speed- 300/015 KTS				Runway	Ident -	UNK/NR		
Visibility - 15.0 SM	ATC/Airspa	ce		Runway	Lth/Wid -	- UNK/NR		
Lowest Sky/Clouds - CLEAR	Type of	Flight Plan - N	ONE	Runway	Surface -	- GRASS/TL	JRF	
Lowest Ceiling - NONE		Clearance - N		Runway	Status -	- DRY		
Obstructions to Vision- NONE	Туре Арс	:h/Lndg - T	RAFFIC PATTERN			ROUGH		
Precipitation - NONE								
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 48	Me	dical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT	
	Biennial Fligh			ht Time (⊦		· · · · · ·		
PRIVATE	Current	- YES	Total -			4 Hrs -	2	
SE LAND	Months Sir	ice - 14	Make/Model-	116	Last 30) Days- UN	NK/NR	
4		vpe - R182	Instrument-	0	Last 90) Davs-	24	

Instrument Rating(s) - NONE

----Narrative----

PLT SELECTED GRASSY AREA ON ARPT FOR LANDING. THE GRASSY AREA WAS MORE CLOSELY ALIGNED WITH THE SURFACE WINDS THAN THE AVAILABLE RUNWAYS. THE GRASSY AREA HAS A UTILITY LINE ACROSS THE APCH END AND A DITCH ON THE DEPARTURE END. THE LANDING WAS LONG AND HOT AND THE ACFT BALLOONED DURING TOUCHDOWN. THE PLT SAID HE SELECTED FLAPS DURING THE TOUCHDOWN SEQUENCE AND CONTINUED THE LANDING. THE PLT SAID THE BRAKES WERE NOT EFFECTIVE ON THE ROUGH, GRASSY SURFACE. WHEN THE PLT RECOGNIZED ACFT WOULD NOT STOP ON THE LANDING AREA HE SELECTED MORE FLAPS BUT ACFT COLLIDED WITH THE DITCH. SOMETIME AFTER THE ACCIDENT THE PLT DISCOVERED THAT THE FLAPS HAD NOT EXTENDED DURING THE LANDING ROLL. THE FLAPS WOULD NOT EXTEND WHEN ZERO TO 20' DOWN WAS SELECTED BUT DID WORK AT HIGHER SETTINGS.

File No 18	1 5/16/85	MONTICELLO,AR	A/C Reg. No. N737LE	Time (Lc1) - 1730 CDT
Occurrence #1 Phase of Operation				
Finding(s) 1. FLIGHT CONTROL,F 2. UNSUITABLE TER 3. WEATHER CONDITION 4. AIRSPEED - EXC	RAIN - SELECTED - N - CROSSWIND	PILOT IN COMMAND		
Occurrence #2 Phase of Operation		ION WITH TERRAIN		
Finding(s) 5. TERRAIN CONDITIO	N - DITCH			
Probable Cause				
The National Transpor	tation Safety Boa	rd determines that the	Probable Cause(s) of this accid	ent

is/are finding(s) 2,4

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Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERAI	AVIATION)	Aircraft Dama	ae	Injuries				
Type operating ber thirdate hold (deleka)		SUBSTANTIAL		Fatal	•		None	
Type of Operation -INSTRUCTIONAL	_	Fire	Crew	0	0	0	- 1	
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0	
Accident Occurred During -DESCENT								
-Aircraft Information								
Make/Model - CESSNA 172E		del - CONTINEN		ELT	Installed/	Activated	- YES/YES	
Landing Gear - TRICYCLE-FIXED	Number Engi				tall Warnin	ng System	n - YES	
Max Gross Wt - 2300	0 11	- RECIPROC		TOR				
No. of Seats - 4	Rated Power	- 145 H						
-Environment/Operations Information								
Weather Data	Itinerary	.			Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Departu			ON AIR	PORI			
Method - N/A	SAME AS AC Destination	C/INC		Airport D				
Completeness - N/A Basic Weather - VMC	LOCAL			SAN CO				
Wind Dir/Speed- CALM	LUCAL				Ident ·	- 32		
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid		70	
Lowest Sky/Clouds - CLEAR	Type of Flig	ht Plan - NONE			Surface			
Lowest Ceiling - NONE	Type of Clea				Status			
Obstructions to Vision- NONE		dg - NONE		-				
Precipitation - NONE		-						
Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command	Age - 39		al Certificat			D WAIVERS	5/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Re	view	Fligh otal -	t Time (H	ours)			
STUDENT	Current	- N/A T	otal -	26	Last 2	4 Hrs - l		
	Months Since	- N/A №	lake/Model- Instrument-	26	Last 30	Days- L		
	Aircraft Type	- N/A 1	Instrument-	0	Last 90	J Days-	20	
Instrument Rating(s) - NONE								

File No. - 64 1/17/85 SAN CARLOS,AZ A/C Reg. No. N3820S Time (Lcl) - 1740 MST _____ Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. LIFT-OFF - PREMATURE - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 3. AIRSPEED - INADEQUATE - PILOT IN COMMAND 4. STALL - INADVERTENT - PILOT IN COMMAND _____ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.3

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA	LAVIATION) Aircr	AVIATION) Aircraft Damage			Injuries				
		TANTIAL	Fatal			None			
Type of Operation -PERSONAL	Fire			0	0	1			
Flight Conducted Under -14 CFR 91	NONE	Pass	s 0	0	0	1			
Accident Occurred During -LANDING									
Aircraft Information									
Make/Model - PIPER PA-38-112		LYCOMING 0-235-L2C		Installed/A					
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnin	g System ·	- YES			
Max Gross Wt - 3600		RECIPROCATING-CARBUR	RETOR						
No. of Seats - 2	Rated Power -	112 HP							
Environment/Operations Information									
Weather Data	Itinerary			Proximity					
Wx Briefing - NO RECORD OF BRIEFING		nt	ON AIR	PORT					
Method - N/A	TUCSON, AZ								
Completeness - N/A	Destination		Airport D		-				
Basic Weather - VMC Wind Dir/Speed- CALM	LOCAL			TA ABANDONE					
Visibility - 30.0 SM	ATC/Airspace			Ident - Lth/Wid -					
Lowest Sky/Clouds - CLEAR	Type of Flight Pla			Surface -		NK/INK			
Lowest Ceiling - NONE	Type of Clearance			Status -					
Obstructions to Vision- NONE		- TRAFFIC PATTERN	Kariway	512105	BRT				
Precipitation - NONE	·) [- · · [- · · ·] - · · · ·]								
Condition of Light - DAYLIGHT									
Personnel Information									
Pilot-In-Command	Age - 36	Medical Certifica	ate - VALID	MEDICAL-NO	WAIVERS/	IMIT			
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (Hours)						
ATP	Current - UNK/				Hrs -	1			
SE LAND, ME LAND	Months Since - UNK/) Days- UN				
	Aircraft Type - UNK/			Last 90) Days-	115			
		Multi-Eng -	2743						
Instrument Rating(s) - AIRPLANE									
·									
-Narrative F VEERED TO THE RIGHT DURING LANDING ROLL		DICHT WINC CONTACT		00Y 4 ET					
JARD ON RIGHT WING TIP DEFORMING THE MAIN									
JARD ON RIGHT WING TIP DEFORMING THE MAIN	SLAK' IKEES FINCH DAIH 21	DES OF THE AIRSTRIP.	•						

File No 26	1/22/85 SAHU	JARITA, AZ	A/C Reg. No. N2403A	Time (Lc1) - 1700 MST	
Occurrence ON G Phase of Operation LAND	ROUND COLLISION WI ING - ROLL	TH OBJECT			
Finding(s) 1. JUDGEMENT - POOR - PI 2. AIRPORT FACILITIES,RU 3. UNSUITABLE TERRAIN 4. DIRECTIONAL CONTROL - 5. OBJECT - TREE(S)	NWAY/LANDING AREA - SELECTED - PILOT	IN COMMAND	UATE		
Probable Cause The National Transportatio is/are finding(s) 1,3,4	n Safety Board det	termines that the P	robable Cause(s) of this accid	lent	

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL		t Damage		Inju	ries	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTA Fire None	Crew Pass	Fatal O O	Serious O O	Minor O O	None 1 2
Aircraft Information Make/Model - CESSNA 172N Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power -	COMING 0-320-H2AD	ELT			
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 190/013 KTS Visibility - 20.0 SM Lowest Sky/Clouds - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 1500 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		- NONE	ON AIR Airport D GRAND Runway Runway Runway		- 8999/ ⁻ - ASPHALT	
	Age - 50 Biennial Flight Review Current - YES Months Since - O Aircraft Type - UNK/NR	Total - Make/Model-	nt Time (H 158 158	lours) Last 2 Last 3	AIVERS/LIM 4 Hrs - 0 Days- UNH 0 Days- raft - UNH	2 K/NR 14
Instrument Rating(s) - NONE						
Narrative HE 50 YEAR OLD PRIVATE PILOT, WITH A TOTAL OF T WIDE RWY. AS HE ATTEMPTED TO STEER TO THE M DNTACTED A SNOW BANK APRX 3000 FT FROM THE AP CCIDENT RECORDED WIND FROM 190 DEGS AT 13 KTS HE ACFT.	IDDLE OF THE RWY THE ACFT CH END OC THE RWY. A WEATH	SKIDDED OFF THE LEF ER OBSERVATION TAKE	T SIDE OF	THE RWY A	ND THE	

File No. - 108 1/28/85 GRAND CANYON, AZ A/C Reg. No. N4852G Time (Lc1) - 1338 MST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND _____ Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - SNOWBANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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

Brief of Accident

File No 87 1/04/85 CAMAR	ILLO,CA A/C	Reg. No. N5194U	т	ime (Lc1)	- 1405 PS	т
Basic Information						
Type Operating Certificate-ON-DEMAND AIN		aft Damage	Fatal	Inju		Ness
		TANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	Crev		0	0	1
Accident Occurred During -LANDING	NONE	Pass	5 0	0	0	2
Accident occurred burning -Landing						
Aircraft Information						
Make/Model - CESSNA 172RG	Eng Make/Model - 1	LYCOMING 0-360-F1A6	ELT	Installed/	Activated	- YES-UNK/N
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -			Stall Warni		
Max Gross Wt - 2200	Engine Type - I	RECIPROCATING-CARBU	RETOR		0	
No. of Seats - 4	Rated Power -	180 HP				
Environment/Operations Information						
Weather Data	Itinerary		Ainpont	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		n+	ON AIR			
Method - N/A	VAN NUYS,CA	iii c	UN AIR	CF UK I		
Completeness - N/A	Destination		Airport D) = + =		
Basic Weather - VMC	SAME AS ACC/INC		CAMARI			
Wind Dir/Speed- VARIABLE/020 KTS	SAME AS ACC/INC				- 08	
Visibility - 50.0 SM	ATC/Airspace			/ Lth/Wid		150
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	n - NONE		/ Surface		
Lowest Ceiling - NONE	Type of Clearance				- DRY	
Obstructions to Vision- NONE		- TRAFFIC PATTERN		••••••		
Precipitation - NONE	·) / - · · · · · · · · · · · · · · · · · ·					
Condition of Light - DAYLIGHT						
Personnel Information						/
Pilot-In-Command	Age - 32	Medical Certifica			U WAIVERS	/LIMII
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (F		4 11-0	
PRIVATE SE LAND	Current - YES Months Since - 16	Total -			4 Hrs - O Davs-	1
JE LANU		Make/Model- 2 Instrument-	2		0 Days- 0 Days-	11 19
	Aircraft Type - C-15	2 Instrument-	2	Last 9	U Days-	19

Instrument Rating(s) - NONE

----Narrative----

THE PLT REPORTED THAT UPON LANDING A STRONG GUST OF WIND CAUSED THE ACFT TO DEVIATE TO THE LEFT. APPLICATION OF THE APPROPRIATE FLIGHT CONTROLS DID NOT ARREST THE DEVIATION. BRAKES WERE APPLIED BUT NOT IN TIME TO PREVENT THE ACFT FROM EXITING THE RWY. THE ACFT NOSED OVER AS IT EXITED THE RWY AND ENTERED ONTO THE ROUGH TERRAIN. THE ARPT MGR REPORTED THAT STRONG GUSTY, VARIABLE WINDS PREVAILED AT THE TIME OF THE ACCIDENT. THERE IS NO CONTROL TWR AT THE ARPT.

File No	87 1/04/8	5 CAMARILLO,CA	A/C Reg. No. N5194U	Time (Lc1) - 1405 PST
Occurrence #1 Phase of Operation				
	ION - CROSSWIND FOR WIND CONDIT	IONS - ATTEMPTED - PILOT TAINED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	NOSE OVER LANDING - ROL	L .		
Finding(s) 5. TERRAIN CONDIT	ION - ROUGH/UNEV	EN		
Probable Cause-				
The National Transp	ortation Safety	Board determines that the	Probable Cause(s) of this accid	lent

is/are finding(s) 4

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

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2.44

Brief of Accident

File No 59 1/05/85 EL MOI	NIE, CA	A/C Reg. N	A/C Reg. No. N58816			Time (Lcl) - 0914 PST			
-Basic Information Type Operating Certificate-NONE (GENERA) Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	L AVIATION)	Aircraft Dam SUBSTANTIAL Fire NONE			Injur Serious O O		1		
Accident Occurred During -LANDING									
-Aircraft Information Make/Model - CESSNA 182P Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2950 No. of Seats - 4	Number En	pe - RECIPRO	CATING-CARBUR	S	Installed/A tall Warnir				
-Environment/Operations Information									
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Depar SAME AS				Proximity RPORT/STRIF	>			
Completeness - N/A Basic Weather - VMC	Destination LOCAL			Airport D	ata				
Wind Dir/Speed- CALM Visibility - 20.0 SM Lowest Sky/Clouds - 20000 FT THIN	ATC/Airspace		F	Runway		- N/A - N/A - N/A			
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of C1	earance - NON Lndg - FOR	E		Status -				
-Personnel Information									
Pilot-In-Command Certificate(s)/Rating(s)	Age - 65 Biennial Flight	Meaı Review	Cal Certifica Flic	ate - VALID aht Time (H	MEDICAL-WA	AIVERS/L	_1M11		
COMMERCIAL SE LAND	Current Months Since	- YES - 7 e - UNK/NR	lotal - Make/Model- Instrument-	1443 871	Last 24 Last 30	4 Hrs -) Days-	UNK/NR UNK/NR		
Instrument Rating(s) - AIRPLANE									

SHORTLY AFTER TAKEOFF AT AN ALT OF APRX 300 FT AGL, A TTL LOSS OF PWR WAS EXPERIENCED. THE PLT ATTEMPTED A FORCED LANDING IN A RESIDENTIAL AREA BUT UPON REALIZING THE AREA WAS TOO CONGESTED, THE ACFT WAS INTENTIONALLY LANDED IN A LARGE TREE. POST ACCIDENT EXAMINATION REVEALED WATER IN THE FUEL TANKS AND IN THE CARBURETOR FUEL LINE.

A/C Reg. No. N58816 File No. - 59 1/05/85 EL MONTE,CA Time (Lc1) - 0914 PST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 2. FUEL SYSTEM - WATER Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. OBJECT - TREE(S) ----------Probable Cause----

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL	. AVIATION) Aircraft	Damage		Injuries	-	
Type operating certificate None (denerate	SUBSTANT		Fatal		, Ainor	None
Type of Operation · - PERSONAL	Fire	Crew	-	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	0
Aircraft Information						
Make/Model - CROWDER GREAT LAKES Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Model - ELIZ Number Engines - 1	ALDE, S.A. TIGRE (tall Warning S		
Max Gross Wt - 1570	Engine Type - RECI			tari warning :	system	- 110
No. of Seats - 2	Rated Power - 1					
Environment/Operations Information				Name and Annal Annal		
Weather Data W× Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point			Proximity RPORT/STRIP		
Method - N/A	UPLAND, CA	-	OTT AT	KI OKI / SIKII		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SANTA PAULA,CA		_			
Wind Dir/Speed- CALM Visibility - 10.0 SM	ATC/Airspace			Ident - N/ Lth/Wid - N/		
Lowest Sky/Clouds - 5000 FT THIN		NONE		Surface - N/		
Lowest Ceiling - NONE	Type of Clearance -			Status - N/		
Obstructions to Vision- NONE	Type Apch/Lndg -	FORCED LANDING	-			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 68 M	edical Certificat	e - VALID	MEDICAL-WAIV	ERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	Fligh	nt Time (H	ours)		
	Current - YES	Total -	921	Last 24 Hr		1
SE LAND	Months Since - 11 Aircraft Type - GR.LAKE	Make/Model-	233	Last 30 Da		2 4
	Allerant Type - GR.LAKE	instrument-	0	Last 90 Da	ays-	4
Instrument Rating(s) - NONE						
Narrative						
ILE CRUISING AT 2100 FT AGL, THE ENGINE BEGA	N TO VIBRATE AND A TTL LOSS	OF PWR OCCURRED.	PLT MADE	FORCED LANDING	3	
TO THE TOP OF A TREE. INSPECTION REVEALED TH	AT THE 4 HOLD DOWN BOLTS/STU	DS WHICH HOLD TH	#2 CYLIN	DER TO THE		
ASE HAD FAILED ALLOWING THE CYLINDER TO SEPAR	ATE FROM THE ENGINE. PLT STA	TED THE BOLTS HAD	NEVER BE	EN REMOVED		
ND RE-TORQUED ON THE ENGINE.						

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1/06/85 File No. - 32 SUNLAND.CA A/C Reg. No. N13355 Time (Lc1) - 1425 PST Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE ASSEMBLY, CYLINDER - SEPARATION 2. ENGINE ASSEMBLY, MOUNT - FAILURE, TOTAL 3. ENGINE ASSEMBLY, MOUNT - UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. TERRAIN CONDITION - NONE SUITABLE 5. OBJECT - TREE(S) -----____ ----Probable Cause----

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

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

Brief of Accident

File No 60 1/08/85 TRIMM	ER,CA A/C F	A/C Reg. No. N59549			Time (Lc1) - 0915 PST			
Basic Information Type Operating Certificate-ON-DEMAND AIR		ft Damage		Injur				
	SUBST	-	Fatal	Serious	Minor	None		
Type of Operation -POSITIONING	Fire	Cre		0	1	0		
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pas	s 0	0	0	0		
Aircraft Information								
Make/Model - BELL 206B	Eng Make/Model - Al			Installed/A				
Landing Gear - HIGH SKID	Number Engines -			Stall Warnin	g System	- NO		
Max Gross Wt - 3200	Engine Type - Tl							
No. of Seats - 5	Rated Power -	317 HP						
Environment/Operations Information								
Weather Data	Itinerary		Airport	Proximity				
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	Last Departure Point			OFF AIRPORT/STRIP			
Method - N/A	FRESNO, CA			·				
Completeness - N/A	Destination		Airport E	Data				
Basic Weather - VMC	LAKE WISHON,CA							
Wind Dir/Speed- 310/005 KTS			Runway	/Ident -	N/A			
Visibility - 10.0 SM	ATC/Airspace		Runwa	/Lth/Wid -	N/A			
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runwa	/ Surface -	N/A			
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runwa	/ Status -	N/A			
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING						
Precipitation - NONE								
Condition of Light - DAYLIGHT								
Personnel Information Pilot-In-Command	1	Madden 1. Candiffia				****		
	Age - 40 Rieppiel Flight Poulou	Medical Certific			WAIVERS/	_ T M T I		
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (F		11			
COMMERCIAL, CFI	Current - YES	Total -						
SE LAND, ME LAND	Months Since - 8	Make/Model-		Last 30	Days- UN	•		
HELICOPTER	Aircraft Type - 206	Instrument-			Days-			
		Multi-Eng -	20	Rotorcr	aft -	4450		

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT STATED THE HELICOPTER LOST PWR DURING CRUISE WHEN HE ATTEMPTED TO ADD PWR TO CLIMB. HE STATED THAT N2 DECREASED ALONG WITH THE ACTIVATION OF VISUAL AND AUDIO ENGINE OUT WARNINGS. AN AUTOROTATION WAS PERFORMED TO A ROAD, HOWEVER, THE HELICOPTER SLID OFF THE ROAD AND DOWN A 50 DEG SLOPE IN THE TERRAIN BEFORE COMING TO REST. POST ACCIDENT TESTS REVEALED THE FUEL GOVERNOR, P/N 104100A12-A8, HAD AN EXCESSIVE LEAKAGE RATE AT THE BYPASS VALVUE AND THE DECELERATION AND SLOPE TESTS WERE OUT OF LIMITS. WHEN RETESTED, THE GOVERNOR WAS FOUND CAPABLE OF NORMAL OPERATION.

File No	60 1/08/85	TRIMMER, CA	A/C Reg. No. N59549	Time (Lc1) - 0915 PST
Occurrence #1 Phase of Operation		TAL) - MECH FAILURE/	MALFUNCTION	
Finding(s) 1. FUEL SYSTEM,FUE	L CONTROL - UNDETE	RMINED		
Occurrence #2 Phase of Operation		NCY		
Finding(s) 2. AUTOROTATION -	PERFORMED - PILOT			
Occurrence #3 Phase of Operation		ION WITH TERRAIN		
Finding(s) 3. TERRAIN CONDITI 4. DIRECTIONAL C		BLE - PILOT IN COMMA		
Probable Cause				

is/are finding(s) 1

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

Brief of Accident

File No 31 1/10/85	SNELLING,CA	A/C Reg. N	0. N99021	 	ime (Lc1) -		PST 	
-Basic Information					. .			
Type Operating Certificate-AGRICUL	IURAL AIRCRAFT	Aircraft Dam SUBSTANTIAL		Fatal	Injur		n Nov	
Type of Operation -AERIAL	APPLICATION	Fire	Cre	Fatal w O	Serious O	Mino O		ne 1
Flight Conducted Under -14 CFR		NONE	Pas		0	0		ò
Accident Occurred During -STANDIN			1 43	5 0	Ū	0	, i i i i i i i i i i i i i i i i i i i	0
-Aircraft Information								
Make/Model - BELL 204	Eng Make	/Model - LYCOMIN	G 653-11	ELT	Installed/A	ctivat	ed - NO -	-N/
Landing Gear - SKID	Numb <u>er</u> E	ngines - 1		S	tall Warnir	g Syst	em - NO	
Max Gross Wt - 8600		ype - TURBOSH	AFT					
No. of Seats - UNK/NR	Rated Po	wer - 1100	HP					
-Environment/Operations Information		•						
Weather Data	Itinerary				Proximity			
W× Briefing - NO RECORD OF BRI	•	rture Point		OFF AI	RPORT/STRIP			
Method - N/A	DELHI, C							
Completeness - N/A	Destinatio			Airport D	ata			
Basic Weather - VMC	SAME AS	ACC/INC		_	- · ·			
Wind Dir/Speed- 350/001 KTS						N/A		
Visibility - 6.0 SM	ATC/Airspac		_		Lth/Wid -			
	SCATTERED Type of F				Surface -			
Lowest Ceiling - NONE		learance - NON		Runway	Status -	N/A		
Obstructions to Vision- HAZE	Type Apch	/Lndg - NON	E					
Precipitation - NONE	-							
Condition of Light - DAYLIGHT								
-Personnel Information Pilot-In-Command	Age - 58	Medi	cal Certific	ate - NON-V		,		
Certificate(s)/Rating(s)	Biennial Flight			ght Time (H				
COMMERCIAL	Current		Total -		Last 24	Hrs -	UNK/NR	
SE LAND, ME LAND		-	Make/Model-	-	Last 30		•	
HELICOPTER	Aircraft Ty			0	Last 90			
			Multi-Eng -	-	Rotorcr			
Instrument Rating(s) - NONE								

PLT VACATED THE ACFT WITH ENGINE AT IDLE & WITH THE BLADES TURNING TO REFUEL. THE LANDING PLATFORM MOUNTED ON THE "NURSE" TRUCK WAS SLIPPERY FROM AN OIL & COPPER MIXTURE USED IN THE SPRAYING OPERATION. THE HELICOPTER STARTED TO SLIDE & THE PLT REBOARDED JUST AS IT FELL OFF THE TRUCK.

File No	31 1/10/85	SNELLING, CA	A/C Reg. No. N99021	Time (Lcl) - 1640 PST	
Occurrence #1 Phase of Operation	LOSS OF CONTROL STANDING - IDLING				
2. IMPROPER US	, , ,	CRAFT, COMPLACENCY	L - PILOT IN COMMAND - PILOT IN COMMAND		

----Probable Cause----

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

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

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Brief of Accident

File No 138 1/13/85 COMPTON,	CA	A/C Reg.	No. N9755T	т	ime (Lcl) -	1045 PST	
Basic Information Type Operating Certificate-NONE (GENERAL A Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	VIATION)	Aircraft Da DESTROYED Fire NONE	nage Crew Pass	Fatal O O	Injur Serious O O	Minor	None 0 0
Aircraft Information Make/Model - PIPER PA-38-112 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Engine Ty	gines – 1	NG 0-235-L2C DCATING-CARBURE HP	S	Installed/A tall Warnin		•
 Environment/Operations Information Weather Data W× Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 40.0 SM Lowest Sky/Clouds - 25000 FT SCATTER Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT 	Type of Cl	CH,CA CA ight Plan - VF earance - NO Lndg - TR	NE	ON AIR Airport D COMPTO Runway Runway Runway	ata N Ident - Lth/Wid - Surface -		60
	e - 34 ennial Flight Current Months Since Aircraft Typ	Review - N/A - N/A	ical Certifica Flig Total - Make/Model- Instrument-	nt Time (H 54 53	ours) Last 24 Last 30	Hrs -) Days-	0 8 15

Instrument Rating(s) - NONE

----Narrative----

AS THE STUDENT PLT WAS ABOUT TO TOUCHDOWN ON RWY 25L THE ACFT SWERVED TO THE LEFT. HE ATTEMPTED A GO-AROUND & IN ORDER TO AVOID PARKED ACFT TO THE SOUTH OF THE ADJACENT TAXIWAY HE APPLIED AFT ELEVATOR & STALLED THE ACFT, LANDING UPON & DESTROYING TWO OTHER ACFT & SUBSEQUENTLY DAMAGING A THIRD. THE WIND WAS CALM 6 MILES SOUTH OF THE ACCIDENT SITE. ACCORDING TO THE PLT THE WIND AT THE ACCIDENT SITE WAS FROM THE NORTH & BLEW THE ACFT TO THE LEFT. THE PLT'S LOGBOOK REVEALED NO DOCUMENTED GO-AROUND PRACTICE.

File No. - 138 1/13/85 COMPTON, CA A/C Reg. No. N9755T Time (Lc1) - 1045 PST _ Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. GO-AROUND - IMPROPER - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE INITIAL TRAINING - FLIGHT INSTRUCTOR(ON GROUND) 6. ---------Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. OBJECT - AIRCRAFT PARKED ----Probable Cause----

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

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

Brief of Accident

File No 8 1/13/85 PLAC	ERVILLE,CA A/C	Reg. No. N14000	٦	ime (Lcl) -	1150 PSI	
Basic Information						
Type Operating Certificate-NONE (GENER		ft Damage		Injur		
		ANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	-	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	; O	0	1	2
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - WACO YKC	Eng Make/Model - J			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			Stall Warnin	ng System	- NO
Max Gross Wt - 3000		ECIPROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power -	245 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Poin	t	ON AIF	PORT		
Method - TELEPHONE	SAN JOSE, CA					
Completeness - WEATHER NOT PERTINEN	IT Destination		Airport [
Basic Weather - VMC	PLACERVILLE, CA		SWANSE	BORD COUNTY		
Wind Dir/Speed- CALM			Runway	/Ident -	27	
Visibility - 20.0 SM	ATC/Airspace			/Lth/Wid -		50
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			/ Surface -	ASPHALT	
Lowest Ceiling - NONE	Type of Clearance		Runway	/Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 43	Medical Certifica	te - VALI) MEDICAL-WA	IVERS/LIM	4IT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ght Time (H	lours)		
PRIVATE	Current - YES	Total -	272	Last 24		4
SE LAND	Months Since - 6	Make/Model-	202	Last 30		7
	Aircraft Type - YKC	Instrument-	0	Last 90) Days-	22
		Multi-eng -	0	Rotorcr	aft -	0

	8 1/13/85 PLACERV	ILLE,CA A/C R	eg. No. N14000	Time (Lc1) - 1150 PST
ccurrence #1 hase of Operation	HARD LANDING LANDING - FLARE/TOUCHDOWN	1		
1. ALTITUDE - MISU 2. FLARE - IMPROPE	UDGED - PILOT IN COMMAND R - PILOT IN COMMAND OUNCED LANDING - IMPROPER -			
	LOSS OF CONTROL - ON GROU LANDING - ROLL	ND		
	ITROL - NOT MAINTAINED - PIL			
	I - EXCESSIVE - PILOT IN COM RVE - UNCONTROLLED - PILOT		• • • • • • • • • • • • • • • • • • •	· · · · · · · · · · · · · · · · · · ·
6. GROUND LOOP/SWE	RVE - UNCONTROLLED - PILOT	IN COMMAND		· · · · · · · · · · · · · · · · · · ·
6. GROUND LOOP/SWE courrence #3 hase of Operation	RVE - UNCONTROLLED - PILOT ON GROUND COLLISION WITH LANDING - ROLL	IN COMMAND		
6. GROUND LOOP/SWE ccurrence #3 hase of Operation inding(s) 7. TERRAIN CONDITI	RVE - UNCONTROLLED - PILOT ON GROUND COLLISION WITH LANDING - ROLL ON - WATER,GLASSY MAIN GEAR COLLAPSED	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

Brief of Accident

File No 128 1/18/85 NEWHAN		eg. No. N830V		ime (Lc1) - 10		
Basic Information Type Operating Certificate-ON-DEMAND AI		t Damage		Injurie		
	DESTRO		Fatal		Minor	None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	Fire ON GRO	UND Pas		1 O	0 0	0
Aircraft Information						
Make/Model - BELL 205A-1	Eng Make/Model - LY	COMING T3313 B	ELT	Installed/Act	ivated	- NO -N
Landing Gear - SKID	Number Engines - 1			tall Warning		
Max Gross Wt - 9500	Engine Type - TU	IRBOSHAFT		-	-	
No. of Seats - 7	Rated Power -	1250 HP				•
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING				RPORT/STRIP		
Method - N/A	SAME AS ACC/INC		011 41	KI OKI / SIKI		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		An por c b			
Wind Dir/Speed- CALM			Runway	Ident - N	/Δ	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid - N		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface - D	•	
Lowest Ceiling - NONE	Type of Clearance			Status - D		
Obstructions to Vision- NONE	Type Apch/Lndg		······,			
Precipitation - NONE	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 36	Medical Certifi	cate - VALID	MEDICAL-NO W	AIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (H		,	
COMMERCIAL, CFI	Current - YES	Total -			rs -	1
NONE	Months Since - 8	Make/Model-	1320	Last 30 Da	ays-	25
HELICOPTER	Aircraft Type - 206-B		210	Last 90 D	ays-	133
				Rotorcraf	t -	2573
Instrument Rating(s) - HELICOPTER						

----Narrative----

THIS HELICOPTER COLLIDED WITH HILLY TERRAIN WHILE CIRCLING AT A LOW ALTITUDE. IT WAS FOLLOWING ANOTHER HELICOPTER IN A CLOCKWISE CIRCULAR PATTERN AT THE TIME, AND BEING FILMED FOR THE T.V. SERIES "AIR WOLF". ONE WITNESS OBSERVED THE HELICOPTER DECENDING IN THE FINAL TURN, INSTEAD OF LEVELING OFF, UNTIL IT WAS VERY CLOSE TO THE GROUND. AS IT APPROACHED A SMALL KNOLL GROUND CONTACT OCCURRED. THE ENGINE WAS HEARD RUNNING FOR SEVERAL SECONDS AFTER IMPACT. POST IMPACT FIRE WAS THE CAUSE OF THE DEATH OF THE PASSENGER.

File No 1	28 1/18/85 NEWHALL,CA	A/C Reg. No. N830V	Time (Lc1) - 1045 PST
Occurrence Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN MANEUVERING		
	DN - MOUNTAINOUS/HILLY T - 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

Brief of Accident

Type Operating Certificate-NONE (GENERA	•	raft Damage			uries	
		STANTIAL	Fata			None
Type of Operation -BUSINESS	Fire		Crew O	-	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NON	E	Pass 0	Ū.	0	2
-Aircraft Information Make/Model - HELIO COURIER H-250	Eng Make/Medal -	LYCOMING GO-480-		LT Installed	Activated	- NO -N/
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			Stall Warn		
Max Gross Wt - 3400		, RECIPROCATING-CA		Starr warn	ing system	123
No. of Seats - 6		295 HP				
-Environment/Operations Information						
Weather Data	Itinerary			rt Proximity		
Wx Briefing - NO RECORD OF BRIEFING	• • •	int	ON A	AIRPORT		
Method - N/A Completeness - N/A	IMPERIAL, CA					
Basic Weather - VMC	Destination PALM SPRINGS.CA		Airpor	T Data M SPRINGS		
Wind Dir/Speed- 300/006 KTS	PALM SPRINGS, CA		_	way Ident	- 30	
Visibility - 8.0 SM	ATC/Airspace			way Lth/Wid		150
	BKN Type of Flight Pl	an - NONF		way Surface		100
Lowest Ceiling - NONE	Type of Clearance			way Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-IN				
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
-Personnel Information						/· _ · ·
Pilot-In-Command	Age - 48	Medical Certi	ficate - VA	LID MEDICAL-	NO WAIVERS,	LIMIT
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - UNK	/NR Total	light Time - 527		24 Hrs -	6
SE LAND	Months Since - UNK	/NR Total /NR Make/Mode			24 Hrs - 30 Davs- UI	-
SE EAND	Aircraft Type - UNK				90 Days of	30
				Lust	JU Days	00
Instrument Rating(s) - NONE						
ACFT BOUNCED UPON LANDING IN CALM WIND CO						

File No 1	35 1/21/85	PALM SPRINGS,CA	A/C Reg. No. N55XV	Time (Lcl) - 1405 PST
Occurrence #1 Phase of Operation	HARD LANDING LANDING - FLARE/	TOUCHDOWN		
Finding(s) 1. FLARE - MISJUDG	ED - PILOT IN COMM	AND		
Occurrence #2 Phase of Operation	MAIN GEAR COLLAP LANDING - FLARE/			
Finding(s) 2. LANDING GEAR,MA 3. MAINTENANCE.I		RRODED AFT - INADEQUATE - OTHE	R PERSON	

is/are finding(s) 1,2

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

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

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENERAL A		raft Damage STANTIAL		Fatal	Injur Serious	Minor	None
Type of Operation -PERSONAL	Fire		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE	Ξ	Pass	0	0	0	0
Aircraft Information							
Make/Model - CESSNA 150L Landing Gear - TRICYCLE-FIXED	Eng Make/Model - Number Engines -		0-200		nstalled/A all Warnin		
Max Gross Wt - 1600	Engine Type -				ali warnin	ig system	11 - TES
No. of Seats - 2	Rated Power -		G CARBORE				
Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Po	int		Airport P ON AIRP			
Method - N/A	HOLLISTER,CA			ON AIR	UK1		
Completeness - N/A	Destination			Airport Da	ta		
Basic Weather - VMC	UNKNOWN, UN			FRAZIER	LAKE AIRP	ARK	
Wind Dir/Speed- 270/008 KTS						UNK/NR	
Visibility - 6.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 1100 FT BROKEN	Type of Flight Pla	an - NONE			Surface -		
Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg			Runway	Status -		
Precipitation - NONE	Type Apen/Endg						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command Ag	je - 36		Certificat				
Certificate(s)/Rating(s) Bi	ennial Flight Review Current - YES		Fligh	t Time (Ho	ours)		
	Current - YES	Tota	1 – UN	K/NR	Last 24		
SE LAND	Months Since - 13	Make/	/Model-UN		Last 30 Last 90		
	Aircraft Type - UNK	Mult	i-Eng - UN	K/NR K/NR	Rotorcr	aft - I	
Instrument Rating(s) - NONE							
Narrative							

File No	101 1/28/	85 HOLLISTER,CA	~	A/C Reg. No. N5343Q	Time (Lc1) - 1415 PST
Occurrence Phase of Operation	OVERRUN TAKEOFF - GR	ROUND RUN			
2. UNSUITABLE T 3. AIRPORT FACILI 4. JUDGEMENT - I	ERRAÍN - SELECT FIES,RUNWAY/LAN POOR - PILOT IN	NDING AREA CONDITION FED - PILOT IN COMMAN NDING AREA CONDITION N COMMAND LLOT IN COMMAND	D		

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA		aft Damage		Ini	uries	
Type operating ber thirdate holde (delated)		TANTIAL	Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Cre	w O	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pas	s O	0	0	2
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - HELIO H-295	S ,	LYCOMING GD-480-G1D			/Activated	
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			all Warn	ing System	- UNK/N
Max Gross Wt - 3400		RECIPROCATING-CARBU	RETOR			
No. of Seats - 6	Rated Power ~	295 HP				
nvironment/Operations Information						
Veather Data	Itinerary		Airport F			
Wx Briefing - FSS	Last Departure Poi	nt	ON AIRF	YOR I		
Method - TELEPHONE Completeness - PARTIAL,LMTD BY PILOT	SAME AS ACC/INC Destination		Airport Da	+-		
Basic Weather - VMC	LOCAL		PEARCE			
Wind Dir/Speed- 300/007 KTS	EUCAL			Ident	- 30	
Visibility - 30.0 SM	ATC/Airspace				- 2485/	50
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	n - NONE			- ASPHALT	
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 50	Medical Certific			WAIVERS/LIM	11 1
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - YES	Total -	ght Time (Ho 463		24 Hrs -	5
SELAND					30 Davs- UN	-
JE EAND	Months Since - 17 Aircraft Type - UNK/	NR Instrument-	77	Last	90 Days on	
Instrument Rating(s) - NONE						
Narrative						
ATTEMPTED TO ABORT A TAKEOFF AS THE ACFT	RECAME ATORODNE AT ADDY A			ADSED WH		

÷	File No	78	1/30/85	LOWER LAKE,CA	A/C Reg. No. N269E	Time (Lc1) - 1415 PST

Occurrence #1 MAIN GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

3. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

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

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Air	craft Damage			Inju	ries	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fir	BSTANTIAL e NE	Crew Pass	Fatal O O	Serious 1 1		None O O
-Aircraft Information Make/Model - CESSNA 182C Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2650 No. of Seats - 4	Eng Make/Model Number Engines Engine Type Rated Power			St	Installed// tall Warnin		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 040/007 KTS Visibility - 40.0 SM Lowest Sky/Clouds - 5000 FT SCA Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure P WICKENBURG,AZ Destination SAME AS ACC/IN ATC/Airspace ITERED Type of Flight P Type of Clearanc Type Apch/Lndg	C lan - NONE	PATTERN	Runway Runway	PORT Ata /ALLEY	- ASPHALT	150
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 62 Biennial Flight Review Current - UN Months Since - UN Aircraft Type - UN	K/NR Total K/NR Make/I K/NR Instru		: Time (Ho K/NR K/NR K/NR	burs) Last 24 Last 30 Last 90	AIVERS/LII 4 Hrs - UI 0 Days- UI 0 Days- UI raft - UI	NK/NR NK/NR NK/NR
Instrument Rating(s) - NONE							
-Narrative ACFT WAS OBSERVED TO ENTER THE LEFT DOWN HE PLT ATTEMPTED TO LAND ON THE RUNWAY, B . WING FLAPS WERE FOUND FULLY RETRACTED.	JT IMPACTED THE GROUND S	HORT & TO THE	LEFT OF TH	IE APCH E	ND OF THE		

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File No 1	39 1/31/85	APPLE VALLEY,CA	A/C Reg. No. N9018T	Time (Lc1) - 1020 PST	-
Occurrence #1 Phase of Operation		DTAL) - NON-MECHANICAL PATTERN - DOWNWIND			
3. ALTITUDE - BELO	ECTOR POSITION ~ 1 W - PILOT IN COMMA				-
Occurrence #2 Phase of Operation		ENCY			
Finding(s) 4. LOWERING OF FLA	PS - NOT PERFORMED) - PILOT IN COMMAND			-
Occurrence #3 Phase of Operation					
Probable Cause			· · · · · · · · · · · · · · · · · · ·		

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

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER4	AL AVIATION) Aircraf	t Damage		Inju	ıries	
	SUBSTA		Fatal	• • • • •		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - BEECH 65		COMING IGSO-480-A1E6	EL	T Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2			Stall Warni	ng System	- YES
Max Gross Wt - 7700		CIP-FUEL INJECTED				
No. of Seats - 9	Rated Power -					
Environment/Operations Information						
Weather Data	Itinerary	1	lirpor	t Proximity		
Wx Briefing - NO RECORD OF BRIEFING	G Last Departure Point		ON A	IRPORT		
Method - N/A						
Completeness - N/A	Destination	Α	irport	Data		
Basic Weather - VMC	UNK/NR		CAMA	RILLO		
Wind Dir/Speed- 220/004 KTS				ay Ident	- 08	
Visibility - 25.0 SM	ATC/Airspace			ay Lth/Wid		150
	ITERED Type of Flight Plan			ay Surface		
Lowest Ceiling - NONE	Type of Clearance		Runwa	ay Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 37	Medical Certificate	- EXP	IRED		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight				
ATP,CFI,FLT ENG	Current - YES	Total - UNK,			24 Hrs - U	
GLIDER	Aircraft Type - UNK/NR					
		Multi-Eng - UNK,	/NR	Rotoro	craft - U	NK/NR
Instrument Rating(s) - AIRPLANE						
SE LAND, ME LAND GLIDER	Current - YES Months Since - 14 Aircraft Type - UNK/NR	Make/Model- UNK	/NR /NR	Last 3 Last 9	24 Hrs - Ul 30 Days- Ul 30 Days- Ul craft - Ul	NK/NR NK/NR

File No	88 2/10/85	CAMARILLO,CA	A/C Reg. N	o. N212Y	Time	(Lc1) - 1345 PST	
Occurrence Phase of Operation	NOSE GEAR COLLAPS LANDING - FLARE/						
	SE GEAR ASSEMBLY - PER - PILOT IN COM SE GEAR ASSEMBLY -	AND					
Probable Cause							
The National Transpo is/are finding(s) 2	rtation Safety Boa	rd determines that the	e Probable Cause(s) of this acc	ident	· · · ·	

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

4 (1999) - Alexandria

Brief of Accident

Basic Information Type Operating Certificate-NONE (GE		ircraft Damage		т	njuries	
Type operating centri icate none (de		SUBSTANTIAL	Fat		us Minor	None
Type of Operation -PERSONAL		ire			1	0
Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	1 1	NONE	Pass	0 0	1	0
Accident uccurred buring -LANDING						
Aircraft Information						
Beelenton II To 2		1 - FRANKLIN 6A4-15				
Landing Gear - TAILWHEEL-RETRACTAB Max Gross Wt - 1780		<pre>s - 1 - RECIPROCATING-C.</pre>		Stall Wa	rning System	1 - YES
No. of Seats - 4	Rated Power		REDERLICK			
Environment/Operations Information						
Weather Data	Itinerary		Airp	ort Proximi	tv	
Wx Briefing - FSS	Lest Depenture	Point		AIRPORT		
Method - TELEPHONE	RIVERSIDE, CA					
Completeness - WEATHER NOT PERTI	NENT Destination			rt Data		
Basic Weather - VMC	CORONA, CA			RONA MUNICI		
Wind Dir/Speed- 070/005 KTS Visibility - 50.0 SM	ATC/Airspace			nway Ident	- 07 d - 3200/	60
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE			e - ASPHALI	
Lowest Ceiling - NONE	Type of Clearar			inway Status		
Obstructions to Vision- NONE		- TRAFFIC PAT				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 69 Biennial Flight Revie	Medical Cert			L-WAIVERS/L	MIT
Certificate(s)/Rating(s)	Biennial Flight Revie	ew XFR	Flight Tim	e (Hours)		
PRIVATE SE LAND	Current	YES TOTAL	-361	Las	it 24 Hrs - l + 30 Dave-	JNK/ NR 2
SE LAND	Aircraft Type - (C-150 Instrume	nt- 4	Las	t 90 Days	5
SE LAND Instrument Rating(s) - NONE	Aircraft Type - 0	YËS Total 2 Make/Mod C-150 Instrume	nt- 22	Las	t 90 Days-	5

Brief of Accident (Continued) 2/15/85 A/C Reg. No. N74315 File No. - 94 CORONA, CA Time (Lc1) - 1205 PST Occurrence #1 UNDERSHOOT Phase of Operation LANDING Finding(s) 1. IN-FLIGHT PLANNING/DECISION - MISJUDGED - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 3. PROPER GLIDEPATH - NOT OBTAINED - PILOT IN COMMAND 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 5. OBJECT - TREE(S) Occurrence #3 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - SOFT 7. LANDING GEAR, WHEEL - 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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -BUSINESS			[ime (Lc1) - 0900	PST
	L AVIATION) Aircraft Damag		Injuries	
Type of Operation -BUSINESS	SUBSTANTIAL	,- Fatal	Serious Mind	or None
	Fire	Crew O	0 1	
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0 1	-
Accident Occurred During -LANDING				0
-Aircraft Information				
Make/Model - BELL 47G-2	Eng Make/Model - LYCOMING	V0-435-A1B ELT	Installed/Activat	ed - NO -N/A:
Landing Gear - SKID	Number Engines - 1		Stall Warning Syst	em - NO
Max Gross Wt - 2300	Engine Type - RECIPROCA	TING-CARBURETOR		
No. of Seats - 2	Rated Power - 200 HF			
-Environment/Operations Information				
Weather Data	Itinerary		Proximity	
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF A	IRPORT/STRIP	
Method - N/A	TURLOCK, CA			
Completeness - N/A	Destination	Airport I	Data	
Basic Weather - VMC	STOCKTON,CA			
Wind Dir/Speed- 330/025 KTS		Runwa	/Ident -N/A	
Visibility - 30.0 SM	ATC/Airspace	Runwa	/Lth/Wid - N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runwa	/ Surface - DIRT	
Lowest Ceiling - NONE	Type of Clearance - NONE	Runwa	/ Status - HIGH	VEGETATION
Obstructions to Vision- NONE	Type Apch/Lndg - FORCI	D LANDING	SOFT	
Precipitation - NONE				
Condition of Light - DAYLIGHT				
-Personnel Information				
Pilot-In-Command	Age - 39 Medica	al Certificate - VALI		RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (I		
COMMERCIAL	Current ~ YES To	otal - 11000	Last 24 Hrs -	
SE LAND	Months Since - 5 Ma	ake/Model- 350	Last 30 Days-	· UNK/NR
HELICOPTER	Aircraft Type - 12E I	nstrument- UNK/NR	Last 90 Days-	· UNK/NR
	M	ulti-Eng - 150	Rotorcraft -	1200
Instrument Rating(s) - AIRPLANE				

2/20/85 File No. - 93 STOCKTON, CA A/C Reg. No. N4O21A Time (Lc1) - 0900 PST ------Occurrence #1 LOSS OF POWER Phase of Operation CRUISE - NORMAL Finding(s) 1. UNDETERMINED ------Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 2. AUTOROTATION - PERFORMED - PILOT IN COMMAND _____ ------Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. TERRAIN CONDITION - HIGH VEGETATION _____ ----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 accidential is/are finding(s) 1

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAN	_ AVIATION) Aircraf SUBSTA	t Damage	Fatal	Injur Serious		None
Type of Operation -PERSONAL	Fire	Crev	N O	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	s 0	0	0	0
Aircraft Information Make/Model - CHAMPION 7GC Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Model - Li Number Engines - 1	l	S	Installed/A tall Warnin		
Max Gross Wt - 1650 No. of Seats - 2	Engine Type - RE Rated Power -		RETOR			
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point		ON AIR	PORT		
Completeness - N/A	SAME AS ACC/INC Destination		Airport D	a+a		
Basic Weather - VMC	LOCAL			COUNTY ARP	т	
Wind Dir/Speed- 360/010 KTS	LOCAL				35	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -		75
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance				DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- PRECAUTIONARY LA	ANDING			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 31	Medical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ght Time (H	lours)		
PRIVATE	Current - YES	Total -	832	Last 24	Hrs - UN	
SE LAND	Current - YES Months Since - 20 Aircraft Type - C-182	маке/Model- Instrument-	0	Last 30) Days- UN) Days-	32
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		-		-	

Instrument Rating(s) - NONE

----Narrative----

~

SHORTLY AFTER TAKEOFF THE PLT WAS INFORMED BY ANOTHER PLT THAT HIS RIGHT MAIN LANDING GEAR WAS HANGING DOWN. THE PLT PERFORMED A FLY-BY THEN PROCEEDED TO LAND THE ACFT IN A GRASS AREA BETWEEN THE RUNWAY AND TAXIWAY. THE ACFT WAS SUBSTANTIALLY DAMAGED DURING THE LANDING.

File No	61 2/22/85	YUBA CITY,CA	A/C Reg. No. N4846E	Time (Lcl) - 1520 PST	
Occurrence #1 Phase of Operation	MAIN GEAR COLLAPS LANDING	ED			
Finding(s)					

1. LANDING GEAR, MAIN GEAR - UNDETERMINED

----Probable Cause----

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

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENERAL		t Damage			Injur		
		NTIAL	I	Fatal	Serious		None
Type of Operation -PERSONAL	Fire		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE		Pass	0	0	0	1
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA 421	Eng Make/Model - C	ONTINENTAL GTSI	0-520-H	ELT	Installed/	Activated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - :				tall Warnin		
Max Gross Wt - 6900	Engine Type - R	ECIP-FUEL INJEC	TED				
No. of Seats - 🕤 5	Rated Power -	375 HP					
-Environment/Operations Information							
Weather Data	Itinerary		Δ	irport	Proximity		
Wx Briefing - FSS	Last Departure Poin	t	6	ON AIR			
Method - TELEPHONE	INYOKERN, CA	-					
Completeness - WEATHER NOT PERTINENT			Δi	rport D	ata		
Basic Weather - VMC	CONCORD,CA			BUCHAN			
Wind Dir/Speed- 010/005 KTS					Ident ·	- 01	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid		150
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- VFR	•		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 - 34	Medical Certi	ficate	- VALID	MEDICAL-W	AIVERS/LIM	ΛIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight				
PRIVATE	Current - YES	Total		13		4 Hrs -	3
SE LAND, ME LAND	Months Since - 12	Make/Mode	el -	41	Last 30	0 Days-	16
	Aircraft Type - BE-76			15	Last 90	D Days-	18
		Multi-Eng	j - '	41		-	
Instrument Rating(s) - NONE							
-Narrative							
ACFT SUSTAINED WING SPAR DAMAGE DURING A	HARD LANDING PLT STATED H	E MISHUDGED HET	GHT OF		T OVER THE		
AND LET THE AIRSPEED BECOME TOO SLOW DURI					I OVER THE		
AND LET THE AIRSPEED BECOME TOO SLOW DORI	NG THE LANDING.						

	File No	80	2/25/85	CONCORD, CA	A/C Reg. No. N64JK	Time (Lc1) - 1038 PST
-						

Occurrence #1HARD LANDINGPhase of OperationLANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND

3. FLARE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

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

 A second sec second sec

Brief of Accident

Basic Information								
Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft [DESTROYED		Fatal	Injur Serious		or None	
Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	IAL	Fire NONE	Cre Pas		1 O	0 0	0 0	
Aircraft Information Make/Model - ROBINSON R-22A Landing Gear - SKID Max Gross Wt - 1300 No. of Seats - 2	Number E	ngines - 1 Type - UNK/M	MING 0~320-B2C NR 24 HP		Installed/A Stall Warnin		•	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A		arture Point BARBARA.CA			Proximity RPORT/STRIP			
Completeness - N/A Basic Weather - VMC	Destinatio			Airport [)ata			
Wind Dir/Speed- 250/011 KTS Visibility - 6.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT		light Plan - N Clearance - N		Runway Runway	/ Ident	WATER	СНОРРУ	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 20 Biennial Fligh Current Months Sind Aircraft Ty	t Review - N/A ce - N/A	edical Certific Fli Total - Make/Model- Instrument-	ght Time (H 37 28	Hours) Last 24 Last 30	l Hrs -) Days- UNI) Days-	2	

Instrument Rating(s) - NONE

----Narrative----

STUDENT PLT STATED THAT WHILE FLYING THE LAST LEG OF A SOLO CROSS COUNTRY FLIGHT HE WAS FLYING ALONG THE COAST AT 50 TO 75 FEET, HE DIVERTED HIS ATTENTION TO LOOK AT THE A MAN ON THE BEACH AND WHEN HE LOOKED BACK AT THE INSTRUMENTS HE NOTICED THE HELICOPTER WAS DESCENDING. BEFORE THE DESCENT RATE COULD BE ARRESTED THE HELICOPTER CRASHED INTO THE PACIFIC OCEAN. THE PILOT DOES NOT SUSPECT HE LOST POWER AT THE TIME HE ATTEMPTED TO ARREST HIS DESCENT AND POST CRASH INSPECTION OF THE ENGINE REVEALED NO EVIDENCE TO INDICATE PRECRASH MECHANICAL FAILURE OR MALFUNCTION.

File No. - 136 2/25/85 SANTA BARBARA,CA A/C Reg. No. N85550 Time (Lc1) - 1502 PST _____ _____ Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED Phase of Operation MANEUVERING Finding(s) 1. TERRAIN CONDITION - WATER, ROUGH 2. LOW PASS - PERFORMED - PILOT IN COMMAND 3. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND 5. DESCENT - NOT FOLLOWED - 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

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

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

Basic Information			_		- .		
Type Operating Certificate-NONE (GENERAL	AVIA(ION)	Aircraft SUBSTAN1		Fatal	Serious	uries Minor	None
Type of Operation -BUSINESS		Fire	Cre		0	M HOL	None 1
Flight Conducted Under -14 CFR 91		NONE	Pas		0	ő	0
Accident Occurred During -LANDING		· ·		_	-	0	0
Aircraft Information							
Make/Model - PIPER PA-18-180 .			MING O-316-A3A			/Activated	
Landing Gear - TAILWHEEL-ALL FIXED		gines – 1			Stall Warn	ing System	- YES
Max Gross Wt - 1750			PROCATING-CARBU	RETOR			
No. of Seats - 2	Rated Pow	er - 1					
Environment/Operations Information	* • • • • • • • • • •				Durantat		
Weather Data	Itinerary	tuna Daint			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Depar SAME AS			UFF A	IRPORT/STR	IP	
Completeness - N/A	Destination			Airport	Data		
Basic Weather - VMC	LOCAL			Anport	Data		
Wind Dir/Speed- CALM	LOOKL			Runwa	v Ident	- N/A	-
Visibility - 40.0 SM	ATC/Airspace				v Lth/Wid	•	
Lowest Sky/Clouds - CLEAR		ight Plan -	NONE		y Surface		
Lowest Ceiling - NONE		earance -		Runwa	y Status	- N/A	
Obstructions to Vision- NONE	Type Apch/	Lndg -	FORCED LANDING		-		
Precipitation - NONE		0					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 71		edical Certific			WAIVERS/LIN	IT
Certificate(s)/Rating(s)	Biennial Flight			ght Time (
COMMERCIAL, CFI	Current					24 Hrs -	4
SE LAND, ME LAND	Months Since		Make/Model-			30 Days-	55
GLIDER	Aircraft Typ	e - 103	Instrument- Multi-Eng -		Last	90 Days-	128
Instrument Rating(s) - AIRPLANE							
Narrative							
ACFT CONTACTED A BARBED WIRE FENCE AND ROL	IGH TERRATH DURTH	G AN EMERGEN	CY LANDING FOLL		ISS OF PWR		
RTLY AFTER TAKEOFF. THE PLT STATED THAT TWO						PWR	
S AND HE SUSPECTED FUEL CONTAMINATION AS TH							
						× .	

79 2/28/85 FREMONT,CA	A/C Reg. No. N4363Z	Time (Lc1) - 1036 PST
· · · · · · · · · · · · · · · · · · ·		
DN - ROUGH/UNEVEN		
	LOSS OF POWER TAKEOFF - INITIAL CLIMB NDETERMINED FORCED LANDING DESCENT - EMERGENCY IN FLIGHT COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN	LOSS OF POWER TAKEOFF - INITIAL CLIMB NDETERMINED FORCED LANDING DESCENT - EMERGENCY IN FLIGHT COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN

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

Brief of Accident

File No 144 3/08/85 S LA	KE TAHOE,CA A/C	Reg. No. N8278Y	Т	Time (Lc1) - 1910 PST				
Basic Information Type Operating Certificate-NONE (GENER/ Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		aft Damage TANTIAL Crev Pase	-	Injur Serious O O		None 1 2		
Aircraft Information Make/Model - PIPER PA-44-180T Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3925 No. of Seats - 4	Eng Make/Model - Number Engines - Engine Type - Rated Power -	TURBOPROP		Installed/A tall Warnir				
Environment/Operations Information Weather Data Wx Briefing - NWS Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Itinerary Last Departure Poi SAME AS ACC/INC Destination RENO,NV ATC/Airspace Type of Flight Pla Type of Clearance Type Apch/Lndg	n - NONE - NONE	ON AIR Airport D S. LAK Runway Runway Runway	ata E TAHOE Ident - Lth/Wid - Surface -				
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND	Age - 44 Biennial Flight Review Current - NO Months Since - 8 Aircraft Type - UNK/	Total - Make/Model-	ght Time (H 2725 16 160	ours) Last 24 Last 30	4 Hrs -) Days-	3		

----Narrative----

THE ACFT COLLIDED WITH A SNOW BANK DURING LNDG. THE PLT SAID HE NOTICED FOG MOVING IN AND AFTER TOUCHING DOWN HE STARTED BRAKING "RIGHT AWAY". A SKIDDING ACTION TOOK PLACE AND THE ACFT WENT TO THE LEFT INTO A SNOW BANK. NO MECHANICAL OR PHYSICAL DISCREPANCIES OF A CAUSAL NATURE WERE REVEALED DURING THE INVESTIGATION.

File No. - 144 3/08/85 S LAKE TAHOE,CA A/C Reg. No. N8278Y Time (Lc1) - 1910 PST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND 2. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND 3. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND 4. JUDGEMENT - POOR - PILOT IN COMMAND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND _____ Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

Type Operating Certificate-NONE (GENERAL	AVIATION) Airc	craft Damage		Inj	uries	
	SUE	STANTIAL	Fatal			None
Type of Operation -PERSONAL	Fire		rew O	0	0	0
Flight Conducted Under -14 CFR 91	NOM		ass O	0	0 0	0
Accident Occurred During -TAXI		U 	ther 0	0	0	1
Aircraft Information						
Make/Model - BELLANCA 14-19		CONTINENTAL IO-47				
Landing Gear - TAILWHEEL-RETRACTABLE MA				Stall Warn	ing System	~ YES
Max Gross Wt - 3000	Engine Type · Rated Power ·	RECIPROCATING-CAR	BURETOR			
No. of Seats - 4	Rated Power					
-Environment/Operations Information						
Weather Data	Itinerary		•	t Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Po		ON A	IRPORT		
Method - N/A Completeness - N/A	SAME AS ACC/INC Destination	;	Airport	Data		
Basic Weather - VMC	LOCAL			ROBLES		
Wind Dir/Speed- 190/014 KTS	LUCAL			av Ident	- UNK/NR	
Visibility - 10.0 SM	ATC/Airspace			ay Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight P	ian - NONE		ay Surface		
Lowest Ceiling - NONE	Type of Clearance		Runw	ay Status	- UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						·· - · ·
Pilot-In-Command	Age - 42 Biennial Flight Review	Medical Certif	1Cate - VAL	ID MEDICAL-	NU WAIVERS/	LIMII
Certificate(s)/Rating(s) PRIVATE	Current - YES	r 5 Total	- 713	(Hours)	24 Hrs - UN	IK /NP
SE LAND	Months Since - 7	Make/Model	- 713	Last	30 Davs- UN	
	Months Since - 7 Aircraft Type - 14	-19 Instrument	- 9	Last	90 Days-	3
	····· -· -·· - · · · · · · · · · · · ·				- ,	
Instrument Rating(s) - NONE						
-Narrative	ATTEMPTO TO CTART THE					
PLT PULLED THE PROP THROUGH BY HAND AFTER	ATTEMPTS TO START THE	ACFT FAILED. THE UN	OCCUPIED AC	FT STARTED	AND	

File No 95	3/15/85 PAS	O ROBLES,CA	A/C Reg. No. N8870R	Time (Lc1) - 1700 PST
Occurrence ON GR Phase of Operation TAXI	OUND COLLISION W	ITH OBJECT		
Finding(s) 1. IGNITION SYSTEM - IMPR 2. IGNITION SYSTEM - ENGA 3. PREFLIGHT PLANNING/PRE 4. PROPER ASSISTANCE - NO 5. AIRCRAFT UNATTENDED/EN	GED PARATION - POOR T OBTAINED - PIL	OT IN COMMAND	I COMMAND	

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) 4

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Brief of Accident

File No 137 3/15/85 TRUCKE	A/C Reg. No.	A/C Reg. No. N5823X			Time (Lc1) - 1430 PST				
-Basic Information Type Operating Certificate-NONE (GENERAL	_ AVIATION)	Aircraft Damag DESTROYED	e	Fatal	Injur Serious	ies Minor	None		
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1		
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		NONE	Pass	0	0	0	0		
-Aircraft Information Make/Mode1 - ENGEL ENGEL AIR Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 782 No. of Seats - 1	Number	e/Model - CONTINENT Engines - 1 Type - RECIPROCA ower - 75 HP	TING-CARBURE	S	Installed/A tall Warnin				
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME A Destinatio SAME A ATC/Airspa Type of I Type of 0	5 ACC/INC		ON AIR Airport D TRUCKE Runway Runway Runway	ata E-TAHOE Ident - Lth/Wid - Surface -	28 6400/ ASPHALT DRY	100		
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 38 Biennial Fligh		1 Certificat Fligh	e - VALID nt Time (F		WAIVERS,	/LIMIT		
PRIVATE	Current	- YES To	tal - ke/Model-	276	Last 24		2 4		
SE LAND									

Instrument Rating(s) - NONE

----Narrative----

PLT BUILT THIS ACFT AND THIS WAS THE 4TH TEST FLIGHT. PLT WAS LINED UP ON RWY 28 FOR TAKEOFF. UPON ROLLING LIFT OFF PLT LOST DIRECTIONAL CONTROL AND RAN INTO A TALL SNOW BANK.

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File No 1	37 3/15/85	TRUCKEE, CA	A/C Reg. No. N5823X	Time (Lc1) - 1430 PST
Occurrence #1 Phase of Operation				
Finding(s) 1. DIRECTIONAL CON 2. RUNNING TAKEOFF		NED - PILOT IN COMMAN OT IN COMMAND	۱D	
Occurrence #2 Phase of Operation				
Finding(s) 3. GROUND LOOP/SWE	RVE - UNCONTROLLED	- PILOT IN COMMAND		
Probable Cause				
The National Transpo is/are finding(s) 1	rtation Safety Boa	rd determines that th	ne Probable Cause(s) of this accid	ent

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

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Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL		t Damage		Inju	rios	
Type operating certificate NONE (GENERAL	SUBSTAI		Fatal		Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Cre		0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pas		Ō	Ō	0
Accident Occurred During -DESCENT						
-Aircraft Information						
Make/Model - PIPER PA-38-112	Eng Make/Model - LY			Installed//		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warni	ng System	- YES
Max Gross Wt - 1576	Engine Type - RE		RETOR			
No. of Seats - 2	Rated Power -	112 HP				
-Environment/Operations Information	_					
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIR	PORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A Reside Weather - VMO	Destination		Airport D			
Basic Weather - VMC Wind Dir/Speed- 220/005 KTS	SAME AS ACC/INC			AIRPARK Ident		
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid		30
Lowest Sky/Clouds - 2500 FT SCATTE		- NONE		Surface		
Lowest Ceiling - 20000 FT BROKEN			-		- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	GO AROUND				
Condition of Light - DAYLIGHT		TOUCH AND GO				
Pilot-In-Command A	ge - 26 iennial Flight Review	Medical Certific	ate - VALID	MEDICAL-N	O WAIVERS	/LIMIT
Certificate(s)/Rating(s) B	iennial Flight Review	Fli	ght Time (H	ours)		
COMMERCIAL, CFI	Current - YES	Total -	625	Last 2	4 Hrs -	3
SE LAND	Months Since - 9 Aircraft Type - BE-24R	Make/Model-	200	Last 3	0 Days-	40
	Aircraft Type - BE-24R	Instrument-	81	Last 90	0 Days-	110
Instrument Detime(s) AIDDIANE						
Instrument Rating(s) - AIRPLANE						

& FAST. THE ACFT TOUCHED DOWN MIDFIELD, LEFT OF THE RWY, & IN THE GRASS. THE CFI APPLIED PWR TO TAKEOFF, HOWEVER, THE ACFT STALLED AND THE LEFT WING TIP HIT THE GROUND & A FENCE POST. THE STUDENT PLT HAD A TOTAL OF 40 HRS DUAL & HAD NOT SOLOED.

