Doc **NTSB** AAB 86 17 Issue 3







NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS



BRIEF FORMAT U.S. CIVIL AND FOREIGN AVAIATION **ISSUE NUMBER 3 OF 1985 ACCIDENTS**



NTSB/AAB-86/17

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UNITED STATES GOVERNMENT

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15. Supplementary Notes

16.Abstract

This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1985. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.

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FOREWORD

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

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

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

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

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

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

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

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.

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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.

<u>Serious</u> <u>Injury</u>

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 3

CALENDAR YEAR 1985

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File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury Index	Page
401	8280H	060785	RIVERTON, WY	CALLAIR	A-9	MINOR	3 98
402	3569G	060285	MICHIGAN, ND	INTERMOUNTAI	CALLAIR A-	MINOR	270
403	2669K	060885	ALBUQUERQUE, NM	LUSCOMBE	8E	NONE	286
404	7259P	061385	CLEARFIELD, UT	PIPER	PA-24-250	NONE	382
405	49926	051985	GRAND JUNCTION, CO	BOEING	A75N1	NONE	134
406	3561G	052785	BLUFF, UT	PIPER	PA-28-181	NONE	380
407	2282R	061385	MOAB, UT	CESSNA	T210J	SERIOUS	384
408	2491A	060285	CUT BANK, MT	PIPER	PA-18-135	NONE	258
409	5099C	060785	CHINOOK, MT	BEECH	B35	NONE	260
410	47822	061485	SUNSPOT, NM	CESSNA	152	SERIOUS	290
411	6674K	070185	PLATTE, SD	GRUMMAN	G-164	NONE	342
412	231 2 U	061785	CLOVIS, NM	AIRTRACTOR	AT-301	NONE	292
413	31223	021985	HOUMA, LA	SIKORSKY	S-76A	MINOR	228
414	60885	021985	HOLMWOOD, LA	BOEING	A75N1	MINOR	230
415	2916R	021785	AUSTIN, TX	CESSNA	310G	NONE	366
416	47665	022385	BOERNE, TX	TAYLORCRAFT	BC12-65	NONE	368
417	61243	022585	BROKEN BOW, OK	CESSNA	150J	NONE	320
418	40HB	022485	ADA, OK	THORPE	T-18	SERIOUS	318
419	4679B	030585	LOCKHART, TX	CESSNA	180	NONE	370
420	5526H	030685	KOSSE, TX	CESSNA	152	NONE	372
421	23L	032585	EAGLE LAKE, TX	PIPER	PA-31	NONE	376
422	53064	013185	BELLE CHASE, LA	CESSNA	A 185F	NONE	224
423	2222G	020385	COVINGTON, LA	CESSNA	182A	NONE	226
424	8418V	020185	STOCKDALE, TX	ROCKWELL INT	S-2R (THRU	NONE	358
425	579 6 A	020485	SABINE PASS, TX	AEROSPATIALE	AS 355F-1	NONE	362

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426	68422	020285	CORSICANA, TX	CESSNA	152	NONE	360
427	38185	020985	HOBART, OK	CESSNA	172E	MINOR	316
428	79043	020885	MCCQY, TX	CESSNA	172K	SERIOUS	364
429	4884Q	040385	PRENTISS, MS	CESSNA	A188B	NONE	254
430	3421E	031585	CRYSTAL LAKE, IL	CESSNA	172N	NONE	202
431	9584B	031785	PORTLAND, IN	CESSNA	172RG	NONE	204
432	5471A	040885	SHELBYVILLE, IN	CESSNA	310B	NONE	206
433	66479	041885	HUTCHINSON, MN	CESSNA	150M	NONE	244
434	6787R	060185	MARION, IN	CESSNA	T210	NONE	210
435	18AW	021285	CARTERSVILLE, GA	BEECH	H18	FATAL	170
436	67509	062385	ST. CHARLES, MO	CESSNA	152	NONE	250
437	3744W	033085	BLAIRSVILLE, GA	PIPER	PA-32-260	NONE	174
438	916G	050785	WILLIAMSON, GA	BURKART GROB	G103	NONE	178
439	2013K	030385	KNOXVILLE, TN	BEECH	C23	MINOR	344
440	5460E	070685	ANCHORAGE, AK	HELIO	250	NONE	44
44,1	2399M	012585	WASILLA, AK	PIPER	PA-12	FATAL	4
442	4242Z	012585	MINTO, AK	PIPER	PA-18	NONE	2
443	4080W	051485	NAKNEK, AK	PIPER	PA-32-300	NONE	22
444	3684Z	062085	KING SALMON, AK	PIPER	PA-18	NONE	30
445	6209A	062385	SHELDON, IA	PIPER	PA-38-112	NONE	192
446	29WL	052985	JONESBORO, AR	BELL	OH-13E	SERIOUS	66
.447	ЗЕМ	052185	CALAMUS, IA	BEECH	35-B33	MINOR	190
448	92253	061985	YORK, NE	PIPER	J3C-65	MINOR	274
449	99838	062085	BERING RIVER, AK	DEHAVILLAND	DHC-2	NONE	32
450	10395	062185	UNGALIKTHLUK RV, AK	DEHAVILLAND	DHC-2	NONE	34

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451	1827A	042485	BELUGA, AK	PIPER	PA-18	NONE	14
452	5206E	042285	WILLOW, AK	CESSNA	180	NONE	12
453	3621X	062785	MARYVILLE, MO	AERO COMMAND	100-180	NONE	25 2
454	8367J	040785	ACME, PA	CESSNA	150G	FATAL	336
455	2180Q	021385	UKIAH, CA	CESSNA	177RG	NONE	88
456	4186W	021685	HAYWARD, CA	PIPER	PA-32-300	NONE	90
457	7084F	021985	TRANQUILITY, CA	CESSNA	150F	NONE	94
458	21780	022685	APPLE VALLEY, CA	PIPER	PA-32RT-30	MINOR	96
459	9135	030285	YUMA, AZ	SEVDY PITTS	104	NONE	70
460	9705E	040785	YAMHILL, OR	BELLANCA	17-31A	FATAL	322
461	4379Z	040785	SUNNYSIDE, WA	PIPER	PA-18-150	FATAL	390
462	6923X	040285	SMITH, NV	CESSNA	172B	FATAL	294
464	2860G	042785	EL TORO MCAS, CA	NORTH AMERIC	SNJ-6	FATAL	122
465	24BC	012185	PINE VALLEY, CA	CESSNA	A 185F	FATAL	82
466	500RG	050585	CONCORD, CA	GLOBE	GC-1B	NONE	124
467	24970	050585	WICKENBURG, AZ	CESSNA	152	NONE	74
468	97935	060285	HESPERIA, CA	STINSON	108-1	NONE	128
469	802Y	032885	DEATH VALLEY, CA	PIPER	PA-30	NONE	110
470	1434W	033185	SAN DIEGO, CA	BELL	206A	SERIOUS	112
471	58740	031085	TITUSVILLE, FL	NORTH AMERIC	SNJ-6	NONE	146
471	9801C	031085	TITUSVILLE, FL	NORTH AMERIC	SNJ-5	NONE	148
472	94740	042185	ST. PAUL, MN	ERCOUPE	415-CD	NONE	246
473	5625J	042785	ATHENS, MI	MITCHELL	MONNETT MO	NONE	236
474	46683	043085	MINNEAPOLIS, MN	CESSNA	180J	NONE	248
475	5285	042685	KENDRICK, ID	GRUMMAN	G-164A	NONE	196

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476	4892E	041285	PAULINA, OR	CESSNA	185	NONE	324
477	2614K	032485	PANAMINT VALLEY, CA	GENERAL BALL	AX-6	SERIOUS	108
478	2897X	042985	FUNTER PASS, AK	PIPER	PA-32-300	NONE	20
479	5543	050285	BANDON, OR	PIPER	PA-24-250	SERIOUS	328
480	8490D	060885	PORT ORCHARD, WA	ROBINSON	R22	NONE	392
481	злк	060285	YAKUTAT, AK	BELLANCA	7GCB	MINOR	26
482	2024G	051085	REXBURG, ID	CESSNA	182	NONE	198
483	13403	051785	COUER D'ALENE, ID	CESSNA	172M	NONE	200
484	2899Z	051785	RIO VISTA, CA	BELLANCA	7ECA	NONE	126
485	2518D	050185	BOULDER CITY, NV	CESSNA	170B	NONE	296
486	94747	042185	JOHN DAY, OR	HELIO	H-295	NONE	326
487	27036	040385	EXCURSION INLET, AK	PIPER	PA-18	NONE	. 8
488	28 5 9C	031285	CIRCLE, AK	CESSNA	170B	NONE	6
489	997OM	041585	PORT GRAHAM, AK	CESSNA	207	NONE	10
490	4649U	072785	KUSTATAN RIVER, AK	CESSNA	206	NONE	46
491	1071U	040485	CONCORD, NC	PIPER	PA-34-200	NONE	264
492	3459Z	062785	DILLINGHAM, AK	PIPER	PA-20	NONE	38
493	4292H	070685	ANCHORAGE, AK	PIPER	PA-14	NONE	42
494	168Z	063085	KING SALMON, AK	DOUGLAS	DC-3	NONE	40
495	6175M	052785	CHUGIAK, AK	STINSON	108-3	NONE	24
496	6294K	030985	LAKE PLACID, FL	REPUBLIC	RC-3	NONE	144
497	49MA	032085	ST. THOMAS, VI	BEECH	E 18S	NONE	388
498	69109	031985	VERO BEACH, FL	CESSNA	152	NONE	154
499	4EY	032285	LEESBURG, FL	CESSNA	P337H	SERIOUS	156
500	87920	042385	RICHFIELD, OH	PIPER	J-3	MINOR	308

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501	100DT	030485	JACKSONVILE, FL	PIPER	PA-23-250	FATAL	140
502	7846X	042485	BROOKSVILLE, FL	CESSNA	172B	SERIOUS	168
503	44480	031085	PAHOKEE, FL	PIPER	PA-28-140	NONE	150
. 504	48244	030485	DAYTONA BEACH, FL	CESSNA	152	NONE	142
505	85652	042185	GERMANTOWN, KY	BELLANCA	7AC	NONE	216
507	73 2 19	052185	MANTUA, OH	BELL	47G-2A	NONE	312
508	6544H	060985	GAYLORD, MI	PIPER	J-3	NONE	240
509	5995D	040385	RUSH CITY, MN	PIPER	PA-22-150	NONE	242
510	15JT	041285	EAST LIVERPOOL, OH	CESSNA	150L	NONE	304
511	5116P	070485	LA PORTE CITY, IA	CESSNA	152	NONE	194
512	2558Z	030985	COLTS NECK, NJ	BELLANCA	8GCBC	NONE	280
513	3912V	022085	JEANNETTE, PA	CESSNA	150	NONE	330
514	81385	030985	ANDOVER, NJ	FAIRCHILD	24W-46	NONE	282
515	4416X	030285	TAUNTON, MA	PIPER	PA-28R-200	MINOR	232
516	7 4 08S	030585	UTICA, NY	SMITH	AEROSTAR 6	NONE	300
517	66MG	040685	QUARTZSITE, AZ	CESSNA	210A	NONE	72
518	12124	042285	MACEDONIA, OH	CESSNA	172M	NONE	306
519	25227	042985	BROADHEAD, WI	CESSNA	152	NONE	394
520	29CP	050785	TERRE HAUTE, IN	BEECH	58	NONE	208
521	8773L	032485	EVERGLADES, FL	PIPER	PA-25-235	NONE	158
522	545SF	031685	GAINESVILLE, FL	ARONSON	FALCO F8L	FATAL	152
523	6220C	030485	SANTA BARBARA, CA	CESSNA	T210N	NONE	100
524	111SK	030685	KINGSTOWN, RI	AERO COMMAND	680V	NONE	338
525	30155	031085	WHEATFIELD, NY	CESSNA	177	SERIOUS	302
526	8318L	022185	BEAVER FALLS, PA	PIPER	PA-28-161	MINOR	332

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529	6097M	050785	OZARK, AL	CESSNA	152	NONE	56
530	6015H	042885	TULLAHOMA, TN	PIPER	J3C-65	SERIOUS	346
531	5275U	022285	MORRISVILLE, NC	MCCLELLAN J.	DRAGONFLY	FATAL	262
532	7718X	012585	COUSHATTA, LA	CESSNA	172B	MINOR	222
533	82048	012385	LEAGUE CITY, TX	PIPER	PA-28-181	NONE	356
534	600P	012485	DALLAS, TX	SWEARINGEN	SA26-T	NONE	354
535	96DD	011985	ADDISON, TX	PIPER	PA-23-250	NONE	352
536	6735T					NONE	
537	73849	011485	AMARILLO, TX	BEECH	V35B 172N	MINOR	350 348
		010985	HOUSTON, TX	CESSNA			
538	55PT	010585	OKLAHOMA CITY, OK	GATES LEAR J	25B	NONE	314
539	4353E	062485	TALKEETNA, AK	AERONCA CHAM	7DC	NONE	36
540	42454	051185	CONNEAUT, OH	PIPER -	J3C-65	MINOR	310
541	2099P	050985	TROY, MI	PIPER	PA-44-180	NONE	238
542	6429Y	030185	BRUNSWICK, GA	PIPER	PA-23-250	NONE	172
543	709G	030185	KEY WEST, FL	ROCKWELL	680E	FATAL	138
544	4905Q	062785	MARKS, MS	CESSNA	A 188B	SERIOUS	256
545	4796Y	050785	ASHBURN, GA	PIPER	PA-25-260C	NONE	176
546	477M	051185	GREENVILLE, AL	GREAT LAKES	2T-1A-2	NONE	60
547	3682V	051185	ANDALUSIA, AL	CESSNA	150M	NONE	58
548	9228L	022785	HORSESHOE BEACH, FL	GRUMMAN AMER	AA-5	FATAL	136
549	91636	020385	MANVILLE, NJ	CESSNA	182N	SERIOUS	276
550	8138K	050685	EARLE, AR	GULFSTREAM-S	G-164B	NONE	64
551	2246Q	010385	SANTA BARBARA, CA	BELL	2061-1	NONE	76

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553	5111V	011085	VAN NUYS, CA	SMITH MINIPL	DSA-1	MINOR	78
554	3279T	011485	FULLERTON, CA	CESSNA	177	MINOR	80
555	30069	020385	BIG BEAR, CA	PIPER	PA-32-300	NONE	86
556	7 5 7BS	022485	HUDSON, NY	CESSNA	152	NONE	298
557	2317N	022185	BEAVER FALLS, PA	PIPER	PA-38-112	NONE	334
558	1966X	022485	MEDFORD, NJ	CESSNA	182	NONE	278
559	2234L	021785	WATERVILLE, ME	BEECH	A23A	NONE	234
560	352B	031085	PHARR, TX	BEECH	E18S	NONE	374
561	140MC	041085	PETALUMA, CA	CESSNA	140	FATAL	114
562	8322T	031385	WOODLAND, CA	PIPER	PA-44-180T	NONE	104
563	1564E	031085	CHARLOTTESVILLE, VA	CESSNA	172N	NONE	386
564	2482K	033185	CASPER, WY	LUSCOMBE	8E	NONE	396
565	52174	042785	NIGHTMUTE, AK	CESSNA	172	MINOR	16
566	9924M	012985	PAANILO, HI	EMAIR	MA - 1	NONE	188
567	7507E	020985	LOUISVILLE, KY	CHAMPION	7FC	NONE	212
568	66952	040385	WEST JORDAN, UT	CESSNA	152	NONE	378
569	3354F	032185	ERIE, CO	CESSNA	182J	FATAL	132
570	58208	032685	TAMPA, FL	HUGHES	269C	NONE	160
571	8300V	032785	TAMPA, FL	PIPER	PA-34-200T	NONE	164
572	4944U	032785	KEY WEST, FL	CESSNA	206	NONE	162
573	7390V	032985	MELBOURNE, FL	BELLANCA	17-30	NONE	166
574	30018	071385	OWENSBORO, KY	PIPER	95-B55	NONE	218
575	2395G	062585	MT. AIRY, NC	PIPER	PA-38-112	NONE	268
576	909GH	071685	STOCKBRIDGE, GA	WAG-AERO	CUBBIE (J-	MINOR	182

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577	2781F	063085	SAVANNAH, GA	ВЕЕСН	5 5	NONE	180
578	67825	071885	MT STERLING, KY	CESSNA	152	MINOR	220
579	5829T	072185	WILLIAMSON, GA	BURKHART GRO	G-109B	NONE	184
580	5221F	053185	COLUMBIA, SC	CESSNA	172	NONE	340
581	42616	032485	FALMOUTH, KY	CESSNA	182L	SERIOUS	214
582	2378M	052785	HICKORY, NC	PIPER	PA-12	NONE	266
583	75LE	061485	KANTISHNA, AK	CESSNA	185	NONE	28
584	7404X	073185	ANCHORAGE, AK	BALLOON WORK	FIREFLY 8	NONE	50
585	4000C	080585	MONTAGUE ISLAND, AK	STINSON	108-3	NONE	54
586	61684	080585	CHICKALOON FLAT, AK	CESSNA	172	NONE	52
587	1104N	073085	KUSTATAN RIVER, AK	PIPER	PA-18	NONE	48
588	8035D	042885	GIRDWOOD, AK	PIPER	22/20	NONE	18
589	65273	012285	CHANDLER, AZ	CESSNA	152	NONE	68
590	2925W	041285	LAKE BERRYESSA, CA	BELL	206B	MINOR	116
591	20HS	041785	HEMET, CA	BURKHART GRO	G103 TWIN	NONE	118
592	831SP	042785	MADERA, CA	JACK BOLDT	BD-5A	MINOR	120
593	121JP	012185	HONOLULU, HI	HUGHES	3 6 9E	NONE	186
594	4931P	012385	EUREKA, CA	CESSNA	152	NONE	84
595	739XZ	021785	HEALDSBURG, CA	CESSNA	172N	MINOR	92
596	8468R	030385	HEALDSBURG, CA	PIPER	PA-28-140	NONE	98
597	12486	030485	ORICK, CA	CESSNA	172	MINOR	102
598	67001	032285	SHAFTER, CA	CESSNA	152	MINOR	106
599	50011	052085	CLOVIS, NM	CESSNA	150H	MINOR	284
600	8651C	060985	LOS ALMOS, NM	PIPER	PA-28R-200	NONE	288

AIRCRAFT ACCIDENT REPORTS BRIEF FORMAT U.S. CIVIL AND FOREIGN AVIATION ISSUE NUMBER 3 OF 1985 ACCIDENTS

 -Basic Information Type Operating Certificate-NONE (GENERATION) 		aft Damage		Inju		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	SUBSI Fire NONE	TANTIAL Cre Pas		Serious O O	Minor O O	None 1 1
-Aircraft Information Make/Model - PIPER PA-18 Landing Gear - SKI Max Gross Wt - 1750 No. of Seats - 2	Number Engines - Engine Type - F	YCOMING 0-320-A2B 1 RECIPROCATING-CARBU 150 HP	Sta1	Installed// 1 Warning !		
-Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- VARIABLE Visibility - 50.0 SM Lowest Sky/Clouds - 5000 FT Lowest Ceiling - 5000 FT BROWN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT -	Itinerary Last Departure Poir SAME AS ACC/INC Destination FAIRBANKS,AK ATC/Airspace Type of Flight Plar (EN Type of Clearance Type Apch/Lndg	n - NONE	OFF AI Airport D Runway Runway Runway	Ident Lth/Wid Surface	- N/A - N/A	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 37 Biennial Flight Review Current - NO Months Since - 97 Aircraft Type - PA-18	Total - Make/Model-	ght Time (H 2200 1500	ours) Last 2	4 Hrs - O Days- UN O Days-	5 K/NR 60
Instrument Rating(s) - NONE						
Narrative E PLT HAD LANDED THE SKI EQUIPPED ACFT ON BSEQUENT TAKEOFF, HE ELECTED TO CONTINUE S WDITION. DURING THE TAKEOFF, THE PLT ELECT RFACE. HOWEVER, THE SKIS BROKE THRU THE CR	TRAIGHT AHEAD RATHER THAN E ED TO LIFT-OFF PREMATURELY	BACK TAXI TO WHERE TO MINIMIZE BOUNCI	HE HAD A KN	OWN SURFACE	Ε	

File No. - 442 1/25/85 MINTO, AK A/C Reg. No. N4242Z Time (Lc1) - 1630 AST

Occurrence

NOSE OVER

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

- 1. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 2. TERRAIN CONDITION ROUGH/UNEVEN
- 3. TERRAIN CONDITION SNOW COVERED

----Probable Cause----

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

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

File No 441	1/25/85	WASILLA,AK	A/C Re	g. No. N2399M	T	ime (Lc1)	- 1320 AST	
-Basic Information Type Operating Certifica	ate-NONE ((GENERAL AVIA	TION) Aircraft	Damage		Inju	ries	
, , ,			DESTROY		Fatal	Serious	Minor	None
Type of Operation	-PERSON	NAL	Fire	Cre	ew 1	0	0	0
Flight Conducted Under			NONE	Pas	ss O	0	0	0
Accident Occurred During	-DESCE	NT 						
-Aircraft Information								
Make/Model - PIPER PA			Eng Make/Model - LYC	OMING 0-320-B2A		Installed/		
Landing Gear - TAILWHEE	EL-ALL FIX	KED	Number Engines - 1			tall Warniı	ng Syst em	- NO
Max Gross Wt - 1750				IPROCATING-CARBL	JRETOR			
No. of Seats - 3			Rated Power -	160 HP				
-Environment/Operations In	formation							
Weather Data			tinerary		•	Proximity		
Wx Briefing - FSS			Last Departure Point		OFF AI	RPORT/STRI	P	
Method - TELEPH	HONE	•	ANCHORAGE, AK					
Completeness - FULL		I	Destination		Airport D	ata		
Basic Weather - VMC			WASILLA,AK		_			
Wind Dir/Speed- CALM		_	/				- N/A	
Visibility - 35.0			TC/Airspace			Lth/Wid		
Lowest Sky/Clouds -		FT SCATTERED	Type of Flight Plan -			Surface		
Lowest Ceiling	- NONE		Type of Clearance -		Runway	Status	- N/A	
Obstructions to Vision			Type Apch/Lndg -	NONE				
	- NONE							
Condition of Light	- DAYLIG	11 						
-Personnel Information						MEDICAL N	4 TVEDC / 1 TM	
Pilot-In-Command	- >	Age -		Medical Certific			AIVERS/LIM	11 1
Certificate(s)/Rating(s	5)		ial Flight Review	Total -	ight Time (H		4 Hrs -	4
PRIVATE		_	urrent - YES onths Since - 19	Make/Model-	014	Last 2	4 mrs - 14	IK /NID
SE LAND, SE SEA			ircraft Type - PA-12					
		A	inchart Type - PA-12	Instrument- Multi-Eng -	HNK/ND	Potorc	raft - UN	IK/NR
· · · · · · · · · · · · · · · · · · ·				Marti Liig	·	NO COT C	i ai c	,
Instrument Rating(s) - NONE							
Narrative 'NESSES OBSERVED THE PLT "BUSS, IT ENTERED A STEEP BANK LEAST 73 LBS OVER ITS MAX V IN & CARGO WAS FOUND IN A PO IZOYLECGONINE & CANNABINOID	, STALLED WEIGHT LI OSITION T	& PITCHED DO MIT. THE CG W HAT WOULD HAV	WN INTO A WOODED AREA. AS NOT VERIFIED, BUT T E MOVED THE CG AFT. A	THERE WAS EVIDE HE ELEVATOR TRIM TOXICOLOGY CHECK	ENCE THAT TH M WAS FOUND	IE ACFT WAS FULL NOSE		

File No. - 441 1/25/85 WASILLA, AK A/C Reg. No. N2399M Time (Lc1) - 1320 AST

Occurrence #1

LOSS OF CONTROL - IN FLIGHT

Phase of Operation MANEUVERING

Finding(s)

- 1. JUDGEMENT POOR PILOT IN COMMAND
- 2. AIRCRAFT WEIGHT AND BALANCE EXCEEDED PILOT IN COMMAND
- 3. BUZZING PERFORMED PILOT IN COMMAND
- 4. AEROBATICS PERFORMED PILOT IN COMMAND .
- 5. AIRSPEED NOT MAINTAINED PILOT IN COMMAND
- 6. 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) 1.5.6

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

Basic Information Type Operating Certificate-NONE (GENERA		ft Damage		Injur		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	SUBSTA Fire NONE	ANTIAL Cre Pa:		Serious O O	Minor O O	None 1 3
-Aircraft Information Make/Model - CESSNA 170B Landing Gear - SKI/WHEEL Max Gross Wt - 2200 No. of Seats - 4			S	Installed/A		
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A 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)	SAME AS ACC/INC Destination CIRCLE HOT SPRG,AI ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	NONE	ON AIR Airport D CIRCLE Runway Runway Runway Runway	ata CITY Ident - Lth/Wid - Surface - Status -		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND, SE SEA Instrument Rating(s) - NONENarrative E PLT TOOK OFF AT NIGHT FROM A SNOW COVERED LOST VISUAL REFERENCES DUE TO THE DARKNESS EP SNOW & WAS SUBSTANTIALLY DAMAGED BEFORE (OND THE END OF THE RWY.	Age - 41 Biennial Flight Review Current - YES Months Since - 8 Aircraft Type - C-180 RWY WITH NO RWY LIGHTS. H . SHORTLY AFTER THAT, THE	Medical Certific F1 Total - Make/Model- Instrument- Multi-Eng - E REPORTED THAT A	cate - VALID ight Time (H 640 30 34 51 FTER THE ACF	MEDICAL-NO ours) Last 24 Last 30 Last 90 T LIFTED OF LOW BRUSH &	Hrs - Days- UNI Days-	6

File No. - 488

3/12/85 CIRCLE.AK

A/C Reg. No. N2859C

Time (Lc1) - 2245 AST

Occurrence #1

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF

Finding(s)

- 1. LIGHT CONDITION DARK NIGHT
- 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION SNOW COVERED
- 3. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS UNAVAILABLE
- 4. IMPROPER DECISION, VISUAL/AURAL PERCEPTION PILOT IN COMMAND
- 5. PROPER CLIMB RATE NOT MAINTAINED PILOT IN COMMAND
- 6. DESCENT INADVERTENT -
- 7. TERRAIN CONDITION HIGH VEGETATION
- 8. TERRAIN CONDITION SNOW COVERED

----Probable Cause----

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

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

File No 487 4/03/85 EXCUR	SION INLET,AK A/C Re	g. No. N27036	T	ime (Lc1) -	1730 P	DT
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L AVIATION) Aircraft SUBSTAN Fire NONE		Fatal O O	Injur Serious O O		None 1 1
Aircraft Information Make/Model - PIPER PA-18 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1750 No. of Seats - 2		DMING 0-290-D2 IPROCATING-CARBURI 100 HP	S	Installed/Æ		
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 - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	JUNEAU,AK Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - Type of Clearance -		ON AIR Airport D HOMESH Runway Runway Runway	ata IORE LOGGIN	- 36 - 2000/ - GRAVEL	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 24 Biennial Flight Review Current - YES Months Since - 5 Aircraft Type - UNK/NR	Total -	nt Time (H 105		Hrs - Days-	0
Instrument Rating(s) - NONE						
Narrative THE PLT ELECTED TO LAND ON AN AIRSTRIP IN A N GUSTY WIND CONDITIONS, HE LOST DIRECTIONAL CO ONTO ROUGH TERRAIN WHERE THE LEFT MAIN GEAR O WAS PRIMARILY FROM THE WEST AT 10 GUSTING 15	NTROL OF THE ACFT. THE ACFT OLLAPSED & THE LEFT WING WAS	THEN VEERED OFF TI DAMAGED. THE PLT	HE RIGHT S REPORTED	IDE OF THE WI	RWY	

Time (Lc1) - 1730 PDT File No. - 487 4/03/85 EXCURSION INLET, AK A/C Reg. No. N27036 Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. WEATHER CONDITION - CROSSWIND 3. WEATHER CONDITION - GUSTS 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 6. GROUND LOOP/SWERVE - UNCONTROLLED -Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 7. 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) 4,5 Factor(s) relating to this accident is/are finding(s) 1,2,3

File No 489 4/15/85 PORT (A/C Reg. No. N	Time (Lc1) - 0835 AST					
Basic Information Type Operating Certificate-COMMUTER Name of Carrier -COOK INLET AV Type of Operation -SCHEDULED, DON Flight Conducted Under -14 CFR 135 Accident Occurred During -TAKEOFF	/IATION, INC. MESTIC,PASSENGER F	ircraft Damage SUBSTANTIAL ire NONE	Crew Pass	Fatal O O	Injur Serious O O		None 1
Aircraft Information Make/Model - CESSNA 207 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3800 No. of Seats - 7	Number Engine	1 - CONTINENTAI s - 1 - RECIP-FUEL - 300 HP			Installed/ <i>I</i> tall Warnir		
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 120/005 KTS Visibility - 5.0 SM Lowest Sky/Clouds - 1200 FT SCAT Lowest Ceiling - 1500 FT OVERO Obstructions to Vision- NONE Precipitation - SNOW Condition of Light - DAYLIGHT	SAME AS ACC/ Destination HOMER,AK ATC/Airspace FERED Type of Flight	INC Plan - NONE nce - NONE		ON AIRS Airport Da PORT GS Runway Runway Runway	ata RAHAM	GRAVEL	75 V ET
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND, SE SEA HELICOPTER Instrument Rating(s) - AIRPLANE	Age - 49 Biennial Flight Revi Current - Months Since - Aircraft Type -	ew YES Tota O Make UNK/NR Ins	Certificat Fligh al - 1 e/Model- trument- ti-Eng -	nt Time (Ho 4900 1200 1230	ours) Last 24 Last 30 Last 90		1 NK/NR
Narrative HE PLT LOST DIRECTIONAL CONTROL WHILE TAKING CFT THEN SWERVED SIDEWAYS, COLLIDED WITH A SI EGULARILY ATTENDED OR MAINTAINED. ON THE MORI DVERING THE SLUSH ICE & WATER PUDDLES. ALSO,	NOW BANK & WAS DAMAGE NING OF THE MISHAP, S	D. THE ARPT WAS	S LOCATED O	N PUBLIC I	OOMAIN & WA	AS NOT	

File No. - 489 4/15/85 PORT GRAHAM, AK A/C Reg. No. N9970M Time (Lc1) - 0835 AST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED 3. AIRPORT FACILITIES.RUNWAY/LANDING AREA CONDITION - SLUSH COVERED 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY 5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 7. GROUND LOOP/SWERVE - UNCONTROLLED -Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 8. TERRAIN CONDITION - SNOWBANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6

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

File No 452 4/22/85 WILL	OW, AK A/C F	eg. No. N5206E	7 	ime (Lc1)	- 1500 AS	ST
Basic Information Type Operating Certificate-NONE (GENER		t Damage			uries	
	SUBSTA		Fatal	Serious		
Type of Operation -PERSONAL	Fire	Crew		O	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -APPROACH						
Aircraft Information						
Make/Model - CESSNA 180	Eng Make/Model - CC			Installed		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			Stall Warn	ing System	n - YES
Max Gross Wt - 2800	Engine Type - RE		ETOR			
No. of Seats - 4	Rated Power -	230 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	•		ON AIR	RPORT		
Method - N/A	ANCHORAGE, AK					
Completeness - N/A	Destination		Airport [
Basic Weather - VMC	LOCAL		WILLO			
Wind Dir/Speed- 010/005 KTS				/ Ident	- 31	
Visibility - 60.0 SM	ATC/Airspace			/ Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			/ Surface		
Lowest Ceiling - NONE	Type of Clearance		Runway	/ Status		
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN			SNOW -	WET
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information				=====		
Pilot-In-Command	Age - 40	Medical Certifica			WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	Flig	ht Time (F		0.4 11	
PRIVATE	Current - YES	Total -			24 Hrs -	1
SE LAND	Months Since - 18	Make/Mode!-		Last		2
	Aircraft Type - C-180	Instrument-	10	Last	90 Days-	3
Instrument Rating(s) - NONE						
Narrative						
PLT STATED THAT THE ACFT ENCOUNTERED A D						•
ACFT TOUCHED DOWN IN WET SNOW ABOUT 30 Y	ARDS SHORT OF THE RWY & NOSE	D OVER. THE PLT ES	TIMATED T	HE WIND WA	S FROM	
DEG AT 5 KTS.						

File No 4	52 4/22/85	WILLOW, AK	A/C Reg. No. N	!5206E	Time (Lc1) - 1500 AST
Occurrence #1 Phase of Operation 1. WEATHER CONDITI 2. COMPENSATION 3. DISTANCE - MISS	APPROACH - VFR F ON - DOWNDRAFT FOR WIND CONDITION UDGED - PILOT IN C	NS - IMPROPER - PILO COMMAND	T IN COMMAND		
Occurrence #2 Phase of Operation Finding(s) 5. TERRAIN CONDITE	APPROACH - VFR F		ROACH		
Occurrence #3 Phase of Operation	OTHER				
Probable Cause		***************************************			
The National Transpois/are finding(s) 2,		ard determines that	the Probable Cause(s) of	this accident	
Factor(s) relating t	o this accident is	s/are finding(s) 1,5	i		

File No 451 4/24/85 BEL	UGA,AK A/C F	eg. No. N1827A	Т	ime (Lc1) -	1200 AST	
Basic Information Type Operating Certificate-NONE (GENE		t Damage		Injur		
	SUBST		Fatal		Minor	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	1
Aircraft Information						
Make/Model - PIPER PA-18	Eng Make/Mode1 - Li	COMING IO-320		Installed/Ad		
Landing Gear - SKI	Number Engines - '			itall Warning	g System	- YES
Max Gross Wt - 1500	Engine Type - RE	CIPROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power -	150 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFI	NG Last Départure Point		OFF AI	RPORT/STRIP		
Method - N/A	BIG LAKE, AK					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- CALM					N/A	
Visibility - 100.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runway	Surface -	N/A	
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 24	Medical Certifica				
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (F	lours)		
NONE	Current - N/A	Total -		Last 24		4
	Months Since - N/A	Make/Model-	150	Last 30	Days-	6
	Aircraft Type - N/A	Instrument-	0	Last 90	Days-	10
Instrument Rating(s) - NONE						
E PLT STATED THAT THE RIGHT SKI HIT SOMET	HING DUDING THE TAKEDEE DUN S	. RENT THE DIGHT MA	TN GEAD/SL	T DOWN & AF	т	
E ELECTED TO LAND ON SNOW COVERED TERRAIN						
INDING. THE ACET WENT OVER ON ITS NOSE. TH						
RTIFICATE. HE STATED THAT HE HAD FLOWN AB						
NER/OPERATOR WAS A PASSENGER IN THE ACFT.		AR I ERIOD, ALL IN	14.52/A. II	ie wegistekei		
THE WOLL THE						

File No. - 451 4/24/85 BELUGA, AK A/C Reg. No. N1827A Time (Lc1) - 1200 AST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT.QUALIFICATION - PILOT IN COMMAND 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRAINING - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 4. 5. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT 6. TERRAIN CONDITION - SNOW COVERED 7. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S) 8. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND Occurrence #2 NOSE DOWN Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8

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

Basic Information Type Operating Certificate-ON-DEMAND AIR	TAYT	rcraft Damage			Iniu	nios		
						Injuries ous Minor N		
Name of Carrier -VILLAGE AVIATION -NON SCHED, DOM	MESTIC CARGO F	ire	Crew	Fatal O			0	
Flight Conducted Under -14 CFR 135		NONE	Pass		Ö	ò	Õ	
Accident Occurred During -TAKEOFF				-				
-Aircraft Information								
Make/Model - CESSNA 172	Eng Make/Model	- LYCOMING O-	320	ELT :	[nstalled/			
Landing Gear - TRICYCLE-FIXED	Number Engines	s - 1		S·	tall Warni	ng Syste	m - YES	
Max Gross Wt - 2300		- RECIPROCATI	NG-CARBURI	ETOR				
No. of Seats - 4	Rated Power	- 180 HP						
Environment/Operations Information								
Weather Data	Itinerary				Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure			ON AIR	SIRIP			
Method - N/A Completeness - N/A	SAME AS ACC/1 Destination	INC		Airport Da				
Basic Weather - VMC	BETHEL, AK			NIGHTM				
Wind Dir/Speed- 290/025 KTS	BETTILE, AK				Ident	- 20		
Visibility - 30.0 SM	ATC/Airspace				Lth/Wid		40	
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - VFR			Surface			
Lowest Ceiling - NONE	Type of Clearar				Status			
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE		,				
Precipitation - NONE								
Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command	Age - 31			te - VALID		O WAIVER	S/LIMIT	
<pre>Certificate(s)/Rating(s) COMMERCIAL.ATP</pre>	Biennial Flight Revie Current - N	9W (55		nt Time (Ho		4 Una	4	
SE LAND.ME LAND		res lota	/Model-	4470	Last 2	O Dave-		
SE LAND, ME LAND	Months Since - : Aircraft Type - (12 Make	rument-	330 161	Last 3	O Days-	250	
	Arricrart Type	Mult	i-Eng -	720	2451 5	o bays	230	
Instrument Rating(s) - AIRPLANE								
-Narrative								
PLT STATED THAT SHORTLY AFTER TAKEOFF, HE	LOCT CONTROL OF THE	ACET CURCEOUEN	T. V TUE	ACET CDACH	TO O WAC			

File No. - 565 4/27/85 NIGHTMUTE,AK A/C Reg. No. N52174 Time (Lc1) - 1340 AST

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. AIRCRAFT HANDLING - 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) 3,4

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

File No 588	4/28/85 GIRD	WOOD, AK	A/C Reg	. No. N8035D	Т	ime (Lc1)	- 0920 ADT	
Basic Information Type Operating Certifi	cate-NONE (GENER	AL AVIATION)	Aircraft SUBSTANT		Fatal	Inju Serious	ries Minor	None
Type of Operation Flight Conducted Under Accident Occurred Duri			Fire NONE	Crew Pass	0	. 0	0	1 2
Aircraft Information Make/Model - PIPER Landing Gear - SKI/WH Max Gross Wt - 2000 .No. of Seats - 4	EEL		ingines - 1 Type - RECII	MING 0-320-A2B PROCATING-CARBUR 50 HP	S RETOR	Installed/ tall Warni	ng System	- NO
Environment/Operations I Weather Data Wx Briefing - FSS Method - TELE Completeness - PART Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 60 Lowest Sky/Clouds -	PHONE IAL,LMTD BY PILO .O SM ·	GIRDWOO T Destination SAME AS ATC/Airspace	on S ACC/INC	NONE	Airport OFF AI Airport D Runway Runway	Proximity RPORT/STRI ata	P - N/A - N/A	
Lowest Ceiling Obstructions to Visi	- NONE on- UNK/NR - NONE		Clearance - 1			-	- N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating		Age - 35 Biennial Flight		edical Certifica Filo	ite - VALID iht Time (H		AIVERS/LIM	ΙΤ
PRIVATE SE LAND		· Current Months Sind	- YES ce - 21 pe - PA-22	Total -	429 334	Last 2 Last 3	4 Hrs - O Days- UN O Days-	1 K/NR 5
Instrument Rating(s) - NONE							
Narrative HE ACFT WAS ON A FLT TO TRA HEY COULD BE PICKED UP. THE DOD, EXCEPT A WHITEOUT PHEN N UNSEEN SNOW DRIFT WHICH B ROPENSITY TO INDUCE WHITEOU LACIER & SUMMONED HELP. HOW ELICOPTER CRASHED DOWNHILL HE OCCUPANTS OF BOTH DOWNED	PLT LANDED THE OMENA WAS PREVAL ENT THE RIGHT MA T ILLUSIONS. NO EVER, THE WIND B FROM N8O35D WHIL	WHEEL/SKI EQUIPPE ENT IN THE SELECT IN GEAR. THE WHIT ELT WAS INSTALLED EGAN BLOWING & DE	ED ACFT ON UPS FED LANDING AR FEOUT GLARCIER O IN THE ACFT, ELAYED A RESCU	LOPING TERRAIN. EA. DURING TOUCH WAS SO NAMED BE SO THE 2 PASSEN E. TWO DAYS LATE	THE VISIBI HDOWN, THE ECAUSE OF I NGERS SKIED ER, AN AIR	LITY WAS ACFT STRUC TS UNIQUE DOWN THE FORCE H-3	K	

File No. - 588 4/28/85 GIRDWOOD,AK A/C Reg. No. N8035D Time (Lc1) - 0920 ADT

Occurrence #1
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 2. TERRAIN CONDITION SNOW COVERED
- 3. TERRAIN CONDITION UPHILL
- 4. LIGHT CONDITION SUNGLARE
- 5. WEATHER CONDITION WHITEOUT
- 6. VISUAL LOOKOUT INADEQUATE -
- 7. IMPROPER DECISION, VISUAL/AURAL DETECTION PILOT IN COMMAND
- 8. TERRAIN CONDITION SNOWBANK

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

Finding(s)

- 9. LANDING GEAR, MAIN GEAR OVERLOAD
- 10. LANDING GEAR, SKI ASSEMBLY OVERLOAD
- 11. MISC EQPT/FURNISHINGS INADEQUATE

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,5.8,11

Basic Information	D TAY!	A I C I . I	3		•		
Type Operating Certificate-ON-DEMAND AI Name of Carrier -L.A.B. FLYIN		Aircraft I SUBSTANT		Fatal	Inju Serious		None
Type of Operation -NON SCHED, DO	MESTIC PASSENGER	Fire		ew 0	0	0	1
Flight Conducted Under -14 CFR 135 Accident Occurred During -LANDING	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	NONE		ass O	Ö	ŏ	1
Aircraft Information Make/Mode1 - PIPER PA-32-300	Eng Make/M	ndel - LVCO	MING IO-540-K1	IGED ELT	Installed/	Activated	- VES/VE
Landing Gear - TRICYCLE-FIXED	Number Eng		WING 10-540-K		Stall Warni		
Max Gross Wt - 3400			P-FUEL INJECTE		,	.g 5,5 co	, 20
No. of Seats - 6	Rated Power		00 HP	-			
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - COMMERCIAL WX SERVICE				OFF A	RPORT/STRI	Р	
Method - IN PERSON Completeness - FULL	JUNEAU, AK						
Basic Weather - IMC	Destination HOONA,AK			Airport [Jata		
Wind Dir/Speed- 080/008 KTS	HOUNA, AK			Punway	/ Ident	- N/A	
Visibility250 SM	ATC/Airspace				/ Lth/Wid	,	
	Type of Flig	ght Plan - I	NONE		Surface		
Lowest Ceiling - 3000 FT OVER	CAST Type of Clea	arance -	NONE		/ Status	- N/A	
Obstructions to Vision- BLOWING SNOW	Type Apch/L	ndg -	PRECAUTIONARY	LANDING			
Precipitation - SNOW							
Condition of Light - DAYLIGHT				,			
Personnel Information Pilot-In-Command	A 04	м	edical Certifi		NEDICAL N	n watvene/	LIMIT
Certificate(s)/Rating(s)	Age - 31 Biennial Flight Re			light Time (U WAIVERS/	ETMIT I
COMMERCIAL, CFI				- 1499 `	ĺast 2	4 Hrs -	7
SE LAND, ME LAND, SE SEA	Current Months Since	- 1	Make/Model	- 155	Last 3	O Days- UN	K/NR
•	Aircraft Type	- UNK/NR	Instrument	- 94	Last 9		260
			Multi-Eng	- 92			
Instrument Rating(s) - AIRPLANE							
Narrative IOR TO THE FLT, THE PLT HAD OBTAINED A BRIE	FING THRU THE COMP	ANY WEATHED	DEDUBTING SVS	S & VFP WY L	AD REEN FOR	FCAST	
ILE EN ROUTE, HE ENCOUNTERED SNOW SHOWERS 1							
OW SHOWERS WITH THE VISIBILITY DROPPING TO							
RRAIN. DURING TOUCHDOWN, THE LEFT MAIN GEAF							

File No. - 478 4/29/85 FUNTER PASS,AK A/C Reg. No. N2897X Time (Lc1) - 1030 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE
1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. WEATHER CONDITION - SNOW
3. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

- 4. PRECAUTIONARY LANDING PERFORMED PILOT IN COMMAND
- 5. TERRAIN CONDITION NONE SUITABLE
- 6. TERRAIN CONDITION UPHILL
- 7. TERRAIN CONDITION ROUGH/UNEVEN
- 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) 3

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

Basic Information Type Operating Certificate-ON-DEMAND AIR TAXI Name of Carrier -BRISTOL AIR Type of Operation -NON SCHED, DOMESTIC, PASSENGER Flight Conducted Under -14 CFR 135 Accident Occurred During -LANDING	Aircraft Dam SUBSTANTIAL Fire NONE		-	Inju Serious O O	ries Minor O	None
Aircraft Information					ŏ	1 2
The second secon						
Maka/Madal - DIDED DA 30,300						
- ,	Model - LYCOMIN	IG IO-540-K1A5		Installed/		
	ngines - 1		5	itall Warnii	ng Syster	n - YES
Max Gross Wt - 3400 Engine Ty No. of Seats - 6 Rated Pow	•	UEL INJECTED				
Environment/Operations Information Weather Data Itinerary			Airmort	Proximity		
Wx Briefing - FSS Last Depar	ture Point			RPORT/STRI	>	
Method - TELEPHONE NAKNEK, A						
Completeness - FULL Destination			Airport D	ata		
Basic Weather - VMC DILLINGH	IAM, AK					
Wind Dir/Speed- 060/009 KTS					- N/A	
Visibility - 30.0 SM ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - 800 FT SCATTERED Type of F1				Surface		
	earance - NON	IE	Runway	/ Status	- N/A	
Obstructions to Vision- NONE Type Apch/	'Lndg - FOR	CED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command Age - 46	Medi	cal Certifica	te - VALIC	MEDICAL-N	O WAIVERS	S/LIMIT
Certificate(s)/Rating(s) Biennial Flight	Review	Flig	ht Time (F	lours)		
COMMERCIAL Current	- YES	Total -	7915	Last 2	4 Hrs -	4
SE LAND, ME LAND Months Since	e - 2	Make/Model-	7900	Last 3	Days- l	JNK/NR
Aircraft Typ	e - PA-32	Instrument-	140	Last 9	O Days-	150
		Multi-Eng -	15		-	
Instrument Rating(s) - AIRPLANE						
Narrative HILE CRUISING AT ABOUT 2000 FT, THE TOP ENG COWLING CAME OFF, IDE OF THE WINDSHIELD. OIL THEN COVERED THE WINDSHIELD. DUE T N A BEACH. DURING THE LANDING ON SOFT TERRAIN, THE NOSE GEAR DWLING LATCH HAD FAILED. HE STATED THAT IT HAD HEEN REPLACED TATED THAT HE HAD CONDUCTED A THOROUGH PREFLT & ALL FASTENERS F THE FASTENER COULD NOT BE DETERMINED SINCE THE COWLING WAS	O THE LOSS OF C COLLAPSED. THE ABOUT 10 FLT HR WERE SECURED F	DIL, THE PLT S PLT SUSPECTED S PRIOR TO TH	HUT DOWN 1 THAT THE BE ACCIDENT	THE ENG & L RIGHT FRONT T. HE FURTH	ANDED T ER	
Back	- 00					
PAGE	22					

File No 4	43 5/14/85 NAKNEK,AK	A/C Reg. No. N4080W	Time (Lc1) - 1103 ADT
Occurrence #1 Phase of Operation	AIRFRAME/COMPONENT/SYSTEM FAILURE/MA CRUISE - NORMAL	LFUNCTION	
3. LUBRICATING SYS 4. FLUID, OIL - LEA	AIRING - SEPARATION TEM,OIL LINE - OVERLOAD K		
Occurrence #2 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICA OTHER	L	
Finding(s) 5. EMERGENCY PROCE	DURE - PERFORMED -		
	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #4 Phase of Operation	NOSE GEAR COLLAPSED LANDING - ROLL		
Finding(s) 6. TERRAIN CONDITI			
Probable Cause			
The National Transpo	rtation Safety Board determines that t	the Probable Cause(s) of this accide	ent
Factor(s) relating t	to this accident is/are finding(s) 6		•

-Basic Information Type Operating Certificate-NONE (GENERA	I AVIATION) Aircraf	t Damage		Injur	ies	
Type operating delitificate hone (delien	SUBSTAI		Fatal	•	Minor	None
Type of Operation -PERSONAL	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - STINSON 108-3	Eng Make/Mode1 - CO			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2200	Number Engines - 1			itall Warning	g System	- YES
No. of Seats - 4	Engine Type - RE	CIPROCATING-CARBUR 230 HP	ETUR			
-Environment/Operations Information	7.4.4mmmmm.			D==/=-14		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point		ON AIF	Proximity		
· Method - N/A	SKWENTNA, AK		UN AIR	PURI		
Completeness - N/A	Destination		Airport [ata		
Basic Weather - VMC	SAME AS ACC/INC		BIRCH			
Wind Dir/Speed- 205/010 KTS			Runway	Ident -	19	
Visibility - 60.0 SM	ATC/Airspace			Lth/Wid -		100
Lowest Sky/Clouds - CLEAR	Type of Flight Plan				ASPHALT	
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance	- NONE - TRAFFIC PATTERN	Runway	Status -	DRY	
Precipitation - NONE	Type Apch/Lndg	FULL STOP				
Condition of Light - DAYLIGHT		FULL STOP				
-Personnel Information						
Pilot-In-Command	Age - 49	Medical Certifica	te - VALI	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fligi	nt Time (F	lours)		
STUDENT	Current - N/A	Total - Make/Model- Instrument- U	78	Last 24	Hrs -	. 2
	Months Since - N/A	Make/Model-	52	Last 30	Days- UN	K/NR
	Aircraft Type - N/A	Instrument- U	NK/NR	Last 90	Days-	28 v /ND
		Multi-Eng - O	NK/ INK	ROTOPOR	art - UN	N/ INK
Instrument Rating(s) - NONE						
		~				
LE LANDING WITH A GUSTY X-WIND, THE ACFT B	DUNCED. THE LEFT WING DRAGG	ED THE GROUND & TH	E ACET WEN	IT OFF THE R	WY.	
PLT STATED THAT DUE TO THE X-WIND & HIS F					*	
ECTIONAL CONTROL.		: -, .				

N6175M Time (Lcl) - 1715 ADT File No. - 495 5/27/85 A/C Reg. No. N6175M CHUGIAK, AK Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. RUDDER - IMPROPER USE OF - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - UNCONTROLLED -

----Probable Cause----

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

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

<pre>3asic Information Type Operating Certificate-NONE (GEN</pre>	REPAL AVIATION)	Aircraft [Damage			Inju	ries	
· , , - · · · · · · · · · · · · · · · ·		SUBSTANT			Fatal	Serious		None
Type of Operation -PERSONAL		Fire		Crew	0	0	1	0
Flight Conducted Under -14 CFR 9	l	NONE	•	Pass	0	0	1	0
Accident Occurred During -APPROACH								
Aircraft Information								
Make/Model - BELLANCA 7GCB		Model - LYCOM				Installed/		
Landing Gear - TAILWHEEL-ALL FIXED		gines - 1	- -			tall Warni	ng System	ı - YES
Max Gross Wt - 1800 No. of Seats - 2		pe - RECIF		RBURET	OR			
No. of Seats - 2	Rated Pow	er - 15 	50 HP 					
Environment/Operations Information								
Weather Data	Itinerary					Proximity	_	
Wx Briefing - FSS Method - TELEPHONE	Last Depar				OFF AIR	RPORT/STRI	Р	
Completeness - FULL	ICY BAY, Destination				irport Da	2+2		
Basic Weather - VMC	SAME AS				YAKUTA			
Wind Dir/Speed- 210/009 KTS	JAME AS	A007 1110					- 20	
Visibility - 100.0 SM	ATC/Airspace					Lth/Wid		150
Lowest Sky/Clouds - 2000 FT	Type of F1	ight Plan - \	√FR		Runway	Surface	- ASPHALT	•
Lowest Celling - 2000 FT E		earance - M			Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/	Lndg - F	FULL STOP					
Precipitation - NONE								
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command Certificate(s)/Rating(s)	Age - 46 Biennial Flight		edical Certi		: - VALID : Time (H		AIVERS/LI	.MII
COMMERCIAL	Current		Total				4 Hrs -	2
SE LAND	Months Since	- UNK/NR	Make/Mode			Last 3		
ou entre		e - UNK/NR			0	Last 9	O Days-	20
					-		- , -	
Instrument Rating(s) - NONE								
Varrative								
NG ARRIVAL, THE PLT EXTENDED HIS TRAFF	TO DATTERN TO ALLOW	ANOTHER AGET	TO DEDART	UE DEC	ODTED TH	AT AETED L	C TUDNED	

File No. - 481 6/02/85 YAKUTAT, AK A/C Reg. No. N3UK Time (Lc1) - 1330 PDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH
----Probable Cause---
The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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

File No 583 6/14/85 KANTI	SHNA,AK A/C Reg	. No. N75LE	Time (Lc1) - 1300 ADT				
Basic Information Type Operating Certificate-NONE (GENERAL	_ AVIATION) Aircraft SUBSTANT	•	Fatal	Injur Serious	ies Minor	None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass	0 0	0 0	0	1 2	
Accident Occurred During -LANDING							
Aircraft Information Make/Mode1 - CESSNA 185 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3350 No. of Seats - UNK/NR	Eng Make/Model - CONT Number Engines - 1 Engine Type - RECI Rated Power - 20	P-FUEL INJECTED		nstalled/A			
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 - 80.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point FAIRBANKS,AK Destination FAIRBANKS,AK ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE	Runway Runway Runway	STRÎP ata NED MINE SI	- UNK/NR - 2000 -U - GRAVEL	NK/NR	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Biennial Flight Review Current - UNK/NR Months Since - UNK/NR	Total -	nt Time (Ho 650 365 NK/NR	ours) Last 24 Last 30 Last 90		2 K/NR 10	
Instrument Rating(s) - NONE							
Narrative THE PLT WAS ON A FLT FROM FAIRBANKS TO KANTIS' RETURN TO FAIRBANKS. WHILE RETURNING, HE ELEC LANDING, A HYDRAULIC LINE TO THE RIGHT BRAKE THE ACFT TO AVOID A HEAD-ON COLLISION WITH AN SUBSTANTIAL DAMAGE TO THE ACFT. THE PLT SAID HE REPORTED THAT THE RIGID LINE'S FLARED END	TED TO LAND AT AN ABANDONED M FAILED & THAT BRAKE BECAME IN EMBANKMENT. HOWEVER, THE TAI THE LINE WAS LEAKING BEFORE T	INE STRIP FOR A COP. THE PLT INTEN L SECTION HIT THE AKEOFF & HE HAD T SS OF PRESSURE.	COMFORT STO NTIONALLY (E EMBANKMEN TIGHTENED	DP. DURING GROUND LOOP NT CAUSING	THE PED		

File No. - 583 6/14/85 A/C Reg. No. N75LE Time (Lc1) - 1300 ADT KANTISHNA, AK AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. FLUID, HYDRAULIC - LEAK 2. HYDRAULIC SYSTEM, LINE - FAILURE, TOTAL 3. MAINTENANCE - IMPROPER - PILOT IN COMMAND 4. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL 5. GROUND LOOP/SWERVE - INTENTIONAL -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) 2,4

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

-Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Dama	ae		Inju	ries	
type operating our tit feate none (dene	A 1 A 1 A 1 A 1 A 1 A 1 A 1 A 1 A 1 A 1	SUBSTANTIAL	90	Fata1			None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - PIPER PA-18		/Model - LYCOMING			Installed/		
Landing Gear - TAILWHEEL-ALL FIXED					tall Warni	ng Syst e m	- YES
Max Gross Wt - 1760		ype - RECIPROC		TOR			
No. of Seats - 2	Rated Po	wer - 100 H	P 				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity	_	
Wx Briefing - NO RECORD OF BRIEFI Method - N/A				OFF AI	RPORT/STRI	Р	
Completeness - N/A	CLARK P Destinatio			Airport D			
Basic Weather - VMC		ACC/INC		KING S			
Wind Dir/Speed- 210/008 KTS	SAME AS	ACC/ INC				- 29	
Visibility - 30.0 SM	ATC/Airspac	a			Lth/Wid		150
	Type of F				Surface		
Lowest Ceiling - 6000 FT BR	OKEN Type of C	learance - NONE				- DRY	
Obstructions to Vision- NONE		/Lndg - FORC					
Precipitation - RAIN							
Condition of Light - DUSK							
-Personnel Information					:		
Pilot-In-Command	Age - 29		al Certifica			ID WAIVERS,	/ LIMII
Certificate(s)/Rating(s) PRIVATE	Biennial Flight		otal -	nt Time (H 180		4 Hrs -	2
SE LAND	Current		otai -		Last 3		3 10
SE LAND	Aircraft Ty	e - 11 M pe - PA-18 I	nstrument-	0	Last 9	O Days	30
	Allerate ty	pe FA 10 I	ns crameric	O	Last	o bays	00
Instrument Rating(s) - NONE							
. Nonnotivo							
-Narrative PLT STATED THAT HE WAS MAKING AN APCH T							

File No 4	44 6/20/85 	KING SALMON,AK	A/C Reg. No. N3684Z	Time (Lc1) - 2230 ADT
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICAL		
Finding(s) 1. PLANNING-DECISI 2. FLUID, FUEL - EX 3. FUEL SUPPLY -	HAUSTION			
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation				
Probable Cause				