PAGE 136

File No 92 3/17/85 BYRON,CA	A/C Reg. No. N2369P	Time (Lc1) - 1000 PST
Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB		
Finding(s) 1. IN-FLIGHT PLANNING/DECISION - POOR - DUAL STUDEN 2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND(CFI) 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND(CFI) 4. STALL - UNCONTROLLED - PILOT IN COMMAND(CFI)		 State of the second seco
Occurrence #2 IN FLIGHT COLLISION WITH TERRAI Phase of Operation DESCENT - UNCONTROLLED	N	
Probable Cause The National Transportation Safety Board determines t		· · · · · · · · · · · · · · · · · · ·

is/are finding(s) 1,3

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

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Brief of Accident

File No 134 3/23/85 BANNI	NG, CA A/CI	Reg. No. N6653G	Time (Lc1) - 1340 PST				
-Basic Information							
Type Operating Certificate-NONE (GENERA		ft Damage		Injur			
		ANTIAL	Fatal			None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass	-	0	1	0	
Accident Occurred During -MANEUVERING	NONE	Pass	0	0	0	0	
Make/Mode1 - CESSNA 150	Eng Make/Model - C	ONTINENTAL 0-200-A	ELT	Installed/A	ctivated	- YES/NO	
Landing Gear - TRICYCLE-FIXED	Number Engines -	1	S	tall Warnin	g System	- YES	
Max Gross Wt - 1500		ECIPROCATING-CARBUR	ETOR				
No. of Seats - 2	Rated Power -	100 HP					
Weather Data	Itinerary		Airport	Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	t	OFF AI	RPORT/STRIP			
Method - N/A	SAME AS ACC/INC						
Completeness - N/A	Destination		Airport D	ata			
Basic Weather - VMC	LOCAL		BANNIN	IG			
Wind Dir/Speed- 080/005 KTS			Runway	/Ident -	N/A		
Visibility - 40.0 SM	ATC/Airspace		Runway	/Lth/Wid -	N/A		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runway	/ Surface -	N/A		
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	/Status -	N/A		
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT		TOUCH AND GO					
Personnel Information							
Pilot-In-Command	Age - UNK/NR	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H	lours)			
STUDENT		Total -				2	
	Months Since - N/A	Make/Model-	10	Last 30) Days-	8	
	Aircraft Type - N/A	Instrument-	0	Last 90		10	

Instrument Rating(s) - NONE

----Narrative----

THE ACFT COLLIDED WITH A POWER LINE 50 FT AGL WHILE MANEUVERING OVER A FREEWAY AT LOW ALT. A PALM SPRINGS ATC EMPLOYEE WHO WAS DRIVING HIS CAR IN THE EASTBOUND LANE OF I-10 APRX 10 NM EAST OF THE BANNING ARPT, OBSERVED THE ACCIDENT ACFT ON A WESTBOUND HEADING AT ABOUT 30 FT AGL. A FEW MOMENTS LATER THE SAME OBSERVER SAW THE SAME ACFT FLYING EASTBOUND AS IT FLEW OVER HIS CAR AT AN ESTIMATED ALT OF 30 TO 50 FT AGL. THE ACFT WAS IN A LEVEL FLT ATTITUDE AND APPARENTLY IN NO DIFFUCULTY. THE OBSERVER SAW THE ACFT COLLIDED WITH AN OVERHEAD WIRE AND PITCH DOWN. THE ACFT WAS RECOVERED FROM THE FREEWAY CENTER SECTION WITH A HIGH TENSION WIRE IMBEDDED IN THE LEADING EDGE OF BOTH MAIN LNDG GEAR STRUTS NEXT TO THE FUSELAGE. THE HEIGHT OF THE WIRES WAS MEASURED AS 50 FT AGL BY CHIPS (CA HWY PATROL OFFICERS). THE STUDENT PLT HAD BEEN INSTRUCTED TO PRACTICE TAKEOFF & LNDGS. THIS WAS DONE FOR ABOUT 1+ HRS AS THE CFI WATCHED. AFTER 2 HRS, THE ACFT LEFT THE ARPT AREA. 15 MINUTES LATER, THE CFI WAS INFORMED OF THE CRASH 8 MILES EAST OF THE ARPT.

Time (Lc1) - 1340 PST File No. - 134 3/23/85 A/C Reg. No. N6653G BANNING, CA . Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 1. OBJECT - WIRE, TRANSMISSION 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 3. JUDGEMENT - POOR - PILOT IN COMMAND 4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 5. LOW PASS - PERFORMED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation DESCENT - UNCONTROLLED Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

Brief of Accident (Continued)

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

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

Basic Information Type Operating Certifica	te-NONE (GENE		Aircraft	Damage			Ini	uries	
Type operating certifica		AL AVIATION)	SUBSTANT		Fa	tal	Serious		None
Type of Operation	-PERSONAL		Fire	С	rew	0	0	0	1
Flight Conducted Under			NONE	P	ass	0	0	0	2
Accident Occurred During	-LANDING								
Aircraft Information									
Make/Model - PIPER PA				MING 0-360-A4					I - YES-UNK/
Landing Gear - TRICYCLE	-FIXED					Sta	11 Warn	ing System	- YES
Max Gross Wt - 2550		Engine Type		PROCATING-CAR	BURETOR				
No. of Seats - 4		Rated Power	- 1	80 HP					
Environment/Operations Info	ormation								
Weather Data		Itinerary					oximity		
Wx Briefing - FSS		Last Departur	e Point		0	FF AIRP	ORT/STR	IP	
Method - IN PER	SON	TULSA,OK				_			
Completeness - FULL		Destination	_		Airp	ort Dat	a		
Basic Weather - VMC		ENGLEWOOD,C	0					NI / A	
Wind Dir/Speed- 350/009 Visibility - 100.0							dent	- N/A	
Lowest Sky/Clouds -		ATC/Airspace Type of Fligh	+ Dien -	VED			th/Wid	- GRAVEL	
	- 7500 FT BR		ance -				tatus		
Obstructions to Vision		Type Apch/Lnd				unway 3	latus	DKT	
Precipitation			9		-				
Condition of Light									
Personnel Information									
Pilot-In-Command		Age - 30	M	edical Certif	icate -	VALID N	EDICAL-	WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Rev		F	light Ti				
PRIVATE		Current -		Total			-	24 Hrs -	4
SE LAND, ME LAND		Months Since -		Make/Mode1				30 Days-	10
		Aircraft Type -	C-172	Instrument			Last	90 Days-	10
				Multi-Eng	- 26				

File No. - 68 1/02/85 YODER, CO A/C Reg. No. N2112K Time (Lc1) - 1707 MST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND 4. REFUELING - NOT PERFORMED - PILOT IN COMMAND FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY _____ . Occurrence #3 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - LOOSE GRAVEL/SANDY 6. LIGHT CONDITION - DUSK 7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND _____ _____ Occurrence #4 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 8. OBJECT - FENCE _____ ----Probable Cause----

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

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Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Airc	raft Damage			Injur	ries	
		STANTIAL		Fatal			None
Type of Operation -PERSONAL	Fire		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NON	IE	Pass	0	0	0	2
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Mode1 - RAVEN S55A	Eng Make/Model -	N/A		ELT I	nstalled/#	Activated	d - NO -N/
Landing Gear - N/A	Number Engines -			St	all Warnir	ng Syster	m - NO
Max Gross Wt - 600	Engine Type -						
No. of Seats - UNK/NR	Rated Power -	· N/A					
-Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - FSS	Last Departure Po			OFF AIR	PORT/STRI	5	
Method - TELEPHONE	CHATFIELD RESER	?,CO					
Completeness - FULL	Destination			Airport Da	ata		
Basic Weather - VMC	LOCAL			Dumunau	Televet	NI / A	
Wind Dir/Speed- 180/030 KTS Visibility - 50.0 SM	ATC/Airspace				Ident · Lth/Wid ·	- N/A	
Lowest Sky/Clouds - CLEAR		an - NONE			Surface		
Lowest Ceiling - NONE	Type of Flight Pl Type of Clearance				Status		DRV
Obstructions to Vision- NONE	Type Apch/Lndg				514145	51101	DICT
Precipitation - NONE	spe Apeny Eneg	Theoret Toha		bind			
Condition of Light - DAYLIGHT							
 -Personnel Information							
Pilot-In-Command	Age - 35	Medical Cert					
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES		Fligh	t Time (Ho	ours)		
COMMERCIAL	Current - YES	5 Total	-	144	Last 24	4 Hrs - ۱	
NONE	Months Since - 13 Aircraft Type - S55	Make/Mod	el-	144	Last 30) Days-	
FREE BALLOON	Aircraft Type - S55	5 Instrume	nt-	0	Last 90) Days-	
					Rotorci	raft -	144
Instrument Rating(s) - NONE							

AND THROUGH A FENCE WHICH DAMAGED THE BASKET CONTAINING THE OCCUPANTS. THE BALLOON PLT SAID THAT THE WIND WAS ONLY 5 KTS AT TAKEOFF BUT AFTER 30 MINUTES OF FLT A WIND DESCRIBED BY THE PLT AS "SHEER (SIC) FROM APRX 150 FT TO SURFACE, 30-35 MPH-FLAPGS ON FLAG POLES STANDING STRAIGHT OUT-LOOKED FOR LNDG AREA-VENTED THE BALLOON & PREPARED FOR LNDG." FURTHER ATATEMENT BY THE PLT CONTAINED INFO THAT THE VENT OPENING CREATED A SAIL EFFECT TO INCREASE THE RESULTANT DRAG. PLT ALSO SAID, "TRIED PULLING TOP OUT OF BALLOON BUT ONLY 1/3 OF TOP RELEASED CAUSING A DRAGGING EFFECT." THE BALLOON ENVELOPE FINALLY CONTACTED & DRAPED OVER THE POWER LINES & WAS DAMAGED DURING THE CONTACT & LATER DURING REMOVAL. INTERVIEWS WITH SEVERAL COMMERCIAL BALLOON PLTS & A REPRESENTATIVE OF RAVEN INDUSTRIES, SIOUX FALLS, SD, REVEALED THAT MOST BALLOON PLTS CAN EXPECT A SAFE LNDG IN WINDS OF 10 MPH OR LESS & A RISK IN HIGHER WINDS.

File No. - 118 1/13/85 LITTLETON, CO A/C Reg. No. N81DS Time (Lc1) - 0915 MST FORCED LANDING Occurrence #1 Phase of Operation DESCENT - EMERGENCY Finding(s) 1. WEATHER CONDITION - HIGH WIND 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. PREFLIGHT PLANNING/PREPARATION - INACCURATE - ATC PERSONNEL(FSS) 4. COMPENSATION FOR WIND CONDITIONS - NOT UNDERSTOOD - PILOT IN COMMAND 5. JUDGEMENT - INACCURATE - PILOT IN COMMAND _____ Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 6. OBJECT - FENCE 7. OBJECT - WIRE, TRANSMISSION 8. BALLOON EQUIPMENT, ENVELOPE - IMPROPER 9. BALLOON EQUIPMENT, ENVELOPE - FAILURE, PARTIAL 10. BALLOON EQUIPMENT, BASKET - PENETRATED ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident $\frac{1}{2}$ is/are finding(s) 2,3,4,5,8,9

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

File No 67 2/08/85	ENGLEWOOD, CO	A/C Reg. No. N9	94703 		ime (Lc1) -	· 1558 MS)
-Basic Information							
Type Operating Certificate~NONE (GENERAL AVIATION)	Aircraft Damage			Injur		
		SUBSTANTIAL		Fatal			None
Type of Operation -INSTRL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOF	F						
Aircraft Information							
Make/Model - CESSNA 152	Eng Make/Mo	del - LYCOMING 0-2	235-N2C	ELT :	[nstalled/A	ctivated	I - UNK/NF
Landing Gear - TRICYCLE-FIXED	Number Eng	ines - 1		S	tall Warnir	ng System	1 - YES
Max Gross Wt - 1700		- RECIPROCATIN	G-CARBURE			0 1	
No. of Seats - 2	Rated Power						
Environment/Operations Information-							
Weather Data	Itinerary			Airport	Proximity	·	
Wx Briefing - NO RECORD OF BR		ure Point		ON AIR			
Method - N/A	SAME AS AG			0,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1			
Completeness - N/A	Destination		1	Airport Da	ata		
Basic Weather - VMC	LOCAL			CENTEN			
Wind Dir/Speed- 280/006 KTS	EGOAE					- 34R	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid -		101
Lowest Sky/Clouds - 10000 F		nht Plan - NONF		Runway	Surface -	- ASPHAL1	
Lowest Ceiling - 15000 F		arance - NONE				- DRY	
Obstructions to Vision- NONE		ndg - TRAFFIC	PATTERN	nannay	514140	0.01	
Precipitation - NONE		TOUCH AN					
Condition of Light - DAYLIGH	т						
Personnel Information Pilot-In-Command	Age - 29	Medical C	Contificati		MEDICAL-NO		./
Certificate(s)/Rating(s)	Biennial Flight R		Flight	t Time (H	MEDICAL-NO	J WAIVERS	5/ [] [] []
STUDENT			Filgn		Last 24		
STUDENT	Current Monthe Since		/Medel	23) Days- l	
	Months Since	- N/A Make/	Model -	23) Days- () Days- (
	Aircraft Type	- N/A Instr	rument-	0	Last 90	Days- (JNK/ NR
Instrument Rating(s) - NONE							
Narrative			A -				
E STUDENT PLT LOST DIRECTIONAL CONTRO	L OF THE ACFT WHEN PWR W	AS ADDED TO TAKEOFF	DURING A	TOUCH AN	D GO LANDIN	NG.	
IE PLT STATED THE ACFT BEGAN TO VEER F	IGHT WHEN PWR WAS ADDED	AND HE APPLIED "TOO	D MUCH RIGH	HT RUDDER	" TO CORREC	ст.	
E ACFT VEERED LEFT AND CONTACTED A DI	TCH WHEN RIGHT RUDDER PRI	ESSURE WAS RELEASED	D. THIS WAS	S THE SEC	OND SOLO		
T FOR THE STUDENT PLT.							
······································							

File No 6	57 2/08/85	ENGLEWOOD,CO	A/C Reg. No. N94703	Time (Lc1) - 1558 MST
Occurrence #1 Phase of Operation				
Finding(s) 1. DIRECTIONAL CONT 2. IMPROPER USE 3. REMEDIAL ACTION	OF EQUIPMENT/AIR	CRAFT, LACK OF TOTAL	AND EXPERIENCE - PILOT IN COMMAND	
Occurrence #2 Phase of Operation				
Finding(s) 4. TERRAIN CONDITIO	DN - DITCH		· · · · · · · · · · · · · · · · · · ·	
Probable Cause				
The National Transpor is/are finding(s) 1	tation Safety Boa	rd determines that [.]	the Probable Cause(s) of this accide	ent

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

1

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Dama	ige		Injur		
		SUBSTANTIAL	0	Fatal		Minor O	None 1
Type of Operation -TEST FLIGHT Flight Conducted Under -14 CFR 91		Fire NONE	Crew Pass	0	0	0	0
Accident Occurred During -TAKEOFF		NONE	rass	U	U	0	0
Aircraft Information							
Make/Model - HILLER FH-1100		el - ALLISON			Installed/A		
Landing Gear - SKID	Number Engin			S	tall Warnin	g System	- NO
Max Gross Wt - 2500		- TURBOSHA					
No. of Seats - 5	Rated Power	- 274 +	1P				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departur			ON AIR	PORT		
Method - N/A	STEAMBOAT S	PRIN,CO					
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC	LOCAL				E HELIPORT		
Wind Dir/Speed- CALM	170 (1)						
Visibility - 15.0 SM	ATC/Airspace		-		Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Fligh				Surface -		
Lowest Ceiling - NONE	Type of Clear			Runway	Status -	SNOW - W	
Obstructions to Vision- NONE	Type Apch/Lnd	g - None	-			2008 - 8	/E I
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Ama - 20	Menta	al Certificat				AT T
	Age - 38 Biennial Flight Rev			ht Time (H		IVERS/LIM	1 1 1
PRIVATE	Current -		ringr Total -		Last 24	Hrs -	1
NONE			Make/Model-	15	Last 30		
HELICOPTER	Months Since - Aircraft Type -	F-28F 1	Instrument-	0	Last 90		5
HELIOFIER	Anciarcitype	. 201		U		aft -	

----Narrative----

PURPOSE OF THE FLT WAS TO TEST THE HELICOPTER AFTER AN ANNUAL INSPECTION. THE PLT FLÈW THE ACFT FOR APRX 1 HOUR FROM THE LEFT SEAT WITH THE ACFT OWNER IN THE RIGHT SEAT BEFORE THE OWNER DEPLANED THE ACFT AND THE PLT MOVED INTO THE RIGHT SEAT. PLT STATED THAT ON TAKEOFF THE HELICOPTER BEGAN MOVING TO THE RIGHT BECAUSE OF THE RIGHT CG. (PLT WEIGHT WAS 251 LBS.) HE WAS UNABLE TO MOVE THE CYCLIC FAR ENOUGH TO THE LEFT TO COUNTERACT THE MOVEMENT BECAUSE HIS LEG WAS RESTRICTING THE TRAVEL. THE RIGHT SKID CONTACTED THE GROUND AND THE HELICOPTER ROLLED OVER TO THE RIGHT.

File No	63 2/18/85	STEAMBOAT SPRNG, CO	A/C Reg. No. N4035G	Time (Lc1) - 1630 MST
Occurrence #1 Phase of Operation	LOSS OF CONTROL TAKEOFF	IN FLIGHT		
2. DIRECTIONAL CON	TROL - NOT POSSIE	INADEQUATE - PILOT IN CON LE - PILOT IN COMMAND NT - PILOT IN COMMAND	IMAND	
Occurrence #2 Phase of Operation	ROLL OVER TAKEOFF			
Probable Cause				
The National Transpo is/are finding(s) 2,		ard determines that the Pr	robable Cause(s) of this accid	lent

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

Brief of Accident

Type of Operation -PERSONAL Fire Crew O Flight Conducted Under -14 CFR 91 NDNE Pass O O -Aircraft Information Make/Model - CONTINENTAL IO-520-D ELT Installe -Aircraft Information Make/Model - CONTINENTAL IO-520-D ELT Installe -Aircraft Information Make/Model - CONTINENTAL IO-520-D ELT Installe Max Gross Wt - 3350 Engines - 1 Stall War Max Gross Wt - 3350 Engines - 1 Stall War Forvironment/Operations Information Was Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Ws Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A SAME AS ACC/INC Runway Ident Visibility - 60.0 SM ATC/Airspace Runway Lident Visibility - 60.0 SM ATC/Airspace NONE Runway Suface Uowest Sky/Clouds - 25000 FT SCATTERED Type of Clearance - NONE Runway Status Obstructions to Vision NONE Type Apch/Lndg <th>-Basic Information</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th>	-Basic Information						
Type of Operation -PERSONAL Fire Crew 0 0 Accident Occurred Under -14 CFR 91 Make/Model - CONTINENTAL ID-520-D ELT Installe Landing Gear - TAILWHEL-ALL FIXED Number Engines - 1 Make/Model - CESSNA A185F Eng Make/Model - CONTINENTAL ID-520-D ELT Installe Landing Gear - TAILWHEL-ALL FIXED Number Engines - 1 Max Gross Wt - 3350 Engine Type - RECIP-FUEL INJECTED No. of Seats - 4 Rated Power - 300 HP Environment/Operations Information Weather Data Itinerary Airport Proximit Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A Destination Airport Data Basic Weather - WMC LOCAL RATED RUMAY JUNE RUMAY Ident Visibility - 60.0 SM ATC/Airspace NUMAY Ident Visibility - 60.0 SM ATC/Airspace - NONE RUMAY Status Obstructions to Vision NONE Type of Clearance - NONE RUMAY Status Obstructions to Vision NONE Type AC Clearance - NONE RUMAY Status Obstructions to Vision NONE Type AC Clearance - NONE RUMAY Status Obstructions to Vision NONE Type AC Clearance - NONE RIMAY Status Obstructions to Vision NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Current - YES Total - 412 Last SE LAND Months Since - 21 Make/Model - 23 Last HELICOPTER Aircraft Type - 71 Instrument - 4 Last Months Since - 21 Make/Model - 23 Last HELICOPTER Aircraft Type - 47 Instrument - 4 Last Rots Narrative FIT HAD BEEN PRACTICING TAKEOFFS AND LANDINGS WITH WHAT HE DESCRIBED AS A SLIGHT 90 DEG X-WIND. DURING T NONK, THE PLI REPORTED. THE RIGHT WING ROSE AND THE LEFT WING ROSCRIBED CONTACTING THE GROUND. HE WAS ABLE	Type Operating Certificate-NONE (GENERAL			F - + - 1	Inju		N
Fight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF Aircraft Information Make/Model - CESSNA A185F Landing Gear - TAILWHEL-ALL FIXED Max Gross Wt - 3350 No. of Seats - 4 Weather Data Weather Data Weather Data Weather - NO RECORD OF BRIEFING Method - N/A SAME AS ACC/INC Completeness - N/A Basic Weather - VMC Usibility - 60.0 SM ATC/Airspace Lowest Ceiling - NONE Lowest Ceiling - NONE Dostructions to Vision - NONE Lowest Ceiling - NONE Dostructions to Vision - NONE Condition of Light - DUSK Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE Carleteness LAND Method - Light - NONE Lowest Ceiling - NONE Condition of Light - DUSK Personnel Information Pilot-In-Command Method - Light - NONE Condition of Light - DUSK Personnel Information Pilot-In-Command Method - Light - MONE Condition of Light - DUSK Personnel Information Pilot-In-Command Method - Light - MONE Condition of Light - DUSK Narrative E PLI HAD BEEN PRACTICING TAKEOFFS AND LANDINGS WITH WHAT HE DESCRIBED AS A SLIGHT 90 DEG X-WIND. DURING T PINOTE PLATER PACIFIC MATHER IN PROFED CONTACTING TAKEOFFS AND LANDINGS WITH WHAT HE DESCRIBED AS A SLIGHT 90 DEG X-WIND. DURING T PROFED PERSONAL AND INNE RUNNE RUNNE RUNNE PROFED PROFED THE RIGHT WING ROSE AND THE LEFT WING DROPPED CONTACTING THE GROUND. HE WAS ABLE	Type of Openation					Minor O	None
Accident Occurred During -TAKEOFF Aircraft Information Make/Model - CESSNA A185F Eng Make/Model - CONTINENTAL ID-520-D ELT Installe Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall War Max Gross Wt - 3350 Engine Type - RECIP-FUEL INJECTED No. of Seats - 4 Rated Power - 300 HP Environment/Operations Information Weather Data Itinerary Airport Proximit Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A Destination Airport Data Basic Weather - VMC LOCAL GARFIELD COUN Wind Dir/Speed- 280/005 KTS Runway Lth/Wid Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Lth/Wid Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Lth/Wid Dostructions to Vision- NONE Type of Clearance - NONE Runway Status Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Current - YES Total - 412 Last HELICOPTER Age - 37 Medical Certificate - VALID MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 412 Last Aircraft Type - 47 Instrument- 4 Last Rots Narrative E PLT HAD BEEN PRACTICING TAKEOFFS AND LANDINGS WITH WHAT HE DESCRIBED AS A SLIGHT 90 DEG X-WIND. DURING T NOING, THE PLT REPORTED, THE RIGHT WING ROSE AND THE LEFT WING DROPPED CONTACTING THE GROUND. HE WAS ABLE		=			-	0	0
Make/Model - CESSNA A185F Eng Make/Model - CONTINENTAL ID-520-D ELT Installe Landing Gear - TAILWHEL-ALL FIXED Number Engines - 1 Stall War Max Gross Wt - 3350 Engine Type - RECIP-FUEL INJECTED Stall War Mo. of Seats - 4 Rated Power - 300 HP Environment/Operations Information Weather Data Itinerary Airport Proximit Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A Destination Airport Data Basic Weather - VMC LOCAL GARFIELD Cound Wind Dir/Speed- 280/005 KTS Runway Lth/Wid LocAL Runway Lth/Wid Uowest Ceiling - NONE Type of Flight Plan - NONE Runway Surface Dostructions to Vision NONE Type of Clearance NONE Runway Status Obstruction of Light - DUSK STOP AND GO Condition of Light DUSK Personnel Information Pilot-In-command Age - 37 Medical Certificate - VALID MEDICAL -Peresonnel Information Stop AMD </td <td></td> <td></td> <td></td> <td></td> <td>0</td> <td>0</td> <td>0</td>					0	0	0
Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall War Max Gross Wt - 3350 Engine Type - RECIP-FUEL INJECTED No. of Seats - 4 Rated Power - 300 HP Environment/Operations Information Weather Data Itinerary Airport Proximit Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A SAME AS ACC/INC Completeness - N/A Destination Basic Weather - VMC LOCAL GARPORT Wind Dir/Speed- 280/005 KTS ATC/Airspace Runway Ident Visibility - 60.0 SM ATC/Airspace - NONE Runway Surface Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface Lowest Ceiling - NONE Type of Clearance - NONE Runway Status Obstructions to Vision - NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE STOP AND GO Condition of Light - DUSK Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 412 Last Months Since - 21 Make/Model- 23 Last HELICOPTER Aircraft Type - 47 Instrument - 4 Last Rote Narrative E PLI HAD BEEN PRACTICING TAKEOFFS AND LANDINGS WITH WHAT HE DESCRIBED AS A SLIGHT 90 DEG X-WIND. DURING T NDING, THE PLT REPORTED, THE RIGHT WING ROSE AND THE LEFT WING DROPPED CONTACTING THE GROUND. HE WAS ABLE	-Aircraft Information						
Max Gröss Wt - 3350 Engine Type - RECIP-FUEL INJECTED No. of Seats - 4 Rated Power - 300 HP Environment/Operations Information Weather Data Weather Data Itinerary Airport Proximit ON AIRPORT Weather Data Itinerary Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- 280/005 KTS GARFIELD COUN Visibility - 60.0 SM ADONE Type of Flight Plan - NONE Runway Lth/Wid Runway Surface Lowest Ceiling - NONE Type of Clearance - NONE Runway Status STOP AND GO Condition of Light - DUSK Current - YES Personnel Information Piest - 37 Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL Certificate(s)/Rating(s) Biennial Flight Review PRIVATE Months Since - 21 Make/Model- 23 LADD Months Since - 47 Instrument- 4 Last Aircraft Type - 47 Instrument- 4 Last Aircraft Type - 47 Instrument- 4 <td>Make/Model - CESSNA A185F</td> <td>Eng Make/Model -</td> <td>CONTINENTAL ID-52</td> <td>D-D ELT</td> <td>Installed/</td> <td>Activated</td> <td>- YES/YE</td>	Make/Model - CESSNA A185F	Eng Make/Model -	CONTINENTAL ID-52	D-D ELT	Installed/	Activated	- YES/YE
No. of Seats - 4 Rated Power - 300 HP Environment/Operations Information Weather Data Itinerary Airport Proximit On AIRPORT Wa Shiefing - NO RECORD OF BRIEFING Method - N/A SAME AS ACC/INC ON AIRPORT Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL GARFIELD COUN Runway Ident Wind Dir/Speed - 280/005 KTS ATC/Airspace Runway Lth/Wid Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Lth/Wid Lowest Ceiling - NONE Type of Clearance - NONE Runway Status Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE STOP AND GO Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 412 Last St LAND Months Since - 21 Make/Model - 23 Last HELICOPTER Aircraft Type - 47 Instrument- 4 Last Narrative FLIGHT WING ROSE AND THE LEFT WING DROPPED CONTACTING THE GROUND. HE WAS ABLE	Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -	1		Stall Warni	ng System	- YES
Environment/Operations Information Weather Data Itinerary Airport Proximit Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A SAME AS ACC/INC AIRPORT Method - N/A Destination Airport Data Basic Weather - VMC LOCAL GARFIELD COUN Wind Dir/Speed- 280/005 KTS Usibility - 60.0 SM ATC/Airspace Runway Ident Visibility - 60.0 SM ATC/Airspace NONE Runway Surface Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface Lowest Ceiling - NONE Type of Flight Plan - NONE Runway Status Obstructions to Vision- NONE Type of Clearance - NONE Runway Status Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE STOP AND GO Condition of Light - DUSK Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 412 Last SE LAND Months Since - 21 Make/Model- 23 Last HELICOPTER Aircraft Type - 47 Instrument- 4 Last Roto Instrument Rating(s) - NONE Narrative E PLT HAD BEEN PRACTICING TAKEOFFS AND LANDINGS WITH WHAT HE DESCRIBED AS A SLIGHT 90 DEG X-WIND. DURING T NDING, THE PLT REPORTED, THE RIGHT WING ROSE AND THE LEFT WING DROPPED CONTACTING THE GROUND. HE WAS ABLE	Max Gross Wt - 3350	Engine Type -	RECIP-FUEL INJECT	ED			
Weather Data Itinerary Airport Proximit Wx Briefing NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method N/A SAME AS ACC/INC ON AIRPORT Completeness N/A Destination Airport Data Basic Weather VMC LOCAL GARFIELD COUN Wind Dir/Speed-280/005 KTS Runway Ident Runway Ident Visibility 60.0 SM ATC/Airspace Runway Ident Lowest Sky/Clouds 25000 FT SCATTERED Type of Flight Plan NONE Runway Surface Dostructions to Vision NONE Type of Clearance NONE Runway Status Obstructions to Vision NONE Type Apch/Lndg TRAFFIC PATTERN Precipitation NONE STOP AND GO Condition of Light DUSK Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE PRIVATE Current YES Total 412 Last SE LAND Months Since - 21 Make/Model- 2	No. of Seats - 4	Rated Power -	300 HP				
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A SAME AS ACC/INC ON AIRPORT Method - N/A Destination Airport Data Basic Weather - VMC LOCAL GARFIELD COUN Wind Dir/Speed- 280/005 KTS Runway Ident Runway Lth/Wid Visibility - 60.0 SM ATC/Airspace Runway Surface Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface Lowest Ceiling - NONE Type of Clearance - NONE Runway Status Obstructions to Vision NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE STOP AND GO Condition of Light - DUSK Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 412 Last SE LAND Months Since - 21 Make/Model- 23 Last HELICOPTER Aircraft Ty	-Environment/Operations Information						
Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL GARFIELD COUN Wind Dir/Speed-280/005 KTS LOCAL Runway Ident Visibility - 60.0 SM ATC/Airspace Runway Ident Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface Lowest Ceiling - NONE Type of Clearance - NONE Runway Surface Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE STOP AND GO Condition of Light DUSK Stop AND GO Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 412 Last SE LAND Months Since - 21 Make/Model 23 Last Instrument Rating(s) - NONE - - Roto Instrument Rating(s) - NON				Airport	Proximity		
Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL GARFIELD COUN Wind Dir/Speed- 280/005 KTS Runway Ident Visibility - 60.0 SM ATC/Airspace Runway Ident Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface Lowest Ceiling - NONE Type of Clearance - NONE Runway Surface Obstructions to Vision - NONE Type Apch/Lndg TRAFFIC PATTERN Precipitation - NONE Type Apch/Lndg TRAFFIC PATTERN Condition of Light - DUSK STOP AND GO Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Last SE LAND Months Since - 21 Make/Model- 23 Last HELICOPTER Aircraft Type - 47 Instrument- 4 Last Instrument Rating(s) - NONE Stop EACH Roto Narrative Ite PLT HAD BEEN PRACTICING TAKEOFFS AND LANDINGS WITH WHAT HE DESCRIBED AS A SLIGHT 90 DEG X-WIND. DURING T	Wx Briefing - NO RECORD OF BRIEFING	Last Departure Po	int	ON AI	RPORT		
Basic Weather - VMC LOCAL GARFIELD COUN Wind Dir/Speed-280/005 KTS Runway Ident Visibility - 60.0 SM ATC/Airspace Runway Lth/Wid Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Lth/Wid Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface Lowest Ceiling - NONE Type of Clearance - NONE Dostructions to Vision NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE STOP AND GO STOP AND GO Condition of Light - DUSK - 37 Medical Certificate - VALID MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 412 Last SE LAND Months Since - 21 Make/Model 23 Last Instrument Rating(s) - NONE - 412 Last Instrument Rating(s) - NONE - 412 Last VID HAD BEEN PRACTICING TAKEOFFS AND LANDINGS WITH WHAT HE DESCRIBED AS A SLIGHT 90 DEG X-WIND. DURING T NONING. THE PLT REPORTED, THE RIGHT WING ROSE AND THE LEFT WING	Method - N/A	SAME AS ACC/INC					
Wind Dir/Speed- 280/005 KTS Runway Ident Visibility - 60.0 SM ATC/Airspace Runway Lth/Wident Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface Lowest Ceiling - NONE Type of Clearance - NONE Runway Surface Dostructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE STOP AND GO Condition of Light - DUSK STOP AND GO Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 412 Last SE LAND Months Since - 21 Make/Model- 23 Last HELICOPTER Aircraft Type - 47 Instrument- 4 Last Roto Roto Roto Roto Instrument Rating(s) - NONE - - - Instrument Rating(s) - NONE - - - Instrument Rating(s) - NONE -	Completeness - N/A	Destination		Airport	Data		
Wind Dir/Speed- 280/005 KTS Runway Ident Visibility 60.0 SM ATC/Airspace Runway Lth/Wid Lowest Sky/Clouds 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface Lowest Ceiling NONE Type of Clearance NONE Runway Surface Dostructions to Vision- NONE Type of Clearance NONE Runway Status Obstructions to Vision- NONE Type Apch/Lndg TRAFFIC PATTERN Precipitation NONE STOP AND GO condition of Light DUSK Stop AND GO Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 412 Last SE LAND Months Since 21 Make/Model- 23 Last Instrument Rating(s) - NONE Roto Roto Narrative HE PLT HAD BEEN PRACTICING TAKEOFFS AND LANDINGS WITH WHAT HE DESCRIBED AS A SLIGHT 90 DEG X-WIND. DURING T NUDING, THE PLT REPORTED, THE RIGHT WING ROSE AND THE LEFT WING DROPPED CONTACTING THE GROUND. HE WAS ABLE <td>Basic Weather - VMC</td> <td>LOCAL</td> <td></td> <td>GARF I</td> <td>ELD COUNTY</td> <td></td> <td></td>	Basic Weather - VMC	LOCAL		GARF I	ELD COUNTY		
Visibility - 60.0 SM ATC/Airspace Runway Lth/Wid Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface Lowest Ceiling - NONE Type of Clearance - NONE Runway Status Obstructions to Vision NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE STOP AND GO condition of Light - DUSK STOP AND GO Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 412 Last Months Since - 21 Make/Model- 23 Last HELICOPTER Aircraft Type - 47 Instrument- 4 Last Rotc E NONE Rotc Instrument Rating(s) - NONE Narrative Instrument 4 Last Imatretive Instrument Rating	Wind Dir/Speed- 280/005 KTS					- 08	
Lowest Ský/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface Lowest Ceiling - NONE Type of Clearance - NONE Runway Status Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE STOP AND GO Condition of Light - DUSK Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 412 Last SE LAND Months Since - 21 Make/Model- 23 Last HELICOPTER Aircraft Type - 47 Instrument- 4 Last Roto Instrument Rating(s) - NONE		ATC/Airspace					100
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DUSK Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 412 Last SE LAND Months Since - 21 Make/Model- 23 Last HELICOPTER Age - 47 Instrument- 4 Last Rote	•		an - NONF				
Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE STOP AND GO Condition of Light - DUSK STOP AND GO Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 412 Last SE LAND Months Since - 21 Make/Model- 23 Last HELICOPTER Aircraft Type - 47 Instrument- 4 Last Narrative The DESCRIBED AS A SLIGHT 90 DEG X-WIND. DURING T HE PLT HAD BEEN PRACTICING TAKEOFFS AND LANDINGS WITH WHAT HE DESCRIBED AS A SLIGHT 90 DEG X-WIND. DURING T Stop Dece X-WIND. DURING T ANDING, THE PLT REPORTED, THE RIGHT WING ROSE AND THE LEFT WING DROPPED CONTACTING THE GROUND. HE WAS ABLE ABLE						- DRY	
Precipitation - NONE Condition of Light - DUSK Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 412 Last SE LAND Months Since - 21 Make/Model- 23 Last HELICOPTER Aircraft Type - 47 Instrument- 4 Last Roto Instrument Rating(s) - NONE	0				,		
Condition of Light - DUSK Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 412 Last SE LAND Months Since - 21 Make/Model- 23 Last HELICOPTER Aircraft Type - 47 Instrument- 4 Last Roto Instrument Rating(s) - NONE Narrative HE PLT HAD BEEN PRACTICING TAKEOFFS AND LANDINGS WITH WHAT HE DESCRIBED AS A SLIGHT 90 DEG X-WIND. DURING T ANDING, THE PLT REPORTED, THE RIGHT WING ROSE AND THE LEFT WING DROPPED CONTACTING THE GROUND. HE WAS ABLE		i jpo npony znag					
Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 412 Last SE LAND Months Since - 21 Make/Model- 23 Last HELICOPTER Aircraft Type - 47 Instrument- 4 Last Instrument Rating(s) - NONE Narrative HE PLT HAD BEEN PRACTICING TAKEOFFS AND LANDINGS WITH WHAT HE DESCRIBED AS A SLIGHT 90 DEG X-WIND. DURING TANDING, THE PLT REPORTED, THE RIGHT WING ROSE AND THE LEFT WING DROPPED CONTACTING THE GROUND. HE WAS ABLE							
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Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 412 Last SE LAND Months Since - 21 Make/Model - 23 Last HELICOPTER Aircraft Type - 47 Instrument - 4 Last Instrument Rating(s) - NONE - Narrative HE PLT HAD BEEN PRACTICING TAKEOFFS AND LANDINGS WITH WHAT HE DESCRIBED AS A SLIGHT 90 DEG X-WIND. DURING T NDING, THE PLT REPORTED, THE RIGHT WING ROSE AND THE LEFT WING DROPPED CONTACTING THE GROUND. HE WAS ABLE		Age - 37	Medical Certif	icate - VALT	D MEDICAL-W	ATVERS/11	мтт
PRIVATE Current - YES Total - 412 Last SE LAND Months Since - 21 Make/Model- 23 Last HELICOPTER Aircraft Type - 47 Instrument- 4 Last Roto Instrument Rating(s) - NONE Narrative HE PLT HAD BEEN PRACTICING TAKEOFFS AND LANDINGS WITH WHAT HE DESCRIBED AS A SLIGHT 90 DEG X-WIND. DURING T INDING, THE PLT REPORTED, THE RIGHT WING ROSE AND THE LEFT WING DROPPED CONTACTING THE GROUND. HE WAS ABLE							
SE LAND HELICOPTER Months Since - 21 Make/Model- 23 Last Aircraft Type - 47 Instrument- 4 Roto Instrument Rating(s) - NONE Narrative HE PLT HAD BEEN PRACTICING TAKEOFFS AND LANDINGS WITH WHAT HE DESCRIBED AS A SLIGHT 90 DEG X-WIND. DURING T ANDING, THE PLT REPORTED, THE RIGHT WING ROSE AND THE LEFT WING DROPPED CONTACTING THE GROUND. HE WAS ABLE		5				4 Hrs -	2
HELICOPTER Aircraft Type - 47 Instrument- 4 Last Roto Narrative HE PLT HAD BEEN PRACTICING TAKEOFFS AND LANDINGS WITH WHAT HE DESCRIBED AS A SLIGHT 90 DEG X-WIND. DURING T NDING, THE PLT REPORTED, THE RIGHT WING ROSE AND THE LEFT WING DROPPED CONTACTING THE GROUND. HE WAS ABLE						0 Davs-	8
Roto Instrument Rating(s) - NONE Narrative HE PLT HAD BEEN PRACTICING TAKEOFFS AND LANDINGS WITH WHAT HE DESCRIBED AS A SLIGHT 90 DEG X-WIND. DURING T NDING, THE PLT REPORTED, THE RIGHT WING ROSE AND THE LEFT WING DROPPED CONTACTING THE GROUND. HE WAS ABLE						0 Days-	40
Instrument Rating(s) - NONE Narrative HE PLT HAD BEEN PRACTICING TAKEOFFS AND LANDINGS WITH WHAT HE DESCRIBED AS A SLIGHT 90 DEG X-WIND. DURING T NDING, THE PLT REPORTED, THE RIGHT WING ROSE AND THE LEFT WING DROPPED CONTACTING THE GROUND. HE WAS ABLE		Anorare Type Th		. –		raft -	140
Narrative HE PLT HAD BEEN PRACTICING TAKEOFFS AND LANDINGS WITH WHAT HE DESCRIBED AS A SLIGHT 90 DEG X-WIND. DURING T NDING, THE PLT REPORTED, THE RIGHT WING ROSE AND THE LEFT WING DROPPED CONTACTING THE GROUND. HE WAS ABLE					No cor o	iait	140
HE PLT HAD BEEN PRACTICING TAKEOFFS AND LANDINGS WITH WHAT HE DESCRIBED AS A SLIGHT 90 DEG X-WIND. DURING T ANDING, THE PLT REPORTED, THE RIGHT WING ROSE AND THE LEFT WING DROPPED CONTACTING THE GROUND. HE WAS ABLE	Instrument Rating(s) - NONE						
E PLT HAD BEEN PRACTICING TAKEOFFS AND LANDINGS WITH WHAT HE DESCRIBED AS A SLIGHT 90 DEG X-WIND. DURING T NDING, THE PLT REPORTED, THE RIGHT WING ROSE AND THE LEFT WING DROPPED CONTACTING THE GROUND. HE WAS ABLE							
NDING, THE PLT REPORTED, THE RIGHT WING ROSE AND THE LEFT WING DROPPED CONTACTING THE GROUND. HE WAS ABLE		THOS WITH WHAT US DECODE		DEO Y UTUD		E 7 8 4 4	
D THE ACFT AND INITIATE AN ABORTED LANDING, HOWEVER, THE ACFT CONTACTED A SNOW BANK ALONG THE LEFT SIDE OF THE		IVER, THE ACTI CUNTACTED	A SNUW BANK ALUNG	THE LEFT SI	UE UF IHE R	WY	
ID INE AGEI NUSED UVER.	THE AUFT NUSED UVER.						

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File No. - 62 2/19/85 RIFLE,CO A/C Reg. No. N1-1690 Time (Lc1) - 1745 MST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 3. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND ON GROUND COLLISION WITH TERRAIN Occurrence #3 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 5. TERRAIN CONDITION - SNOWBANK Occurrence #4 NOSE OVER Phase of Operation TAKEOFF - GROUND RUN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.4

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

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-Basic Information Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries SUBSTANTIAL Fatal Serious Minor Fight Conducted Under -14 CFR 91 NONE Pass 0 0 0 Accident Occurred During -APPROACH -Aircraft Information Make/Model - MAULE M-5-210C Eng Make/Model - CONTINENTAL IO-360D ELT Installed/Activated - Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - Max Gross Wt - 2300 Engine Type - RECIP-FUEL INJECTED No. of Seats - 4 Rated Power - 210 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRSTRIP Method - N/A Destination Destination Airport Data Basic Weather - VMC LOCAL RAWHIDE Wind Dir/Speed 270/025 KTS LOCAL RAWHIDE Wind Dir/Speed 270/025 KTS Type of Flight Plan - NONE Runway Ident - 25 Visibility - 30.0 SM ATC/Airspace NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - NONE	
Type of Operation-PERSONALFireCrew000Flight Conducted Under-14 CFR 91NONEPass000Accident Occurred During-APPROACHNONEPass000-Aircraft InformationMake/Model- CONTINENTAL IO-360DELT Installed/ActivatedAircraft InformationMake/Model- CONTINENTAL IO-360DELT Installed/ActivatedAircraft InformationMake/Model- CONTINENTAL IO-360DELT Installed/Activated -Max Gross Wt- 2300Engine Type- RECIP-FUEL INJECTEDNo. of SeatsNo. of Seats-4Rated Power- 210 HP	0 YES/YE
Make/Model- MAULE M-5-210CEng Make/Model- CONTINENTAL IO-360DELT Installed/Activated -Landing Gear- TAILWHEEL-ALL FIXEDNumber Engines - 1Stall Warning System -Max Gross Wt- 2300Engine Type- RECIP-FUEL INJECTEDNo. of Seats-4Rated PowerEnvironment/Operations InformationItineraryAirport ProximityWeather DataItineraryAirport ProximityWethod- N/AERIE,COCompleteness- N/ADestinationBasic Weather- VMCLOCALWind Dir/Speed-270/025 KTSATC/AirspaceVisibility- 30.0SMLowest Sky/Clouds- CLEARType of Flight Plan - NONERunway Status- DRY	
Weather DataItineraryAirport ProximityWx Briefing- NO RECORD OF BRIEFINGLast Departure PointON AIRSTRIPMethod- N/AERIE,COAirport DataCompleteness- N/ADestinationAirport DataBasic Weather- VMCLOCALRAWHIDEWind Dir/Speed-270/025 KTSRunway Ident- 25Visibility- 30.0 SMATC/AirspaceRunway Lth/Wid- 2000/ 10Lowest Sky/Clouds- CLEARType of Flight PlanNONERunway Surface- GRAVELLowest Ceiling- NONEType of Clearance- NONERunway Status- DRY	
Precipitation - NONE Condition of Light - DAYLIGHT	00
-Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 541 Last 24 Hrs - UNK/ SE LAND,ME LAND Months Since - 10 Make/Model - 135 Last 30 Days- UNK/ Aircraft Type - UNK/NR Instrument - 99 Last 90 Days- Multi-Eng - 46	/NR /NR
Instrument Rating(s) - AIRPLANE	

File No 1	65 4/02/85	FORT COLLINS,CO	A/C Reg.	No. N332X	Time (Lc1) - 1430 MST
Occurrence #2 Phase of Operation					
 COMPENSATION WEATHER CONDITI AIRSPEED(VSO) 	FOR WIND CONDITION DN - GUSTS - IMPROPER USE OF	S - MISJUDGED - PILOT - PILOT IN COMMAND NED - PILOT IN COMMAND	IN COMMAND		
Phase of Operation	APPROACH - GO-AR	SED OUND (VFR)			
Probable Cause		and and a second se Second second			
The National Transpo is/are finding(s) 2,		rd determines that the	e Probable Cause	(s) of this ac	cident

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

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Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircraft	Damage		Inju	ies	
	NONE		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0	7
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - RAVEN INDUSTRIES S77A	u , , , , ,			Installed/		
Landing Gear - N/A	Number Engines - N/A		S	itall Warnin	ng Syste	m - UNK/NF
Max Gross Wt - UNK/NR	Engine Type - N/A					
No. of Seats - UNK/NR	Rated Power - N/A					
Environment/Operations Information						
Weather Data	Itinerary			Proximity	_	
Wx Briefing - NWS	Last Departure Point		OFF AI	RPORT/STRI	•	
Method - UNK/NR	FORT COLLINS, CO					
Completeness - UNK/NR	Destination		Airport D	ατα		
Basic Weather - VMC Wind Dir/Speed- 180/010 KTS	LOCAL		Dumun	dent	- N/A	
Visibility - 30.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - 3000 FT SC		NONE		Surface		
Lowest Celling - BROKEN	Type of Clearance -	NONE			- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg ~		Kariway	514140		
Precipitation - NONE						
Condition of Light - DAWN						
Pilot-In-Command	Age - 23 · M	edical Certificat	e - UNK/N	IR		
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	t Time (F	lours)		
COMMERCIAL	Current - UNK/NR	Total - UN	IK/NR	Last 24	4 Hrs -	
NONE	Months Since - UNK/NR	Make/Model- UN		125+ 30	Days-	UNK/NR
FREE BALLOON	Aircraft Type - UNK/NR	Instrument- UN	IK/NR	Last 90	Days-	UNK/NR
		Multi-Eng - UN	IK/NR	Rotorc	raft -	UNK/NR
Instrument Rating(s) - NONE						
Narrative						
BALLOON BASKET CONTAINING 8 PASS'G & 2					40	
N JOSTLED BY THE LANDING BECAME A VICTIM	1 OF 1ACERATIONS & A BROKEN ARM	FROM CONTACT WITH	I BARBED W	IRE FENCE.		
PLT STATED THAT THE WIND WAS GUSTING AN						
WARD THE FENCE. THE WIND WAS 180 DEGREES						
E FENCE, BUT THE BALLOONS RESPONSE WAS TO						
C BASKET. THE EVLUATION OF THE WX BEFORE						
S MADE OF POTENTIAL FOR LNDG. IMMEDIATELY	AFTER TAKEOFF THE BALLOON WAS AFTER ABOUT 45 MINUTES OF FREE	URIFILING NURIH AI	15 MPH.	INIS SPEED	010	
F REOREACE AS THE AGET RECORDER FOR LARG						

File No 19	99 5/05/85	FORT COLLINS,CO	A/C Reg. No. N4199G	Time (Lc1) - 0815 MDT
Occurrence #1 Phase of Operation	IN FLIGHT COLLIS LANDING	ION WITH OBJECT		
Finding(s) 1. WIND INFORMATION 2. OBJECT - FENCE 3. UNSUITABLE TER 4. JUDGEMENT - INAC 5. ABORTED LANDING 6. CLEARANCE - NOT 7. REMEDIAL ACTION 8. IMPROPER USE	RRAIN - SELECTED - CCURATE - PILOT IN - EXCEEDED - PILO MAINTAINED - PILO - ATTEMPTED - PIL	PILOT IN COMMAND COMMAND T IN COMMAND T IN COMMAND OT IN COMMAND	TION/UPGRADE TRAINING - PILOT II	N COMMAND
Occurrence #2 Phase of Operation	MISCELLANEOUS/OT LANDING - ROLL	HER		
Finding(s) 9. MISC EQPT/FURNIS 10. MISC EQPT/FURNIS 11. BALLOON EQUIPMEN 12. AIDCDAFT PEDEODM	SHINGS, SHOULDER HA	RNESS - LACK OF UATE		

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5,6,7,8,9,10,11,14

Factor(s) relating to this accident is/are finding(s) 2,12

Brief of Accident

SU	craft Damage BSTANTIAL		Fatal	Injur Serious	ies Minor	None
Fir NO	-	Crew Pass	0 0	1 1	0 2	0 0
Number Engines Engine Type	- 1 - RECIPROCATIN		S			
Ttipopopy			Ainpont			
Last Départure P						
Destination SAME AS ACC/IN	IC		Airport D	ata		
ATC/Airspace			,			
			Runway	Status -	DRY	
	Madiaal					
5					WAIVERS/	CIMI!
					Hpg -	1
	87 Instr	rument-	822			150
	-1 "NIKEng Make/Model Number Engines Engine Type Rated Power Itinerary Last Departure F SAME AS ACC/IN Destination SAME AS ACC/IN ATC/Airspace ERED Type of Flight F Type of Clearand Type Apch/Lndg	Number Engines - 1 Engine Type - RECIPROCATIN Rated Power - 225 HP Itinerary Last Departure Point SAME AS ACC/INC Destination SAME AS ACC/INC ATC/Airspace ERED Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Age - 37 Medical C Biennial Flight Review Current - YES Total Months Since - 4 Make/ Aircraft Type - 737 Instr	-1 "NIKEng Make/Model - CONTINENTAL 0-470-13A Number Engines - 1 Engine Type - RECIPROCATING-CARBURE Rated Power - 225 HP Itinerary Last Departure Point SAME AS ACC/INC Destination SAME AS ACC/INC ATC/Airspace ERED Type of Flight Plan - NONE Type of Clearance - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Age - 37 Medical Certificat Siennial Flight Review Fligh Current - YES Total - Months Since - 4 Aircraft Type - 737 Instrument-	-1 "NIKEng Make/Model - CONTINENTAL 0-470-13A ELT Number Engines - 1 S Engine Type - RECIPROCATING-CARBURETOR Rated Power - 225 HP Itinerary Airport Last Departure Point ON AIR SAME AS ACC/INC Destination Airport D SAME AS ACC/INC ATC/Airspace Runway Type of Flight Plan - NONE Runway Type of Clearance - NONE Runway Type Apch/Lndg - NONE Age - 37 Medical Certificate - VALID Biennial Flight Review Flight Time (H Current - YES Total - 8218 Months Since - 4 Make/Model - 70 Aircraft Type - 737 Instrument - 822	-1 "NIKEng Make/Model - CONTINENTAL 0-470-13A ELT Installed/A Number Engines - 1 Stall Warnin Engine Type - RECIPROCATING-CARBURETOR Rated Power - 225 HP Itinerary Airport Proximity Last Departure Point ON AIRPORT SAME AS ACC/INC Destination Airport Data SAME AS ACC/INC Runway Ident - ATC/Airspace Runway Surface - Type of Clearance - NONE Runway Status - Type Apch/Lndg - NONE Age - 37 Medical Certificate - VALID MEDICAL-NO Biennial Flight Review Flight Time (Hours) Current - YES Total - 8218 Last 24 Months Since - 4 Make/Model - 70 Last 30 Aircraft Type - 737 Instrument - 822 Last 90	Altone - 1 "NIKEng Make/Model - CONTINENTAL 0-470-13A ELT Installed/Activated Number Engines - 1 Stall Warning System Engine Type - RECIPROCATING-CAREURETOR Rated Power - 225 HP Itinerary Airport Proximity Last Departure Point ON AIRPORT SAME AS ACC/INC Destination Airport Data SAME AS ACC/INC Runway Ident - N/A ATC/Airspace Runway Surface - CONCRETE Type of Clearance - NONE Runway Surface - CONCRETE Type of Clearance - NONE Runway Status - DRY Type Apch/Lndg - NONE Age - 37 Medical Certificate - VALID MEDICAL-NO WAIVERS/ Biennial Flight Review Flight Time (Hours) Current - YES Total - 8218 Last 24 Hrs - Months Since - 4 Make/Model - 70 Last 30 Days - UN

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT COLLIDED WITH THE GROUND IN AN ACFT PARKING AREA ON THE ARPT AFTER A LOW ALT LOOP WHICH WAS NOT COMPLETED PRIOR TO GROUND CONTACT. THE PLT HAD MADE ONE LOW PASS DOWN THE RWY IN FORMATION WITH ANOTHER FUJI ACFT, A 2ND PASS ENDED IN AN AILERON ROLL, AND DURING THE 3RD PASS, EST BY WITNESSES AS 10-20 FT AGL, THE PLT PULLED UP INTO A LOOP. DURING THE DESCENDING BACKSIDE OF THE LOOP INSUFFICIENT ALT REMAINED TO COMPLETE THE MANEUVER. THE ACFT SLID ON ITS BELLY INTO SEVERAL PARKED ACFT BEFORE STOPPING. THE PLT WAS GIVING A DEMO RIDE TO POTENTIAL MEMBERS OF VALIANT AIR COMMAND AT THE TIME OF THE ACCIDENT. THE PLT REPORTED NO MECHANICAL PROBLEMS WITH THE ACFT. THE TOXICOLOGY REPORTS REVELAED NO ABNORMAL LEVELS OF ANY SUBSTANCE THAT COULD BE CONSIDERED A FACTOR IN THIS ACCIDENT.

File No 1	29 1/01/85	ODESSA,FL	A/C Reg. No. N2104X	Time (Lc1) - 1330 EST
Occurrence #1 Phase of Operation				
Finding(s) 1. IN-FLIGHT PLANN 2. AEROBATICS - PE 3. LOW PASS - PERF 4. PROPER ALTITUDE 5. MANEUVER - INTE 6. REMEDIAL ACTION 7. JUDGEMENT - POO	RFORMED - PILOT IN ORMED - PILOT IN C - NOT MAINTAINED NTIONAL - PILOT IN - NOT ATTAINED -	OMMAND - PILOT IN COMMAND COMMAND PILOT IN COMMAND		
Occurrence #2 Phase of Operation		ION WITH TERRAIN		
Probable Cause		rd determines that t	he Probable Cause(s) of this accide	

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

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Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft D	amage			Inj	uries		
		MINOR	U	Fa	atal	Serious	Mir	or	None
Type of Operation -BUSINESS		Fire		rew	0	0		0	1
Flight Conducted Under -14 CFR 9	1	NONE	Pa	ass	0	1		0	3
Accident Occurred During -LANDING									
Aircraft Information									
Make/Model - RAVEN S-60A		/Model - N/A				Installed			
Landing Gear - N/A		ngines - N/A			S	tall Warn	ing Sys	stem -	NO
Max Gross Wt - 1800		ype - N/A							
No. of Seats - UNK/NR	Rated Po	wer - N/A							
Environment/Operations Information	-								
Weather Data	Itinerary					Proximity			
Wx Briefing - FSS		rture Point		(DFF AI	RPORT/STR	IP		
Method - TELEPHONE		LD BEACH, FL							
Completeness - FULL Basic Weather - VMC	Destinatio	BEACH.FL		Airp	port D	ata			
Wind Dir/Speed- 310/008 KTS	PUMPANU	BEACH, FL		r		Ident	- N/A		
Visibility - 10.0 SM	ATC/Airspac	•				Lth/Wid			
	SCATTERED Type of F		ONF			Surface			
Lowest Ceiling - NONE	Type of C	learance - N	ONE			Status			
Obstructions to Vision- NONE	Type Apch	/Lndg - F	ULL STOP			-	•		
Precipitation - NONE									
Condition of Light - DAYLIGHT									
Personnel Information									
Pilot-In-Command	Age - 38	Me	dical Certif				NO WAIN	/ERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight			light T					
COMMERCIAL	Current	- YES	Total	- 13:	3	Last	24 Hrs		1
SE LAND	Months Sinc	e - 11	Make/Model				30 Days		
FREE BALLOON	Aircraft Ty	pe – UNK/NR	Instrument	- (2	Last	90 Days	5 -	21
Instrument Rating(s) - NONE									
		~							
Narrative			ACKET TURNER			CONTACTO	'n		
BALLOON ENVELOPE STRUCK A PALM TREE A GROUND. A PASSENGER WAS INJURED WHEN						CONTACTE	U		
GROUND. A PASSENGER WAS INUUKED WHEN	ANUTHER PASSENGER FE	LL UN HER AS I	HE DAGNET TU		- ~ .				

1/05/85 File No. - 42 POMPANO BEACH, FL A/C Reg. No. N4270A T1me (Lc1) - 0830 EST ------Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. OBJECT - TREE(S) 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND 3. OBJECT - BUILDING(NONRESIDENTIAL) _____ Occurrence #2 MISCELLANEOUS/OTHER 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

PAGE 157 ALLAND

Brief of Accident

File No 43 1/06/85 MIRA	MAR, FL	A/C Reg. No. N3	Time (Lc1) - 1414 EST				
-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage			Injur	ies	
		SUBSTANTIAL		Fatal			r None
Type of Operation -BANNER TOW		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		NONE	Pass	0	0	0	0
-Aircraft Information							
Make/Mode1 - PIPER PA-12		del - LYCOMING 032	20	ELT	Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engi				tall Warnir	ng Syst	em - NO
Max Gross Wt - 1220 No. of Seats - 2		- RECIPROCATIN	IG-CARBURE	IOR			
	Rated Power	- 150 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		re Point					
Method - N/A	SAME AS AC						
Completeness - N/A	Destination	0, 110		Airport D	ata		
Basic Weather - VMC	SAME AS AC	C/INC					
Wind Dir/Speed- 290/013 KTS		-,		Runwav	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -	N/A	
Lowest Sky/Clouds - 15000 FT SCA	TTERED Type of Flig	ht Plan - NONE			Surface -		
	Type of Clea			Runway	Status -	• N/A	
Obstructions to Vision- NONE		dg - UNK/NR					
Precipitation - NONE		0					
Condition of Light - DAYLIGHT							
-Personnel Information	1.7.7	Ma -14 1 - 6					
Pilot-In-Command	Age - 43				MEDICAL-NO	WAIVE	K2/LIMII
Certificate(s)/Rating(s)	Biennial Flight Re	view		t Time (H			•
		- YES Total	-	923			
SE LAND, ME LAND	Months Since				Last 30		
	Aircraft Type		ument-		Last 90) Days-	115
		MUITI	i-Eng -	/			

----Narrative----

AN INTERRUPTION OF PWR WAS EXPERIENCED AS AN ABRUPT STEEP DIVE MANEUVER WAS ENTERED TO RELEASE THE BANNER TOWED BY THE ACFT. THE PLT THEN ATTEMPTED A 180 DEG TURN AT AN ALT OF APRX 200 FT AGL TO AVOID PWR LINES. THE ACFT ENTERED A HIGH DESCENT RATE AND CONTACTED THE GROUND NEARLY WINGS LEVEL. INVESTIGATION REVEALED THE RIGHT FUEL TANK CONTAINED APRX 7 GALS OF FUEL AND THE LEFT TANK CONTAINED APRX 1 GAL. THE FUEL PICK-UP LINES ARE LOCATED IN THE AFT PORTION OF THE FUEL TANKS. FUEL STARVATION RESULTED AS THE FUEL WAS IN TE FORWARD PORTION OF THE TANKS DURING THE DIVE MANEUVER AND FUEL IN THE LINES WAS EXHAUSTED.

- Andrew States and the second s

File No	43 1/06/85 MIRAMAR,FL	A/C Reg. No. N3362M	Time (Lc1) - 1414 EST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL DESCENT		
	INADEQUATE - PILOT IN COMMAND OT UNDERSTOOD - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
	LOSS OF CONTROL - IN FLIGHT DESCENT - EMERGENCY		
5. STALL - INADVER	MAINTAINED - PILOT IN COMMAND TENT - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause			· · · · · · · · · · · · · · · · · · ·

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

asic Information							
Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft I SUBSTANT	5	Fatal	Injur Serious		None
Type of Operation -INSTRUCTI	ΠΝΑΙ	Fire	Crew	гата) 0	0	M1007	1
Flight Conducted Under -14 CFR 91		NONE	Pass	ŏ	ŏ	õ	ò
Accident Occurred During -LANDING		None	Other	õ	õ	õ	1
ircraft Information							
Make/Model - CESSNA 152	Eng Make,	/Model - LYCO	1ING 0-235-N2C	ELT J	installed/A	ctivated	d - UNK/NF
Landing Gear - TRICYCLE-FIXED	Number Ei	ngines - 1		St	all Warnin:	ig Syster	n - YES
Max Gross Wt - 1670			ROCATING-CARBURET	OR			
No. of Seats - 2	Rated Por	wer - 10)8 HP				
nvironment/Operations Information							
leather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEF		rture Point		ON AIRF	PORT		
Method - N/A		CHAPEL,FL					
Completeness - N/A	Destinatio		А	irport Da			
Basic Weather - VMC	SAME AS	ACC/INC		TOPP OF		20	
Wind Dir/Speed- 330/007 KTS	ATC /Ainemen	-				32	
Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace				Lth/Wid - Surface -		
Lowest Ceiling - NONE		light Plan - learance -				DRY	1
Obstructions to Vision- NONE	Type Apch,		RAFFIC PATTERN	Runway	status -	DRI	
Precipitation - NONE	Туре Арсп,		OUCH AND GO				
Condition of Light - DAYLIGHT			OUCH AND GO				
ersonnel Information Pilot-In-Command	Age - 29	м	edical Certificate		MEDICAL -NO		s/itmtt
Certificate(s)/Rating(s)	Biennial Flight			Time (Ho		WAIVER.	57 LIMIT,
STUDENT	Current		Total -	15		Hrs - I	
31002111	Months Since		Make/Model-	15	Last 30	Davs-	
	Aircraft Ty	,	Instrument-		Last 90	Days-	•
	·	,				,	
Instrument Rating(s) - NONE							
larrative							
TUDENT PLT FLYING N94560 WAS MAKING H						66	
TOUCHDOWN, N94560 VEERED LEFT, DEPART	ED THE RWY AND CULL	IDED WITH N38	54D WHICH WAS BEIN	GIAXIED	UN THE GRA	32	
20 FT FROM THE RWY.							
-							

.