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

 -Basic Information Type Operating Certificate 	ON-DEMAND AIR	TAXI	Aircraft	Damage			juries	
Name of Carrier Type of Operation	-CHISUM FLYING	SERVICE	SUBSTAN		Fata			None
Type of Operation	-NON SCHED, DOME	STIC,CARGO	Fire	-	rew 0	•	-	1
Flight Conducted Under Accident Occurred During			NONE	P	ass 0	0	0	0
-Aircraft Information								
Make/Model - DEHAVILLANI	D DHC-2		/Model - P&W		E	LT Installe		
Landing Gear - FLOAT			ngines - 1			Stall War	ning System	- YES
Max Gross Wt - 5090		<u> </u>		IPROCATING-CAR	BURETOR			
No. of Seats - 8		Rated Po	wer -	450 HP 				
-Environment/Operations Infor	mation	******						
Weather Data	D OF BDIFFING	Itinerary				rt Proximit		
Wx Briefing - NO RECOR	D OF BRIEFING	SAME AS	rture Point		UFF	AIRPORT/ST	RIP	
Completeness - N/A		Destination	•		Airpor	t Data		
Basic Weather - VMC		CORDOVA			Anpor	t bata		
Wind Dir/Speed- 090/040	KTS	00,1,001	,,,,,,		Run	wav Ident	- N/A	
Visibility - 10.0		ATC/Airspac	:e			way Lth/Wid		
Lowest Sky/Clouds -	2000 FT	Type of F	light Plan -	VFR		way Surface		
Lowest Ceiling -	2000 FT OVERCA	ST Type of C	learance -	NONE	Run	way Status	- N/A	
Obstructions to Vision- I	NONE	Type Apch	/Lndg -	NONE				
Precipitation -								
Condition of Light -	DAYLIGHT 							
-Personnel Information								
Pilot-In-Command		ge - 46		Medical Certif			-WAIVERS/LI	MIT
Certificate(s)/Rating(s)	В	iennial Flight			light Time		04 11==	
COMMERCIAL,ATP,CFI SE LAND,ME LAND,SE SEA		Current Months Sind	- YES	Total Make/Model			24 Hrs - 30 Davs-	3 90
GLIDER		Aircraft Tv		Instrument		Last		181
GLIDER		ATTICITATE TY	pe - C-200	Multi-Eng		Last	30 Days	101
Instrument Rating(s)	- AIRPLANE							
-Narrative PLT STATED THAT DURING A 15	TO SO MIN DEDIO	N AETED ME MAP	I ANDED THE	WIND VELOCITY	INCDEASED	CDEATIV L	E	
AGED TO TAXI THE FLOAT PLANE								
AGED TO TAKE THE TEGAT FLANC				NTLY, THE RIGH				

File No	449 6/20/85	BERING RIVER, AK	A/C Reg. No. N99838	Time (Lc1) - 1220 ADT
Occurrence #1 Phase of Operation		- ON GROUND		
2. WEATHER CONDIT 3. WEATHER CONDIT 4. TERRAIN CONDIT 5. WEATHER CONDIT	ION - WATER, ROUGH ION - GUSTS	VIND		
Occurrence #2 Phase of Operation		SION WITH TERRAIN		
Finding(s) 7. TERRAIN CONDIT				
Occurrence #3 Phase of Operation	TAKEOFF			
Probable Cause-				
The National Transpo	ortation Safety Boa	ard determines that the	Probable Cause(s) of this acci	dent
Factor(s) relating	to this accident is	s/are finding(s) 2,3,4,5	, 7	

Type Operating Certificate-NONE (GENERA		ft Damage		Injuries			
Type of Operation -BUSINESS	SUBSI. Fire	ANTIAL Cro	Fatal ≘w O	Serious 'O	Minor O	None 1	
Flight Conducted Under -14 CFR 91	NONE	Pas		0	Ö	ó	
Accident Occurred During -LANDING		T u	33 0	· ·	Ŭ	Ü	
Aircraft Information							
Make/Model ~ DEHAVILLAND DHC-2	Eng Make/Model - Pa			Installed/			
Landing Gear - FLOAT Max Gross Wt - 5060	Number Engines - Engine Type - Ri	1 ECIPROCATING-CARBI		itall Warnir	ng System	- AF2	
No. of Seats - 6		450 HP					
Environment/Operations Information							
Weather Data	Itinerary			Proximity			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poin SAME AS ACC/INC	t	OFF AI	RPORT/STRIF	•		
Completeness - N/A	Destination		Airport D	ata			
Basic Weather - VMC	DILLINGHAM, AK						
Wind Dir/Speed- 220/015 KTS	ATO /A 1			_	- N/A		
Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Plan	- NONE		Lth/Wid · Surface ·	- N/A - N/A		
Lowest Sky/Crodds - CLEAR Lowest Ceiling - NONE	Type of Clearance				- N/A		
Obstructions to Vision- NONE	Type Apch/Lndg		Kariway	Status	•••		
Precipitation - NONE	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	• • • • • • • • • • • • • • • • • • • •					
Condition of Light - DAYLIGHT	*						
Personnel Information Pilot-In-Command	Age - 35	Medical Certific	+- VAL TE	MEDICAL N	NATVEDC'		
Certificate(s)/Rating(s)	Biennial Flight Review	F1	ight Time (F	lours)	•		
COMMERCIAL SE LAND ME LAND SE SEA ME SEA	Current - YES Months Since - 4	Total -		Last 2		5 15	
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 4 Aircraft Type - DHC-2	•			Days- Days-	15 30	
	Africial Crype blic 2	Multi-Eng -		Last St	Days	00	
Instrument Rating(s) - AIRPLANE							
Narrative							
NAPPATIVE PLT REPORTED THAT WHEN HE WAS LANDING THE	FLOAT DLANE ON A DIVER A	N EXTREME CUST OF	WIND COCVE	THE ACET			

File No. - 450 6/21/85 UNGALIKTHLUK RV, AK A/C Reg. No. N10395 Time (Lc1) - 1700 ADT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. WEATHER CONDITION - HIGH WIND 3. WEATHER CONDITION - GUSTS 4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 6. GROUND LOOP/SWERVE - UNCONTROLLED -Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 7. TERRAIN CONDITION - DIRT BANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

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

Basic Information						. 	
Type Operating Certificate-NONE (GENERA	AL AVIATION)	Aircraft D DESTROYED	_	Fatal	Injuri Serious	es Minor	None
Type of Operation -PERSONAL		Fire	Crew		0	0	none 1
Flight Conducted Under -14 CFR 91		IN FLIGHT			Ô	Ö	Ċ
Accident Occurred During -CRUISE	•	111 1 2 2 3 1 1	, 400	· ·	· ·		· ·
Aircraft Information							
Make/Model - AERONCA CHAMPION 7DC			NENTAL C-85-12F		Installed/Ad		
Landing Gear - TAILWHEEL-ALL FIXED	Number Eng				tall Warning	g System	- NO
Max Gross Wt - 1300	Engine Tyr		ROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Powe	er - 8	5 HP				
Environment/Operations Information							
Weather Data	Itinerary	D 1		Airport I ON AIR	Proximity		
W× Briefing - FSS Method - TELEPHONE	Last Depart TALKEETNA			UN AIR	SIKIP		
Completeness - WEATHER NOT PERTINEN		•		Airport Da	2+2		
Basic Weather - VMC	HOMER, AK				WILDERNESS		
Wind Dir/Speed- CALM	HOMER, AR			-		36	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid -		60
Lowest Sky/Clouds - 4000 FT SCA		ight Plan - N	ONE		Surface -		
Lowest Ceiling - NONE	Type of Cle	earance - N	ONE			DRY	
Obstructions to Vision- NONE	Type Apch/I	_ndg - F	ORCED LANDING	•			
Precipitation - NONE		J					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 30		dical Certifica			[VERS/LIM	IIT
Certificate(s)/Rating(s)	Biennial Flight			ht Time (H			-
PRIVATE	Current Months Since	- YES	Total - Make/Model-	470 380	Last 24 Last 30	Hrs -	3 20
SE LAND	Months Since Aircraft Type	- 11 - 7DC	Instrument-	380 0	Last 30	Days-	30
	Aircraft Type	g - 70C	This traillent.	U	Last 90	Days	30
Instrument Rating(s) - NONE							
Nemettve							
Narrative E IN FLT, THE PLT SMELLED SMOKE. WITHIN	OO SEC SMOVE WAS A	DEEDVED COME	NC EDOM ADDITAD	THE ETDEMA	II & HINDED	TUE	
RBOARDS. THE ACFT WAS OVER AN AIRSTRIP,						1116	
DIATELY APPLIED BRAKES WHEN THE ACFT TOU	CHED DOWN "CAUSING	THE ATROPATT	TO FLIP OVER "	HE EXITE	D THE ACET	BEFORE	
	S DESTROYED BY FIRE		, o , ci, oven.	.,,,_,			

File No 5	39 6/24/85 	TALKEETNA, AK	A/C Reg. No.	N4353E	Time (Lc1) - 1945 ADT
Occurrence #1 Phase of Operation					
Finding(s) 1. FUEL SYSTEM - LI 2. ENGINE ASSEMBLY					
Occurrence #2 Phase of Operation		ENCY			
Occurrence #3 Phase of Operation					
Finding(s) 3. BRAKES(NORMAL)	- IMPROPER USE OF	- PILOT IN COMMAND			
Probable Cause					
The National Transports/are finding(s) 1	rtation Safety Boa	ard determines that th	e Probable Cause(s)	of this acci	dent
Factor(s) relating to	this accident is	s/are finding(s) 3			

	DILLINGHAM,AK	A/C Reg. No. N3459Z Time (Lc1) - 2140) - 2140 AUI		
-Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Dar	nage		Inju	ıries	
,, ., ,		SUBSTANTIA		Fatal	•		None
Type of Operation -PERSONA		Fire	Crew		0	_	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	3
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - PIPER PA-20		Model - LYCOMI				Activated	- •
Landing Gear - TAILWHEEL-ALL FIXE					tall Warn	ing System	- YES
Max Gross Wt - 1800		pe - RECIPRO		ETOR			
No. of Seats - 2	Rated Pow	er - 125	HP 				
-Environment/Operations Information							
Weather Data	Itinerary			•	Proximity		
Wx Briefing - NO RECORD OF BRI	_	ture Point		ON AIR	PORT		
Method - N/A	SAME AS	•		4 / 4 B	- • -		
Completeness - N/A	Destination			Airport Da			
Basic Weather - VMC	LOCAL			DILLIN	ident	- 19	
Wind Dir/Speed- 220/018 KTS Visibility - 10.0 SM	ATC/Airspace	•				- 6404/	150
Lowest Sky/Clouds - 1500 FT			NE.			- ASPHALT	130
Lowest Sky/Crodds 1500 17 Lowest Ceiling - NONE		earance - NOI				- DRY	
Obstructions to Vision- NONE		Lndg - FU		Kariway	5 (4 (45	D.C.	
Precipitation - NONE	Type Apelly	Lindy 10					
Condition of Light - DAYLIGHT							
Pilot-In-Command	Age ~ 32	Med	ical Certifica	te - VALID	MEDICAL-I	NO WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight			ht Time (H			
PRIVATE	Current	- YES	Total -				6
SE LAND	Months Since	e - 2 oe - PA-20	Make/Model-	222	Last	30 Days-	10
	Aircraft Typ	e - PA-20	Instrument-	12	Last	90 Days-	20
Instrument Rating(s) - NONE							
-Narrative							
PLT REPORTED THAT BY THE TIME HE HAD	RETURNED TO THE ARPT.	THE WIND VELO	CITY HAD INCRE	ASED TO 18	KTS. DUR	ING	
LANDING, HE LOST DIRECTIONAL CONTROL							
	•						

File No. - 492 6/27/85 DILLINGHAM,AK A/C Reg. No. N3459Z Time (Lc1) - 2140 ADT

Occurrence

LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND

- 2. COMPENSATION FOR WIND CONDITIONS IMPROPER PILOT IN COMMAND
- 3. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 4. GROUND LOOP/SWERVE UNCONTROLLED -

----Probable Cause----

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

	P&W R-1830-92 2 RECIPROCATING-C 1045 HP	Crew Pass ARBURETOR	O O O O O O O O O O O O O O O O O O O	Injur Serious O O nstalled/Ac all Warning roximity PORT/STRIP	Minor O O ctivated	2 2 - YES/N
Fire NONE ng Make/Model - umber Engines - ngine Type - ated Power - erary st Departure Poil	P&W R-1830-92 2 RECIPROCATING-C 1045 HP	Crew Pass ARBURETOR	O O O O O O O O O O O O O O O O O O O	O O nstalled/Ad all Warning	0 0 ctivated	2 2 - YES/N
NONE ng Make/Model - umber Engines - ngine Type - ated Power - erary st Departure Poil	P&W R-1830-92 2 RECIPROCATING-C 1045 HP	Pass CARBURETOR	ELT II	O nstalled/Ac all Warning roximity	0 ctivated	2 - YES/N
ng Make/Model - umber Engines - ngine Type - ated Power - erary st Departure Poil HOMER,AK tination	P&W R-1830-92 2 RECIPROCATING-C 1045 HP	A i	ELT II	nstalled/Adall Warning	ctivated	- YES/N
ng Make/Model - I umber Engines - ngine Type - I ated Power - erary st Departure Poil	P&W R-1830-92 2 RECIPROCATING-C 1045 HP	ARBURETOR	ELT II	nstalled/Adall Warning	ctivated	
ngine Type - ated Power - erary st Departure Poil HOMER,AK tination	RECIPROCATING-C 1045 HP 	ARBURETOR	rport P	all Warning		
ngine Type - ated Power - erary st Departure Poil HOMER,AK tination	RECIPROCATING-C 1045 HP 	ARBURETOR	rport P	all Warning		
ngine Type - ated Power - erary st Departure Poil HOMER,AK tination	RECIPROCATING-C 1045 HP 	ARBURETOR	rport P			
erary st Departure Poil HOMER, AK tination	1045 HP		rport P			
st Departure Poi HOMER,AK tination	nt					- -
st Departure Poi HOMER,AK tination	nt					
st Departure Poi HOMER,AK tination	nt					
tination				•		
tination						
SAME AS ACC/INC		Air	port Da	ta		
			KING SA			
			Runway :	Ident -	29	
lirspace			Runway I	Lth/Wid -	8500/	150
oe of Flight Pla	n - IFR			Surface -		
oe of Clearance			Runway :	Status -	DRY	
, , , , , , , , , , , ,						
32	Medical Cert	ificate -	VALID I	MEDICAL-NO	WAIVERS	/LIMIT
Flight Review		Flight T	ime (Ho	urs)		
ent - YES	Total	- 425	0	Last 24	Hrs -	8
ns Since - 4	Make/Mod	le1- 112	:5	Last 30	Days-	75
raft Type - DC-3	Instrume	nt- 88	5	Last 90	Days-	150
••	Multi-En	ng - 394	0		•	
-	32 Flight Review nt - YES s Since - 4 aft Type - DC-3	FULL STOP 32 Medical Cert Flight Review nt - YES Total s Since - 4 Make/Mod aft Type - DC-3 Instrume Multi-Er	32 Medical Certificate - Flight Review Flight T nt - YES Total - 425 s Since - 4 Make/Model - 112 aft Type - DC-3 Instrument - 88 Multi-Eng - 394	FULL STOP 32 Medical Certificate - VALID Flight Review Flight Time (Ho nt - YES Total - 4250 s Since - 4 Make/Model - 1125 aft Type - DC-3 Instrument - 885 Multi-Eng - 3940	FULL STOP 32 Medical Certificate - VALID MEDICAL-NO Flight Review Flight Time (Hours) nt - YES Total - 4250 Last 24 s Since - 4 Make/Model- 1125 Last 30 aft Type - DC-3 Instrument- 885 Last 90	FULL STOP 32

82 Time (Lc1) - 1200 ADT File No. - 494 6/30/85 KING SALMON, AK A/C Reg. No. N168Z Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR) Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND 2. FUEL SYSTEM, CAP - SEPARATION 3. FLUID, FUEL - SIPHONING 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 5. FLUID, FUEL - EXHAUSTION Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

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

File No 493 7/06/85	5 ANCHORAGE, AK	A/C Reg. N	o. N4292H	T	ime (Lc1)	- 2030 AD	Г
-Basic Information							
Type Operating Certificate-NO	NE (GENERAL AVIATION)	Aircraft Dam				uries	
		SUBSTANTIAL		Fatal			None
Type of Operation -PER		Fire	Crew		0	0	1
Flight Conducted Under -14		NONE	Pass	0	0	0	2
Accident Occurred During -TA	KEOFF						
-Aircraft Information							
Make/Model - PIPER PA-14	Eng Make/i	Model - LYCOMIN	G 0-320-B2B	ELT	Installed	/Activated	- YES/NO
Landing Gear - FLOAT	Number Eng	gines - 1		5	tall Warn	ing System	- YES
Max Gross Wt - 1935	Engine Ty	oe - RECIPRO	CATING-CARBUR	ETOR			
No. of Seats - 3	Rated Powe						
-Environment/Operations Informat	ion						
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF		ture Point			RPORT/STR		
Method - N/A	SAME AS			OFF A1	Kruki/ Sik	1.	
Completeness - N/A	Destination	•		A4			
•				Airport D	ata		
Basic Weather - VMC	LOCAL			_	•		
Wind Dir/Speed- 270/009 KTS					Ident	- N/A	
Visibility - 90.0 SM					Lth/Wid		
Lowest Sky/Clouds - 450					Surface		
Lowest Ceiling - NON		earance - NON		Runway	/ Status	- WATER -	CHOPPY
Obstructions to Vision- NON	E Type Apch/	Lndg - NON	E				
Precipitation - NONI							
Condition of Light - DAY	LIGHT						
-Personnel Information							
Pilot-In-Command	Age - 48		cal Certifica	te - VALIC	MEDICAL-	NO WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight (Review	Flig	ht Time (⊦	lours)		
PRIVATE	Current	- YES	Total -	1005	Last	24 Hrs -	1
SE LAND, SE SEA	Months Since	- 1 e - PA-14	Make/Mode1-	260	Last	30 Days-	5
	Aircraft Type	e - PA-14	Instrument-	12	Last	90 Days-	10
	,,					·	
Instrument Rating(s) - N	ONE						
Instrument Rating(s) - N	ONE						
-Narrative							
		SKI ACTIVITY.	HE BACK TAXIE	 D & BEGAN	A 2ND ATT	EMPT	
-Narrative	TAKEOFF DUE TO BOAT & WATER						
	TAKEOFF DUE TO BOAT & WATER BORNE AT ABOUT THE MIDDLE O	F THE LAKE. IT	STOPPED CLIMB	ING WHEN T	HE PLT BE	GAN TO	
	TAKEOFF DUE TO BOAT & WATER BORNE AT ABOUT THE MIDDLE O SECOND NOTCH OF FLAPS BACK (F THE LAKE. IT	STOPPED CLIMB	ING WHEN T	HE PLT BE	GAN TO	

7/06/85 File No. - 493 ANCHORAGE, AK A/C Reg. No. N4292H Time (Lc1) - 2030 ADT

Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB

IN FLIGHT COLLISION WITH OBJECT

Finding(s)

- 1. PLANNING-DECISION IMPROPER PILOT IN COMMAND
- 2. RAISING OF FLAPS PREMATURE PILOT IN COMMAND
- 3. AIRSPEED(VS) NOT MAINTAINED PILOT IN COMMAND
- 4. STALL/MUSH INADVERTENT PILOT IN COMMAND
- 5. OBJECT TREE(S)

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

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENERAL	_ AVIATION) Aircra	ft Damage		Injur	ies	
Type speciality of the case were (see and		ANTIAL	Fatal	Serious	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	1
Aircraft Information						
Make/Model - HELIO 250	Eng Make/Model - L'			Installed/A Stall Warnin		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3600	Number Engines - Engine Type - R			stali warnin	g system	- 165
No. of Seats - 4	Rated Power -	250 HP	LIOK			
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poin SAME AS ACC/INC	t	UFF A	RPORT/STRIP		
Completeness - N/A	Destination		Airport [nata		
Basic Weather - VMC	STEPHANE LAKE, AK		O'MALI			
Wind Dir/Speed- 180/003 KTS	3 122 22,				18	
Visibility - 50.0 SM	ATC/Airspace			/ Lth/Wid -		40
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			/ Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	/ Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 45	Medical Certifica			IVERS/LIM	MIT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	Flig Total -	tht Time (F 2015	lours) Last 24	Una -	1
PRIVATE SE LAND	Months Since - 3	Make/Model-		Last 30		20
SE LAND	Aircraft Type - 250	Instrument-		Last 90		60
Instrument Rating(s) - NONE						
Narrative PLT REPORTED THAT HE TOOK OFF DOWNWIND WI						
GUSTING TO 6 KTS. HE STATED THAT AFTER C	LIMBING ABOUT 100 FT, THE BOUT 1 MI SOUTH OF THE ARP		AS HE BEG	N RETRACTIN	IG THE	

File No. - 440 7/06/85

ANCHORAGE, AK

A/C Reg. No. N5460E

Time (Lcl) - 1115 ADT

Occurrence #1

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF

Finding(s)

- 1. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY PILOT IN COMMAND
- 3. WEATHER CONDITION GUSTS
- 4. WEATHER CONDITION TAILWIND
- 5. WRONG RUNWAY SELECTED -
- 6. RAISING OF FLAPS INITIATED -
- 7. AIRSPEED INADEQUATE -
- 8. STALL/MUSH INADVERTENT PILOT IN COMMAND
- 9. OBJECT TREE(S)

----Probable Cause----

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

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

File No 490 7/27/85 KUSTA	TAN RIVER,AK A/C F	Reg. No. N4649U	T 	ime (Lc1)	- 1350 ADT	
Basic Information Type Operating Certificate-NONE (GENERAL	_ AVIATION) Aircra	t Damage		Inju	ries	
-	SUBSTA	ANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Cr	ew O	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pa	ss O	0	0	4
Accident Occurred During -TAKEOFF						
Aircraft Information						
Make/Model - CESSNA 206	Eng Make/Model - CO			Installed/		
Landing Gear - FLOAT	Number Engines -			tall Warni	ng System	- YES
Max Gross Wt - 3600	Engine Type - RI	CIP-FUEL INJECTE	D			
No. of Seats - 6	Rated Power -	285 HP				
Environment/Operations Information		· · · · · · · · · · · · · · · · · · ·				
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	t	OFF AI	RPORT/STRI	P	
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		•			
Wind Dir/Speed- 200/004 KTS			Runway	Ident	- N/A	
Visibility - 45.0 SM	ATC/Airspace		Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runway	Surface	- WATER	
Lowest Ceiling - NONE	Type of Clearance		Runwav	Status	- WATER-CA	LM
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	•		
Precipitation - NONE	Type Apoli, Ellag					
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 68	Medical Certifi	cate - VALID	MEDICAL-N	O WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (H			
COMMERCIAL	Current - YES		17000		4 Hrs -	4
SE LAND, ME LAND, SE SEA	Months Since - 16		UNK/NR			15
	Aircraft Type - C-206	Instrument-	60	Last 9	O Davs-	35
	All Grant Type 6 200	Multi-Eng -	-		0 50,0	
Instrument Rating(s) - NONE						
Narrative E PLT REPORTED THAT HE WAS TAKING OFF FROM A FT-OFF, THE ACFT SETTLED & TOUCHED DOWN ON T EN SETTLED & NOSED OVER IN A SWAMPY AREA WIT RING THE INVESTIGATION.	THE WATER, THEN LIFTED OFF	AGAIN. IT FLEW B	EYOND THE ED	GE OF THE	LAKE,	

File No. - 490 7/27/85 KUSTATAN RIVER.AK A/C Reg. No. N4649U Time (Lcl) - 1350 ADT Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF Finding(s) 1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND 2. TERRAIN CONDITION - WATER, GLASSY 3. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND 4. LIFT-OFF - PREMATURE - PILOT IN COMMAND 5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF Finding(s) 6. TERRAIN CONDITION - WET 7. TERRAIN CONDITION - HIGH VEGETATION Occurrence #3 NOSE OVER Phase of Operation OTHER ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

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

File No 587 7/30/85	KUSTATAN RIVER,AK	A/C Reg	. No. N1104N	Т	ime (Lc1)	- 2215 ADT	
Basic Information Type Operating Certificate-NON	E (GENERAL AVIATION)	Aircraft	Damage		Inju	ıries	
		SUBSTANT		Fatal			None
	SONAL	Fire				-	1
Flight Conducted Under -14 Accident Occurred During -TAK		NONE	Pas	s 0	0	0	1
Aircraft Information							
Make/Model - PIPER PA-18	Eng Mal	ke/Model - LYCC	MING 0-320	ELT		'Activated	
Landing Gear - FLOAT					tall Warni	ing System	- YES
Max Gross Wt - 1750			PROCATING-CARBU	RETOR			
No. of Seats - 2	Rated	Power - 1	50 HP				
Environment/Operations Informati							
Weather Data	Itinerary			,	Proximity		
Wx Briefing - NO RECORD OF		parture Point		OFF AI	RPORT/STRI	(P	
Method - N/A		AS ACC/INC					
Completeness - N/A	Destinat			Airport D	ata		
Basic Weather - VMC	UNK/NI	₹		_			
Wind Dir/Speed- VARIABLE	1				Ident		
Visibility - 40.0 SM	ATC/Airspa				Lth/Wid		
Lowest Sky/Clouds - 300					Surface		
Lowest Ceiling - 400				Runway	Status	- N/A	
Obstructions to Vision- NONE	, , ,	ch/Lndg -	NONE				
Precipitation - NONE							
Condition of Light - DAYL	.I GHT						
Personnel Information							
	Age - 32					O WAIVERS/	LIMIT
	Biennial Fligi	nt Review	Fli	ght Time (H	ours)		
	Current	- YES	Total -	344	Last 2	24 Hrs -	2
SE LAND	Months Si	nce - 14	Make/Mode1-	344	Last 3	30 Days-	50
	Aircraft '	Type - PA-18	Instrument-	6	Last 9	00 Days-	125
Instrument Rating(s) - NO	NE						
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NO	Biennial Fligl Current Months Sii Aircraft	nt Review - YES nce - 14 Type - PA-18	Total - Make/Model- Instrument-	ght Time (H 344 344 6	ours) Last 2 Last 3 Last 9	24 Hrs 30 Days 30 Days	- 5-
HE LANDED THE	FLOAT PLANE ON THE KUSTA	ATAN RIVER TO F	ISH. LATER. WHF	N HE WAS DE	PARTING. F	1E	
LECTED AN AREA THAT REQUIRED NEGOT							
MAT BECAME A QUARTERING HEADWIND AS							
TREES TO VIRTUALLY NO WIND. REPOR							
TER LIFT-OFF, THE ACFT STALLED. SU							
A SAND BAR. THE PLT DID NOT POSSE		IC THE SORTAGE	~ 1100ED OVER DE	., 5.1.2 55,11140			
A 3500 360. THE TET STD NOT 10330	JU A JEA I LANE NATING.						
	P ,	AGE48					
		MUL 40					

File No. - 587 7/30/85 KUSTATAN RIVER, AK A/C Reg. No. N1104N Time (Lc1) - 2215 ADT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND IMPROPER DECISION, INADEQUATE TRAINING - PILOT IN COMMAND 4. TERRAIN CONDITION - HIGH OBSTRUCTION(S.) 5. WEATHER CONDITION - UNFAVORABLE WIND 6. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 7. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 8. AIRSPEED(VLOF) - NOT OBTAINED - PILOT IN COMMAND 9. LIFT-OFF - PREMATURE -10. STALL/MUSH - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF Occurrence #3 NOSE OVER Phase of Operation OTHER ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8,10

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

Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION) Aircraf	t Damage		Inju	ries	
	SUBSTA		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	NONE	Pass	0	0	0	3
Aircraft Information						
Make/Model - BALLOON WORKS FIREFL	Y 8 Eng Make/Model - N/	A	ELT	Installed/	Activated	- YES/Y
Landing Gear - N/A	Number Engines - N/		S	tall Warnii	ng System	- NO
Max Gross Wt - 1195	Engine Type - N/	A				
No. of Seats - UNK/NR	Rated Power - N/	A 				
Environment/Operations Information						
Weather Data	Itinerary			Proximity	•	
Wx Briefing - NO RECORD OF BRIEF	•		OFF AI	RPORT/STRI	Þ	
Method - N/A Completeness - N/A	SAME AS ACC/INC Destination		Airport D	12+2		
Basic Weather - VMC	LOCAL		Allpoit	ata		
Wind Dir/Speed- 300/003 KTS	EGGAE		Runwav	Ident	- N/A	
Visibility - 30.0 SM	ATC/Airspace				- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runway	Surface	- N/A	
Lowest Ceiling - 6000 FT B	ROKEN Type of Clearance	- NONE	Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- UNK/NR				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 33	Medical Certifica	to - UNK/N	ID		
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (H			
COMMERCIAL	Current - YES	Total -	306	Last 2	4 Hrs -	1
			306	Last 3	O Days-	6
FREE BALLOON	Months Since - 1 Aircraft Type - FF-8	Instrument-	0	Last 9	O Days-	12