File No	86 1/06/85	WESLEY CHAPEL,FL	A/C Reg. No. N94560	Time (Lc1) - 1215 EST
Occurrence #1 Phase of Operation		- ON GROUND		
	E OF EQUIPMENT/AIR		ERIENCE - PILOT IN COMMAND	
Occurrence #2 Phase of Operation		ION WITH OBJECT		
Finding(s)	FT MOVING ON GROUN			

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

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

Brief of Accident

Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft D	amage		Inju	ries	
Type operating out throate home (denerka		SUBSTANTI		Fata1	Serious	Minor	None
Type of Operation -SKY DIVING		Fire	Crew	0	Serious O O	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	; O	о	0	0
Accident Occurred During -TAXI			Othe	er O	0	0	1
Aircraft Information							
Make/Model - CESSNA 182A	Eng Make/Mo	odel – CONTI	NENTAL 0-470-L	, ELT	Installed/	'Activated -	· YES/NO
Landing Gear - TRICYCLE-FIXED	Number Eng	ines - 1			Stall Warni	ng System –	- YES
Max Gross Wt - 2650 No. of Seats - 4	Engine Type	≘ - RECIP ^ - 23	RUCATING-CARBUR	RETOR	·		
nvironment/Operations Information Weather Data	Itinerary			Ainport	Proximity		
		re Point		ON AI			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	WESLEY CH						
Completeness - N/A	Destination			Airport	Data		
Basic Weather - VMC	SAME AS A	CC/INC			OF TAMPA		
Wind Dir/Speed- 330/007 KTS				Runwa	y Ident	- UNK/NR	
Visibility - 15.0 SM	ATC/Airspace				y Lth∕₩id		
Lowest Sky/Clouds - CLEAR	Type of Flig					- GRASS/TUP	2F
Lowest Ceiling - NONE	Type of Clea			Runwa	y Status	- DRY	
Obstructions to Vision- NONE	Type Apch/L	ndg - N	ONE				
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 39 Biennial Flight Re	Me	dical Contifica				r T
Certificate(s)/Rating(s)	Biennial Flight R	eview	Flic	wht Time (Hours)	AIVER5/EIM	
COMMERCIAL	Current	- YFS	Total -	5700	last 2	4 Hrs - UNA	(/NR
SE LAND, ME LAND	Months Since						
	Aircraft Type	- UNK/NR	Instrument-	44	Last 9	10 Days- UNH	(/NR
			Multi-Eng -	1056			
Instrument Rating(s) - AIRPLANE							
Varrative							

File No	86	1/06/85	WESLEY CHAPEL,FL	A/C Reg. No. N3854D	Time (Lc1) - 1215 EST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

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

3. REMEDIAL ACTION - NOT PERFORMED - 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

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

Brief of Accident

File No 130 1/11/85 BOCA RATON,F	FL A/C Reg. No. N			ime (Lc1) -		
Basic Information Type Operating Certificate-NONE (GENERAL AVIA	TION) Aircraft Damage DESTROYED		Fatal	Injur Serious		None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire ON GROUND	Crew Pass	1 0	0 0	0 0	0 0
Aircraft Information Make/Model - BEECH A36TC Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3650 No. of Seats - 6	Eng Make/Model - CONTINENTAL Number Engines - 1 Engine Type - RECIP-FUEL Rated Power - 300 HP			Installed/A tall Warnin		•
Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A [Basic Weather - VMC Wind Dir/Speed- 180/003 KTS Visibility - 8.0 SM AT Lowest Sky/Clouds - 6000 FT SCATTERED Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)			OFF AI Airport D UNKNOW Runway Runway Runway		N/A N/A N/A	-
Personnel Information Pilot-In-Command Age - Certificate(s)/Pating(s) Bienn		Certificate	t Timo (H	MEDICAL-WA ours) Last 24 Last 30 Last 90	Hrs -) Days-	1 1 50 100

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT CRASHED IN A STEEP UNCONTROLLED DESCENT SHORTLY AFTER THE ENG LOST POWER DURING THE INITIAL TAKEOFF CLIMB. WITNESSES STATED THAT THE ACFT WAS SEEN DEPARTING ON RWY 4 AFTER WHICH IT CLIMBED TO 200 FT AGL (APRX). THE ENG WAS HEARD SPUTTERING BUT STILL RUNNING. THE ACFT ENTERED A 90 DEGREE BANK TO THE LEFT & STARTED TO DESCEND. NO FURTHER ENG SOUNDS WERE HEARD DURING THE BANKING MANEUVER. THE ACFT DESCENDED BEHIND TREES AND A LOUD CRASH WAS FOLLOWED BY BILLOWING SMOKE. THE PLT WAS PRONOUNCED, BY FLORIDA DIST 15 MEDICAL EXAMINER, TO HAVE DIED OF A IMPACT FORCES. NO MECHANICAL REASONS FOR THE ENG SPUTTERING COULD BE FOUND ROTATION AT IMPACT. THE COCKPIT INSTRUMENTATION AND ENG CONTROLS WERE DESTROYED BY FIRE TO PRECLUDE THEIR USE IN DETERMINATION OF CAUSE.

File No 1	130 1/11/85	BOCA RATON, FL	A/C Reg. No. N3872D	Time (Lc1) - 1837 EST
Occurrence #1 Phase of Operation		L CLIMB		
inding(s) 1. UNDETERMINED				
Dccurrence #2 Phase of Operation				
3. IMPROPER US 4. EMERGENCY PROCE 5. IMPROPER US 6. AIRSPEED - NOT	DURE - IMPROPER - I	CRAFT,LACK OF TOTAL E) PILOT IN COMMAND CRAFT,INADEQUATE TRAIN IN COMMAND	(PERIENCE IN KIND OF AIRCRAFT - NING(EMERGENCY PROCEDURE(S)) - F	
Occurrence #3 Phase of Operation				
Probable Cause	·		· · · · · · · · · · · · · · · · · · ·	
The National Transpo is/are finding(s) 1,		rd determines that the	e Probable Cause(s) of this acci	ident

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

Brief of Accident

File No 163 1/12/85 ST.PETERSBURG,FL		A/C Reg. No. N70673			Time (Lc1) - 1500 EST			
-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft SUBSTAN		Fatal	Injur Serious		None		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI	Fire NONE	Crew	. 0	0	0 0	1		
-Aircraft Information Make/Model - PIPER J3C-65 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 1	Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -	IPROCATING-CARBUR	S	Installed/A tall Warnin				
-Environment/Operations Information								
Weather Data	Itinerary			Proximity				
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIR	PORI				
Method - N/A Completeness - N/A	SAME AS ACC/INC		Adamant D					
Basic Weather - VMC	Destination LOCAL		Airport D	WITTED				
Wind Dir/Speed- 350/007 KTS	LUCAL				36			
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		150		
Lowest Sky/Clouds -	Type of Flight Plan -	NONE		Surface -		150		
	N Type of Clearance -				DRY			
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/Lndg -		,					
-Personnel Information								
		Medical Certifica			WAIVERS,	LIMIT		
	Biennial Flight Review		ht Time (⊦		t 1			
		Total -				1		
SE LAND	Months Since - 0	Make/Model-	825	Last 30	Days- Days-	3 6		
	Aircraft Type - UNK/NR	instrument-	4	Last 90	uays-	0		

Instrument Rating(s) - NONE

----Narrative----

THE ACFT COLLIDED WITH A PARKED ACFT WHILE TAXIING IN FROM LANDING. THE PLT COMPLAINED AFTER THE ACCIDENT THAT THE PARKED ACFT WERE TOO CLOSE TO THE TAXIWAY. THE TAILWHEEL EQUIPPED ACFT HAD BEEN ENGAGED IN BANNER TOWING OPERATIONS PRIOR TO THE TAXI ACCIDENT.

File No 163	1/12/85 ST	.PETERSBURG, FL	A/C Reg. No. N7	70673 Time	(Lc1) - 1500 EST
				/	
ccurrence ON G	ROUND COLLISION	WITH OBJECT			
nase of Operation TAXI	- FROM LANDING				
inding(s) 1. OBJECT - AIRCRAFT PAR 2. CLEARANCE - MISJUDG 3. AIRPORT FACILITIES,TA 4. VISUAL LOOKOUT - RE	D - PILOT IN CO (IWAY CONDITION DUCED - PILOT IN	- CONGESTED COMMAND			
		URAL PERCEPTION - P			
6. AIRCRAFT/EQUIPMEN	TNADEOUATE DES	IGN(STANDARD/REOUTR	EMENT) VISUAL RESTRIC	CTION BY FOUTP/STRUCT -	- PRODUCTION/DESIGN PSNL

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

Brief of Accident

Type Operating Certificate-COMMUTER						
	Aircraft I			Injur		
	DESTROYE			Serious		None
Type of Operation -UNAUTHORIZ		Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT						
ircraft Information						
Make/Model - PIPER PA-31-350	Eng Make/Model - LYCO	MING TIO-540	ELT I	nstalled/A	ctivated	- YES/YE
Landing Gear - TRICYCLE-RETRACTABLE			St	all Warnir	ng System	- YES
Max Gross Wt - 7000	Engine Type - RECI	P-FUEL INJECTED			0	
No. of Seats - 8	Rated Power - 3	10 HP				
nvironment/Operations Information						
eather Data	Itinerary		Airport P	roximitv		
Wx Briefing - NO RECORD OF BRIEF				PORT/STRIF)	
Method - N/A	KEY WEST.FL		0	,		
Completeness - N/A	Destination	A	Airport Da	ta		
Basic Weather - VMC	UNK/NR					
Wind Dir/Speed- 170/014 KTS	2,		Runwa∨	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - SCATTERED	Type of Flight Plan - I	NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance -	NONE			N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -		-			
Precipitation - NONE						
Condition of Light - NIGHT(DARK						
ersonnel Information						
Pilot-In-Command	Age - 25 M					
Certificate(s)/Rating(s)	Biennial Flight Review	Flight				
STUDENT		Total - UN	K/NR	Last 24	Hrs - UN	K/NR
		Make/Model- UN	K/NR	Last 30		
	Aircraft Type - N/A			Last 90		
		Multi-Eng - UNA	(/NR	Rotorce	raft - UN	K/NR
Instrument Rating(s) - NONE						
STUDENT	Current - N/A Months Since - N/A Aircraft Type - N/A	Total - UNA Make/Model- UNA Instrument- UNA Multi-Eng - UNA	(/NR (/NR (/NR	Last 24 Last 30 Last 90	Hrs - UN) Days- UN) Days- UN raft - UN	K, K,

File No 146	1/17/85	KEY WEST,FL	A/C Reg. No. N70CZ	Time (Lc1) - 0205 EST
Occurrence #1 Phase of Operation				
· · · · · · · · · · · · · · · · · · ·				
Finding(s) 1. LIGHT CONDITION -	DARK NICHT		(1,1,2,2,2,2,2,2,2,2,2,2,2,2,2,2,2,2,2,2	
2. FLIGHT CONTROLS		E - PTLOT IN COMMAN	חו	
			PERCEPTION - PILOT IN COMMAND	
4. PROCEDURES/DIRECT				
5. IMPROPER USE	OF EQUIPMENT/AIRC	RAFT,OVER CONFIDENC	E IN PERSONAL ABILITY - PILOT IN CO	DMMAND
6. JUDGEMENT - POOR		-		
7. ALTITUDE - NOT MA				
			LOT IN COMMAND	· · · · · · · · · · · · · · · · · · ·
9. PROPER CLIMB RATE 10. IMPROPER USE			E IN TYPE OPERATION - PILOT IN COM	
11. CLEARANCE - NOT M	•		E IN THE OPERATION - FILOT IN COM	IAND
12. IMPROPER USE			- PILOT IN COMMAND	
Occurrence #2				
Phase of Operation	DESCENT - UNCONTR			
Probable Cause				

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7,8,9,10,11,12

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

•

Brief of Accident

Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A ORLANDO,FL Completeness - N/A Destination Basic Weather - VMC FT. PIERCE,FL Wind Dir/Speed- 310/013 KTS FT. PIERCE,FL Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Obstructions to Vision- NONE Type of Clearance - NONE Precipitation - NONE Type Apch/Lndg Condition of Light - DAYLIGHT	Injuries	5
Fight Conducted Under-14 CFR 91NONEPassAccident Occurred During-MANEUVERINGAircraft InformationMake/Model- CESSNA 340AEng Make/Model - CONTINENTAL TSIO-520Make/Model- CESSNA 340AEng Make/Model - CONTINENTAL TSIO-520Landing Gear- TRICYCLE-RETRACTABLENumber Engines - 2Max Gross Wt- 5990Engine Type- RECIP-FUEL INJECTEDNo. of Seats- 6Rated Power- 310 HPEnvironment/Operations InformationItineraryLast Departure PointWeather DataItineraryLast Departure PointMethod- N/AOBLANDO,FLCompleteness- N/ADestinationBasic Weather- VMCFT. PIERCE,FLWind Dir/Speed- 310/013 KTSVisibility- 15.0 SMVisibility- 15.0 SMATC/AirspaceLowest Sky/Clouds- CLEARType of Flight PlanNONEType of Clearance- NONEObstructions to VisionNONEType Apch/LndgPrecipitation- NONEType Apch/LndgCondition of Light- DAYLIGHTPersonnel InformationAge - 41Medical CertificatPilot-In-CommandAge - 41Medical CertificatATPCurrent- YESTotalSE LAND,ME LANDMonths Since- 4	•	None None
Accident Occurred During -MANEUVERING-Aircraft Information Make/Model - CESSNA 340AEng Make/Model - CONTINENTAL TSIO-520Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5990Number Engines - 2 Engine Type - RECIP-FUEL INJECTED No. of Seats - 6No. of Seats - 6Rated Power - 310 HPEnvironment/Operations Information Weather DataItinerary Ux Briefing - NO RECORD OF BRIEFING Completeness - N/AWas Briefing - NO RECORD OF BRIEFING Method - N/ALast Departure Point ORLANDO,FL Destination FT. PIERCE,FLWind Dir/Speed- 310/013 KTS Visibility - 15.0 SM Lowest Ceiling - NONE Destructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTATC/Airspace Type of Clearance - NONE Type Apch/Lndg - YES Total - YES S Total - YES S Total - YES Total - YES Total - YES Total - YES Total - YES <br< td=""><td>0 0</td><td>0 1</td></br<>	0 0	0 1
-Aircraft Information Make/Model - CESSNA 340A Eng Make/Model - CONTINENTAL TSIO-520 Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 2 Max Gross Wt - 5990 Engine Type - RECIP-FUEL INJECTED No. of Seats - 6 Rated Power - 310 HP Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A ORLANDO,FL Completeness - N/A Destination Basic Weather - VMC FT. PIERCE,FL Wind Dir/Speed- 310/013 KTS Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision- NONE Type of Clearance - NONE Precipitation - NONE Type Apch/Lndg - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 41 Medical Certificat Certificate(s)/Rating(s) Biennial Flight Review Flig ATP Current - YES Total - SE LAND, ME LAND MELAND	0 0	0 0
Make/Model- CESSNA 340AEng Make/Model - CONTINENTAL TSI0-520Landing Gear- TRICYCLE-RETRACTABLENumber Engines - 2Max Gross Wt- 5990Engine Type- RECIP-FUEL INJECTEDNo. of Seats-6Rated Power- 310 HPEnvironment/Dperations InformationWeather DataItineraryWeather DataItineraryLast Departure PointMethod- N/AORLANDO,FLCompleteness- N/ADestinationBasic Weather- VMCFT. PIERCE,FLWind Dir/Speed- 310/013 KTSVisibility- 15.0 SMVisibility- 15.0 SMATC/AirspaceLowest Sky/Clouds- CLEARType of Flight Plan - NONEObstructions to Vision- NONEType of Clearance - NONEObstructions to Vision- NONEType Apch/Lndg- NONE-Personnel InformationPrecipitation- NONE-Personnel InformationAge - 41Medical CertificatCertificate(s)/Rating(s)Biennial Flight ReviewFligATPCurrent- YESTotalSE LAND, ME LANDMonths Since - 4Make/Model-		
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5990 No. of Seats - 6 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Lowest Ceiling - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command ATP SE LAND,ME LAND Land Direkter Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 2 Engine Type - RECIP-FUEL INJECTED Rated Power - 310 HP Number Engines - 2 Engine Type - RECIP-FUEL INJECTED Rated Power - 310 HP Itinerary Last Departure Point ORLANDO,FL Destination FT. PIERCE,FL Mind Dir/Speed- 310/013 KTS Visibility - 15.0 SM ATC/Airspace Type of Flight Plan - NONE Type Apch/Lndg - NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command ATP SE LAND,ME LAND Months Since - 4 Make/Model-		
Max Gross Wt-5990Engine Type-RECIP-FUEL INJECTEDNo. of Seats-6Rated Power-310 HPEnvironment/Operations Information Weather DataItineraryWx Briefing-NO RECORD OF BRIEFING MethodLast Departure Point ORLANDO,FLMethod-N/ADestination FT. PIERCE,FLWind Dir/Speed-310/013 KTS Visibility-15.0SMATC/Airspace Lowest Sky/Clouds-CLEAR Type of Flight PlanNONE Type of Clearance-Obstructions to Vision- NONE Precipitation-NONE NONE Type Apch/LndgNONE Fight CurrentPersonnel Information Pilot-In-Command ATP SE LAND, ME LANDAge -41Medical Certificate Fig Current-YesTotalYESTotal-SE LAND, ME LANDMonths Since-4Make/Model-		
No. of Seats -6Rated Power-310 HPEnvironment/Operations Information Weather DataItineraryWx Briefing- NO RECORD OF BRIEFING MethodLast Departure Point ORLANDO,FLMethod- N/AORLANDO,FLCompleteness - N/ADestinationBasic Weather- VMCFT. PIERCE,FLWind Dir/Speed- 310/013 KTS Visibility- 15.0 SMATC/AirspaceLowest Sky/Clouds -CLEARType of Flight Plan - NONE Type of Clearance - NONE Obstructions to Vision- NONE PrecipitationType Apch/Lndg- NONE-Personnel Information Pilot-In-CommandAge -41Medical Certifica Flight Review-Personnel Information SE LAND, ME LANDATP Current- YESTotal-SE LAND, ME LANDMonths Since -4Make/Model-	Stall Warning S	jystem – YES
 -Environment/Operations Information Weather Data Wx Briefing NO RECORD OF BRIEFING Last Departure Point ORLANDO,FL Completeness N/A Destination Basic Weather VMC FT. PIERCE,FL Wind Dir/Speed- 310/013 KTS Visibility 15.0 SM ATC/Airspace Lowest Sky/Clouds CLEAR Type of Flight Plan - NONE Lowest Ceiling NONE Type of Clearance NONE Precipitation NONE Condition of Light DAYLIGHT -Personnel Information Pilot-In-Command ATP SE LAND,ME LAND 		
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Method - N/A ORLANDO,FL Completeness - N/A Destination Basic Weather - VMC FT. PIERCE,FL Wind Dir/Speed- 310/013 KTS FT. PIERCE,FL Wind Dir/Speed- 310/013 KTS ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision NONE Type Apch/Lndg - NONE Precipitation - NONE Type Apch/Lndg - NONE Personnel Information Pilot-In-Command Age - 41 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flig ATP Current - YES Total SE LAND,ME LAND Months Since - 4 Make/Model-	Airport Proximity	
Completeness - N/ADestinationBasic Weather - VMCFT. PIERCE,FLWind Dir/Speed- 310/013 KTSFT. PIERCE,FLWind Dir/Speed- 310/013 KTSATC/AirspaceLowest Sky/Clouds - CLEARType of Flight Plan - NONELowest Ceiling - NONEType of Clearance - NONEObstructions to Vision - NONEType Apch/Lndg - NONEPrecipitation - NONEOAYLIGHTPersonnel InformationAge - 41Pilot-In-CommandAge - 41Certificate(s)/Rating(s)Biennial Flight ReviewATPCurrent - YESSE LAND, ME LANDMonths Since - 4	OFF AIRPORT/STRIP	
Basic Weather - VMC FT. PIERCE,FL Wind Dir/Speed- 310/013 KTS ATC/Airspace Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision-NONE Type Apch/Lndg - NONE Precipitation - NONE Type Apch/Lndg - NONE condition of Light - DAYLIGHT Personnel Information Age - 41 Medical Certificate Pilot-In-Command Age - 41 Medical Certificate Flig ATP Current - YES Total SE LAND,ME LAND Months Since - 4 Make/Model-		
Wind Dir/Speed- 310/013 KTS Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 41 Medical Certifica Certificate(s)/Rating(s) Biennial Flight Review Flig ATP Current - YES Total - SE LAND, ME LAND Months Since - 4 Make/Model-	irport Data	
Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 41 Medical Certifica Certificate(s)/Rating(s) Biennial Flight Review Flig ATP Current - YES Total - SE LAND, ME LAND Months Since - 4 Make/Model-	Dumusu Island M/	/.
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 41 Medical Certificat Certificate(s)/Rating(s) Biennial Flight Review Flig ATP Current - YES Total - SE LAND, ME LAND Months Since - 4 Make/Model-	Runway Ident - N/ Runway Lth/Wid - N/	
Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 41 Medical Certifica Certificate(s)/Rating(s) Biennial Flight Review Flig ATP Current - YES Total - SE LAND, ME LAND Months Since - 4 Make/Model-	Runway Surface - N/	
Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) Age - 41 ATP Current - YES SE LAND, ME LAND Months Since - 4	Runway Status - N/	
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 41 Medical Certifica Certificate(s)/Rating(s) Biennial Flight Review Flig ATP Current - YES Total - SE LAND,ME LAND Months Since - 4 Make/Model-	Runway Status N/	~
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 41 Medical Certifica Certificate(s)/Rating(s) Biennial Flight Review Flig ATP Current - YES Total - SE LAND.ME LAND Months Since - 4 Make/Model-		
Personnel Information Pilot-In-Command Age - 41 Medical Certifica Certificate(s)/Rating(s) Biennial Flight Review Flig ATP Current - YES Total - SE LAND.ME LAND Months Since - 4 Make/Model-		
Pilot-In-CommandAge -41Medical CertificatCertificate(s)/Rating(s)Biennial Flight ReviewFligATPCurrent- YESTotalSE LAND,ME LANDMonths Since- 4		
Certificate(s)/Rating(s) Biennial Flight Review Flig ATP Current - YES Total - SE LAND,ME LAND Months Since - 4 Make/Model-		
ATP Current - YES Total - SE LAND, ME LAND Months Since - 4 Make/Model-	Time (Hours)	:KS/LIMII
SE LAND, ME LAND Months Since - 4 Make/Model-		rs - O
	325 Last 30 Da	avs- UNK/NR
		ays UNK/NR
Multi-Eng -		
Instrument Rating(s) - AIRPLANE		
Narrative		

File No. - 127 1/21/85 A/C Reg. No. N6829L Time (Lc1) - 1530 EST ORLANDO,FL -----------Occurrence IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 2. LOW PASS - PERFORMED - PILOT IN COMMAND 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND 4. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 5. OBJECT - WIRE, TRANSMISSION ___________________________________

----Probable Cause----

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

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

Brief of Accident File No. - 174 1/26/85 BELLE GLADE, FL A/C Reg. No. N5614Z Time (Lc1) - 0915 EST ---Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries SUBSTANTIAL Serious Minor Fatal None Type of Operation -PERSONAL Fire 0 Crew 0 0 1 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -LANDING ____ -Aircraft Information----Make/Mode1 - PIPER PA-22-150 Eng Make/Model - LYCOMING 0-320-A2B ELT Installed/Activated - YES/YES Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - UNK/NR - RECIPROCATING-CARBURETOR Max Gross Wt - 2300 Engine Type Rated Power No. of Seats -4 150 HP -- Environment/Operations Information----Weather Data Itinerarv Airport Proximity Wx Briefing - NO RECORD OF BRIEFING OFF AIRPORT/STRIP Last Departure Point - N/A Method PARKLAND.FL Completeness - N/A Destination Airport Data - VMC BELLE GLADE, FL Basic Weather Wind Dir/Speed- 340/016 KTS Runway Ident - N/A Visibility - 12.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds -Runway Surface - N/A CLEAR Type of Flight Flan - NONE Type of Clearance - NONE Runway Status - N/A Lowest Ceiling - NONE **Obstructions to Vision- NONE** Type Apch/Lnda - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information----Pilot-In-Command Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Age -34 Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total -152 Last 24 Hrs -5 Months Since - 10 SE LAND Make/Model- UNK/NR Last 30 Davs- UNK/NR Aircraft Type - UNK/NR Instrument-4 Last 90 Days-17 Instrument Rating(s) - NONE ----Narrative----THE ACFT WAS DAMAGED LANDING IN A CANE FIELD AFTER THE ENG LOST POWER IN CRUISE. THE PLT STATED IN HIS REPORT THAT THE ENG BEHAVIOR SUGGESTED CARB ICE BUT "APPARENTLY IT WAS TOO LATE." THE OWNER CHECKED THE THROTTLE CABLE AFTER

THE ACCIDENT AND REPORTED THAT IT WAS INTACT & OPERABLE. NO OTHER EXAM WAS MADE/REPORTED DURING THIS LIMITED INVESTIGATION.

File No 17	4 1/26/85	BELLE GLADE,FL	A/C Reg. No. N5614Z	Time (Lc1) - 0915 EST
Occurrence #1 Phase of Operation		RTIAL) - NON-MECHANIC	AL	
Finding(s) 1. WEATHER CONDITIO 2. FUEL SYSTEM,CARB 3. CARBURETOR HEAT	URETOR - ICE	ING CONDITIONS		
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation	ON GROUND COLLIS LANDING - FLARE/	ION WITH TERRAIN		
Finding(s) 4. TERRAIN CONDITIO 5. TERRAIN CONDITIO 6. TERRAIN CONDITIO	N - OPEN FIELD			
Probable Cause				

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

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

Brief of Accident

· · · · · · · · · · · · · · · · · · ·						
Basic Information Type Operating Certificate-ON-DEMAND AI		: Damage ITIAL	Fata		Injuries ous Mino	r None
Type of Operation -POSITIONING Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE				0 0 0 0	
Aircraft Information Make/Model - BELL 47-G Landing Gear - SKID Max Gross Wt - 2350 No. of Seats - 3	Eng Make/Model - FR/ Number Engines - 1 Engine Type - REC Rated Power -	NKLIN 6V335 Siprocating-car 200 Hp	BURETOR	ELT Instal Stall W	led/Activat arning Syst	ed - NO -N/ em - NO
Environment/Operations Information						
Veather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point SAME AS ACC/INC			ort Proxim F AIRPORT/		
Completeness - N/A Basic Weather - VMC	Destination SAME AS ACC/INC			rt Data		
Wind Dir/Speed- 250/022 KTS Visibility - 7.0 SM	ATC/Airspace			nway Ident nway Lth/W		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	NONE		nway Surfa		
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clearance · Type Apch/Lndg ·		Ru	nway Statu	s - N/A	
Personnel Information						
Pilot-In-Command	Age - 52 Biennial Flight Review	Medical Certif			AL-WAIVERS/	LIMIT
Certificate(s)/Rating(s) ATP,CFI	Current - YES	Total	light Tim - 7500		st 24 Hrs -	3
SE LAND, ME LAND	Months Since - 12	Make/Model	- 61506	La	st 30 Days-	
HELICOPTER	Months Since - 12 Aircraft Type - UNK/NR	Instrument	- 180	La	st 90 Days-	
		Multi-Eng	- 55	Ro	torcraft -	7000
Instrument Rating(s) - AIRPLANE,HE	LICOPTER					
Narrative						
PLT STATED THE HELICOPTER GAINED TOO MUCH	FORWARD SPEED BECAUSE OF GU	JSTY WINDS WHIL	E HE WAS	MANEUVERIN	G THE	

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File No. – 85	1/28/85 MIAMI,FL	A/C Reg. No. N17271	Time (Lc1) - 1600 EST	-
	LANDING ING - FLARE/TOUCHDOWN			
Finding(s) 1. WEATHER CONDITION - G 2. JUDGEMENT - POOR - 1 3. AIRCRAFT HANDLING - N 4. AIRSPEED - EXCESSIVE	PILOT IN COMMAND DT MAINTAINED - PILOT IN COMMAND			
Probable Cause				

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

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

Brief of Accident

Type Operating Certificate-NONE (GENERAL							
	AVIATION)	Aircraft Damage		Fatal	Inju Serious		None
Type of Operation -PERSONAL		SUBSTANTIAL Fire	Crew			Minor O	1
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	ò
Accident Occurred During -LANDING		NUNL	1433	0	Ŭ	Ŭ	Ũ
Aircraft Information							
Make/Model - PIPER PA-28R-200	,	el - LYCOMING IO-			nstalled/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engin			St	all Warni	ng System	- YES
Max Gross Wt - 2650		- RECIP-FUEL I	NJECTED				
No. of Seats - 4	Rated Power	- 200 HP					
Environment/Operations Information							
Veather Data	Itinerary			Airport P			
Wx Briefing - NO RECORD OF BRIEFING	Last Departur			ON AIRP	URI		
Method - N/A Completeness - N/A	MERRITT ISL Destination	AND,FL		Airport Da	+ -		
Basic Weather - VMC	MERRITT ISL				ISLAND		
Wind Dir/Speed- 030/017 KTS	MERRIII ISL	AND, FL				- 29	
Visibility - 6.0 SM	ATC/Airspace				Lth/Wid		75
Lowest Sky/Clouds -		t Plan - NONE			Surface		
Lowest Ceiling - 2000 FT BROKE	N Type of Clean	ance - NONE			Status		
Obstructions to Vision- NONE	Type Apch/Ind	g - TRAFFIC	PATTERN	,	0.000		
Precipitation - NONE		FULL STO					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 31 Biennial Flight Rev	Medical C	Certificat	e - VALID:	MEDICAL-W	AIVERS/LI	MIT
	Biennial Flight Rev	iew		it Time (Ho	ours)		•
PRIVATE	Current -	UNK/NR Total	1 -	250	Last 2	4 Hrs - U	•
SE LAND	Months Since -	UNK/NR Make/	/Model-	11 55	Last 3	0 Days- U	
	Aircraft Type -	UNK/NR Instr	•ument-	55	Last 9	0 Days-	39
Instrument Rating(s) - AIRPLANE							

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File No. - 91 2/07/85 MERRITT ISLAND, FL A/C Reg. No. N8591N Time (Lc1) - 1345 EST _____ LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. WEATHER CONDITION - TAILWIND 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND _____ Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - DIRT BANK _____ ----Probable Cause----

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

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

Brief of Accident

Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Dama	ge		Injur		
Type of Operation -SALES DEMO Flight Conducted Under -14 CFR 91		SUBSTANTIAL Fire NONE	Crew Pass	Fatal O O	Serious O O	Minor O O	None 2 0
Accident Occurred During -TAKEOFF							
Aircraft Information Make/Model - CESSNA 411A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6500 No. of Seats - 8	Eng Make/Mo Number Engi Engine Type Rated Power	- RECIP-FU	EL INJECTED		Installed/A tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 030/011 KTS Visibility - 7.0 SM Lowest Sky/Clouds - SCATTERED Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		AND,FL C/INC ht Plan - NONE rance - NONE	۵	OFF AI irport D MERRIT Runway Runway Runway	T ISLAND Ident - Lth/Wid - Surface -	29 3600/	75
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND HELICOPTER	Age - 44 Biennial Flight Re Current Months Since Aircraft Type	view - UNK/NR T - UNK/NR M - UNK/NR I	al Certificate Flight otal - 4 ake/Model-UNk nstrument-UNk ulti-Eng -UNk	: Time (H 800 :/NR :/NR	ours) Last 24 Last 30 Last 90) WAIVERS/ Hrs - UN) Days- UN) Days- UN paft - UN	IK/NR IK/NR IK/NR
Instrument Rating(s) - AIRPLANE,HE	ICOPTER						
-Narrative CORDING TO THE CFI ON BOARD, ROTATION WAS AG GAN DRIFTING TO THE RIGHT AND THE ACFT BEGAN THE RWY ON ITS BELLY IN THE OVERRUN AREA OF	N SETTLING TO THE R						

File No	89 2/09/85	MERRITT ISLAND, FL	A/C Reg. No. N222CW	Time (Lcl) - 1700 EST	
Occurrence #1 Phase of Operation	IN FLIGHT COLLI TAKEOFF - INITI	SION WITH TERRAIN Al Climb			
	ATE - NOT OBTAINED	- PILOT IN COMMAND - PILOT IN COMMAND			
Probable Cause-					

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

Brief of Accident

File No 75 2/10/85 PANAM	A CITY,FL A/C	Reg. No. N3630D	T 	ime (Lc1) -	0707 EST	
Basic Information Type Operating Certificate-AGRICULTURAL		aft Damage		Injur		
		STANTIAL	Fatal	-		None
Type of Operation -BUSINESS	Fire		-	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pa	ss O	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - SCHWEIZER G-164A	Eng Make/Model -	P&W R1340	ELT	Installed/A	ctivated	- NO -N/
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -	1	5	itall Warnir	ng System	- YES
Max Gross Wt - 7020		RECIPROCATING-CARB			•	
No. of Seats - 1	Rated Power -	600 HP			-	
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poi	int		RPORT/STRIP)	
Method - N/A	PANAMA CITY.FL					
Completeness - N/A	Destination		Airport D)ata		
Basic Weather - VMC	SAME AS ACC/INC		nin por e e			
Wind Dir/Speed- CALMABLE	5HAE 45 400, 110		Runway	/Ident -	- N/A	
Visibility - 10.0 SM	ATC/Airspace			/Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Pla			/ Surface -		
Lowest Ceiling - NONE	Type of Clearance			/ Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		Kullway	Status	N/A	
	Type Apch/Lhug	- FULL STOP				
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command		Medical Certifi) WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	F1	ight Time (H			
COMMERCIAL	Current - YES	Total -	4000		4 Hrs -	
SE LAND	Months Since - 3	Make/Model-	800) Days- UN	
	Aircraft Type - UNK	/NR Instrument-	0	Last 90) Days-	50
Instrument Rating(s) - NONE						
Thstrument kating(s) - NONE						
Narrative						
T WAS LANDING ON A CITY STREET SO THE ACFT		WHEN THE ACET OVER			- C T	
TE PLT LOCKED THE BRAKES TO AVOID CONTACTING				UP THE SIKE		
TE PLI LUCKED THE BRAKES TO AVOID CONTACTING	BUILDINGS AND VEHICLES A	AND THE ACFT NUSED	UVER.			

2/10/85 Time (Lc1) - 0707 EST File No. - 75 PANAMA CITY,FL A/C Reg. No. N3630D Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND ----------Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 2. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,2

Brief of Accident (Continued)

Brief of Accident

	ALEE,FL A/C	Reg. No. N5587X		ime (Lc1)		
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		aft Damage TANTIAL Cre Pas	··· •	Inju Serious O O		0
Accident Occurred During -DESCENT						
Aircraft Information Make/Model - MONERAI S-P Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 450 No. of Seats - 1	Engine Type -	ZENOAH N/A 1 RECIPROCATING-CARBU UNK/NR	S	Installed/ Stall Warni		ed – NO –N/A em – NO
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 120/014 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poi SAME AS ACC/INC Destination SAME AS ACC/INC ATC/Airspace Type of Flight Pla Type of Clearance Type Apch/Lndg	n - NONE - NONE - TRAFFIC PATTERN FULL STOP	ON AIR Airport E IMMOKA Runway Runway Runway Runway	Data ALEE / Ident / Lth/Wid / Surface / Status	- GRASS/ - DRY	'TURF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND GLIDER	Age - 65 Biennial Flight Review Current - YES Months Since - 8 Aircraft Type - UNK/	Medical Certific Fli Total - Make/Model-	ate – VALIC ght Time (H 738 55 115) MEDICAL-W Hours) Last 2 Last 3		-IMI⊺ 3
Instrument Rating(s) - NONE						
Instrument Rating(s) - NONE Narrative HE PLT WAS MAKING AN APCH TO A GRASS PORTION URING THE APCH AND SUBSEQUENTLY COLLIDED WTI ONTACTING THEM.					LINES	

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File No 9	90 2/10/85 IMMOKALEE,FL	A/C Reg. No. N5587X	Time (Lc1) - 1340 EST
	IN FLIGHT COLLISION WITH OBJECT APPROACH - VFR PATTERN - FINAL APPROACH		
	RANSMISSION - INADEQUATE - PILOT IN COMMAND MAINTAINED - PILOT IN COMMAND	s	
	LOSS OF CONTROL - IN FLIGHT APPROACH - VFR PATTERN - FINAL APPROACH		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause			

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

Brief of Accident

File No 77 2/13/85 WESTV	ILLE,FL A/C R	eg. No. N23160	т	ime (Lc1) -	0915 CST	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf SUBSTA	t Damages NTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0 0	0 0	0 0	1 1
Aircraft Information Make/Model - CESSNA 150 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power -		S	Installed/A tall Warnir		- YES-UNK/N - YES
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point SAME AS ACC/INC			Proximity RPORT/STRIF	,	
Completeness - N/A Basic Weather - VMC	Destination DEFUNIAKS,FL		Airport D	ata		
Wind Dir/Speed- 300/010 KTS Visibility - 20.0 SM	ATC/Airspace		Runway	Lth/Wid -		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE		Surface - Status -	· DIRT · WET	
Personnel Information Pilot-In-Command	Ααε - 53	Medical Certifica		MEDICAL -W	TVEDS /1 TM	
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (H		VIVERJ/LIM	± 1
PRIVATE	Current - UNK/NR	Total -	198	Last 24	Hrs - UN	
SE LAND	Months Since - UNK/NR Aircraft Type - UNK/NR	Make/Model- Instrument-	194 13	Last 30 Last 90) Days- UN) Days-	

Instrument Rating(s) - NONE

----Narrative----

SHORTLY AFTER REACHING A CRUISE ALT OF 2500 FT MSL A TOTAL LOSS OF PWR WAS EXPERIENCED. PLT STATED HE WAS ABLE TO MOMENTARILY RESTART THE ENG 2 OR 3 TIMES DURING THE EMERGENCY DESCENT BUT THAT IT WOULD FAIL. THE NOSE GEAR COLLAPSED AND THE ACFT NOSED OVER DURING THE FORCED LANDING IN A SOFT FIELD. EXAMINATION DISCLOSED WATER IN THE FUEL STRAINER. PLT STATED THE ACFT WAS REFUELED WITH LOW LEAD AUTOMOTIVE FUEL FROM DRUMS JUST PRIOR TO THE FLIGHT.

File No. - 77 2/13/85 WESTVILLE, FL A/C Reg. No. N23160 Time (Lc1) - 0915 CST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FUEL SYSTEM - WATER 2. MAINTENANCE, SERVICE OF AIRCRAFT - INATTENTIVE - PILOT IN COMMAND 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 4. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND _____ Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - SOFT 6. LANDING GEAR, NOSE GEAR - OVERLOAD Occurrence #4 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----

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

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

Brief of Accident

File No 74 2/23/85 DAVIE,	FL A/C R	eg. No. N71837	т	ime (Lc1) -	1100 E	EST
Basic Information Type Operating Certificate-NONE (GENERAL		t Damage	5	Injur		Neve
Type of Operation -PERSONAL	SUBSTA Fire		Fatal v O	Serious O	Minor O	
Flight Conducted Under -14 CFR 91	NONE	Crev Pass	· .	0	0	1 3
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 182M	Eng Make/Model - CO	NTINENTAL 0-470-R	ELT	Installed/A	ctivate	ed - YES/N
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		S	tall Warnir	ig Syste	∋m − YES
Max Gross Wt - 2600	Engine Type - RE		RETOR			
No. of Seats - 4	Rated Power -	230 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIR			
Method - N/A	JACKSONVILLE, FL					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	MARATHON, FL		ULTRAL	IGHT FLIGHT	STRIP	
Wind Dir/Speed- 120/012 KTS			Runway	Ident -	UNK/NF	2
Visibility - 8.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 2000 FT SCATT	ERED Type of Flight Plan	- NONE	Runway	Surface -	GRASS	TURF
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-IN				
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information						
	Age - 32	Medical Certifica	ate - VALID	MEDICAL-NO	WAIVE	RS/LIMIT
	Biennial Flight Review		ght Time (H			
PRIVATE	Current - YES	Total -			Hrs -	85
SELAND		Make/Model-				
	Aircraft Type - UNK/NR					
Instrument Rating(s) - NONE						

PLT STATED HE INTENDED TO LAND AT OPA-LOCKA AND HE WAS IN A HURRY TO DO SO BECAUSE A PASSENGER HAD BECOME AIR SICK. INSTEAD, THE PLT UNINTENTIONALLY LANDED ON AN ULTRALIGHT AIRSTRIP. THE LANDING GEAR DUG INTO SOFT TERRAIN DURING THE LANDING ROLL AND THE ACFT NOSED OVER.

File No	74	2/23/85	DAVIE,FL	A/C Reg. No. N71837	Time (Lc1) - 1100 EST

Occurrence NOSE OVER Phase of Operation LANDING - ROLL

Flase of operation Landing

Finding(s)

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

2. LANDED AT WRONG AIRPORT - INADVERTENT - PILOT IN COMMAND

3. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND

4. TERRAIN CONDITION - SOFT

----Probable Cause----

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

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

Brief of Accident

File No. ~ 164 3/14/85 MIAMI,	FL	A/C R	eg. No. N9	5627	Т	ime (Lc1) -	1220 EST	
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraf SUBSTA	t Damage NTIAL		Fatal	Injur Serious		None
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING		Fire NONE		Crew Pass	0	0	0 0	1 0
Aircraft Information Make/Mode1 - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Engine	e/Model - LY Engines - 1 Type - RE ower -			S	Installed/A tall Warnin		
Environment/Operations Information								
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Dep MIAMI,	arture Point Fl			•	Proximity RPORT/STRIP		
Completeness - N/A Basic Weather - VMC	Destinati LOCAL				Airport D	ata		
Wind Dir/Speed- 150/008 KTS Visibility - 8.0 SM	ATC/Airspa	ce				Ident - Lth/Wid -	N/A N/A	
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of	Flight Plan Clearance			Runway	Surface -		
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		h/Lndg			Runway	Status -	N/A	
Personnel Information								
	Age - 19		Medical C			MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s) STUDENT	Biennial Fligh Current		Total	Flight	t Time (H 15		Hrs -	1
	Months Sir	ice - N/A	Make/	Model-	15	Last 30	Days- UN	•
	Aircraft 1	ype - N/A	Instr	ument-	• • O	Last 90	Days-	15

Instrument Rating(s) - NONE

----Narrative----

THE ACFT COLLIDED WITH TREES WHILE THE PLT WAS PRACTICING SLOW FLT ON A SOLO TRAINING FLT. THE PLT STATED AFTER THE ACCIDENT THAT HE DIVERTED HIS ATTENTION FROM OUTSIDE TO THE ACFT INSTRUMENT PANEL AND FELT A JOLT. A FULL PWR RECOVERY TO LEVEL FLT WAS MADE AND THE ACFT RETURNED TO THE DEPARTURE POINT. AFTER THE LANDING AND DURING POST FLT INSPECTION TREE LIMBS AND TREE LEAVES WERE FOUND IMBEDDED IN SECTIONS OF THE ACFT.

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

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

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Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries				
······································	,	DESTROYED		Fatal	Serious	Minor	None	
Type of Operation -PERSONAL		Fire	Crew	0	0	1	0	
Flight Conducted Under -14 CFR 91 Accident Occurred During -UNKNOWN		ON GROUND	Pass	0	0	0	0	
Aircraft Information								
Make/Model - PIPER PA-23-250 Landing Gear - TRICYCLE-RETRACTABLE		/Model - LYCOMING I ngines - 1	0-540-C4B5		nstalled/A			
Max Gross Wt - 5200		/pe ~ RECIP-FUEL	TNUECTED	51	all Warnir	ig system	- TES	
No. of Seats - 2	Rated Pov	•	INCLUTED					
nvironment/Operations Information								
Weather Data	Itinerary	De La		Airport F				
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Depar UNKNOWN	rture Point		UFF AIF	PORT/STRIP			
Completeness - N/A	Destination			Airport Da	ita			
Basic Weather - UNK/NR	UNK/NR							
Wind Dir/Speed- UNK/NR						N/A		
Visibility - UNK/NR	ATC/Airspace				Lth/Wid -			
Lowest Sky/Clouds - UNK/NR		light Plan - NONE			Surface -			
Lowest Ceiling - UNK/NR		learance - NONE		Runway	Status -	N/A		
Obstructions to Vision- UNK/NR Precipitation - UNK/NR	Type Apch,	/Lndg - UNK/NR						
Condition of Light - UNK/NR								
Personnel Information								
Pilot-In-Command	Age - UNK/NR		Certificat					
Certificate(s)/Rating(s) UNK/NR	Biennial Flight	- UNK/NR Tot	al - UN	t Time (Ho k/NP	last 2/	Hrs - U		
UNR/ NR	Months Since	⇒ - UNK/NR Mak	e/Model- UN	K/NR	Last 30) Davs- U		
	Aircraft Ty		trument- UN) Days- U		
			ti-En <mark>g -</mark> UN		Rotorcr	raft - U	NK/NR	
Instrument Rating(s) - UNK/NR								
Varrative								
ACFT WAS FOUND BURNING IN THE WOODS BY TH	E FORESTY SERVIC	E. NO PERSONS OR BA	GGAGE WERE	FOUND. THE	DATE,			
& CAUSE OF THE ACCIDENT IS UNKNOWN. SUSP	ECTED DRUG RELAT	ED ACTIVITY, ACCORD	ING TO FAA	RECORDS, 1	HE ACFT WA			
DFFICIALLY REGISTERED. IT HAD BEEN RECENT	LY SOLD BUT THE I	NEW OWNERS WERE NOT	NAMED AND	NO RECORD	OF REGISTR	RATION		

				· · · · · · · · · · · · · · · · · · ·		
File No	179	2/28/85	REIDSVILLE,GA	A/C Reg. No. N4565P	Time (Lc1) - 1400 EST	
Occurrence Phase of Operation	FIRE UNKNOW	٧N				
Finding(s) 1. UNDETERMINED						
Probable Cause-						

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

Brief of Accident

File No 126 4/10/85 LESLIE	,GA A/C Reg.	No. N8834Q	т	Time (Lc1) - 1800 EST			
Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircraft DESTROYED		Fatal	Injur Serious		None	
Type of Operation -AERIAL APPLIC		, Crew	0	0	0	1	
Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING	NONE		ŏ	õ	ő	ò	
Aircraft Information Make/Model - AERO COMMANDER S2R Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 6000 No. of Seats - 1	Eng Make/Model - P&W F Number Engines - 1 Engine Type - RECIF Rated Power - 60	ROCATING-CARBURE	S	Installed/A tall Warnir			
Environment/Operations Information							
Weather Data	Itinerary			Proximity			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point SAME AS ACC/INC		OFF AI	RPORT/STRIP	•		
Completeness - N/A Basic Weather - VMC	Destination SAME AS ACC/INC		Airport D	ata			
Wind Dir/Speed- 235/005 KTS					N/A		
Visibility – 10.0 SM	ATC/Airspace				N/A		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - I				DIRT		
Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clearance - M Type Apch/Lndg - M		Runway	Status -	HIGH VEGI ROUGH	ETATION	
Personnel Information							
		edical Certificat			IVERS/LIM	IT	
	Biennial Flight Review		t Time (H				
COMMERCIAL	Current - YES				Hrs -	15	
SE LAND, ME LAND	Months Since - 12 Aircraft Type - UNK/NR) Days- UN) Days-	15	

Instrument Rating(s) - NONE

----Narrative----

THE ACFT LOST POWER EN ROUTE TO SPRAY CROPS & CRASH LANDED IN A WOODED AREA. THE ACFT HAD FLOWN ONLY 2 MILES WHEN THE POWER LOSS OCCURRED. DURING THE POST ACCIDENT INVESTIGATION AN EXAM OF THE POWERPLANT & SYSTEMS REVEALED THAT THE SUPERCHARGER HAD A LOOSE IMPELLER SHAFT AND THAT THE IMPELLER HAD CONTACTED THE HOUSING (CASE). THE IMPELLER CASE HAD LOST METAL IN THE CONTACT AREA AND THE IMPELLER OUTSIDE DIAMETER WAS REDUCED BY APRX 1/4 INCH. THE SUPERCHARGER SHAFT BEARING WERE WORN & LOOSE WHICH ALLOWED THE SHAFT TO MAKE CONTACT WITH ITS HOUSING. AN A M OR D REPORT WAS SUBMITTED BY RUSSELL ACFT TO THE FAA.

	6 4/10/85	LESLIE,GA	A/C Reg. No. N8834Q	Time (Lc1) - 1800 EST
Occurrence #1 Phase of Operation		AL) - MECH FAILURE,	MALFUNCTION	•	
Finding(s) 1. EXHAUST SYSTEM,E 2. MAINTENANCE,IN 3. EXHAUST SYSTEM,E 4. EXHAUST SYSTEM,E	SPECTION OF AIRCRA XTERNAL SUPERCHARG	FT ~ INADEQUATE - (ER - BINDING(MECHAN	DTHER MAINTENANCE PSNL NICAL)		
Occurrence #2 Phase of Operation		юч			
Occurrence #3 Phase of Operation					

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

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Brief of Accident

Basic Information							
Type Operating Certificate-ON-DEM		craft Damage BSTANTIAL		Fatal		ries Minor	. None
Type of Operation -INSTRL			Crew			Minor 1	
Flight Conducted Under -14 CFR		-	Pass	ŏ	õ	ò	-
Accident Occurred During -LANDIN				-	-	-	-
-Aircraft Information							
Make/Model - CESSNA 152	Eng Make/Model	- LYCOMING 0-235 - 1		ELT I			ed - YES/YE
Landing Gear - TRICYCLE-FIXED					all Warni	ing Syste	em - YES
Max Gross Wt - 1670 No. of Seats - 2	Rated Power		RBURETO	IR			
-Environment/Operations Information-							
Weather Data	Itinerary		4		roximity		
Wx Briefing - NO RECORD OF BR		oint		ON AIRP	ORT		
Method - N/A	RUNNELLSES, IA						
Completeness - N/A	Destination		Ai	rport Da			
Basic Weather - VMC	LOCAL			JONES F			
Wind Dir/Speed- 040/007 KTS					Ident		
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - 10000 F	I SCATTERED Type of Flight P	lan - NUNE			Surface		TURF
Lowest Ceiling - 25000 F				Runway	Status	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lhdg	- TRAFFIC PATT FULL STOP	ERN				
Condition of Light - DAYLIGH	т	FULL STUP					
-Personnel Information							
Pilot-In-Command	Age - 33	Medical Cert	ificate		MEDICAL -N		S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review			Time (Ho			()/ []//]/
STUDENT	Current - N/					24 Hrs -	UNK/NR
	Months Since - N/	A Make/Mode				BO Days-	
	Aircraft Type - N/	A Instrumer	nt-	0	Last 9	90 Days-	
Instrument Rating(s) - NONE							
-Narrative							
WAS INFORMED OF HOLES ALONG THE RIG	HT SIDE OF THE RWY SO HE INTE	NTTONALLY TOUCHED	OWN ON	THE LEFT	SIDE DE	THE RWY	
		ITTERALET TOOSTED	0		0102 01		

File No. - 17 1/08/85 DES MOINES,IA A/C Reg. No. N68318 Time (Lc1) - 1710 CST _____ Occurrence ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. PROPER ALIGNMENT - DISREGARDED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND з. 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK ----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

Brief of Accident

Type of Operation -PERSONAL Fine Crew 0 0 0 0 Filght Conducted Under -14 CFR 91 NONE Pass 0 0 0 Accident Occurred During -DESCENT NONE Pass 0 0 0 Accident Occurred During -DESCENT ELET Installed/Activated - M Make/Model - RAVEN RALLY RX7 Eng Make/Model - N/A ELT Installed/Activated - M Make/Model - RAVEN RALLY RX7 Eng Make/Model - N/A ELT Installed/Activated - M Make/Model - RAVEN RALLY RX7 Eng Make/Model - N/A Stall Warning System - M Max Gross Wt - 1470 Engine Type - N/A Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briffing - UNK/NR Last Departure Point OFF AIRPORT/STRIP Method - UNK/NR Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - UNK/NR Type of Clearance - NONE Runway Status - N/A Dostructions to Vision - NONE Type of Clearance - NONE Runway Status - N/A Dostructions to Vision - NONE Type of Clearance - NONE Runway Status - N/A Personnel Information Pilot-In-Command Age - 29 Medical Certificate - NO MEDICAL Completeness UNK/NR Type of Clearance - NONE Fileght Time (Hours) CoMMERCIAL Current - YES Total - 211 Last 24 Hrs - UNK/N NONE NONE Type - 8 Make/Model - 211 Last 24 Hrs - UNK/N NONE Months Since - 6 Make/Model - 211 Last 24 Hrs - UNK/N NONE Aircraft Type - RAL RX7 Instrument - 0 Last 90 Days- Instrument Rating(s) - NONE - 0 Days - 0 D		Time (Lc1) - 0900 CST					
Type of Operation -PERSONAL Fire Crew 0 0 0 0 Accident Occurred During -DESCENT Pass 0 0 0 0 Make/Model - RAVEN RALLY RX7 Eng Make/Model - N/A ELT Installed/Activated - M Make/Model - RAVEN RALLY RX7 Eng Make/Model - N/A Stall Warning System - M Max Gross Wt - 1470 Engine Type - N/A No. of Seats - UNK/NR Rated Power - N/A Environment/Operations Information Weather Data Itinerary Airport Proximity W S Briefing - UNK/NR Last Departure Point OFF AIRPORT/STRIP Method - UNK/NR Destination Airport Data Basic Weather - WKC LOCAL Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - UNK/NR Type of Clearance - NONE Runway Status - N/A Lowest Sky/Clouds - UNK/NR Type of Clearance - NONE Runway Status - N/A Dostructions to Vision NONE Type of Clearance - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - STRAIGHTIN Precipitation - NONE Type Apch/Lndg - STRAIGHTIN Precipitation - NONE Age - 29 Medical Certificate - NO MEDICAL Comment of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 211 Last 24 Hrs - UNK/N NONE Months Since - 6 Make/Model - 211 Last 24 Hrs - UNK/N NONE NONE Flight Time (Hours) Instrument Rating(s) - NONE Narrative Narrative AlLOON ENCOUNTERED GUST DURING INITIAL CLIMB AND BEGAN DRIFTING TOWARD WIRES. PLT ELECTED TO DEFLATE & BALLOON	ificate-NONE (GENERAL AVIATION) Aircraft Damage Inju		None				
Filght Conducted Under -14 CFR 91 NONE Pass 0 0 Accident Occurred During -DESCENT			2				
Accident Occurred During -DESCENT Aircraft Information Make/Model - RAVEN RALLY RX7 Eng Make/Model - N/A ELT Installed/Activated - N Landing Gear - N/A Number Engines - N/A Stall Warning System - N Max Gross Wt - 1470 Engine Type - N/A Stall Warning System - N Max Gross Wt - 1470 Engine Type - N/A Stall Warning System - N Environment/Operations Information Weather Data Itinerary Airport Proximity W & Briefing - UNK/NR Last Departure Point OFF AIRPORT/STRIP Method - UNK/NR SAME AS ACC/INC Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Sunface - N/A Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Sunface - N/A Lowest Sky/Clouds - UNK/R Type of Flight Plan - NONE Runway Sunface - N/A Lowest Sky/Clouds - UNK/IR Type of Clearance - NONE Runway Sunface - N/A Lowest Sky/Clouds - UNK/IR Type of Clearance - NONE Runway Status - N/A Dostructions to Vision NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Age - 29 Medical Certificate - NO MEDICAL Commention Pilot-In-Command Age - 29 Medical Certificate - NO MEDICAL Contificate(s)/Rating(s) Biennial Flight Review Fight Time (Hours) ComMERCIAL Current - YES Total - 211 Last 24 Hrs - UNK/N NONE Months Since - 6 Make/Model - 211 Last 30 Days- UNK/N NONE Months Since - 6 Make/Model - 211 Last 30 Days- UNK/N FREE BALLOON Aircraft Type - RAL RX7 Instrument - 0 Last 90 Days- Instrument Rating(s) - NONE		-	õ				
Aircraft Information Make/Model - RAVEN RALLY RX7 Eng Make/Model - N/A ELT Installed/Activated - N Landing Gear - N/A Number Engines - N/A Stall Warning System - N Max Gross Wt - 1470 Engine Type - N/A No. of Seats - UNK/NR Rated Power - N/A Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - UNK/NR Last Departure Point OFF AIRPORT/STRIP Method - UNK/NR Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed 120/012 KTS Runway Ident - N/A Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - N/A Destructions to Vision - NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Force Add - Straige - 29 Medical Certificate - NO MEDICAL Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Medical Certificate - NO MEDICAL Comfice (s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 211 Last 24 Hrs - UNK/N NONE Months Since - 6 Make/Model - 211 Last 30 Days - UNK/N FREE BALLOON ADVENCE AND BEGAN DRIFTING TOWARD WIRES. PLT ELECTED TO DEFLATE & BALLOON	uring -DESCENT	-	-				
Landing Gear - N/A Number Engines - N/A Stall Warning System - N Max Gross Wt - 1470 Engine Type - N/A No. of Seats - UNK/NR Rated Power - N/A Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - UNK/NR Last Departure Point OFF AIRPORT/STRIP Method - UNK/NR SAME AS ACC/INC Completeness - UNK/NR Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Ident - N/A Lowest Ceiling - 8000 FT OVERCAST Type of Flight Plan - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Condition Airport Data Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Medical Certificate - NO MEDICAL Corrent - YES Total - 211 Last 24 Hrs - UNK/N FREE BALLOON Aircraft Type - RAL RX7 Instrument - 0 Last 90 Days- Instrument Rating(s) - NONE Instrument Rating(s) - NONE							
Max Gröss Wt - 1470 Engine Type - N/A No. of Seats - UNK/NR Rated Power - N/A Environment/Operations Information Wather Data Wethod UNK/NR Wax Briefing - UNK/NR Last Departure Point Wethod UNK/NR Method UNK/NR Method UNK/NR Method UNK/NR Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- 120/012 KTS Runway Ident - N/A Visibility - 10.0 SM Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Lowest Sky/Clouds - UNK/NR Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Destructions to Vision - NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Type Apch/Lndg - STRAIGHT-IN Condition of Light - DAYLIGHT FORCED LANDING Personnel Information Age - 29 Medical Certificate - NO MEDICAL CommRCIAL Current - YES Total - 211 Last 24 Hrs - UNK/N NONE Months Since - 6 Make/Model- 211 Last 30 Days- UNK/N NO							
No. of Seats - UNK/NR Rated Power - N/A Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - UNK/NR Last Departure Point OFF AIRPORT/STRIP Method - UNK/NR Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed- 120/012 KTS Runway Lth/Wid - N/A Uowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Lth/Wid - N/A Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - N/A Lowest Sky/Clouds - UNK/NR Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Type Apch/Lndg - STRAIGHT-IN FORCED LANDING Condition of Light - DAYLIGHT Personnel Information Pilot In-Command Age - 29 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Month Since - 6 Make/Model - 211 Last 24 Hrs - UNK/N NONE Aircraft Type - RAL RX7 Instrument- 0 Last 90 Days- Instrument Rating(s) - NONE		ing Syste	m - NO				
Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - UNK/NR Last Departure Point OFF AIRPORT/STRIP Method - UNK/NR SAME AS ACC/INC Completeness - UNK/NR Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest SkyClouds - UNK/NR Type of Flight Plan - NONE Runway Suth/Wid - N/A Lowest Ceiling - 8000 FT OVERCAST Type of Clearance - NONE Runway Status - N/A Lowest Ceiling - 8000 FT OVERCAST Type of Clearance - NONE Runway Status - N/A Destructions to Vision - NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Since Clearance - NONE FORCED LANDING Condition of Light - DAYLIGHT Personnel Information Pilot In-Command Age - 29 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 211 Last 24 Hrs - UNK/N NONE Months Since - 6 Make/Model - 211 Last 30 Days- UNK/A NONE Aircraft Type - RAL RX7 Instrument- O Last 90 Days- Instrument Rating(s) - NONE							
Weather Data Itinerary Airport Proximity Wx Briefing UNK/NR Last Departure Point OFF AIRPORT/STRIP Method UNK/NR SAME AS ACC/INC OFF AIRPORT/STRIP Completeness UNK/NR Destination Airport Data Basic Weather VWC LOCAL Runway Ident - N/A Wind Dir/Speed-120/012 KTS Runway Ident - N/A Visibility 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds UNK/NR Type of Flight Plan - NONE Runway Status - N/A Dobstructions to Vision NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Precipitation - NONE Type Apch/Lndg - STRAIGHT-IN - N/A Obstructions to Vision Age - 29 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - COMMERCIAL Current - YES Total - 211 Last 24 Hrs - UNK/N NONE Months Since - 6 Make/Model- 211 Last 30 Days-	/NR Rated Power - N/A						
Wx Briefing - UNK/NR Last Departure Point OFF AIRPORT/STRIP Method - UNK/NR SAME AS ACC/INC Airport Data Basic Weather - VMC LOCAL Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed-120/012 KTS Runway Lth/Wid - N/A Runway Lth/Wid - N/A Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - N/A Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Status - N/A Comst Conditions to Vision NONE Type Apch/Lndg - STRAIGHT-IN Runway Status - N/A Obstructions to Vision NONE Type Apch/Lndg - STRAIGHT-IN FORCED LANDING Condition of Light DAVLIGHT - DAVLIGHT - 211 Last 24 Hrs - UNK/N Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - Current - YES Total - 211 Last 24 Hrs - UNK/N NONE Months Since - 6 Make/Model- 211 Last 20 Days- UNK/N Instrument Rating(s) - NONE<							
Method - UNK/NR SAME AS ACC/INC Completeness - UNK/NR Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed-120/012 KTS Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 8000 FT OVERCAST Type of Clearance - NONE Runway Status - N/A Obstructions to Vision NONE Type Apch/Lndg - STRAIGHT-IN FORCED LANDING Precipitation - NONE FORCED LANDING FORCED LANDING Condition of Light - DAYLIGHT - 29 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES Total - 211 Last 24 Hrs - UNK/N NONE Months Since 6 Make/Model- 211 Last 30 Days- FREE BALLOON Aircraft Type - RAL RX7 Instrument- 0 Last 90 Days-							
Completeness UNK/NR Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed 120/012 KTS Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - N/A Lowest Calling - 8000 FT OVERCAST Type of Clearance - NONE Runway Status - N/A Obstructions to Vision NONE Type Apch/Lndg - STRAIGHT-IN FORCED LANDING Condition of Light - NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE FORCED LANDING Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 211 Last 24 Hrs - UNK/N NONE Months Since 6 Make/Model 211 Last 30 Days- UNK/N <td></td> <td>16</td> <td></td>		16					
Basic Weather - VMC LOCAL Wind Dir/Speed- 120/012 KTS Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 8000 FT OVERCAST Type of Clearance - NONE Runway Surface - N/A Obstructions to Vision NONE Type Apch/Lndg - STRAIGHT-IN FORCED LANDING Precipitation - NONE FORCED LANDING - N/A Condition of Light - DAYLIGHT - - 29 Medical Certificate - N0 MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - 211 Last 24 Hrs - UNK/N NONE Current - YES Total - 211 Last 30 Days- UNK/N NONE Months Since - 6 Make/Model- 211 Last 30 Days- UNK/N NONE Aircraft Type - RAL RX7 Instrument- 0 Last 90 Days- Instrument Rating(s) - NONE - NONE Narrative </td <td></td> <td></td> <td></td>							
Wind Dir/Speed- 120/012 KTS Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 8000 FT OVERCAST Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Type Apch/Lndg - STRAIGHT-IN Runway Status - N/A Precipitation - NONE FORCED LANDING N/A Condition of Light - DAYLIGHT Forcentificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 211 Last 24 Hrs - UNK/N NONE Months Since - 6 Make/Model - 211 Last 30 Days - UNK/N FREE BALLOON Aircraft Type - RAL RX7 Instrument - 0 Last 90 Days - Narrative AILCON ENCOUNTERED GUST DURING INITIAL CLIMB AND BEGAN DRIFTING TOWARD WIRES. PLT ELECTED TO DEFLATE & BALLOON							
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Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 8000 FT OVERCAST Type of Clearance - NONE 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 - 29 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL COMMERCIAL CIME AND REAL OF A AIRCRAFT Type - RAL RX7 Instrument - 0 Last 90 Days- Instrument Rating(s) - NONE Narrative ALLOON ENCOUNTERED GUST DURING INITIAL CLIMB AND BEGAN DRIFTING TOWARD WIRES. PLT ELECTED TO DEFLATE & BALLOON							
Lowest Ceiling - 8000 FT OVERCAST Type of Clearance - NONE 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 - 29 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 211 Last 24 Hrs - UNK/N NONE Months Since - 6 Make/Model - 211 Last 30 Days - UNK/N FREE BALLOON Aircraft Type - RAL RX7 Instrument - 0 Last 90 Days - Instrument Rating(s) - NONE							
Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE FORCED LANDING Condition of Light - DAYLIGHT FORCED LANDING Personnel Information Pilot-In-Command Age - 29 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES NONE Months Since 6 Make/Model- FREE BALLOON Aircraft Type - RAL RX7 Instrument- 0 Last 90 Days- Instrument Rating(s) - NONE Narrative ALLOON ENCOUNTERED GUST DURING INITIAL CLIMB AND BEGAN DRIFTING TOWARD WIRES. PLT ELECTED TO DEFLATE & BALLOON							
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 211 Last 24 Hrs - UNK/N NONE Months Since - 6 Make/Model- 211 Last 30 Days- UNK/N FREE BALLOON Aircraft Type - RAL RX7 Instrument- 0 Last 90 Days- Instrument Rating(s) - NONE Narrative ALLOON ENCOUNTERED GUST DURING INITIAL CLIMB AND BEGAN DRIFTING TOWARD WIRES. PLT ELECTED TO DEFLATE & BALLOON		- N/A					
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 211 Last 24 Hrs - UNK/N NONE Months Since - 6 Make/Model - 211 Last 30 Days- UNK/N FREE BALLOON Aircraft Type - RAL RX7 Instrument - 0 Last 90 Days- Instrument Rating(s) - NONE Narrative ALLOON ENCOUNTERED GUST DURING INITIAL CLIMB AND BEGAN DRIFTING TOWARD WIRES. PLT ELECTED TO DEFLATE & BALLOON							
Personnel Information Pilot-In-Command Age - 29 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 211 Last 24 Hrs - UNK/N NONE Months Since - 6 Make/Model- 211 Last 30 Days- UNK/N FREE BALLOON Aircraft Type - RAL RX7 Instrument- 0 Last 90 Days- Instrument Rating(s) - NONENarrative ALLOON ENCOUNTERED GUST DURING INITIAL CLIMB AND BEGAN DRIFTING TOWARD WIRES. PLT ELECTED TO DEFLATE & BALLOON							
Pilot-In-Command Age - 29 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 211 Last 24 Hrs - UNK/N NONE Months Since 6 Make/Model- 211 Last 30 Days- UNK/N FREE BALLOON Aircraft Type RAL RX7 Instrument- 0 Last 90 Days- Narrative ALLOON ENCOUNTERED GUST DURING INITIAL CLIMB AND BEGAN DRIFTING TOWARD WIRES. PLT ELECTED TO DEFLATE & BALLOON							
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 211 Last 24 Hrs - UNK/NONE NONE Months Since - 6 Make/Model- 211 Last 30 Days- UNK/NONE FREE BALLOON Aircraft Type - RAL RX7 Instrument- 0 Last 90 Days- Instrument Rating(s) - NONE Narrative Narrative ALLOON ENCOUNTERED GUST DURING INITIAL CLIMB AND BEGAN DRIFTING TOWARD WIRES. PLT ELECTED TO DEFLATE & BALLOON							
COMMERCIAL Current - YES Total - 211 Last 24 Hrs - UNK/N NONE Months Since - 6 Make/Model- 211 Last 30 Days- UNK/N FREE BALLOON Aircraft Type - RAL RX7 Instrument- 0 Last 90 Days- Instrument Rating(s) - NONE Narrative Narrative Narrative ALLOON ENCOUNTERED GUST DURING INITIAL CLIMB AND BEGAN DRIFTING TOWARD WIRES. PLT ELECTED TO DEFLATE & BALLOON BALLOON							
NONE Months Since - 6 Make/Model- 211 Last 30 Days- UNK/N FREE BALLOON Aircraft Type - RAL RX7 Instrument- 0 Last 90 Days- Instrument Rating(s) - NONE Narrative ALLOON ENCOUNTERED GUST DURING INITIAL CLIMB AND BEGAN DRIFTING TOWARD WIRES. PLT ELECTED TO DEFLATE & BALLOON	ing(s) Biennial Flight Review Flight Time (Hours)	0.4.11					
FREE BALLOON Aircraft Type - RAL RX7 Instrument- O Last 90 Days- Instrument Rating(s) - NONE Narrative ALLOON ENCOUNTERED GUST DURING INITIAL CLIMB AND BEGAN DRIFTING TOWARD WIRES. PLT ELECTED TO DEFLATE & BALLOON							
Instrument Rating(s) - NONE Narrative ALLOON ENCOUNTERED GUST DURING INITIAL CLIMB AND BEGAN DRIFTING TOWARD WIRES. PLT ELECTED TO DEFLATE & BALLOON							
Instrument Rating(s) - NONE Narrative ALLOON ENCOUNTERED GUST DURING INITIAL CLIMB AND BEGAN DRIFTING TOWARD WIRES. PLT ELECTED TO DEFLATE & BALLOON	All chaft Type - RAL RX7 Instrument- 0 Last	90 Days-	5				
Narrative ALLOON ENCOUNTERED GUST DURING INITIAL CLIMB AND BEGAN DRIFTING TOWARD WIRES. PLT ELECTED TO DEFLATE & BALLOON							
ALLOON ENCOUNTERED GUST DURING INITIAL CLIMB AND BEGAN DRIFTING TOWARD WIRES. PLT ELECTED TO DEFLATE & BALLOON	ng(s) - NUNE						
ALLOON ENCOUNTERED GUST DURING INITIAL CLIMB AND BEGAN DRIFTING TOWARD WIRES. PLT ELECTED TO DEFLATE & BALLOON							
	DIDING INITIAL CLIMB AND REGAN DOLETING TOWARD WIDES OLT ELECTED TO DEFLATE & BALLO	ON					

1/16/85 A/C Reg. No. N55582 Time (Lc1) - 0900 CST File No. - 143 DAVENPORT, IA ----------------Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND _____ _____ IN FLIGHT COLLISION WITH OBJECT Occurrence #2 Phase of Operation DESCENT - EMERGENCY A -Finding(s) 3. OBJECT - WIRE, STATIC 4. OBJECT - BUILDING(NONRESIDENTIAL) _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 2

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL		nonaft Damago			Thiu	nior	
Type operating centricate-none (General		rcraft Damage SUBSTANTIAL		Fatal	Serious	ries Mino	r None
Type of Operation -PERSONAL		re	Crew				1
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		IONE	Pass	õ	0 0	ŏ	ò
Accident Occurred During -LANDING							-
Aircraft Information							
Make/Model - CESSNA 172M	Eng Make/Model	- LYCOMING 0-320	O-E2D	ELT I	[nstalled/	Activat	ed - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines	; - 1		S	tall Warni	ng Syst	em – YES
Max Gross Wt - 2300		- RECIPROCATING	-CARBURE	TOR			
No. of Seats - 4	Rated Power	- 150 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport H			
Wx Briefing - NO RECORD OF BRIEFING	•			ON AIRS	STRIP		
Method - N/A	SAME AS ACC/1	NC					
Completeness - N/A	Destination			Airport Da			
Basic Weather - VMC	SAME AS ACC/I	NC		FORT M			
Wind Dir/Speed- 310/012 KTS						- 34	/ 75
Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight				Lth/Wid Surface		
Lowest Ceiling - NONE	Type of Clearar				Status		
Obstructions to Vision- NONE		- GO AROUND		Kunway	Status	DRI	
Precipitation - NONE	· ·	GO AROUND					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 31 ·	Medical Cer	rtificat	e - VALID	MEDICAL-W	AIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revie	ew	Fligh	nt Time (He	ours)		
STUDENT	Current - N	J/A Total	- 0	79	Last 2	4 Hrs -	UNK/NR
	Months Since - N	J/A Make/Ma	odel-	13	Last 3	0 Days-	UNK/NR
	Biennial Flight Revie Current - Months Since - Months Since - M	J/A Instrum	ment-	0	Last 9	0 Days-	13
Instrument Rating(s) - NONE							

A BOUNCED LANDING. CONSEQUENTLY A SECOND GUST ON ROLLOUT FOLLOWED BY THE PLTS LOSS OF DIRECTIONAL CONTROL RESULTED IN THE ACFT DEPARTING THE RWY AND COLLIDING WITH A SNOW BANK.

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File No. - 57 2/16/85 FORT MADISON, IA A/C Reg. No. N61868 Time (Lc1) - 1505 CST Reg. No. N61868 _____ Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation LANDING ~ FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - GUSTS 2. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND LOSS OF CONTROL - ON GROUND Occurrence #2 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. RECOVERY FROM BOUNCED LANDING - NOT ATTAINED - PILOT IN COMMAND 4. WEATHER CONDITION - GUSTS 5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - SNOWBANK 7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 3.7

Brief of Accident

File No. ~ 182 3/03/85 KEOK	UK,IA	A/C Reg. No.	C Reg. No. N51004 Time (Lcl) - 1800 CST				
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage	2		Injur	ies	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI		NONE	Pass	0	0	0	0
Aircraft Information							
Make/Model - CESSNA 150		Nodel - LYCOMING C			Installed/A		
Landing Gear - TRICYCLE-FIXED		gines - 1			tall Warnin	g System	- YES
Max Gross Wt - 1600	5 1	De - RECIPROCAT	ING-CARBURE	IUR			
No. of Seats - 2	Rated Powe	er - 100 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Depart	ture Point		ON AIR			
Method ~ TELEPHONE	KEOKUK, I			011 /110	511121		
Completeness - FULL	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL			in por e o	ata		
Wind Dir/Speed- 250/020 KTS	200712			Runwav	Ident -	UNK/NR	
Visibility - 12.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 3200 FT	, ,	ight Plan - NONE			Surface -		
Lowest Ceiling - 3200 FT OVE						UNK/NR	
Obstructions to Vision- NONE		_ndg ~ NONE		,		,	
Precipitation - NONE	· · · · · · · · · · · · · · · · · · ·						
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 43	Medical	l Certificat	e – VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)		Review					
PRIVATE	Current		tal -			Hrs - UN	
SE LAND, ME LAND		- UNK/NR Mak					
	Aircraft Type	e - C-150 Ins				Days-	
and the second		Mul	lti-Eng - UN	K/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE							

----Narrative----

WHILE TAXIING FOR T/O ON A SOD RWY, GUSTING WINDS FLIPPED THE C-150 OVER AFTER IT BECAME BOGGED DOWN IN THE SOFT TERRAIN. THE PLT WAS AWARE OF THE GUSTING WIND CONDITIONS BUT WAS NOT EXPECTING TO GET THE A/C STUCK, EVEN THOUGH THE PILOT WAS AWARE IT HAD RAINED HARD THE DAY BEFORE. THE PLT STATED THAT HE CHOSE THE WET SOD INSTEAD OF THE ASPHALT RWY THE HEAD MORE INTO THE STRONG WINDS OF 20 PLUS KNOTS FROM 250 DEGS. THE SOD RWY WAS 27 & THE HARD SURFACE WAS RWY 31. HE ALSO SAID THAT HE THOUGHT THE "ACFT WOULD HAVE BEEN ABLE TO HANDLE THE CROSS WIND."

File No. - 182 3/03/85 KEOKUK,IA A/C Reg. No. N51004 Time (Lc1) - 1800 CST _____ ----------Occurrence #1 ON GROUND COLLISIC Phase of Operation TAXI - TO TAKEOFF ON GROUND COLLISION WITH TERRAIN Finding(s) 1. TERRAIN CONDITION - SOFT 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 3. JUDGEMENT - POOR - PILOT IN COMMAND _____ Occurrence #2 ON GROUND ENCOUNTE Phase of Operation TAXI - TO TAKEOFF ON GROUND ENCOUNTER WITH WEATHER Finding(s) 4. WEATHER CONDITION - GUSTS 5. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND Occurrence #3 NOSE OVER Phase of Operation TAXI - TO TAKEOFF ----Probable Cause----

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

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER		aft Damage		Intur	ies	
Type operating certificate None (GENER		ROYED	Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Cre	w 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pas	ew 1 15 2	0	0	0
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - PIPER PA-23 Landing Gear - TRICYCLE-RETRACTABLE	Eng Make/Model -	LYCOMING 0-320-3	ELT			
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -		S	tall Warnin	g System	- YES
Max Gross Wt - 3500		RECIPROCATING-CARBU	IRETOR	·		
No. of Seats - 4	Rated Power -	150 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Weather Data Wx Briefing - FSS Method - TELEPHONE	Last Departure Poi	nt	OFF AI	RPORT/STRIP		
Method - IELEPHONE Completeness - PARTIAL,LMTD BY PILO	OSAGE, IA		A 1			
Basic Weather - VMC			Airport D	ата		
Wind Dir/Speed- 100/023 KTS	IOWA CITY,IA		Dumuna	Ident -		
Visibility - 4.000 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 1000 FT SCA				Surface -		
Lowest Ceiling - 2000 FT OVE	RCAST Type of Clearance	- IFR		Status -		
	Type Apch/Lndg		Ranway	Julia	., .	
Precipitation - RAIN		FORGED EARDING				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 64	Medical Certific	ate - VALID	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review	Fli	ght Time (H	lours)		
PRIVATE	Current - YES	Total -	4200	Last 24	Hrs -	6
SE LAND, ME LAND	Age - 64 Biennial Flight Review Current - YES Months Since - 3	Make/Model-	960	Last 30	Days-	2
	Aircraft Type - PA-2	3 Instrument-	10	Last 90	Days-	2
		Multi-Eng -	1000			
Instrument Rating(s) - AIRPLANE						

SURFACE WAS 32 DEGS F BUT WAS REPORTED TO BE HIGHER AT 4,000 FT MSL. THE FLT CLIMBED TO 4,000 FT AND BEGAN LOSING THE ICE BUT THEN REPORTED GETTING IN WORSE TROUBLE. CID VECTORED THE ACFT TOWARD THE CID ARPT AND WHILE DESCENDING N1291P REPORTED THAT AN ENG HAD QUIT. N1291P SAID THE ACFT COULD NOT MAINTAIN ALTITUDE AND THEN REPORTED GOING DOWN. AIRCRAFT ENTERED A SPIN AND CRASHED IN AN OPEN FARM FIELD. THIS ACFT WAS NOT EQUIPPED FOR FLT IN ICING CONDITIONS. EVEN THOUGH THE CARBURETOR HEAT CONTROL WAS FOUND IN THE FULL ON POSITION, THE PITOT HEAT CONTROL WAS FOUND IN THE OFF POSITION. NO PROP,WINDSHIELD,OR AIRFRAME DEICING EQUIPMENT WAS INSTALLED BUT A WINDSHIELD ELECTRICAL ANTI-ICE WAS INSTALLED & ON. THE PLTS WX BRIEFING WAS(LIMITED BY THE PLT) A PARTIAL ONE BUT INCLUDED THE FLT PRECAUTIONS FOR ICING CONDITIONS, IFR & TURBULENCE. THE ACFT MODIFICATION TO PERMIT USE OF AUTO GAS INCREASED CARB ICING POTENTIAL(FAA AC 91-33A).

Time (Lc1) - 1113 CST File No. ~ 183 3/03/85 CEDAR RAPIDS.IA A/C Reg. No. N1241P Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND 3. WEATHER CONDITION - ICING CONDITIONS 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND 5. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT.LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND 7. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - IMPROPER - PILOT IN COMMAND LOSS OF POWER(PARTIAL) - NON-MECHANICAL Occurrence #2 Phase of Operation DESCENT - NORMAL Finding(s) 8. WEATHER CONDITION - CARBURETOR ICING CONDITIONS Occurrence #3 LOSS OF CONTROL - IN FLIGHT Phase of Operation DESCENT - EMERGENCY Finding(s) 9. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND 10. STALL/SPIN - INADVERTENT - PILOT IN COMMAND Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 11. TERRAIN CONDITION - OPEN FIELD _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7,9,10

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

Brief of Accident

Fire NON Make/Model - Der Engines - ine Type -	LYCOMING O- 1 RECIPROCATI 112 HP	ING-CARBURET	St OR Airport P	0 0 nstalled/ <i>t</i> all Warnir 	0 0 	
NON Make/Model - Der Engines - ine Type - ed Power - ary Departure Po ME AS ACC/INC nation	LYCOMING O- 1 RECIPROCATI 112 HP	Pass -235L2C ING-CARBURET	O ELT I St OR Airport P	O nstalled/# all Warnir 	0 	1 - YES/N
Make/Model - ber Engines - ine Type - ed Power - ary Departure Po ME AS ACC/INC nation	LYCOMING O- 1 RECIPROCATI 112 HP	-235L2C ING-CARBURET	ELT I St OR Airport P	nstalled/# all Warnir 		- YES/N
per Engines - ine Type - ed Power - ary Departure Po ME AS ACC/INC nation	1 RECIPROCATI 112 HP	ING-CARBURET	St OR Airport P	all Warnir roximity		
per Engines - ine Type - ed Power - ary Departure Po ME AS ACC/INC nation	1 RECIPROCATI 112 HP	ING-CARBURET	St OR Airport P	all Warnir roximity		
ine Type - ed Power - - Ary Departure Po ME AS ACC/INC nation	RECIPROCATI 112 HP	ING-CARBURET	OR Airport P		ng System	- YES
ed Power - ary Departure Po ME AS ACC/INC nation	112 HP		Airport P			
ary Departure Po ME AS ACC/INC nation						
Departure Po ME AS ACC/INC nation						
Departure Po ME AS ACC/INC nation						
ME AS ACC/INC nation						
nation			OIT AIR	PORT/STRIF	0	
				• -		
JAL		۹ ب	lirport Da	ta		
			Dumunau	T daw t		
rspace				Ident - Lth/Wid -	· N/A	
of Flight Pla						UDE
						UKF
			Runway	status -		
Apen/ Lhug	- NONE				SUFI	
25		Certificate	e - VALID	MEDICAL-WA	IVERS/LI	MIT
•						
t - YES	Tota	al -	178			
Since - 26	Make					
ft Type - UNK,	/NR Inst	trument-	10	Last 90) Days-	1
- 2 1	of Clearance Apch/Lndg 5 ight Review - YES Since - 26	of Clearance - NONE Apch/Lndg - NONE 5 Medical ight Review - YES Tot: Since - 26 Make t Type - UNK/NR Ins	of Clearance - NONE Apch/Lndg - NONE 5 Medical Certificate ight Review Flight - YES Total - Since - 26 Make/Model- t Type - UNK/NR Instrument-	of Clearance - NONE Runway Apch/Lndg - NONE 5 Medical Certificate - VALID ight Review Flight Time (Ho - YES Total - 178 Since - 26 Make/Model - 7	of Clearance - NONE Runway Status - Apch/Lndg - NONE 5 Medical Certificate - VALID MEDICAL-WA ight Review Flight Time (Hours) - YES Total - 178 Last 24 Since - 26 Make/Model- 7 Last 30 t Type - UNK/NR Instrument- 10 Last 90	of Clearance - NONE Runway Status - WET Apch/Lndg - NONE SOFT 5 Medical Certificate - VALID MEDICAL-WAIVERS/LI ight Review Flight Time (Hours) - YES Total - 178 Last 24 Hrs - U Since - 26 Make/Model- 7 Last 30 Days- U t Type - UNK/NR Instrument- 10 Last 90 Days-

File No 184	4/13/85	MECHANICSVILLE,IA	A/C Reg. No. N2392N	Time (Lcl) - 1545 CST
Occurrence #1 IN FL: Phase of Operation TAKEO				
Finding(s) 1. PREFLIGHT PLANNING/PREF 2. PERFORMANCE DATA - MIS 3. TERRAIN CONDITION - WE 4. TERRAIN CONDITION - SOF 5. UNSUITABLE TERRAIN - 6. TERRAIN CONDITION - ROF 7. AIRSPEED(VLOF) - INADE 8. CLIMB - NOT POSSIBLE -	JUDGED - PI FT SELECTED - JGH/UNEVEN QUATE - PIL	LOT IN COMMAND PILOT IN COMMAND DT IN COMMAND	DMMAND	

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

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

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Brief of Accident

File No 180 5/04/85 AMES,	Δ	A/C Reg. No. N3068V Time (Lcl) - 0915 (CDT
Basic Information							
Type Operating Certificate-NONE (GENERAN	_ AVIAIIUN)	Aircraft Damage		F - 1 - 1		ries	
Type of Operation -PERSONAL		SUBSTANTIAL Fire	Charl	Patal	Serious O		
Flight Conducted Under -14 CFR 91		NONE	Crew Pass	0	0	0	•
Accident Occurred During -LANDING		NONE	r 4 5 5	U	0	0	1
Aircraft Information							
Make/Model - BEECH 35		el - CONTINENTAL					
Landing Gear - TRICYCLE~RETRACTABLE	Number Engin				tall Warni	ng Syst	em – UNK/N
Max Gross Wt - 2550		- RECIPROCATI	NG-CARBURE	TOR			
No. of Seats - 4	Rated Power	- 185 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departur	e Point		ON AIR			
Method - N/A	SIOUX CITY,	IA					
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	SAME AS ACC	/INC		AMES M	JNICIPAL		
Wind Dir/Speed- 180/014 KTS				Runway	Ident	- 13	
Visibility - 30.0 SM	ATC/Airspace			Runway	Lth/Wid	- 3500	/ 100
Lowest Sky/Clouds - CLEAR	Type of Fligh	t Plan - NONE		Runway	Surface	- ASPHA	LT
Lowest Ceiling - NONE	Type of Clear	ance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lnd	g - TRAFFIC	PATTERN				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 46	Medical	Certificat			AIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev		Fligh	it Time (H	ours)		
PRIVATE	Current -	YES Tota	1 -	485	Last 2	4 Hrs -	
SE LAND	Months Since -	0 Make	/Model-	285	Last 3		UNK/NR
	Aircraft Type -	35 Inst	rument-	0	Last 9	0 Days-	18
Instrument Deting(s) - NONS							
Instrument Rating(s) - NONE							

----Narrative----

THE PLT REPORTS THAT THE ACFT HAD SLOWED TO TAXI SPEED AFTER LANDING WHEN THE GEAR WARNING HORN BEGAN TO BLOW FOLLOWED S HORTLY BY COLLAPSE OF THE LANDING GEAR. EXAMINATION OF THE LANDING GEAR ELECTRICAL CIRCUITRY FAILED TO REVEAL ANY DEFICIENCIES.

File No 180	5/04/85 AMES,IA	A/C Reg. No. N3068V	Time (Lc1) - 0915 CDT
	LETE GEAR COLLAPSED ING - ROLL		
Finding(s) 1. GEAR RETRACTION - INA	DVERTENT - PILOT IN COMMAND		
Probable Cause			

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

Brief of Accident

File No 47 2/10/85 BOIS		A/C Reg. No. N3056V Time (Lc1) - 1430 M					
Basic Information			_		T i		
Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage SUBSTANTIAL	9	Fatal	Inju Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	õ	ŏ	õ	ò
Accident Occurred During -TAXI				-	-	-	-
-Aircraft Information							
Make/Model - CESSNA 172		del - CONTINENT		ELT :	installed/	Activated	- YES/NO
Landing Gear - TRICYCLE-FIXED		ines - 1			all Warniı	ng System	- YES
Max Gross Wt - 2600	Engine Type	RECIPROCA	TING-CARBURE	TOR			
No. of Seats - 4	Rated Power	- 145 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport P			
Wx Briefing - UNK/NR	Last Departu	ure Point		ON AIR	PORT		
Method - UNK/NR	ELY, NV						
Completeness - UNK/NR	Destination			Airport Da			
Basic Weather - VMC	SPOKANE, W	4		TERMIN			
Wind Dir/Speed- 110/011 KTS						- UNK/NR	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - 1500 FT		ght Plan - NONE			Surface		
Lowest Ceiling - 1500 FT BRO		arance - NONE		Runway	Status	- UNK/NR	
Obstructions to Vision- NONE	Type Apch/L	ndg - UNK/NI	R				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 62		1 Certificat			AIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight R	eview		t Time (He			_
COMMERCIAL	Current		tal -			4 Hrs -	5
SE LAND, ME LAND	Months Since		ke/Model-			0 Days- UN	
	Aircraft Type		strument-		Last 9	0 Days-	25
		Mu	lti-Eng -	320			
Instrument Rating(s) - AIRPLANE							
-Narrative							
LE TAXIING ON THE RAMP AFTER LANDING, THE	DICHT WING OF THE	ACET STRUCK A .IE	T DIAST CENC		C STATED T	wo	
EMEN WERE GUIDING THE ACFT AT THE TIME.	KIGH WING OF THE	ACT STRUCK A UL	I BLAST I LINC		I STAILD I		
IMEN WERE GOIDING THE ACFT AT THE TIME.							

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File No	47	2/10/85	BOISE, ID	A/C Reg. No. N3056V	Time (Lc1) - 1430 MST

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

Finding(s)

1. OBJECT - FENCE 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

Brief of Accident

File No 1 2/23/85 NAMPA	,ID	A/C Reg.	No. N263LT	T 	ime (Lc1)	- 1645 MST	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Da SUBSTANTIA		Fatal	Inju Serious		None
Type of Operation -PERSONAL		Fire	Crew		0	O	None 1
Flight Conducted Under -14 CFR 91		NONE	Pass	õ	ŏ	ŏ	ò
Accident Occurred During -LANDING				-	-	-	-
Aircraft Information							
Make/Mode1 - LYOYD THOMPSON POBER PI	XIE Eng Make/M	odel - CONTIN	IENTAL A-65	ELT	Installed/	Activated	- NO -N/
Landing Gear - TAILWHEEL-ALL FIXED	Number Eng	ines - 1		S	tall Warni	ng System	- NO
Max Gross Wt - 950			OCATING-CARBUR	ETOR			
No. of Seats - 1	Rated Powe	r ~ 65	5 HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - UNK/NR Method - UNK/NR	Last Depart BOISE,ID	ure Point		ON AIR	PORT		
Completeness - UNK/NR	Destination			Airport D	ata		
Basic Weather - VMC	NAMPA, ID			NAMPA	MUNICIPAL		
Wind Dir/Speed- 150/005 KTS				Runway	Ident	- 11	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid	•	75
Lowest Sky/Clouds - CLEAR		ght Plan - NC		,	Surface	-	
Lowest Ceiling - NONE		arance - NC		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/L	ndg - Fl	JLL STOP				
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 38	Med	dical Certifica	te – VALID	MEDICAL-W	AIVERS/LIN	ITT
Certificate(s)/Rating(s)	Biennial Flight R		Flia	nt Time (H	ours)		
PRIVATE	Current		Total -	198	Last 2	4 Hrs - UN	IK/NR
SE LAND	Months Since	- 5	Make/Model-	6	Last 3	0 Days- UN	
	Aircraft Type	- UNK/NR	Instrument-	2	Last 9	0 Days-	4
$e^{-i\omega t} dt^{2} = e^{-i\omega t} dt^{2} dt^{2}$							
Instrument Rating(s) - NONE	*						
Narrative							
F MAIN GEAR CONTACTED RUNWAY-TAXIWAY INTÉR	SECTION LIGHTS DUR	ING A LANDING	ROLL. ACFT TH	EN NOSED O	VER. RWY		
TH IS 75 FT.							
特别教育的 化合合合合合合合合合合合合合合合合合合合合合合合合合合合合合合合合合合合合							

File No	1 2/23/85 NAMPA,ID	A/C Reg. No. N263LT	Time (Lc1) - 1645 MST
Occurrence #1 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
Finding(s) 1. OBJECT - RUNWAY 2. PROPER ALIGNM	LIGHT ENT - NOT MAINTAINED - PILOT IN COMMAN	D	
Occurrence #2 Phase of Operation			
Probable Cause			

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

Brief of Accident

File No 142 3/12/85 SODA	SPRINGS, ID A,	/C Reg. No. N855	зх 	٦ 	ime (Lc1) -	· 1215 PS	;T
Basic Information Type Operating Certificate-NONE (GENERA	•	craft Damage 3STANTIAL		Entol	Injur Serious		Nana
Type of Operation -PERSONAL	Fir		Crew	Fatal O	0	Minor O	None 1
Flight Conducted Under -14 CFR 91	NOI	-	Pass	ŏ	0	Ő	1
Accident Occurred During -LANDING		.		-	-	0	
Aircraft Information							
Make/Model - CESSNA 172		- LYCOMING 0-320	-E2D				i – YES-UNK/
Landing Gear - TRICYCLE-FIXED	Number Engines	- 1		5	Stall Warnir	ng System	ı - YES
Max Gross Wt - 2200		- RECIPROCATING-0	CARBURET	OR			
No. of Seats - 4	Rated Power	- 150 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
W× Briefing - FSS Method - UNK/NR	Last Departure Po AFTON,WY	oint		ON AIF	PORT		
Completeness - WEATHER NOT PERTINENT	Destination	·	L L	(irport D	Data		
Basic Weather - VMC	LOVELOCK, NV			SODA S	SPRINGS MUNC	IPAL	
Wind Dir/Speed- 360/002 KTS				Runway	/Ident -	16	
Visibility - 30.0 SM	ATC/Airspace			Runway	/Lth/Wid -	· 3500/	50
Lowest Sky/Clouds - CLEAR	Type of Flight P	lan - NONE		Runway	/ Surface -	ASPHALT	•
Lowest Ceiling - NONE	Type of Clearance	e – NONE		Runway	/Status -	- SNOW -	DRY
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP		-			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information	: 		:				
Pilot-In-Command	Age - 57	Medical Cer				VIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review			: Time (H			
PRIVATE	Current - UN			305		Hrs -	
SE LAND	Months Since - UN) Days- L	
	Aircraft Type - UN) Days-	
		Multi-E	ng - UNM	K/NR	Rotorcr	raft - L	JNK/NR
Instrument Rating(s) - NONE							
Narrative							
PLT MADE A PRECAUTIONARY LANDING DUE TO A		UE DIT LANDED WIT					
P THE ACFT BEFORE IT OVERRAN THE END OF TH						ABLE IU	
THE ACTI BEFORE IT OVERRAN THE END OF TH	E RWY. IT STRUCK A SNUW	BANK AND THEN F	LIPPED	INVERTED.			
National Action of the Action							
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File No 142 3/12/85 SODA	SPRINGS, ID	A/C Reg. No. N8553X	Time (Lc1) - 1215 PST
Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL			
Finding(s) 1. PITOT/STATIC SYSTEM - ICE 2. AIRSPEED - EXCESSIVE - PILOT IN COMMAN			
Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL			
Finding(s) 3. TERRAIN CONDITION - SNOW COVERED	Start and an and a start and		
Probable Cause			
The National Transportation Safety Board dete	ermines that the F	Probable Cause(s) of this acciden	t

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

is/are finding(s) 2

Brief of Accident

Basic Information							
Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damag	je	-	Injur		
	141	SUBSTANTIAL	0	Fatal O	Serious	Minor	None 1
Type of Operation -PERSON Flight Conducted Under -14 CFR		Fire NONE	Crew Pass	0	0	0	0
Accident Occurred During -LANDI				-	-	-	
Aircraft Information							
Make/Model - PIPER PA-28-161		del - LYCOMING			installed/A		
Landing Gear - TRICYCLE-FIXED	Number Eng	ines - 1		St	all Warnir:	ıg System	n - YES
Max Gross Wt - 2325		e - RECIPROCA		TOR			
No. of Seats - 4	Rated Power	• - 160 HF					
Environment/Operations Information							
Weather Data	Itinerary	- · ·		Airport F			
Wx Briefing - NO RECORD OF BI		ire Point		ON AIRS	STRIP		
Method - N/A	OLATHE,KS			Adamont D			
Completeness - N/A	Destination			Airport Da			
Basic Weather - VMC Wind Dir/Speed- 260/010 KTS	LOCAL				ICOUTY EXE Ident -		
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		75
Lowest Sky/Clouds - 15000		nht Plan - NONE			Surface -		
Lowest Ceiling - NONE		arance - NONE			Status -		
Obstructions to Vision- NONE	Type Apch/Lr			nannag	012120	2	
Precipitation - NONE	·) [· · [· ·] - ·						
Condition of Light - DAYLIG							
Personnel Information							
Pilot-In-Command	Age - 40	Medica	al Certificat) WAIVERS	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re			t Time (Ho	ours)		
PRIVATE	Current		otal -		Last 24	Hrs - l	
SE LAND	Months Since		ake/Model-	· •) Days- l	
	Aircraft Type	- UNK/NR II	nstrument-	0	Last 90) Days- l	JNK/NR
Instrument Rating(s) - NONE							
Narrative			-				
IT SAID ACFT SWERVED TO RIGHT DURIN	G LANDING ROLL. ACFT RAN (OFF RIGHT SIDE (DF RWY INTO Ś	NOW COVER	ED AREA RES	SULTING :	[N
GE TO WING & GEAR. NO EVIDENCE OF	AIRCRAFT MALFUNCTION WAS	FOUND AFTER THE	ACCIDENT.		•••		

File No	81 1/06/85	OLATHE,KS	A/C Reg. No. N84499	Time (Lcl) - 1324 CST
Occurrence #1 Phase of Operation		- ON GROUND		
Finding(s) 1. DIRECTIONAL CON	TROL - NOT MAINTAIN	NED - PILOT IN COMMAN	ND	
Occurrence #2 Phase of Operation	ON GROUND COLLIS LANDING - ROLL	ION WITH TERRAIN		
Finding(s) 2. TERRAIN CONDITI 3. TERRAIN CONDITI	•			
Probable Cause				· · · · · · · · · · · · · · · · · · ·

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

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Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENERAL		raft Damage		_	Inju		
		STANTIAL	•	Fatal	Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NON		Crew Pass	0	0	0 1	1
Accident Occurred During -DESCENT				-	-		0
Aircraft Information							
Make/Model - CESSNA 172N	Eng Make/Model -	LYCOMING 0-	320-H2AD	ELT	Installed/	Activated	- YES/YE
Landing Gear - TRICYCLE-FIXED	Number Engines -	1		S	tall Warni	ng System	- YES
Max Gross Wt - 2150	Engine Type -	RECIPROCATI	NG-CARBURE	TOR			
No. of Seats - 4	Rated Power -	160 HP					
Environment/Operations Information							
Weather Data	Itinerary	• •			Proximity		
W× Briefing - NO RECORD OF BRIEFING	Last Departure Po			UFF AI	RPORT/STRI	þ	
Method - N/A Completeness - N/A	SAME AS ACC/INC Destination	,		Ainmont D	a ta		
Basic Weather - VMC	DODGE CITY.KS			Airport D	ata LL (PVT)		
Wind Dir/Speed- 240/015 KTS	DODGE CITT, KS				Ident	- 10	
Visibility - 15.0 SM	ATC/Airspace			•	Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Pl	an - NONE			Surface		DF
Lowest Ceiling - NONE	Type of Clearance				Status		
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE		Rannay	Status		
Precipitation - NONE	()po ((poi)) 210g						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 33				MEDICAL-N	O WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review			t Time (H			
PRIVATE	Current - YES	Tota	1 -	138	Last 2	4 Hrs - UN	K/NR
SE LAND	Months Since - 5	Make	/Model- rument-	105	Last 3	0 Days- UN	•
	Aircraft Type - UNM	/NR Inst	rument-	1	Last 9	0 Days-	5
Instrument Rating(s) - NONE							
Narrative							
AKEOFF ROLL ACFT TRAVELED THROUGH SOFT SNO		F FORWARD SP		AS ARLE T			
OFF BUT ACFT SETTLED INTO A PLOWED FIELD							
			b b b b b b b b b b b b b b b b b b b	10020 01	2111		
		ender and the second					

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File No	28 1/13/85	VERMILLION,KS	A/C Reg. No. N56	949E T 1	ime (Lc1) - 1230	CST
ccurrence #1 hase of Operation	LOSS OF CONTRO Takeoff - Init					
2. AIRPORT FACILIT	IES,RUNWAY/LANDI IES,RUNWAY/LANDI MATURE - PILOT IN					
ccurrence #2 hase of Operation	IN FLIGHT COLL DESCENT - UNCO	ISION WITH TERRAIN NTROLLED				
inding(s) 6. STALL/MUSH - IN	ADVERTENT - PILO	T IN COMMAND				
ccurrence #3 hase of Operation	NOSE OVER Other					
Probable Cause		·			*****	
he National Transpo s/are finding(s) 1,		oard determines that the	Probable Cause(s) of t	his accident	· · · · · · · · · · · · · · · · · · ·	
actor(s) relating 1	to this accident	is/are finding(s) 2,3,4				
			на страна стр На страна стр			

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL		aft Damage		Injur		
		TANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE		ew O ss O	0	0	1
Accident Occurred During -LANDING		га:				•
Aircraft Information						
Make/Model - PIPER PA-20		LYCOMING 0-290-D				
Landing Gear - TAILWHEEL-ALL FIXED				tall Warnin	g System -	NO
Max Gross Wt - 1800 No. of Seats - 4	Engine Type - 1 Rated Power -	RECIPROCATING-CARB	URETUR			
Environment/Operations Information Weather Data	Itinerary		Airport F	Provimity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poi	nt	ON AIR			
Method - N/A	LAVERNE,OK					
Completeness - N/A	Destination		Airport Da			
Basic Weather - VMC	WA KEENEY,KS			NEY/TREGO		
Wind Dir/Speed- 270/008 KTS					05	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		50
Lowest Sky/Clouds - Lowest Ceiling - 6000 FT BROKE	Type of Flight Pla			Surface - Status -		
Obstructions to Vision- NONE			Runway	status -	DRT	
Precipitation - NONE	Type Apeny Endy	TRAFFIC PATTER	N			
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 26 Biennial Flight Review	Medical Certifi	cate - VALID	MEDICAL-NO	WAIVERS/L	.IMIT
Certificate(s)/Rating(s)	Biennial Flight Review	F1	ight Time (He	ours)		•
PRIVATE SE LAND	Current - YES	iotal -	135	Last 24	Hrs -	2 /ND
SE LAND	Current - YES Months Since - 1 Aircraft Type - PA-2	0 Instrument-	30 6	Last 90	Days- UNF	7
	Anciart type TA 2				buyu	,
Instrument Rating(s) - NONE						
Narrative						
TOUCHED DOWN LEFT OF CENTERLINE. LEFT MAI	N GEAR CONTACTED SLUSH O	N THE RWY AND THE	ACET SWERVED		'n	
SNOWBANK ALONGSIDE THE RWY. PLT STATED, "						

File No. -1/18/85 WA KEENEY,KS A/C Reg. No. N5590H Time (Lc1) - 1315 CST 6 Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SLUSH COVERED 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND ON GROUND COLLISION WITH TERRAIN Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - SNOWBANK Occurrence #3 NOSE DOWN Phase of Operation LANDING - ROLL _____ ----Probable Cause----

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

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

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Brief of Accident

Basic Information								
Type Operating Certificate-NONE (GENERA	_ AVIATION)	Aircraft Damage		-	Inju			
Type of Operation -INSTRUCTIONAL		SUBSTANTIAL [.] Fire	Crew	Fatal O	Serious O	Mino O		ne 1
Flight Conducted Under -14 CFR 91	-	NONE	Pass	ŏ	ŏ	0		ò
Accident Occurred During -LANDING			1 400	Ũ	Ũ	Ũ		Ũ
Aircraft Information								
Make/Model - CESSNA 150L		del - CONTINENTAL	0-200-A		Installed/			
Landing Gear - TRICYCLE-FIXED	Number Engi				tall Warni	ng Syst	em – YES	
Max Ġross Wt - 1600 No. of Seats - 2	Engine Type Rated Power	- RECIPROCATIO	NG-CARBURE	TOR				
NO. OF SEATS - 2	Rated Power	- 100 HP						
Environment/Operations Information								
Weather Data	Itinerary				Proximity			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departu SAME AS AC			ON AIR	PURI			
Completeness - N/A	Destination	S/ INC		Airport Da	ata			
Basic Weather - VMC	LOCAL			MUNICI				
Wind Dir/Speed- 300/005 KTS	200712					- 35		
Visibility - 15.0 SM	ATC/Airspace			Runway	Lth/Wid	- 3600		
Lowest Sky/Clouds - CLEAR	Type of Flig	nt Plan - NONE		Runway	Surface	- ASPHA	LT	
Lowest Ceiling - NONE		rance - NONE		Runway	Status	- DRY		
Obstructions to Vision- NONE	Type Apch/Ln							
Precipitation - NONE		TOUCH AI	ND GO					
Condition of Light - DAYLIGHT								
-Personnel Information				_				
Pilot-In-Command	Age - 48				MEDICAL-N	D WAIVE	RS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Re			t Time (H		A 11		
STUDENT	Current Months Since	-N/A Tota	1 - /Model-					
	Aircraft Type		rument-					
	An chart Type		Ginerit	•	2451 5	c cays	0	
Instrument Rating(s) - NONE								

THE STUDENT PILOT STATED HE WAS PRACTICING TOUCH AND GO LANDINGS ON RWY 35. AFTER TOUCHDOWN, THE AIRPLANE VEERED LEFT, HIT A SNOWBANK OFF THE SIDE OF THE RUNWAY & FLIPPED FORWARD TO THE INVERTED POSITION. WINDS WERE FROM 300 DEGREES AT 5 KNOTS, GUSTING TO 10 KNOTS.

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Resident Contraction Contrac

File No	82 1/23/85	BELOIT,KS	A/C Reg. No. N10894	Time (Lc1) - 1050 CST
Occurrence #1 Phase of Operation		- ON GROUND		
Finding(s) 1. WEATHER CONDITI 2. DIRECTIONAL C		AINED - PILOT IN (
Occurrence #2 Phase of Operation		ION WITH TERRAIN		
Finding(s) 3. TERRAIN CONDITI	ON - SNOWBANK			
Occurrence #3 Phase of Operation	NOSE OVER LANDING ~ ROLL			
Probable Cause				

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

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

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Brief of Accident

File No 18 1/28/85 OTTAWA	,KS A/C R	eg. No. N8127F	т	Time (Lc1) - 1930 CST			
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf SUBSTA	t Damage NTIAL	Fatal	Inju Serious	ries Minor	None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	Fire NONE	Crew Pass	0	0 0	1 0	0 0	
Aircraft Information Make/Model - CESSNA 150F Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Eng Make/Model - CC Number Engines - 1 Engine Type - RE Rated Power -		S	Installed/ Stall Warni			
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Itinerary Last Departure Point OTTAWA,KS Destination GARNETT,KS ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	ON AIR Airport C OTTAWA Runway Runway Runway	Data MUNI / Ident / Lth/Wid / Surface	- 35 - 3400/ - ASPHALT - DRY	50	
	Age - 64 Biennial Flight Review	Medical Certifica Fligi	te - VALID nt Time (H		AIVERS/LIM	MIT	
PRIVATE	Current - YES	Total -			4 Hrs -	4	
SE LAND	Months Since - 4 Aircraft Type - C-150F		202 1		80 Days- 10 Days-	6	

Instrument Rating(s) - NONE

----Narrative----

RIGHT MAIN GEAR STRUCK AN OBJECT DURING TAKEOFF GROUND RUN. PLT ABORTED THE TAKEOFF. ACFT VEERED TO THE RIGHT AND IMPACTED A SNOWBANK WHICH PARALLED THE SIDE OF THE RWY. THE ARPT OPERATOR REPORTED THAT THERE WAS SNOW KNOCKED ONTO THE RWY 50 TO 100 FT PRIOR TO WHERE THE ACFT CONTACTED THE SNOWBANK.

8 1/28/85 0	DTTAWA,KS	A/C Reg. No. N8127F	Time (Lc1) - 1930 CST
ROL - NOT MAINTAINE	D - PILOT IN COMMAND	ANK	
	ON GROUND COLLISION TAKEOFF - GROUND RU LOSS OF CONTROL - O TAKEOFF - GROUND RU - NOT PERFORMED - P ROL - NOT MAINTAINED	ON GROUND COLLISION WITH OBJECT TAKEOFF - GROUND RUN LOSS OF CONTROL - ON GROUND TAKEOFF - GROUND RUN - NOT PERFORMED - PILOT IN COMMAND ROL - NOT MAINTAINED - PILOT IN COMMAND	ON GROUND COLLISION WITH OBJECT TAKEOFF - GROUND RUN LOSS OF CONTROL - ON GROUND TAKEOFF - GROUND RUN - NOT PERFORMED - PILOT IN COMMAND

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

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENERA		ircraft Damage			Inju		
		SUBSTANTIAL		Fatal	Serious		None
Type of Operation -INSTRUCTIONA		ire -	Crew	0	0	-	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		NONE	Pass	0	0	-	0
Aircraft Information							
Make/Model - CESSNA A152		1 - LYCOMING 0-23				Activated	
Landing Gear - TRICYCLE-FIXED		s - 1			all Warniı	ng System	- YES
Max Gross Wt - 1670		- RECIPROCATING	-CARBURE	TOR			
No. of Seats - 2	Rated Power						
Environment/Operations Information	Ttipprov			Ainmont P	novimitu		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure	Point		Airport F ON AIRF			
Method - N/A	GRANDVIEW, MO	Point		UN AIKF	UKI		
Completeness - N/A	Destination			Airport Da	112		
Basic Weather - VMC	LOCAL		,		COUNTY E	KECUTIVE	
Wind Dir/Speed- 320/010 KTS	ECOAL				Ident		
Visibility - 15.0 SM	ATC/Airspace					- 4100/	75
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE			Surface		
Lowest Ceiling - NONE	Type of Cleara					- SNOW - D	RY
Obstructions to Vision- NONE		- TOUCH AND	GO	,			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 20	· Medical Ce				D WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revi			t Time (Ho			
STUDENT	Current -			20	Last 2	4 Hrs - UN	K/NR
	Months Since -		odel-	20	Last 3	0 Days- UN	K/NR
	Aircraft Type -	N/A Instru	ment-	0	Last 90	0 Days- UN 0 Days- UN 0 Days-	16
Instrument Rating(s) - NONE							
Narrative							
ACFT COLLIDED WITH A SNOW BANK ON THE LEF							
CH AND GO LANDING. THE PLT STATED CONTROL	UF THE ACET WAS LOST	WHEN HE ATTEMPTED	IU RECO	NFIGURE TH	ACEL FO	к	
TAKEOFF PORTION OF THE TOUCH AND GO.							

File No. -2/01/85 OLATHE,KS A/C Reg. No. N4781A Time (Lc1) - 1325 CST 53 Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND З. ON GROUND COLLISION WITH TERRAIN Occurrence #2 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 4. TERRAIN CONDITION - SNOWBANK ----Probable Cause----

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

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

Brief of Accident

File No 178 4/17/85 LAKIN,KS	A/C Reg.	No. N5654K	Time (Lc1) - 1358 MST			
Basic Information Type Operating Certificate-NONE (GENERAL AVI	ATION) Aircraft Da SUBSTANTIA	•	Fatal	Injur Serious	ies Minor	None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0 0	1 1	0 0	0 1
Aircraft Information Make/Model - BEECH 35-B33 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3000 No. of Seats - 4	Eng Make/Model - CONTIN Number Engines - 1 Engine Type - RECIP- Rated Power - 225	FUEL INJECTED		Installed/A tall Warnin		•
Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 200/015 KTS	Type of Clearance - NG Type Apch/Lndg - S	INE	ON AIR Airport D LAKIN Runway Runway Runway		- 2900/ • DIRT	100
Certificate(s)/Rating(s) Bien PRIVATE SE LAND	- 60 Mea nial Flight Review Current - YES Months Since - 3 Aircraft Type - 35-B33	dical Certifica Fligi Total - Make/Model- Instrument-	nt Time (H 2484 2435	ours) Last 24	1 Hrs -) Days- UN	39

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT ATTAINED APRX 200 FT OF ALT AFTER TAKEOFF BEFORE THE ENG WAS HEARD CHANGING SOUND BEFORE THE POPPING & BACKFIRING BEGAN, ACCORDING TO WITNESSES. AFTER ALL ENG SOUNDS CEASED THE ACFT DESCENDED RAPIDLY TO A GRASSY AREA OF THE ARPT & LANDED WITH THE LNDG GEAR & FLAPS FULLY RETRACTED. THE ACFT SLID APRX 180 FT FROM INITIAL IMPACT TO A STOP; AFTER ROTATING 180 DEGREES THE ACFT ENDED THE SLIDE FACING IN THE OPPOSITE DIRECTION. POST ACC EXAM REVEALED ALL ENG CONTROLS FULL FWD. THE ENG FUEL SELECTOR WAS ON THE RT TANK. THE ACFT WAS RAISED AND TANKS DRAINED. THE RT FUEL TANK HAD.APRX 1 CUP OF FUEL IN IT. THE LEFT TANK HAD APRX 25 GALLONS. NO BREAKS OR LEAKS IN THE FUEL SYS WERE FOUND. THE FUEL LINES & FUEL CONTROL CONTAINED NO FUEL. THE ACFT WAS LAST SERVICED WITH FUEL ON 4/16/85, THE DAY BEFORE THE ACCIDENT. THE PLT STATED THAT NO FUEL WAS ADDED ON THE 17TH, THE DAY OF THE ACC.

File No 1	78 4/17/85 LAKIN,KS	A/C Reg. No. N5654K	Time (Lc1) - 1358 MST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANI TAKEOFF - INITIAL CLIMB	ICAL	
3. AIRCRAFT PREFLI 4. REFUELING - NOT 5. JUDGEMENT - POO 6. FUEL TANK SELEC 7. EMERGENCY PROCE	ARVATION NNING/PREPARATION - IMPROPER - PILOT GHT - IMPROPER - PILOT IN COMMAND PERFORMED - PILOT IN COMMAND R - PILOT IN COMMAND TOR POSITION - IMPROPER USE OF - PIL DURE - INADEQUATE - PILOT IN COMMAND - NOT ATTAINED - PILOT IN COMMAND	LOT IN COMMAND	
Occurrence #2 Phase of Operation	TAKEOFF - INITIAL CLIMB		
Occurrence #3 Phase of Operation	HARD LANDING LANDING - FLARE/TOUCHDOWN		
inding(s) 9. WHEELS UP LANDI	NG - PERFORMED - PILOT IN COMMAND		
Probable Cause			
The National Transpo is/are finding(s) 2,	,	t the Probable Cause(s) of this accid	lent

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

Brief of Accident

File No 176 3/04/85 CAMPBE	LLSVILLE,KY	A/C Reg. No. N3969S			Time (Lc1) - 1600 EST			
asic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft D				uries		
		SUBSTANTI		Fatal	Serious		None	
Type of Operation -AERIAL OBSERV. Flight Conducted Under -14 CFR 91 Accident Occurred During -STANDING	ATION	Fire NONE	Crev Pas:	s 0	0 0	0 0	1 0	
ircraft Information								
Make/Model - CESSNA 172E	Eng Make/Mo	del - CONTI	NENTAL 0-300-D	ELT	Installed	Activated	- YES/N	
Landing Gear - TRICYCLE-FIXED	Number Engi				Stall Warn			
Max Gross Wt - 2300	Engine Type	- RECIP	ROCATING-CARBU			5 .		
No. of Seats - 4	Rated Power	- 14	5 HP					
nvironment/Operations Information								
eather Data	Itinerary			Airport	Proximity	,		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departu SAME AS AC			ON AI	RPORT			
Completeness - N/A	Destination	.,		Airport	Data			
Basic Weather - VMC	LOCAL				R CO.			
Wind Dir/Speed- 240/018 KTS					v Ident	- 23		
Visibility - 4,000 SM	ATC/Airspace				y Lth/Wid		75	
Lowest Sky/Clouds - 1200 FT	Type of Flig	nt Plan - N	ONE		y Surface			
Lowest Ceiling - 1200 FT BROKE					y Status			
Obstructions to Vision- NONE	Type Apch/Ln				,			
Precipitation - RAIN SHOWERS	· · · · · · · · · · · · · · · · · · ·							
Condition of Light - DAYLIGHT								
ersonnel Information								
Pilot-In-Command	Age - 50	Me	dical Certifica			NO WAIVERS	/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Re	view		ght Time (Hours)			
COMMERCIAL	Current	- YES	Total -			24 Hrs -		
SE LAND, ME LAND	Months Since		Make/Model-	1541		30 Days- U		
	Aircraft Type	- UNK/NR	Instrument-		Last	90 Days-	10	
			Multi-Eng -	127				
Instrument Rating(s) - AIRPLANE								
 arrative								
CFT WAS POSITIONED WITH ITS TAIL INTO THE	WIND & IT WAS BLO	WN OVER. TH	E WIND WAS FROM	M 240 DEG	AT 18 KTS			
GUSTS TO 28 KTS.								

PÅGE 228

3/04/85 File No. - 176 CAMPBELLSVILLE,KY A/C Reg. No. N3969S Time (Lc1) - 1600 EST Occurrence #1 ON GROUND COLLISION WITH TERRAIN Phase of Operation STANDING - ENGINE(S) OPERATING Finding(s) 1. WEATHER CONDITION - HIGH WIND 2. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND 3. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation STANDING - ENGINE(S) OPERATING ----Probable Cause----

8

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

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

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

Brief of Accident

asic Information								
Type Operating Certificate-NONE (GENERAL A	AVIATION) Aircraft Damage SUBSTANTIAL			Injuries Fatal Serious Minor				
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Fire NONE	Crew Pass	1 0	0 1	0 0	0 0	
ircraft Information Make/Model - PIPER J3C-65 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 2	Number Er	/pe - RECIPROCATI		S	Installed/A tall Warnin			
nvironment/Operations Information								
leather Data	Itinerary			Airport Proximity				
Wx Briefing - NO RECORD OF BRIEFING	•	ture Point		OFF AI	RPORT/STRIP			
Method - N/A	FERRIDAY							
Completeness - N/A	Destination	ו		Airport D	ata			
Basic Weather - VMC Wind Dir/Speed- 330/004 KTS	LOCAL			Diverses	T al a ca b	N/A		
Visibility - 8.0 SM	ATC/Airspace				Ident - Lth/Wid -	· · ·		
Lowest Sky/Clouds -		= light Plan - NONE			Surface -			
Lowest Ceiling - 25000 FT BROKEN		learance - NONE			Status -			
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/				statuo			
ersonnel Information								
	e- 27				MEDICAL-NO	WAIVERS/	LIMIT	
	ennial Flight			t Time (H				
PRIVATE	Current		u] -				1	
SE LAND		e – 4 Make	e/Model-	87	Last 30		5	
	Aircraft Typ	be-172 Inst	rument-	5	Last 90	Days-	60	

Instrument Rating(s) - NONE

----Narrative----

ACFT WAS OBSERVED IN SLOW FLT APRX 40 FT AGL JUST ABOVE STALL SPEED WITH THE ENG OPERATING SMOOTHLY. THE ACFT THEN STALLED AND IMPACTED IN AN APRX 90 DEG NOSE DOWN ATTITUDE. THE PLT WAS FLYING FROM THE FRONT SEAT. THE ACFT WAS NOT EQUIPPED WITH SHOULDER HARNESSES.

File No. - 158 1/08/85 FERRIDAY, LA A/C Reg. No. N1474N Time (Lc1) - 1730 CST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 3. STALL - INADVERTENT - 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) 1,3

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

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENERAL		rcraft Dam				ries	
		UBSTANTIAL		Fatal			None
Type of Operation -PERSONAL		re	Crew	-	0	0	1
Flight Conducted Under -14 CFR 91	N	ONE	Pass	0	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 172M	Eng Make/Model				Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines				Stall Warni	ng Syste	m - YES
Max Gross Wt - 2300	Engine Type			ETOR			
No. of Seats - 4	Rated Power	- 160	HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		Point		ON AI	RPORT		
Method ~ N/A	PINEVILLE,LA						
Completeness - N/A	Destination			Airport	Data		
Basic Weather - VMC	SAME AS ACC/I	NC		ANGOL	Α		
Wind Dir/Speed- 150/003 KTS						- 30	
Visibility - 7.0 SM	ATC/Airspace				y Lth∕₩id		-UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Flight				y Surface		
Lowest Ceiling - NONE	Type of Clearan			Runwa	y Status		
Obstructions to Vision- NONE	Type Apch/Lndg		FFIC PATTERN			SOFT	
Precipitation - NONE	de et	FUL	L STOP				
Condition of Light - DAYLIGHT							
Personnel Information		•• • •					- //
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 36		cal Certifica			U WAIVER	S/LIMII
COMMERCIAL.CFI	Biennial Flight Revie Current - Y		Total -	ht Time (964		4 Hrs -	
SE LAND. ME LAND	Months Since - 2	E 5	Total -	964	Last 2	0 Days-	
SE LAND, ME LAND	Aircraft Type - U	3 NUZ / NUD	Make/Model- Instrument-	410		0 Days-	
	Afficiant Type - U		Multi-Eng -	9	Lasts	U Days-	33
Instrument Rating(s) - AIRPLANE							
Narrative ACFT TOUCHED DOWN SHORT OF THE RWY FOLLOW. WITH A PASS'G ON BOARD. THE PLT STATED TH/							
NG THE APPROACH. DURING THIS SHORT PERIOD TION.							

File No 1	16 3/24/85	ANGOLA,LA	A/C Reg. No	. N73616	Time (Lc	1) - 0840 CST
Occurrence #1 Phase of Operation		ATTERN - FINAL APPR	ЛАСН			
Finding(s) 1. PLANNED APPROAC 2. LIGHT CONDITION 3. CLEARANCE - NO 4. IMPROPER US 5. DESCENT - NOT CO 6. FLARE - MISJUDG	H - INACCURATE - F - SUNGLARE DT MAINTAINED - P1 E OF PROCEDURE,VIS DRRECTED - PILOT 1	LOT IN COMMAND GUAL/AURAL PERCEPTION N COMMAND	N - PILOT IN COMMAND			
Occurrence #2 Phase of Operation		TOUCHDOWN			·	
Finding(s) 7. TERRAIN CONDITIO 8. TERRAIN CONDITIO						•
Probable Cause						

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

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

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Brief of Accident

File No 10 1/03/85 ELLISON	ORE,MO A/C Reg	g. No. N20828	т	ime (Lc1) -	1230 CS	т
Basic Information						
Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft	Damage		Injur	ies	
	SUBSTAN		Fatal	Serious		None
Type of Operation -PERSONAL	Fire		-	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pas	s O	0	0	3
Accident Occurred During -LANDING						
Aircraft Information						
Make/Mode1 - CESSNA 182P	Eng Make/Model - CON	INENTAL 0-470	ELT	Installed/#	ctivated	- YES-UNK/
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnir	ng System	- YES
Max Gross Wt - 2950	Engine Type - REC		RETOR			
No. of Seats - 4	Rated Power -	230 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - FSS	Last Departure Point		OFF AI	RPORT/STRIF)	
Method - TELEPHONE	GALESBURG, IL					
Completeness - FULL	Destination		Airport D	ata		
Basic Weather - IMC	NEW ORLEANS,LA					
Wind Dir/Speed- CALM					N/A	
Visibility - 2.000 SM	ATC/Airspace				N/A	
	Type of Flight Plan -				ICE	
	ST Type of Clearance -			Status -	· N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -	PRECAUTIONARY L	ANDING			
Precipitation - SNOW SHOWER Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command A	ge - 62 I	Medical Certific				MTT
Certificate(s)/Rating(s)	ionnial Elight Boyiow		ate - VALIL abt Timo (L	MEDICAL-WA	VIVERS/LI	MIII
COMMERCIAL	Current - VES	Total -	3700	last 2/	Hre -	3
SE LAND, ME LAND	iennial Flight Review Current - YES Months Since - 22	Make/Model-	32	Last 30) Daγs- U	
JE ENDINE END	Aircraft Type - UNK/NR	Instrument-		Last 90) Days - U	
		Multi-Eng -			haft - U	
Instrument Rating(s) - NONE						

PLT OBTAINED WX BRIEFING FOR ROUTE FROM MOLINE, IL, ST. LOUIS, MO, MEMPHIS, TX, TO NEW ORLEANS, LA. PLT WAS INFORMED VFR WAS NOT RECOMMENDED IN EASTERN IOWA BUT ST. LOUIS WAS VFR AND FORECAST TO BE 1000 TO 2000 FT BROKEN TO SCATTERED ALL MORNING. VFR WAS ALSO NOT RECOMMENDED IN MEMPHIS. PLT DEPARTED GALESBURG, IL, AND WAS VECTORED AROUND ST. LOUIS BY ATC. PLT STATED HE ENCOUNTERED 2500 TO 3000 FT CEILINGS WEST OF FARMINGTON, MO, AND DECIDED TO LAND AT WALNUT RIDGE, AR. 25 MILES N OF WALNUT RIDGE SNOW AND LOW CEILINGS WERE ENCOUNTERED. UNABLE TO FIND GOOD WX, PLT MADE A PRECAUTIONARY LANDING IN A FIELD DURING WHICH THE ACFT NOSED OVER.