File No. - 584 7/31/85 ANCHORAGE, AK

A/C Reg. No. N7404X

Time (Lc1) - 2305 ADT

Occurrence

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation APPROACH

Finding(s)

- 1. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 2. TERRAIN CONDITION HIGH OBSTRUCTION(S)
- 3. WEATHER CONDITION UNFAVORABLE WIND
- 4. WEATHER CONDITION GUSTS
- 5. PLANNED APPROACH IMPROPER PILOT IN COMMAND
- 6. OBJECT UTILITY POLE

----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) 2,3,4,6

 -Basic Information Type Operating Certificate-NONE (GENER) 	AL AVIATION)	Aircraft Damage			Injur	ies	
Type operating our till react None (agine).	AL AVIA(10,17)	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 - CESSNA 172		lode1 - LYCOMING 0-3					
Landing Gear - TRICYCLE-FIXED	Number Eng				all Warnin	g System	- YES
Max Gross Wt - 2300		e - RECIPROCATIN	NG-CARBURE	TOR			
No. of Seats - 4	Rated Powe	r - 150 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEFIN	•			OFF AIR	PORT/STRIP		
Method - N/A Completeness - N/A	ANCHORAGE Destination			Airport Da	+-		
Basic Weather - VMC	SAME AS A			Airport Da	ııa		
Wind Dir/Speed- 320/008 KTS	SAME AS A	1007 1140		Runway	Ident -	N/A	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid -		
	TTERED Type of Fli	ght Plan - NONE		Runway	Surface -	N/A	
Lowest Ceiling - NONE		arance - NONE		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 - 42				WEDÍCAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight F	Review	Fligh.	nt Time (Ho	ours)	11	
COMMERCIAL, CFI	Current Months Since		ı - ∕Model+	1190 232	Last 24 Last 30		1 10
SE LAND, ME LAND, SE SEA	Months Since Aircraft Type	·		232 74	Last 30	Days-	25
	All Clair Type		i-Eng -	30	Last 50	Days	23
Instrument Rating(s) - AIRPLANE							
-Narrative							
PLT MADE AN OFF-ARPT LANDING ON AN AREA	OF CLAY SILT WITH S	SPARSE GRASS. AFTER	SLOWING 7	THE ACFT TO	ABOUT 20	TO	

CHICKALOON FLAT, AK

A/C Reg. No. N61684

Time (Lc1) - 1830 ADT

Occurrence #1

ON GROUND COLLISION WITH TERRAIN

8/05/85

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

2. TERRAIN CONDITION - SOFT

File No. - 586

3. TERRAIN CONDITION - DITCH

Occurrence #2

NOSE OVER

Phase of Operation LANDING

----Probable Cause----

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

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

<pre>3asic Information Type Operating Certificate-NONE (GENERA)</pre>	L AVIATION)	Aircraft [amage		Inju	ries	
		SUBSTANT		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Cre		0	O	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		NONE	Pas	_	0	0	0
Aircraft Information							
Make/Model - STINSON 108-3			LIN 6A4-165-B3		Installed/		
Landing Gear - TAILWHEEL-ALL FIXED		gines - 1			tall Warni	ng System	- YES
Max Gross Wt - 2400 No. of Seats - 4	Engine Tyl Rated Pow		ROCATING-CARBU 55 HP	RETUR			
Environment/Operations Information							
Weather Data	Itinerary				Proximity	_	
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Depart SAME AS A			OFF AI	RPORT/STRI	P	
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	UNK/NR			Amport b	ata		
Wind Dir/Speed- VARIABLE	,			Runway	Ident	- N/A	
Visibility - 40.0 SM	ATC/Airspace			Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR		ight Plan - N			-	- N/A	
Lowest Ceiling - 7000 FT BROK		earance - N		Runway	Status	- N/A	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/	Lnag - r	IONE				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 36	Me	edical Certific	ate - VALID	MEDICAL-W	AIVERS/LIN	1IT
Certificate(s)/Rating(s)	Biennial Flight			ght Time (H			
PRIVATE	Current Months Since	- YES	Total -	131	Last 2	4 Hrs -	2
SE LAND	Months Since	- 2 e - 108	Make/Model- Instrument-	70	Last 3	O Days-	10
	Aircraft Type	e - 108	Instrument-	3	Last 9	O Days-	25
Instrument Rating(s) - NONE							
PLT STATED THAT DURING THE TAKEOFF ROLL.	THE ACET WAS KEDT	CLOSE TO THE	WATERLINE TO	STAY ON THE	HARD SAND	AFTER	
ING APRX 700 FT, THE TAIL WHEEL WAS RAISE							

File No. - 585 8/05/85 MONTAGUE ISLAND, AK A/C Reg. No. N4000C Time (Lc1) - 1610 ADT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
3. TERRAIN CONDITION - WET

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF

----Probable Cause----

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

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

Wx Briefing - FSS	OR Airport OFF A irport Runwa Runwa Runwa	Serious 0 0 0 Installed, Stall Warn Proximity IRPORT/STR: Data ay Ident ay Lth/Wid ay Surface	O O O /Activateding System IP - N/A	
Type of Operation -INSTRUCTIONAL Fire Crew Flight Conducted Under -14 CFR 91 NONE Pass Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 152 Eng Make/Model - LYCOMING O-235-L2C Landing Gear - TRICYCLE-FIXED Number Engines - 1 Max Gross Wt - 1670 Engine Type - RECIPROCATING-CARBURET No. of Seats - 2 Rated Power - 110 HP Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Departure Point CULUMBIA, SC COmpleteness - PARTIAL, LMTD BY PILOT Destination ABsic Weather - VMC SAME AS ACC/INC Wind Dir/Speed- 230/010 KTS Visibility - 10.0 SM ATC/Airspace Lowest Sky/Clouds - 8000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - VFR Obstructions to Vision- NONE Type of Clearance - VFR Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Type Apch/Lndg -	O O O C C C C C C C C C C C C C C C C C	O O O O O O O O O O O O O O O O O O O	O O O O O O O O O O O O O O O O O O O	1 O
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 152	ELT OR Airport OFF A irport Runwa Runwa Runwa	Installed, Stall Warn Proximity IRPORT/STR: Data By Ident By Lth/Wid By Surface	Activateding System IP N/A N/A N/A	0 1 - NO -N/
Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 152 Eng Make/Model - LYCOMING 0-235-L2C Landing Gear - TRICYCLE-FIXED Number Engines - 1 Max Gross Wt - 1670 Engine Type - RECIPROCATING-CARBURET No. of Seats - 2 Rated Power - 110 HP Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Departure Point Method - UNK/NR COLUMBIA,SC Completeness - PARTIAL,LMTD BY PILOT Destination A Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed - 230/010 KTS Visibility - 10.0 SM ATC/Airspace Lowest Sky/Clouds - 8000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - VFR Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight PRIVATE Current - YES Total -	ELT OR Airport OFF A irport Runwa Runwa Runwa	Installed, Stall Warn Proximity IRPORT/STR: Data By Ident By Lth/Wid By Surface	/Activateding System IP N/A N/A N/A	
Make/Model - CESSNA 152	OR Airport OFF A irport Runwa Runwa Runwa	Stall Warn Proximity IRPORT/STR Data ay Ident ay Lth/Wid ay Surface	ing System IP N/A N/A N/A	
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Max Gross Wt - 1670 Engine Type - RECIPROCATING-CARBURET No. of Seats - 2 Rated Power - 110 HP Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Departure Point Method - UNK/NR COLUMBIA,SC Completeness - PARTIAL,LMTD BY PILOT Destination A Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed- 230/010 KTS Visibility - 10.0 SM ATC/Airspace Lowest Sky/Clouds - 8000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - VFR Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight PRIVATE Current - YES Total -	OR Airport OFF A irport Runwa Runwa Runwa	Stall Warn Proximity IRPORT/STR Data ay Ident ay Lth/Wid ay Surface	ing System IP N/A N/A N/A	
Max Gross Wt - 1670 No. of Seats - 2 Rated Power - 110 HP Environment/Operations Information Weather Data Wx Briefing - FSS Last Departure Point Method - UNK/NR Completeness - PARTIAL, LMTD BY PILOT Basic Weather - VMC Wind Dir/Speed- 230/010 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 8000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Ubstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE Engine Type - RECIPROCATING-CARBURET Rated Power - 110 HP - Reted Power - 110 HP - It in HP - VALUE - 100 HP - SAME AS ACC/INC SAME AS ACC/INC Vision- NONE SAME AS ACC/INC Type of Flight Plan - NONE Type of Clearance - VFR Type Apch/Lndg - FORCED LANDING Type Apch/Lndg - FORCED LANDING - PORCED LANDING - PORC	Airport OFF A irport Runwa Runwa Runwa	: Proximity AIRPORT/STR: Data ay Ident ay Lth/Wid ay Surface	IP - N/A - N/A - N/A	n - YES
No. of Seats - 2 Rated Power - 110 HP Environment/Operations Information Weather Data Wx Briefing - FSS Last Departure Point Method - UNK/NR COLUMBIA,SC Completeness - PARTIAL,LMTD BY PILOT Basic Weather - VMC Wind Dir/Speed- 230/010 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 8000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight Current - YES Total -	Airport OFF A irport Runwa Runwa Runwa	IRPORT/STR: Data ay Ident ay Lth/Wid ay Surface	- N/A - N/A - N/A - N/A	
Weather Data Itinerary Wx Briefing - FSS Last Departure Point Method - UNK/NR COLUMBIA,SC Completeness - PARTIAL,LMTD BY PILOT Destination A Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed- 230/010 KTS Visibility - 10.0 SM ATC/Airspace Lowest Sky/Clouds - 8000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - VFR Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight PRIVATE Current - YES Total -	OFF A irport Runwa Runwa Runwa	IRPORT/STR: Data ay Ident ay Lth/Wid ay Surface	- N/A - N/A - N/A - N/A	
Weather Data Wx Briefing - FSS Last Departure Point Method - UNK/NR Completeness - PARTIAL,LMTD BY PILOT Destination ABasic Weather - VMC Wind Dir/Speed- 230/010 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 8000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Destructions to Vision- NONE Precipitation NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE Itinerary Last Departure Point Last Departure Point Last Departure Point Last Departure Point AB Destination Point Type ACC/INC ATC/Airspace Lyse of Flight Plan - NONE Type of Clearance - VFR Type Apch/Lndg - FORCED LANDING Type Apch/Lndg - FORCED LANDING PRIVATE Medical Certificate Flight Current - YES Total -	OFF A irport Runwa Runwa Runwa	IRPORT/STR: Data ay Ident ay Lth/Wid ay Surface	- N/A - N/A - N/A - N/A	
Wx Briefing - FSS	OFF A irport Runwa Runwa Runwa	IRPORT/STR: Data ay Ident ay Lth/Wid ay Surface	- N/A - N/A - N/A - N/A	
Method - UNK/NR COLUMBIA,SC Completeness - PARTIAL,LMTD BY PILOT Destination A Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed- 230/010 KTS Visibility - 10.0 SM ATC/Airspace Lowest Sky/Clouds - 8000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - VFR Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight PRIVATE Current - YES Total -	irport Runwa Runwa Runwa Runwa	Data ay Ident ay Lth/Wid ay Surface	- N/A - N/A - N/A	
Completeness - PARTIAL,LMTD BY PILOT Destination Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed- 230/010 KTS Visibility - 10.0 SM ATC/Airspace Lowest Sky/Clouds - 8000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - VFR Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight PRIVATE Current - YES Total -	Runwa Runwa Runwa	ay Ident ay Lth/Wid ay Surface	- N/A - N/A	
Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed- 230/010 KTS Visibility - 10.0 SM ATC/Airspace Lowest Sky/Clouds - 8000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - VFR Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight PRIVATE Current - YES Total -	Runwa Runwa Runwa	ay Ident ay Lth/Wid ay Surface	- N/A - N/A	
Wind Dir/Speed- 230/010 KTS Visibility - 10.0 SM ATC/Airspace Lowest Sky/Clouds - 8000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - VFR Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight PRIVATE Current - YES Total -	Runwa Runwa	y Lth/Wid ny Surface	- N/A - N/A	
Visibility - 10.0 SM ATC/Airspace Lowest Sky/Clouds - 8000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - VFR Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight PRIVATE Current - YES Total -	Runwa Runwa	y Lth/Wid ny Surface	- N/A - N/A	
Visibility - 10.0 SM ATC/Airspace Lowest Sky/Clouds - 8000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - VFR Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight PRIVATE Current - YES Total -	Runwa	y Surface	- N/A	
Lowest Ceiling - NONE Type of Clearance - VFR Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT			* .	
Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight PRIVATE Current - YES Total -	Runwa	y Status	- N/A	
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight PRIVATE Current - YES Total -				
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight PRIVATE Current - YES Total -				
rPersonnel Information Pilot-In-Command Age - 26 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight PRIVATE Current - YES Total -				
Pilot-In-Command Age - 26 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight PRIVATE Current - YES Total -				
Pilot-In-Command Age - 26 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight PRIVATE Current - YES Total -				
Certificate(s)/Rating(s) Biennial Flight Review Flight PRIVATE Current - YES Total -	- VALT	D MEDICAL -	NO WATVERS	/I TMTT
PRIVATE Current - YES Total -			WALVENS	,,
	158		24 Hrs -	4
	158		30 Davs- U	
Aircraft Type - UNK/NR Instrument-	0		90 Days-	58
Instrument Rating(s) - NONE				
IE PLT WAS ON A X-COUNTRY FLT FROM OZARK, AL TO COLUMBIA, SC & RETURN. HE USED 22 GAL OF FU	EL EN D	ONLITE TO COL	LIMRTA	
FORE RETURNING, HE REFUELED THE ACFT TO ITS FULL CAPACITY OF 24.5 USABLE GALS. HOWEVER, ON				
NCOUNTERED HEADWINDS, DID NOT LEAN HIS MIXTURE & WAS VECTORED AROUND THUNDERSTORMS. BEFORE				
IG LOST POWER FROM FUEL EXHAUSTION. SUBSEQUENTLY, THE ACFT WAS DAMAGED DURING A FORCED LAND				
HAT THE ACFT KNOCKED DOWN A POWER LINE & DAMAGED AN OAT CROP.	III	ie rei keroi		
AT THE ACT I MOUNTED DOWN A FOWER LINE & DAMAGED AN UAT CRUP.				

File No. - 529 5/07/85 OZARK, AL A/C Reg. No. N6097M Time (Lc1) - 2036 CDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. WEATHER CONDITION - UNFAVORABLE WIND 3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND 4. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND 5. FLUID, FUEL - EXHAUSTION 6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH Finding(s) 7. OBJECT - WIRE, TRANSMISSION Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING Finding(s) 8. TERRAIN CONDITION - CROP ----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) 2,7,8

Type Operating Certificate-NONE (ENERAL AVIATION)	Aircraft Damage		F-4-1	Inju		NI
Type of Operation -PERSONA	ı	SUBSTANTIAL Fire	Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR		NONE	Pass	ŏ	ŏ	ŏ	Ö
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA 150M		Model - CONTINENTAL					
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600		ngines - 1 pe - RECIPROCATI	NO CARRUPE		tall Warni	ng System	- YES
No. of Seats - 2	Rated Pov		NG-CARBURE	IUK			
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRI		ture Point		ON AIR	PORT		
Method - N/A	SAME AS						
Completeness - N/A Basic Weather - VMC	Destination	1		Airport Da	ata SIA-OPP		
Wind Dir/Speed- VARIABLE	LOCAL					- 29	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid		100
Lowest Sky/Clouds - UNK/NR		ight Plan - NONE			Surface		700
Lowest Ceiling - 3000 F1		earance - NONE				- DRY	
Obstructions to Vision- NONE		Lndg - UNK/NR		•			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	A	Madical	C+:6:+	- VALTO	MEDICAL N	D WATVEDS	/1 TMTT
Certificate(s)/Rating(s)	Age - 41 Biennial Flight		Certificat	e - VALID t Time (H		U WAIVERS	, ETMIT!
STUDENT	Current		.1 -	47	last 2	4 Hrs -	1
31002111	Months Since		/Model-	35	Last 3	Davs-	2
	Aircraft Typ		rument-	1	Last 9	Days-	5
Instrument Rating(s) - NONE							
The comment rating(s) NONE							
-Narrative STUDENT PLT REPORTED THAT DURING A L	ANDING ROLL, THE ACFT	VEERED TO THE RIGHT	, WENT OFF	THE RIGH	T SIDE OF	THE	
& COLLIDE WITH A DIRT BANK.							

File No 5	5/11/85	ANDALUSIA,AL	A/C Reg. No. N3682V	Time (Lc1) - 1530 CDT
Occurrence #1 Phase of Operation		- ON GROUND		
2. GROUND LOOP/SWE 3. IMPROPER US	RVE - INADVERTENT E OF EQUIPMENT/AIR		ID XPERIENCE - PILOT IN COMMAND EXPERIENCE - PILOT IN COMMAND	
Occurrence #2 Phase of Operation		SION WITH TERRAIN		
Finding(s) 5. TERRAIN CONDITI		·		
Probable Cause	· - -			
The National Transpo is/are finding(s) 1,	,	ard determines that th	ne Probable Cause(s) of this accid	ent
Factor(s) relating t	to this accident is	s/are finding(s) 3,4,5	;	

File No 546 5/11/85 GREE	NVILLE,AL A/C Re	g. No. N477M	Т	ime (Lc1) -	1000 CDT	
Basic Information Type Operating Certificate-NONE (GENER			P - 4 - 3	Injur		Na
Type of Operation -PERSONAL	SUBSTAN Fire	11AL Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	_	ő	ŏ	ó
Aircraft Information Make/Model - GREAT LAKES 2T-1A-2 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1800 No. of Seats - 2	Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -			Installed/A		
Environment/Operations Information						
Weather Data	Itinerary		•	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN			ON AIR	STRIP		
Method - N/A Completeness - N/A	GREENVILLE,AL Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC			ILLE MUNI		
Wind Dir/Speed- CALM	5AM2 No A66, 1116			Ident -	32	
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid -		80
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -			Surface -		
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status -	DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg -	FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command		Medical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (F	lours)		_
COMMERCIAL SE LAND.ME LAND	Current - YES Months Since - 1	Total - Make/Model-	1190	Last 24 Last 30	Hrs -	5 IV /ND
SE LAND, ME LAND	Aircraft Type - UNK/NR	Instrument-		Last 90		60
	ATIGIATE Type ONK/NK	Multi-Eng -	_	Lust 50	bays	00
Instrument Rating(s) - NONE						
Narrative						
HE PLT STATED THAT HE MADE A NORMAL APCH FO EGAN TO VIBRATE & SHAKE LATERALLY. THE PLT FIRST, HE DID NOT REALIZE WHAT CAUSED THE	REPORTED THAT THE VIBRATION W SHAKING. THE ACFT BEGAN DRIF	AS CAUSED BY A TA TING, BUT IT WAS	IL WHEEL S TOO SLOW F	HIMMY, BUT OR RUDDER		
FFECTIVENSS, SO THE PLT USED DIFFERENTIAL B ISASSEMBLY OF THE TAILWHEEL DID NOT REVEAL			ILLED OAFF	. AN EXAM 8	t	
DISASSEMBLY OF THE TAILWHEEL DID NOT REVEAL	ANY MECHANICAL FAILURE OR MAL	FUNCTION.				

File No. - 546 5/11/85 GREENVILLE.AL A/C Reg. No. N477M Time (Lc1) - 1000 CDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. LANDING GEAR, TAILWHEEL - UNLOCKED 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - UNCONTROLLED -Occurrence #2 NOSE OVER Phase of Operation LANDING The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1

File No 527 3/27/85 ONXY			lo. N6048B 		ime (Lc1) ·		
-Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION)	Aircraft Da DESTROYED	nage	Fatal	Inju Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Fire NONE	Crew Pass	1 1	0	0	0
Aircraft Information Make/Model - CESSNA 182A Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2650 No. of Seats - 4		gines - 1 De - RECIPRO	ENTAL 0-470-L DCATING-CARBURET HP	OR	Installed// tall Warnin	ng System	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - ACFT RADIO Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 170/005 KTS Visibility - 1.000 SM Lowest Sky/Clouds - PART OBS Lowest Ceiling - UNK/NR OVE Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Depar OKLAHOMA Destination HOT SPRII ATC/Airspace Type of F1 ERCAST Type Apch/	CITY,OK NGS,AR dght Plan - NO earance - NO	NE NE	Airport OFF AI Airport D Runway Runway Runway	Proximity RPORT/STRIM	- N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 49 Biennial Flight Current Months Since Aircraft Typ	Review - UNK/NR - UNK/NR		: Time (H 239 :/NR :/NR	ours) Last 2 Last 30 Last 90	4 Hrs -	2 NK/NR 25
Instrument Rating(s) - NONE							
TNarrative T 1230 CST ON 3/27/85, THE PLT & HIS WIFE IN AMILY MEMBERS BECAME CONCERNED, A SEARCH WALL WAS ASSESSED ON WOODED TERRAIN. INVITE LATEST WX AT HOT SPRINGS AT THAT TIME WALL FOR WIND 170 DEG AT 5 KTS. A RADAR SUFT AMOUNT OF THE CRASH SITE SHOWED THAT INITIAL SOUT 200' BEYOND INITIAL IMPACT WITH THE THAS FOUND. THE PROP BLADES HAD SIGNIFICANT NATIVALLY OBSCURED, 800 FT OVERCAST, 1 MI VINCE TO THE TOWN OF TOWERCAST, 1 MI VINCE TOWERCAST, 1 MI V	AS INITIATED. THE WESTIGATION REVEALED AS REPORTED AS SKY MMARY SHOWED 2/10 CIMPACT WAS WITH TRE REES. THE WRECKAGE ROTATIONAL DAMAGE.	RECKAGE WAS LO THE PLT HAD O PARTIALLY OBSC DVERAGE OF THU ES AT APRX 40' PATH WAS 400' APRX 27 MI NW	CATED ON 3/31/85 BTAINED AN AIRBO JRED, 800′ OVERO NDERSTORMS & RAI AGL. THE 1ST IN LONG. NO PREIMPA AT HOT SPRINGS,	5 WHERE TORNE WX BEAST, VISEN SHOWER WITHOUT WITH THE 1358	HE ACFT COM RIEFING AT IBILITY 3/4 S IN THE AM H THE GROUM FAILURE/MAM WX WAS IN	LLIDED 1343 CST 4 MI REA. AN ND WAS LFUNCTION PART:	

File No. - 527 3/27/85 ONXY, AR A/C Reg. No. N6048B Time (Lc1) - 1430 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation CRUISE - NORMAL
1. WEATHER CONDITION - CLOUDS

- 2. WEATHER CONDITION LOW CEILING
- 3. WEATHER CONDITION THUNDERSTORM
- 4. WEATHER CONDITION RAIN
- 5. WEATHER CONDITION FOG
- 6. VFR FLIGHT INTO IMC CONTINUED PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation CRUISE

Finding(s)

- 7. OBJECT TREE(S)
- 8. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND
- 9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 6.8$

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

Type of Operation -AERIAL APPLICATION Fire Crew 0 0 0 0 1 Flight Conducted Under -14 CFR 137 NONE Pass 0 0 0 0 0 0 Accident Occurred During -LANDING -Aircraft Information Make/Model - QUIFSTREAM-SCHWEIZER G-164B Eng Make/Model - P&W R-1340-AN1 ELT Installed/Activated - NO -1 Stall Warning System - YES Number Engines - 1 Stall Warning Syst	Type Operating Certificate-N	DNE (GENERAL AVIA		ft Damage		Injur		
Fiight Conducted Under					Fatal	Serious	Minor	None
Acident Occurred During -LANDING -Aircraft Information Make/Model - GULFSTREAM-SCHWEIZER G-164B								
Make/Model - GULFSTREAM-SCHWEIZER G-164B			NUNE	٢	ass 0	O	U	U
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4500 No. of Seats - 1 -Environment/Operations Information Weather Data Wethod - N/A Completeness - N/A Basic Weather - WRC Wind Dir/Speed- 270/010 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Obstructions to Vision - NONE Obstructions to Vision - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) SE LAND, ME LAND Instrument Rating(s) - AIRPLANE Number Engines - 1 Stall Warning System - YES Reciprocating - 1 Airport Proximity OFF AIRPORT/STRIP Stall Warning System - YES Bring Type - RECIPROCATING-CARBURETOR Rated Power - 600 HP Airport Proximity OFF AIRPORT/STRIP Airport Proximity OFF AIRPORT/STRIP SAME AS ACC/INC Destination Airport Data Airport Data Airport Data CAIPORT/STRIP SAME AS ACC/INC Destination Airport Data Airport Data Cond. FARM STRIP Runway Ident - N/A Type of Flight Plan - NONE Runway Lth/Wid - 2500 Runway Surface - DIRT Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING PRECIPROCATING-CARBURETOR Airport Proximity OFF AIRPORT/STRIP Airport Proximity OFF AIRPORT/STRIP Airport Data Airport Proximity OFF AIRPORT/STRIP Airport Proximity OFF AIRPORT/STRIP Airport Data PRECIPROCATING-CARBURETOR Airport Proximity OFF AIRPORT/STRIP Airport Data Airport Proximity OFF AIRPORT/STRIP Airport Proximity OFF AIRPORT/STRIP Airport Data Airport Data Airport Data Airport Data PRECIPROCATING-CARBURETOR Airport Data Airport D		_						
Max Gross Wt - 4500 No. of Seats - 1 Rated Power - RECIPROCATING-CARBURETOR No. of Seats - 1 Rated Power - 600 HP 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 - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Combetructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) SE LAND, ME LAND Medical Certificate - 3000 Rate ABROWAN Make/Model - 3000 Rotorcaft - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - AIRPLANE								
No. of Seats - 1 Rated Power - 600 HP -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 - 10.0 SM Lowest Sky/Clouds - CLEAR Destination - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND Instrument Rating(s) - AIRPLANE -Narrative		r FIXED				stali warning	g System	- 162
Wx Briefing - NO RECORD OF BRIEFING Method - N/A SAME AS ACC/INC SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL FARM STRIP Wind Dir/Speed- 270/010 KTS Visibility - 10.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - DIRT Lowest Celling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Current - YES SE LAND, ME LAND Current - YES SE LAND, ME LAND Months Since - 21 Make/Model - 3000 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days- 40 Multi-Eng - 2000 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE					BORLIOR			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A SAME AS ACC/INC SAME AS ACC/INC Destination								
Method - N/A Completeness - N/A Basic Weather - VMC Usibility - 10.0 SM Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) SE LAND, ME LAND Instrument Rating(s) - AIRPLANE -Narrative								
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/010 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND Instrument Rating(s) - AIRPLANE Destination LOCAL Aircraft Type of Clearance LOCAL ATC/Airspace LOCAL ATC/Airspace Runway Ident - N/A Runway Lth/Wid - 2500 Runway Surface - DIRT Runway Surface - DIRT Runway Status - DRY Runway S	<u> </u>	OF BRIEFING		t	OFF A	IRPORT/STRIP		
Basic Weather - VMC	· · · · · · · · · · · ·		•		Admonat	2040		
Wind Dir/Speed- 270/010 KTS Visibility - 10.0 SM ATC/Airspace Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - 2500 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL SCUrrent - YES Total - 15000 Last 24 Hrs - 5 SE LAND, ME LAND Months Since - 21 Make/Model- 3000 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days- 40 Multi-Eng - 2000 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE					•			
Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - 2500 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Siennial Flight Review Flight Time (Hours) COMMERCIAL SE LAND, ME LAND Months Since - 21 Make/Model- 3000 Last 24 Hrs - 5 Months Since - 21 Make/Model- 3000 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- 40 Multi-Eng - 2000 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE		ς	LOCAL				N/A	
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL SE LAND, ME LAND Current - YES Total - 15000 Last 24 Hrs - 5 Months Since - 21 Make/Model - 3000 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument UNK/NR Last 90 Days - 40 Multi-Eng - 2000 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE			TC/Airspace					
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 15000 Last 24 Hrs - 5 SE LAND, ME LAND Months Since - 21 Make/Model- 3000 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- 40 Multi-Eng - 2000 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE				- NONE				
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 15000 Last 24 Hrs - 5 SE LAND,ME LAND Months Since - 21 Make/Model - 3000 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days - 40 Multi-Eng - 2000 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE	•							
Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command		NE				,		
-Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 15000 Last 24 Hrs - 5 SE LAND, ME LAND Months Since - 21 Make/Model - 3000 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - 40 Multi-Eng - 2000 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE	Precipitation - NO	NE						
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Command Biennial Flight Review Current - YES Months Since - 21 Aircraft Type - UNK/NR Instrument Rating(s) - AIRPLANE -Narrative	Condition of Light - DA	YLIGHT						
Certificate(s)/Rating(s) COMMERCIAL CURRENT - YES SE LAND, ME LAND Months Since - 21 Aircraft Type - UNK/NR Instrument Rating(s) - AIRPLANE -Narrative							TVEDO /1 TM	
COMMERCIAL Current - YES Total - 15000 Last 24 Hrs - 5 SE LAND, ME LAND Months Since - 21 Make/Model - 3000 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - 40 Multi-Eng - 2000 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE							IVERS/LIM	Li
SE LAND, ME LAND Months Since - 21 Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - 40 Multi-Eng - 2000 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE			•			·	Hre -	5
Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- 40 Multi-Eng - 2000 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE								
Multi-Eng - 2000 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE	SE CAND, ME CAND							
			criticitatic Type Sixty is	Multi-Eng	- 2000			
	Instrument Rating(s) -	AIRPLANE						
	-Narrative							
ING TAKEOFF FROM A FARM STRIP. THE ENG LOST POWER SHORTLY AFTER LIFT-OFF. THE PLT LANDED STRAIGHT AHEAD;	7,4	THE ENG LOST POWE	R SHORTLY AFTER LIFT	-OFF THE PLT LA	NDED STRATCH	Τ ΔΗΕΔΟ:		
EVER, DURING THE LANDING ROLL, THE ENGLOST FOWER SHORTEY AFTER EITT-OFF. THE FET CANDED STRAIGHT AHEAD,							D	