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File No. - 10 1/03/85 ELLISONORE.MO A/C Reg. No. N20828 Time (Lc1) - 1230 CST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE Finding(s) 1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 2. WEATHER CONDITION - SNOW 3. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND 4. WEATHER CONDITION - LOW CEILING 5. FLIGHT TO ALTERNATE DESTINATION - ATTEMPTED - PILOT IN COMMAND 6. WEATHER EVALUATION - NOT POSSIBLE - ATC PERSONNEL(FSS) Occurrence #2 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 7. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND -----------Probable Cause----

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

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

Brief of Accident

•

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircr	aft Damage		Injur	ies	
		TANTIAL	Fatal	Serious		None
Type of Operation -INSTRUCTIONA			rew O	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	P	ass O	0	0	0
Aircraft Information						
Make/Model - CESSNA 150A	Eng Make/Model -		FIT	Installed/A	Activated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall Warnin		
Max Gross Wt - 1600		RECIPROCATING-CAR			ig system	
No. of Seats - 2	3 ,1	100 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poi	nt	ON AI	RPORT		
Method - N/A	INDEPENDENCE, MO					
Completeness - N/A	Destination		Airport			
Basic Weather - VMC	LOCAL			ENDENCE MEM		
Wind Dir/Speed- 231/012 KTS					- 18	
Visibility - 10.0 SM	ATC/Airspace			y Lth/Wid -		50
Lowest Sky/Clouds - CLEAR	Type of Flight Pla			y Surface -		
Lowest Ceiling - NONE	Type of Clearance			y Status –	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg		RN			
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 24	Medical Certif) WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	F	light Time (Hours)		
STUDENT	Current - N/A	lotal	- 12 - 12	Last 24		1
	Months Since - N/A		· –			2 5
	Aircraft Type - N/A	Instrument	- 0	Last 90	J Days-	5
Instrument Rating(s) - NONE						
Narrative						
MADE TWO GO-AROUNDS BECAUSE THE ACFT WAS	BLOWN TO THE LEFT OF THE	RWY. ACFT TOUCHED	ON THIRD AT	TEMPT. VEER	ED TO	
LEFT AND CONTACTED A SNOWBANK.				,		

2000 - 2000 - 2000 - 2000 - 2000 - 2000 - 2000

File No. - 19 1/13/85 INDEPENDENCE, MO A/C Reg. No. N7025X Time (Lc1) - 1530 CST _____ ----Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. JUDGEMENT - POOR - PILOT IN COMMAND 2. WEATHER CONDITION - GUSTS 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 5. WEATHER CONDITION - CROSSWIND _____ Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK _____ ----Probable Cause----

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

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf	t Damage		Inii	uries	
Type operating certificate None (GENERAE	SUBSTA		Fata	1 Serious		None
Type of Operation -PERSONAL	Fire		Crew 0		0	1
Flight Conducted Under -14 CFR 91	NONE		Pass 0	0	Ó	3
Accident Occurred During -LANDING						
Make/Model - CESSNA 320	Eng Make/Model - CO	NTINENTAL TSIO	-470-В Е	LT Installed,	/Activated	d - YES/NC
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2			Stall Warn	ing System	n – YES
Max Gross Wt - 4990	Engine Type - RE		TED			
No. of Seats - 5	Rated Power -	260 HP				
-Environment/Operations Information						
Weather Data	Itinerary			rt Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON	AIRPORT		
Method - N/A	HOT SPRINGS, AR					
Completeness - N/A	Destination		Airpor			
Basic Weather - VMC Wind Dir/Speed- 190/002 KTS	SAME AS ACC/INC			OMBS	4.0	
Visibility - 20.0 SM	ATC/Airspace			way Ident way Lth/Wid		60 ·
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan			way Surface		
Lowest Ceiling - 10000 FT BROKE				way Status		•
Obstructions to Vision- NONE	Type Apch/Lndg			way Status	DICI	
Precipitation - NONE	type Apoly Ellag	PRECAUTIONAR				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 50 -	Medical Certi	ficate - VA	LID MEDICAL-	NO WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Giennial Flight Review Current - YES		Flight Time	(Hours)		
COMMERCIAL	Current - YES	Total	- 3632		24 Hrs -	
SE LAND, ME LAND	Months Since - 7		1- 69		30 Days-	
	Aircraft Type - UNK/NR	Instrumer	t- UNK/NR	Last	90 Days-	
		Multi-Eng	ı - 1843	Rotor	craft - I	UNK/NR
Instrument Rating(s) - AIRPLANE						

REVEAL REASON FOR COLLAPSE BUT DAMAGE TO SYSTEM PRECLUDED VERIFICATION OF PROPER RIGGING.

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File No 1	91 2/17/85	LEE'S SUMMIT,MO	A/C Reg. No. N5704X	Time (Lc1) - 1330 CST	
Occurrence #1 Phase of Operation	NOSE GEAR COLLAP LANDING - ROLL	SED			
Finding(s) 1. UNDETERMINED					

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

1 Deserge - Stational Station

1990 a. La

----Probable Cause----

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Brief of Accident

File No 56 2/17/85 WALDR		Reg. No. N8541C		Time (Lc1)		
-Basic Information Type Operating Certificate-NONE (GENERA	SUBST	ft Damage ANTIAL	Fatal		Minor	None
Type of OperationPERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE		crew O Cass O	0 0	0 0	1 0
-Aircraft Information Make/Model - PIPER PA-20 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1950 No. of Seats - 4	Eng Make/Model - L Number Engines - Engine Type - R Rated Power -	1 ECIPROCATING-CAR		「 Installed/ Stall Warni		
-Environment/Operations Information						
Weather Data	Itinerary			t Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poin SAME AS ACC/INC	t	UN A	IRPORT		
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	LOCAL			SARK		
Wind Dir/Speed- CALM	COORE				- 33	
Visibility - 10.0 SM	ATC/Airspace			ay Lth/Wid		30
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runw	ay Surface	- ASPHALT	
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runw	ay Status	- WET	
Obstructions to Vision- NONE	Type Apch/Lndg		RN			
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 54	Medical Certif	icato - NO	MEDICAL		
Certificate(s)/Rating(s)	Biennial Flight Review		light Time			
NONE	Current - N/A	Total			4 Hrs -	2
	Months Since - N/A	Make/Mode1			10 Days- U	
	Aircraft Type - N/A	Instrument			10 Days-	
Instrument Rating(s) - NONE						

----Narrative----

1

THE ACFT NOSED OVER INVERTED AFTER THE LEFT LANDING GEAR WHEEL CONTACTED SNOW ALONGSIDE THE RWY DURING A TOUCH AND GO.

File No	56	2/17/85	WALDRON, MO	A/C Reg. No. N8541C	Time (Lc1) - 1715 CST

Occurrence #1 NOSE OVER Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED 2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

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

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Brief of Accident

File No 33 2/27/85 LEE'S Basic Information	SUMMIT,MO A/C Re	eg. No. N18664		Time (Lc1) -	- 0735 CS	
Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft SUBSTAN		Fatal	Injur Serious		None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire NONE	Crew Pass	0 0	0 0	0 0	1 2
Aircraft Information						
Make/Model - CESSNA 177B Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2500 No. of Seats - 4	5 1			Installed/# Stall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point UNK/NR		Airport ON AI	Proximity RPORT		
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	Destination KIRKSVILLE,MO ATC/Airspace Type of Flight Plan Type of Clearance	- NONE	Runwa Runwa Runwa	AS-LEE'S SUM y Ident y Lth/Wid y Surface	- 36 - 3000/	60
Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 56 Biennial Flight Review	Medical Certificate	e - VALI t Time (AIVERS/LIM	4I T
PRIVATE SE LAND	Current - YES Months Since - 15 Aircraft Type - UNK/NR	Total - : Make/Model-	2559 456 K/NR	Last 24 Last 30 Last 90	4 Hrs - UM) Days- UM) Days- raft - UM	NK/NR 62
Instrument Rating(s) - AIRPLANE						
Narrative PON TAKEOFF, ACFT LIFTED OFF THE RWY AND SET ITH 1/4 TO 1/2 INCH OF SNOW & ICE WHEN THE T						
en e						

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File No. - 33 2/27/85 LEE'S SUMMIT, MO A/C Reg. No. N18664 Time (Lc1) - 0735 CST _ _ _ _ _ _ _ _ _ _ _ _ _ Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND 3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 4. TERRAIN CONDITION - RUNWAY _____ ----Probable Cause----

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

Brief of Accident

Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL		craft Damage			T un d t t u		
		BSTANTIAL		Fatal	Injur Serious	Minor	None
	Fir		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		INE	Pass	Ō	õ	Ō	Ó
Accident Occurred During -APPROACH							
ircraft Information							
Make/Model - BEECH 35	Eng Make/Model		0-470-N		nstalled/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines				all Warnir	ig System	- YES
Max Gross Wt - 3125	- 3 - , - , - ,	- RECIPROCATING	G-CARBURE I	OR			
No. of Seats - 4	Rated Power	- 260 HP					
nvironment/Operations Information	-						
Veather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure P	o int		Airport F ON AIR			
Method - N/A	OSAGE BEACH.MO			UN AIR	UR I		
Completeness - N/A	Destination	,		Airport Da			
Basic Weather - VMC	LOCAL		,	•	GLAIZE/ LIN	INCREEK	
Wind Dir/Speed- 090/010 KTS	200/12				•	14	
Visibility - 15.0 SM	ATC/Airspace			•	Lth/Wid -	3205/	60
Lowest Sky/Clouds - 25000 FT THIN	BKN Type of Flight P	lan - NONE		Runway	Surface -	ASPHALT	
Lowest Ceiling - NONE	Type of Clearanc	e - NONE			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC P	PATTERN	-			
Precipitation - NONE		FULL STOP	>				
Condition of Light - DAYLIGHT				·			
Personnel Information							
	Age'- 54	Medical Ce			MEDICAL-NO	WAIVERS/	IMIT
	Biennial Flight Review		Flight	t Time (Ho	ours)		
PRIVATE	Current - YE	S Total	-			Hrs -	1
SE LAND	Months Since - 5	5 Make/M		21) Days- UN	
	Aircraft Type - BE	E-35N Instru	ument-	5	Last 90) Days-	3
Instrument Rating(s) - NONE							

File No. - 7 3/02/85 OSAGE BEACH, MO A/C Reg. No. N541T Time (Lc1) - 1600 CST _____ _____ Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. WEATHER CONDITION - DOWNDRAFT 2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND 3. ALTITUDE - INADEQUATE - PILOT IN COMMAND 4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND _____ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 5. TERRAIN CONDITION - GROUND 6. TERRAIN CONDITION - RUNWAY Occurrence #3 GEAR COLLAPSED Phase of Operation OTHER Finding(s) 7. LANDING GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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

Brief of Accident

File No. ~ 55 3/15/85 PRINC	ETON,MO A/C	Reg. No. N1040Z	т	ime (Lcl) -	1055 CS1	-
Basic Information Type Operating Certificate-ON-DEMAND AI Name of CarrierKCMO RADIO Type of Operation -NON SCHED,DC Flight Conducted Under -14 CFR 135 Accident Occurred During -DESCENT	SUBS	aft Damage FANTIAL Cre Pas		Injur Serious O O		None 1 3
Aircraft Information Make/Mode1 - HUGHES 369HS Landing Gear - HIGH SKID Max Gross Wt - 2400 No. of Seats - 5	Eng Make/Model - / Number Engines - Engine Type - ⁻ Rated Power -	URBOSHAFT		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- UNK/NR Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poin PLATTSBURG,MO Destination PRINCETON,MO ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	n - NONE - NONE	OFF AI Airport D Runway Runway Runway	Ident - Lth/Wid - Surface -	- N/A - N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND HELICOPTER	Age - 49 Biennial Flight Review Current - YES Months Since - 10 Aircraft Type - 500D	Total - Make/Model-	ght Time (H 7050 235	ours) Last 24 Last 30	Hrs -) Days-) Days-	4IT 5 40 175 6850

`Instrument Rating(s) - HELICOPTER

----Narrative----

THE HELICOPTERS TAIL ROTOR COLLIDED WITH POWER LINES DURING AN APCH TO AN OPEN FIELD. ACCORDING TO THE PLT, UPON DESCENDING ONTO THE FLD, THE ACFT BEGAN TO VIBRATE SEVERELY. CONSEQUENTLY, THE PLT LOST CONTROL AND THE HELICOPTER MADE TWO 360 DEGREE REVOLUTIONS (THE ACFTS NOSE SWINGING RIGHT) BEFORE CONTACTING THE GROUND AND COMING TO REST ON IT'S LEFT SIDE.

_ _ _ _ _ _ _ _ _ _ _ _

File No. - 55 3/15/85 PRINCETON, MO A/C Reg. No. N1040Z Time (Lcl) - 1055 CST _____ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH Finding(s) 1. OBJECT - WIRE.STATIC 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND _ _ _ _ _ _ _ _ _ _ _ _ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 3. TERRAIN CONDITION - OPEN FIELD 4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND Occurrence #3 ROLL OVER 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

Brief of Accident

-Basic Information					- .			
Type Operating Certificate-NONE (GENERA		ircraft Damage SUBSTANTIAL		Fatal	Inju Serious	ries Mino	r I	None
Type of Operation -INSTRUCTIONA		ire	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 - CESSNA 150M		1 - CONTINENTAL						
Landing Gear - TRICYCLE-FIXED	Number Engine				all Warni	ng Syst	em - YI	ES
Max Gross Wt - 1600 No. of Seats - 2		- RECIPROCATIN - 100 HP	IG-CARBURET	OR				
No. 01 Seats - 2								
-Environment/Operations Information								
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary	Delint		Airport P		~		
Method - N/A	Last Departure CARBONDALE,1			UFF AIR	PORT/STRI	Ρ		
Completeness - N/A	Destination	. L	Δ	irport Da	ta			
Basic Weather - VMC	ROLLA, MO							
Wind Dir/Speed- 230/008 KTS					Ident			
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid			
Lowest Sky/Clouds - CLEAR		: Plan - VFR			Surface			
Lowest Ceiling - NONE	Type of Cleara	ince - NONE		Runway	Status	- N/A		
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lhdg	FORCED I	ANDING					
Condition of Light - NIGHT(BRIGHT)								
-Personnel Information	A	•• •• ••					DC /1 TM	• •
Pilot-In-Command Certificate(s)/Rating(s)	Age - 23 Biennial Flight Revi	Medical	Certificate	: Time (Ho		U WAIVE	R2/LIM	11
STUDENT	Current -		i -			4 Hrs		P
31002107	Months Since -	N/A Make	/ /Model-	26	Last 3	0 Davs-		
	Aircraft Type -		rument-	2	Last 9	0 Days-		
Instrument Deting(s) NONE								
Instrument Rating(s) - NONE								
-Narrative								
TO THE STUDENT PLTS MISCALCULATION OF THE								
M THE ROLLA DOWNTOWN ARPT. THE ACFT SUSTAI		E UPON COLLIDING	G WITH TREE	S DURING	THE NIGHT			
CED LANDING. THIS WAS THE PLTS FIRST SOLO	X-COUNTRY FLT.							

52 3/18/85 ROLLA,MO	A/C Reg. No. N714FT	Time (Lcl) - 2017 CST
	MECHANICAL	
NNING/PREPARATION - INADEQUATE N CALCULATIONS - INACCURATE -	E - PILOT IN COMMAND PILOT IN COMMAND	
	JECT	
	LOSS OF POWER(TOTAL) - NON- CRUISE - NORMAL HAUSTION NNING/PREPARATION - INADEQUAT N CALCULATIONS - INACCURATE - E OF PROCEDURE,INADEQUATE TRA FORCED LANDING DESCENT - EMERGENCY	LOSS OF POWER(TOTAL) - NON-MECHANICAL CRUISE - NORMAL HAUSTION NNING/PREPARATION - INADEQUATE - PILOT IN COMMAND N CALCULATIONS - INACCURATE - PILOT IN COMMAND E OF PROCEDURE,INADEQUATE TRAINING - PILOT IN COMMAND FORCED LANDING DESCENT - EMERGENCY IN FLIGHT COLLISION WITH OBJECT

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

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

Brief of Accident

File No 71 4/01/85 KANS	AS CITY,MO A	/C Reg. No. N11HE		Time (Lc1)	- 1530 (CST
Basic Information Type Operating Certificate-NONE (GENER		craft Damage JBSTANTIAL	Fatal		uries Mino	r None
Type of Operation -PERSONAL	Fir		rew 0	0	0	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		-	ass O	õ	õ	
Aircraft Information Make/Model - EHLERS STARDUSTER ESA3 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1100 No. of Seats - 2	Number Engines	- RECIPROCATING-CAR		Installed, Stall Warn		
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure F	oint	ON AI	RSTRIP		
Method - TELEPHONE				Data		
Completeness - WEATHER NOT PERTINEN Basic Weather - VMC	T Destination KANSAS CITY,MO	,	Airport	S CITY DOWN		
Wind Dir/Speed- 340/010 KTS	KANSAS CITT, MU)		y Ident		
Visibility - 10.0 SM	ATC/Airspace			v Lth/Wid		/ 150
Lowest Sky/Clouds - 25000 FT SCA		lan - NONE		y Surface		
	Type of Clearance			y Status		
Obstructions to Vision- NONE	Type Apch/Lndg		KUIWa	iy Status	DRI	
Precipitation - NONE	Type Aperly Endg	I DEL STOP				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 50	Medical Certif			VAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YE	/ F	light Time (Hours)		
PRIVATE	Current - YE	S Total	- 2700	Last	24 Hrs -	
SE LAND, ME LAND	Months Since - 10	Make/Model	- 500		30 Days-	
	Aircraft Type - PA	A-28 Instrument Multi-Eng		Last	90 Days-	35
Instrument Rating(s) - NONE						

THE PLT STATED THAT DURING THE LANDING ROLL HE NOTICED AN ACFT LANDING BEHIND HIS AND THEREFORE VEERED HIS ACFT TO THE RIGHT OF RWY 36 TRAVELING ABOUT 45 MPH. DURING THE MANEUVER THE PLT FELT THE RIGHT GEAR GIVE AND THE ACFT CONSEQUENTLY GROUND LOOPED TWICE TO THE RIGHT RESULTING IN THE COLLAPSE OF THE RIGHT WING AND GEAR. THE RIGHT STRUT ATTACHMENT BOLT WAS FOUND ON RWY 36 AND SHOWED SIGNS OF SEPARATION DUE TO TENSION LOADS.

File No 71 4/01/85 KANSAS CITY,MO	A/C Reg. No. N11HE	Time (Lc1) - 1530 CST
Occurrence #1 ABRUPT MANEUVER Phase of Operation LANDING - ROLL		
 PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD MANEUVER - EXCESSIVE - PILOT IN COMMAND 		
Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL		
Finding(s) 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND 5. LANDING GEAR,MAIN GEAR ATTACHMENT - FAILURE,TOTAL	AND	

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

is/are finding(s) 3,6

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

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Brief of Accident

File No 113 2/16/85 PONTO	TOC.MS A/C Re		т	ime (Lcl) ·	T20 000	
File No 113 2/16/85 PUNIU		eg. No. N2512F			- 1330 031	
-Basic Information						
Type Operating Certificate-NONE (GENERAL	L AVIATION) Aircraft	: Damage		Injur	ries	
	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	1
Accident Occurred During -TAKEOFF						
Make/Model - BELLANCA 7ECA	Eng Make/Model - CON	TINENTAL 0-200-A	ELT :	[nstalled/#	Activated	- YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		S	tall Warnin	ng System	- YES
Max Gross Wt - 1650	Engine Type - REC	IPROCATING-CARBURE				
No. of Seats - 2	Rated Power -					
 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 Da	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 270/007 KTS	200112		Runwa∨	Ident ·	- UNK/NR	
Visibility - 4.000 SM	ATC/Airspace			Lth/Wid		50
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	- NONF		Surface		RF
Lowest Ceiling - NONE	Type of Clearance -				- WET	
Obstructions to Vision- NONE		NONE	·····,	• • • • • •		
Precipitation - NONE	Type Apony Energy	NONE				
Condition of Light - DAYLIGHT						
Personnel Information	4	Madiaal Cantifiaat				. .
Pilot-In-Command Certificate(s)/Rating(s)		Medical Certificat Fligh			AIVERS/LIM	1 1
PRIVATE	Current - YES	Totol -	200	Jurs)	4 Hrs - UN	
SE LAND	Months Since - 1	Neke /Medel	290	Last 2) Days- UN	
SE LAND	-		14) Days- UN) Days-	
	Aircraft Type - UNK/NR			Last 90	raft - UN	
		Multi-Eng - UN	K/NR	ROTOPO	hart - UN	K/ NR
Instrument Rating(s) - NONE						
Narrative						
Narrative E PILOT RAN OFF THE END OF THE 1500 FT WET O NOT REALIZE THAT HE WAS NOT GOING TO LIFT RFACE.	OFF , UNTIL THE ACFT WAS TOO	D FAR DOWN THE RWY	TO STOP O	N THE REMA	INING RWY	

File No. - 113 2/16/85 PONTOTOC, MS A/C Reg. No. N2512F Time (Lc1) - 1330 CST Occurrence #1 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. TERRAIN CONDITION - SOFT 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 4. ABORTED TAKEOFF - MISJUDGED - PILOT IN COMMAND _____ Occurrence #2 NOSE OVER Phase of Operation TAKEOFF - GROUND RUN Finding(s) 5. TERRAIN CONDITION - WET 6. TERRAIN CONDITION - GROUND _____ ----Probable Cause----

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

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

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Brief of Accident

Make/Mode1- BEECH B36TCEng MLanding Gear- TRICYCLE-RETRACTABLENumberMax Gross Wt- 2338EnginNo. of Seats- 6RatedEnvironment/Operations InformationItinerarWeather DataItinerar	2	ENTAL TSIO-520-UB	O O ELT In		Minor 1 O	
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH Aircraft Information Make/Model - BEECH B36TC Eng M Landing Gear - TRICYCLE-RETRACTABLE Numbe Max Gross Wt - 2338 Engin No. of Seats - 6 Rated Environment/Operations Information Weather Data Itinerar	SUBSTANTIAL Fire NONE Make/Model - CONTINE Pr Engines - 1 ne Type - RECIP-F d Power - 300	ENTAL TSIO-520-UB	O O ELT In	Serious O O stalled/A	Minor 1 0 	0 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH Aircraft Information Make/Model - BEECH B36TC Eng M Landing Gear - TRICYCLE-RETRACTABLE Numbe Max Gross Wt - 2338 Engin No. of Seats - 6 Rated Environment/Operations Information Weather Data Itinerar	Fire NONE Make/Model - CONTINE er Engines - 1 ne Type - RECIP-F d Power - 300	Crew Pass ENTAL TSIO-520-UB EUEL INJECTED HP	O O ELT In	O O stalled/A	1 O 	0 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH Aircraft Information Make/Model - BEECH B36TC Eng M Landing Gear - TRICYCLE-RETRACTABLE Numbe Max Gross Wt - 2338 Engin No. of Seats - 6 Rated Environment/Operations Information Weather Data Itinerar	NONE Make/Model - CONTINE er Engines - 1 ne Type - RECIP-F d Power - 300	Pass ENTAL TSIO-52O-UB UEL INJECTED HP	O ELT In	0 stalled/A	0 o 	1 - YES/YES
Accident Occurred During -APPROACH Aircraft Information Make/Model - BEECH B36TC Eng M Landing Gear - TRICYCLE-RETRACTABLE Numbe Max Gross Wt - 2338 Engin No. of Seats - 6 Rated Environment/Operations Information Weather Data Itinerar	Make/Model - CONTINE er Engines - 1 ne Type - RECIP-F d Power - 300	UEL INJECTED HP				
Make/Model- BEECH B36TCEng MLanding Gear- TRICYCLE-RETRACTABLENumberMax Gross Wt- 2338EnginNo. of Seats- 6RatedEnvironment/Operations InformationItinerarWeather DataItinerar	er Engines - 1 ne Type - RECIP-F d Power - 300 Y	UEL INJECTED HP				
Landing Gear - TRICYCLE-RETRACTABLE Number Max Gross Wt - 2338 Engin No. of Seats - 6 Rated Environment/Operations Information Weather Data Itinerar	er Engines - 1 ne Type - RECIP-F d Power - 300 Y	UEL INJECTED HP				
Max Gross Wt - 2338 Engin No. of Seats - 6 Rated Environment/Operations Information Weather Data Itinerar	ne Type - RECIP-F d Power - 300 Y	HP	Sta	11 Warnin	ng System	- YES
No. of Seats - 6 Rated Environment/Operations Information Weather Data Itinerar	9 Power - 300	HP				
Environment/Operations Information Weather Data Itinerar	`У					
Weather Data Itinerar	2	A 1				
	2					
			irport Pro ON AIRPO			
)eparture Point TLE.WA		UN AIRPU	K I		
Completeness - WEATHER NOT PERTINENT Destina	•	Δir	port Dat	а		
•	INGS,MT		LOGAN	4		
Wind Dir/Speed- 220/017 KTS			Runway I	dent -	- 22	
Visibility - 20.0 SM ATC/Airs	space				- 5704/	150
Lowest Sky/Clouds - CLEAR Type o	of Flight Plan - IFR	γ		urface -		
	of Clearance - IFR		Runway S	tatus -	- DRY	
	Apch/Lndg - FUL	L STOP				
Precipitation - NONE Condition of Light - NIGHT(BRIGHT)						
Condition of Light - NIGHI(BRIGHI)						
Personnel Information						
Pilot-In-Command Age - 46		ical Certificate	- VALID M Time (Hou		J WAIVERS/	LIMII
Certificate(s)/Rating(s) Biennial Fli PRIVATE Current	lght Review - YES	Total - UNK/N			4 Hrs - UN	
SE LAND, ME LAND Months S	Since - 4	Make/Model - UNK/		Last 30) Days- UN	
Aircraft	t Type - UNK/NR	Instrument- UNK/) Days- UN	
		Multi-Eng - UNK/			raft - UN	
Instrument Rating(s) - AIRPLANE						

PLT USED CANNULA CONNECTED TO PORTABLE OXYGEN SYSTEM DURING CLIMB STARTING AT 11,000 FT MSL. AT FL 170 PLT SWITCHED TO A MASK CONNECTED TO ACFT OXYGEN STSTEM. AT FL 250, PLT COMPLAINED OF STOMACH PAINS FOR APRX 1/2 HR. PLT THEN STATED TO HIS SON THAT HIS OXYGEN SMELT BAD, THE MASK WAS AWKWARD TO USE AND IT FIT POORLY. AT THIS TIME THE PLT USED THE MASK AND CANNULA TOGETHER. THE ACFT OXYGEN SYSTEM WAS CHECKED AND INDICATED A POSITIVE FLOW WITH A BOTTLE PRESSURE OF 1500 PSI. PLT THEN BEGAN SHOWING SIGNS OF HYPOXIA AND SUBSEQUENTLY DRIFTED IN AND OUT OF CONSIOUSNESS. PLTS SON TOOK OVER CONTROLS, DECLARED AN EMERGENCY AND FLEW THE ACFT UNTIL FINAL APCH WHEN THE PLT TOOK CONTROL OF ACFT. PLT DIVED ACFT ON SHORT FINAL AND SON PULLED BACK ON YOKE. ACFT CONTACTED GROUND SHORT OF THE RWY. INSPECTION OF THE ACFT OXYGEN SYSTEM REVEALED NO MECHANICAL MALFUNCTION, HOWEVER, THE OXYGEN BOTTLE REPORTEDLY HAD AN APRX DEW POINT OF -35 DEG F. OXYGEN USED FOR AVIATION IS REQUIRED TO HAVE A DEW POINT OF -83 DEG F OR LESS.

F110 NO	27 1/04/85	BILLINGS,MT	A/C Reg.	No. N6750C	Time (Lc1) - 1825 MST
Occurrence #1 Phase of Operation	MISCELLANEOUS/01 CRUISE	THER			
Finding(s) 1. OXYGEN SYSTEM - 2. IMPROPER US 3. AIRCRAFT HANDLI	E OF EQUIPMENT/AIR	RCRAFT, INCAPACITATION(ANOXIA/HYPOXIA)	- PILOT IN COMMAN	ND
	IN FLIGHT COLLIS APPROACH - VFR F	SION WITH TERRAIN PATTERN - FINAL APPROA	сн		
Finding(s)		- PILOT IN COMMAND			

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

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

Brief of Accident

File No 65 2/24/85 POLSO	A/C Reg. No. N8676C		т	ime (Lc1) -	1700 MST	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft SUBSTAN		Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI	Fire NONE	Crew	0 0	0 0	0 0	1 0
Aircraft Information Make/Model - PIPER PA-18 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1750 No. of Seats - 2	Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -	PROCATING-CARBURE	S	Installed/# tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	Itinerary Last Departure Point SAME AS ACC/INC Destination		Airport ON AIR Airport D			
Basic Weather - VMC Wind Dir/Speed- 360/025 KTS Visibility - UNK/NR	LOCAL ATC/Airspace		POLSON Runway Runway	Ident - Lth/Wid -		60
Lowest Sky/Clouds - UNK/NR Lowest Ceiling - UNK/NR Obstructions to Vision- NONE Precipitation - SNOW SHOWER Condition of Light - DAYLIGHT	Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE			- ASPHALT - SNOW - DI	RY
Personnel Information Pilot-In-Command. Certificate(s)/Rating(s)	Biennial Flight Review	Medical Certificat Fligh	t Time (H	lours)	VIVERS/LIM	IT
COMMERCIAL SE LAND	Current - YES Months Since - 5 Aircraft Type - UNK/NR	Total - Make/Model- Instrument-	6	Last 30	4 Hrs - UN) Days- UN) Days-	K/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT STATED A 35 KT GUST OF WIND FROM THE NORTH LIFTED THE TAIL OF THE ACFT TO THE LEFT. THE ACFT VEERED RIGHT, CONTACTED A SNOW BANK AND NOSED OVER. THE PLT WAS TAXIING ON RWY 18 AFTER LANDING WHEN THE ACCIDENT OCCURRED.

File No	65 2/24/85 POLSON,MT	A/C Reg. No. N8676C	Time (Lc1) - 1700 MST
	LOSS OF CONTROL - ON GROUND TAXI - FROM LANDING		
		D	
	ON GROUND COLLISION WITH TERRAIN TAXI - FROM LANDING		
Finding(s) 5. TERRAIN CONDITI	DN - SNOWBANK	•	
Occurrence #3 Phase of Operation	TAXI - FROM LANDING		
Probable Cause			
The National Transpo	rtation Safety Board determines that th	e Probable Cause(s) of this accid	ent

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

Λ.

Brief of Accident

File No 200 5/13/85 RA	PELJE,MT A/C Re	g. No. N44260	т	ime (Lc1) -	1515 MDT	
Basic Information Type Operating Certificate-AGRICULTU	RAL AIRCRAFT Aircraft DESTROY		Fatal	Injur Serious		None
 Type of Operation AERIAL AP Flight Conducted Under -14 CFR 13 Accident Occurred During DESCENT 	PLICATION Fire	Crew [°] Pass	0	0	0	1 0
Aircraft Information Make/Model - PIPER PA-36 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4800 No. of Seats - 1	Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -	IP-FUEL INJECTED		Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEF Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 220/005 KTS Visibility - 50.0 SM Lowest Sky/Clouds - 10000 FT S Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAWN	Itinerary ING Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace CATTERED Type of Flight Plan Type of Clearance	NONE	OFF AI Airport D Runway Runway Runway	Ident - Lth/Wid - Surface -	22 2600/	50
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 26 Biennial Flight Review Current - YES Months Since - 15 Aircraft Type - UNK/NR	Total - Make/Model-	t Time (H 1881 500 K/NR	ours) Last 24 Last 30 Last 90	WAIVERS/ Hrs - UN Days- UN Days- aft - UN	IK/NR IK/NR 16

Instrument Rating(s) - NONE

----Narrative----

THE ACFT SETTLED BACK TO GROUND CONTACT AFTER REACHING AN ALT (EST BY THE PLT) OF 60 FT AGL DURING TAKEOFF INITIAL CLIMB. THE PLT STATED THAT HE RECOGNIZED THE ACFT WAS SETTLING TOWARD THE GROUND & NOTICED A DISSIPATION OF AIRSPEED. THE PLT SAID THAT HE THEN "ELECTED TO HOLD LOAD AS LONG AS POSSIBLE BEFORE DUMPING. I DUMPED THE LOAD 20 FT ABOVE THE POINT WHERE I KNEW I WAS GOING TO IMPACT THE GROUND." THE DENSITY ALT WAS COMPUTED TO BE 4700 FT (ARPT FLE 3800 FT) BY THE IIC. IN THE AREA OF THE PLTS REPORT RESERVED FOR RECCOMMENDATIONS FOR PREVENTION (OF THIS ACCIDENT TYPE) THE PLT WROTE "I BELIEVE THAT I GOT INTO A SITUATION KNOWN AS'REGION OF REVERSE COMMAND.'" THE DEFINITION OF THIS PHENOMENON DESCRIBES AN AERODYNAMIC SITUATION IN WHICH THE TOTAL DRAG OF THE ACFT INCREASES AS THE AIRSPEED DECREASES. THIS DRAG INCREASES TO A POINT WHERE INSUFFICIENT POWER IS AVAILABLE TO MAINTAIN ALTITUDE. THE PLT ALSO REPORTED THAT THE ACFT LOAD CONSISTED OF 200 GALLONS OF 2,4,D & ROUNDUP, IN ADDITION TO 55 GALLONS OF AVIATION FUEL ON BOARD.

File No. - 200 5/13/85 RAPELJE,MT A/C Reg. No. N44260 Time (Lc1) - 1515 MDT 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 - INADEQUATE - PILOT IN COMMAND 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - LOOSE GRAVEL/SANDY 4. ROTATION - PREMATURE - PILOT IN COMMAND 5. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED 6. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND 7. LOAD JETTISON - DELAYED - PILOT IN COMMAND 8. IMPROPER USE OF PROCEDURE.EXPECTANCY - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 9. LOAD JETTISON - PERFORMED - PILOT IN COMMAND 10. IMPROPER USE OF PROCEDURE, EMOTIONAL REACTION - PILOT IN COMMAND _____ Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - EMERGENCY Finding(s) 11. TERRAIN CONDITION - ROUGH/UNEVEN 12. TERRAIN CONDITION - LOOSE GRAVEL/SANDY _____ ----Probable Cause----

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

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

Brief of Accident

asic Information							
Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Damage DESTROYED		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING		Fire NONE	Crew Pass	1 0	0 0	0 0	0 0
Aircraft Information Make/Model - GROSS TAYLOR TITCH Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 745 No. of Seats - 1	Number Engin	- RECIPROCATING		S	Installed/A tall Warnin		
Environment/Operations Information Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departur LIBERTY.NC	e Point		OFF AI	RPORT/STRIP		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/010 KTS	Destination MADISON,NC			Airport D CAUSEY		N/A	
Visibility - 5.0 SM	· ·			Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Fligh Type of Clear Type Apch/Lnc					ASPHALT DRY	
Personnel Information Pilot-In-Command	Age - 44	Medical (e	ortificat		MEDICAL-NO		
Certificate(s)/Rating(s)	Biennial Flight Rev	iew	Fligh	nt Time (H	ours)		
STUDENT	Current - Months Since -		- lode 1 -		Last 24 Last 30	Hrs - UNA	•
	Aircraft Type -		indei- iment-) Days- UNr) Days-	

Instrument Rating(s) - NONE

----Narrative----

ACCORDING TO WITNESSES INTERVIEWED, PILOT MADE A TAKEOFF ON RUNWAY 2, HOLDING THE PLANE JUST A FEW FEET OFF THE RUNWAY WITH A STEEP PULL UP AT THE END OF THE RUNWAY. IT WAS THEN OBSERVED DOING A STEEP BANK, LOW ALTITUDE 180 DEGREE TURN AND PROCEEDED DIAGONALLY BACK ACROSS THE RUNWAY AT AN ALTITUDE LESS THAN 25 FEET AND MADE ANOTHER STEEP PULL-UP AND ANOTHER STEEP TURN AT WHICH TIME THE AIRPLANE FLEW INTO THE GROUND.

File No 102 3/23/85 LIBERTY,NC	A/C Reg. No. N9438	T1me (Lc1) - 1245 EST	
Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING			
Finding(s) 1. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND 2. JUDGEMENT - POOR - PILOT IN COMMAND 3. AEROBATICS - PERFORMED - PILOT IN COMMAND			
4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 5. LOW PASS - PERFORMED - PILOT IN COMMAND 6. CLEARANCE - IMPROPER - PILOT IN COMMAND 7. TERRAIN CONDITION - OPEN FIELD			

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

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

Brief of Accident

asic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircra	t Damage		Iniu	ries	
	SUBST		, Fatal	Serious		None
Type of Operation -PERSONAL	Fire		rew O	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE	Pa	ass O	0	0	0
ircraft Information				/		
Make/Model - BELLANCA 8GCBC	Eng Make/Model - L			Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -		5	tall Warni	ng System	- YES
Max Gross Wt - UNK/NR						
No. of Seats - 2	Rated Power - UI	NK/NR				
nvironment/Operations Information						
leather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	t	ON AIF	STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	LOCAL		PRIVAT	-		
Wind Dir/Speed- 310/008 KTS					- UNK/NR	
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	- SNOW - D	RY
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 43	Medical Certif	icate - VALID	MEDICAL-N	O WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		light Time (H	lours)		
PRIVATE	Current - YES	Total ·	- 798	Last 2	4 Hrs -	4
SE LAND	Months Since - 9	Make/Model·	- 798	Last 3	O Days- UN	IK/NR
	Aircraft Type - UNK/N	R Instrument	- UNK/NR	Last 9	O Days- UN	
		Multi-Eng	- UNK/NR	Rotorc	raft - UN	IK/NR
Instrument Rating(s) - NONE						
larrative						
TTEMPTED TAKEOFF ON A SLIPPERY, SNOW COV D RUN AND LEFT MAIN GEAR SHEARED OFF AFT		E X-WIND. ACFT VI	EERED DURING	THE TAKEOF	F	

File No	21 1/05/85 NE	WBURG, ND	A/C Reg. No. N5046C	Time (Lc1) - 1600 CST
	LOSS OF CONTROL - ON TAKEOFF - GROUND RUN			
2. PLANNING-DECI 3. AIRPORT FACILIT 4. UNSUITABLE TE 5. WEATHER CONDITI 6. COMPENSATION	ES,RUNWAY/LANDING ARE SION - POOR - PILOT IN ES,RUNWAY/LANDING ARE RAIN - SELECTED - PIL ON - CROSSWIND FOR WIND CONDITIONS - FROL - NOT MAINTAINED	N COMMAND A CONDITION - ICY OT IN COMMAND INADEQUATE - PILOT		
	ON GROUND COLLISION TAKEOFF - GROUND RUN			
	MAIN GEAR COLLAPSED Takeoff - ground run	١		
Finding(s) 9. LANDING GEAR,MA				·
Probable Cause				
The National Transpo is/are finding(s) 2,		determines that the	Probable Cause(s) of this acci	dent

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

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION) Aircraft	Damaga		Injur	ios	
Type operating certificate None (General	SUBSTANT		Injuries Fatal Serious Minor No			
Type of Operation -INSTRUCTION		Crew	0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA 18-150	Eng Make/Model - LYCC			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warnir	ng System -	- YES
Max Gross Wt - 1750 No. of Seats - 2	Engine Type - RECI Rated Power -		UR			
Environment/Operations Information	T			D		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point		ON AIR	Proximity		
Method - N/A	SAME AS ACC/INC		UN AIR	PURI		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		GRAND			
Wind Dir/Speed- 320/005 KTS			Runway	Ident -	· 17	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		100
Lowest Sky/Clouds - 2500 FT SCAT				Surface -		
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	TRAFFIC PATTERN				
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 25 N	ledical Certificat				TMTT
Contificate(a) (Deting(a)	Riennial Flight Review		e - VALIL F Time (F	ours)	WAIVERS/1	-1911
ATP	Biennial Flight Review Current - YES	Total -	3291	Last 24	Hrs -	3
SE LAND	Months Since - 1	Make/Model- Instrument- UN) Days- UN	
	Aircraft Type - UNK/NR			Last 90) Days-	
· · ·		Multi-Eng - UN	K/NR	Rotorcr	aft - UN	
Instrument Rating(s) - AIRPLANE						
Narrative						
I MARCH 21, 1985, A PIPER PA 18 GROUND LOOPE				STATED THE	ATPOPART	
CCIDENT OCCURRED WHEN HE WAS CHECKING OUT AN	NOTHER FLIGHT INSTRUCTOR IN TH	IF TATIWHEEL ATRPL	ANF. DURI	NG THE LAND	ING ROLL	
JT THE AIRPLANE "GOTAWAY" FROM THE STUDENT I						
NT THE LEFT WING SPAR.						

File No. - 198 3/21/85 GRAND FORKS, ND A/C Reg. No. N25825 Time (Lc1) - 1000 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT 2. GROUND LOOP/SWERVE - UNCONTROLLED - DUAL STUDENT 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI) Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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Brief of Accident

-Basic Information		t Damage		Triur	ioc			
Type Operating Certificate-NONE (GENERAL AVIATION)		NTIAL	Injuries Fatal Serious Minor None					
Type of Operation -BUSINESS	Fire	Crew	0	0		1		
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	0		
-Aircraft Information								
Make/Model - CESSNA 172			G D-320-H2AD ELT Installed/Activated - YES-UNK					
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300	Number Engines - 1 Engine Type - RE	Stall Warning System - YES						
No. of Seats - 4		160 HP	TUR					
-Environment/Operations Information								
Weather Data	Itinerary			Proximity				
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP						
Method - TELEPHONE Completeness - WEATHER NOT PERTINENT		MONTPELIER, ND						
Basic Weather - VMC	SAME AS ACC/INC							
Wind Dir/Speed- 300/005 KTS	SAME AS ACC/INC			Runway Ident - N/A				
Visibility - 20.0 SM					th/Wid - 3000-N/A			
Lowest Sky/Clouds - CLEAR				Runway Surface - GRAVEL				
Lowest Ceiling - NONE	Type of Clearance				DRY			
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-IN			ROUGH			
Precipitation - NONE								
Condition of Light - DAYLIGHT								
-Personnel Information • Pilot-In-Command	Age - 59	Medical Certificat	e - VALID	MEDICAL-WA	TVERS/LIM	тт		
Certificate(s)/Rating(s)	Age - 59 Biennial Flight Review	Review Flight Time (Hours)			· · · · · · · · · · · ·			
PRIVATE	Current - YES	Total - UN	K/NR	last 24	Hrs - UN			
SE LAND	Months Since - 2	Make/Model- UN	K/NR	Last 30) Days- UN			
	Aircraft Type - UNK/NR			Last 90) Days- UN			
		Multi-Eng - UN	K/NR	Rotorcr	aft - UN			
Instrument Rating(s) - NONE								

File No 141 7/19/85 SYKESTON,ND	A/C Reg. No. N739GA	Time (Lc1) - 1000 CDT
Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL		
Finding(s) 1. AIRPORT FACILITIES,OBSTRUCTION MARKING - UNAVAILABLE 2. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND 3. OBJECT - OBJECT		
Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL		
Finding(s) 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND		
Probable Cause		
The National Transportation Safety Board determines that the F is/are finding(s) 2,4	Probable Cause(s) of this accio	lent

is/are finding(s) 2,4

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

Brief of Accident

File No 12 1/02/85 P/	AWNEE CITY,NE	A/C Reg. No.	Time (Lc1) - 1430 CST				
-Basic Information Type Operating Certificate-NONE (GE		Aircraft Damage			Injur	100	
Type operating centricate-None (Gen	NERAL AVIATION)	SUBSTANTIAL		Fatal	Soniour	Minon	None
Type of Operation -PERSONAL		Fire	Crew	0	1 0	0	0
Flight Conducted Under -14 CFR 9	1	NONE	Pass	1	0	Ō	Ō
Accident Occurred During -DESCENT							
-Aircraft Information							
Make/Model - CESSNA 150F	Eng Make,	/Model - CONTINENTA	L 0-200	ELT :	[nstalled/A	ctivate	d - YES/YE
Landing Gear - TRICYCLE-FIXED	Number Ei				tall Warnin	g Syste	m - YES
Max Gross Wt - 1600		/pe - RECIPROCAT	ING-CARBURE	TOR			
No. of Seats - 3	Rated Po	wer - 100 HP					
-Environment/Operations Information	-						
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIE		rture Point		OFF AI	RPORT/STRIP		
Method - N/A	TECUMSE	•					
Completeness - N/A	Destination	า		Airport Da	ata		
Basic Weather - VMC Wind Dir/Speed- 220/004 KTS	LOCAL			Durana	Talaut	NI / A	
	ATC/Airspace	_				N/A N/A	
Lowest Sky/Clouds - 12000 FT S					Surface -	•	
Lowest Ceiling - 25000 FT I						N/A	
Obstructions to Vision- NONE		Lindg - NONE		Kunway	Jtatus	N/ A	
Precipitation - NONE	Type Apon	indig none					
Condition of Light - NIGHT(DAR	K)						
 -Personnel Information							
Pilot-In-Command	Age - 32	Medical	Ćertificat	e - VALID	MEDICAL-NO	WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Age - 32 Biennial Flight	Review	Flight	t Time (He	ours)		
PRIVATE	Current	- YES Tot	al -	492	Last 24	Hrs -	UNK/NR
SE LAND	Months Since	e - 15 Mak	e/Model-	202	Last 30	Days-	UNK/NR
	Aircraft Ty	e - 15 Mak be - C-150F Ins	trument-	0	Last 90	Days-	9
Instrument Rating(s) - NONE							

PLT AND PASSENGER DEPARTED TO FLY OVER A GROUP OF FRIENDS WHO WERE ON A COYOTE HUNT. WITNESS STATED THE ACFT APPROACHED FROM THE NE APRX 300 FT AGL. ACFT THEN MADE A LEFT CRCLING TURN AND WAS DESCRIBED AS FLYING VERY SLOW. AFTER COMPLETING APRX 360 DEGREES OF TURN, THE ACFT'S SPEED REDUCED AND IT ROLLED FROM SIDE TO SIDE BEFORE CONTACTING THE GROUND.

File No. - 12 1/02/85 PAWNEE CITY.NE A/C Reg. No. N7138F Time (Lc1) - 1430 CST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. ALTITUDE - INADEQUATE - PILOT IN COMMAND 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 4. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 5. TERRAIN CONDITION - GROUND ----Probable Cause----

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

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

Brief of Accident

-Basic Information Type Operating Certificate			Aircr	aft Damage			Injur	ias	
Type operating certificate	GENERA		MINO			Fatal	Serious	Minor	None
	-BUSINESS		Fire		Crew	0	0	0	1
	-14 CFR 91		NONE		Pass	1	0	0	1
Accident Occurred During	-STANDING								
Aircraft Information									
Make/Model - HUGHES 500	D			ALLISON 250-	C20B		Installed/#		
Landing Gear - SKID		Number Er				S	tall Warnir	ng System	- NO
Max Gross Wt - 3000				TURBOSHAFT					
No. of Seats - 4		Rated Pov	ver -	317 HP					
-Environment/Operations Infor	mation								
Weather Data		Itinerary					Proximity		
	D OF BRIEFING			nt		ON AIR	PORT		
Method - N/A		JAMAICA	•						
Completeness - N/A		Destination				Airport D			
Basic Weather - VMC		NEWARK,	NU UN			HELIST			
Wind Dir/Speed- CALM	CH .		_						
Visibility - 8.0 Lowest Sky/Clouds -		ATC/Airspace					Lth/Wid - Surface -		
	5000 FT BRO	TERED Type of F KEN Type of C						- UNK/NR	
Obstructions to Vision-		Type Apch		- NONE		Runway	Status		
	FREEZING RAIN		Linug	- NONE					
Condition of Light -									
-Personnel Information									
Pilot-In-Command		Age - 34	Developer	Medical (te – VALID ht Time (H	MEDICAL-NO	J WAIVERS/	
Certificate(s)/Rating(s) ATP		Biennial Flight Current	- YES	Total		•		4 Hrs - UN	
SE LAND, ME LAND		Months Since			/Model-) Days- UN	
HELICOPTER		Aircraft Ty			rument-			Days UN	
HELIOOT FER			200		i-Eng -	22		raft -	
Instrument Rating(s)	- AIRPLANE								
-NAFFATIVE RIGHT FRONT SEAT PASSENGER D					E EDON T		AD SEAT OF	THE	
	-	THE ENGINE SHUTDO							

File No.	97	1/04/85	NEWARK, NJ	A/C Reg. No. N1106M	Time (Lc1) - 1505 EST	
Occurrence Phase of Operat		LLER/ROTOR C ING - ENGINE	ONTACT (S) OPERATING			
Finding(s) 1. JUDGEMENT 2. PASSENGER 3. VISUAL LOC	BRIEFING - 1	NADEQUATE -	PILOT IN COMMAND			
Probable Ca	ause					

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

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

Brief of Accident

File No 15 1/02/85 LORDS	BURG, NM A/C	Reg. No. N101PQ	1	Time (Lc1) - 1650 MST				
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	aft Damage		Injur	ies			
		TANTIAL	Fatal		Minor	None		
Type of Operation -PERSONAL	Fire		ew O	0	1	0		
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pa	ss O	0	4	0		
-Aircraft Information								
Make/Model - CESSNA 210B	Eng Make/Model - C							
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -			Stall Warnin	g System	- YES		
Max Gross Wt - 3000	Engine Type - R		D					
No. of Seats - 5	Rated Power -	260 HP						
-Environment/Operations Information								
Weather Data	Itinerary		Airport	Proximity				
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poir	nt	OFF AI	RPORT/STRIP				
Method - N/A	RIALTO, CA							
Completeness - N/A	Destination		Airport [)ata				
Basic Weather - VMC	CARLSBAD, NM							
Wind Dir/Speed- 150/007 KTS			Runway	/Ident -	N/A			
Visibility - 80.0 SM	ATC/Airspace		Runway	/Lth/Wid -	N/A			
Lowest Sky/Clouds - CLEAR	Type of Flight Plar	- NONE	Runway	/ Surface -	N/A			
Lowest Ceiling - NONE	Type of Clearance			/Status -	N/A			
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING						
Precipitation - NONE								
Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command	Age - 56	Medical Certifi	cate - VALIC	MEDICAL-NO	WAIVERS/	LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (H		-,			
PRIVATE	Current - YES	Total -		Last 24	Hrs - UN	K/NR		
SE LAND	Months Since - 7	Make/Model-	23	Last 30	Days- UN	K/NR		
	Aircraft Type - UNK/N				Days-			
		Multi-Eng -			aft - UN	K/NR		
Instrument Rating(s) - NONE								

----Narrative----

PLT STATED THAT DURING THE FLT THE RT FUEL TANK WAS USED UNTIL EMPTY AT WHICH TIME THE LEFT TANK WAS SELECTED. APRX 20 MINUTES AFTER SWITCHING TANKS AND 2 HRS 35 MINUTES AFTER DEPARTURE, THE ENGINE BACKFIRED AND SUBSEQUENTLY QUIT. A FORCED LANDING WAS MADE DURING WHICH TIME ACFT NOSED DOWN AFTER CONTACTING A SAND DOME. INVESTIGATION REVEALED THAT DURING THE 4 MONTHS WHICH THE PLT OWNED THE ACFT HE HAD TO HAVE THE FUEL SYSTEM CLEANED TWICE BECAUSE OF SEDIMENT. INSPECTION OF THE ACFT DISCLOSED SEDIMENT IN THE FUEL PUMPS AND SADDLE TANKS. THE SEDIMENT WAS CLEANED OUT AND THE ENGINE WOULD NOT RUN LONGER THEN APRX 2 MINUTES ON EITHER TANK. THE FUEL SYSTEM WAS THOROUGHLY CHECKED AND THE ONLY DISCREPANCY NOTED WAS EXCESSIVE PLAY IN THE FUEL SELECTOR VALVE.

File No	15 1/02/85 LORDSBURG,NM	A/C Reg. No. N101PQ	Time (Lc1) - 1650 MST
	LOSS OF POWER CRUISE - NORMAL		
Finding(s) 1. FLUID,FUEL - ST 2. BLEED AIR SYSTE	ARVATION M.VALVE - UNDETERMINED		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		· · · · ·
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
Finding(s) 3. TERRAIN CONDITI	ON - LOOSE GRAVEL/SANDY		
Occurrence #4 Phase of Operation			
Probable Cause		•	
The National Transpo is/are finding(s) 2	rtation Safety Board determines that	the Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is/are finding(s) 1,	3	

Brief of Accident

File No 166 2/17/85 BELE	N,NM A/C Re	g. No. N6381F	Time (Lc1) - 1310 MST			
Basic Information Type Operating Certificate-NONE (GENER	e-NONE (GENERAL AVIATION) Aircraft Damage SUBSTANTIAL			Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	Fatal O O	0	0	1
Aircraft Information Make/Model - CESSNA 337 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4800 No. of Seats - 6	Eng Make/Model - CON Number Engines - 2 Engine Type - REC Rated Power -			Installed/4 tall Warnir		
-Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - WEATHER NOT PERTINEN Basic Weather - VMC Wind Dir/Speed- 360/005 KTS Visibility - 60.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point ALBUQUERQUE,NM T Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE NONE	ON AIR Airport D ALEXAN Runway Runway Runway	ata DER Ident Lth/Wid Surface	- 03 - 4800/ - ASPHALT - DRY	60
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE ME LAND	Age - 54 Biennial Flight Review Current - YES Months Since - 6 Aircraft Type - UNK/NR	Medical Certifica Fligh Total - Make/Model- Instrument-	nt Time (H 460 273	ours) Last 24 Last 30	4 Hrs -	0

----Narrative----

THE ACFT LANDED GEAR UP DURING A PRACTICE OF TOUCH AND GO LANDINGS. THE PRIVATE PLT CHANGED HIS CHOICE OF RWYS DURING THE APPROACH. IN A POST ACCIDENT INTERVIEW HE STATED THAT HE RAISED THE LNDG GEAR & FORGOT TO RE-EXTEND IT AFTER WSTABLISHING A NEW APPROACH PATTERN FOR THE NEXT LNDG ON RWY 03. THE PREVIOUS LNDGS WERE ON RWY 21. THE WIND WAS REPORTED AS FROM 360 DEGS AT 05 KTS WITH GUSTS TO 10 KTS. THE PLT REPORTED ON HIS WRITTEN FORM THAT THERE WAS "NOT MUCH WIND AND NO TRAFFIC". HIS RECOMMENDATION--"NEVER FAIL TO DO A GUMP CHECK BEFORE LANDING". THIS ACCIDENT OCCURRED AT AN UNCONTROLLED (UNMANNED/NON-EXISTANT TWR) ARPT.

File No 166	2/17/85 BELEN,NM	A/C Reg. No. N6381F	Time (Lc1) - 1310 MST
	LANDING ING - FLARE/TOUCHDOWN		
 IMPROPER USE OF P CHECKLIST - NOT FOLLO PROCEDURES/DIRECTIVES 	PERFORMED - PILOT IN COMMAND ROCEDURE,DIVERTED ATTENTION - PI WED - PILOT IN COMMAND - POOR - PILOT IN COMMAND NFLICTING - PILOT IN COMMAND	LOT IN COMMAND	
,			

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

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL		ft Damage		Injur	ies	
Type operating ber throate None (denerate	DESTR		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Cre		0		1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE	Pas		0	-	1
-Aircraft Information Make/Model - CESSNA 180		ONTINENTAL 0-470-A				- VES/VE
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2550	Number Engines - Engine Type - R	1 ECIPROCATING-CARBU	S	tall Warnir		
No. of Seats - 4	Rated Power -	225 HP				
Environment/Operations Information Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poir SAME AS ACC/INC	ıt	ON AIR			
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport Da	ata		
Wind Dir/Speed- 280/015 KTS	/			Ident -		
Visibility - 40.0 SM Lowest Sky/Clouds - 3000 FT	ATC/Airspace Type of Flight Plar			Lth/Wid · Surface ·		
Lowest Sky/crodds - 3000 FT Lowest Ceiling - 3000 FT BROKE Obstructions to Vision- NONE Precipitation - RAIN Condition of Light - DAYLIGHT	Type of Clearance Type Apch/Lndg	- NONE		Status ·		XI.
Personnel Information Pilot-In-Command	Ann - 20	Medical Certific				
Certificate(s)/Rating(s)	Age - 32 Biennial Flight Review	Fli	aht Time (H	ours)	J WAIVERS/	
FRIVALE	Current - YES	Total -	159	Last 24	4 Hrs - UN	
SE LAND	Current - YES Months Since - 9 Aircraft Type - C-18C	Make/Model-) Instrument-	94 2	Last 30 Last 90) Days- UN) Days-	
Instrument Rating(s) - NONE						
-Narrative						
ACFT.COLLIDED WITH TREES OFF THE END OF TH CULATIONS SHOW IT WOULD HAVE TAKEN APRX 117						

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File No.	- 72	3/10/85	ARROYO SECO,NM	A/C Reg. No. N2242C	Time (Lc1) - 1600 MST	
Occurrence #1 Phase of Operat			ON WITH OBJECT			
Finding(s) 1. OBJECT - T 2. PREFLIGHT 3. PERFORMANC 4. ABORTED TA	PLANNING/PRE E DATA - NO	T USED - PILC		۱D		
Probable Ca	use					

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA	_ AVIATION)	Aircraft Dam	age		Inju	ries	
	,	SUBSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	0		0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 310		e/Model - CONTINE	NTAL IO-470			Activated	
Landing Gear - TRICYCLE-RETRACTABLE				S	tall Warni	ng System	- YES
Max Gross Wt - 5200		Type - RECIP-F					
No. of Seats - 6	Rated Po	ower - 260	HP				
Environment/Operations Information							
Veather Data	Itinerary			Airport P	proximity		
Wx Briefing - NO RECORD OF BRIEFING		arture Point		ON AIR	PORT		
Method - N/A	UNK/NR						
Completeness ~ N/A	Destinatio			Airport Da			
Basic Weather - VMC	ANGEL F	FIRE,NM		ANGEL I			
Wind Dir/Speed- 130/006 KTS				,	Ident		76
Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspac	ce Flight Plan - UNK				- 8800/ - ASPHALT	/5
Lowest Ceiling - NONE		Clearance - NON			Status		
Obstructions to Vision- NONE		n/Lndg - STR		Runway	5 14 143	UNI	
Precipitation - NONE	ijpe Aper	i, chug on					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 47	Medi t Review	cal Certificat	te - VALID	MEDICAL-W	AIVERS/LIN	1IT
Certificate(s)/Rating(s)	Biennial Flight	t Review	Fligh	nt Time (He	ours)	,	
PRIVATE	Current	- UNK/NR	Total - UN	JK/NR	Last 2	24 Hrs - UN	JK/NR
SE LAND, ME LAND	Months Sind	ce – UNK/NR	Make/Model- UN Instrument- UN	NK/NR	Last 3	30 Days- UN	JK/NR
	Aircraft Ty	/pe - UNK/NR	Instrument- UN	NK/NR	Last 9	90 Days- UN	JK/NR
			Multi-Eng - UN	NK/NR	Rotorc	craft - UN	IK/NR
Instrument Rating(s) - AIRPLANE							
Narrative ACFT TOUCHED DOWN 1500 FT SHORT OF THE RW	V AND THE NOCE (
RONS WERE PAINTED ON THE TAXIWAYS, AT THE							

File No. - 140 3/14/85 ANGEL FIRE,NM A/C Reg. No. N5515G Time (Lc1) - 1000 MST Occurrence #1 UNDERSHOOT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND 3. DISTANCE - NOT CORRECTED - PILOT IN COMMAND 4. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND 5. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND _____ Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. TERRAIN CONDITION - SOFT 7. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, TOTAL 8. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5 .

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

Brief of Accident

File No 103 2/16/85 LAS VEGA	S,NV A/C R	eg. No. N731EZ	Time (Lc1) - 1819 PST			
-Basic Information Type Operating Certificate-NONE (GENERAL A Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	VIATION) Aircraf SUBSTA Fire NONE	t Damage NTIAL Crew Pass	Fatal O O	Injur Serious O O		None 1 1
-Aircraft Information Make/Model - CESSNA P210 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4000 No. of Seats - 6	Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power -			Installed/4 tall Warnir		
	Itinerary Last Departure Point BULLHEAD CITY,AZ Destination LAS BEGAS,NV ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - VFR	ON AIR Airport Da LAS VEC Runway Runway Runway	ata GAS Ident - Lth/Wid - Surface -		
Personnel Information Pilot-In-Command Ag Certificate(s)/Rating(s) Bi PRIVATE SE LAND Instrument Rating(s) - NONE	ge - 49 ennial Flight Review Current - YES Months Since - 12 Aircraft Type - C-182	Total - Make/Model-	nt Time (Ho 416 93	ours) Last 24 Last 30	4 Hrs - D Days- I	1

----Narrative----

THE HYDRAULIC POWER PACK RESERVOIR WAS DEPLETED FROM A LEAK IN THE HAND PUMP SUCTION LINE, WHICH HAD BEEN CHAFED THROUGH BY INTERFERENCE WITH THE RIGHT RUDDER CABLE. APPARENTLY, THERE WAS SUFFICIENT BACK PRESSURE REMAINING TO LOWER AND LOCK THE NOSE GEAR, BUT THE MAIN GEAR NEVER EXTENDED BEYOND THE OVER-CENTER LOCKS AND COLLAPSED DURING THE LANDING ROLL. THE LANDING GEAR WARNING HORN WAS IMPROPERLY RIGGED AND NOT FUNCTIONAL. THE PILOT STATED HE OBSERVED A GEAR-DOWN INDICATION (LIGHT). THE INDICATING SYSTEM WAS FOUND TO BE PROPERLY CALIBRATED; HOWEVER, IT COULD NOT HAVE DISPLAYED A GEAR-DOWN LIGHT UNLESS THE MAIN GEAR WERE FULLY EXTENDED. THE PILOT'S STATEMENT IS IN ERROR IN THIS REGARD.