File No. - 550 5/06/85 A/C Reg. No. N8138K Time (Lc1) - 1000 CDT EARLE, AR Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - WATER 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - SOFT 4. APPROACH AIDS - WET ----Probable Cause----

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

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

File No 446 5/29	/85 JONESBO	JKU, AK 	A/C Reg	. No. N29WL		Time (Lc1) -		
-Basic Information								
Type Operating Certificate-	NONE (GENERAL	AVIATION)	Aircraft	Damage		Injur	ies	
			SUBSTANT	IAL	Fatal	Serious	Minor	None
Type of Operation -	AERIAL APPLICA	ATION	Fire	C	rew O	0	0	1
Flight Conducted Under -	14 CFR 137		NONE	P	ass 0	0	0	1
Accident Occurred During -	LANDING			O	other 0	1	0	0
-Aircraft Information								
Make/Model - BELL OH-13E		Eng Make/N	Model - FRAN	KLIN 6V-335	ELT	Installed/A	ctivated	- NO -N/
Landing Gear - SKID		Number End	gines - 1			Stall Warnin	g System	- NO
Max Gross Wt - 2350	2	Engine Ty	oe - RECI	PROCATING-CAR	BURETOR			
No. of Seats - 1		Rated Powe	er - 2	10 HP				
-Environment/Operations Inform	ation							
Weather Data		Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD	OF BRIEFING	Last Depar	ture Point			IRPORT/STŔIF	•	
Method - N/A		SAME AS						
Completeness - N/A		Destination	•		Airport	Data		
Basic Weather - VMC		LOCAL			A II poi t	54.4		
Wind Dir/Speed- CALM		EGOAL			Punwa	y Ident -	N/A	
Visibility - 5.0	SM	ATC/Airspace					N/A	
Lowest Sky/Clouds - C			ight Plan -	NONE			N/A	
	IONE		earance -				· N/A	
Obstructions to Vision- H		Type Apch/		FORCED LANDIN		ly Status	N/ A	
		Type Apcriy	Lriug -	PORCED LANDIN	10			
Condition of Light - D	ATLIGH!							
-Personnel Information								<i></i>
Pilot-In-Command		\ge - 24		ledical Certif) WAIVERS,	/ LTMT I
Certificate(s)/Rating(s)	E	Biennial Flight I			light Time (_
COMMERCIAL		Current	- YES	Total	- 2252	Last 24	Hrs -	2
SE LAND		Months Since Aircraft Type	- 9	Make/Mode1	102	Last 30	Days- U	NK/NR
		Aircraft Type	e - PA-28	Instrument	t- 24	Last 90	Days-	30
						Rotorci	aft -	102
Instrument Rating(s) -	NONE							
PLT REPORTED THAT THE ENG QUI	T DUE TO FUEL	EXHAUSTION HE	ATTEMPTED TO	I AND STRATCH	IT AHEAD ON S	OFT TEDDATN	RUT	
HELICOPTER ROLLED OVER. DURIN								
AD OF & TO THE RGT OF THE FLT								
RIS. NO FUEL WAS FOUND IN THE								
KID. NO FUEL WAS FUUND IN IME	FUEL TANK AFT	EK INE ACCIDENT.	AI IDE IIME	OF THE ACCIL	JENI, INE PLI			
FAA HELICOPTER RATING NOR AN A	EDIAL ADDITORS	TION CENTIFICATE	ALCO UE E	FDODTED TUAT	THE PHEL CAC	TEC WEDE NOT	DELTADIE	

File No. - 446 5/29/85 JONESBORO, AR A/C Reg. No. N29WL Time (Lc1) - 1300 CDT LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION 3. FLUID, FUEL - EXHAUSTION 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING Finding(s) 5. AUTOROTATION - PERFORMED - PILOT IN COMMAND Occurrence #3 ROLL OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4 Factor(s) relating to this accident is/are finding(s) 2,6

	IDLER, AZ A/	C Reg. No. N65273	'	ime (LCI)	- 1100 MST	
Basic Information Type Operating Certificate-NONE (GENER		raft Damage STANTIAL	Fatal	Inj Serious	uries Minor	None
Type of Operation -INSTRUCTION			0	0	0	1
Flight Conducted Under -14 CFR 91	NON		Ö	ŏ	ŏ	Ó
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA 152		LYCOMING 0-235-L2C			/Activated	
Landing Gear - TRICYCLE-FIXED	Number Engines -			tali Warn	ing System	- YES
Max Gross Wt - 1670	9 31	RECIPROCATING-CARBURE	TOR			
No. of Seats - 2	Rated Power -	110 HP				.
Environment/Operations Information Weather Data	T# impmen.		A i nnar+			
Wx Briefing - NO RECORD OF BRIEFIN	Itinerary IG Last Departure Po	int	ON AIR	Proximity		
Method - N/A	SAME AS ACC/INC		ON AIR	FURT		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		CHANDL	ER MUNI		
Wind Dir/Speed- CALM				Ident	- 22	
Visibility - 20.0 SM	ATC/Airspace				- 3810/	75
	TTERED Type of Flight Pl				- ASPHALT	
Lowest Ceiling - 12000 FT BRO Obstructions to Vision- NONE			Runway	Status	- DRY	
Precipitation - NONE	Type Apch/Lndg	TOUCH AND GO				
Condition of Light - DAYLIGHT		TOUCH AND GO				
Pilot-In-Command	Age - 22	Medical Certificat	e - NO ME	DICAL		
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (H			
NONE	Current - N/A				24 Hrs -	2
	Months Since - N/A		31		30 Days-	9 22
	Aircraft Type - N/A	Instrument-	1	Last	90 Days-	22
Instrument Rating(s) - NONE						
-Narrative						
ORDING TO THE FLT INSTRUCTOR (CFI), THE S						
TRUCTIONAL FLT. THE CFI DECIDED TO SOLO T						
CFI TOLD THE STUDENT TO MAKE 1 SOLO TOUC						
NENT ELEW A NORMAL DATTERN, LIGHTURE DE M	44116 4 MADII I ADIIIING WHICH	was enclowed by a High	BUILDINGE	THE ACT	BEGAN	
DENT FLEW A NORMAL PATTERN; HOWEVER, HE M PORPOISE, & AFTER 6 OR 7 OSCILLATIONS, IT						

Time (Lc1) - 1100 MST File No. - 589 1/22/85 CHANDLER, AZ A/C Reg. No. N65273 Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND IMPROPER USE OF PROCEDURE - FLIGHT INSTRUCTOR(ON GROUND) 4. FLARE - IMPROPER - PILOT IN COMMAND 5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING Finding(s) 6. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----

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

Baile Tu Commetten	,AZ A/C Reg	g. No. N913S	T 	ime (Lc1)	- 1020 MST	
-Basic Information						
Type Operating Certificate-NONE (GENERA	· ·		F		uries	A1
Type of Operation -AEROBATICS	SUBSTANT Fire	Crew	Fatal O	Serious O		None 1
Flight Conducted Under -14 CFR 91	NONE	Pass	-	-	0	Ö
Accident Occurred During -LANDING	NOME	rass	O		O	Ü
-Aircraft Information						
Make/Model - SEVDY PITTS SPECIAL 104	Eng Make/Model - LYCC	MING 0-360-C2C			d/Activated	
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			itall Warr	ning System	- NO
Max Gross Wt - 900	Engine Type - REC	PROCATING-CARBUR	ETOR			
No. of Seats - 1	Rated Power -	180 HP				
-Environment/Operations Information	***		A ! .	Bu and the fit		
Weather Data	Itinerary	·		Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STR	KIP	
Method - N/A	YUMA, AZ		4			
Completeness - N/A	Destination		Airport [
Basic Weather - VMC	LOCAL		AG STF		A1 / A	
Wind Dir/Speed- 270/010 KTS	ATO / A /		Runway	/ Ident	- N/A	
Visibility - 7.0 SM	ATC/Airspace	NONE	Runway	/ Lth/Wid	- 1800	
Lowest Sky/Clouds - 1500 FT SCA					- GRAVEL	
Lowest Ceiling - NONE	Type of Clearance -		Runway	/ Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information		4111-0		MEDICAL	NO WATVERS	/
Pilot-In-Command		Medical Certifica			-NO MAINERS	LIMII
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (F		04 1155	4
COMMERCIAL, MILITARY	Current - YES	Total -				1
SE LAND, ME LAND	Months Since - 7	Make/Model- Instrument-	72		30 Days-	16
	Aircraft Type - OV-10D	Instrument- Multi-Eng -		Last	90 Days-	57

File No 4	59 3/02/85 YUMA,AZ	A/C Reg. No. N913S	Time (Lc1) - 1020 MST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - MECH FAILURE/MA MANEUVERING	LFUNCTION	
Finding(s) 1. UNDETERMINED 2. ENGINE ASSEMBLY	,CYLINDER - LOW COMPRESSION		
Occurrence #2 Phase of Operation	DESCENT		
	IN FLIGHT COLLISION WITH TERRAIN APPROACH - VFR PATTERN - FINAL APPROAC	н	
Finding(s) 3. TERRAIN CONDITI			
Occurrence #4 Phase of Operation	: NOSE OVER APPROACH - VFR PATTERN - FINAL APPROAC	н	
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that the	Probable Cause(s) of this accid	dent

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

File No 517 4/06/85 QUARTBasic Information			No. N66MG		ime (Lc1) -		
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Da		F-1-1	Injur		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		SUBSTANTIA Fire NONE	Crew P a ss	_	Serious O O	Minor O O	None 1 1
Aircraft Information Make/Model - CESSNA 210A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2900 No. of Seats - 4	Number Ei Engine T	/Model - CONTIN ngines - 1 ype - RECIP wer - 268	FUEL INJECTED		Installed/A tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- VARIABLE Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SCOTTSDA Destination SAME AS ATC/Airspace Type of F Type of C	ACC/INC		ON AIR Airport D DESERT Runway Runway Runway	ata GARDENS	GRAVEL	100
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	Age - 54 Biennial Flight Current Months Sinc Aircraft Ty		lical Certifica Flig Total - Make/Model- Instrument- Multi-Eng -	ht Time (H 2015 224 226	ours) Last 24	Hrs - Days- UN	5
Instrument Rating(s) - AIRPLANE							
-Narrative OWNER OF THE AIRSTRIP REPORTED THAT HE OB ROVED PORTION OF THE RWY. THEREAFTER THE A A 10 FT TREE BESIDE THE RWY. THE ACFT THEN	CFT ROLLED APRX	PARALLEL TO THE	RWY UNTIL ITS	LEFT WING			

File No. - 517 4/06/85 QUARTZSITE,AZ A/C Reg. No. N66MG Time (Lc1) - 1130 MST Occurrence #1 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 1. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND 2. OBJECT - TREE(S) 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND ON GROUND COLLISION WITH TERRAIN Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - DIRT BANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,3

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

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A/C Reg. No. N24970 Time (Lc1) - 1815 MST
      File No. - 467
                           5/05/85
                                     WICKENBURG.AZ
 ---Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)
                                                             Aircraft Damage
                                                                                                   Injuries
                                                             DESTROYED
                                                                                       Fatal
                                                                                               Serious
                                                                                                         Minor
                                                                                                                   None
                                                                                         0
                                                                                                   0
                                                                                                            0
     Type of Operation
                             -PERSONAL
                                                            F.ire
                                                                                Crew
                                                                                                                     1
     Flight Conducted Under -14 CFR 91
                                                             NONE
                                                                                Pass
                                                                                         0
                                                                                                   0
     Accident Occurred During -LANDING
 ---Aircraft Information----
                                                                                         ELT Installed/Activated - YES/NO
     Make/Model - CESSNA 152
                                                 Eng Make/Model - LYCOMING 0-235-L2C
                                                                                            Stall Warning System - YES
     Landing Gear - TRICYCLE-FIXED
                                                 Number Engines - 1
     Max Gross Wt - 1670
                                                 Engine Type - RECIPROCATING-CARBURETOR
     No. of Seats - 2
                                                 Rated Power - 110 HP
----Environment/Operations Information----
   Weather Data
                                               Itinerary
                                                                                      Airport Proximity
                                                                                        OFF AIRPORT/STRIP
     Wx Briefina
                    - FSS
                                                Last Departure Point
       Method
                    - TELEPHONE
                                                  BULLHEAD CITY.AZ
       Completeness - WEATHER NOT PERTINENT
                                               Destination
                                                                                     Airport Data
     Basic Weather - VMC
                                                                                        WICKENBURG
                                                  SCOTTSDALE, AZ
       Wind Dir/Speed- CALM
                                                                                        Runway Ident - N/A
       Visibility - 30.0 SM
                                               ATC/Airspace
                                                                                        Runway Lth/Wid - N/A
       Lowest Sky/Clouds - 15000 FT SCATTERED Type of Flight Plan - NONE
                                                                                        Runway Surface - N/A
                           - 25000 FT BROKEN Type of Clearance - NONE
                                                                                        Runway Status - N/A
       Lowest Ceiling
       Obstructions to Vision- NONE
                                                Type Apch/Lndg
                                                                - FORCED LANDING
       Precipitation - NONE
       Condition of Light - DAYLIGHT
 --Personnel Information----
                                                                    Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
    Pilot-In-Command
                                           Age -
                                                  59
      Certificate(s)/Rating(s)
                                                                                Flight Time (Hours)
                                           Biennial Flight Review
                                                                              - 13200
                                                                                                 Last 24 Hrs -
         ATP, CFI
                                              Current
                                                       ~ YES
                                                                        Total
         SE LAND.ME LAND
                                               Months Since - 7
                                                                        Make/Model- 5000
                                                                                                 Last 30 Days- UNK/NR
         HELICOPTER
                                               Aircraft Type - C-500
                                                                        Instrument-
                                                                                    490
                                                                                                 Last 90 Davs-
                                                                                                                 245
                                                                        Multi-Eng - 5000
                                                                                                 Rotorcraft -
                                                                                                                 200
         Instrument Rating(s) - AIRPLANE
----Narrative----
THE PLT DEPARTED BULLHEAD CITY WITH AN ESTIMATED 12 GAL OF FUEL ON BOARD. WHILE EN ROUTE, HE REALIZED THAT THE
ACFT WAS LOW ON FUEL. SO HE DECIDED TO LAND AT WICKENBURG. BEFORE REACHING THE ARPT. THE ENG LOST POWER FROM FUEL
EXHAUSTION. THE ACFT WAS DAMAGED DURING A FORCED LANDING IN A DRY WASH APRX 1 MI NW OF THE ARPT.
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File No. - 467 5/05/85 WICKENBURG, AZ A/C Reg. No. N24970 Time (Lc1) - 1815 MST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH Finding(s) 1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 2. FLUID, FUEL - LOW LEVEL 3. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND 4. FLUID, FUEL - EXHAUSTION 5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. TERRAIN CONDITION - NONE SUITABLE 7. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----

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

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

File No 551 1/03/85 SANTA	BARBARA, CA	A/C Reg. No. N2246Q Time			Time (Lc1) - 0740 PST		
Basic Information							
Type Operating Certificate-ON-DEMAND Al		Aircraft Damag	e		Injur		
Name of Carrier -PETROLEUM HE Type of Operation -NON SCHED.DO	LICUPIERS, IN	SUBSTANTIAL	0	Fatal			None
Flight Conducted Under -14 CFR 135	MESTIC, PASSENGER	Fire NONE	Crew	_	0	0	1
Accident Occurred During -LANDING		NONE	Pass	. 0	0	0	1
Aircraft Information							
Make/Model - BELL 2061-1	Eng Make/Mo	del - ALLISON 2	50-C28B		Installed/A		
Landing Gear - HIGH SKID	Number Engi	nes - 1		5	itall Warnir	ng System	- NO
Max Gross Wt - 4150	Engine Type	- TURBOSHAF					
No. of Seats - 7	Rated Power	- 435 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING				OFF AI	RPORT/STRIP	•	
Method - N/A	SAME AS AC	C/INC					
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL			_			
Wind Dir/Speed- 130/006 KTS						N/A	
Visibility - 25.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR		ht Plan - NONE			Surface -	•	
Lowest Ceiling - NONE		rance - VFR		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Ln	dg - FORCE	D LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 42	Medica	1 Contifica	+0 - VALTE	MEDICAL-NO	WATVEDS/	I TRATT
Certificate(s)/Rating(s)	Biennial Flight Re			ht Time (F		WAIVERS/	CIMII
ATP			ta1 -	10207	last 24	Hrs -	1
ME LAND	Months Since		ke/Model-	1054	Last 30) Davs- UN	IK/NR
HELICOPTER	Aircraft Type		strument-	675	Last 90	Days ON	95
TIEE2 OOT TEN	All clair Type		lti-Eng -	33	Rotorcr	raft - 1	0021
		1-10					0021
Instrument Rating(s) - AIRPLANE,HF	LICOPTER						
Narrative							
RING TAKEOFF & DEPARTURE, THE HELICOPTER CL	IMBED TO ABOUT 150	FT AGL & STARTE	D TO PROCEE	D OVER WAT	ER. AS IT		
OSSED OVER THE SHORELINE NEAR THE END OF TH							
ECH AREA & MADE AN AUTOROTATIVE LANDING ON							
8 TO 10 KTS. AS THE SKIDS SANK IN THE SAND			MAIN ROTOR	BLADES ST	RUCK THE TA	NIL.	
	NO DEACON FOR THE D	OUED LOCC					
OM. AN EXAM OF THE ENG & FUEL SYS REVEALED	NO REASON FOR THE P	UWER LUSS.					

File No 5	51 1/03/85 SANTA	BARBARA, CA	A/C Reg. No. N2246Q	Time (Lc1) - 0740 PST
Occurrence #1 Phase of Operation				
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY			
Finding(s) 2. AUTOROTATION -	PERFORMED - PILOT IN COMM			
Occurrence #3 Phase of Operation	HARD LANDING LANDING - FLARE/TOUCHDOW	WN		
Finding(s) 3. TERRAIN CONDITI 4. TERRAIN CONDITI	DN - SOFT DN - LOOSE GRAVEL/SANDY			
Probable Cause		·		
The National Transpo	rtation Safety Board deter	rmines that the Probab	le Cause(s) of this accident	

is/are finding(s) 1

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

File No 553 1/10/85 VAN NU	JYS,CA A/C R	Time (Lc1) - 1544 PST						
-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft Damage		Injuries					
	SUBSTA	NTIAL	Fatal			None		
Type of Operation -TEST FLT	Fire	Cre	-	0	1	0		
Flight Conducted Under -14 CFR 91	NONE	Pas	s 0	0	0	0		
Accident Occurred During -TAKEOFF								
-Aircraft Information								
Make/Model - SMITH MINIPLANE DSA-1	Eng Make/Model - LY	COMING 0-290	ELT		Activated			
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warni	ng System	- NO		
Max Gross Wt - 1000	Engine Type - RE		RETOR					
No. of Seats - 1	Rated Power -	115 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	Destination		Airport D					
Basic Weather - VMC	LOCAL		VAN NU					
Wind Dir/Speed- CALM				Ident				
Visibility - 25.0 SM	ATC/Airspace				- 8000/	150		
Lowest Sky/Clouds - 5000 FT					- ASPHALT			
Lowest Ceiling - 5000 FT BROKE			Runway	Status	- DRY			
Obstructions to Vision- NONE	Type Apch/Lndg	- NUNE						
Precipitation - NONE Condition of Light - DAYLIGHT								
-Personnel Information Pilot-In-Command	Age - 58	Medical Certific	ata VALID	MEDICAL -	ATVEDE /LTI	4T T		
	Biennial Flight Review		ght Time (H		MIVERS/LI	ALTI		
PRIVATE	Current - YES				M Hrs -	0		
SE LAND, ME LAND	Months Since - 0			Last 3		0		
GLIDER	Aircraft Type - BE-76	Instrument-		Last 9	O Days	0		
GEIDER	All Craft Type BE 70	Multi-Eng -		Last	O Days	J		
		Murci-Eng -	320					
Instrument Rating(s) - AIRPLANE								
Narrative S WAS THE INITIAL TEST FLT AFTER INSTALLAT THE RIGHT & THE PLT CORRECTED WITH LEFT AIL JGHT A WING TIP & GROUND LOOPED." AN EXAM D AILERONS TO RESPOND IN REVERSE.	ERON. HE STATED THAT THE A	CFT "WHIPPED VIOL	ENTLY FURTH	ER TO RIGH	łT,			

Time (Lc1) - 1544 PST File No. - 553 1/10/85 VAN NUYS, CA A/C Reg. No. N5111V Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. FLT CONTROL SYST, AILERON CONTROL - IMPROPER 2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL 3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND 4. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 5. DIRECTIONAL CONTROL - NOT POSSIBLE -6. GROUND LOOP/SWERVE - UNCONTROLLED -----Probable Cause----

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

File No 554 1/14/85 FULLE	RTON, CA	A/C Reg. No. N3	279T	Т	ime (Lc1) -	1110 PST	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage			Injur	ies	
	,	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	1	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 177		del - LYCOMING 0-3	20-E2D		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engi				tall Warnin	g System	- YES
Max Gross Wt - 2275	Engine Type		G-CARBURET	OR			
No. of Seats - 4	Rated Power	- 150 HP					
Environment/Operations Information							
Weather Data	Itinerary			•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•			ON AIR	PORT		
Method - N/A	FULLERTON,	CA		_			
Completeness - N/A	Destination		4	irport D			
Basic Weather - VMC	LOCAL				TON MUNI		
Wind Dir/Speed- 300/003 KTS	470/410					06	75
Visibility - 35.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace	A DIAM NONE			Lth/Wid - Surface -		75
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE		nt Plan - NONE rance - VFR				DRY	
Obstructions to Vision- NONE	Type Apch/Lnd		DATTERN	Runway	status -	DRI	
Precipitation - NONE	Type Apcil/ Lin	dg - TRAFFIC	FATTERN				
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 33	Medical C	ertificate	- NO ME	DICAL		
Certificate(s)/Rating(s)	Biennial Flight Rev			Time (H			
NONE			- UNK			Hrs - UN	K/NR
	Months Since		Model - UNK				
	Aircraft Type		ument- UNA	/NR	Last 30 Last 90 Rotorcr	Days- UN	K/NR
	,		-Eng - UN	/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE							
Name of the	******						
Narrative N LANDING, THE ACFT PORPOISED AFTER IT TOUCH TRUCK A FENCE AT THE END OF THE RWY. THE OWN EFT THE SCENE & COULD NOT BE LOCATED. FAA RE HE "PILOT" HAD REPRESENTED HIMSELF TO THE OWN NSPECTION OF THE ACFT. THE PURPOSE OF THE FL	ER OF THE ACFT A PRI CORDS DID NOT INDICA NER AS AN ACFT MECHA	E-SOLO STUDENT PIL ATE THAT THE "PILO ANIC & HAD MADE AR	OT, WAS A T" EVER HE	PASSENGE LD AN AI	R. THE "PIL RMAN CERTIF	OT" ICATE.	

A/C Reg. No. N3279T Time (Lc1) - 1110 PST File No. - 554 1/14/85 FULLERTON, CA A/C Reg. No. N3279T Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. JUDGEMENT - POOR - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT.QUALIFICATION - PILOT IN COMMAND INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT 4. DISTANCE - MISJUDGED - PILOT IN COMMAND 5. AIRSPEED - MISJUDGED - PILOT IN COMMAND 6. FLARE - IMPROPER - PILOT IN COMMAND 7. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND 8. GO-AROUND - DELAYED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 9. ABORTED LANDING - INITIATED - PILOT IN COMMAND 10. OBJECT - FENCE 11. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,2,6,7,8,11

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

File No 465 1/21/85 PINE V	465 1/21/85 PINE VALLEY, CA A/C Reg				Time (Lc1) - 1840 PST			
Basic Information		·						
Type Operating Certificate-NONE (GENERAL	. AVIATION)	Aircraft Da	mage		Injur	ies		
		DESTROYED		Fatal	Serious	Minor	None	
Type of Operation -BUSINESS		Fire	Crew	1	0	0	0	
Flight Conducted Under -14 CFR 91		ON GROUND	Pass	1	0	0	0	
Accident Occurred During -MANEUVERING								
Aircraft Information								
Make/Model - CESSNA A185F	Eng Make/	Model - CONTIN	ENTAL 10-520-D	ELT	Installed/A	ctivated	- YES/NO	
Landing Gear - TAILWHEEL-ALL FIXED	Number En	gines - 1		5	tall Warnir	g System	- YES	
Max Gross Wt - 3350	Engine Ty	oe - RECIP-	FUEL INJECTED					
No. of Seats - 6	Rated Pow	er - 300	HP					
-Environment/Operations Information								
Weather Data	Itinerary			Airport	Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Depar	ture Point			RPORT/STRIP	•		
Method - N/A	PHOENIX,				, -			
Completeness - N/A	Destination			Airport D	ata			
Basic Weather - IMC	SANTEE.C							
Wind Dir/Speed- UNK/NR	5	•		Runway	Ident -	N/A		
Visibility - UNK/NR	ATC/Airspace				Lth/Wid -			
Lowest Sky/Clouds	Type of F1		NE		Surface -			
	N Type of Cl				Status -			
Obstructions to Vision- FOG		Lndg - NO			•			
Precipitation ~ NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,							
Condition of Light - NIGHT(DARK)								
-Personnel Information Pilot-In-Command	Ago - 47	Mod	ical Certifica	to - VALTE	MEDICAL-WA	TVEDS/LT	ATT	
Certificate(s)/Rating(s)	Age - 47 Biennial Flight	Poviou	Flia	ot Time (L	loune)	•		
PRIVATE	Cuppopt	- TINIK /NID	Total -	650	12013/	Hre - III	UK /ND	
SE LAND	Months Since	- UNK/NR	Make/Medel = III	NIK /NIB	Last 24	Dave- III	UK/ND	
JL LAND	Ainenaft Typ	OINK/INK	Inctnument- III	NE/NE	125+ 90	Days U	JIZ / NID	
	All Clait Typ	e - UNK/INK	Total - Make/Model - U Instrument - U Multi-Eng - U	NE/INE	Potonor	aft - III	MC/ND	
			Marti Eng U	ALL IAL	KO LOI CI	art or	WK/ IVK	
Instrument Rating(s) - NONE								
-Narrative								
ACFT CRASHED WHILE THE PLT WAS RETURNING	ROM A X-COUNTRY	FLT AT NIGHT.	WITNESSES REPO	RTED THAT	THE ACFT WA	S FLYING		
IN A WESTERLY DIRECTION & APPEARED TO BE	OLLOWING INTERST	ATE HIGHWAY 8.	ONE WITNESS,	WHO WAS TR	AVELING WES	TBOUND,		
FED THAT THE ACFT OVERTOOK HIM WHILE FLYING	AT ABOUT 100 TO	200 FT ABOVE	HIS AUTO. HE F	JRTHER REF	ORTED THAT	THE		
T THEN TURNED, CROSSED OVER THE FREEWAY, S								
SH SITE WAS APRX 4200 FT. LOW CLOUDS WERE I								
ESPI ARPT, THE WX WAS REPORTED AS 3000 FT								
PREIMPACT MECHANICAL MALFUNCTION OR FAILUR	UF THE ACTI WAS	FUUND.						