File No 103	2/16/85	LAS VEGAS, NV	A/C Reg. No. N731EZ	Time (Lc1) - 1819 PST
Occurrence #1 M Phase of Operation L		SED		
inding(s) 1. HYDRAULIC SYSTEM,L 2. GEAR DOWN AND LO 3. LANDING GEAR,GEAR 4. FLUID,HYDRAULIC -	CKED – MISREAD WARNING SYSTEM			
Occurrence #2 0 Phase of Operation L		ÎON WITH OBJECT		
inding(s) 5. AIRPORT FACILITIES	,RUNWAY EDGE LI	GHTS - AIRPORT FACILITY		

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

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

Brief of Accident

DESTROYEDFatalSeriousMinorNonType of Operation-INSTRUCTIONALFireCrew0001Flight Conducted Under-14 CFR 91NONEPass00000Accident Occurred During-LANDINGNONEPass000000-Aircraft InformationMake/Model- SCHWEIZER SGS-126EEng Make/Model - N/AELT Installed/Activated - NO -Stall Warning System - YESLanding Gear- HULLNumber Engines - N/AELT Installed/Activated - NO -Stall Warning System - YESMax Gross Wt- 800Engine Type- N/AStall Warning System - YESNo. of Seats -1Rated Power- N/A-Environment/Operations InformationItineraryAirport ProximityWeather DataItineraryLast Departure PointOFF AIRPORT/STRIPMethod- N/ADestinationAirport DataBasic Weather- VMCLOCALRunway Ident- N/AWind Dir/Speed090/035 KTSType of Flight PlanNONERunway SurfaceN/AUowest Sky/Clouds -CLEARType of ClearanceNONERunway Status- N/AObstructions to Vision-NONEType of Clearance- NONERunway Status- N/APrecipitation- NONEType Apch/Lndg- FORCED LANDING- N/AObstruction of Light- DAYLIGHT- NONEType Apch/Lndg- FORCED LANDING	-Basic Information Type Operating Certificate-NONE (GENERA		raft Damage			Iniu	ries	
Type of OperationINSTRUCTIONAL Fire Crew 0 0 0 0 1 Flight Conducted Under -14 CFR 91 NDNE Pass 0 0 0 0 0 C Accident Occurred During -LANDING -Aircraft Information Make/Model - SCHWEIZER SGS-126E Eng Make/Model - N/A ELT Installed/Activated - NO - Landing Gear - HULL Number Engines - N/A Stall Warning System - YES Max Gross Wt - 800 Engine Type - N/A No. of Seats - 1 Rated Power - N/A -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed-090/035 KTS Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Status - N/A Obstructions to Vision NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Since - N/A Total - 58 Last 24 Hrs - 1 Months Since - N/A Make/Model - 34 Last 30 Days UNK/NR	Type operating certificate None (General				Fatal			None
Accident Occurred During -LANDING -Aircraft Information Make/Model - SCHWEIZER SGS-126E Eng Make/Model - N/A ELT Installed/Activated - NO - Landing Gear - HULL Number Engines - N/A Stall Warning System - YES Max Gross Wt - 800 Engine Type - N/A Stall Warning System - YES Max Gross Wt - 800 Engine Type - N/A Stall Warning System - YES Max Gross Wt - 800 Engine Type - N/A Stall Warning System - YES Max Gross Wt - 800 Engine Type - N/A Stall Warning System - YES Max Gross Wt - 800 Engine Type - N/A Stall Warning System - YES Max Gross Wt - 800 Engine Type - N/A Stall Warning System - YES Max Gross Wt - 800 Engine Type - N/A OFF AIRPORT/STRIP Weather Data Itinerary Airport Proximity Ws Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed- 090/035 KTS Runway Sufface - N/A N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Sufface - N/A Lowest Sky	Type of Operation -INSTRUCTIONA			Crew				1
-Aircraft Information Make/Model - SCHWEIZER SGS-126E Eng Make/Model - N/A ELT Installed/Activated - NO - Landing Gear - HULL Number Engines - N/A Stall Warning System - YES Max Gross Wt - 800 Engine Type - N/A No. of Seats - 1 Rated Power - N/A -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC Airport Data Basic Weather - VMC LOCAL Runway Lth/Wid - N/A Visibility - 15.0 SM ATC/Airspace NONE Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Uotest Sky/Clouds - CLEAR Type of Clearance - NONE Runway Surface - N/A Dostructions to Vision NONE Type of Clearance - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Age - 70 Medical Certificate - UNK/NR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Age - N/A Make/Model - N/A Total - 58 Last 24 Hrs - 1 Months Since - N/A Make/Model - 34 Last 30 Days- UNK/NR		NON	IE	Pass	0	0	0	0
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Visibility-15.0SMATC/AirspaceRunway Lth/Wid-N/ALowest Sky/Clouds-CLEARType of Flight Plan-NONERunway Surface-N/ALowest Ceiling-NONEType of Clearance-NONERunway Status-N/AObstructions to Vision-NONEType Apch/Lndg-FORCED LANDING-N/APrecipitation-NONEType Apch/Lndg-FORCED LANDINGPersonnel InformationPilot-In-CommandAge -70Medical Certificate -UNK/NRCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)-1STUDENTCurrent-N/ATotal-58Last 24 Hrs -1Months SinceN/AMake/Model-34Last 30 Days- UNK/NR		LOCAL			Dunway	Ident	- N/A	
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 70 Medical Certificate - UNK/NR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 58 Last 24 Hrs - 1 Months Since - N/A Make/Model- 34 Last 30 Days- UNK/NR		ATC/Airspace						
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 70 Medical Certificate - UNK/NR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 58 Last 24 Hrs - 1 Months Since - N/A Make/Model- 34 Last 30 Days- UNK/NR	· · · · · · · · · · · · · · · · · · ·		an - NONE		5	•		
Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Pilot-In-Command Age - 70 Medical Certificate - UNK/NR Certificate(s)/Rating(s) Biennial Flight Review STUDENT Current - N/A Months Since - N/A Make/Model- 34 Last 30 Days- UNK/NR								
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 70 Medical Certificate - UNK/NR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 58 Last 24 Hrs - 1 Months Since - N/A Make/Model - 34 Last 30 Days- UNK/NR				ANDING		012120	,	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 70 Medical Certificate - UNK/NR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 58 Last 24 Hrs - 1 Months Since - N/A Make/Model- 34 Last 30 Days- UNK/NR		·)p=p=; =g						
Pilot-In-CommandAge -70Medical Certificate -UNK/NRCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)STUDENTCurrent-N/ATotal-58Last 24 Hrs -1Months Since -N/AMake/Model-34Last 30 Days- UNK/NR								
Pilot-In-CommandAge -70Medical Certificate -UNK/NRCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)STUDENTCurrent-N/ATotal-58Last 24 Hrs -1Months Since -N/AMake/Model-34Last 30 Days- UNK/NR	Personnel Information							
STUDENT Current - N/A Total - 58 Last 24 Hrs - 1 Months Since - N/A Make/Model - 34 Last 30 Days- UNK/NR		Age - 70	Medical (Certificate	- UNK/NF	2		
STUDENT Current - N/A Total - 58 Last 24 Hrs - 1 Months Since - N/A Make/Model - 34 Last 30 Days- UNK/NR	Certificate(s)/Rating(s)	Biennial Flight Review		Flight	Time (Ho	ours)		
Months Since - N/A Make/Model- 34 Last 30 Days- UNK/NR	STUDENT		Tota	I -	58	Last 2		
GLIDER Aircraft Type - N/A Instrument- O Last 90 Days- 5		Months Since - N/A	A Make,	/Model-	34	Last 3	O Days- U	NK/NR
	GLIDER	Aircraft Type - N/A	A Inst	rument-	0	Last 9	0 Days-	5
Instrument Rating(s) - NONE	Instrument Rating(s) - NONE							

File No. - 44 2/17/85 REND, NV A/C Reg. No. N33883 Time (Lc1) - 1455 PST _____ _ _ _ _ _ _ _ _ _ Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED Phase of Operation CLIMB Finding(s) 1. WEATHER CONDITION - DOWNDRAFT 2. COMPENSATION FOR WIND CONDITIONS - MISJUDGED - 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) 3. 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) 1,2

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

Brief of Accident

Basic Information Type Operating Certificate-ON-DEMAND /	TO TAXE	Aircraft Da	-		Inju	nion	
Name of Carrier -DESERT SOUT	HWEST ATRIINES	SUBSTANTI		Fatal	Serious		- None
Name of Carrier -DESERT SOUT Type of Operation -NON SCHED,[OMESTIC. PASSENGER	Fire				0	
Flight Conducted Under -14 CFR 135	,	NONE			õ	õ	
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - PIPER PA-32-300			ING ID-540-K10				
Landing Gear - TRICYCLE-FIXED					Stall Warni	ng Syste	≥m – YES
Max Gross Wt - 3400			-FUEL INJECTED)			
No. of Seats - 7	Rated Powe	er - 300) HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Depart			ON AI	RPORT		
Method - UNK/NR	COTTONWOO	ID LAND,AZ			_		
Completeness - FULL	Destination			Airport			
Basic Weather - VMC	FISH LAKE	VALLE,NV			I VALLEY		
Wind Dir/Speed- 360/010 KTS Visibility - 50.0 SM					y Ident		
Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Fli	abt Dlan - W	- 0		y Lth/Wid Surface		50
Lowest Ceiling - NONE	Type of Cle	gill Plan - Vi			y Status		
Obstructions to Vision- NONE		.ndg - Fl		Kuriwa	ly Status	DRI	
	Type Apen/E	ing in					
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 64		dical Certific			O WAIVER	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight R	leview	FI	ight Time (Hours)		
COMMERCIAL,ATP,CFI SE LAND,ME LAND	Current	- YES	Total -	24682	Last 2	4 Hrs -	
SE LAND, ME LAND	Months Since Aircraft Type		Make/Model-	134	Last 3	0 Days-	112
	All Chart Type	e - UNK/INK	Multi-Eng -	21467	Lasis	U Days-	113
			Marti Eng	21407			
Instrument Rating(s) - AIRPLANE							

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File No 1	05 3/12/85	FISH LAKE VALLE,NV	A/C Reg. No. N2965A	Time (Lc1) - 1810 PST
Occurrence #1 Phase of Operation				
Finding(s) 1. LANDING GEAR,TI	RE - INADEQUATE			
	ON GROUND COLLIS LANDING - ROLL	ION WITH OBJECT		
Probable Cause				

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

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Brief of Accident

File No 172 4/06/85 CARNEY	,OK A/C R	eg. No. N8052T	T	Time (Lc1) - 1645 CST			
-Basic Information							
Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf	t Damage		Injur	ies		
	SUBSTA	NTIAL	Fatal	Serious	Minor	None	
Type of Operation -PERSONAL	Fire	Crev	v 0.	0	0	1	
Flight Conducted Under -14 CFR 91	NONE	Pass	s 0	0	0	1	
Accident Occurred During ~TAKEOFF							
Make/Model - PIPER PA-28-181	Eng Make/Model - LY	COMING 0-360-A4M	ELT	Installed/A	ctivated	- YES/N	
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		S	tall Warnin	g System	- YES	
Max Gross Wt - 2450	Engine Type - RE						
No. of Seats - 4	Rated Power -	180 HP					
 -Environment/Operations Information							
Weather Data	Itinerary		Airport	Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIF				
Method - N/A	SAME AS ACC/INC						
Completeness - N/A	Destination		Airport D	ata			
Basic Weather - VMC	OKLAHOMA CITY, OK						
Wind Dir/Speed- 060/004 KTS	•		Runway	Ident -	UNK/NR		
Visibility - 20.0 SM	ATC/Airspace		Runway	/Lth/Wid -	1200/	200	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	~ NONE	Runway	Surface -	GRASS/TL	JRF	
Lowest Ceiling -	Type of Clearance		Runway	Status -	DRY		
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE	·				
Precipitation - NONE	,, , , <u>,</u>						
Condition of Light - DAYLIGHT							
 -Personnel Information							
Pilot-In-Command	Age - 27	Medical Certifica	ate - VALID	MEDICAL-NO	WAIVERS/	/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ght Time (H	lours)			
COMMERCIAL	Current - YES	Total -			Hrs -	1	
SE LAND, ME LAND	Months Since - 17	Make/Model-	649	Last 30) Days- UN	NK/NR	
GLIDER	Aircraft Type - UNK/NR		95	Last 90	Days-	6	
		Multi-Eng -	176				
Instrument Rating(s) - AIRPLANE							

----Narrative----

PLT ATTEMPTED TO ABORT TAKEOFF FROM GRASS STRIP MOWED IN PASTURE. PLT LOST CONTROL AND ACFT RECEIVED SUBSTANTIAL DAMAGE WHEN IT RAN OFF RWY AND COLLIDED WITH DIRT BANK RWY ESTIMATED TO BE BETWEEN 1,000 FT TO 1200 FT LONG.

File No. - 172 4/06/85 CARNEY, OK A/C Reg. No. N8052T Time (Lc1) - 1645 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND 3. JUDGEMENT - POOR - PILOT IN COMMAND 4. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN 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) 1,5

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

Brief of Accident

File No 96 4/10/	85 ROSSTON, OK	A/C	Reg. No. N50	073F	т	ime (Lc1)	- 1749 C	ST
Basic Information Type Operating Certificate-A		AET Aircra	aft Damage			Ini	uries	
Type operating certificate A	GRICOLIORAL AIRCR	DESTR			Fatal	Serious		None
Type of Operation -A	ERIAL APPLICATION	-		Crew	0	0	0	1
Flight Conducted Under -1		NONE		Pass	0	0	0	0
Accident Occurred During -L	ANDING							
Aircraft Information								
Make/Model ~ FAIRCHILD HI	LLER FH-1100	Eng Make/Model - D		250-C18B				d - NO -N/
Landing Gear - SKID		Number Engines -			S	tall Warn	ing Syste	- NO
Max Gross Wt - 2530		Engine Type - 1						
No. of Seats - 4		Rated Power -	278 HP					
Environment/Operations Informa								
Weather Data		tinerary				Proximity		
Wx Briefing - NO RECORD	OF BRIEFING	Last Departure Poir	nt		OFF AI	RPORT/STR	IP	
Method - N/A		SAME AS ACC/INC						
Completeness - N/A		Destination		4	irport D	ata		
Basic Weather - VMC	c .	LOCAL			Duran	Talanak	NI / A	
Wind Dir/Speed- 045/004 KT		TO / 1 :				Ident Lth/Wid	- N/A	
Visibility - 15.0 S Lowest Sky/Clouds - CL	M A A	TC/Airspace Type of Flight Plar				Surface		
		Type of Clearance				Status		
Lowest Ceiling - NO Obstructions to Vision- NO		Type Apch/Lndg			Runway	Status	ROUGH	
Precipitation - NO		Type Apen/Endg	- FURCED LA	ANDING			Rought	
Condition of Light - DA								
Personnel Information Pilot-In-Command	A	40	Medical Ce	entificati				
Certificate(s)/Rating(s)	Age -	46 ial Flight Review			: Time (H		NU WAIVER	S/LIMII
COMMERCIAL		urrent - YES	Total		. 11111e (F		24 Hrs -	0
SE LAND	-	lonths Since - 1			406		30 Davs-	-
HELICOPTER		ircraft Type - UNK/N					90 Days-	
HELIOOT FER	~	in or are rype on on	11001	umerre	Ũ		craft -	
Instrument Rating(s) -	NONE							
Narrative								
LOT STATED ENGINE LOST POWER DUR							. HE	
TEMPTED TO MAKE A FORCED LANDING	: RUT UDON TOUCHDC		ADD MOVEMENT					

File No	96 4/10/85 ROSSTON,OK	A/C Reg. No. N5073F	Time (Lc1) - 1749 CST
	LOSS OF POWER(PARTIAL) - NON-M Takeoff - INITIAL CLIMB EM - LEAK	ECHANICAL	
			······································
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH TERRA LANDING - FLARE/TOUCHDOWN	IN	· · · · · · · · · · · · · · · · · · ·
Occurrence #4 Phase of Operation	NOSE OVER Landing - Flare/Touchdown		
Finding(s) 2. TERRAIN CONDIT	ION - SOFT		
Probable Cause-			
The National Transpo	ortation Safety Board determines	that the Probable Cause(s) of this acc	ident

is/are finding(s) 1

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

Brief of Accident

craft Damage BSTANTIAL e NE - CONTINENTAL T - 1 - RECIP-FUEL IN - 310 HP 	NJECTED		Injuri Serious O O nstalled/Ac all Warning	Minor 1 O 	
e NE - CONTINENTAL T - 1 - RECIP-FUEL IN - 310 HP	Pass TSIO-52O-R NJECTED	0 0 ELT 1	0 0 	1 O ctivated -	0 • YES/YES
- CONTINENTAL T - 1 - RECIP-FUEL IN - 310 HP	TSIO-520-R NJECTED	ELT 1	nstalled/Ac	ctivated -	· YES/YES
- 1 - RECIP-FUEL IN - 310 HP	NJECTED				
- 1 - RECIP-FUEL IN - 310 HP	NJECTED				
- 1 - RECIP-FUEL IN - 310 HP	NJECTED				
- RECIP-FUEL IN - 310 HP		St	all Warning	ı System -	YES
- 310 HP					
voint					
oint					
oint			roximity		
Onne		OFF AIF	PORT/STRIP		
	A	irport Da			
					150
1 TED					50
		Runway	Status -	URI	
- FURCED LA	ANDING				
Maddan 1 Ca					-
				VERS/LIMI	•
				Wrg -	4
S TOLAT Mako/N	- J	109			
, nanco, n					228
					34
	Medical C V ES Total S Make/I VK/NR Instru	Plan - IFR ce - IFR - FORCED LANDING Medical Certificate Medical Certificate Flight S Total - 3 Make/Model- WK/NR Instrument-	TROUTDA Runway Runway Ce - IFR Runway - FORCED LANDING Medical Certificate - VALID Medical Certificate - VALID Flight Time (Ho S Total - 3049 Make/Model - 108	TROUTDALE Runway Ident - Runway Lth/Wid - Runway Surface - ce - IFR Runway Status - - FORCED LANDING Medical Certificate - VALID MEDICAL-WAI Flight Time (Hours) ES Total - 3049 Last 24 3 Make/Model - 108 Last 30 VK/NR Instrument - 427 Last 90	TROUTDALE Runway Ident - 07 Runway Lth/Wid - 4640/ 1 Plan - IFR Runway Surface - ASPHALT ce - IFR Runway Status - DRY - FORCED LANDING Medical Certificate - VALID MEDICAL-WAIVERS/LIMI MEDICAL - WAIVERS/LIMI Flight Time (Hours) ES Total - 3049 Last 24 Hrs - 3 Make/Model - 108 Last 30 Days - UNK WK/NR Instrument - 427 Last 90 Days -

Brief of Accident (Continued) File No. -3 1/16/85 TROUTDALE.OR A/C Reg. No. N6475B Time (Lc1) - 0845 PDT _____ _____ LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Occurrence #1 Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Finding(s) 1. LUBRICATING SYSTEM, OIL LINE - FAILURE, TOTAL _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY ------______ Occurrence #3 UNDERSHOOT Phase of Operation LANDING Finding(s) 2. WEATHER CONDITION - HIGH WIND 3. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND 4. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND Occurrence #4 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 5. OBJECT - TREE(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) 1,3

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

Brief of Accident

-Basic Information							
Type Operating Certificate-N	ONE (GENERAL AVIA	TION) Aircraft NONE	Damage	Fatal	Injur Serious	ries Minor	None
Type of Operation -P	ERSONAL	Fire	Crev		0	0	1
Flight Conducted Under -1		NONE	Pass		Ō	ō	Ó
Accident Occurred During -S	TANDING		Othe	er O	1	0	0
-Aircraft Information							
Make/Model - CESSNA 337B		Eng Make/Model - CON	TINENTAL ID-360-0		Installed/		
Landing Gear - TRICYCLE-RET	RACTABLE	Number Engines - 2			Stall Warnir	ng System	- YES
Max Gross Wt - 4300 No. of Seats - 6		J	IP-FUEL INJECTED 210 HP				
Environment/Operations Informa Weather Data		tinerary		Airport	: Proximity		
Wx Briefing - UNK/NR		Last Departure Point			RPORT		
Method - UNK/NR		IDAHO FALLS, ID		UN AI	RFURI		
Completeness - UNK/NR	1	Destination		Airport	Data		
Basic Weather - VMC		SAME AS ACC/INC			IO MUNICIPAL	_	
Wind Dir/Speed- 090/005 KT	S	- ··· · · · · · · · ·		Runwa	v Ident	- N/A	
Visibility - 7.0 S	М А	TC/Airspace		Runwa	ý Lth/Wid ·	- N/A	
Lowest Sky/Clouds - 1	100 FT SCATTERED	Type of Flight Plan -	VFR	Runwa	y Surface -	- N/A	
Lowest Ceiling - 7		Type of Clearance -	NONE	Runwa	iy Status 🛛 ·	- N/A	
		Type Apch/Lndg -	NONE				
Obstructions to Vision- NO							
Precipitation - SN	IOW						
	IOW						
Precipitation - SN Condition of Light - DU Personnel Information	IOW ISK 						
Precipitation - SN Condition of Light - DU Personnel Information Pilot-In-Command	IOW ISK 	43	Medical Certifica			 WAIVERS/	
Precipitation - SN Condition of Light - DU Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	IOW ISK Age - Bienn	43 ial Flight Review	Flig	ght Time (Hours)		
Precipitation - SN Condition of Light - DU Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	IOW ISK Age - Bienn Ci	43 ial Flight Review urrent - YES	Flig Total -	ght Time (461	Hours) Last 24	4 Hrs - UN	
Precipitation - SN Condition of Light - DU Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	IOW ISK Bienn Ci Mu	43 ial Flight Review urrent - YES onths Since - 24	Flig Total - Make/Model-	ght Time (461 155	Hours) Last 24 Last 30	4 Hrs - UN) Days- UN	K/NR
Precipitation - SN Condition of Light - DU Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	IOW ISK Bienn Ci Mu	43 ial Flight Review urrent - YES	Flig Total - Make/Model-	ght Time (461 155 38	Hours) Last 24 Last 30	4 Hrs - UN	K/NR
Precipitation - SN Condition of Light - DU Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND	IOW ISK Bienn Ci Mi A	43 ial Flight Review urrent - YES onths Since - 24	Flig Total - Make/Model- Instrument-	ght Time (461 155 38	Hours) Last 24 Last 30	4 Hrs - UN) Days- UN	K/NR
Precipitation - SN Condition of Light - DU Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND Instrument Rating(s) -	IOW ISK Bienn Ci Mi A	43 ial Flight Review urrent - YES onths Since - 24	Flig Total - Make/Model- Instrument-	ght Time (461 155 38	Hours) Last 24 Last 30	4 Hrs - UN) Days- UN	K/NR
Precipitation - SN Condition of Light - DU Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND	IOW ISK Bienn Ci Mi A NONE	43 ial Flight Review urrent - YES onths Since - 24 ircraft Type - UNK/NR	Flig Total - Make/Model- Instrument- Multi-Eng -	ght Time (461 155 38 155	Hours) Last 24 Last 3(Last 9(4 Hrs - UN) Days- UN	K/NR
Precipitation - SN Condition of Light - DU Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND Instrument Rating(s) -	IOW ISK Bienn Cr Mi A NONE E OF THE ACFT TO	43 ial Flight Review urrent - YES onths Since - 24 ircraft Type - UNK/NR SPEAK TO HIM. WHEN LEA	Flig Total - Make/Model- Instrument- Multi-Eng - VING THE SIDE OF	ght Time (461 155 38 155 THE ACFT	Hours) Last 24 Last 30 Last 90 SHE WALKED	4 Hrs - UN) Days- UN) Days- UN	K/NR

File No	4 2/02/85 ONTARIO,OR	A/C Reg. No. N23215	Time (Lcl) - 1845 MST	
Occurrence Phase of Operation	PROPELLER/ROTOR CONTACT STANDING - ENGINE(S) OPERATING			
Finding(s) 1. VISUAL LOOKOUT 2. LIGHT CONDITION	- NOT MAINTAINED - OTHER PERSON - DUSK			
Probable Cause				-

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

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

Brief of Accident

asic Information					. .		
Type Operating Certificate-ON-DEMAN	D AIR TAXI	Aircraft Damag	e	Fatal	Injur Serious	Minor	None
Name of Carrier -MERCY FL. Type of Operation -NON SCHE Flight Conducted Under -14 CFR 13	DOMESTIC DASSENCED	DESTRUTED	Crew		0	M mor	0
Flight Conducted Under -14 CER 1	35	ON GROUND			0	ő	ő
Accident Occurred During -DESCENT					-	Ũ	Ũ
ircraft Information							
Make/Model - GULFSTREAM AEROSPAC		lode1 - LYCOMING	IGSO-540-B1				
Landing Gear - TRICYCLE-RETRACTABL		nnes - 2 De - RECIP-FUE		St	all warnir	ng System -	YES
No. of Seats - 6	Rated Powe						
nvironment/Operations Information							
leather Data	Itinerary			Airport P			
Wx Briefing - NWS	Last Depart			OFF AIR	PORT/STRIF)	
Method - UNK/NR	GOLD BEAC	H, OR		• • • • • • • • •			
Completeness - FULL Basic Weather - VMC	Destination MEDFORD,C	חו		Airport Da	ITA I-JACKSON C		
Wind Dir/Speed- 220/011 KTS	MEDFORD, C					• 14	
Visibility ~ 30.0 SM	ATC/Airspace					· 6700/ ·	150
Lowest Sky/Clouds - 2500 FT		ght Plan - IFR			Surface -		
Lowest Ceiling - 5500 FT					Status -		
Obstructions to Vision- NONE	Type Apch/L	.ndg - TKAFF	IC PATTERN				
Precipitation - NONE		FORCE	D LANDING				
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 65	Medica	1 Certifica		MEDICAL-WA	TVERS/11M1	т
Certificate(s)/Rating(s)	Biennial Flight R	Review	Flig	ht Time (Ho	urs)		
COMMERCIAL, CFI	Current	- YES To	tal -	9867	Last 24	Hrs -	1
SE LAND, ME LAND, ME SEA	Biennial Flight F Current Months Since	-4 Ma	ke/Mode1-	25	Last 30) Days- UNM	(/NR
	Aircraft Type	e - AC-680F In	strument-	1733	Last 90) Days-	
		Mu	lti-Eng -	7296	Rotorcr	aft - UNH	K/NR
Instrument Rating(s) - AIRPLAN	E						
Jarrative							

AS "210 AT 13." PLT REPLIED, "KAY." APRX 1 MIN LATER PLT SAID "33W WILL MAKE A LEFT BASE FOR 14." TWR CLEARED HIM & DECLARED VISUAL CONTACT. PLT ACKNOWLEDGED "3WHISKEY." ONE MIN & 54 SECS LATER, PLT DECLARED PWR LOSS & EMERG. TWR ROGERED. SEVEN SECS LATER, PLT SAID "GONNA HIT IT" FOLLOWED 2 SECS LATER WITH AN UNITELLIGIBLE COMMENT. WITNESSES SAW THE ACFT GLIDING WINGS LVL TOWARD RWY WHEN A LOUD "REV" WAS HEARD, THE ACFT PITCHED UP & ROLLED LEFT TO AN INVERTED POSITION BEFORE GROUND CONTACT & EXPLOSION. POST ACCIDENT INVESTIGATION DID NOT DISCLOSE ANY ENG OR FUEL SYSTEM MALFUNCTION. THIS ACFT HAD EXPERIENCED A PWR LOSS AFTER DESCENDING FROM 15500 TO 12000 FT MSL ON 2/2/85 WITH THE SAME PLT AS REPORTED BY THE CO-PLT ON THAT FLT. AFTER APRX 1 1/2 MINUTES PWR WAS RESTORED.

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File No. - 133 2/09/85 CENTRAL POINT.OR A/C Reg. No. N233W Time (Lc1) - 1248 PST Occurrence #1 LOSS OF POWER Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL Finding(s) 1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 2. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND 3. REMEDIAL ACTION - NOT UNDERSTOOD - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND 4. 5. IMPROPER USE OF PROCEDURE, ANXIETY/APPRENHENSION - PILOT IN COMMAND AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN(STANDARD/REQUIREMENT), AIRCRAFT MANUALS - MANUFACTURER 6. 7. FUEL SYSTEM - UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 8. EMERGENCY PROCEDURE - MISJUDGED - PILOT IN COMMAND _____ Occurrence #3 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 9. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND 10. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 11. THROTTLE/POWER CONTROL - NOT CORRECTED - PILOT IN COMMAND 12. MANEUVER - UNCONTROLLED - PILOT IN COMMAND Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 13. TERRAIN CONDITION - OPEN FIELD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,8,9,10,11,12 Factor(s) relating to this accident is/are finding(s) 5.6.7

Brief of Accident

File No 131 2/18/85 LOWELL,OF	R A/C Reg. No. N3	14RM 1	ime (Lc1) -	1725 PST	
-Basic Information Type Operating Certificate-ON-DEMAND AIR T/	AXI Aircraft Damage SUBSTANTIAL	Fatal	Injur Serious		None
Type of Operation -OTHER WORK USE Flight Conducted Under -14 CFR 133 Accident Occurred During -MANEUVERING	Fire NONE	Crew O Pass O	0	2 0	0
Aircraft Information Make/Model - BELL 214B1 Landing Gear - SKID Max Gross Wt - 16000 No. of Seats - 7	Eng Make/Model - LYCOMING T55 Number Engines - 1 Engine Type - TURBOSHAFT Rated Power - 2050 HP		Installed/A Stall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/010 KTS Visibility - 20.0 SM Lowest Sky/Clouds - 25000 FT Lowest Ceiling - 25000 FT Devest Ceiling - 25000 FT Devest Ceiling - 25000 FT Devest Ceiling - NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED L	OFF A Airport I Runway Runway Runway Runway Runway	/ Ident - / Lth/Wid - / Surface -	N/A N/A	ETATION
-Personnel Information Pilot-In-Command Age Certificate(s)/Rating(s) Bie COMMERCIAL SE LAND HELICOPTER	Months Since - 18 Make/ Aircraft Type - 214B1 Instr	Certificate - VALII Flight Time () - UNK/NR Model- 2931 rument- UNK/NR I-Eng - UNK/NR	Last 24 Last 30 Last 90	WAIVERS/1 Hrs - UN Days- UN Days- UN aft	
Instrument Rating(s) - NONE					

----Narrative----

THE ACFT COLLIDED WITH HILLY TERRAIN DURING AN EMERGENCY AUTOROTATION LANDING ATTEMPT FOLLOWING A REPORTED ENG OVERSPEED. THE CREW REPORTED THERE WAS AN INDICATION OF ENG OVERSPEED WHICH THEY COULD NOT CONTROL. POST ACC EXAMINATION REVEALED NO EVIDENCE OF OVERSPEED OR FAILURE OF ANY CONTROL DEVICES THAT WOULD MATERIALLY HAVE AFFECTED THE FLT CREWS ABILITY TO MAINTAIN ENG RPM AT THE PROPER AND/OR DESIRED RATE. ROTOR RPM DECAY WAS ALSO REPORTED BY THE FLT CREW EVEN WITH THE ENG AT THE REPORTED HIGH RPM. NO REASON FOR THE ALLEGED CONDITION WAS FOUND IN CONTINUITY OF THE PWR TRAIN IN AN EXAMINATION OF THE POWERPLANT & DRIVE TRAIN AFTER ENG SHUT DOWN BY GROUND PERSONNEL.

File No 13	1 2/18/85 LOWELL	.,OR A/(Reg. No.	N314RM	Time (Lc1) - 1725 PST
Occurrence #1 Phase of Operation	AIRFRAME/COMPONENT/SYSTE HOVER	M FAILURE/MALFUNCTION			
inding(s) 1. FUEL SYSTEM,FUEL	CONTROL - OVERSPEED			·	
	IN FLIGHT COLLISION WITH MANEUVERING - TURN TO LA				
3. REMEDIAL ACTION 4. ROTOR RPM - NOT	HISJUDGED - PILOT IN COMMA - NOT ATTAINED - PILOT IN MAINTAINED - PILOT IN COM NN - MOUNTAINOUS/HILLY	COMMAND			

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

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER,		t Damage		Inju	ios	
Type operating certificate None (General	SUBSTA		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - TAYLORCRAFT F19	Eng Make/Model - CC			Installed/		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1500	Number Engines -			tall Warnin	ng System	- NO
No. of Seats - 2	Engine Type - RE Rated Power -	100 HP	TUR			
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		t	ON AIR	STRIP		
Method - N/A	SHERWOOD, OR					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	LOCAL		LAUREL			
Wind Dir/Speed- 210/050 KTS Visibility - 20.0 SM					- UNK/NR	
	ATC/Airspace TTERED Type of Flight Plan				- 1000 -U - GRASS/TU	
Lowest Ceiling - NONE	Type of Clearance				- ROUGH	ĸr
Obstructions to Vision- NONE	Type Apch/Lndg			514143	Roodin	
Precipitation - NONE	Type Apony Endg		01110			
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 27	Medical Certifica	te - VALID	MEDICAL-N	D WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	nt Time (H			
PRIVATE	Current - YES	Total -			4 Hrs - UN	
SE LAND	Months Since - 11	•			D Days- UN	
	Aircraft Type - UNK/NF	R Instrument-	2	Last 90	D Days-	15
Instrument Rating(s) - NONE						
Narrative						
	NG ONTO A 1000 FOOT PRIVATE					

File No	45	2/22/85	GASTON, OR	A/C Reg. No. N3710T	Time (Lcl) - 1700 PST
Occurrence #1 Phase of Operation					
Finding(s) 1. WEATHER CONDITI 2. PROPER TOUCHD			AINED - PILOT IN (COMMAND	
Occurrence #2 Phase of Operation			ON WITH OBJECT		
Finding(s) 3. GROUND LOOP/SWE 4. OBJECT - UTILIT	Y POLE				
Probable Cause					
The National Transpo	rtation S	Safety Boar	d determines that	the Probable Cause(s) of this accid	dent

is/are finding(s) 2,3

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraf SUBSTA	t Damage	Estal	•	uries Minor	None
Type of Operation -PERSONAL	Fire	Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	1	1
Aircraft Information						
Make/Model - CESSNA 170A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2200 No. of Seats - 4	Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power -	CIPROCATING-CARBUR 145 HP	S	tall Warn	/Activated ing System	- UNK/NI
Environment/Operations Information						
Weather Data Wx Briefing - FSS Method - IN PERSON	Itinerary Last Departure Point SUNRIVER,OR		Airport ON AIR	Proximity PORT		
Completeness - FULL	Destination		Airport Da			
Basic Weather - VMC Wind Dir/Speed- CALM	CHRISTMASVALLEY, DR			MAS VALLE Ident	Y - 07	
Visibility - 50.0 SM	ATC/Airspace				- 4600/	100
Lowest Sky/Clouds - CLEAR	Type of Flight Plan		Runway	Surface	- GRAVEL	
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		- FULL STOP	-	Status	- DRY ICE COV	ERED
Personnel Information						
Pilot-In-Command	Age - 59 Diamais I Elizable Davidas	Medical Certifica			WAIVERS/LI	MIT
Certificate(s)/Rating(s) COMMERCIAL,CFI	Biennial Flight Review Current - YES	Total -	ht Time (H		24 Hrs -	4
SE LAND, ME LAND	Months Since - 2				30 Days- U	
	Aircraft Type - UNK/NR	Instrument- Multi-Eng -	82 13	Last	90 Days-	62
Instrument Rating(s) - AIRPLANE						
 Narrative						
TOUCHDOWN THE LEFT AXLE BROKE AND THE L	EFT MAIN GEAR S EPARATED FRO	M THE ACFT. THE AC	FT LEFT TH	E RWY AND	THE	
D OVER. THE PLT DISCOVERED THAT THE AXLE	HAD CRISTALIZED AND THEN CR	ACKED.				

File No 1	32 3/10/85	CHRISTMASVALLEY, OR	A/C Reg. No. N9166A	Time (Lc1) - 1430 PST
Occurrence #1 Phase of Operation	MAIN GEAR COLLAPS LANDING - FLARE/T			
Finding(s) 1. LANDING GEAR,AX	LE - FAILURE,TOTAL			
Occurrence #2 Phase of Operation	NOSE OVER LANDING - ROLL			
Probable Cause				

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

Brief of Accident

File No 119 .4/04/85 BURN	IS,OR A/C	A/C Reg. No. N5051U			Time (Lc1) - 2015 PST				
Basic Information Type Operating Certificate-NONE (GENER	•	L AVIATION) Aircraft Damage SUBSTANTIAL			Injuries Fatal Serious Minor None				
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Ģ	rew O ass O	0	0 0	1 1			
Aircraft Information Make/Model - BELLANCA 8GCBC Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1800 No. of Seats - 2	Eng Make/Model - L Number Engines - Engine Type - R Rated Power -	1	ç	Installed/A Stall Warnir		•			
Environment/Operations Information									
Weather Data	Itinerary			Proximity					
Wx Briefing - UNK/NR Method - UNK/NR	Last Departure Poin HILLSBOR0,OR	t	ON AIF	RPORT					
Completeness - UNK/NR	Destination		Airport [lata					
Basic Weather - VMC	BURNS, OR		1	MUNICIPAL					
Wind Dir/Speed- 320/004 KTS	Donno, on				29				
Visibility - 50.0 SM	ATC/Airspace			/ Lth/Wid -		150			
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		/ Surface -					
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runwa	/ Status -	DRY				
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP							
Precipitation - NONE									
Condition of Light - NIGHT(BRIGH	「)								
Personnel Information									
Pilot-In-Command	Age - 50	Medical Certif	icate - VALI	MEDICAL-WA	IVERS/LI	TIN			
Certificate(s)/Rating(s)	Biennial Flight Review		light Time ()						
PRIVATE	Current - NO	Total	- 223	Last 24	Hrs - U	NK/NR			
SE LAND	Months Since - 70		- UNK/NR	Last 30) Days- U				
	Aircraft Type - UNK/N	R Instrument	:- 14	Last 90) Days- UN	NK/NR			

Instrument Rating(s) - NONE

----Narrative----

THE ACFT VEERED LEFT AND THE PLT OVERCORRECTED WITH RIGHT RUDDER AND A GROUND LOOP THEN OCCURRED. THE PLT SAID THE BRAKES NEEDED TO BE WORKED ON PRIOR TO THE ACCIDENT. HE SAID THAT THEY WERE NOT AS EFFECTIVE AS THEY SHOULD HAVE BEEN & THAT HE WAS AWARE OF THE BRAKES CONDITION.

File No. - 119 4/04/85 Time (Lc1) - 2015 PST BURNS, OR A/C Reg. No. N5051U _____ _____ LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. LANDING GEAR, NORMAL BRAKE SYSTEM - WORN 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND 5. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND 6. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE - OTHER PERSON 7. JUDGEMENT - POOR - PILOT IN COMMAND Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 8. LANDING GEAR, MAIN GEAR STRUT - FAILURE, TOTAL 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) 2,3,4,5,7

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

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Brief of Accident

File No 123 4/13/85 HAMP	A/C Reg. No. N9	Time (Lc1) - 1300 PST					
Basic Information Type Operating Certificate-NONE (GENER Type of Operation -PERSONAL	AL AVIATION)	Aircraft Damage SUBSTANTIAL Fire	Crew	Fatal O	0	Minor O	None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		NONE	Pass	0	0	0	0
Aircraft Information Make/Model - GRUMMAN AA-1B Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1560 No. of Seats - 2	Number En	Model - LYCOMING 0-2 gines - 1 pe - RECIPROCATIN er - 100 HP		S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL 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	CORVALLI Destination REDMOND, ATC/Airspace Type of Fl	OR ight Plan - VFR earance - NONE		ON AIR Airport Da HAMPTOI Runway Runway Runway Runway	ata N Ident - Lth/Wid - Surface -	27 1000 -L DIRT DRY	INK/NR
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 26 Biennial Flight Current Months Since Aircraft Typ	Review - N/A Total - N/A Make/	Fligh -	t Time (He 32 32	Last 24 Last 30	Hrs - UN	JK/NR JK/NR

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PLT MADE A PRECAUTIONARY LANDING DUE TO BEING LOST AND LOW ON FUEL. THE AIRSTRIPS SURFACE WAS 1000 FT OF DIRT AND SAND WITH A FENCE AT THE DEPARTURE END. TAKEOFF DATA BASED ON GROSS WEIGHT, ZERO WIND, 4000 FT ELEVATION AT 80 DEGREES, ON A HARD SURFACES RWY WOULD REQUIRE AT LEAST 1129 FT FOR TAKEOFF. THE ACFT WAS LIFTED OFF PREMATURELY AND A DEPARTURE STALL OCCURED WITH THE ACFT STRIKING THE FENCE AND THEN ROLLING A SHORT DISRENCE INTO SAGEBRUSH BEFORE COMING TO A REST.

File No 1	23 4/13/85	HAMPTON, OR	A/C Reg. No. N9861L	Time (Lc1) - 1300 PST
Occurrence #1 Phase of Operation				
2. PREFLIGHT PLA 3. IMPROPER US	NNING/PREPARATION E OF PROCEDURE,LAC A - NOT UNDERSTOOD ATURE - PILOT IN C		IN COMMAND	
Occurrence #2 Phase of Operation				
Probable Cause				
The National Transpo is/are finding(s) 1,		rd determines that th	ne Probable Cause(s) of this accide	ent

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

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Brief of Accident

File No 120 4/20/85 DE	EXTER, OR	A/C Reg. No. Ni	2582P	Time (L	c1) - 1530 PD1	г
Basic Information Type Operating Certificate-NONE (GEN	VERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries Dus Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	1 · .	Fire NONE	Crew Pass	-	0 0 0 0	1 O
-Aircraft Information Make/Model - LAKE BUCCANEER Landing Gear - AMPHIBIAN Max Gross Wt - 2600 No. of Seats - 4	Number Er	(Model - LYCOMING IO ngines - 1 pe - RECIP-FUEL ver - 200 HP			led/Activated arning System	•
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 240/006 KTS Visibility - 20.0 SM Lowest Sky/Clouds - 3000 FT Lowest Ceiling - 3000 FT Dostructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Depar EUGENE,(Destination DEXTER,(ATC/Airspace Type of F BROKEN Type of C	ו DR	Air	rport Proxim OFF AIRPORT/ DEXTER LAKE Runway Ident Runway Lth/W Runway Surfa Runway Statu	- N/A id - N/A ce - WATER	СНОРРҮ
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT,PRIVATE	Age - 45 Biennial Flight Current Months Since Aircraft Typ	Review - N/A Tota e - N/A Make		ime (Hours) 8 La 0 La	AL-NO WAIVERS, st 24 Hrs - st 30 Days- UI st 90 Days-	2

Instrument Rating(s) - NONE

----Narrative----

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THE ACFT BOUNCED DURING TOUCHDOWN SEVERAL TIMES WHILE ATTENDING TO LAND ON THE WATER. THE ACFT WAS TOO CLOSE TO A DAM TO MAKE A GO-AROUND. THE ACFT THEN STRUCK THE DAM HEAD ON.

4/20/85 A/C Reg. No. N2582P File No. - 120 DEXTER, OR Time (Lc1) - 1530 PDT _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND 3. RECOVERY FROM BOUNCED LANDING - NOT ATTAINED - PILOT IN COMMAND 4. GO-AROUND - DELAYED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 5. DISTANCE - MISJUDGED - PILOT IN COMMAND ----Probable Cause----

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

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

Brief of Accident

asic Information Type Operating Certificate-NONE (GEN		rcraft Damage				uries	
		UBSTANTIAL		Fatal	Serious		None
Type of Operation -BUSINESS	Fi		Crew		0	0	1
Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	I N	ONE	Pass	0	0	0	1
Accident Occurred During -LANDING							
ircraft Information							
Make/Model - BEECH 95-C55	Eng Make/Model	- CONTINENTA	L IO-520	ELT	Installed	/Activated	I - YES/N
Landing Gear - TRICYCLE-RETRACTABLE	E Number Engines	- 2		S	tall Warn	ing System	n - YES
Max Gross Wt - 5300	Engine Type		INJECTED				
No. of Seats - 6	Rated Power	- 280 HP					
nvironment/Operations Information							
eather Data	Itinerary			Airport	Proximity		
W× Briefing - FSS	Last Departure	Point		ON AIR	,		
Method - UNK/NR	BALTIMORE, MD						
Completeness - UNK/NR	Destination			Airport D	ata		
Basic Weather - VMC	SAME AS ACC/I	NC		CHARLE	STON INTL		
Wind Dir/Speed- 320/007 KTS				Runway	Ident	- 33	
Visibility - 15.0 SM	ATC/Airspace					- 9001/	
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - IFR		Runway	Surface	- ASPHALT	-
Lowest Ceiling - NONE	Type of Clearan	ce - IFR		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- ILS-CO	MPLETE				
Precipitation - NONE		FULL S	TOP				
Condition of Light - DUSK							
ersonnel Information							
Pilot-In-Command	Age - 46	Medical	Certifica	te - VALID	MEDICAL-	WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Revie	W	Flig	ht Time (H	ours)		
PRIVATE	Current - Y	ES Tot	al -	550	Last	24 Hrs -	3
SE LAND	Months Since - 2	1 Mak	e/Model-	150	Last	30 Days-	15
	Aircraft Type - U	NK/NR Ins	trument-	130	Last	90 Days-	20
		Mult	ti-Eng -	250			
Instrument Rating(s) - AIRPLAN	<u>-</u>						
arrative							
AKING PRACTICE COUPLED ILS APCH IN V							
WER THEM AT OM. CONTINUED INBD TO DH							
WARNING BUT FAILED TO RECOGNIZE THEI		TH GR UP. PLT	WAS THE A	CFT OWNER	AND HAD 1	50 HRS	
IENCE IN MAKE/MODEL. NO SAFETY PLT. I	PASSENGER WAS NOT A PLT.						

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File No 195	2/09/85	CHARLESTON, SC	A/C Reg.	No. N211DS	Time (Lcl)	- 1800 EST
Occurrence	/					
Phase of Operation LAND	NG - FLARE/T	OUCHDOWN				
Finding(s)						
 GEAR EXTENSION - NOT F 	ERFORMED - P	ILOT IN COMMAND				
IMPROPER USE OF PR	OCEDURE, DIVE	RTED ATTENTION - PILO	T IN COMMAND			
 IMPROPER USE OF PR 	OCEDURE, HABI	T INTERFERENCE - PILO	T IN COMMAND			
4. WHEELS UP LANDING - IN	ADVERTENT -	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

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Brief of Accident

File No 161 2/15/85 RIDGE	_AND,SC	A/C Reg. No	. N5823L	т	ime (Lc1) -	2115 EST	
Basic Information Type Operating Certificate-NONE (GENERAL	_ AVIATION)	Aircraft Dama DESTROYED	ge	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0	0 0	1 2	0 1
Aircraft Information Make/Model - GULFSTREAM AA-5 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2400 No. of Seats - 4	Number Er Engine Ty	Model - LYCOMING Igines - 1 Ipe - RECIPROC Ier - 180 H	ATING-CARBURE	S	Installed/A tall Warnin		
 Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - PARTIAL,LMTD BY PILOT Basic Weather - VMC Wind Dir/Speed- 240/004 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK) 	GOLDSBOR Destination SAVANNAH ATC/Airspace Type of F1 Type of C1	i,GA ight Plan - NONE earance - NONE 'Lndg - STRA		OFF AI Airport D Runway Runway Runway		N/A N/A DIRT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 31 Biennial Flight Current Months Since Aircraft Typ		Fligh otal - ake/Model-	t Time (H 112 17	ours) Last 24 Last 30	Hrs - Days- UN	4

Instrument Rating(s) - NONE

-------------Narrative----

- - -

APPROX 3.75 HOURS AFTER TAKEOFF THE PLT CONTACTED SAVANNAH APPROACH AND REQUESTED A STRAIGHT IN APPROACH TO LAND AT SAVANNAH AIRPORT BECAUSE OF LOW FUEL. MOMENTS LATER THE ENGINE LOST POWER AND THE PLT MADE A FORCED LANDING IN A FIELD 10 MILES NE OF SAVANNAH AIRPORT. RESCUE PERSONNEL AT THE ACCIDENT REPORTED THAT THERE WAS NO EVIDENCE OF FUEL ONBOARD THE ACFT OR SPILLED AROUND THE WRECKAGE.

File No. - 161 2/15/85 A/C Reg. No. N5823L RIDGELAND, SC Time (Lc1) - 2115 EST LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 4. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND 5. REFUELING - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN _____ ------Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. TERRAIN CONDITION - NONE SUITABLE 7. LIGHT CONDITION - NIGHT _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.3.4.5

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

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Brief of Accident

Type of OperationPERSONAL Fire Crew 0 0 1 0 Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT Aircraft Information Make/Model - MAULE M-5-235C Eng Make/Model - LYCOMING 0-540-J1ASD ELT Installed/Activated - YES/YE Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2300 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 235 HP Environment/Operations Information Weather Data Linerary Airport Proximity Was Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A STUART,FL Completeness - N/A Destination Airport Data Basic Weather - VMC CHARLESTON,SC HILTON AIRPORT Wind Dir/Speed - 290/OD5 KTS RUNNAY LIGAN A TC/Airspace Runway Ident - 21 Visibility - 20.0 SM ATC/Airspace Runway Surface - ASPHALT Lowest Sky/Clouds - 2000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Uses Ceiling - NONE Type Apch/Lndg - NONE Runway Status - DRY Obstructions to Vision NONE Type Apch/Lndg - NONE Runway Status - DRY Obstructions to Vision NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Comman Age - 36 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 900 Last 24 Hrs - 4 Months Since - 6 Make/Model - 45 Last 30 Days - 45 Instrument Rating(s) - NONE Narrative T STALLES & CRASHED FROM AN ALTITUDE OF ABOUT 300 FT. WITNESSES STATED THAT THE ACFT ENTERED A STEEP CLUMB	Basic Information Type Operating Certificate-NONE (GENERA				Injur		
Fiight Conducted Under -14 CFR 91 NONE Pass 0 0 1 2 -Accident Occurred During -DESCENT -DESCENT NONE Pass 0 0 1 2 -Alrcraft Information Make/Model - MAULE M-5-235C Eng Make/Model - LVCOMING 0-540-J1A5D ELT Installed/Activated - YES/YE Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2300 Engine Type - RECIPROCATING-CARBURETOR Stall Warning System - YES	Type of Openation						
Accident Occurred During -DESCENT Aircraft Information Make/Model - MAULE M-5-235C Eng Make/Model - LYCOMING 0-540-J1A5D ELT Installed/Activated - YES/YE Landing Gear - TRICYCLE-FIXED Number Engines - 1 Max Gross Wt - 2300 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 235 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A Destination Airport Data Basic Weather - VMC C'HARLESTON, SC HILTON HEAD Wind Dir/Speed-290/005 KTS RUNWay Lth/Wid - 21 Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - 3700/ 75 Lowest Ceiling - NONE Type of Clearance - NONE Runway Lth/Wid - 3700/ 75 Lowest Sky/Clouds - 2000 FT SCATTERED Type of Clearance - NONE Runway Status - DRY Dbstructions to Vision - NONE Type of Clearance - NONE Runway Status - DRY Dostructions to Vision - NONE Type of Clearance - NONE Runway Status - DRY Dostructions to Vision - NONE Type of Clearance - NONE Flight Time (Hours) ComMercIAL Current - YES Total - 900 Last 24 Hrs - 4 Months Since - 6 Make/Model - 45 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 20 Last 90 Days- 45 Instrument Rating(s) - NONE		=		-			
Aircraft Information Make/Model - MULE M-5-235C Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 Seats - 4 Environment/Operations Information Weather Data Method - N/A Estimation Completeness - N/A Basic Weather - WKC Lowest Ceiling - NONE Lowest Ceiling - NONE Lowest Ceiling - NONE Completeness - 1 Lowest Ceiling - NONE Completeness - 1/A Data Basic Wather - 20.0 SM Lowest Ceiling - NONE Completeness - 2000 Lowest Ceiling - NONE Completeness - 1/A Data Lowest Ceiling - NONE Completeness - 1/A Data Difference Lowest Ceiling - NONE Completeness - 1/A Data Difference Lowest Ceiling - NONE Completeness - 1/A Data Difference Completeness - 1/A Difference Completeness - 1/A Difference Difference Completeness - 1/A Difference Difference Completeness - 1/A Difference Difference Completeness - 1/A Difference Difference Completeness - 1/A Difference Difference Completeness - 1/A Difference Completeness - 1/A Difference Complet	Accident Occurred During -DESCENT			-	•		-
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Max Gross Wt - 2300 Engine Type - RECIPROCATING-CARBURETOR Reted Power - 235 HP Environment/Operations Information Weather Data Itinerary Airport Proximity ON AIRPORT Weather Data Itinerary Airport Droximity ON AIRPORT Weather Data Itinerary Airport Data ON AIRPORT Method - N/A Destination Airport Data MILTON HEAD Airport Data Basic Weather - VMC CHARLESTON, SC HILTON HEAD Airport Data Basic Weather - VMC CHARLESTON, SC HILTON HEAD Airport Data Wind Dir/Speed- 230/005 KTS RUNAW Lift/Wid - 3700/75 Lowest Celling - NONE Type of Clearance - NONE Runway Lift/Wid - 3700/75 Lowest Celling - NONE Type of Clearance - NONE Runway Surface - ASPHALT Obstructions to Vision - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision - NONE Type Apch/Lndg - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 36 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Comfifticate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 900 Last 24 Hrs - 4 SE LAND Months Since - 6 Make/Model 45 Last 30 Days - 45 Instrument Rating(s) - NONE Narrative T STALLED & CRASHED FROM AN ALTITUDE OF ABOUT 300 FT. WITNESSES STATED THAT THE ACFT ENTERED A STEEP CLUMB	Aircraft Information						
Max Gross Wt - 2300 No. of Seats - 4 Rated Power - 235 HP 							
No. of Seats - 4 Rated Power - 235 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing -NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method -N/A STUART,FL ON AIRPORT Completeness - N/A Destination Airport Data Basic Weather - VMC CHARLESTON.SC HILTON HEAD Wisibility - 20.0 SM ATC/Airspace Runway Ident - 21 Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - 3700/ 75 Lowest Sky/Clouds - 2000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Dbstructions to Vision- NONE Type Apch/Lhdg - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lhdg - NONE DRY Condition of Light - DAYLIGHT - Age - 36 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 900 Last 24 Hrs - 4 Months Since - 6 Make/Model- 45 Last 30 Days- 45 Instrument Rating(s) - NONE - <td></td> <td></td> <td></td> <td></td> <td>tall Warnir</td> <td>ıg System</td> <td>- YES</td>					tall Warnir	ıg System	- YES
Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A Destination Airport Data Basic Weather - VMC CHARLESON,SC HILTON HEAD Wind Dir/Speed- 290/005 KTS Runway Ident - 21 Visibility - 20.0 SM ATC/Airspace Runway Ident - 21 Visibility - 20.0 SM ATC/Airspace Runway Ident - 21 Comest Sky/Clouds - 2000 FT SCATTERED Type of Flight Plan - NONE Runway Status - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision NONE Type of Clearance - NONE Runway Status - DRY Obstruction of Light - DAYLIGHT Personnel Information PilotIn-Command Age - 36 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 900 Last 24 Hrs - 4 Months Since - 6 Make/Model- 45 Last 30 Days- 45 Instrument Rating(s) - NONE Instrument Rating(s) - NONE				EIOR			
Weather Data Itinerary Airport Proximity W Briefing NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A STUART, FL ON AIRPORT Completeness - N/A Destination Airport Data Basic Weather - WMC CHARLESTON, SC HILTON HEAD Wind Dir/Speed 290/005 KTS Runway Ident - 21 Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - 370/75 Lowest Sky/Clouds - 2000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - NONE - DRY Ordition of Light DAYLIGHT Personnel Information PilotIn-Command Age - 36 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Curnet - YES Total - 900 Last 24 Hrs - 4 SE LAND Months Since - 6 Make/Model- 45 Last 30 Days- UNK/NR Airc							
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A STUART,FL Airport Data Basic Weather - VMC CHARLESTON,SC HILTON HEAD Wind Dir/Speed-290/005 KTS Runway Ident - 21 Visibility - 20.0 SM ATC/Airspace Runway Ident - 21 Lowest Ceiling - NONE Type of Flight Plan - NONE Runway Surface - ASPHALT Obstructions to Vision NONE Type of Flight Plan - NONE Runway Status - DRY Obstructions to Vision NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision NONE Type Apch/Lndg - NONE - NONE - Precipitation - NONE Personnel Information Pilot-In-Command Age - 36 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Centificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - 4 GOMMERCIAL Current - YES Total - 900 Last 24 Hrs - 4 SE LAND Months Since - 6 Make/Model- 45 Last 30 Days- 45 <td>· ·</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	· ·						
Method - N/A STUART,FL Completeness - N/A Destination Airport Data Basic Weather - VMC CHARLESTON,SC HILTON HEAD Wind Dir/Speed- 290/005 KTS Runway Ident - 21 Visibility - 20.0 SM ATC/Airspace Runway Uth/Wid - 3700/ 75 Lowest Sky/Clouds - 2000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision NONE Type Apch/Lndg - NONE Runway Status - DRY Condition of Light - DAYLIGHT - AGe Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 900 Last 24 Hrs - 4 SE LAND Months Since - 6 Make/Model- 45 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - NONE FrNarrative - NONE							
Completeness - N/A Destination Airport Data Basic Weather - VMC CHARLESTON,SC HILTON HEAD Wind Dir/Speed- 290/005 KTS Runway Ident - 21 Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - 3700/75 Lowest Sky/Clouds - 2000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision - NONE Type Apch/Lndg - NONE ONE Precipitation - NONE Type Age - 36 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 900 Last 24 Hrs - 4 SE LAND Months Since - 6 Make/Model- 45 Last 30 Days- UNK/NR Instrument Rating(s) - NONE NONE 45				UN AIR			
Basic Weather - VMC CHARLESTON,SC HILTON HEAD Wind Dir/Speed-290/005 KTS Runway Ident - 21 Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - 3700/75 Lowest Sky/Clouds - 2000 FT SCATTERED Type of Flight Plan - NONE Runway Lth/Wid - 3700/75 Lowest Ceiling - NONE Type of Clearance - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision NONE Type Apch/Lndg - NONE Runway Status - DRY Ordition of Light - DAYLIGHT - 36 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Condition of Light - DAYLIGHT - YES Total - 900 Last 24 Hrs - 4 COMMERCIAL Current - YES Total - 900 Last 24 Hrs - 4 SE LAND Months Since - 6 Make/Model- 45 Last 30 Days- UNK/NR Aircraft Type UNK/NR Instrument- 20 Last 90 Days- 45 Instrument Rating(s) - NONE - NONE - NONE <td>,</td> <td></td> <td></td> <td>Airport D</td> <td>ata</td> <td></td> <td></td>	,			Airport D	ata		
Wind Dir/Speed- 290/005 KTS Runway Ident - 21 Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - 3700/75 Lowest Sky/Clouds - 2000 FT SCATTERED Type of Flight Plan - NONE Runway Lth/Wid - 3700/75 Lowest Ceiling - NONE Type of Clearance - NONE Runway Surface - ASPHALT Obstructions to Vision - NONE Type Apch/Lndg - NONE Runway Status - DRY Obstruction of Light - DAYLIGHT Ontice - 36 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 900 Last 24 Hrs - 4 SE LAND Months Since - 6 Make/Model - 45 Last 30 Days - UNK/NR Instrument Rating(s) - NONE - NONE - 200 Last 90 Days - 45	• •			•			
Lowest Sky/Clouds - 2000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 36 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL - YES Total - 900 Last 24 Hrs - 4 Months Since - 6 Make/Model - 45 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 20 Last 90 Days - 45 Instrument Rating(s) - NONE Narrative SFT STALLED & CRASHED FROM AN ALTITUDE OF ABOUT 300 FT. WITNESSES STATED THAT THE ACFT ENTERED A STEEP CLUMB	Wind Dir/Speed- 290/005 KTS			Runway	Ident -	21	
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision - NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 36 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL OUTPENT - YES Total - 900 Last 24 Hrs - 4 SE LAND Months Since - 6 Make/Model - 45 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 20 Last 90 Days - 45 Instrument Rating(s) - NONE				Runway	Lth/Wid -	3700/	75
Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Age - 36 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES SE LAND Months Since - 6 Make/Model - 45 Instrument Rating(s) - NONE Narrative FT STALLED & CRASHED FROM AN ALTITUDE OF ABOUT 300 FT. WITNESSES STATED THAT THE ACFT ENTERED A STEEP CLUMB							
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 36 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 900 Last 24 Hrs - 4 SE LAND Current - YES Total - 900 Last 24 Hrs - 4 Months Since - 6 Make/Model- 45 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 20 Last 90 Days- 45 Instrument Rating(s) - NONE Narrative CFT STALLED & CRASHED FROM AN ALTITUDE OF ABOUT 300 FT. WITNESSES STATED THAT THE ACFT ENTERED A STEEP CLUMB				Runway	Status -	DRY	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 36 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 900 Last 24 Hrs - 4 Months Since - 6 Make/Model- 45 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 20 Last 90 Days- 45 Instrument Rating(s) - NONE Narrative CFT STALLED & CRASHED FROM AN ALTITUDE OF ABOUT 300 FT. WITNESSES STATED THAT THE ACFT ENTERED A STEEP CLUMB		Type Apch/Lndg	NONE				
Personnel Information Pilot-In-Command Age - 36 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 900 Last 24 Hrs - 4 SE LAND Months Since - 6 Make/Model- 45 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 20 Last 90 Days- 45 Instrument Rating(s) - NONE Narrative CFT STALLED & CRASHED FROM AN ALTITUDE OF ABOUT 300 FT. WITNESSES STATED THAT THE ACFT ENTERED A STEEP CLUMB							
Pilot-In-Command Age - 36 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES SE LAND Months Since 6 Months Since 6 Make/Model Aircraft Type UNK/NR Instrument Instrument Rating(s) - NONE							
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 900 Last 24 Hrs - 4 SE LAND Months Since - 6 Make/Model- 45 Last 30 Days- UNK/NR Aircraft Type UNK/NR Instrument- 20 Last 90 Days- 45			Madical Cantifica				
COMMERCIAL Current - YES Total - 900 Last 24 Hrs - 4 SE LAND Months Since - 6 Make/Model- 45 Last 30 Days- UNK/NR Aircraft Type UNK/NR Instrument- 20 Last 90 Days- 45 Instrument Rating(s) - NONE Narrative There is a construction of the cons		Age - 30 Biennial Flight Review	Flic			WAIVER5/	
Aircraft Type - UNK/NR Instrument- 20 Last 90 Days- 45 Instrument Rating(s) - NONE Narrative CFT STALLED & CRASHED FROM AN ALTITUDE OF ABOUT 300 FT. WITNESSES STATED THAT THE ACFT ENTERED A STEEP CLUMB		Cuppont - VES	Total -	900	last 24	Hrs -	4
Aircraft Type - UNK/NR Instrument- 20 Last 90 Days- 45 Instrument Rating(s) - NONE Narrative FT STALLED & CRASHED FROM AN ALTITUDE OF ABOUT 300 FT. WITNESSES STATED THAT THE ACFT ENTERED A STEEP CLUMB		Months Since - 6	Make/Model-	45	Last 30		
		Aircraft Type - UNK/NR	Instrument-	20	Last 90		
Narrative FT STALLED & CRASHED FROM AN ALTITUDE OF ABOUT 300 FT. WITNESSES STATED THAT THE ACFT ENTERED A STEEP CLUMB	Instrument Rating(s) - NONE						
OFT STALLED & CRASHED FROM AN ALTITUDE OF ABOUT 300 FT. WITNESSES STATED THAT THE ACFT ENTERED A STEEP CLUMB							
ALL OF ON LITT OF AND CLIMBED TO ADOUT 300 FT. THEN THE ACTI NUSED OVER & FELL TO THE GROUND.					EEP CLUMB		
	GLE OFUN LIFT OFF AND CLIMBED TO ABOUT 300	FI. THEN THE ACFT NUSED UVER	CO FELL IU IME GR				

File No 1	2/17/85	HILTON HEAD,SC	A/C Reg. No. N5636B	Time (Lc1) - 1515 EST
Occurrence #1	ABRUPT MANEUVER			
hase of Operation	TAKEOFF - INITI	AL CLIMB		
inding(s)			•	
1. AIRCRAFT PERFOR	-			
	OR - PILOT IN CO			
		TENTATIOUS DISPLAY - P: OWED - PILOT IN COMMANI		
		D - PILOT IN COMMAND	-	
Occurrence #2	LOSS OF CONTROL	- IN FLIGHT		
Phase of Operation				
Occurrence #3	IN FIIGHT COLLT	SION WITH TERRAIN		
Phase of Operation				
B I I I I I I I I I I				
Probable Cause				
The National Transpo	tation Safety Ro	ard determines that the	Probable Cause(s) of this accid	ent

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

Brief of Accident

File No 11 2/01/85 SIOUX,	SD	A/C Reg. No.	NCFCBT	т	Time (Lc1) - 1524 CST		
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Damag SUBSTANTIAL	je	Fatal	Inju		None
Type of Operation -PERSONAL · Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0 0	0	0 0	1 3
Aircraft Information Make/Model - CESSNA 180A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2650 No. of Seats - 6	Number Engin Engine Type	el - CONTINENT es - 1 - RECIPROCA - 230 HP	TING-CARBURE	S	Installed// tall Warnin		
<pre>Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 260/008 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE</pre>	Itinerary Last Departun GRAND FORKS Destination SAME AS ACC ATC/Airspace Type of Fligh Type of Clean Type Apch/Lnd	,ND /INC t Plan - NONE		OFF AI Airport D Runway Runway Runway	Ident Lth/Wid Surface	- N/A - N/A - N/A - N/A	
	Age - 34 Biennial Flight Rev Current - Months Since - Aircraft Type -	iew UNK/NR To UNK/NR Ma	otal - ake/Model-	nt Time (H 650	lours) Last 24	4 Hrs - O Days- UNI	3 13

Instrument Rating(s) - NONE

----Narrative----

ACFT DEPARTED WINNEPEG AT 1035 AND LANDED AT GRAND FORKS, ND, AT 1150. DEPARTED GRAND FORKS, ND, AT 1305 AND THE ACCIDENT OCCURRED AT 1524. 4 MILES NW OF SIOUX FALLS, SD, THE PLT REPORTED A ROUGH RUNNING ENGINE WHICH SUBSEQUENTLY QUIT. A FORCED LANDING WAS MADE IN A FIELD 2 1/2 MILES NORTH OF SIOUX FALLS. INVESTIGATION REVEALED LITTLE FUEL IN THE TANKS. TTL FUEL CAPACITY WAS 62 GALLONS. THE ACFT BURNS APRX 15 GALLONS/HR AND CONTAINS 10 GALLONS UNUSABLE FUEL.