A/C Reg. No. N24BC

Time (Lc1) - 1840 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE

- 1. LIGHT CONDITION DARK NIGHT
- 2. TERRAIN CONDITION HIGH TERRAIN

File No. - 465 1/21/85

- 3. WEATHER CONDITION CLOUDS
- 4. WEATHER CONDITION LOW CEILING
- 5. FLIGHT INTO KNOWN ADVERSE WEATHER INADVERTENT PILOT IN COMMAND

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

Finding(s)

- 6. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 7. FLIGHT TO ALTERNATE DESTINATION NOT PERFORMED -
- 8. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 9. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND

----Probable Cause----

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

PINE VALLEY, CA

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

Brief of Accident

File No 594 1/23/85 EURE	KA,CA A/C F	A/C Reg. No. N4931P			Time (Lc1) - 1410 PST					
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraí	ft Damage ANTIAL	Fatal	Injur Serious	ries Minor	None				
Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	AL Fire NONE	Crew Pass	0	0	0	1 O				
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2			S [.] ETOR	Installed// tall Warnir	ng System	- YES				
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed 300/007 KTS Visibility - 25.0 SM Lowest Sky/Clouds - SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	EUREKA,CA Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan Type of Clearance	- NONE - NONE - TRAFFIC PATTERN FULL STOP	Airport I ON AIRI Airport Da KNEELAI Runway Runway Runway Runway	Proximity PORT ata ND Ident Lth/Wid Surface	- 33 - 2270/					
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 44 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certifica	te - VALID nt Time (Ho 41 39		4 Hrs - Days-	'LIMIT 4 13 39				
Instrument Rating(s) - NONE										
Narrative HILE ON A LOCAL SOLO INSTRUCTIONAL FLT, THE OUCHED DOWN ABOUT HALFWAY DOWN THE RWY "A L: E THEN CHANGED HIS MIND & REDUCED THE POWER MOUNT OF RWY REMAINING & ELECTED TO GO AROU! EGAN TO "SHAKE VIOLENTLY." ONCE MORE, THE I AS INSUFFICIENT RWY REMAINING TO STOP THE ACENT DOWN AN EMBANKMENT & WAS DAMAGED.	ITTLE FAST." THE PLT ADDED TO IDLE TO CONTINUE THE LA ND AFTER ALL. IMMEDIATELY A PLT DECIDED TO STOP THE ACF	POWER TO ABORT THE NDING. THE PLT THEN FTER THE LAST POWER T "TO EXAMINE THE NO	LANDING & HAD MISGI APPLICATI "SEWHEEL."	MAKE A GO VINGS ABOU ON, THE NO HOWEVER,	-AROUND. T THE SEWHEEL THERE					

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1/23/85 A/C Reg. No. N4931P File No. - 594 EUREKA.CA Time (Lc1) - 1410 PST Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. DISTANCE - MISJUDGED - PILOT IN COMMAND 2. AIRSPEED - MISJUDGED - PILOT IN COMMAND 3. ABORTED LANDING - INITIATED - PILOT IN COMMAND 4. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND 5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND IMPROPER DECISION, ANXIETY/APPRENHENSION - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 7. TERRAIN CONDITION - ROUGH/UNEVEN 8. TERRAIN CONDITION - DOWNHILL ----Probable Cause----

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

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

Brief of Accident

File No 555 2/03/85 BIG B	:AR,GA 	A/C Reg.	Time (Lc1) - 1720 PST					
-Basic Information Type Operating Certificate-NONE (GENERA	_ AVIATION)	Aircraft Da				uries		
Time of Open Hier Chesconal		SUBSTANTIA		Fata1	Serious		None 1	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire	Crev		0	0	4	
Accident Occurred During -TAKEOFF		NONE	Pass		0		4	
-Aircraft Information								
Make/Model - PIPER PA-32-300		/Model - LYCOMI	NG ID-540-K1G5			/Activated		
Landing Gear - TRICYCLE-FIXED				S	tall Warn	ing System	- YES	
Max Gross Wt - 3400		ype - RECIP-						
No. of Seats - 6	Rated Po	wer - 300) HP					
-Environment/Operations Information								
Weather Data	Itinerary				Proximity			
Wx Briefing - NO RECORD OF BRIEFING	•			ON AIR	PORT			
Method - N/A	SAME AS	ACC/INC						
Completeness - N/A	Destinatio			Airport D				
Basic Weather - UNK/NR	SAN DIE	GO,CA			AR CITY			
Wind Dir/Speed- 210/010 KTS					Ident	- 07		
Visibility - 2.000 SM	ATC/Airspace					- 5850/	75	
Lowest Sky/Clouds - UNK/NR	Type of F	light Plan - If	·R			- ASPHALT		
Lowest Ceiling - 1500 FT OVER				Runway	Status	- DRY		
Obstructions to Vision- FOG	Type Apch,	/Lndg - Ni	DNE			•		
Precipitation - NONE								
Condition of Light - DUSK								
-Personnel Information							·	
Pilot-In-Command	Age - 40		dical Certifica			NO WAIVERS/	LIMII	
Certificate(s)/Rating(s)	Biennial Flight			ght Time (H		04 Una -		
COMMERCIAL	Current		Total - Make/Model-	1154	Last	24 Mrs -	IIZ (NID	
SE LAND	Months Since		make/model-			30 Days- Or 90 Days-		
	Aircraft Ty _l	Se - PA-32	Instrument-	234	Last	oo Days-	8	
Instrument Rating(s) - AIRPLANE								
ER SPENDING THE DAY SKIING, THE PLT & PASS	ENCEDS DI ANNED TO	O DEDART ON A 1	DETUDNI ELT TO	SAN DIEGO	THE WIND	WAC		
M 210 TO 220 DEG AT ABOUT 10 MPH. THE PLT								
T & THE VISIBILITY WAS NEAR ZERO IN THAT D								
T TRAVELED ABOUT 2500 FT & HAD ACCELERATED								
RED LEFT, OVERRAN THE EDGE OF THE RWY & CO								
	CCIDED MILL W 21V	JW DAINN. NO PRI	ACCIDENT PAR	I HATEURE U	N MALI UNC	LION		
REPORTED. THE ARPT ELEV WAS 6750 FT.								

•

File No. - 555 2/03/85 BIG BEAR, CA A/C Reg. No. N30069 Time (Lc1) - 1720 PST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. LIGHT CONDITION - DUSK 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE 3. WEATHER CONDITION - TAILWIND 4. WEATHER CONDITION - CROSSWIND 5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 7. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF Finding(s) 8. TERRAIN CONDITION - SNOWBANK ----Probable Cause----

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

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

Basic Information Type Operating Certificate-ON-DEMAND AI	R TAXT	Aircraft Da	mage		Iniu	ıries	
Name of Carrier -WILLIAM B. C		SUBSTANTIA		Fatal			None
Type of Operation -NON SCHED,DO Flight Conducted Under -14 CFR 135	MESTIC, PASSENGER	Fire	Crew	0	0	0	1
		NONE	Pass	. 0	0	0	2
Accident Occurred During -TAXI							
Aircraft Information							
Make/Model - CESSNA 177RG			NG IO-360				
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng			S	tall Warni	ng System	- YES
Max Gross Wt - 2800			FUEL INJECTED				
No. of Seats - 4	Rated Powe	er - 200	. НР 				
Environment/Operations Information	TA I maman			4 ÷ ~ ~ ~ ~ + 1	Dm = 1 + d = 4 + 1 + 1		
Weather Data Wx Briefing - FSS	Itinerary Last Depart	uma Daimt		ON AIR	Proximity		
Method - IN PERSON	SAME AS A			UN AIRI	PURI		
Completeness - WEATHER NOT PERTINENT		CC/ INC		Airport Da	ata		
Basic Weather - VMC		O.CA		UKIAH			
Wind Dir/Speed- CALM	SASKA ETT	•,•			Ident	- 15	
Visibility - 30.0 SM	ATC/Airspace					- 5005/	150
Lowest Sky/Clouds - CLEAR	Type of Fli	ght Plan - NO	NE	Runway	Surface	- ASPHALT	
Lowest Ceiling - NONE		arance - NO		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/L	.ndg - NC	NE				
Precipitation - NONE							
Condition of Light - NIGHT(DARK)							
Personnel Information Pilot-In-Command	Age - 58	Mec	ical Certifica	te - VALID	MEDICAL -W	ATVERS/LTI	итт
Certificate(s)/Rating(s)	Age - 58 Biennial Flight R	eview		tht Time (H		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
COMMERCIAL			Total -			14 Hrs -	1
SE LAND, ME LAND	Months Since Aircraft Type	- 1	Make/Model- Instrument-	26	Last 3	O Days-	40
	Aircraft Type	- 177RG			Last 9	O Days-	87
			Multi-Eng -	6			
Instrument Rating(s) - AIRPLANE							
Nannativa							
Narrative DARK NIGHT, THE PLT FAILED TO OBSERVE TH	AT THE TAYTHAY (OL	I WUTCH HE WAS	TAVITNO) MADE	. A 90 DEC :	TUDN TO CO	NNECT	
THE BEGINNING OF THE RWY. WHERE THE TAXI							

File No. - 455 2/13/85 UKIAH, CA A/C Reg. No. N2180Q Time (Lc1) - 1835 PST

Occurrence ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

- 1. AIRPORT FACILITIES, TAXIWAY LIGHTING UNAVAILABLE
- 2. LIGHT CONDITION DARK NIGHT
- 3. VISUAL LOOKOUT INADEQUATE PILOT IN COMMAND
- 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION PILOT IN COMMAND
- 5. TERRAIN CONDITION DITCH

----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) 2,4,5

Type Operating Certificate-NONE (GENER	-	ft Damage ANTIAL	Fatal	Injur Serious	ies Minor	None
Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Crev Pass	0	0 0	0 0	2
-Aircraft Information Make/Model - PIPER PA-32-300 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3400 No. of Seats - 6	Eng Make/Model - L' Number Engines - Engine Type - Ri Rated Power -			Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 290/005 KTS Visibility - 8.0 SM Lowest Sky/Clouds - 25000 FT THI Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/INC Destination LOCAL ATC/Airspace N BKN Type of Flight Plan Type of Clearance	- NONE	ON AIR Airport D. HAYWAR Runway Runway Runway	ata D AIR TERMI	28R 3536/ ASPHALT	75
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 39 Biennial Flight Review Current - YES Months Since - 9 Aircraft Type - C-172	Total - ` Make/Model-	ght Time (H 1380	ours) Last 24	Hrs - Days- UN	0
Instrument Rating(s) - AIRPLANE						

File No 4	56 2/16/85 HAYWARD,CA	A/C R	eg. No. N4186W	Time (Lcl) - 1519 PST	
Occurrence #1 Phase of Operation	LOSS OF POWER TAKEOFF - INITIAL CLIMB				
Finding(s) 1. UNDETERMINED					
Occurrence #2 Phase of Operation	FORCED LANDING LANDING				
Occurrence #3 Phase of Operation					
Occurrence #4 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL				
Finding(s) 2. OBJECT - FENCE					
Probable Cause					
The National Transports/are finding(s) 1	rtation Safety Board determines tha	t the Probable Ca	use(s) of this accid	dent	
Factor(s) relating to	o this accident is/are finding(s) 2				

Basic Information Type Operating Certificate-NONE (GENERAL	. AVIATION) Aircraft	: Damage		Injur	ies	
	DESTROY		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Cre		0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pas	5 0	0	2	0
Accident Occurred During -MANEUVERING						
Aircraft Information						
Make/Model - CESSNA 172N	Eng Make/Model - LYC	COMING 0-320-H2AD		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnin	g System	- YES
Max Gross Wt - 2220 No. of Seats - 4	Engine Type - REC Rated Power -		RETUR			
No. of Seats - 4	Rated Power -	150 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRIP		
Method - N/A	CLOVERDALE, CA		4 d			
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport D CLOVER			
Wind Dir/Speed- 160/008 KTS	LOCAL				N/A	
Visibility - 40.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - THIN BKN	Type of Flight Plan -	NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance -		,		N/A	
Obstructions to Vision- NONE	- 1	NONE	•			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 24	Medical Certific	ate - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H	ours)		
COMMERCIAL, CFI	Current - YES Months Since - 19	Total -	352	Last 24	Hrs -	. 1
SE LAND	Months Since - 19	Make/Model-		Last 30		
HELICOPTER	Aircraft Type - UNK/NR	Instrument-	16			
				Rotorcr	aft -	172
Instrument Rating(s) - NONE						
HELICOPTER Instrument Rating(s) - NONE Narrative E ON A LOCAL FLT, THE ACFT COLLIDED WITH T	Aircraft Type - UNK/NR	Instrument-			Days- aft -	

F11e No. - 595 2/17/85 HEALDSBURG, CA A/C Reg. No. N739XZ Time (Lc1) - 1245 PST

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation MANEUVERING

Finding(s)

- 1. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 2. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 3. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND
- 4. TERRAIN CONDITION RISING
- 5. PROPER CLIMB RATE NOT POSSIBLE -
- 6. STALL/MUSH
- 7. OBJECT TREE(S)

----Probable Cause----

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

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

File No 457 2/19/85 TRAI	NQUILITY,CA A/C	Reg. No. N7084F		ime (Lc1) ~	1530 PST	
-Basic Information Type Operating Certificate-NONE (GENE		ft Damage ANTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	-	Ö	Ö	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA 150F	Eng Make/Model - C			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall Warnin	g System	- YES
Max Gross Wt - 1600	Engine Type - R Rated Power -		ETUR			
No. of Seats - 2	Rated Power -	100 HP		~		
-Environment/Operations Information	****		4 d	Desided		
Weather Data Wx Briefing - NO RECORD OF BRIEFI	Itinerary			Proximity RPORT/STRIP		
Wx Briefing - NO RECORD OF BRIEFI Method - N/A	NG Last Departure Poin TRANQUILITY.CA	τ	UFF A.	KPUKI/SIKIP		
Completeness - N/A	Destination		Airport [)ata		
Basic Weather - VMC	LOCAL		A , POI C .	, a ta		
Wind Dir/Speed- 270/003 KTS			Runway	/ Ident -	N/A	
Visibility - 2.500 SM	ATC/Airspace			/ Lth/Wid -		
Lowest Sky/Clouds - 20000 FT	Type of Flight Plan	- NONE	Runway	/ Surface -	N/A	
Lowest Ceiling - 20000 FT OV			Runway	/ Status -	N/A	
Obstructions to Vision- HAZE	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 34	Medical Certifica	.+o - VALTI	MEDICAL -NO	WATVEDS	/ TMTT
Certificate(s)/Rating(s)	Biennial Flight Review		te VALI		WAT VERS/	LIMI
STUDENT	Current - N/A	Total - l	JNK/NR	Last 24	Hrs - UN	IK/NR
	Months Since - N/A	Make/Mode1- L	JNK/NR	Last 30	Days- UN	NK/NR
	Aircraft Type - N/A	Make/Model- l Instrument- l Multi-Eng - l	JNK/NR	Last 90	Days- UN	NK/NR
	•	Multi-Eng - l	JNK/NR	Rotorcr	aft - UN	NK/NR
Instrument Rating(s) - NONE						
ORDING TO THE STUDENT PLT'S MOTHER, HER	SON TOOK OFF FROM THETE COMP	ANY'S PRIVATELY OWN	ED AIRSTR	IP FOR THE		
POSE OF REFUELING THE COMPANY'S ACFT. AF					PLT	
E A FORCED LANDING IN AN OPEN FIELD. DUR						
	•					

File No. - 457 2/19/85 TRANQUILITY.CA A/C Reg. No. N7084F Time (Lc1) - 1530 PST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND 2. FLUID, FUEL - EXHAUSTION 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - DITCH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

File No 458 2/26/85 APPLE	VALLEY, CA A,	/C Reg. No. N21780	· 	Time (Lc1) ·	- 1600 PS	T
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aire	craft Damage		Inju	ries	
	SUE	BSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	=	Crew O	0	0	1
Flight Conducted Under -14 CFR 91	NOI	NE F	Pass 0	0	2	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - PIPER PA-32RT-300T		- LYCOMING TIO-540		Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines			Stall Warniı	ng Syst em	- YES
Max Gross Wt - 3600		- RECIP-FUEL INJECT	ΓED			
No. of Seats - 6	Rated Power	- 300 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Po	oint	OFF A	IRPORT/STRI	P	
Method - TELEPHONE	SAME AS ACC/IN	C				
Completeness - WEATHER NOT PERTINENT	Destination		Airport	Data		
Basic Weather - VMC	FRESNO,CA			VALLEY		
Wind Dir/Speed- CALM					- N/A	
Visibility - 30.0 SM	ATC/Airspace			y Lth/Wid ·	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight P			,	- N/A	
Lowest Ceiling - NONE	Type of Clearance			y Status ·	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDIN	٧G			
Precipitation - NONE	•					
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 37				D WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time (
PRIVATE	Current - YE	S Total	- 2889	Last 2	4 Hrs -	. 6
SE LAND, ME LAND	Months Since - 12	Make/Mode	1- 69	Last 3	O Days- U	NK/NR
	Aircraft Type - B5	5 Instrumen	t- UNK/NR	Last 90	O Days-	62
		Multi-Eng	- 2889 1- 69 t- UNK/NR - 1937	Rotorci	raft - U	NK/NR
Instrument Rating(s) - NONE						
-Narrative PLT REPORTED THAT DURING INITIAL CLIMB, T	HE ENGLIGST DOWED INVADI	I E TO MATNITATIN ELT	HE MADE A E	ODCED LANDT	NG 4 MT	
TH OF THE APRT ON ROUGH DESERT TERRAIN. DU						
IN OF THE APRI ON KOUGH DESERT TERRAIN. DO	KTING SODSENOEMI ENG 152	IS. SUFFICIENT PUWI	EK WAS DEVELU	FED 10 3031/	MIN FLI.	

File No 4	58 2/26/85	APPLE VALLEY, CA	A/C Reg. No. N21780	Time (Lc1) - 1600 PST
Occurrence #1 Phase of Operation		CLIMB		
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation		ON WITH TERRAIN		
Finding(s) 2. TERRAIN CONDITI	•			
Probable Cause				
The National Transpo is/are finding(s) 1	rtation Safety Boar	d determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating to	o this accident is/	are finding(s) 2		

File No 596 3/03/85 HEA	ALDSBURG,CA A/C Re	g. No. N8468R	Т	ime (Lc1)	- 1400 PST	•
-Basic Information						
Type Operating Certificate-NONE (GENE				Inju		
	SUBSTAN		Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIO		Crew	0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass	0	. 0	0	0
Accident Occurred During -APPROACH						
-Aircraft Information						
Make/Model ~ PIPER PA-28-140	Eng Make/Model - LYC	OMING 0-320-E2A		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnii	ng Syst em	- YES
Max Gross Wt - 2050	9	IPROCATING-CARBURE	TOR			
No. of Seats - 2	Rated Power -	150 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFI			ON AIR	•		
Method - N/A	SANTA ROSA,CA					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		•	BURG MUNI		
Wind Dir/Speed- 340/010 KTS					- 31	
Visibility - 30.0 SM	ATC/Airspace			Lth/Wid	- 2570/	31
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE	,	Surface	•	
Lowest Ceiling - NONE	Type of Clearance				- DRY	
Obstructions to Vision- NONE		SIMULATED FORCED				
Precipitation - NONE	7,5	•				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 31	Medical Certifica	te - VALTO	MEDICAL-W	ATVERS/LIM	ATT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (F		1112110, 211	
PRIVATE	Current - YES	Total ~	283	Last 2	4 Hrs -	1
SE LAND	Months Since - 23	Make/Model-	116	Last 3	_	1
	. Aircraft Type - PA-28		4	Last 9		1
Instrument Rating(s) - NONE						
-Narrative						
VT PLT & AN INSTRUCTOR PLT (CFI) WERE ON	N A BFR INSTRUCTIONAL FLT. FOR	THE PURPOSE OF THE	S FLT, TH	E PVT PLT	VAS	
SIDERED TO BE THE PIC. THE CFI REPORTED						
ULATE AN ENG FAILURE. THE PVT PLT ESTABL					PT	
ABOUT 1200 FT AGL, HE MANEUVERED TO LANG						
E & SUBSEQUENTLY HIT A FENCE BEFORE REAC						
C & SOUSEQUENTET THE A TENOE BETONE NEW						

3/03/85 File No. - 596 HEALDSBURG, CA A/C Reg. No. N8468R Time (Lc1) - 1400 PST Occurrence #1 UNDERSHOOT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. EMERGENCY PROCEDURE - SIMULATED - CHECK PILOT 2. DISTANCE - MISJUDGED - PILOT IN COMMAND 3. ALTITUDE - MISJUDGED - PILOT IN COMMAND 4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND 5. SUPERVISION - INADEQUATE - CHECK PILOT Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 6. OBJECT - FENCE ----Probable Cause----

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

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

File No 523 3/04/85 SAN	TA BARBARA,CA	A/C Reg.	No. N6220C	T -	ime (Lc1) -	1638 PST	
Type Operation Type Operating Certificate-NONE (GENE Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	RAL AVIATION)	Aircraft D SUBSTANTI Fire NONE	2		Injur Serious O O	ies Minor O O	None 1 0
Aircraft Information Make/Model - CESSNA T210N Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4100 No. of Seats - 6	Number	Engines - 1 Type - RECIF	NENTAL TSID-520 P-FUEL INJECTED O HP		Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFI Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 240/008 KTS Visibility - 25.0 SM Lowest Sky/Clouds - 4500 FT SC Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	BAKERS Destinati SAME A ATC/Airspa ATTERED Type of Type of	S ACC/INC ce Flight Plan - N Clearance - N ch/Lndg - I	NONE VFR FRAFFIC PATTERN FULL STOP	ON AIRI Airport Da SANTA I Runway Runway Runway	ata BARBARA Ident - Lth/Wid - Surface -		150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 43 Biennial Fligh Current Months Sin Aircraft T		Total - Make/Model-	ht Time (Ho 1600 120	ours)	Hrs - Days- UN	3
Instrument Rating(s) - NONE							
Narrative RING ARRIVAL AT SANTA BARBARA, THE PLT WA BERGENCY HAND PUMP FAILED & THE PLT LANDED BELECTRICAL PROBLEM OF UNDETERMINED ORIGI BERGENCY SYSTEM OPERATED NORMALLY.	WITH THE ACFT'S	GEAR PARTIALLY	EXTENDED. AN EX	AM OF THE .	ACFT REVEAL	.ED	

Time (Lc1) - 1638 PST File No. - 523 3/04/85 SANTA BARBARA, CA A/C Reg. No. N6220C

Occurrence #1 Phase of Operation LANDING - ROLL

GEAR COLLAPSED

Finding(s)

- 1. ELECTRICAL SYSTEM FAILURE, PARTIAL
- 2. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY INOPERATIVE
- 3. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY OTHER
- 4. EMERGENCY PROCEDURE IMPROPER PILOT IN COMMAND

----Probable Cause----

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

File No 597 3/04/85 ORICK,	CA A/C Re	g. No. N12486	Time	e (Lcl) - 1120	PST
Basic Information Type Operating Certificate-NONE (GENERAL	. AVIATION) Aircraft DESTROY		Fatal S	Injuries Serious Mir	nor 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 1 1
Aircraft Information Make/Model - CESSNA 172 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2220 No. of Seats - 4	Eng Make/Model - LYC Number Engines - 1 Engine Type - REC	OMING 0-320-H2AD	ELT Ins Stai		ated - YES/YES stem - YES
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 210/009 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 1200 FT Lowest Ceiling - 1200 FT BROKE Obstructions to Vision- NONE Precipitation - RAIN Condition of Light - DAYLIGHT	CRESCENT CITY,CA ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	VFR NONE	Runway St Runway St	DRT/STŘIP AMARA dent - N/A th/Wid - N/A urface - N/A tatus - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 46 Biennial Flight Review Current - YES Months Since - 9 Aircraft Type - C-172	Total -	nt Time (Hour 616	rs) Last 24 Hrs	- 4
Instrument Rating(s) - NONE	Aircraft Type - C-1/2	instrument-		Last 90 Days	s- 12
Narrative WHILE IN FLT AT 11,500 FT, THE PLT BEGAN A DES LOST POWER. SUBSEQUENTLY, THE ACFT COLLIDED WI THE PLT REPORTED THAT DURING THE DESCENT, HE F FOUND IN THE OFF POSITION & THE CARB HEAT DOOF TEMP & DEW POINT WERE 38 & 34 DEG, RESPECTIVEL OPERATING IN A SERIOUS CARB ICING RANGE DURING	TH A WIRE FENCE AS THE PLT HAD TURNED ON THE CARB HEAT. R WAS CLOSED. NO PREEXISTING LY. ACCORDING TO ICING PROBA	WAS APPROACHING TO HOWEVER, THE CARE MALFUNCTIONS OR F BILITY CURVES, THE	LAND IN AN HEAT CONTRO TAILURES WERN ACFT WOULD	OPEN FIELD. DL WAS E FOUND. THE HAVE BEEN	

File No 5	97 3/04/85 ORICK,CA	A/C Reg. No. N12486	Time (Lc1) - 1120 PST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICA DESCENT - NORMAL	L	
		D 	·
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN		
Finding(s) 4. OBJECT - FENCE			
Probable Cause			
The National Transpois/are finding(s) 2,	rtation Safety Board determines that t 3	he Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is/are finding(s) 1.4		

Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3925 No. of Seats - 6 Rated Power - 180 HP -Environment/Operations Information Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed - VARIABLE/OO4 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Cobstructions to Vision - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL, CFI Mmber Engines - 2 Engine Type - RECIP-FUEL INJECTED Rated Power - 180 HP Airport Proximity ON AIRPORT ON Airport Data Local Vilinerary Last Departure Point SACRAMENTO,CA Destination SACRAMENTO,CA Destination SACRAMENTO,CA Destination SACRAMENTO,CA Type of Flight Plan - NONE Runway Ident - 34 Runway Surface - ASPHALT Type of Clearance - NONE Runway Surface - ASPHALT Type Apch/Lndg - FULL STOP PRECAUTIONARY LANDING Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1294 Last 24 Hrs -	SUBSTANTIAL Fatal Serious Minor None	Basic Information	AND, CA A/C			Time (Lc1)		
Type of Operation -INSTRUCTIONAL Fire Crew 0 0 0 0 Action of Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Action of Courred During -LANDING NONE Pass 0 0 0 0 Action of Condition of Light - NONE Pass 0 0 0 0 0 Action of Condition of Light - DAYLIGHT Figh Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 0 Action of Condition of Light - DAYLIGHT Figh Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 0 Action of Condition of Light - 150 SM Action of Counter of Condition of Light - DAYLIGHT Figh Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 0 Action of Counter of Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate - VALID MEDICAL-WAIVERS/LIM Flight Review Counter of C	of Operation	Type Operating Certificate-NONE (GENERA						
Flight Conducted Under -14 CFR 91	t Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0							
Accident Occurred During -LANDING -Aircraft Information Make/Model - PIPER PA-44-180T Landing Gear - TRICVCLE-RETRACTABLE Max Gross Wt - 3925 Mo. of Seats - 6 Max Gross Wt - 3925 No. of Seats - 6 Engine Type - RECIP-FUEL INJECTED Rated Power - 180 HP -Environment/Operations Information Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- VARIABLE/OO4 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Usest Sky/Clouds - CLEAR Obstructions to Vision- Obstructions to Vision- Personnel Information Priot-In-Command Certificate(s)/Kating(s) Age - 26 Medical Certificate - VALID MEDICAL-WAIVERS/LIM Flight Flight Review COMMERCIAL, CFI Current - YES Medical Certificate - 1294 Last 24 Hrs -	t Information Model - PIPER PA-44-180T					-	_	
Aircraft Information Make/Model - PIPER PA-44-180T Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3925 No. of Seats - 6 Max Gross Wt - 3925 No. of Seats - 6 Eng Make/Model - LYCOMING 0-360-E1A6D Number Engines - 2 Engine Type - RECIP-FUEL INJECTED Rated Power - 180 HP Environment/Operations Information Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- VARIABLE/OO4 KTS Visibility - 15.0 SM Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Obstructions to Vision- NONE Operation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) CUMMERCIAL, CFI Current - YES Eng Make/Model - LYCOMING 0-360-E1A6D ELT Installed/Activated Number Engines - 2 Engine Type - RECIP-FUEL INJECTED Rated Power - 180 HP Stall Warning System Number Engines - 2 Engine Type - RECIP-FUEL INJECTED Rated Power - 180 HP Stall Warning System Number Engines - 2 Engine Type - RECIP-FUEL INJECTED Rated Power - 180 HP Stall Warning System Number Engines - 2 Engine Type - RECIP-FUEL INJECTED Rated Power - 180 HP Stall Warning System Number Engines - 2 Engine Type - RECIP-FUEL INJECTED Rated Power - 180 HP Stall Warning System Number Engines - 2 Engine Type - RECIP-FUEL INJECTED Rated Power - 180 HP Stall Warning System Airport Data DAIRPORT ON AIRPORT ON AIRPORT ON AIRPORT ON AIRPORT Airport Data Ai	## Toping Part	Accident Occurred During -LANDING						0
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3925 No. of Seats - 6 Rated Power - 180 HP Environment/Operations Information Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed - VARIABLE/OO4 KTS Visibility - 15.0 SM Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL CFI Mumber Engines - 2 Stall Warning System Engine Type - RECIP-FUEL INJECTED Rated Power - 180 HP Stall Warning System Engine Type - RECIP-FUEL INJECTED Rated Power - 180 HP Airport Proximity ON AIRPORT ON AIRPORT ON AIRPORT ON AIRPORT ON AIRPORT SACRAMENTO,CA Destination Airport Data LOCAL VOLO COUNTY Runway Ident - 34 VISIONE Runway Lth/Wid - 6000/ Runway Status - DRY Type of Clearance - NONE Runway Status - DRY Type Apch/Lndg - FULL STOP PRECAUTIONARY LANDING PRECAUTIONARY LANDING Flight Time (Hours) COMMERCIAL CFI Coursent - YES Total - 1294 Last 24 Hrs -	Number Engines - 2 Fross Wt - 3925 Fross Type - RECIP-FUEL INJECTED Rated Power - 180 HP Total							
Max Gross Wt - 3925 No. of Seats - 6 Rated Power - 180 HP Environment/Operations Information Weather Data Wethod - UNK/NR Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- VARIABLE/004 KTS Visibility - 15.0 SM Local Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Completenes to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Cortificate(s)/Rating(s) COMMERCIAL, CFI Refine Type - RECIP-FUEL INJECTED Rated Power - 180 HP Airport Proximity ON AIRPORT ON AI	Figine Type - RECIP-FUEL INJECTED Rated Power - 180 HP ment/Operations Information Data Itinerary		Eng Make/Model -	LYCOMING 0-360-E1A				
No. of Seats - 6 Rated Power - 180 HP -Environment/Operations Information Weather Data Ws Briefing - FSS Method - UNK/NR Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- VARIABLE/OO4 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL.CFI Rated Power - 180 HP Itinerary Airport Proximity ON AIRPORT ON AIRPORT Airport Data SACRAMENTO,CA Postination Airport Data VOLO COUNTY Runway Ident - 34 Runway Ident - 34 Runway Ident - 34 Runway Ident - 34 Runway Surface - ASPHALT Type of Clearance - NONE Runway Status - DRY PRECAUTIONARY LANDING Medical Certificate - VALID MEDICAL-WAIVERS/LIM Flight Time (Hours) Commercial.CFI Current - YES Total - 1294 Last 24 Hrs -	### Rated Power - 180 HP ###################################					Stall Warn	ing System	- YES
-Environment/Operations Information Weather Data Weather Data Itinerary Wx Briefing - FSS Last Departure Point Method - UNK/NR Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- VARIABLE/004 KTS Visibility - 15.0 SM Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Ubstructions to Vision- NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) Biennial Flight Review COMMERCIAL.CFI Current - YES Total Airport Data ON AIRPORT Airport Data Airport Data Airport Data Airport Data Airport Data Airport Data ON AIRPORT Airport Data ON AIRPORT ON AIRPORT ON AIRPORT ON AIRPORT Airport Data ON AIRPORT ON	ment/Operations Information Data Itinerary Airport Proximity iefing - FSS ACARMENTO.CA pleteness - WEATHER NOT PERTINENT Weather - VMC LOCAL YOLO COUNTY d Dir/Speed- VARIABLE/OO4 KTS ibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 6000/ 100 est Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT est Ceiling - NONE Type of Clearance - NONE Runway Status - DRY tructions to Vision- NONE Type Apch/Lndg - FULL STOP cipitation - NONE Type Apch/Lndg - FULL STOP dition of Light - DAYLIGHT el Information In-Command Age - 26 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT ificate(s)/Rating(s) Biennial Flight Review Current - YES Total - 1294 Last 24 Hrs - 5 E LAND,ME LAND Months Since - 13 Make/Model- 152 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Instrument- 169 Last 90 Days- 152 NONE PREPARING HIS STUDENT FOR A MULTIENGINE, PRIVATE PLT, FLT TEST. THE PURPOSE OF THE LESSON		Engine Type -	RECIP-FUEL INJECTED	כ			
Wx Briefing - FSS	Data iefing - FSS hod - UNK/NR pleteness - WEATHER NOT PERTINENT Weather - VMC d Dir/Speed- VARIABLE/OO4 KTS ibility - 15.0 SM est Sky/Clouds - CLEAR est Ceiling - NONE cripitation - NONE dition of Light - DAYLIGHT el Information In-Command Age - 26 Information Information Informand Age - 26 Information Information E LAND, ME LAND MMERCIAL, CFI Bient Rot Pertinent Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Instrument Rating(s) - AIRPLANE Ve TOR (CFI) WAS PREPARING HIS STUDENT FOR A MULTIENGINE, PRIVATE PLT, FLT TEST. THE PURPOSE OF THE LESSON	No. of Seats - 6	Rated Power -	180 HP				
Wx Briefing - FSS	iefing - FSS	·	·		· -			
Method - UNK/NR SACRAMENTO,CA Completeness - WEATHER NOT PERTINENT Destination Airport Data Basic Weather - VMC LOCAL YOLO COUNTY Wind Dir/Speed- VARIABLE/OO4 KTS Runway Ident - 34 Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 6000/ Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE PRECAUTIONARY LANDING Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate - VALID MEDICAL-WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL.CFI Current - YES Total - 1294 Last 24 Hrs -	hod - UNK/NR pleteness - WEATHER NOT PERTINENT Weather - VMC d Dir/Speed- VARIABLE/OO4 KTS dility - 15.0 SM est Sky/Clouds - CLEAR structions to Vision- NONE cipitation - NONE difficate - NONE difficate - NONE difficate (s)/Rating(s) Difficate(s)/Rating(s) Difficate(s)/Rating(s) Destination - NONE difficate(s)/Rating(s) Destination - NONE current - YES E LAND, ME LAND SACRAMENTO, CA Destination - NONE LOCAL Destination - NONE Aurway Ident - 34 Runway Ident - 34 Runway Stratus - ASPHALT Runway Surface - ASPHALT Runway Stratus - DRY Type of Clearance - NONE Type of Clearance - NONE PRECAUTIONARY LANDING Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 1294 Last 24 Hrs - 5 Months Since - 13 Make/Model - 152 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Multi-Eng - 240 NSTRUMENT RETINENT Airport Data YOLO COUNTY Runway Ident - 34 Runway Lth/Wid - 6000/ 100 Runway Stratus - DRY Type of Clearance - NONE Runway Stratus - DRY Type Apch/Lndg - FULL STOP PRECAUTIONARY LANDING Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 1294 Last 24 Hrs - 5 Months Since - 13 Make/Model - 152 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 169 Multi-Eng - 240 NSTRUMENT RETINENT NONE None - 34 Runway Lth/Wid - 6000/100 Runway Stratus - DRY Type of Clearance - NONE Runway Stratus - DRY Runway Stratus - SPHALTE Runway Ident - 34 Runway Lth/Wid - 6000/100 Runway Stratus - DRY Runway Stratus - DRY Runway Ident - 34 Runway Lth/Wid - 6000/100 Runway Stratus - DRY Runway Stratus - DRY Runway Stratus - DRY Runway Ident - 34 Runway Ident - 34 Runway Ident		,	• • •	•	•		
Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- VARIABLE/OO4 KTS Wisibility - 15.0 SM Lowest Sky/Clouds - CLEAR Obstructions to Vision- NONE Precipitation Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL.CFI Destination LOCAL VOLO COUNTY Runway Ident - 34 Runway Lth/Wid - 6000/ Type of Flight Plan - NONE Runway Surface - ASPHALT Type of Clearance - NONE PRECAUTIONARY LANDING FILL STOP PRECAUTIONARY LANDING Medical Certificate - VALID MEDICAL-WAIVERS/LIME Flight Time (Hours) Current - YES Total - 1294 Last 24 Hrs -	pleteness - WEATHER NOT PERTINENT Weather - VMC d Dir/Speed- VARIABLE/OO4 KTS ibility - 15.0 SM structions to Vision- NONE cipitation - NONE el Information el Information el Information el Information el Land ifficate(s)/Rating(s) OMMERCIAL, CFI E LAND, ME LAND Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT ifficate(s) / Rating(s) Months Since - 13 Months Since - 240 MULTIENGINE AMULTIENGINE, PRIVATE PLT, FLT TEST. THE PURPOSE OF THE LESSON		•	nt	ON AI	RPORT		
Basic Weather - VMC LOCAL YOLO COUNTY Wind Dir/Speed- VARIABLE/OO4 KTS Visibility - 15.0 SM ATC/Airspace Runway Ident - 34 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 26 Medical Certificate - VALID MEDICAL-WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL.CFI Current - YES Total - 1294 Last 24 Hrs -	Weather - VMC d Dir/Speed- VARIABLE/OO4 KTS d Runway Ident - 34 d Dool 100 est Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT est Ceiling - NONE Type of Clearance - NONE Runway Status - DRY tructions to Vision- NONE Type Apch/Lndg - FULL STOP cipitation - NONE dition of Light - DAYLIGHT			•				
Wind Dir/Speed- VARIABLE/004 KTS Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 6000/ Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE PRECAUTIONARY LANDING Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 26 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIC Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL.CFI Current - YES Total - 1294 Last 24 Hrs -	d Dir/Speed- VARIABLE/OO4 KTS ibility - 15.0 SM			•				
Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 6000/ Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE PRECAUTIONARY LANDING Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate - VALID MEDICAL-WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL.CFI Current - YES Total - 1294 Last 24 Hrs -	ibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 6000/ 100 est Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT est Ceiling - NONE Type of Clearance - NONE Runway Status - DRY tructions to Vision- NONE Type Apch/Lndg - FULL STOP PRECAUTIONARY LANDING el Information In-Command Age - 26 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT ificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) OMMERCIAL,CFI Current - YES Total - 1294 Last 24 Hrs - 5 Months Since - 13 Make/Model - 152 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 169 Last 90 Days - 152 Multi-Eng - 240 nstrument Rating(s) - AIRPLANE Ve TOR (CFI) WAS PREPARING HIS STUDENT FOR A MULTIENGINE, PRIVATE PLT, FLT TEST. THE PURPOSE OF THE LESSON		LOCAL					
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE PRECAUTIONARY LANDING Condition of Light - DAYLIGHT	est Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT est Ceiling - NONE Type of Clearance - NONE Runway Status - DRY tructions to Vision- NONE Type Apch/Lndg - FULL STOP cipitation - NONE PRECAUTIONARY LANDING dition of Light - DAYLIGHT					•		
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE PRECAUTIONARY LANDING Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate - VALID MEDICAL-WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL.CFI Current - YES Total - 1294 Last 24 Hrs -	Type of Clearance - NONE Runway Status - DRY tructions to Vision- NONE Type Apch/Lndg - FULL STOP cipitation - NONE PRECAUTIONARY LANDING el Information In-Command Age - 26 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT ificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) OMMERCIAL,CFI Current - YES Total - 1294 Last 24 Hrs - 5 E LAND,ME LAND Months Since - 13 Make/Model - 152 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 169 Last 90 Days - 152 mstrument Rating(s) - AIRPLANE Ve TOR (CFI) WAS PREPARING HIS STUDENT FOR A MULTIENGINE, PRIVATE PLT, FLT TEST. THE PURPOSE OF THE LESSON							
Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE PRECAUTIONARY LANDING Condition of Light - DAYLIGHT	tructions to Vision- NONE Type Apch/Lndg - FULL STOP cipitation - NONE PRECAUTIONARY LANDING dition of Light - DAYLIGHT el Information In-Command Age - 26 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT ificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) OMMERCIAL,CFI Current - YES Total - 1294 Last 24 Hrs - 5 E LAND,ME LAND Months Since - 13 Make/Model - 152 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 169 Last 90 Days - 152 Multi-Eng - 240 nstrument Rating(s) - AIRPLANE TOR (CFI) WAS PREPARING HIS STUDENT FOR A MULTIENGINE, PRIVATE PLT, FLT TEST. THE PURPOSE OF THE LESSON					•		•
Precipitation - NONE PRECAUTIONARY LANDING Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 26 Medical Certificate - VALID MEDICAL-WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL.CFI Current - YES Total - 1294 Last 24 Hrs -	cipitation - NONE PRECAUTIONARY LANDING dition of Light - DAYLIGHT				Runwa	y Status	- DRY	
Condition of Light - DAYLIGHT	dition of Light - DAYLIGHT el Information In-Command		Type Apch/Lndg					
-Personnel Information Pilot-In-Command Age - 26 Medical Certificate - VALID MEDICAL-WAIVERS/LIM: Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL.CFI Current - YES Total - 1294 Last 24 Hrs -	el Information In-Command Age - 26 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT ificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) OMMERCIAL,CFI Current - YES Total - 1294 Last 24 Hrs - 5 E LAND,ME LAND Months Since - 13 Make/Model - 152 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 169 Last 90 Days - 152 Multi-Eng - 240 nstrument Rating(s) - AIRPLANE ve TOR (CFI) WAS PREPARING HIS STUDENT FOR A MULTIENGINE, PRIVATE PLT, FLT TEST. THE PURPOSE OF THE LESSON	Condition of Light - DAYLIGHT		PRECAUTIONARY	LANDING			
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL.CFI Current - YES Total - 1294 Last 24 Hrs -	ificate(s)/Rating(s) Biennial Flight Review Current - YES E LAND, ME LAND Months Since - 13 Make/Model - 152 Aircraft Type - UNK/NR Instrument - 169 Multi-Eng - 240 Mustrument Rating(s) - AIRPLANE Ve TOR (CFI) WAS PREPARING HIS STUDENT FOR A MULTIENGINE, PRIVATE PLT, FLT TEST. THE PURPOSE OF THE LESSON							
COMMERCIAL.CFI Current - YES Tota? - 1294 Last 24 Hrs -	OMMERCIAL,CFI Current - YES Total - 1294 Last 24 Hrs - 5 E LAND,ME LAND Months Since - 13 Make/Model - 152 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 169 Last 90 Days - 152 Multi-Eng - 240 nstrument Rating(s) - AIRPLANE ve TOR (CFI) WAS PREPARING HIS STUDENT FOR A MULTIENGINE, PRIVATE PLT, FLT TEST. THE PURPOSE OF THE LESSON						WAIVERS/LI	MIT
COMMERCIAL,CFI Current - YES Total - 1294 Last 24 Hrs - SE LAND,ME LAND Months Since - 13 Make/Model - 152 Last 30 Days - UNI Aincraft Type - UNIV/NB Instrument - 169 Last 90 Days -	E LAND, ME LAND Months Since - 13 Make/Model- 152 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Multi-Eng - 240 nstrument Rating(s) - AIRPLANE ve TOR (CFI) WAS PREPARING HIS STUDENT FOR A MULTIENGINE, PRIVATE PLT, FLT TEST. THE PURPOSE OF THE LESSON	Certificate(s)/Rating(s)						
SE LAND, ME LAND Months Since - 13 Make/Model - 152 Last 30 Days - UNI	Multi-Eng - 240 nstrument Rating(s) - AIRPLANE ve TOR (CFI) WAS PREPARING HIS STUDENT FOR A MULTIENGINE, PRIVATE PLT, FLT TEST. THE PURPOSE OF THE LESSON		Current - YES	Tota! -	1294			
Ainonaft Type - IMM/MD Inctnument- 160 Lact 00 Days-	Multi-Eng - 240 nstrument Rating(s) - AIRPLANE ve TOR (CFI) WAS PREPARING HIS STUDENT FOR A MULTIENGINE, PRIVATE PLT, FLT TEST. THE PURPOSE OF THE LESSON	SE LAND, ME LAND	Months Since - 13	Make/Model-	152	Last :	30 Days- L	INK/NR
	nstrument Rating(s) - AIRPLANE		Aircraft Type - UNK/			Last 9	90 Days-	152
Multi-Eng - 240	ve TOR (CFI) WAS PREPARING HIS STUDENT FOR A MULTIENGINE, PRIVATE PLT, FLT TEST. THE PURPOSE OF THE LESSON			Multi-Eng -	240			
Instrument Rating(s) - AIRPLANE	ve TOR (CFI) WAS PREPARING HIS STUDENT FOR A MULTIENGINE, PRIVATE PLT, FLT TEST. THE PURPOSE OF THE LESSON							
	TOR (CFI) WAS PREPARING HIS STUDENT FOR A MULTIENGINE, PRIVATE PLT, FLT TEST. THE PURPOSE OF THE LESSON							
		-Narrative INSTRUCTOR (CFI) WAS PREPARING HIS STUDEN TO DEMONSTRATE A PRECAUTIONARY LANDING FO	T FOR A MULTIENGINE, PRIV LLOWING A SIMULATED LOSS	ATE PLT, FLT TEST. OF POWER AFTER TAK	EOFF. AT AN	ALT OF ABO	DUT	
FT AGL, THE CFI RETARDED THE LEFT ENG TO IDLE. HE THEN INITIATED A LANDING, STRAIGHT AHEAD ON THE REMAINING	THE OTA RETARDED THE LEFT ENG TO IDLE. HE HIGH INITIATED A LANDING, STRAIGHT AMEAD UNTIME REMAINING.	-Narrative INSTRUCTOR (CFI) WAS PREPARING HIS STUDEN TO DEMONSTRATE A PRECAUTIONARY LANDING FO FT AGL, THE CFI RETARDED THE LEFT ENG TO	IT FOR A MULTIENGINE, PRIV OLLOWING A SIMULATED LOSS IDLE. HE THEN INITIATED A	ATE PLT, FLT TEST. OF POWER AFTER TAK LANDING, STRAIGHT	EOFF. AT AN AHEAD ON T	ALT OF ABO HE REMAINIO	DUT NG	
FT AGL, THE CFI RETARDED THE LEFT ENG TO IDLE. HE THEN INITIATED A LANDING, STRAIGHT AHEAD ON THE REMAINING . HE REDUCED THE ANGLE-OF-ATTACK & EXTENDED FULL FLAPS. (THE GEAR HAD NOT BEEN RETRACTED, SO IT WAS ALREADY	UCED THE ANGLE-OF-ATTACK & EXTENDED FULL FLAPS. (THE GEAR HAD NOT BEEN RETRACTED, SO IT WAS ALREADY	-Narrative INSTRUCTOR (CFI) WAS PREPARING HIS STUDEN TO DEMONSTRATE A PRECAUTIONARY LANDING FO FT AGL, THE CFI RETARDED THE LEFT ENG TO . HE REDUCED THE ANGLE-OF-ATTACK & EXTENDE	IT FOR A MULTIENGINE, PRIV ILLOWING A SIMULATED LOSS IDLE. HE THEN INITIATED A D FULL FLAPS. (THE GEAR H	ATE PLT, FLT TEST. OF POWER AFTER TAK LANDING, STRAIGHT AD NOT BEEN RETRAC	EOFF. AT AN AHEAD ON T TED, SO IT	ALT OF ABO HE REMAINION WAS ALREAD	DUT NG Y	
FT AGL, THE CFI RETARDED THE LEFT ENG TO IDLE. HE THEN INITIATED A LANDING, STRAIGHT AHEAD ON THE REMAINING. HE REDUCED THE ANGLE-OF-ATTACK & EXTENDED FULL FLAPS. (THE GEAR HAD NOT BEEN RETRACTED, SO IT WAS ALREADY ENDED.) DURING THE LANDING, A HI RATE OF DESCENT DEVELOPED & WAS NOT ARRESTED BEFORE TOUCHDOWN. SUBSEQUENTLY, ACFT LANDED HARD & WAS DAMAGED.	UCED THE ANGLE-OF-ATTACK & EXTENDED FULL FLAPS. (THE GEAR HAD NOT BEEN RETRACTED, SO IT WAS ALREADY DURING THE LANDING, A HI RATE OF DESCENT DEVELOPED & WAS NOT ARRESTED BEFORE TOUCHDOWN. SUBSEQUENTLY,	-Narrative INSTRUCTOR (CFI) WAS PREPARING HIS STUDEN TO DEMONSTRATE A PRECAUTIONARY LANDING FO FT AGL, THE CFI RETARDED THE LEFT ENG TO . HE REDUCED THE ANGLE-OF-ATTACK & EXTENDE ENDED.) DURING THE LANDING, A HI RATE OF D	IT FOR A MULTIENGINE, PRIV ILLOWING A SIMULATED LOSS IDLE. HE THEN INITIATED A D FULL FLAPS. (THE GEAR H	ATE PLT, FLT TEST. OF POWER AFTER TAK LANDING, STRAIGHT AD NOT BEEN RETRAC	EOFF. AT AN AHEAD ON T TED, SO IT	ALT OF ABO HE REMAINION WAS ALREAD	DUT NG Y	

File No. - 562 3/13/85 WOODLAND, CA A/C Reg. No. N8322T Time (Lc1) - 1430 PST

Occurrence

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. EMERGENCY PROCEDURE SIMULATED PILOT IN COMMAND(CFI)
- 2. ABORTED TAKEOFF INITIATED PILOT IN COMMAND(CFI)
- 3. PRECAUTIONARY LANDING INITIATED PILOT IN COMMAND(CFI)
- 4. FLARE IMPROPER PILOT IN COMMAND(CFI)

----Probable Cause----

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

File No 598 3/22/85 SHAFT	ER,CA A/C R	eg. No. N67001		Time (Lc1)	- 1553 P	ST
Basic Information				_		
Type Operating Certificate-NONE (GENERA		t Damage			uries	
·	SUBSTA		Fatal			
Type of Operation -INSTRUCTIONA		Crew		0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -APPROACH						
Aircraft Information						
Make/Model - CESSNA 152	Eng Make/Model - Ly	COMING 0-235-L2C	ELT	Installed	/Activate	d - UNK/NF
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			Stall Warn	ina Syste	m - YES
Max Gross Wt - 1670	Engine Type - RE	CIPROCATING-CARBUR	ETOR			
No. of Seats - 2		110 HP				
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		•		IRPORT/STR		
Method - N/A	SAME AS ACC/INC	•	J. 1 A	5111, 511		
Completeness - N/A	Destination		Airport)ata		
Basic Weather - VMC	LOCAL			ER-MINTER	ETELD	
Wind Dir/Speed- CALM	LOCAL			/ Ident	- 30	
Visibility - 10.0 SM	ATC/Airspace			/ Lth/Wid		150
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface		130
Lowest Ceiling - NONE	Type of Clearance			y Status		
Obstructions to Vision- NONE	Type of Crearance Type Apch/Lndg		Kuliwa	y Status		EGETATION
	Type Apch/Lndg	FULL STOP			nigh v	EGETATION
Precipitation - NONE Condition of Light - DAYLIGHT		FULL STUP				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 33	Medical Certifica			WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (I			
STUDENT	Current - N/A	Medical Certifica Flig Total -	21	Last	24 Hrs -	1
	Months Since - N/A	Make/Model-	21	Last	30 Days-	UNK/NR
	Months Since - N/A Aircraft Type - N/A	Instrument-	0	Last	90 Days-	UNK/NR
Instrument Rating(s) - NONE						
Narrative						
STUDENT PLT WAS ON HIS 1ST SUPERVISED SOL	O FLT. HE REPORTED THAT ON	DOWNWIND. THE ACFT	WAS TOO	HI. SO HE	EXTENDED	
DEG OF FLAPS. ON BASE, HE EXTENDED THE FLA						
EM TO 30 DEG. THE STUDENT THEN REALIZED THE						
SCENDED EXTREMELY LOW, COLLIDED WITH POWER						
TEL INZIKOCIOK RELIEVED IME ZIODENI.Z CEI D						
IEF INSTRUCTOR BELIEVED THE STUDENT'S CFI U ADY. TWO OTHER EXPERIENCED INSTRUCTORS PROV	'IDED AN ADDITIONAL 40 HRS (OF DUAL INSTRUCTION	& DID NO	1 KE-20LU	IHE	
TEF INSTRUCTOR BELIEVED THE STUDENT'S CFT O ADY. TWO OTHER EXPERIENCED INSTRUCTORS PROV JDENT.	IDED AN ADDITIONAL 40 HRS (OF DUAL INSTRUCTION	& DID NO	I KE-SULU	THE	

File No 5	98 3/22/85 	SHAFTER, CA	A/C Reg. No. N67001	Time (Lc1) - 1553 PST
Occurrence #1 Phase of Operation				
3. PLANNED APPROAC	E OF PROCEDURE,IMP H - IMPROPER - PIL CONTROL - IMPROPER PS - PREMATURE - P - IMPROPER - PILO S - PERFORMED -	ROPER INITIAL TRAIN OT IN COMMAND USE OF - PILOT IN ILOT IN COMMAND T IN COMMAND - PILOT IN COMMAND	ING - FLIGHT INSTRUCTOR(ON GROUND) COMMAND	
Occurrence #2 Phase of Operation		ION WITH OBJECT		
Finding(s) 9. OBJECT - WIRE,T				
Occurrence #3 Phase of Operation				
Finding(s) 10. TERRAIN CONDITI	ON - OPEN FIELD			
Probable Cause				
The National Transpois/are finding(s) 3,		rd determines that	the Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is	/are finding(s) 1,2	,4,5,9	

-Basic Information						
Type Operating Certificate-NONE (GENERAL	L AVIATION) Aircraf	t Damage		Injur	ries	
	MINOR		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Cr		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pa	ss O	1	0	2
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - GENERAL BALLOON CORP AX	-6 Eng Make/Model - N/	Α	ELT	Installed/	Activated	- NO -N/
Landing Gear - N/A	Number Engines - N/	A	Ş	Stall Warnir	ng System	- NO
Max Gross Wt - 1350	Engine Type - N/	Α				
No. of Seats - UNK/NR	Rated Power - N/	A				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING				[RPORT/STŔ]	D	
Method - N/A	PANAMINT, CA					
Completeness - N/A	Destination		Airport [Data		
Basic Weather - VMC	LOCAL		`			
Wind Dir/Speed- VARIABLE/002 KTS			Runway	/ Ident	- N/A	
Visibility - 14.0 SM	ATC/Airspace		Runway	/ Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE			- N/A	
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status ·	- N/A	
Obstructions to Vision- NONE		- FULL STOP	•			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 42	Medical Certifi	cate - NO M	EDICAL		
Certificate(s)/Rating(s)	Biennial Flight Review	F1	ight Time (F	Hours)		
COMMERCIAL	Current - YES	Total -			4 Hrs - UN	IK/NR
	Months Since - 9	Make/Model-			Days-	2
FREE BALLOON	Aircraft Type - AX-6	Instrument-	UNK/NR	Last 90	Days-	3
	,,	Multi-Eng -	UNK/NR	Rotorc	raft´ - UN	IK/NR
Instrument Rating(s) - NONE ·						
-Narrative	T TERRATAL TAL MEARLY COLOR AT	B CHIEN A HETBONS	THE DMALL HE	UD DUCUED T		
PLT REPORTED THAT HE WAS LANDING ON DESER						
LOON 90 DEGREES FROM THE DIRECTION OF TRAC						
OSS THE DESERT. WHILE DEPLOYING THE RIP LI						
ING THE OCCURRENCE, SHE SUFFERED BROKEN RI					EUPUKU212	
LCIUM DEPLETION OF THE BONES). THE PLT REP	URIED IHAI DURING IHE LANDI	NG. THE WIND HAD	GUSTED 10 :	20 KIS.		