File No	11 2/01/85 SIOUX,SD	A/C Reg. No. NCFCBT	Time (Lc1) - 1524 CST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANIC CRUISE	AL	
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN LANDING		
Finding(s) 4. TERRAIN CONDITI	ON - ROUGH/UNEVEN		
Probable Cause		·	

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

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Brief of Accident

File No 70 2/16/85	HUI SPRINGS, SU	A/C Reg. No. I	14513R 		me (Lc1) -		
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -INSTRU	JCTIONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR Accident Occurred During -TAXI	2 91	NONE	Pass	0	0	0	0
-Aircraft Information							
Make/Model - PIPER PA-28-140		/Model - LYCOMING O	-320-E2A			ctivated -	
Landing Gear - TRICYCLE-FIXED		ngines - 1			all Warnir:	ng System –	YES
Max Gross Wt - 2150 No. of Seats - 4	Engine Ty Rated Pov	/pe - RECIPROCAT ver - 150 HP	ING-CARBURE1	OR			
Environment/Operations Information-							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BR	•			ON AIRF	PORT		
Method - N/A	SAME AS						
Completeness - N/A Basic Weather - VMC	Destination	ר	4	Airport Da	ITA RINGS MUNI		
Wind Dir/Speed- 290/020 KTS	LOCAL				Ident ·		
Visibility - 30.0 SM	ATC/Airspace	-			Lth/Wid		
	T SCATTERED Type of Fi				Surface ·		
Lowest Ceiling - NONE	Type of C						
Obstructions to Vision- NONE		Lndg - NONE			otatab	5	
Precipitation - NONE							
Condition of Light - DAYLIG	ΙT			·			
Personnel Information		.					
Pilot-In-Command	Age - 52		Certificate) WAIVERS/L	IMII
Certificate(s)/Rating(s)		Review	Flight	t Time (Ho			
STUDENT	Current Months Since	- N/A IOT	al -	54	Last 24	Hrs - UNH) Davs- UNH	
	Aircraft Typ	= N/A Maki	e/Model- trument-	J4 0	Lasi 30) Days- UNP) Days-	
	Anciartiy			U	2031 30	, 5uy3	•
Instrument Rating(s) - NONE							

PLT SAID HE PERFORMED A "HASTY" PREFLIGHT. DURING ENGINE PRE-START THE PLT INADVERTENTLY LEFT THE THROTTLE OPEN. THE ENGINE SRATED AND THE ACFT TAXIED ACROSS THE RAMP AND HIT A FENCE POST BEFORE THE PLT COULD REGAIN CONTROL OF THE ACFT.

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File No. - 70 2/16/85 A/C Reg. No. N4513R HOT SPRINGS, SD Time (Lc1) - 1145 MST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation STANDING - STARTING ENGINE(S) Finding(s) 1. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND 3. BRAKES(NORMAL) - NOT USED - PILOT IN COMMAND 4. PARKING BRAKES - NOT USED - PILOT IN COMMAND 5. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND 6. IMPROPER USE OF PROCEDURE, ANXIETY/APPRENHENSION - PILOT IN COMMAND 7. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation TAXI Finding(s) 8. OBJECT - FENCE 9. ABORT - NOT PERFORMED - PILOT IN COMMAND 10. IMPROPER USE OF PROCEDURE.PANIC - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

Factor(s) relating to this accident is/are finding(s) 2,6,8,10

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Da	nage		Injur	ies	
		SUBSTANTIA	-	Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	1	1	0
Accident Occurred During -TAXI			Other	0	0	1	0
Aircraft Information							
Make/Model - MOONEY M20J	Eng Make	/Model - LYCOMI	NG 10-360-4386D	FIT	Installed/A	ctivated -	YES/NO
Landing Gear - TRICYCLE-RETRACTABLE		ingines - 1			tall Warnir		
Max Gross Wt - 2740		vpe - RECIP-	FUEL INJECTED	5	carr narmi	g system	
No. of Seats - 4	Rated Po						
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		rture Point		ON AIR			
Method - N/A	VENICE.						
Completeness - N/A	Destinatio	2n		Airport D	ata		
Basic Weather - VMC	SAME AS	ACC/INC		LOVELL			
Wind Dir/Speed- 090/010 KTS				Runwa∨	Ident -	UNK/NR	
Visibility - 20.0 SM	ATC/Airspac	e		Runway	Lth/Wid -	UNK/NR	
Lowest Sky/Clouds - CLEAR	Type of F	light Plan - NO	NE	Runway	Surface -	ASPHALT	
Lowest Ceiling - NONE	Type of C	learance - NO	VE	Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch	n/Lndg - NOI	NE				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 60	Med	ical Certificat	e - VALID	MEDICAL-WA	IVERS/LIMI	т
	Biennial Flight			t Time (H		-,	
PRIVATE	Current		Total -			Hrs -	4
SE LAND	Months Sind	ce - 5					(/NR
		/pe - UNK/NR	Instrument-				33

Instrument Rating(s) - NONE

----Narrative----

THE PLT WAS ATTEMPTING TO DISENGAGE THE STARTER PINION GEAR BY ROCKING THE PROP UP & DOWN BY HAND. THE ENG INADVERTENTLY STARTED & THE ACFT ROLLED ACROSS THE RAMP AT A HIGH RATE OF SPEED & COLLIDED WITH TWO AUTOMOBILES & A CHAIN LINK FENCE BEFORE COMING TO REST. A WITNESS OBSERVED THE MAGS & THE MASTER SWITCH IN THE BOTH & ON POSITIONS RESPECTIVELY. TWO PASSENGERS WERE SEATED IN THE BACK SEATS.

File No.	- 76	3/05/85	CHATTANDOGA, TN	A/C Reg. No. N4757H	Time (Lc1) - 1730 EST	
Occurrence Phase of Operati			SION WITH OBJECT			
	PROCEDURE EFLIGHT -	INATTENTIVE	.OT IN COMMAND - PILOT IN COMMAND INING - INADVERTENT - P	ILOT IN COMMAND		
Probable Cau	ise				· · · · · · · · · · · · · · · · · · ·	

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Airc	craft Damage			Inju	ries	
		BSTANTIAL			Serious		None
Type of Operation -PERSONAL	Fire	-	Crew	0	0 0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NON	JE	Pass				0
-Aircraft Information		00117115171	0 470 M				
Make/Mode1 - CESSNA 310 Landing Gear - TRICYCLE-RETRACTABLE	Eng Make/Model - Number Engines -					ng System	
Max Gross Wt - 4600	Engine Type				tari warin	ng system	- 163
No. of Seats - 5	Rated Power	- 240 HP					
-Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Po	-int		ON AIR	Proximity		
Method - N/A	BISHOP,TX	5101		UN AIRI	URI		
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	SAME AS ACC/INC	2		CORPUS	CHRISTI I	NTL	
Wind Dir/Speed- 220/007 KTS						- 13	
Visibility - 15.0 SM	ATC/Airspace					- 7500/	150
Lowest Sky/Clouds - CLEAR Lowest Ceiling -	Type of Flight P Type of Clearance				Surface Status		
Obstructions to Vision- NONE	Type Apch/Lndg		P	Runway	Status	DKI	
Precipitation - NONE		1022 510					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 49 Biennial Flight Review	Medical C	ertificat	e - VALID	MEDICAL-W	AIVERS/LIM	IT
COMMERCIAL	Current - YES	S Total		354	Jurs) Last 2	4 Hrs -	1
SE LAND, ME LAND	Months Since - UN	K/NR Make/	Model-	25	Last 3		
	Months Since - UNA Aircraft Type - UNA	<td>ument-</td> <td>36</td> <td>Last 9</td> <td>0 Days-</td> <td>12</td>	ument-	36	Last 9	0 Days-	12
		Multi	-Eng -	82		a.	
Instrument Rating(s) - NONE							
RPTD LOSS OF PWR ON LEFT ENG DURING FLARE		AS LOST & ACET				EET GEAD	
I RPTD LOSS OF PWR ON LEFT ENG DURING FLARE LAPSED AND ACFT RCVD SUBSTANTIAL DAMAGE. E							

1/06/85 A/C Reg. No. N5301A Time (Lc1) - 1458 CST File No. - 159 CORPUS CHRISTI, TX Occurrence #1 LOSS OF POWER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. ENGINE ASSEMBLY - FAILURE, TOTAL 2. ENGINE ASSEMBLY - UNDETERMINED _____ ------Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND MAIN GEAR COLLAPSED Occurrence #3 Phase of Operation LANDING - ROLL Finding(s) 5. LANDING GEAR, MAIN GEAR - OVERLOAD _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3.4

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

Brief of Accident

File No 20 1/17/85 WICHIT	A FALLS,TX	A/C Reg. No. N51	62D	Т	ime (Lcl) -	1855 CST	
Basic Information Type Operating Certificate-NONE (GENERAL	•	ircraft Damage SUBSTANTIAL		Fatal	Injur Serious	ies Minor	None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	F	ire NONE	Crew Pass	0	0 0	1	0 0
Aircraft Information Make/Model - CESSNA 182A Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2650 No. of Seats - 4	Number Engine	1 - CONTINENTAL O s - 1 - RECIPROCATING - 230 HP		S	Installed/A tall Warnir		•
Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure AUSTIN,TX	Point			Proximity RPORT/STRIF		
Completeness - N/A Basic Weather - VMC	Destination WICHITA FALL	C TY		Airport D	ata A VALLEY		
Wind Dir/Speed- 200/007 KTS	WICHINA FALL	3,17				N/A	
Visibility - 10.0 SM	ATC/Airspace			,	Lth/Wid -	•	
Lowest Sky/Clouds - CLEAR	Type of Flight				Surface -	N/A	
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)		nce - VFR - STRAIGHT- FULL STOP		Runway	Status -	N/A	
Personnel Information							
Pilot-In-Command	Age - 58	Medical Ce	rtificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revi	ew	Fligh	t Time (H	lours)		
PRIVATE			-		Last 24		3
SE LAND	Months Since - Aircraft Type -	6 Make/M UNK/NR Instru		212 6	Last 30 Last 90	Days- UN	K/NR 18

Instrument Rating(s) - NONE

----Narrative----

PLT INTENTIONALLY RAN THE RT FUEL TANK EMPTY AND SWITCHED TO THE LEFT TANK WHICH WAS 1/2 TO 3/4 FULL ON TAKEOFF. PLT MAINTAINED A LEFT SIDE SLIP DURING THE LANDING APCH TO COMPENSATE FOR X-WIND CONDITIONS. PLT STATED, AT 400 FT AGL HE NOTICED A PWR LOSS. UNABLE TO GLIDE TO THE RWY, A FORCED LANDING WAS MADE IN A PLOWED FIELD. PERSONS KNOWLEDGABLE OF THIS ACFT STATED THE ENG WILL QUIT IF THE FUEL TANK WHICH CORRESPONDS TO THE DIRECTION OF THE SIDE SLIP IS NOT FULL. THIS TYPE OF FAILURE OCCURS DUE TO THE FUEL TANK OUTLET LINE BECOMING UNPORTED THUS ALLOWING AIR TO ENTER THE FUEL SYSTEM.

File No. - 20 1/17/85 WICHITA FALLS,TX A/C Reg. No. N5162D Time (Lcl) - 1855 CST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. COMPENSATION FOR WIND CONDITIONS - PREMATURE - PILOT IN COMMAND 2. FLUID, FUEL - STARVATION FUEL SYSTEM - NOT UNDERSTOOD - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY -------_____ Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN 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) 2,3

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

Brief of Accident

-Basic Information		- 61			Turk			
Type Operating Certificate-NONE (GENERAN		aft Damage ROYED		Fatal	Serious	uries Mino	n No	one
Type of Operation -PERSONAL	Fire		Crew	0	0	0		1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE		Pass	ō	Ō	Ō		0
-Aircraft Information								
Make/Model - CESSNA 152	Eng Make/Model -				Installed,			
Landing Gear - TRICYCLE-FIXED	Number Engines -				tall Warn	ing Syst	em - YES	5
Max Gross Wt - 1670 No. of Seats - 2	Engine Type - Rated Power -	110 HP	ABOREI	UR				
Weather Data	Itinerary			Airport	proximity			
Wx Briefing - FSS	Last Departure Poi	nt		ON AIR				
Method - TELEPHONE	HOUSTON, TX							
Completeness - WEATHER NOT PERTINENT	Destination		Α	irport Da	ata			
Basic Weather - VMC	SAME AS ACC/INC			JASPER				
Wind Dir/Speed- 220/017 KTS					Ident	- 17		
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid			
Lowest Sky/Clouds - CLEAR	Type of Flight Pla				Surface		LT	
Lowest Ceiling -	Type of Clearance			Runway	Status	- DRY		
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATT	ERN					
Precipitation - NONE Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command	Age - 40	Medical Certi	ficate	- VALID	MEDICAL-	WAIVERS/	LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	I	Flight	Time (H	ours)			
STUDENT	Current - N/A	Total Make/Mode Instrumen	-	47	Last :	24 Hrs -	3	
	Months Since - N/A	Make/Mode	1 -	47	Last :	30 Days-	UNK/NR	
	Aircraft Type - N/A	Instrumen	t-	1	Last	90 Days-	11	
Instrument Rating(s) - NONE								

THE STUDENT PLT STATED HE ENCOUNTERED A ROLLING ACTION AND A NOSE DOWN PITCH POSSIBLY FROM TURBULENCE. THE ACFT TOUCHED DOWN NOSE FIRST SO HARD THAT THE NOSE GEAR COLLAPSED AND THE ACFT WAS DESTROYED.

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File No. - 157 2/16/85 JASPER, TX A/C Reg. No. N94238 Time (Lc1) - 1245 CST Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - TURBULENCE 2. FLARE - NOT ATTAINED - PILOT IN COMMAND З. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND 4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD 6. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 7. TERRAIN CONDITION - HIGH VEGETATION ----Probable Cause----

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

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

Brief of Accident

Basic Information Type Operating Certific	ate-NONE (GENERA	L AVIATION) Aircraft	Damage		Injur	ies	
		DESTROYE	D	Fatal	Serious	Minor	None
	-BUSINESS	Fire	Crew	0	1	0	0
Flight Conducted Under Accident Occurred Durin	ng -CRUISE	NONE	Pass	0	0	0	0
Aircraft Information							
Make/Model - CESSNA		Eng Make/Model - LYCO			nstalled/A		
Landing Gear - TRICYCL	-E-FIXED	Number Engines - 1			all Warnin	g System	- YES
Max Gross Wt - 2150		Engine Type - RECI		TOR			
No. of Seats - 4		Rated Power - 1	60 HP				
Environment/Operations In	formation						
Weather Data		Itinerary		Airport P			
Wx Briefing - FSS		Last Departure Point		UFF AIR	PORT/STRIP		
Method - TELEP Completeness - UNK/N		ARLINGTON, TX			**		
Basic Weather - VMC	IR	Destination BROWNWOOD.TX		Airport Da	ta		
Wind Dir/Speed- 040/0	15 KTS	BROWINWOOD, 1A		Bubway	Ident -	N/A	
Visibility - 3.		ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds -		Type of Flight Plan -	NONE		Surface -		
		CAST Type of Clearance -				N/A	
Obstructions to Visio		Type Apch/Lndg -		Raimay	010100		
	- NONE	i jpo npon, znag					
Condition of Light	- NIGHT(DARK)						
Personnel Information							
Dilot-In-Commend		Age - 26 M	edical Certificat	e – VALID	MEDICAL-NO	WAIVERS,	/LIMIT
Pilot-In-Command	(e)	Biennial Flight Review		t Time (Ho			
Certificate(s)/Rating(\J/		Total -	80	Last 24	Hrs - U	
	(3)	Current - YES	iotai				
Certificate(s)/Rating(Months Since - 7	Make/Model- UN	K/NR	Last 30	Days- U	NK/NR
Certificate(s)/Rating(PRIVATE	(3)	Current - YES Months Since - 7 Aircraft Type - UNK/NR	Make/Model- UN Instrument- UN	K/NR	Last 90) Days- Ul	NK/NR
Certificate(s)/Rating(PRIVATE		Months Since - 7	Make/Model- UN	K/NR	Last 90		NK/NR

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File No	- 156	2/18/85	COMANCHE, TX	A/C Reg. No. N54149	Time (Lc1) - 2000 CST

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND

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

----Probable Cause----

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

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

Brief of Accident

Type Operating Certificate-NONE (GENERAL		t Damage			uries	
	DESTRO		Fatal	-		None
Type of Operation -INSTRUCTIONAL		Crew		0	0	2
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	0
Aircraft Information						
Make/Model - PIPER PA-28-112	Eng Make/Model - LYC				Activated	
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		ST	all Warn	ing System	- YES
Max Gross Wt - 3600 No. of Seats - 2	Engine Type - REC Rated Power -	112 HP	ETUR			
NO. 01 Seats - 2						
Environment/Operations Information						
Weather Data	Itinerary		Airport F			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIR	PORT		
Method - N/A Completeness - N/A	PEARLAND,TX Destination		Airport Da	**		
Basic Weather - IMC			PEARLAN			
Wind Dir/Speed- 120/008 KTS	CAPORTE, TA			Ident	- 29	
Visibility - 10.0 SM	ATC/Airspace				- 2400/	30
Lowest Sky/Clouds -	Type of Flight Plan	- NONE			- ASPHALT	
Lowest Ceiling - 25000 FT BROKE	N Type of Clearance	- NONE	Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
	Age - 36	Medical Certifica			WAIVERS/LIN	1IT
	Biennial Flight Review		ht Time (Ho			
COMMERCIAL, CFI	Current - YES	Total -			24 Hrs -	1
SE LAND, ME LAND	Months Since - 13 Aircraft Type - UNK/NR	Make/Model- Instrument-	91 93	Last	30 Days- UN 90 Days-	
	ATTENANT Type - UNK/NK	Multi-Eng -	86	Last	50 Days-	101
Instrument Rating(s) - AIRPLANE						
Narrative		TATED HE HAD FLOWN				

File No. - 171 2/25/85 PEARLAND, TX A/C Reg. No. N9769T Time (Lc1) - 1625 CST -----Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND(CFI) 2. IMPROPER USE OF PROCEDURE, HABIT INTERFERENCE - PILOT IN COMMAND 3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND(CFI) 4. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY ------Occurrence #3 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI) 6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND(CFI) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5,6 Factor(s) relating to this accident is/are finding(s) 4

Brief of Accident

Basic Information							
Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Da		F - 1 - 1	Injur		N
Type of Operation -INSTR	ICTIONAL	SUBSTANTIA Fire	Crew	ratai O	Serious O	Minor O	None 2
Flight Conducted Under -14 CF	R 91	NONE	Pass	Ō	õ	õ	ō
Accident Occurred During -LANDI							
-Aircraft Information							
Make/Model - HILLER UH-12D		/Model - LYCOMI			Installed/A		
Landing Gear - SKID Max Gross Wt - 2750		ngines - 1 vpe - RECIPR			tall Warnir	ig System	- NU
No. of Seats - 4		wer - 265		LIUK			
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF B				OFF AI	RPORT/STRIF		
Method - N/A Completeness - N/A	BIG SPR Destinatio			Airport D	- + -		
Basic Weather - VMC	LOCAL	n		Airport D	ata		
Wind Dir/Speed- 220/008 KTS	LUCAL			Runwa∨	Ident -	N/A	
Visibility - 20.0 SM	ATC/Airspac	e				N/A	
Lowest Sky/Clouds - 5000						N/A	
Lowest Ceiling - NONE		learance - NC			Status -	N/A	
Obstructions to Vision- NONE	Type Apch	/Lndg - SI	MULATED FORCED	LANDING			
Precipitation - NONE							
Condition of Light - DAYLIG	HI 						
-Personnel Information Pilot-In-Command	Age - 34	Mec	dical Certifica	te - VALID	MEDICAL-NO	WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Age - 34 Biènnial Flight	Review	Flig	ht Time (H	ours)		
COMMERCIAL,CFI	Current	- YES	Total - Make/Model- Instrument-	4248	Last 24	Hrs -	2
SE LAND, ME LAND	Months Sinc	e - 9	Make/Model-	68	Last 30) Days- U	NK/NR
HELICOPTER	Aircraft ly	pe – UNK/NR	Instrument- Multi-Eng -	452	Last 90) Days- aft -	68
			Multi-Eng -	200	ROLUPCI	art -	3000
Instrument Rating(s) - AIRP	LANE, HELICOPTER						
				~~~~~~			
WAS DEMONSTRATING A SIMULATED ENG	FATIURE WITH TATIWIND O	E 10 KTS. 20 KT	S GRND SPEED	THE ACET Y	AWED LEFT A	ND	
CHDOWN WAS MADE WITH 10 KT GRND SPE							
4 FT SKID HEIGHT.					-		

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File No. - 155 3/02/85 BIG SPRING,TX A/C Reg. No. N26EW Time (Lcl) - 1230 CST _____ Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation HOVER Finding(s) 1. JUDGEMENT - POOR - PILOT IN COMMAND(CFI) 2. AUTOROTATION - INTENTIONAL - PILOT IN COMMAND(CFI) 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI) 4. RUN ON LANDING - ATTEMPTED - PILOT IN COMMAND(CFI) 5. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI) Occurrence #2 ROLL OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND(CFI) ----Probable Cause----

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

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

Brief of Accident

	ΙΤΥ, TX	A/C Reg. No. N2			me (Lc1) -	1200 CS1	
Basic Information Type Operating Certificate-NONE (GENERA)	AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0	0	0	1 0
Aircraft Information Make/Model - CESSNA 195B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3150 No. of Seats - 4	Eng Make/Mod Number Engin Engine Type Rated Power	- RECIPROCATING		St TOR	all Warnir	activated and system a	- YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC	Itinerary Last Departur BAY CITY,TX Destination LOCAL			Airport F	roximity PORT/STRIF		
Wind Dir/Speed- 290/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - SCATTERED Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Fligh Type of Clear	nt Plan - NONE ance - NONE - lg - FORCED L/		Runway Runway	Ident - Lth/Wid - Surface - Status -	ASPHALT	
Personnel Information Pilot-In-Command	Aqe - 48	Medical Ce	ontificat				
Certificate(s)/Rating(s)	Biennial Flight Rev	iew Medical Ce	Fligh	t Time (Ho		(IVERS/LIM)	
COMMERCIAL SE LAND, ME LAND	Current - Months Since - Aircraft Type -	YES Total 3 Make/I UNK/NR Instru	- Model-	2295 92 79	Last 24 Last 30	Hrs - UN <del> </del> ) Days- UN  ) Days-	(/NR
Instrument Rating(s) - AIRPLANE							
-Narrative SNA EXHAUST STACK FAILED AT WELD. HOT EXHA A NARROW FARM ROAD WITH A QUARTERING TAILW ED OVER.							

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File No. - 154 3/24/85 BAY CITY, TX A/C Reg. No. N2163C Time (Lc1) - 1200 CST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CLIMB - TO CRUISE Finding(s) 1. ELECTRICAL SYSTEM, ELECTRIC WIRING - BURNED 2. EXHAUST SYSTEM, STACK - SEPARATION 3. IGNITION SYSTEM, MAGNETO - SHORTED Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND _____ _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

#### Brief of Accident

File No 111 3/26/85 PHAI	A/U R	eg. No. NXBANR	'	ime (Lc1) -		
-Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircraf DESTRO	t Damage YED	Fatal	Injur Serious	ies Minor	None
Type of Operation -BUSINESS	Fire	Crev		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	ON GRO	UND Pase	5 O	0	0	0
-Aircraft Information Make/Model - CESSNA 206 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3400 No. of Seats - 4				Installed/# tall Warnir		
-Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFI	Itinerary			Proximity	<b>、</b>	
Method - N/A	NG Last Departure Point MCALLEN.TX		UFF AI	RPORT/STRIF	•	
Completeness - N/A Basic Weather - VMC	Destination TUXPAN VER.MX		Airport D	ata		
Wind Dir/Speed- 130/012 KTS					· N/A	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 2000 FT SC				Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clearance Type Apch/Lndg		Runway	Status -	HIGH VEGE	TATION
-Personnel Information						
Pilot-In-Command	Age - 38	Medical Certifica			) WAIVERS/L	IMIT
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Review Current - UNK/NR		ght Time (H 3500		Hrs -	1
SE LAND, ME LAND	Months Since - UNK/NR				) Davs- UNK	•
	Aircraft Type - UNK/NR	•	195		) Days-	
Instrument Rating(s) - NONE						

ITS CARGO WAS TELEVISION SETS. ABOUT FIVE MINUTES AFTER DEPARTING MCALLEN THE PILOT REPORTED A POWER LOSS AND THAT HE WAS RETURNING TO THE AIRPORT. SHORTLY THEREAFTER THE AIRCRAFT STRUCK A POWER POLE AND HOUSE AND COLLIDED WITH THE TERRAIN. IT THEN CAUGHT FIRE AND BURNED. THE REASON FOR THE REPORTED ENGINE FAILURE IS UNKNOWN.

File No. - 111 3/26/85 PHARR, TX A/C Reg. No. NXBANR Time (Lc1) - 0900 CST Occurrence #1 LOSS OF POWER Phase of Operation CLIMB - TO CRUISE Finding(s) 1. UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY Finding(s) 2. OBJECT - UTILITY POLE 3. TERRAIN CONDITION - NONE SUITABLE 4. TERRAIN CONDITION - HIGH OBSTRUCTION(S) Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED _____ Occurrence #5 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

Brief of Accident (Continued)

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

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft	Damage		Ini	uries	
	SUBSTANT		Fatal	Serious		None
Type of Operation -FERRY	Fire	Crew	0		0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -TAXI						
-Aircraft Information					_	
Make/Model - CESSNA TU206G	Eng Make/Model - CONT	INENTAL TSI0-520-			Activated	
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		<u> </u>	Stall Warn	ing System	- YES
Max Gross Wt - 3600 No. of Seats - 6	Engine Type - RECI Rated Power - 3					
	Rated Power - 3					
-Environment/Operations Information						
Weather Data	Itinerary		•	Proximity		
Wx Briefing - FSS	Last Departure Foint		ON AIF	RPORI		
Method - TELEPHONE Completeness - FULL	LAJITAS,TX Destination					
Basic Weather - VMC	SAME AS ACC/INC		Airport [	SO INTL.		
Wind Dir/Speed- 230/027 KTS	SAME AS ACC/INC			/ Ident	- 26	
Visibility - 4.000 SM	ATC/Airspace				- 9000/	150
Lowest Sky/Clouds - 12000 FT PART		VER			- ASPHALT	100
Lowest Ceiling - 25000 FT OVER			-	Status		
Obstructions to Vision- DUST	Type Apch/Lndg -					
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
		ledical Certifica [.]			NO WAIVERS,	/LIMIT
	Biennial Flight Review	Fligh	nt Time (H	lours)		
COMMERCIAL, ATP, CFI	Current - UNK/NR	Total -	5130	Last	24 Hrs -	
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR		400	Last	30 Days- Ul	
GLIDER	Aircraft Type - UNK/NR	Instrument- Multi-Eng -		Last	90 Days-	191
		2				
Instrument Rating(s) - AIRPLANE						
-Narrative						
T BEING TAXIIED TO RAMP AFTER LANDING WITH	WIND 27 KTS CUSTING TO 42 KT		I TETED -	THE RIGHT		

File No 1	53 3/28/85 EL PA	SO,TX	A/C Reg. No. M	N6282X	Time (Lc1) - 1458 MST
	ON GROUND ENCOUNTER WIT TAXI - FROM LANDING				
	LOSS OF CONTROL - ON GF TAXI - FROM LANDING	OUND			
2. IMPROPER US	RVE - INADVERTENT - PILOT E OF EQUIPMENT/AIRCRAFT.C TROL - NOT MAINTAINED - F	VER CONFIDENCE IN PERSO ILOT IN COMMAND			
Occurrence #3 Phase of Operation	TAXI - FROM LANDING				
Probable Cause					
The National Transpo is/are finding(s) 3	rtation Safety Board dete	rmines that the Probab	le Cause(s) of	f this accident	

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

Brief of Accident

Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft	Damage			Ințu	ries	
		DESTROYE			Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE		Pass	0	0	0	1
Accident Occurred During -LANDING								
ircraft Information								
Make/Mode1 - PIPER PA-28RT-201T	Eng Make/M	lodei - CONT	INENTAL TSI	0-360-F		[nstalled/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng				S	tall Warniı	ng Syste	m - YES
Max Gross Wt - 2400	3 11	e - RECI		CTED				
No. of Seats - 4	Rated Powe	er - 2	OO HP					
invironment/Operations Information								
leather Data	Itinerary					Proximity		
Wx Briefing - UNK/NR	Last Depart				OFF AI	RPORT/STRI	5	
Method - UNK/NR	AUSTIN, TX							
Completeness - WEATHER NOT PERTINE				Δ	irport Da			
Basic Weather - VMC	SAME AS A	CC/INC				RDA IS.		
Wind Dir/Speed- 360/011 KTS							- N/A	•••
Visibility - 10.0 SM	ATC/Airspace	alad Diam	NONE			Lth/Wid		60
Lowest Sky/Clouds - 5000 FT SC Lowest Ceiling - NONE	Type of Cle					Surface Status		
Obstructions to Vision- NONE	Type of Cie Type Apch/L				Runway	Status		- СНОРРҮ
Precipitation - NONE	Type Apcil/L		FORCED LAND				WATER	CHOFFI
Condition of Light - DAYLIGHT			I OKCED EAND	1110				
Personnel Information								
Pilot-In-Command	Age - UNK/NR Biennial Flight R	M	ledical Cert	ificate	- UNK/NI	र		
Certificate(s)/Rating(s)	Biennial Flight R	eview		Flight	Time (Ho	ours)		
UNK/NR	Current	- UNK/NR	Total	- UNK	/NR	Last 2	4 Hrs -	
	Months Since	•	Make/Mod Instrume	el- UNK	/NR	Last 3	0 Days-	
	Aircraft Type	- UNK/NR	Instrume	nt- UNK	/NR		) Days-	
			Multi-En	g - UNK	/NR	Rotorc	raft -	UNK/NR
Instrument Rating(s) - UNK/NR								

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THE PLT FAILED TO RETURN THE ACCIDENT REPORTING FORM WHICH WAS SENT TO HIM FOR COMPLIANCE, THEREFORE MUCH OF THE

ACCIDENT INFORMATION IS NOT REPORTED/UNKNOWN.

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File No 1	10 3/30/85 MATAGORDA IS.,TX	A/C Reg. No. N3562X	Time (Lc1) - 1902 CST				
Occurrence #1 Phase of Operation	LOSS OF POWER APPROACH - GO-AROUND (VFR)	FR)					
Finding(s) 1. UNDETERMINED							
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY						
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - EMERGENCY						
Finding(s) 2. AIRSPEED - NOT	MAINTAINED - PILOT IN COMMAND						
Occurrence #4 Phase of Operation	LANDING - FLARE/TOUCHDOWN						
Probable Cause							
The National Transpo is/are finding(s) 2	ortation Safety Board determines that the I	Probable Cause(s) of this accid	ent				

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA		ft Damage		Injur	ies	
Type operating der tit feate none (deneka		ANTIAL	Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - MOONEY M20A		YCOMING D-360-A1A				
Landing Gear - TRICYCLE-RETRACTABLE				tall Warnir	ng System -	YES
Max Gross Wt - 2450 No. of Seats - 4	Engine Type - R Rated Power - U	ECIPROCATING-CARBUR	ETOR			
	Rated Power - U	NK/NR 				
-Environment/Operations Information						
Weather Data	Itinerary	_	•	Proximity		
W× Briefing - NWS Method - ACFT RADIO	Last Departure Poin	t	ON AIR	STRIP		
Method - ACFT RADIO Completeness - WEATHER NOT PERTINENT	HUNTSVILLE,TX Destination		Airport D	<b>a</b> +a		
Basic Weather - VMC	SAME AS ACC/INC LAGO VISTA					
Wind Dir/Speed- 220/010 KTS					15	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid ·		IK/NR
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	- IRAFFIC PATTERN				
Precipitation - NONE Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 35	Medical Certifica				тмтт
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H		WAIVER5/1	/
PRIVATE	Current - YES		•		4 Hrs -	2
SE LAND	Months Since - 2	Make/Model-	14	Last 30	) Days- UNM	
	Aircraft Type - UNK/N	R Instrument-	2	Last 90	) Days-	16
Instrument Rating(s) - NONE						
86 HR PRIVATE PLT LANDED AT A RANCH AND R	AN OFF THE END OF THE RWY	INTO ROUGH TERRAIN.	A GO AROU	ND WAS NOT		
EMPTED.						

File No	41	4/02/85	AUSTIN, TX	A/C Reg. No. N8121E	Time (Lc1) - 1400 CST

Occurrence OVERRUN Phase of Operation LANDING - ROLL

Finding(s)

GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
 IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 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

Brief of Accident

File No 109 4/03/85 JUSTI	N,TX A/C F	leg. No. N7137P	T 	Time (Lc1) - 1045 CST			
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf SUBSTA	t Damage	Fatal	Inju Serious		None	
Type of Operation -PERSONAL	Fire	Crew		0	0	1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	0	
Aircraft Information							
Make/Model - PIPER PA-24-250	Eng Make/Model - Li				Activated -		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnin	ng System -	YES	
Max Gross Wt - 2900 No. of Seats - 4	Engine Type - RE Rated Power -		ETUR				
Environment/Operations Information							
Weather Data	Iti <b>ne</b> rary			Proximity			
Wx Briefing - FSS	Last Departure Point	:	ON AIR	STRIP			
Method - TELEPHONE	LUFKIN,TX						
Completeness - WEATHER NOT PERTINENT			Airport D				
Basic Weather - VMC	SAME AS ACC/INC		CLARK		20		
Wind Dir/Speed- 180/010 KTS	ATC/Airspace			Ident · Lth/Wid ·	- 36		
Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface			
Lowest Ceiling - NONE	Type of Clearance				- DRY		
Obstructions to Vision- NONE	Type Apch/Lndg		Runway	Status	ROUGH		
Precipitation - NONE		FULL STOP			Roogi		
Condition of Light - DAYLIGHT							
-Personnel Information	· · ·						
Pilot-In-Command	Age - 28 Biennial Flight Review Current - YES Months Since - 1	Medical Certifica	te - VALID	MEDICAL-NO	D WAIVERS/L	IMII	
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht lime (H	ours)	• 11		
COMMERCIAL, CFI	Current - YES	Iotal	389	Last 24	4 Hrs - Deve UNK	4 /ND	
SE LAND	Aircraft Type - UNK/NF	R Instrument-	12	Last 30	) Days- UNA ) Days-	4.4	
	Affectant type - Unkynn		45	Last St	J Days		
Instrument Rating(s) - AIRPLANE					·		

File No. - 109 4/03/85 JUSTIN.TX A/C Reg. No. N7137P Time (Lc1) - 1045 CST _____ . . . . . . . . . . . . . . . . OVERRUN Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - TAILWIND 2. WIND INFORMATION - MISREAD - PILOT IN COMMAND з. IMPROPER USE OF FACILITY, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND 4. PLANNED APPROACH - NOT CORRECTED - PILOT IN COMMAND 5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND _____ Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 7. TERRAIN CONDITION - LOOSE GRAVEL/SANDY 8. OBJECT - TREE(S) 9. ABORTED LANDING ~ NOT PERFORMED - PILOT IN COMMAND ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,9

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

Brief of Accident

-Basic Information					Tanàn		
Type Operating Certificate-NONE (GENER		rcraft Damage JBSTANTIAL		Fatal	Inju Serious		None
Type of Operation -EXECUTIVE/0			Crew		0		1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	N	DNE	Pass	0	0	0	1
-Aircraft Information Make/Model - CESSNA T337G	Eng Make/Model	- CONTINENTAL	TSI0-360-	C ELT	Installed/	Activated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4500	Engine Type	- 2 - RECIP-FUEL I		S	tall Warni	ng System	- YES
No. of Seats - 6	Rated Power	- 225 HP					
-Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	Itinerary NG Last Departure : LUBBOCK.TX	Point		Airport ON AIR	Proximity PORT		
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	SAME AS ACC/I	NC			RING MUNI		
Wind Dir/Speed- 260/022 KTS Visibility - 20.0 SM					Ident		150
Lowest Sky/Clouds - 12000 FT SC/	ATC/Airspace	Plan - NONE			Lth/Wid Surface		150
Lowest Ceiling - 25000 FT BR					Status		
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC	PATTERN		012120	2	
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 54	Medical C	ertificat	e - VALID	MEDICAL-W	AIVERS/LIN	IT
Certificate(s)/Rating(s)	Biennial Flight Revie	W	Fligh	nt Time (H	ours)		_
PRIVATE SE LAND,ME LAND	Age - 54 Biennial Flight Revie Current - Y Months Since -	ES lotal F Noko/	- Madal	5514	Last 2	4 Hrs - O Days- UN	2
SE LAND, ME LAND	Aircraft Type - U	NK/ND Instr	Model-	3/6/	Last 3	0 Days- UN 0 Days-	
			-Eng -			0 5495	-
Instrument Rating(s) - AIRPLANE							

File No 173	4/04/85 BIG SPRING,TX	A/C Reg. No. N189	Time (Lc1) - 1300 CST	
	LIGHT COLLISION WITH TERRAIN ING - FLARE/TOUCHDOWN			
2. IMPROPER USE OF EC 3. CHECKLIST - NOT USED	SELECTED - PILOT IN COMMAND QUIPMENT/AIRCRAFT,COMPLACENCY - - PILOT IN COMMAND NADVERTENT - PILOT IN COMMAND	PILOT IN COMMAND		
Probable Cause				

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

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

#### Brief of Accident

0

Basic Information		_				
Type Operating Certificate-EXTERNAL LOAD				Injur		
	DESTROY			Serious		
Type of Operation -EXTERNAL	Fire	Crew	0	0	1	0
Flight Conducted Under     -14 CFR 133 Accident Occurred During   -DESCENT	NUNE	Pass	0	0	0	0
Aircraft Information						
Make/Model - AEROSPATIALE SA315B	Eng Make/Model - TUR	BOMECA ARTOUSTE III	B ELT	Installed/A	ctivated	d - YES/YE
Landing Gear - SKID	Number Engines - 1		S	tall Warnin	g System	n - NO
Max Gross Wt - 4300	Engine Type - TUR	BOSHAFT				
No. of Seats - 5	Rated Power -	562 HP				
Environment/Operations Information						
Weather Data	Itinerary		Ainpont	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point			RPORT/STRIP		
Method - N/A	SAME AS ACC/INC		UT AI	KFUKI/ JIKIF		
Completeness - N/A	Destination		Airport D	949		
Basic Weather - VMC	SAME AS ACC/INC	+	inport D	ata		
Wind Dir/Speed- 330/005 KTS	SAME AS ACC/INC		Bubway	Ident -	N/A	
Visibility - 4.000 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -			Surface -		
Lowest Ceiling - NONE	Type of Clearance				N/A	
Obstructions to Vision- NONE	Type of Clearance		Kunway	Status	N/ A	
	Type Apch/ Lindg	NONE				
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 34 Biennial Flight Review	Medical Certificate	e - VALID	MEDICAL-NO	WAIVERS	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight	t Time (H	ours)		
COMMERCIAL	Current - UNK/NR	Total - 5	5480	Last 24	Hrs -	3
SE LAND	Months Since - UNK/NR					
HELICOPTER	Aircraft Type - UNK/NR					
		Multi-Eng - UNM	<td>Rotorcr</td> <td>aft -</td> <td>5355</td>	Rotorcr	aft -	5355

----Narrative----

THE HELICOPTER COLLIDED UNCONTROLLED WITH THE TERRAIN DURING EXTERNAL LOAD OPERATION. A 100 FT STEEL CABLE WAS ATTACHED TO THE CARGO HOOK ON THE HELICOPTER AND A NYLON SLING WAS ATTACHED TO THE CABLE SO A SNOWCAT COULD BE PULLED OUT OF A MUD AREA. THE PLT STATED THAT AS HE BEGAN TO PULL FROM THE REAR OF THE SNOWCAT, THE LATERAL CG WAS EXCEEDED AND THE HELICOPTER IMPACTED SHALLOW WATER ON IT'S RIGHT SIDE.

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File No	99 1/03/85	SALT LAKE CITY,UT	A/C Reg. No. N1356A	Time (Lc1) - 1345 MST
Occurrence #1 Phase of Operation	LOSS OF CONTROL HOVER	- IN FLIGHT		
Finding(s) 1. AIRCRAFT PERFOR	MANCE - EXCEEDED			
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS DESCENT - UNCONT			
Probable Cause				

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

Brief of Accident

Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage	2		Injur		
Type of Openation _AEDIAL OPEE		SUBSTANTIAL	0	Fatal			None
Type of Operation -AERIAL OBSER Flight Conducted Under -14 CFR 91	VATION	Fire NONE	Crew Pass	0	0	0	1
Accident Occurred During -TAKEOFF		NONE	Fass	0	0	•	0
Aircraft Information							
Make/Model - CESSNA 180		odel - CONTINENTA					
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2800		ines - 1			tall Warnin	g System	- YES
No. of Seats - 4	Rated Powe	e - RECIPROCAT r - 230 HP	ING-CARBUREI	ЛК			
Environment/Operations Information	<b>-</b>						
Weather Data W× Briefing - NO RECORD OF BRIEFING	Itinerary				Proximity		
Method - N/A	Last Depart ROOSEVELT			UFF AIF	RPORT/STRIP		
Completeness - N/A	Destination	,01	۸	irport Da	a+a		
Basic Weather - VMC	LOCAL		~				
Wind Dir/Speed- CALM				Runway	Ident -	N/A	
Visibility - 100.0 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	Age - 38	Medical	Certificate	- VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Age - 38 Biennial Flight R	eview	Fliaht	Time (Ho	ours)		
ATP,CFI	Current	- YES Tot	al - 84	475	Last 24	Hrs -	
SE LAND, ME LAND	Months Since	- 17 Mak - UNK/NR Ins	ke/Model- 20	200	Last 30	Days- UN	
	Aircraft Type	- UNK/NR Ins	strument- UNK,	/NR	Last 90	Days-	
		Mul	ti-Eng - 3	930	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE	· · ·						
Narrative							
ACFT COLLIDED WITH A SNOWBANK WHILE TAKIN	IG OFF FROM A ROAD	NEAR LAPOINT. UTA	H. THE ACET	AS BEIN	G USED TO C	OUNT	
ON AN INDIAN RESERVATION. THE PLT LANDED							

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File No 169	2/25/85 LAPOINT,UT	A/C Reg. No. N17RK	Time (Lc1) - 1400 MST	
	ROUND COLLISION WITH OBJECT DFF - GROUND RUN			
Finding(s) 1. TERRAIN CONDITION - TE 2. UNSUITABLE TERRAIN 3. TERRAIN CONDITION - RO 4. TERRAIN CONDITION - SM 5. JUDGEMENT - POOR - PIL	- SELECTED - PILOT IN COMMAND DUGH/UNEVEN NOWBANK			
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

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Brief of Accident

File No 168 3/08/85 BOUNTIFUL	,UT A/C Reg.	A/C Reg. No. N7409E			1815 MST	
-Basic Information Type Operating Certificate-NONE (GENERAL AV Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	IATION) Aircraft Da SUBSTANTI Fire NONE	AL Crew	Fatal O O	Injur Serious O O		None 1 0
-Aircraft Information Make/Model - CESSNA 210 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3400 No. of Seats - 4	Eng Make/Model - CONTIN Number Engines - 1 Engine Type - RECIP Rated Power - 285	-FUEL INJECTED		Installed/A tall Warnin		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 360/006 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 16000 FT SCATTERE Lowest Ceiling - 20000 FT OVERCAST Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK	Type of Clearance - No Type Apch/Lndg - S	DNE	Runway Runway Runway	PORT ata RK AIRPORT Ident - Lth/Wid - Surface -	35 N/A N/A N/A	
Personnel Information Pilot-In-Command Age Certificate(s)/Rating(s) Bie PRIVATE SE LAND	e - UNK/NR Med ennial Flight Review Current - NO Months Since - UNK/NR Aircraft Type - UNK/NR	Fligh Total - UN	it Time (Ho K/NR K/NR K/NR	ours) Last 24 Last 30 Last 90	Hrs - UN Days- UN Days- UN aft - UN	K/NR K/NR
Instrument Rating(s) - NONE		Multi-Eng - UN	IK / NR	Rotorcr	aft - UN	K/NR

----Narrative----

ON MARCH 8, 1985, A CESSNA 210, OPERATED BY THE PILOT, LOST ENGINE POWER AND WAS SUBSTANTIALLY DAMAGED. THE AIRPLANE DEPARTED HURRICANE, UTAH AND THE DESTINATION WAS BOUNTIFUL SKYPARK APRT. THE PILOT STATED THAT THE AIRPLANE WAS BEING FERRIED TO THE AIRPORT FOR THE PURPOSE OF OBTAINING AN ANNUAL INSPECTION. THE POST ACCIDENT INVESTIGATION REVEALED THAT THE LEFT FUEL TANK WAS EMPTY. THE RIGHT TANK CONTAINED 1/4. THE ENGINE WAS EXAMINED AND NO FUEL FOUND. THE ENGINE WAS TEST RUN AND OPERATED IN A NORMAL MANNER. A PLACARD IN THE AIRPLANE STATES THAT TAKEOFFS AND LANDINGS ARE NOT TO BE PERFORMED WITH 1/4 TANK OR LESS. THE PLT DID NOT FILE AN ACCIDENT REPORT AND AS A RESULT SOME OF THE DATA FIELDS ARE UNFILLED IN THIS COMPILATION OF KNOWN DATA.

3/08/85 A/C Reg. No. N7409E File No. - 168 BOUNTIFUL,UT Time (Lc1) - 1815 MST -----LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND 2. REFUELING - NOT PERFORMED - PILOT IN COMMAND 3. FLUID, FUEL - STARVATION 4. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ _____ Occurrence #3 GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - OPEN FIELD 6. TERRAIN CONDITION - SOFT 7. LANDING GEAR, MAIN GEAR - OVERLOAD 8. LANDING GEAR, NOSE GEAR ASSEMBLY - 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) 3,4,5,6,7,8

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## Brief of Accident

asic Information		4. D		T 4		
Type Operating Certificate-NONE (GENER	AL AVIATION) ATCCAT	t Damage NTIAL	Fatal	Injur Serious		None
Type of Operation -INSTRUCTION			rew O	0		1
Flight Conducted Under -14 CFR 91	NONE	P	ass O	0	0	0
Accident Occurred During -LANDING						
ircraft Information						
Make/Model - ENSTROM F-28L	Eng Make/Model - LY			Installed/#		
Landing Gear - SKID	Number Engines - 1			tall Warnir	ng System	- NO
Max Gross Wt - UNK/NR	Engine Type - RE Rated Power -		ED			
No. of Seats - 2	Rated Power -	205 HP				
nvironment/Operations Information						
eather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRIE	)	
Method - N/A Completeness - N/A	SAME AS ACC/INC Destination		Airport D	a+a		
Basic Weather - VMC	LOCAL		Amporto	ala		
Wind Dir/Speed- CALM	LOCAL		Runwav	Ident -	- N/A	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid ·		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		JRF
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status -	- SOFT	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
ersonnel Information						
Pilot-In-Command	Age - 46 Biennial Flight Review	Medical Certif	icate - VALID	MEDICAL-W/	AIVERS/LIM	117
Certificate(s)/Rating(s)	Biennial Flight Review	F	light Time (H	ours)		
COMMERCIAL, CFI	Current - UNK/NR	lotal Malea (Mada)		Last 24	A Hrs - UN	
SE LAND HELICOPTER	Months Since - UNK/NR Aircraft Type - UNK/NR	Make/Model	- UNK/NR - UNK/NR	Last 30	) Days- UN	
HELICOPTER	An chart Type - UNK/NK	Multi-Eng	- UNK/NR	Rotorci	raft - UN	IK/NR
Instrument Rating(s) - NONE						
arrative						

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File No 10	00 3/13/85	SALT LAKE CITY,UT	A/C Reg. No. N51671	Time (Lc1) - 1845 MST
		TAL) - MECH FAILURE/MALF ATTERN - FINAL APPROACH	UNCTION	
inding(s) 1. IGNITION SYSTEM	MAGNETO - CLEARAN	CE	· 	
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation	HARD LANDING LANDING - FLARE/	TOUCHDOWN		
Finding(s) 2. TERRAIN CONDITIO	DN - SOFT			

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

Brief of Accident

File No 175 3/31/85 LOGAN,UT			A/C Reg. No. N50511			Time (Lc1) - 1600 MST			
-Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	AVIATION)	Aircraft SUBSTAN Fire NONE		Crew Pass	Fatal O O	Inju Serious O O	Minor	None 1 0	
-Aircraft Information Make/Model - CESSNA 150 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1700 No. of Seats - 2	Eng Make/ Number Er Engine Ty	'Model - CON ngines - 1	IPROCATING-0	200	ELT S				
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS Destination LOCAL ATC/Airspace Type of Fi Type of Ci	e light Plan - learance -		TTERN	ON AIR Airport D LOGAN Runway Runway Runway	ata Ident Lth/Wid Surface	- 5900/	150	
	Age - 23 Biennial Flight Current Months Since Aircraft Typ	Review - YES e - 2	Total Make/Mod	Fligh - del- UN	t Time (H 48 K/NR	ours) Last 2 Last 3	AIVERS/LII 4 Hrs - UI 0 Days- UI 0 Days-	NK/NR NK/NR	

Instrument Rating(s) - NONE

----Narrative----

THE ACFT DEPARTED THE RWY DURING A TOUCH AND GO LANDING. THE PLT STATED THAT AFTER TOUCHDOWN, THE ACFT PULLED TO THE RIGHT. THE ACFT IMPACTED A SNOWBANK TO ADJACENT TO THE RWY AND NOSED OVER. IT WAS REPORTED THAT THE PLT HAD APPLIED WHEEL BRAKES WITH THE THROTTLE ADVANCED PRIOR TO IMPACTING THE SNOWBANK.

File No. - 175 3/31/85 LOGAN,UT A/C Reg. No. N50511 Time (Lc1) - 1600 MST _____ . Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND 2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND 3. MANEUVER - IMPROPER - PILOT IN COMMAND 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND 5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND _____ Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 7. TERRAIN CONDITION - SNOWBANK 8. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND 9. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND _____ ______ ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,8,9

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

Brief of Accident

Basic Information		Advant A. Dawawa			<b>T</b>		
Type Operating Certificate-NONE (GENERAL	. AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91		NONE	Pass	õ	ŏ	0	4
Accident Occurred During -LANDING			1 455	Ŭ	Ũ	Ŭ	•
Aircraft Information							
Make/Model - CESSNA 210	Eng Make/Mod	el - CONTINENTAL	TSI0-520-1	R ELT I	nstalled/A	ctivated -	YES/YE
Landing Gear - TRICYCLE-RETRACTABLE	Number Engin	es - 1		St	all Warnir	ng System -	YES
Max Gross Wt - UNK/NR		- RECIP-FUEL	INJECTED				
No. of Seats - 6	Rated Power	- UNK/NR					
Environment/Operations Information							
Weather Data	Itinerary			Airport P			
Wx Briefing - NO RECORD OF BRIEFING	Last Departur			ON AIRF	ORT		
Method - N/A	GRAND CANYO	N,AZ					
Completeness - N/A	Destination			Airport Da			
Basic Weather - VMC	SALT LAKE C	117,01		SLAT LA		0.45	
Wind Dir/Speed- 330/008 KTS Visibility - 40.0 SM					Ident - Lth/Wid -	· 34R	
Lowest Sky/Clouds - CLEAR	ATC/Airspace			,	Surface -	•	
Lowest Ceiling - NONE	Type of Fligh Type of Clear					· ROUGH	
Obstructions to Vision- NONE	Type Apch/Lnd			Runway	status -	RUUGH	
Precipitation - NONE	Type Apen/End	FULL ST	.UD				
Condition of Light - DAYLIGHT			LANDING				
Personnel Information Pilot-In-Command	Age - 34	Medical	Certificat	e - VALID	MEDICAL-NO	WAIVERS/L	IMIT
	Biennial Flight Rev			t Time (Ho			
COMMERCIAL	2	YES Tota		2500	Last 24	1 Hrs -	2
SE LAND, ME LAND	Months Since -	10 Make	/Model-	430	Last 30	) Days- UNH	(/NR
	Aircraft Type -	UNK/NR Inst	rument- UN	K/NR		) Days-	30
		Mult	i-Eng - UN	K/NR	Rotorcr	raft - UNA	(/NR
Instrument Rating(s) - AIRPLANE							

ON APRIL 1, 1985, A CESSNA 210 WITH MEXICAN REGISTRY, XBCKE,PILOTED BY A MEXICAN NATIONAL, LOST ENGINE POWER AND LANDED SHORT OF THE RUNWAY AT SALT LAKE CITY INTERNATIONAL AIRPORT THE FLIGHT HAD DEPATED THE GRAND CANYON AZ AIRPORT. POST ACCIDENT EXAMINATION OF THE AIRCRAFT REVEALED THAT 3 1/2 QTS OF FUEL WAS IN THE LEFT TANK. THE RIGHT TANK WAS 1/2 FULL NO FUEL WAS FOUND IN THE ENGINE FUEL LINES. THE PLT STATED HE FOUND THE FUEL GAUGES WERE NEVER ACCURATE. HE DID NOT REFUEL TO FILL THE ACFT PRIOR TO TAKEOFF BUT ESTIMATED 60 GALLONS OF FUEL ON BOARD THE ACFT . THE FUEL SELECTOR WAS ON T HE RT TANK AFTER THE ACCIDENT. THE PLT DID NOT STATE WHEN THE SELECTOR WAS USED OR TO WHAT POSITION DURING THE FLT. ONLY THE MAGS AND BOOST PUMPS WERE MENTIONED IN THE PLTS WRITTEN ACTIVITIES PERFORMED DURING THE INTERVAL FROM "RECOGNIZED" LOSS OF PWR BY THE PLT TO THE LANDING SHORT OF THE RWY. NO MALFUNCTIONS OR DISCREPANCIES WERE FOUND DURING THE INVESTIGATION. THE FUEL WAS CHECKED FOR WATER OR CONTAMINENTS & NOTHING EXTRAORDINARY WAS SEEN.

4/01/85 SALT LAKE CITY,UT File No. - 194 A/C Reg. No. XBCKE Time (Lc1) - 1313 MST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - STARVATION 2. FUEL TANK SELECTOR POSITION - EXCEEDED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, MENTAL PERFORMANCE OVERLOAD - PILOT IN COMMAND з. 4. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING (EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND 5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND 6. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND 7. EMERGENCY PROCEDURE - NOT ATTAINED - PILOT IN COMMAND 8. REMEDIAL ACTION - NOT UNDERSTOOD - PILOT IN COMMAND Occurrence #2 FIRE/EXPLOSION Phase of Operation DESCENT - EMERGENCY Occurrence #3 UNDERSHOOT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 9. TERRAIN CONDITION - OPEN FIELD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,6,7,8

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

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Brief of Accident

Type Operating Certificate-NONE (G		aft Damage TANTIAL	Fatal	Inju Serious		None
Type of Operation -PERSONA Flight Conducted Under -14 CFR Accident Occurred During -TAKEOFF	L Fire 91 NONE	Cre Pas	ew O SS O	0	0	1 0
Aircraft Information Make/Model - CESSNA 152A Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Engines - Engine Type -	LYCOMING 0-235 1 RECIPROCATING-CARBL 112 HP	ELT S JRETOR	[nstalled// tall Warnin	Activated ng System	- YES
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 10.0 SM Lowest Sky/Clouds - 10000 F1 Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poi PULLMAN,WA Destination LOCAL ATC/Airspace SCATTERED Type of Flight Pla Type of Clearance Type Apch/Lndg	n - NONE - NONE	Airport D ON AIR Airport D PULLMA Runway Runway Runway	Proximity PORT Ata N-MOSCOW Ident Lth/Wid Surface	- 23 - 5931/	100
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 18 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certific Fl Total - Make/Model- Instrument-	ight Time (H 38 38	ours) Last 2 Last 30	O WAIVERS/ 4 Hrs - 0 Days- UN 0 Days-	1
Instrument Rating(s) - NONE						
Narrative MADE 10 TOUCH AND GO LANDINGS AND H NG HE WAS RT OF THE CENTERLINE HE AF BANK.	AD JUST RAISED THE FLAPS AND WA PPLIED LEFT RUDDER. ACFT VEERED	S APPLYING FULL PW SHARPLY TO THE LEP	R TO INITIAT TT WHERE IT	E ANOTHER SLID ON IC	TAKEOFF. E INTO A	

File No. - 9 1/05/85 PULLMAN, WA A/C Reg. No. N4702A Time (Lc1) - 1130 PDT _____ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND 2. RUDDER - IMPROPER USE OF - PILOT IN COMMAND З. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND _____ Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 5. TERRAIN CONDITION - SNOWBANK ----Probable Cause----

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

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

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Brief of Accident

DESTROYEDFatal Serious Minor NoneType of Operation-PERSONALFireCrew 10000000000000000000000000000000000000000000000000000000000000000000000000000000Alrend Mark Acodel - PIER PL-2B-1400Engine Typ	Basic Information Type Operating Certificate-NONE (GENERAL		Aircraft Da	mago		Intu	nios	
Type of Operation-PERSONALFireCrew1000Flight Conducted Under14 CFR 91NONEPass0000Accident Docurred During-DESCENTNONEPass00000Aircraft InformationMake/Model - LYCOMING 0-320-E2AELT Installed/Activated - YES/NCMake/Model - PIPER PA-28-140DEng Make/Model - LYCOMING 0-320-E2AELT Installed/Activated - YES/NCMake Gross Wt - 2050Eng ine Type - RECIPROCATING-CARBURETORNo. of Seats - 2Rated Power - 140 HPEnvironment/Operations InformationUtineraryWashfeing - NO RECORD OF BRIEFINGLast Departure PointOF AIRPORT/STRIPMethod - N/ADestinationAirport DataBasic Weather - VMCLOCALRunway Ident - N/AVisibility - 20.0 SMATC/AirspaceRunway Lit/Wid - N/AVisibility - 20.0 SMATC/AirspaceNONEPrecipitationNONEFunway Surface - N/ALowest Ceiling - 15000 FT BROKENType of Clearance - NONERunway Status - N/AObstructions to Vision - NONEType Apch/Lndg - NONEFlight Time (Hours)PrecipitationAge - 55Medical Certificate - VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)Pristin-CommandAge - 59Make/Model - 224Last 24 Hrs - UNK/NRAircraft Type - 9A-28Instrument - 6Last 90 Days- UNK/NRAircraft Type - 9A-28Instrument - 6Last 9	Type operating certificate None (deneration)	AVIATION)			Fatal			- None
Accident Occurred During -DESCENT Aircraft Information Make/Model - PIFER PA-28-1400 Max Gross Wt - 2050 Max Gross Wt - 2050 M	Type of Operation -PERSONAL							
Aircraft Information Make/Model - PTPER PA-28-1400 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2050 No. of Seats - 2 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Engine Type - RECIPROCATING-CARBURETOR Number Engines - 1 Stall Warning System - YES Engine Type - RECIPROCATING-CARBURETOR Number Engines - 1 Stall Warning System - YES Engine Type - RECIPROCATING-CARBURETOR Number Engines - 1 Stall Warning System - YES Engine Type - RECIPROCATING-CARBURETOR Number Engines - 1 Stall Warning System - YES Engine Type - RECIPROCATING-CARBURETOR Number Engines - 1 Stall Warning System - YES Engine Type - RECIPROCATING-CARBURETOR Number Engines - 1 Stall Warning System - YES Engine Type - RECIPROCATING-CARBURETOR Was Briefing - NO RECORD OF BRIEFING Last Departure Point OF AIRPORT/STRIP Was Briefing - NO RECORD OF BRIEFING Last Departure Point Stall Warning System - YES Stall Warning System - YES Stall Warning System - YES Stall Warning System - YES Stall Warning System - YES Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) - NONE PRIVATE SE LAND Nonths Since - 9 Make/Model - 224 Last 24 Hrs - UNK//NR Aircraft Type - PA-28 Instrument Rating(s) - NONE -Narrative ACFT CONTACTED TREES AND THE TERRAIN APRX 1/2 MILE SOUTH OF THE ARPT SHORTLY AFTER TAKEOFF. WITNESSES STATED	Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2050 Reiffing Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Titherary Airport Proximity Was Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Wathod - N/A Destination Airport Data Basic Weather - WMC LOCAL Book To FAIL Wind Dir/Speed- CALM Runway Ident - N/A Visibility - 20.0 SM ATC/Airspace NONE RUNWay Luth/Wid - N/A Lowest Sky/Clouds - 15000 FT Type of Flight Plan - NONE Runway Status - N/A Dostructions to Vision - NONE Type Apch/Lndg - NONE Runway Status - N/A Personnel Information Pilot-In-Command Age - 55 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE State Age - 55 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Current - YES Total - 224 Last 24 Hrs - UNK/NR Aircraft Type - PA-28 Instrument - 6 Last 90 Days- UNK/NR Aircraft Type - PA-28 Instrument - 6 Last 90 Days- UNK/NR	Accident Occurred During -DESCENT							
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2050 Reference - RECIPROCATING-CARBURETOR No. of Seats - 2 Fighre Type - RECIPROCATING-CARBURETOR Rated Power - 140 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Method - N/A Destination OFF AIRPORT/STRIP Mathod - N/A Destination Airport Data Basic Weather - WMC LOCAL Runway Ident - N/A Wind Dir/Speed- CALM Runway Lth/Wid - N/A Lowest Sky/Clouds - 15000 FT Type of Flight Plan - NONE Runway Surface - N/A Lowest Sky/Clouds - 15000 FT Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Type of Clearance - NONE Runway Status - N/A Condition of Light - DUSK -Personnel Information Pilot-In-Command Age - 55 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 224 Last 24 Hrs - UNK/NR Aircraft Type - PA-28 Instrument - 6 Last 90 Days- UNK/NR Aircraft Type - PA-28 Instrument - 6 Last 90 Days- UNK/NR ACFT CONTACTED TREES AND THE TERRAIN APRX 1/2 MILE SOUTH OF THE ARPT SHORTLY AFTER TAKEOFF, WITNESSES STATED								
Max Gross Wt - 2050       Engine Type - RECIPROCATING-CARBURETOR         No. of Seats - 2       Rated Power - 140 HP         -Environment/Operations Information       Wather Data         Weather Data       Itinerary         Method - N/A       Destination         Completeness - N/A       Destination         Basic Weather - VMC       LoCAL         Wind Dir/Speed- CALM       Runway Ident - N/A         Visibility - 20.0 SM       ATC/Airspace         Lowest Sky/Clouds - 15000 FT       Type of Flight Plan - NONE         Runway Status - N/A       Destination - NONE         Obstructions to Vision - NONE       Type of Clearance - NONE         Percipitation - NONE       Type Apch/Lndg - NONE         Procipitation - NONE       Current - YES         Precipitation OF Light - DUSK       Durrent - YES         -Personnel Information       Pilot-In-Command         PRIVATE       Gurrent - YES         SE LAND       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Nonths Since - 9       Make/Model- 224       Last 24 Hrs - UNK/NR         Aircraft Type - PA-28       Instrument - 6       Last 90 Days- UNK/NR         Instrument Rating(s) - NONE       - YES       Status - 6         -Narrative <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>								
No. of Seats -       2       Rated Power       -       140 HP        Environment/Operations Information Weather Data       Itinerary       Airport Proximity         Wx Briefing       - NO RECORD OF BRIEFING       Last Departure Point       OFF AIRPORT/STRIP         Method       - N/A       SAME AS ACC/INC       Off AIRPORT/STRIP         Method       - N/A       Destination       Airport Data         Basic Weather       - VMC       LOCAL       Runway Ident       - N/A         Wind Dir/Speed-CALM       ATC/Airspace       Runway Lth/Wid       - N/A         Lowest Sky/Clouds -       15000 FT       Type of Clearance       - NONE       Runway Surface       - N/A         Obstructions to Vision- NONE       Type of Clearance       - NONE       Runway Status       - N/A         Condition of Light       - DUSK       - Some for the None       - NONE       - NONE         -Personnel Information       Pilot-Th-Command       Age -       55       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)       - 224       Last 24 Hrs - UNK/NR         Aircraft Type - PA-28       Instrument - 6       Last 90 Days- UNK/NR         Aircraft Type - PA-28       Instrument - 6 <td></td> <td></td> <td></td> <td></td> <td></td> <td>all Warni</td> <td>ng Syste</td> <td>∍m - YES</td>						all Warni	ng Syste	∍m - YES
Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC Local Runway Ident - N/A Visibility - 20.0 SM ATC/Airspace Runway Status - N/A Lowest Sky/Clouds - 15000 FT Type of Flight Plan - NONE Runway Status - N/A Lowest Ceiling - 15000 FT BROKEN Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Type of Clearance - NONE Runway Status - N/A Precipitation - NONE Condition - NONE Condition of Light - DUSK Personnel Information Pilot-In-Command Age - 55 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE LAND. Months Since - 9 Make/Model- 224 Last 24 Hrs - UNK/NR Aircraft Type - PA-28 Instrument- 6 Last 90 Days- UNK/NR Instrument Rating(s) - NONE					ETOR			
Wx Briefing       - NO RECORD OF BRIEFING       Last Departure Point       OFF AIRPORT/STRIP         Method       - N/A       SAME AS ACC/INC       Airport Data         Basic Weather       - VMC       LOCAL       Runway Ident       - N/A         Wind Dir/Speed-CALM       LOCAL       Runway Ident       - N/A         Visibility       - 20.0       SM       ATC/Airspace       Runway Lth/Wid       - N/A         Lowest Sky/Clouds       - 15000 FT       Type of Flight Plan       - NONE       Runway Surface       - N/A         Obstructions to Vision       NONE       Type of Flight Plan       - NONE       Runway Status       - N/A         Precipitation       - NONE       Type Apch/Lndg       - NONE       - NONE         -Personnel Information       Pilot-In-Command       Age -       55       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current       - YES       Total       224       Last 24 Hrs - UNK/NR         Aircraft Type - PA-28       Instrument-       6       Last 90 Days- UNK/NR         Aircraft Type - PA-28       Instrument-       6       Last 90 Days- UNK/NR         Aircraft Type - PA-28 <td< td=""><td>NO. OF SEATS - 2</td><td>Rated Pov</td><td>wer - 140</td><td>) HP</td><td></td><td></td><td></td><td></td></td<>	NO. OF SEATS - 2	Rated Pov	wer - 140	) HP				
Wx Briefing       - NO. RECORD OF BRIEFING       Last Departure Point       OFF AIRPORT/STRIP         Method       - N/A       SAME AS ACC/INC       Airport Data         Basic Weather       - VMC       LOCAL       Runway Ident       - N/A         Wisibility       - 20.0       SM       ATC/Airspace       Runway Lth/Wid       - N/A         Lowest Sky/Clouds       - 15000 FT       Type of Flight Plan       - NONE       Runway Surface       - N/A         Lowest Sky/Clouds       - 15000 FT BROKEN       Type of Flight Plan       - NONE       Runway Surface       - N/A         Obstructions to Vision       NONE       Type of Flight Plan       - NONE       Runway Status       - N/A         Obstructions to Light       - DUSK       - NONE       Runway Status       - N/A         -Personnel Information       - NONE       - Status       - Flight Time (Hours)         PRIVATE       Current       - YES       Total       - 224       Last 24 Hrs       - UNK/NR         SE LAND       Months Since - 9       Make/Model-       224       Last 90 Days- UNK/NR         Instrument Rating(s)       - NONE       - YES       Total       - 224       Last 90 Days- UNK/NR         Instrument Rating(s)       - NONE       - NONE								
Method       - N/A       SAME AS ACC/INC         Completeness       - N/A       Destination       Airport Data         Basic Weather       - VMC       LOCAL       Runway Ident       - N/A         Wind Dir/Speed- CALM       LOCAL       Runway Ident       - N/A         Visibility       - 20.0       SM       ATC/Airspace       Runway Lth/Wid       - N/A         Lowest Sky/Clouds       - 15000 FT       Type of Flight Plan       - NONE       Runway Surface       - N/A         Lowest Ceiling       - 15000 FT       Type of Clearance       - NONE       Runway Status       - N/A         Obstructions to Vision       NONE       Type Apch/Lndg       - NONE       Runway Status       - N/A         Precipitation       - NONE       Type Apch/Lndg       - NONE       - N/A         Condition of Light       - DUSK       - 55       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current       - YES       Total       - 224       Last 24 Hrs - UNK/NR         SE LAND       Months Since       9       Make/Model-       224       Last 90 Days- UNK/NR							<b>D</b>	
Completeness - N/A       Destination       Airport Data         Basic Weather - VMC       LOCAL       Runway Ident - N/A         Wind Dir/Speed-CALM       Runway Ident - N/A         Visibility - 20.0 SM       ATC/Airspace       Runway Lth/Wid - N/A         Lowest Sky/Clouds - 15000 FT       Type of Flight Plan - NONE       Runway Surface - N/A         Lowest Ceiling - 15000 FT BROKEN       Type of Clearance - NONE       Runway Status - N/A         Obstructions to Vision- NONE       Type Apch/Lndg - NONE       Runway Status - N/A         Precipitation - NONE       Type Apch/Lndg - NONE       Runway Status - N/A         Condition of Light - DUSK       Biennial Flight Review       Flight Time (Hours)        Personnel Information       Pilot-In-Command       Age - 55       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current - YES       Total - 224       Last 24 Hrs - UNK/NR         Aircraft Type - PA-28       Instrument-       6       Last 90 Days- UNK/NR         Instrument Rating(s) - NONE       -       E       Last 90 Days- UNK/NR         E ACFT CONTACTED TREES AND THE TERRAIN APRX 1/2 MILE SOUTH OF THE ARPT SHORTLY AFTER TAKEOFF, WITNESSES STATED	5				UFF AIF	PORT/STR1	Р	
Basic Weather - VMC       LOCAL         Wind Dir/Speed-CALM       Runway Ident - N/A         Wind Dir/Speed-CALM       Runway Ident - N/A         Wind Dir/Speed-CALM       Runway Ident - N/A         Wind Dir/Speed-CALM       Runway Lth/Wid - N/A         Visibility - 20.0       SM       ATC/Airspace       Runway Lth/Wid - N/A         Lowest Sky/Clouds - 15000 FT       Type of Flight Plan - NONE       Runway Surface - N/A         Lowest Ceiling - 15000 FT BROKEN       Type of Clearance - NONE       Runway Status - N/A         Obstructions to Vision- NONE       Type Apch/Lndg - NONE       Runway Status - N/A         Precipitation - NONE       Type Apch/Lndg - NONE       NONE        Personnel Information       Pilot-In-Command       Age - 55       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current - YES       Total - 224       Last 24 Hrs - UNK/NR         Aircraft Type - PA-28       Instrument-       6       Last 90 Days- UNK/NR         Aircraft Type - PA-28       Instrument-       6       Last 90 Days- UNK/NR         Instrument Rating(s) - NONE       -       E       Contacted TREES AND THE TERRAIN APRX 1/2 MILE SOUTH OF THE ARPT SHORTLY AFTER TAKEOFF, WITNESSES STATED <td></td> <td></td> <td></td> <td></td> <td>Airport Da</td> <td>+=</td> <td></td> <td></td>					Airport Da	+=		
Wind Dir/Speed- CALM       Runway Ident       - N/A         Visibility       - 20.0 SM       ATC/Airspace       Runway Lth/Wid       - N/A         Lowest Sky/Clouds       - 15000 FT       Type of Flight Plan       - NONE       Runway Surface       - N/A         Lowest Ceiling       - 15000 FT BROKEN       Type of Clearance       - NONE       Runway Surface       - N/A         Obstructions to Vision-       NONE       Type Apch/Lndg       - NONE       Runway Status       - N/A         Obstructions of Light       - DUSK       - S5       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current       - YES       Total       - 224       Last 24 Hrs - UNK/NR         Aircraft Type - PA-28       Instrument-       6       Last 90 Days- UNK/NR         Aircraft Type - PA-28       Instrument-       6       Last 90 Days- UNK/NR        Narrative       E       ACFT CONTACTED TREES AND THE TERRAIN APRX 1/2 MILE SOUTH OF THE ARPT SHORTLY AFTER TAKEOFF. WITNESSES STATED					Anport be	i ta		
Visibility       - 20.0       SM       ATC/Airspace       Runwaý Lth/Wid       - N/A         Lowest Sky/Clouds       - 15000 FT       Type of Flight Plan       NONE       Runway Surface       - N/A         Lowest Ceiling       - 15000 FT BROKEN       Type of Clearance       - NONE       Runway Status       - N/A         Obstructions to Vision       NONE       Type of Clearance       - NONE       Runway Status       - N/A         Obstructions to Vision       NONE       Type of Clearance       - NONE       Runway Status       - N/A         Obstructions to Vision       NONE       Type of Clearance       - NONE       Runway Status       - N/A         Obstructions to Vision       NONE       Type Apch/Lndg       - NONE       - NONE         -Personnel Information       - NONE       Type Apch/Lndg       - NONE         -Personnel Information       Age - 55       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current       - YES       Total       - 224       Last 24 Hrs - UNK/NR         SE LAND       Months Since - 9       Make/Model-       224       Last 90 Days- UNK/NR         Instrument Rating(s)       - NONE		200/12			Runwa∨	Ident	- N/A	
Lowest Ceiling - 15000 FT BROKEN Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DUSK Personnel Information Pilot-In-Command Age - 55 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 224 Last 24 Hrs - UNK/NR SE LAND Months Since - 9 Make/Model- 224 Last 30 Days- UNK/NR Aircraft Type - PA-28 Instrument- 6 Last 90 Days- UNK/NR Instrument Rating(s) - NONE		ATC/Airspace	e		Runway	Lth/Wid	- N/A	
Obstructions to Vision- NONE       Type Apch/Lndg - NONE         Precipitation - NONE       Obstructions of Light - DUSK        Personnel Information       Pilot-In-Command         Age - 55       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review         PRIVATE       Current       - YES         SE LAND       Months Since - 9         Instrument Rating(s) - NONE       Aircraft Type - PA-28         -Narrative       E         ACFT CONTACTED TREES AND THE TERRAIN APRX 1/2 MILE SOUTH OF THE ARPT SHORTLY AFTER TAKEOFF. WITNESSES STATED								
Precipitation - NONE Condition of Light - DUSK Personnel Information Pilot-In-Command Age - 55 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 224 Last 24 Hrs - UNK/NR SE LAND Months Since - 9 Make/Model- 224 Last 30 Days- UNK/NR Aircraft Type - PA-28 Instrument- 6 Last 90 Days- UNK/NR Instrument Rating(s) - NONE Narrative E ACFT CONTACTED TREES AND THE TERRAIN APRX 1/2 MILE SOUTH OF THE ARPT SHORTLY AFTER TAKEOFF. WITNESSES STATED					Runway	Status	- N/A	
Condition of Light - DUSK Personnel Information Pilot-In-Command Age - 55 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 224 Last 24 Hrs - UNK/NR SE LAND Months Since - 9 Make/Model- 224 Last 30 Days- UNK/NR Aircraft Type - PA-28 Instrument- 6 Last 90 Days- UNK/NR Instrument Rating(s) - NONE Narrative E ACFT CONTACTED TREES AND THE TERRAIN APRX 1/2 MILE SOUTH OF THE ARPT SHORTLY AFTER TAKEOFF. WITNESSES STATED		Type Apch,	/Lndg - Ni	DNE				
Personnel Information Pilot-In-Command Age - 55 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 224 Last 24 Hrs - UNK/NR SE LAND Months Since - 9 Make/Model - 224 Last 30 Days- UNK/NR Aircraft Type - PA-28 Instrument - 6 Last 90 Days- UNK/NR Instrument Rating(s) - NONE Narrative E ACFT CONTACTED TREES AND THE TERRAIN APRX 1/2 MILE SOUTH OF THE ARPT SHORTLY AFTER TAKEOFF. WITNESSES STATED								
Pilot-In-Command       Age -       55       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current       - YES         SE LAND       Months Since -       9         Months Since -       9       Make/Model-         Aircraft Type -       PA-28       Instrument-         Instrument Rating(s)       - NONE        Narrative       E       ACFT CONTACTED TREES AND THE TERRAIN APRX 1/2 MILE SOUTH OF THE ARPT SHORTLY AFTER TAKEOFF. WITNESSES STATED								
Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current       - YES       Total       - 224       Last 24 Hrs - UNK/NR         SE LAND       Months Since       - 9       Make/Model-       224       Last 30 Days- UNK/NR         Aircraft Type       PA-28       Instrument-       6       Last 90 Days- UNK/NR         Instrument Rating(s)       - NONE        Narrative       E       ACFT CONTACTED TREES AND THE TERRAIN APRX 1/2 MILE SOUTH OF THE ARPT SHORTLY AFTER TAKEOFF. WITNESSES STATED								
PRIVATE SE LAND LAND Last 24 Hrs - UNK/NR Months Since - 9 Aircraft Type - PA-28 Instrument Rating(s) - NONE Narrative E ACFT CONTACTED TREES AND THE TERRAIN APRX 1/2 MILE SOUTH OF THE ARPT SHORTLY AFTER TAKEOFF. WITNESSES STATED	Pilot-In-Command	Age - 55	Med	dical Certifica	te - VALID	MEDICAL-W	AIVERS/I	
Instrument Rating(s) - NONE Narrative E ACFT CONTACTED TREES AND THE TERRAIN APRX 1/2 MILE SOUTH OF THE ARPT SHORTLY AFTER TAKEOFF. WITNESSES STATED	DDTVATE			Total -	11 11me (Ho	Jact 2	4 Hne -	
Instrument Rating(s) - NONE Narrative E ACFT CONTACTED TREES AND THE TERRAIN APRX 1/2 MILE SOUTH OF THE ARPT SHORTLY AFTER TAKEOFF. WITNESSES STATED	SELAND	Months Since	- 1L3 - 9	Make/Model-	224	Last 2	0 Days-	
Instrument Rating(s) - NONE Narrative E ACFT CONTACTED TREES AND THE TERRAIN APRX 1/2 MILE SOUTH OF THE ARPT SHORTLY AFTER TAKEOFF. WITNESSES STATED		Aircraft Tv	pe - PA-28	Instrument-	6	Last 9	0 Davs-	
							· , -	,
E ACFT CONTACTED TREES AND THE TERRAIN APRX 1/2 MILE SOUTH OF THE ARPT SHORTLY AFTER TAKEOFF. WITNESSES STATED	Instrument Rating(s) - NUNE							
E ACFT CONTACTED TREES AND THE TERRAIN APRX 1/2 MILE SOUTH OF THE ARPT SHORTLY AFTER TAKEOFF. WITNESSES STATED	Narrative		······································					
		1/2 MILE SOUTH (	OF THE ARPT SH	ANTLY AFTER TAK	FOFF. WITN	SSES STAT	FD	

File No	84 1/13/85	KENT,WA	A/C Reg. No.	N679FL	Time (Lcl) - 1645 PST
Occurrence #1 Phase of Operation		CLIMB			
Finding(s) 1. UNDETERMINED	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		· · · · · · · · · · · · · · · · · · ·		
Occurrence #2 Phase of Operation					
Finding(s) 2. TERRAIN CONDITI 3. PROPER CLIMB	ON - TREE(S) RATE - NOT POSSIBLE	- PILOT IN COMMAND			
Occurrence #3 Phase of Operation					

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

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Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf SUBSTA	t Damage	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0	0	0	1
-Aircraft Information Make/Model - BELLANCA 7ECA Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 2	Eng Make/Model - CO Number Engines - 1 Engine Type - RE	NTINENTAL 0-200-A	ELT S SETOR	Installed/A tall Warnin	g System	- UNK/NR
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 140/010 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 1500 FT Lowest Ceiling - 1500 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		- NONE	ON AIR Airport Da DEER P Runway Runway Runway Runway	ata ARK MUNICIP	16 4725/ ASPHALT DRY	
Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 35 Biennial Flight Review Current - YES Months Since - 21 Aircraft Type - UNK/NR	Total - Make/Model-	ht Time (Ho 547 1	ours) Last 24	Hrs - UN Days- UN	NK/NR
-Narrative T TOUCHED DOWN IN THE DISPLACED THRESHOLD W WAS. ACFT NOSED OVER FOLLOWING TOUCHDWON.	HICH WAS NOT PLOWED CLEAR					

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File No	2	1/14/85	DEER PARK,WA	A/C Reg. No. N996MP	Time (Lc1) - 1130 PST
Occurrence #1 Phase of Operation	UNDE LAND	RSHOOT ING			
3. AIRPORT FACILIT	N POIN IES,RU	T - MISJUDGE NWAY/LANDING	LOT IN COMMAND D - PILOT IN COMMAND AREA CONDITION - DISF AREA CONDITION - SNOV		
Occurrence #2 Phase of Operation	NOSE LAND		TOUCHDOWN		
Probable Cause		*			
The National Transpo is/are finding(s) 1,		n Safety Boa	rd determines that the	e Probable Cause(s) of this accide	ent

Brief of Accident

File No 104 1/22/85 FORKS,	WA A/C Re	g. No. N87977	T 	ime (Lc1) -	· 1024 PST	
Basic Information						
Type Operating Certificate-EXTERNAL LOAD				Injur		
	SUBSTAN		Fatal			None
Type of Operation -OTHER WORK US		Crev	-	0	0	1
Flight Conducted Under -14 CFR 133 Accident Occurred During -LANDING	NONE	Pass	s 0	0	0	1
Aircraft Information						
Make/Model - HILLER UH12DJ3	Eng Make/Model - ALL	TSON 4250-020	FIT	Installed/A	hot ivated	- VES/VE
Landjng Gear - SKID	Number Engines - 1			tall Warnir		
Max Gross Wt - 3100	Engine Type - TUR		5	tari warnin	ig system	NO
No. of Seats - 4	5 11	250 HP				
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 090/030 KTS Visibility - 25.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point FORKS,WA Destination FORKS,WA ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	NONE	OFF AI Airport D FORKS Runway Runway Runway	Ident - Lth/Wid - Surface -	- N/A - N/A	SETATION
Personnel Information						
Pilot-In-Command	Age - 38	Medical Certifica			J WAIVERS/	LIMII
Certificate(s)/Rating(s)	Biennial Flight Review	Flig Total -	ght Time (H	ours)		4
COMMERCIAL	Current - YES Months Since - 17				i Hrs - ) Daγs- UN	4 IV /ND
SE LAND HELICOPTER					) Days- UN ) Days-	
HELICUPIER	Aircraft Type - UNK/NR	Instrument-	210		raft - 1	
Instrument Rating(s) - HELICOPTER						

----Narrative----

THE ACFT MADE A HARD LANDING AND ROLLED TO THE LEFT INVERTED AFTER THE ENGINE QUIT DUE TO FUEL EXHAUSTION. THE PLT STATED THAT THE FUEL GUAGE WAS NOT WORKING AND THAT HE WAS USING A DIP STICK TO MEASURE FUEL AT THE TIME OF THE ENGINE FAILURE. HE STATED THAT HE SHOULD HAVE HAD 25 MINUTES OF FUEL REMAINING.

_____

File No 1	04 1/22/85 FORKS,WA	A/C Reg. No. N87977	Time (Lc1) - 1024 PST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MEC MANEUVERING	CHANICAL	
3. FUEL SUPPLY - I	PERFORMED - PILOT IN COMMAND NADEQUATE - PILOT IN COMMAND R - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	HARD LANDING Landing - Flare/Touchdown		
Finding(s) 5. TERRAIN CONDITI			
Occurrence #4 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
Probable Cause			
The National Transpo is/are finding(s) 1,		that the Probable Cause(s) of this accid	dent

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

## Brief of Accident

-Basic Information				T 4		
Type Operating Certificate-NONE (GENERAL		raft Damage FROYED	Fatal	Injur Serious		None
Type of Operation -PERSONAL	Fire			-		0
Flight Conducted Under -14 CFR 91	NONE	E Pass		0	0	0
Accident Occurred During -DESCENT						
-Aircraft Information						
Make/Model - CESSNA 170A		CONTINENTAL C-145-2				
Landing Gear - TAILWHEEL-ALL FIXED		1		tall Warnin	g System	- YES
Max Gross Wt - 2200 No. of Seats - 4	Engine lype - Rated Power -	RECIPROCATING-CARBUR	RETOR			
NO. 01 Seats - 4	Rated Power -	145 MP				
-Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary	* <b>-</b>	Airport F	Proximity RPORT/STRIP		
Method - N/A	Last Departure Po LOPEZ.WA	int	UFF AIR	PURI/SIRIP		
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	UNK/NR					
Wind Dir/Speed- 100/008 KTS	,		Runway	Ident -	N/A	
Visibility - 6.0 SM	ATC/Airspace			Lth/Wid -	N/A	
Lowest Sky/Clouds -	Type of Flight Pla			Surface -		
	AST 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 - 39	Medical Certifica				
	Riennial Flight Peview	Flie	nht Time (H	ure)	WAIVER5/	
PRIVATE	Current - YES Months Since - 21	Total -	591	Last 24	Hrs - UN	K/NR
SE LAND	Months Since - 21	Make/Model-	118	Last 30	) Days-	2
	Aircraft Type - C-1	72 Instrument-	3	Last 90	) Days-	14
Instrument Rating(s) - NONE						
-Narrative						
RTLY AFTER DEPARTURE N3845V JOINED UP WITH	ANOTHER ACET AND WAS EL	TNG APRX 200-300 FT	AGL IN FORM	ATTON THE		

1/27/85 LOPEZ,WA A/C Reg. No. N3845V Time (Lcl) - 1120 PST File No. - 83 Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT Finding(s) 1. AEROBATICS - INTENTIONAL - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE.OSTENTATIOUS DISPLAY - PILOT IN COMMAND 3. ALTITUDE - INADEQUATE - PILOT IN COMMAND 4. PULL-UP - DELAYED - 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

PAGE 367 Receiver and Automatic States and Automatic States and Automatic States and Automatic States and Automatic States

Brief of Accident

asic Information							
Type Operating Certificate-	EXTERNAL LOAD	Aircraft	Damage		Injur	ies	
		DESTROY		Fatal	Serious		None
Type of Operation -	OTHER WORK USE	Fire	Crew	0	0	1	0
Flight Conducted Under -	14 CFR 133	NONE	Pass	0	0	0	0
Accident Occurred During -	MANEUVERING						
ircraft Information							
Make/Model - HUGHES 369D	)	Eng Make/Mode1 - ALL1	SON 250-C20B	ELT	Installed/#	ctivated	d - YES/NO
Landing Gear - SKID		Number Engines - 1		S	tall Warnir	ng Syster	n – NO
Max Gross Wt - 3000		Engine Type - TURE	BOSHAFT				
No. of Seats - 5		Rated Power -	375 HP				
invironment/Operations Inform	nation						
leather Data		Itinerary			Proximity		
W× Briefing - NO RECORD	OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRIF	,	
Method - N/A		SAME AS ACC/INC					
Completeness - N/A		Destination		Airport D	)ata		
Basic Weather - VMC		LOCAL					
Wind Dir/Speed- 290/002 K						N/A	
Visibility - 10.0		ATC/Airspace			/Lth/Wid ·		
Lowest Sky/Clouds -	8000 FT SCATTI	ERED Type of Flight Plan -	NONE		/ Surface -	· N/A	
		AST Type of Clearance -	NONE	Runway	/ Status ·	· N/A	
Obstructions to Vision- N	IONE	Type Apch/Lndg -	FORCED LANDING				
	IONE						
Condition of Light - D	DAYLIGHT						
Personnel Information							
Pilot-In-Command			Medical Certifica			) WAIVER	S/LIMIT
Certificate(s)/Rating(s)	ŧ	Biennial Flight Review	Flig	ht Time (H	lours)		
COMMERCIAL		Current - YES	Flig Total - U Make/Model- U		Last 24	l Hrs - I	
SE LAND		Months Since - 10	Make/Model- U	NK/NR	Last 30	) Days- I	
HELICOPTER		Aircraft Type - 369D	Instrument U			) Days-	
			Multi-Eng - U	NK/NR	Rotorcı	raft - I	UNK/NR
Instrument Rating(s) -	AIRPLANE						
larrative							
			T A WYTERATION /C				
CFT HAD LIFTED OFF DURING AN CTED THE GROUND AND THE HELI							
INNEL. INSPECTION REVEALED TH							
LURGICAL EXAMINATION DISCLOS						DENAL I.	
LURGICAL EXAMINATION DISCLUS	SED INE SMAFT	FAILED FRUM UNIDIREC/IUNAL	ATTOUE INITIATIN	G PRUM 504	GAGE PIIS		

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File No. - 69 2/04/85 TAHOLAH.WA A/C Reg. No. N8306F Time (Lc1) - 1500 PST ---------______ _____ Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation HOVER Finding(s) 1. ROTOR DRIVE SYSTEM, MAIN ROTOR MAST(DRIVE SHAFT) - FATIGUE 2. ROTOR DRIVE SYSTEM, MAIN ROTOR MAST(DRIVE SHAFT) - FAILURE, TOTAL Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 3. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) -------Occurrence #4 ROLL OVER Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are_finding(s) 1 PAGE 369

Brief of Accident (Continued)

Brief of Accident

Basic Information		Ch. Dawawa		<b>T</b> -= 3		
Type Operating Certificate-NONE (GENE		ft Damage ANTIAL	Fatal	Injur Serious		None
Type of Operation -POSITIONIN		Cre		0		1
Flight Conducted Under -14 CFR 91	NONE	Pas	s O	0	0	1
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - BEECH 58TC	Eng Make/Model - C			Installed/#		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -			Stall Warnir	ng System	- YES
Max Gross Wt - 6200	Engine Type - R					
No. of Seats - 6	Rated Power -	310 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Poin	t	ON AI	RPORT		
Method - IN PERSON	KALISPELL, MT					
Completeness - FULL	Destination		Airport [			
Basic Weather – IMC Wind Dir/Speed- 100/005 KTS	SPOKANE, WA			FIELD	~~	
Visibility - 1.000 SM	ATC/Airspace			/Ident - /Lth/Wid -		150
Lowest Sky/Clouds -	Type of Flight Plan	- 150		/Surface -		150
Lowest Ceiling - 700 FT OE	SCUPED Type of Cloananco			/ Status -		
Obstructions to Vision- FOG	Type Apch/Lndg		Kurwa	y status	5110# 0	<b>N</b> 1
Precipitation - SNOW	Type Apony Endg	TOLL STOP				
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 53	Medical Certific	ate - VALTI		WATVERS/	тмтт
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time ()		,	
ATP, CFI		Total -			Hrs -	4
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model-	50	Last 30	) Days- UN	
HELICOPTER	Aircraft Type - UNK/N	Make/Model- R Instrument-	809	Last 90	) Days-	113
		Multi-Eng -	2611	Rotorce	raft -	244
Instrument Rating(s) - AIRPLANE						
instrument kating(s) Aiki Lake						
-Narrative				AC 4 MTHE MI	TH CNOW	

File No 4	6 2/08/85	SPOKANE, WA	A/C Reg. No. N6588S	Time (Lcl) - 1630 PST	
Occurrence #1 Phase of Operation	ON GROUND COLLIS LANDING - FLARE/				
	- SIMULATED - PILO POINT - NOT IDEN		ID		
Probable Cause					

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

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

Brief of Accident

	IAWAY, WA	A/C Reg. No.		Time (Lc1) - 1415 PST					
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	AVIATION) Aircraft Damage SUBSTANTIAL			Injuries Fatal Serious Minor No				
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH		Fire NONE	Crew Pass	0 0	0 0	0 0	1 2		
Mircraft Information Make/Model - CESSNA 172 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2600 No. of Seats - 4				Ś	Installed// Stall Warnin		•		
Environment/Operations Information Veather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	FT. LEWI Destination SPANAWAY ATC/Airspace Type of F1 Type of C1	Itinerary Last Departure Point FT. LEWIS,WA Destination SPANAWAY,WA ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FULL STOP			Airport Proximity ON AIRPORT Airport Data SPANAWAY Runway Ident - 34 Runway Lth/Wid - 2700/ 90 Runway Surface - ASPHALT Runway Status - DRY				
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 38 Biennial Flight Current Months Since Aircraft Typ	Review - UNK/NR Tot - UNK/NR Mak		e - VALII t Time († 94 19 O	Hours) Last 24 Last 36	D WAIVERS/ 4 Hrs - 0 Days- UN 0 Days-	3		
Instrument Rating(s) - NONE Narrative PLT WAS ATTEMPTING TO BETTER ALIGN THE A ED SHE WAS DISTRACTED WHILE MAKING PREPA						PLT			

File No. - 73 2/17/85 SPANAWAY.WA A/C Reg. No. N84578 Time (Lc1) - 1415 PST IN FLIGHT COLLISION WITH OBJECT Occurrence Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. OBJECT - TREE(S) 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND З. 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND _____ ----Probable Cause----

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

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

#### Brief of Accident

File No 5 2/17/85 PAS	A/C Reg. No	A/C Reg. No. N1806C			Time (Lcl) - 1555 PST				
-Basic Information									
Type Operating Certificate-ON-DEMAND		Aircraft Damage			ries				
		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 -LANDING									
Aircraft Information									
Make/Model - BEECH BE-77	Eng Mak	e/Model ~ LYCOMING	G 0-235-L2C	ELT	[nstalled/	Activated	- YES/NO		
Landing Gear - TRICYCLE-FIXED	Number	Engines - 1		S	tall Warni	ng System ·	- NO		
Max Gross Wt - 1650	Engine	Type - RECIPRO	CATING-CARBURE	TOR		•			
No. of Seats - 2	Rated P	ower - 115 H	łP						
Environment/Operations Information									
Weather Data	Itinerary			Airport	Proximity				
Wx Briefing - NO RECORD OF BRIEFI	arture Point		ON AIR						
Method - N/A		S ACC/INC							
Completeness - N/A				Airport D	ata				
Basic Weather - VMC		TRI CITIES							
Wind Dir/Speed- CALM			Runway	Ident	- 30				
Visibility - 35.0 SM				Runway	Lth/Wid	- 7700/	150		
Lowest Sky/Clouds - 18000 FT SC	ATTERED Type of	Flight Plan - NONI	E		Surface				
Lowest Ceiling - 25000 FT BR				Runway	Status	- DRY			
Obstructions to Vision- NONE	Туре Арс	h/Lndg - TRAI							
Precipitation - NONE		TOU	CH AND GO						
Condition of Light - DAYLIGHT									
Personnel Information									
Pilot-In-Command	Media	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT							
Certificate(s)/Rating(s)	Biennial Fligh	t Review	eview Fligh			nt Time (Hours)			
PRIVATE	Current	- YES -	rotal -	140	Last 2				
SE LAND	Months Sin	ce - 22 I ype - UNK/NR	Make/Model-	140	Last 3	0 Days- UNI	K/NR		
	Aircraft T	ype – UNK/NR	Instrument-	0	Last 9	0 Days-	1		
Instrument Dating(a) - NONE									
Instrument Rating(s) - NONE									

PLT MADE FULL FLAP APCH AT IDLE PWR WHILE PRACTICING A SHORT FIELD LANDING. PLT STATED APCH ORIGINALLY WAS HIGH AND LATER BECAME LOW. PLT DELAYED ADDING PWR AND ACFT TOUCHED DOWN 130 FT SHORT OF THE RWY. ACFT BOUNCED AND CONTACTED THE GROUND AGAIN NOSE WHEEL FIRST COLLAPSING THE NOSE GEAR.

File No	5 2/17/85	PASCO,WA	A/C Reg. No. N1806C	Time (Lc1) - 1555 PST
Occurrence #1 Phase of Operation		TTERN - FINAL APPRC	асн	
<ol> <li>PROPER GLIDEPAT</li> <li>REMEDIAL ACTION</li> </ol>	H - MISJUDGED - PIL H - NOT MAINTAINED - DELAYED - PILOT N POINT - NOT ATTAI	- PILOT IN COMMAND IN COMMAND	IAND	
Occurrence #2 Phase of Operation		OUCHDOWN		
Finding(s) 5. FLARE - IMPROPE 6. RECOVERY FROM B	R - PILOT IN COMMAN DUNCED LANDING - IM		OMMAND	
Occurrence #3 Phase of Operation		ED		
Finding(s) 7. LANDING GEAR,NO	SE GEAR - OVERLOAD	ž.		
Probable Cause				
The National Transpo is/are finding(s) 1,		d determines that t	he Probable Cause(s) of this acci	dent

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

Brief of Accident

File No 106 3/08/85 STANWOOD,WA			A/C Reg.		Time (Lc1) - 1500 PST				
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL		SUBSTANTIA Fire		L Ci	Fatal rew O	0 0 0			
Flight Conducted Under Accident Occurred During	-14 CFR 91 -LANDING		NONE	Pa	ass O	0	0	1	
-Aircraft Information Make/Model - CESSNA 177 Landing Gear - TAILWHEEL- Max Gross Wt - 2300 No. of Seats - 4		3 .		NG D-360-A2 DCATING-CAR		Installed, Stall Warn		•	
Lowest Ceiling - Obstructions to Vision- Precipitation -	KTS SM CLEAR NONE NONE		l,₩A ,₩A ight Plan - NΩ earance - NΩ		ON AI Airport REINI Runwa Runwa Runwa		- 16 - 1800/ - ASPHALT		
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND		Age - 48 Biennial Flight I Current Months Since Aircraft Type	Review - UNK/NR - UNK/NR		- 120	Hours) Last Last	WAIVERS/LI 24 Hrs - U 30 Days- U 90 Days-		
Instrument Rating(s)	- NONE								
-Narrative PLT WAS ATTEMPTING TO LAND T PARTURE END OF THE RWY.		IND AND UPHILL. A		S ATTEMPTED	AND THE ACFT	STRUCK TR	EES AT THE		
	н 1997 - Элер Алариян 1997 - Элер Алариян		- -				· .		
		PAGE							

File No	106	3/08/85	STANWOOD, WA	A/C Reg. No. N30377	Time (Lc1) - 1500 PST
Occurrence #1 Phase of Operation	OVERRUN LANDING		FOUCHDOWN		
inding(s) 1. WEATHER CONDIT 2. PROPER TOUCH 3. TERRAIN CONDIT	IDOWN POINT	- INACCUR	RATE - PILOT IN COMMA	ND	
Occurrence #2 Phase of Operation					
inding(s) 4. OBJECT - TREE(					
Probable Cause-					

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

•

Brief of Accident

-Basic Information							
Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircrat SUBSTA	t Damage		Fatal	Inju Serious	ries Minor	None
Type of Operation -AERIAL APPLIC			Crew	0	0		
Flight Conducted Under -14 CFR 137	NONE		Pass	0	0	0	1
Accident Occurred During -LANDING							
-Aircraft Information		-					
Make/Model - GRUMMAN 164A	Eng Make/Model - P&						ed - NO -N/
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			S	tall Warni	ng Syste	em – UNK/NR
Max Gross Wt - 6075 No. of Seats - 1	Engine Type - Tl Rated Power -						
-Environment/Operations Information	<b>T 1</b> <i>1 m m m</i>						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Poin	<b>F</b>		ON AIR	Proximity		
Method - N/A	RITZVILLE.WA	L		UN AIR	STRIP		
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	RITZVILLE, WA			LUND F	IELD		
Wind Dir/Speed- 240/003 KTS					Ident		
Visibility - 30.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan Type of Clearance				Surface Status		- 1
Obstructions to Vision- NONE	Type Apch/Lndg			Runway	Status	SOFT	
Precipitation - NONE	Type Apen/Endg	1022 3101				301 1	
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 23	Medical Cert	ificat	e - VALID	MEDICAL-N	O WAIVE	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review			it Time (H	-		
COMMERCIAL	Current - YES	Total	-	283		24 Hrs -	
SE LAND	Months Since - 12	Make/Mod				BO Days- BO Days-	
	Aircraft Type - UNK/N	R Instrume	nt-	15	Last	0 Days-	82
Instrument Rating(s) - NONE							
-Narrative							
ING LANDING THE ACFT CAUGHT A GUST OF WIND		RUNWAY. THE PL	T ATTE	MPTED TO	CORRECT BY	USE OF	
DER AND AILERON, BUT WAS UNSUCCESSFUL. THE	ACFT THEN NOSED VER.						

File No. - 121 3/14/85 RITZVILLE.WA A/C Reg. No. N8495 Time (Lc1) - 1200 PST Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - GUSTS 2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND з. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 7. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND Occurrence #3 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Findina(s) 8. TERRAIN CONDITION - SOFT ----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) 1,3,8

Brief of Accident

Basic Information Type Operating Certificate-AGRICULTU	RAL ATRCRAFT Aircraf	t Damage		Iniu	iries	
· )	SUBSTA		Fatal	Serious		None
Type of Operation -FERRY Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crev Pas		0 0	0 0	1 1
Aircraft Information						
Make/Model - WEATHERLY 201B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3500 No. of Seats - 1	Eng Make/Model - P& Number Engines - Engine Type - RE Rated Power -	CIPROCATING-CARBU	S		Activated ng System	
Environment/Operations Information				Desident		
Weather Data Wx Briefing - UNK/NR Method - UNK/NR	Itinerary Last Departure Point HARRINGTON,WA	:		Proximity RPORT/STRI	P	
Completeness - UNK/NR Basic Weather - VMC	Destination DAVENPORT,WA		Airport D			
Wind Dir/Speed- 030/005 KTS					- N/A	
Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Plan			<pre>/ Lth/Wid / Surface</pre>		
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clearance Type Apch/Lndg	- NONE			- SNOW - D ROUGH	RY
Personnel Information Pilot-In-Command	Age - 34	Medical Certific				
Certificate(s)/Rating(s)	Biennial Elight Review		//		10 WAIVE((3)	CINI
COMMERCIAL	Current - YES	Flig Total - Make/Model-	1663	Last 2	24 Hrs - UN	
SE LAND	Months Since - 17 Aircraft Type - UNK/N				30 Days- UN 30 Days-	
Instrument Rating(s) - AIRPLANE						
Narrative						
BRATION STARTED IN THE ENGINE AND WHIL SURE. A LANDING WAS MADE ON A FIELD AN	D DURING ROLLOUT THE LEFT MAI					
. THE ACFT THEN STRUCK SNOW AND NOSED						

File No. - 122 3/15/85 DAVENPORT, WA A/C Reg. No. N1263W Time (Lc1) - 1130 PST . . . . . . . . . . . . . . . . LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Occurrence #1 Phase of Operation CRUISE Finding(s) 1. ENGINE ASSEMBLY, CRANKCASE - BLOCKED (TOTAL) 2. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND 3. FLUID,OIL - LOSS,TOTAL FORCED LANDING Occurrence #2 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. TERRAIN CONDITION - ROUGH/UNEVEN 5. TERRAIN CONDITION - NONE SUITABLE 6. TERRAIN CONDITION - SNOWBANK 7. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL 8. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----

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

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

#### Brief of Accident

Basic Information								
Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Da	amage		Injur	ies		
		SUBSTANTIA		Fatal Serious Mind			r None	
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	0	
Aircraft Information								
Make/Mode1 - BELLANCA 7GCBC			NG 0-320-E20		Installed/A			
Landing Gear - TAILWHEEL-ALL FIXED		ngines - 1			tall Warnin	g Syste	em – YES	
Max Gross Wt - 1800	5	/ 1	ROCATING-CARBUR	ETOR				
No. of Seats - 2	Rated Po	wer - 150	) HP					
Environment/Operations Information								
Weather Data	Itinerary			Airport	Proximity			
Wx Briefing - UNK/NR		rture Point		ON AIR				
Method - UNK/NR	SEATTLE			UN AIK	FURT			
Completeness - UNK/NR	Destinatio			Airport D	ata			
Basic Weather - VMC	BREMERT				TON NATIONA	1		
Wind Dir/Speed- 005/010 KTS	BREINERT	511, 114				01		
Visibility - 20.0 SM	ATC/Airspac	<b>•</b>			Lth/Wid -	-	/ 150	
Lowest Sky/Clouds - CLEAR	· · ·	- light Plan - NG	INF		Surface -			
Lowest Ceiling - NONE		learance - N			Status -		- /	
Obstructions to Vision- NONE		/Lndg - Fl			••••			
Precipitation - NONE		, 2110g						
Condition of Light - DAYLIGHT								
Personnel Information Pilot-In-Command	Age - 71	No.	dical Contifica			TVEDS /	TMTT	
Certificate(s)/Rating(s)	Biennial Flight	Review	FIAN CERTICA	ht Time (H		IVER3/		
PRIVATE	Current		Total -		Last 24	Hrs -		
SE LAND			Make/Model-	13	Last 20	Dave-		
JL LAND		e - 23 pe - UNK/NR		10	Last 90	Days-	7	
	Anciarcity		THS CLOBERT	.0		Duys	,	

----Narrative----

THE ACFT BOUNCED DURING LANDING AND ADEQUATE RECOVERY WAS NOT MADE. THE ACFT CAME TO REST INVERTED.

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File No	07 3/15/85	BREMERTON,WA	A/C Reg. No. N5033W	Time (Lc1) - 1110 PST
Occurrence #1 Phase of Operation		/TOUCHDOWN		
Finding(s) 1. WEATHER CONDIT 2. COMPENSATION 3. WEATHER CONDIT 4. WEATHER CONDIT	FOR WIND CONDITIO	NS - INACCURATE - PILOT WIND	IN COMMAND	
Occurrence #2 Phase of Operation		/TOUCHDOWN		
Finding(s) 5. RECOVERY FROM E	OUNCED LANDING -	INADEQUATE - PILOT IN C	COMMAND	
Probable Cause				
The National Transpo	ortation Safety Bo	ard determines that the	e Probable Cause(s) of this acc	ident

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

•

is/are finding(s) 2,5

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENE		Aircraft D	27200		Inju	ries	
Type operating centricate-none (Gene	RAL AVIATION)	SUBSTANTI	AL	Fatal			None
Type of Operation -PERSONAL		Fire	Crev	w 1	0	0 0	0
Flight Conducted Under -14 CFR 91		NONE	Pass	s 0	0	0	1
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - PIPER PA-28-180			ING 0-360-A3A				
Landing Gear - TRICYCLE-FIXED	Number Eng			-	tall Warniı	ng System –	- YES
Max Gross Wt - 2175			ROCATING-CARBU	RETOR			
No. of Seats - 4	Rated Powe	er - 18	0 HP				
Environment/Operations Information	•						
Weather Data	Itinerary				Proximity		
W× Briefing ~ UNK/NR	Last Depart			OFF AI	RPORT/STRI	P	
Method - TELEPHONE	CASHMERE,						
Completeness - UNK/NR	Destination			Airport D	ata		
Basic Weather - VMC	VANTAGE, W	A		<b>D</b>	T -1 4		
Wind Dir/Speed- 320/014 KTS Visibility - 20.0 SM					Ident Lth/Wid		
Lowest Sky/Clouds - 5000 FT SC	A10/A110pa00				Surface		
Lowest Ceiling - NONE	ATTERED Type of FIT	gnt Plan - N				- WATER - (	
	Type of Cle Type Apch/L			Kuliway	Status	WATER	SHOPPI
Precipitation - NONE	Type Apen/L	ing in					
Condition of Light - DAYLIGHT							
Personnel Information							
Personner Information	Aco - 47	Ma	dical Certifica		MEDICAL-W	ATVEDS /I TM	гт
Certificate(s)/Rating(s)	Age - 47 Biennial Flight R	eview		ale VALID abt Time (H	MEDICAL W	AIVER5/EIM.	
COMMERCIAL	Current	- VES	Total -	528	last 2	4 Hrs -	1
SE LAND, SE SEA	Current Months Since Aircraft Type	- 49	Make/Model-	300	Last 3	0 Days- UN	
52 EAND, 52 52A	Aircraft Type		Instrument-	9	Last 9	0 Days-	
		0,		-		· · · · · · ·	
Instrument Rating(s) - NONE							
Narrative							
PILOT WAS OPERATING THE AIRCRAFT BY FLY	TNG AT LOW ALTITUDE		UMBIA RIVER SO	Δς τη Δνητ		CF	
NG THE FLIGHT A DOWNDRAFT WAS ENCOUNTER							
NINTENTIONAL DITCHING RESULTED.							

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File No 1	25 3/30/85	TRINIDAD,WA	A/C Reg.	No. N772GW	Time (Lc1) - 1330 PST
Occurrence #1 Phase of Operation		ION WITH TERRAIN			
Finding(s) 1. WEATHER CONDITI 2. ALTITUDE - IN		N COMMAND			
Occurrence #2 Phase of Operation	DITCHING DESCENT - UNCONT	ROLLED			
Probable Cause					
The National Transpo is/are finding(s) 2	rtation Safety Boa	rd determines that	the Probable Cause	(s) of this accid	dent

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

# Brief of Accident

Basic Information		anoft Domono		Tundaa			
Type Operating Certificate-NONE (GENER		craft Damage BSTANTIAL	Fatal	Injuries Fatal Serious Minor			
Type of Operation -PERSONAL	Fir	-	rew 0	0		None 1	
Flight Conducted Under -14 CFR 91			ass 0	ŏ	ŏ	Ó	
Accident Occurred During -TAXI			<b>-</b>				
Aircraft Information							
Make/Model - CESSNA 182	Eng Make/Model	- CONTINENTAL 0-470					
Landing Gear - TRICYCLE-FIXED				Stall Warnir	ng System -	YES	
Max Gross Wt - 2650		~ RECIPROCATING-CAR	BURETOR				
No. of Seats - 4	Rated Power	- 230 HP					
Environment/Operations Information							
Weather Data	Itinerary			Proximity			
Wx Briefing - FSS	Last Departure P	oint	ON AI	RSTRIP			
Method - TELEPHONE	PASCO, WA						
Completeness - FULL	Destination		Airport I	Jata			
Basic Weather - VMC	WALLA WALLA,WA	1	PAGE	<b>.</b>			
Wind Dir/Speed- 240/017 KTS				y Ident			
Visibility - 10.0 SM	ATC/Airspace			y Lth/Wid y Surface			
Lowest Sky/Clouds - 6000 FT SCA Lowest Ceiling - NONE	Type of Clearance				- GRASS/TUR - DRY	(F	
Obstructions to Vision- NONE	Type Apch/Lndg		Runwa	y status	DRI		
	Type Apch/Lhug	- FULL STUP					
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 37 Biennial Flight Review	Medical Certif	icate - VALI	D MEDICAL-NO	D WAIVERS/L	IMIT	
Certificate(s)/Rating(s)	Riennial Flight Review	r F	light Time (	Hours)			
PRIVATE	Current - YE	S Total	- 1267	Last 24	4 Hrs -	1	
SE LAND		Make/Model					
	Aircraft Type - UN	K/NR Instrument	- 98	Last 90	) Days-	16	
Instrument Rating(s) - AIRPLANE							

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File No. - 124 4/03/85 WALLA WALLA,WA A/C Reg. No. N5438B Time (Lc1) - 1300 PST _____ Occurrence #1 NOSE OVER Phase of Operation TAXI - FROM LANDING Finding(s) 1. WEATHER CONDITION - GUSTS 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 3. WEATHER CONDITION - HIGH WIND _____ ----Probable Cause----

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

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER		Aircraft Damag	•		Injur	ios	
Type operating certificate None (dente	AL AVIATION)	SUBSTANTIAL	C	Fatal	Serious		- None
Type of Operation -PERSONAL		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING		ON GROUND	Pass	0	0	1	0
Aircraft Information							
Make/Model - CESSNA 150G Landing Gear - TRICYCLE-FIXED		Model - CONTINENT ngines - 1	AL 0-200		Installed/A tall Warnin		ed - YES/YE
Max Gross Wt - 1600	Engine Tv	3			tari warnin	y syste	- 163
No. of Seats - 2	Rated Pow						
Environment/Operations Information					<b>.</b>		
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A		POINT,WI		UFF AI	RPORT/STRIP		
Completeness - N/A	Destination			Airport D	ata		٩
Basic Weather - VMC	LOCAL		,		ata		
Wind Dir/Speed- CALM				Runway	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace	2		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - UNK/NR		ight Plan - NONE			Surface -		
Lowest Ceiling - 3000 FT OVE				Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/	'Lndg - NONE					
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 28	Medica Review	1 Certificat	e – VALID	MEDICAL-NO	WAIVE	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligh	t Time (H			
PRIVATE	Current	- YES To	tal -				
SE LAND		e - 21 Ma					
	Aircraft lyp	e-UNK/NR In	strument-	0	Last 90	Days-	2
Instrument Rating(s) - NONE							

DURING A LOW LEVEL FLT OVER A RIVER, THE PLT INITIATED A TURN TO REVERSE DIRECTION AT 300 FT AGL. THE ACFT CONTACTED THE WATER DURING THE DESCENDING TURN AND NOSED OVER.

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File No. - 162 4/14/85 STEVENS POINT, WI A/C Reg. No. N4609X Time (Lc1) - 1330 CST _____ Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 1. TERRAIN CONDITION - WATER, GLASSY 2. CLEARANCE - INADEQUATE - PILOT IN COMMAND З. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 5. DESCENT - EXCESSIVE - PILOT IN COMMAND _____ Occurrence #2 NOSE OVER Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 4

1

Brief of Accident

File No 192 1/31/85	HUNTINGTON, WV	A/C Reg. No	. N95HA	Τi	me (Lc1) -	2045 EST	
Basic Information Type Operating Certificate-ON-L Name of Carrier -HOGA Type of Operation -NON Flight Conducted Under -14 ( Accident Occurred During -TAKE	N AIR, INC. SCHED,DOMESTIC,CARGO FR 135	Aircraft Dama SUBSTANTIAL Fire NONE	Crew Pass	Fatal O O	Injur Serious 1 1	Minor 1 1	None O O
Aircraft Information Make/Model - BEECH E185 Landing Gear - TAILWHEEL-ALL F Max Gross Wt - 9700 No. of Seats - 2			5-AN14B ATING-CARBURE	ELT I St	nstalled/A		YES-UNK/NR YES
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 010/005 KTS Visibility - 125.0 SM Lowest Sky/Clouds - UNK/N Lowest Ceiling - 100 Obstructions to Vision- FOG Precipitation - SNOW Condition of Light - NIGH	Itinerary Last Depa HUNTING Destinatio LOUISVI ATC/Airspac R Type of F FT OBSCURED Type of C Type Apch	n LLE,KY Se light Plan - IFR Slearance - IFR		Runway Runway Runway	ORT Ita ITE AIRPORT Ident - Lth/Wid - Surface -	· 12 · 6509/ 1	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND Instrument Rating(s) - AIF	Aircraft Ty	:Review -YES T :e-6 M (pe-DC-3 I	otal - ake/Model-	t Time (Hc 7022 3000 676	ours) Last 24	4 Hrs - ) Days- UNK ) Days-	2
Narrative 3-4 INCH SNOW ACCUMULATION ON ACFT PH HEAVY SNOWFALL, WET SNOW REPORTED AS TOWER THAT VISIBILITY WAS 1/8 MILE WI RIKING SNOWPLOW LOCATED 150 FEET LEFT SNOW FND ON UPPER TAIL SURFACE. ELEV/ SOUNDED NORMAL, LDG LIGHTS ON, 600 FE MAP INCREASED WITH ADDITIONAL THROTTO	TIOR TO FLT. PLT SAID HE ACFT WAS PREPARED FOR DE TH FOG AND SNOW. PUBLISH OF RWY. ACFT CONTINUED TOR TRIM INDICATED FULL ET VISIBILITY FROM POSIT	PARTURE, DRG RUNU HED TKOF MINIMUM F OVER EMBANKMENT A NOSE DN. AILERON	P, TAXI AND T OR FAR 135 OP ND CAME TO RE TRIM IND LEFT	AKEOFF. PL N WAS 1/2 ST INVERTE BANK. WIT	T ADVISED MILE. AFTE D. ICE AND NESSES SAI	ER ) ID ENGS	

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in an

File No. - 192 1/31/85 HUNTINGTON, WV Time (Lc1) - 2045 EST A/C Reg. No. N95HA ------------Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. WEATHER CONDITION - FOG 3. WEATHER CONDITION - SNOW 4. ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND 5. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND 6. WEATHER CONDITION - BELOW APPROACH MINIMUMS 7. IFR PROCEDURE - DISREGARDED - PILOT IN COMMAND 8. TERRAIN CONDITION - SNOW COVERED 9. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 10. OBJECT - VEHICLE ----Probable Cause----

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

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

## Brief of Accident

Basic Information								
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damag SUBSTANTIAL	ge	Fatal	Sonious	ries Minor	~ N	lone
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0 0	0	0 0		1 0
-Aircraft Information Make/Model - BELLANCA 7KCAB Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 2	Eng Make/M Number Eng Engine Typ	lodel - LYCOMING ines - 1 le - RECIP-FUI lr - 150 Hi	EL INJECTED		nstalled/ all Warni			
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 140/003 KTS Visibility - 20.0 SM Lowest Sky/Clouds - 25000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(BRIGHT)	SAME AS A Destination LOCAL ATC/Airspace TERED Type of Fli Type of Cle Type Apch/L	CC/INC	IGHT-IN	Runway Runway	ORT ta Ident Lth/Wid Surface Status	- 4750/ - ASPHAL - DRY	T	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Biennial Flight R Current	Medica review - YES Ta - 8 Ma - UNK/NR Ia	al Certificat Fligh otal -	e - VALID t Time (Hc 678	MEDICAL-W urs) Last 2		.IMIT 1 UNK/NR	2
Instrument Rating(s) - AIRPLANE								
-Narrative PLT LANDED LONG ON THE RWY & AT EXCESSIVE T FLIPPED UPSIDE DOWN.	SPEED. IN AN ATTE	MPT TO STOP THE	ACFT SHE APP	LIED BRAKE	S & THE			

	OVERRUN LANDING - FLARE/TOUCHDOWN	 	
	NOSE OVER LANDING - ROLL	An the second	
2. PLANNED APPROACH	IMPROPER USE OF - PILOT IN COMMAND - INADVERTENT - PILOT IN COMMAND IVE - PILOT IN COMMAND POINT - NOT OBTAINED - PILOT IN COMMAND		

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

#### Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERAI	AVIATION) Aircraf	t Damage		Iniur	ies	
Type operating der till leate None (denekki	SUBSTA		Fatal			None
Type of Operation -PERSONAL	Fire	Crew		0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - PIPER PA-18-150	Eng Make/Model - LY			installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			all Warnin	g System ·	- YES
Max Gross Wt - 1800	Engine Type - RE		ETOR			
No. of Seats - 2	Rated Power -	150 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport F			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AIF	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	LOCAL		D	T	N/A	
Wind Dir/Speed- CALM Visibility - 50.0 SM	ATC/Airspace				N/A N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan				N/A	
Lowest Ceiling - NONE	Type of Clearance				N/A	
Obstructions to Vision- NONE	Type Apch/Lndg		Kariway	5 14 140		
Precipitation - NONE	i jpe kpelly endg					
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 33	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	TMTT
Certificate(s)/Rating(s)	Biennial Flight Review	Flia				
PRIVATE	Current - YES Months Since - 1	Total - U	NK/NR	Last 24	Hrs - UN	K/NR
SE LAND, ME LAND	Months Since - 1	Total - U Make/Model- U	NK/NR	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/NR		NK/NR	Last 90	Days- UN	K/NR
		Multi-Eng - U	NK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE						

WAS TO LOOK FOR COYOTES. THE POST ACCIDENT ENG EXAM REVEALED THAT 9 CONSECUTIVE TEETH ON THE LEFT MAGNETO DRIVE GEAR WERE GROUND OFF. THIS ALLOWED THE SPARK PLUGS ENERGIZED BY THE LEFT MAGNETO TO FIRE OR SPARK OUT OF PROPER SEQUENCE.

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File No	40 1/04/85	RAWLINS, WY	A/C Reg. N	lo. N3575Z	Time (Lc1) - 1440 MST
Occurrence #1 Phase of Operation		DTAL) - MECH FAILURE,	/MALFUNCTION		
Finding(s) 1. IGNITION SYSTEM	,MAGNETO - WORN				
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGE	ENCY			·
Occurrence #3 Phase of Operation	IN FLIGHT COLLIS LANDING - FLARE/				
Probable Cause					

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

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#### Brief of Accident

File No 145 1/14/85 WAPIT	I,WY A/C	Т	Time (Lc1) - 1410 MST					
Basic Information Type Operating Certificate-NONE (GENERA		ATION) Aircraft Damage DESTROYED			Injuries Fatal Serious Minor None			
Type of Operation -PERSONAL	Fire	Cr	ew O	1	0	0		
Flight Conducted Under     -14 CFR 91 Accident Occurred During  -DESCENT	NONE	Pa	iss O	0	1	0		
Aircraft Information Make/Model - CESSNA 1820 Landing Gear - TRICYCLE-FIXED	Eng Make/Model - C Number Engines -	1	5	Installed/A Stall Warnir				
Max Gross Wt - 2800 No. of Seats - 4	Engine Type - R Rated Power -		SURETOR					
Environment/Operations Information								
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	•	it		Proximity RPORT/STRIP	)			
Method - N/A Completeness - N/A Basic Weather - VMC	CODY,WY Destination LOCAL		Airport D	Data				
Wind Dir/Speed- 300/030 KTS	LOCAL		Runway	/Ident -	N/A			
Visibility - 15.0 SM	ATC/Airspace			/Lth/Wid -				
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			/ Surface -				
Lowest Ceiling - NONE	Type of Clearance		Runway	/ Status -	· N/A			
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	- NUNE						
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 36 Diamaich Elistet Deuisea	Medical Certifi			J WAIVER	S/LIMII		
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - UNK/N		light Time (F · 230		Une -	1		
	Months Since - UNK/N					-		
SE LAND								

Instrument Rating(s) - NONE

----Narrative----

1

ACCORDING TO THE PILOT AS SHE WAS FLYING HER AIRCRAFT IN A CANYON SHE ENCOUNTERED DOWNDRAFTS WHICH PUSHED HER AIRCRAFT DOWN. SHE WAS UNABLE TO MAINTAIN HER AIRSPEED OR ALTITUDE AND ELECTED TO PUT THE AIRCRAFT INTO THE TREES.

File No 145 1/14/85 WAPITI,WY	A/C Reg. No. N759WE	Time (Lc1) - 1410 MST
Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation MANEUVERING		
Finding(s) 1. WEATHER CONDITION - DOWNDRAFT 2. TERRAIN CONDITION - MOUNTAINOUS/HILLY 3. WEATHER CONDITION - MOUNTAIN WAVE 4. WEATHER CONDITION - HIGH WIND 5. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 6. WEATHER EVALUATION - NOT USED - PILOT IN COMMAND 7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND	)	
Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED		
Finding(s) 8. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED 9. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 10. PERFORMANCE DATA - 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) 5,6,7,8,9,10

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

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Brief of Accident

Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft [	Damage			Injur	ies	
		SUBSTANT		_	Fatal			None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91		Fire NONE		Crew Pass	0	0	0	1
Accident Occurred During -LANDING		NONE		Pass	0	0	0	1
-Aircraft Information								
Make/Model - CESSNA 210		/Model - CONTI				Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3000		ngines - 1 vpe - RECIA			St	tall Warnin	g System	- YES
No. of Seats - 6		wer - $26$						
-Environment/Operations Information								
Weather Data Wx Briefing - FSS	Itinerary					Proximity		
W× Briefing - FSS Method - TELEPHONE		Last Departure Point KREMMLING,CO Destination			OFF AIRPORT/STRIP Airport Data			
Completeness - FULL								
Basic Weather - IMC		ACC/INC						
Wind Dir/Speed- 330/045 KTS							N/A	
Visibility - UNK/NR Lowest Sky/Clouds -	ATC/Airspac	e light Plan - I				Lth/Wid - Surface -	N/A	
Lowest Ceiling - OBSCURED		learance - I					N/A N/A	
Obstructions to Vision- BLOWING SNOW	Type Apch			ING		•••••		
Precipitation - SNOW								
Condition of Light - DAYLIGHT								
-Personnel Information Pilot-In-Command	Age - 33	Me	edical Cert	ificate	- VALID	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Age - 33 Biennial Flight	Review		Fliaht	Time (Ho	ours)		
COMMERCIAL	Current	- UNK/NR	Total		407	Last 24	Hrs - UN	K/NR
SE LAND, SE SEA	Months Sinc Aircraft Ty	e - UNK/NR	Make/Mode	9)- 0+- UNK	21	Last 30	Days- UN	K/NR
	All Chart Ty	pe - UNK/NK	Make/Mode Instrumer Multi-Eng	n - UNK	/NR /NR	Rotorco	aft - UN	
			Marter 20	9 0.44	,		4. 6 0.	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
Instrument Rating(s) - AIRPLANE								
-Narrative								
ACFT ENCOUNTERED MODERATE TURBULENCE AND			OVER FORT E					

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2/25/85 A/C Reg. No. N9795X File No. - 66 FORT BRIDGER, WY Time (Lc1) - 1330 MST Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED Phase of Operation CLIMB Finding(s) 1. WEATHER CONDITION - CLOUDS 2. WEATHER CONDITION - ICING CONDITIONS 3. WEATHER CONDITION - TURBULENCE 4. AIRCRAFT PERFORMANCE - DETERIORATED 5. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND 6. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND 7. PROPER ALTITUDE - NOT POSSIBLE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ _____ Occurrence #3 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING Finding(s) 8. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 9. WEATHER CONDITION - GUSTS 10. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #4 Phase of Operation LANDING Finding(s) 11. TERRAIN CONDITION - DITCH ----------Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,7,10Factor(s) relating to this accident 1s/are finding(s) 1,2,3

#### Brief of Accident

File No 167 4/02/85 KEMME	RER,WY	A/C Reg. No.	N1085H	Т	ime (Lc1) -	1450 MST	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage SUBSTANTIAL	;	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH		Fire NONE	Crew Pass	0	0 0	1 0	0 0
Aircraft Information Make/Model - PIPER PA-28-181 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2550 No. of Seats - 4	Number Eng	Model - LYCOMING C gines - 1 de - RECIPROCAT er - 180 HP		S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/016 KTS Visibility - 50.0 SM Lowest Sky/Clouds - 15000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS A Destination SAME AS A ATC/Airspace TERED Type of F1 Type of Cle	ACC/INC ACC/INC		ON AIR Airport D KEMMER Runway Runway Runway	ata ER Ident - Lth/Wid - Surface -	•	70
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND		Review -YES Tot -O Mak	Certificat Fligh tal - ke/Model- strument-	t Time (H 65 65	ours) Last 24 Last 30		1

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Instrument Rating(s) - NONE

----Narrative----

ON APRIL 2, 1985, AN INEXPERIENCED PVT PLT ATTEMPTED TO LAND ON A RUNWAY WITH A 24KT CROSSWIND AT KEMMERER, WY. THE FAVORABLE RUNWAY WAS CLOSED DUE TO SNOW ACCUMULATIONS. ON THE THIRD ATTEMPT THE ACFT LANDED HARD AND BOUNCED INTO THE AIR. THE PLT ATTEMPTED TO GO AROUND BUT THE ACFT STALLED, VEERED OFF THE RUNWAY AND COLLIDED WITH A SNOW BANK. THE ACFT RECEIVED SUBSTANTIAL DAMAGE AND THE PLT RECVD MINOR INJURIES.

File No 1	67 4/02/85	KEMMERER,WY	A/C Reg.	No. N1085H	Time (Lc1) - 1450 MST	
Occurrence #1 Phase of Operation						
3. WEATHER CONDITI 4. AIRSPEED(VMCG	DN - SNOWBANK FOR WIND CONDITION ON - HIGH WIND ) - NOT ATTAINED -	S - ATTEMPTED - PILO PILOT IN COMMAND NED - PILOT IN COMMA				
Occurrence #2 Phase of Operation						
	E OF PROCEDURE, LAC	AREA CONDITION - UN K OF TOTAL EXPERIENC		AND		
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

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NTSB-AAB-86-15

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