File No. - 477 3/24/85 PANAMINT VALLEY, CA A/C Reg. No. N2614K Time (Lc1) - 1000 PST Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND 2. WEATHER CONDITION - UNFAVORABLE WIND 3. WEATHER CONDITION - GUSTS Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING Finding(s) 4. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

Flight Conducted Under -14 CFR 91 NONE Pass O O O Accident Occurred During -TAKEOFF Aircraft Information Make/Model - PIPER PA-30 Eng Make/Model - LYCOMING IO-320-B1A ELT Installed/Activated Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 2 Stall Warning Systems Gross Wt - 3600 Engine Type - RECIP-FUEL INJECTED No. of Seats - 4 Rated Power - 160 HP	0 1 0 0
Type of Operation -BUSINESS Fire Crew 0 0 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 CACCIDENT CONTROL OF ACCIDENT CO	0 1 0 0
Aircraft Information Make/Model - PIPER PA-30	
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A DEATH VALLEY,CA Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL DEATH VALLEY Wind Dir/Speed- 180/010 KTS Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 3040 Lowest Sky/Clouds - 10000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHA	
Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT	
Personnel Information Pilot-In-Command Age - 58 Medical Certificate - VALID MEDICAL-WAIVERS,	/LIMIT
Certificate(s)/Rating(s) PRIVATE SE LAND, ME LAND Months Since - 18 Aircraft Type - PA-30 Multi-Eng - 2461 Biennial Flight Review Flight Time (Hours) Make/Model - 2418 Last 30 Days Multi-Eng - 2461	- UNK/NR
Instrument Rating(s) - AIRPLANE	

A/C Req. No. N802Y

Time (Lc1) - 1600 PST

Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND

File No. - 469

2. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

3/28/85 DEATH VALLEY, CA

- 3. ENGINE ASSEMBLY, OTHER INOPERATIVE
- 4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT INTENTIONAL PILOT IN COMMAND
- 5. AIRCRAFT HANDLING NOT MAINTAINED PILOT IN COMMAND

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

----Probable Cause----

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

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

	3/31/85	SAN DIEGO,CA	A/C	Reg. No. N1434	W		Time (Lc1) -	1232 PST	
Basic Information Type Operating Certif	icate-NONE (GENERAL AVIATI	•	aft Damage		Fatal	Injur		Nama
T	COENT	TOUR		TANTIAL					
Type of Operation	-SCENIC	TUUR	Fire		Crew	0	0	o	1
Flight Conducted Under Accident Occurred Dur			NONE		Pass	0	1	1	2
Aircraft Information	-								
Make/Model - BELL :	206A		Eng Make/Model			ELT	Installed/A	ctivated	- YES/NO
Landing Gear - SKID			Number Engines -	1 .			Stall Warnin	g System	- NO
Max Gross Wt - 3000	0		Number Engines - Engine Type - :	TURBOSHAFT					
No. of Seats -				317 HP					
Environment/Operations									
Weather Data		Iti	nerary				Proximity		
Wx Briefing - NO	RECORD OF BE	RIEFING L	ast Departure Poi	nt		OFF A	IRPORT/STRIP		
Method - N/A			SAN DIEGO, CA						
Completeness - N/A		De	stination			Airport	Data		
Basic Weather - VMC			LOCAL			•			
Wind Dir/Speed- 310	/011 KTS					Runwa	v Ident -	N/A	
Visibility - 1		ATC	/Airspace			Runwa	ý Lth/Wid -	N/A	
Lowest Sky/Clouds			vpe of Flight Pla	n - NONE			y Surface -		
Lowest Ceiling			ype of Clearance				•	N/A	
Obstructions to Vis	ion- NONE		ype Apch/Lndg		ING		, -	•	
	- NONE	·	, po , , po , , , , , , , , , , , , , ,						
Condition of Light	- DAYLIGH	IT							
Personnel Information									
Pilot-In-Command		Age -	28	Medical Cert	ificat	e - NO M	EDICAL		
Certificate(s)/Ratin	g(s)	Biennia	1 Flight Paviow		Fligh	it Time (I	Hours)		
COMMERCIAL		Cur	rent - YES	Total		1400	Last 24	Hrs -	3
SE LAND		Mon	ths Since - 9	Make/Mod	le 1 -	47	Last 30	Days-	51
HELICOPTER		Air	rent - YES ths Since - 9 craft Type - AH-1	J Instrume	nt-	182	Last 90	Days-	190
			•				Rotorcr	aft -	1297

File No. - 470 3/31/85 SAN DIEGO, CA Time (Lc1) - 1232 PST A/C Reg. No. N1434W Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. BLEED AIR SYSTEM - IMPROPER 2. MAINTENANCE, REPLACEMENT - IMPROPER - OTHER MAINTENANCE PSNL 3. BLEED AIR SYSTEM - FAILURE, TOTAL 4. FUEL SYSTEM, FUEL CONTROL - INOPERATIVE Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 5. AUTOROTATION - PERFORMED - PILOT IN COMMAND Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 7. MANEUVER - PERFORMED - PILOT IN COMMAND 8. OBJECT - VEHICLE 9. LEVEL OFF - PREMATURE -10. FLARE - NOT POSSIBLE -----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) 1,2,6,8

File No 561 4/10/85 PETALU	MA,CA	A/C Reg. No.	N140MC	Т	ime (Lc1) -	2025 P	ST
Basic Information Type Operating Certificate-NONE (GENERAL		ircraft Damage DESTROYED		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		ire NONE	Crew Pass	1 0	0	0	0
Aircraft Information Make/Model - CESSNA 140 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1450 No. of Seats - 2	Eng Make/Mode Number Engine Engine Type Rated Power	1 - CONTINENTA s - 1 - RECIPROCAT - 100 HP		TOR S	Installed/A tall Warnin	g Syste	m - YES
Environment/Operations Information Weather Data W× Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - IMC Wind Dir/Speed- 260/006 KTS Visibility - 25.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 600 FT OVERC Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Itinerary Last Departure HAYWARD,CA Destination SANTA ROSA,C ATC/Airspace Type of Flight AST Type of Cleara Type Apch/Lndg	A Plan - NONE nce - NONE		Airport OFF AI Airport D PETALU Runway Runway Runway	Proximity RPORT/STRIP Data UMA SKY RANC	H N/A N/A N/A	
	Age - 47 Biennial Flight Revi Current - Months Since - Aircraft Type -	ew YES Tot 10 Mak UNK/NR Ins	Fligh al - e/Model- UN trument-	t Time (F 8202 K/NR	MEDICAL-WA lours) Last 24 Last 30 Last 90 Rotorcr	Hrs - Days- Days-	0 95 263
Instrument Rating(s) - AIRPLANE							
Narrative HE ATP PLT INITIATED A SHORT X-COUNTRY FLT AT CFT CRASHED, WITNESSES HEARD THE ACFT. THEY R URNS. THEY SAID THEY COULD NOT SEE THE ACFT B IGHT THAT IMMEDIATELY WENT TOWARD THE GROUND. N A DIVE. THE LIGHT DISAPPEARED & THEY HEARD N EXAM OF THE WRECKAGE NO PREIMPACT FAILURE O ITH A NEEDLE BALL, AIRSPEED INDICATOR, ALTIME	EPORTED THAT THE ENG ECAUSE OF THE FOG OR AT ABOUT THAT SAME A THUD. THE ACFT WAS R MALFUNCTION OF THE	SOUNDED LIKE CLOUD COVER A TIME, THEY HEA LOCATED WHERE ACFT OR ENG W	THE PLT WAS T ABOUT 600 RD THE ENG IT HAD CRA	DOING ST FT. SUDD WHINE AS SHED IN A	TUNTS OR SHA DENLY THEY S IF THE ACFT A POND, DURI	RP AW A WAS NG	
	PAGE 114				. – – – – – – – –		

File No. - 561 4/10/85 A/C Reg. No. N140MC Time (Lc1) - 2025 PST PETALUMA, CA Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. WEATHER CONDITION - CLOUDS 3. WEATHER CONDITION - LOW CEILING 4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation CRUISE Finding(s) 5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6 Factor(s) relating to this accident is/are finding(s) 1,2,3

 -Basic Information Type Operating Certificate-ON-D 	EMAND AIR TAXI	Aircraft Dan	age		Injur	ies	
Name of Carrier -HORI Type of Operation -NON	ZON HELICOPTER, INC.			Fatal	Serious	Minor	None
Type of Operation -NON Flight Conducted Under -14 C	SCHED, DOMESTIC, PASSENGER	Fire NONE	Crew Pass		0	1 3	0
Accident Occurred During -CRUI		NONE	Pass	O	O	3	'
-Aircraft Information Make/Model - BELL 206B	From Males /A	Andal All ICON					- VEC/VE
Make/Model - BELL 206B Landing Gear - HIGH SKID		Model - ALLISON aines - 1	250-020		nstalled/A all Warnin		
Max Gross Wt - 3200		e - TURBOSH				9 0,010	
No. of Seats - 5	Rated Powe	er - 317	HP				
-Environment/Operations Informatic Weather Data	n Itinerary			Airport F	Provimity		
Wx Briefing - FSS	Last Depart	ture Point			PORT/STRIP		
Method - UNK/NR	LAKE BERF	RYESSA,CA			, -		
Completeness - WEATHER NOT F Basic Weather - VMC				Airport Da	ıta		
Wind Dir/Speed- CALM	LOCAL			Runwa∨	Ident -	N/A	
Visibility - 30.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR		ight Plan - COM			Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE		earance - NOM _ndq - FOM		Runway	Status -	N/A	
Precipitation - NONE	Type Apeny	inag ror	CED LANDING				
Condition of Light - DAYLI	GHT .						
-Personnel Information Pilot-In-Command	Age - 35	Mod	cal Certifica	+a - VALTD	MEDICAL -NO	WATVED	c/LIMIT
Certificate(s)/Rating(s)	Biennial Flight F			ht Time (Ho		WAIVER	S/LIMII
COMMERCIAL	Current	- YES	Total -	8800	Last 24	Hrs - t	JNK/NR
SE LAND, ME LAND	Months Since		Make/Model-	580	Last 30	Days- L	JNK/NR
HELICOPTER	Aircraft Type	e - UNK/NR	Instrument- Multi-Eng -		Last 90	Days- aft -	
Instrument Rating(s) - AIR	DLANE		marti Eng	, 00	NO COT OT		0.00
-Narrative							
ACFT WAS ON A LOW LEVEL, EAGLE SU CROSSING A RIDGE AT ABOUT 150 FT							
WIRES. THE TAIL ROTOR & GEAR BOX	WERE TORN FROM THE HELICOF	PTER & IT BEGAN	SPINNING. TH	E PLT TRIED	TO LOWER	THE	
LECTIVE & RETARD THE THROTTLE TO S	TOP THE SPIN, BUT HAD NO	THROTTLE OR COL	LECTIVE CONTR	OL. SUBSEQU	JENTLY, THE		

File No. - 590 4/12/85 LAKE BERRYESSA.CA A/C Reg. No. N2925W Time (Lc1) - 1300 PST Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation CRUISE Finding(s) 1. OBJECT - WIRE, TRANSMISSION VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 4. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1,3

File No 591 4/17/85 HEMET	,CA A/	C Reg. No. N2OHS	T	ime (Lc1) -	1530 PST	
Basic Information Type Operating Certificate-NONE (GENER		raft Damage		Injur		
T	= -	STANTIAL	Fatal	Serious		None
Type of Operation -PERSONAL	Fire		-	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NON	E Pas	s 0	0	0	1
Aircraft Information						
Make/Model - BURKHART GROB G103 TWIN				Installed/A		
Landing Gear - UNK/NR	Number Engines -	· ·	\$	Stall Warnin	g System	- NO
Max Gross Wt - 700 No. of Seats - 2	Engine Type - Rated Power -	N/A N/A				
NO. 01 SeatS - 2	Rated Power -	N/ A 				
Environment/Operations Information Weather Data	Itinerary		Ainmont	Proximity		
₩x Briefing - NO RECORD OF BRIEFING		int	ON AIR	•		
Method - N/A	SAME AS ACC/INC		ON AIR	KF UK I		
Completeness - N/A	Destination		Airport D)ata		
Basic Weather - VMC	LOCAL		HEMET-			
Wind Dir/Speed- 270/010 KTS					22	
Visibility - 15.0 SM	ATC/Airspace		Runway	/ Lth/Wid -	2045/	30
Lowest Sky/Clouds - 5500 FT SCA	TERED Type of Flight Pl	an - NONE	Runway	/ Surface -	ASPHALT	
Lowest Ceiling - NONE	Type of Clearance			/ Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information	45	M-41-1 0-1161-	-1- 1/4/ 75	NEDICAL WA	TVEDC / LTM	
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 45 Biennial Flight Review	Medical Certific	ate - VALII ght Time (F		IVEK2/LIM	11
COMMERCIAL.CFI	Current - YES		•	Last 24	Ure -	1
SE LAND	Months Since - 1		2		Days- UN	•
GLIDER	Aircraft Type - UNK			Last 90		15
44. 352.	An oral crype on	Multi-Eng -	5	2000	Juyo	
Instrument Rating(s) - NONE						
Narrative E PLT ATTEMPTED TO LAND THE GLIDER NEAR THI PORTED THAT HE WAS AWARE OF VEGETATION, LOG E RIGHT WING CONTACTED THE VEGETATION DURI HIGH RATE OF SPEED. THE GLIDER CAME TO RES' NTERLINE & WITH THE TAIL CONE SEPARATED.	CATED ALONG THE EDGE OF T NG THE LANDING FLARE CAUS	HE RWY, BUT SAID THA ING THE GLIDER TO VE	T HE MISJUO ER TO THE F	OGED ITS HEI RIGHT WHILE		

File No. - 591 4/17/85 HEMET,CA A/C Reg. No. N2OHS Time (Lc1) - 1530 PST

Occurrence
Phase of Operation

ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION

2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

----Probable Cause----

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

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

Type Operating Certificate-NONE (GENERA		t Damage	Fatal	Injur		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTA Fire NONE	Crew Pass	-	Serious O O	1 0	0 0
Aircraft Information						
Make/Model - JACK BOLDT BD-5A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 800 No. of Seats - 1	Eng Make/Mode1 - HO Number Engines - 1 Engine Type - UN Rated Power -	K/NR		Installed/A tall Warnin		
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point REEDLEY,CA			Proximity RPORT/STRIP	•	
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC Wind Dir/Speed- 300/005 KTS	SAME AS ACC/INC		MADERA Runway		12	
Visibility - 25.0 SM	ATC/Airspace		Runway	Lth/Wid -	4500/	150
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clearance Type Apch/Lndg	- TRAFFIC PATTERN FORCED LANDING	Runway	Status -	ROUGH	
Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 63 Biennial Flight Review		ht Time (F	lours)		
PRIVATE Se land			807	Last 24	Hrs -	1 3
SE LAND	Months Since - 22 Aircraft Type - PA-24	Make/Model- Instrument-	60	Last 90	Days-	3
	W. C. C. C. Type	Multi-Eng - U	NK/NR	Rotorc	aft - UN	
Instrument Rating(s) - AIRPLANE						
ASE LEG, THE ACFT'S HONDA ENG LOST POWER.	UNABLE TO GLIDE TO THE ARP	T, THE PLT MADE AN	EMERGENCY	LANDING ON	I AN	

File No 59	92 4/27/85 MADERA,CA	A/C Reg. No. N831SP	Time (Lc1) - 1050 PST	
	LOSS OF POWER(TOTAL) - NON-MECHANICAL APPROACH - VFR PATTERN - BASE TO FINAL			
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation	FORCED LANDING MANEUVERING - TURN TO LANDING AREA (EME	RGENCY)		
Occurrence #3 Phase of Operation	HARD LANDING LANDING - FLARE/TOUCHDOWN			
Finding(s) 2. TERRAIN CONDITIO 3. TERRAIN CONDITIO 4. FLARE - IMPROF				

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.4

----Probable Cause----

File No 464 4/27/85 EL TO	RO MCAS,CA A/C I	Reg. No. N2860G	т	ime (Lc1)	- 0938 PS	т
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	ft Damage	Fatal	-	ries Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire ON GRO	Cre	w 1	0	0	0 0
Aircraft Information Make/Model - NORTH AMERICAN SNJ-6 Landing Gear - TAILWHEEL-RETRACTABLE M Max Gross Wt - 5300 No. of Seats - 2		1 ECIPROCATING-CARBU	S	Installed/ tall Warni		•
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 030/017 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 3000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace TERED Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	ON AIR Airport D EL TOR Runway Runway Runway	ata O MCAS Ident Lth/Wid		
Personnel Information Pilot-In-Command	Age - 55	Medical Certific			/AIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (F			
PRIVATE SE LAND	Current - YES	Total - Make/Model-		Last 2 Last 3		1 6
JE LANG	Months Since - 1 Aircraft Type - SNJ-6	Instrument-	60	Last 9	O Days-	20
Instrument Rating(s) - AIRPLANE						
Narrative HE PLT INITIATED A NORMAL TAKEOFF & CLIMB UN ITH THE LANDING GEAR & FLAPS RETRACTED. THE LIMBED TO APRX 250 FT AGL. AS THE ACFT ROLLE HE ACFT REMAINED IN THAT POSITION MOMENTARIL F HEADING CHANGE, THE ACFT ROLLED OVER-THE-T URNS, BUT BEFORE RECOVERY, THE ACFT STRUCK T HE ACFT CONTINUED INTO A CHAPEL BUILDING & B OSSESSED A WAIVER TO FLY WITH AN AMPUTATED L ITH 1 LEG.	ACFT THEN ROLLED RAPIDLY IND TO A WINGS LEVEL ATTITUDE Y, THEN QUICKLY ROLLED INTO OP INTO A RIGHT SPIN. REPO HE GROUND IN A NOSE DOWN, I URNED. NO PREIMPACT PART FA	NTO A STEEP LEFT B E, THE NOSE WAS SL D A STEEP LEFT BAN RTEDLY, THE SPIN W RIGHT WING DOWN AT AILURE OR MALFUNCT	ANK, TURNED IGHTLY ABOV K. AFTER AB AS STOPPED TITUDE. AFT ION WAS FOU	ABOUT 180 E THE HORI OUT ANOTHE AFTER ABOU ER INITIAL IND. THE PL	DEG & ZON. R 30 DEG IT 3 IMPACT,	

File No. - 464 4/27/85 EL TORO MCAS,CA A/C Reg. No. N2860G Time (Lc1) - 0938 PST

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

Finding(s)

- 1. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 2. MANEUVER INITIATED PILOT IN COMMAND
- 3. AIRSPEED NOT MAINTAINED PILOT IN COMMAND
- 4. STALL/SPIN 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) 3,4

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

File No 466 5/05/85 CONCOR	RD,CA A/C Reg	. No. N500RG	7	ime (Lc1) -	1638 PD	•
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	. AVIATION) Aircraft SUBSTANT Fire NÖNE		Fatal O O	Injur Serious O O		None 1 1
Accident Occurred During -LANDING						
Aircraft Information Make/Model - GLOBE GC-1B Landing Gear - TAILWHEEL-RETRACTABLE MA Max Gross Wt - 1710 No. of Seats - 2		PROCATING-CARBURET	S	Installed/A		- YES-UNK/N - 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- 250/014 KTS Visibility - 25.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		NONE	ON AIR irport D BUCHAN Runway Runway Runway	ata IAN FIELD	ASPHALT	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Biennial Flight Review Current - UNK/NR Months Since - UNK/NR	Total - 2	Time (F 500 /NR /NR	lours) Last 24 Last 30 Last 90	Hrs - UI Days- UI	NK/NR NK/NR NK/NR
Instrument Rating(s) - NONE						
	Aircraft Type - UNK/NR DEG AT 14 KTS, THE ACFT WENT	Instrument- UNK Multi-Eng - UNK	/NR /NR 	Last 90 Rotorcr	Days- Ul	NK/NR

File No. - 466 5/05/85 CONCORD, CA A/C Reg. No. N500RG Time (Lc1) - 1638 PDT

LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. WEATHER CONDITION CROSSWIND
- 2. COMPENSATION FOR WIND CONDITIONS IMPROPER PILOT IN COMMAND
- 3. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 4. GROUND LOOP/SWERVE UNCONTROLLED -

----Probable Cause----

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

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

File No 484 5/17/85 RIO V	ISTA,CA A/C Re	g. No. N2899Z	Time (Lc1) - 1350 PDT			
-Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTAN		_		ries Minor O O	None 2 0
-Aircraft Information Make/Model - BELLANCA 7ECA Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 2	Eng Make/Model - Lyc Number Engines - 1 Engine Type - REC Rated Power -		S	Installed/ tall Warni		
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 240/010 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point HAYWARD,CA Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	NONE	ON AIR Airport D RIO VI Runway Runway Runway	ata STA MUNI	- ASPHALT	50
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND,SE SEA Instrument Rating(s) - AIRPLANENarrative E INSTRUCTOR PLT (CFI) REPORTED THAT DURING POINT ATTITUDE ABOVE THE RWY. AS AIRSPEED D NG DROPPED & GRAZED RISING TERRAIN ON THE R	Biennial Flight Review Current - YES Months Since - 2 Aircraft Type - UNK/NR A BOUNCED LANDING RECOVERY, ECAYED, THE (CFI) TOOK CONTR	Total - Make/Model- Instrument- Multi-Eng - THE STUDENT PLT	ht Time (H 1268 25 102 90 	Last 2 Last 3 Last 9	4 Hrs - O Days- UN O Days-	2 JK/NR

File No. - 484 5/17/85 RIO VISTA.CA A/C Reg. No. N2899Z Time (Lc1) - 1350 PDT Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. FLARE - IMPROPER - DUAL STUDENT 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - DUAL STUDENT DRAGGED WING, ROTOR, POD, OR FLOAT Occurrence #2 Phase of Operation LANDING Finding(s) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI) 4. REMEDIAL ACTION - DELAYED -5. PROPER ALIGNMENT - NOT MAINTAINED -6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - RISING Occurrence #3 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING Finding(s) 7. DIRECTIONAL CONTROL - NOT POSSIBLE -GROUND LOOP/SWERVE - UNCONTROLLED -----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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

Basic Information Type Operating Certificate-NONE (GEN			Injuries			
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Crew	Fatal O O	Serious O O	Minor O O	None 1 2
-Aircraft Information Make/Model - STINSON 108-1 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2078 No. of Seats - 4	Eng Make/Model - FRAI Number Engines - 1 Engine Type - REC		ELT S	Installed/A tall Warnin		
-Environment/Operations Information weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 20.0 SM Lowest Sky/Clouds - 5000 FT S Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point TWENTY-NINE PAL,CA Destination BAKERSFIELD,CA ATC/Airspace CATTERED Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE	ON AIR Airport D HESPER Runway Runway Runway	ata IA AIR LODG	21 3750/ ASPHALT	50
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 32 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - UNK/NR	Total - Make/Model-	nt Time (H 121 51	lours) Last 24 Last 30	Hrs -	1 NK/NR
Instrument Rating(s) - NONE						
Narrative ILE EN ROUTE, THE PLT NOTED THUNDERSTORM HESPERIA. HE STATED THAT ALL FIELDS WIT NDING AT HESPERIA, THERE WAS A DIRECT, R FT SIDE OF THE RWY & THE LEFT WING STRUC TO 18 KTS. APRX 15 MI NW AT VICTORVILLE	HIN RANGE HAD "SEVERE WINDS AND IGHT X-WIND WITH GUSTS TO 26 KT K THE GROUND. THE PLT STATED TH	STORMS CLOSING." S. WHILE LANDING, AT THE ACFT WAS CA	HE SAID THE ACFT APABLE IN	THAT DURING VEERED OFF LANDING IN	THE THE	

File No. - 468 6/02/85 HESPERIA,CA A/C Reg. No. N97935 Time (Lc1) - 1655 PDT

Occurrence #1
Phase of Operation

LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

- 1. PLANNING-DECISION IMPROPER PILOT IN COMMAND
- 2. WEATHER CONDITION THUNDERSTORM
- 3. WEATHER CONDITION CLOUDS
- 4. FLIGHT TO ALTERNATE DESTINATION PERFORMED PILOT IN COMMAND
- 5. WEATHER CONDITION HIGH WIND
- 6. WEATHER CONDITION CROSSWIND
- 7. WEATHER CONDITION GUSTS
- 8. DIRECTIONAL CONTROL NOT POSSIBLE -
- 9. GROUND LOOP/SWERVE UNCONTROLLED -

----Probable Cause----

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

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

Brief of Accident

File No 552 6/23/85 LINCO	LN,CA A/C	Reg. No. N5916P		Time (Lc1) - 2102 PDT			
Basic Information Type Operating Certificate-NONE (GENERA	AVIATION) Aircr	aft Damage		In:	juries		
Type operating out the toute theme		ROYED	Fata	al Serious		None	
Type of Operation -PERSONAL	Fire			0	0	1	
Flight Conducted Under -14 CFR 91				0	Ö	4	
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - PIPER PA-24-250	Eng Make/Model -			LT Installed	d/Activated	- YES-UNK	
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -	1		Stali Warr	ning System	- YES	
Max Gross Wt - 2900	Engine Type -	RECIPROCATING-CAR	BURETOR				
No. of Seats - 5	Rated Power -	250 HP					
Environment/Operations Information							
Weather Data	Itinerary			ort Proximity	/		
Wx Briefing - NO RECORD OF BRIEFING		nt	ON	AIRPORT			
Method - N/A	RUTH, CA						
Completeness - N/A	Destination		Airpor	rt Data			
Basic Weather - VMC	SAME AS ACC/INC		LIN	NCOLN MUNI			
Wind Dir/Speed- CALM				nway Ident			
Visibility - 30.0 SM	ATC/Airspace		Rur	nway Lth/Wid	- 6000/	100	
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	n - NONE	Rur	nway Surface	- ASPHALT		
Lowest Ceiling - NONE	Type of Clearance		Rur	nway Status	- DRY		
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-IN					
Precipitation - NONE							
Condition of Light - DUSK							
Personnel Information						_	
Pilot-In-Command	Age - 34	Medical Certif			-NO WAIVERS	/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	F	light Time				
PRIVATE	Current - YES	Total	- 448	Last		2	
SE LAND	Months Since - 4 Aircraft Type - PA-2	Make/Model	- 41	Last	30 Days-	20	
	Aircraft Type - PA-2	8 Instrument	:- 2	Last	90 Days-	41	
Instrument Rating(s) - NONE							
Narrative							
RING ARRIVAL AT DUSK, THE PLT ATTEMPTED TO	LOWER THE LANDING GEAR, B	UT DID NOT OBSERV	'E A GEAR D	DOWM LIGHT			
DICATION. HE RECYCLED THE GEAR SEVERAL TIME	S, THEN UTILIZED THE EMER	GENCY GEAR EXTENT	ION SYS. H	HE STATED THA	ΔT		
EN HE USED THE EXTENTION SYS, HE RELEASED T	HE ELECTRIC GEAR MOTOR, T	HEN EXTENDED THE	TELESCOPIO	EMERGENCY A	ARM		
ARWARD. HOWEVER, THE ARM SHOULD HAVE BEEN I	N THE FORWARD POSITION TO	LOWER THE GEAR.	ALSO, THE	INVESTIGATOR	२		
TED THAT WHEN THE NAV LIGHTS WERE TURNED ON	, THE GREEN GEAR DOWN & A	MBER GEAR UP LIGH	ITS WOULD H	HAVE AUTOMAT	ICALLY		
MMED. SUBSEQUENTLY, WHEN THE PLT LANDED, TH	E GEAR COLLAPSED, A FIRE	ERUPTED & THE ACF	T WAS DEST	TROYED. NO P	RE-ACCIDENT		
RT FAILURE OR MALFUNCTION WAS FOUND DURING							

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File No. - 552 6/23/85 LINCOLN,CA A/C Reg. No. N5916P Time (Lc1) - 2102 PDT

Occurrence #1

GEAR COLLAPSED

Phase of Operation LANDING

Finding(s)

- 1. GEAR EXTENSION INITIATED PILOT IN COMMAND
- 2. LIGHT CONDITION DUSK
- 3. GEAR DOWN AND LOCKED NOT IDENTIFIED PILOT IN COMMAND
- 4. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY OTHER
- 5. EMERGENCY PROCEDURE IMPROPER PILOT IN COMMAND
- 6. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT PILOT IN COMMAND
- 7. GEAR DOWN AND LOCKED NOT ATTAINED PILOT IN COMMAND

----Probable Cause----

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

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

Updated AAB 87/02 p./2-/3

Brief of Accident

File No 569 3/21/85 ERI	E,CO A/C F	leg. No. N3354F	Tin	ne (Lc1) -	1210 MST	
Basic Information Type Operating Certificate-NONE (GENE		t Damage	_	Injur		
	DESTRO		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew		0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	1	2	0	0
Aircraft Information						
Make/Model - CESSNA 182J	Eng Make/Model - CC	NTINENTAL 0-470-R		nstalled/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Sta	ill Warnin	g System	- YES
Max Gross Wt - 2800	Engine Type - RE	CIPROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power -	230 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport Pr	roximity		
Wx Briefing - FSS	Last Departure Point	-	ON AIRPO			
Method - TELEPHONE	LEADVILLE, CO	•				
Completeness - FULL	Destination		Airport Dat	ta		
Basic Weather - VMC	SAME AS ACC/INC		TRI-COUN			
Wind Dir/Speed- 140/014 KTS	SAME AS ASS, INS			ident -	. 27	
Visibility - 30.0 SM	ATC/Airspace			th/Wid -		60
Lowest Sky/Clouds - 12000 FT SC		- VFR		Surface -		
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		(a i ii a j	,	J	
Precipitation - NONE	Type Apoli, Eliag	GO AROUND				
Condition of Light - DAYLIGHT		do ANGOND				
Personnel Information						
Pilot-In-Command	Age - 45	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flio	ht Time (Hou	urs)		
PRIVATE	Current - YES	Total -	172	Last 24	Hrs - UN	IK/NR
SE LAND	Months Since - 9	Make/Model-	104	Last 30	Davs-	· 6
	Months Since - 9 Aircraft Type - C-172	Instrument-	3	Last 90	Days-	12
Instrument Rating(s) - NONE						
E ARPT MANAGER SAID HE HAD TOLD THE PLT T	HAT DWY 15/33 WAS CLOSED & TI	AAT DWY O WAS THE E	AVODED DWV	AT ADOUT	THE	
ME N3354F WAS ARRIVING, A MILITARY HELICO						
ND SOCK WAS BLOWING & SHE REPLIED THAT IT SPLACED THRESHOLD & HAD A DOWNHILL GRADE						
NG. SUBSEQUENTLY, IT WENT OFF THE RGT SID						
UGH TERRAIN. THE PLT APPLIED POWER & THE						
PACTED A DIRT BANK AFTER CROSSING THE GUL						
PARTURE END OF THE RWY & CONTINUED UNTIL	THE ACTI LETT THE RWY. NEARBY	Y AT THE DEFFEU ARE	1, THE 1145	MI21 MIND	WAS FRUM	

140 DEG AT 14 KTS. THE DENSITY ALT AT THE CRASH SITE WAS APRX 6100 FT.

3/21/85	ERIE, CO	A/C Reg. No. N3354F	Time (Lc1) - 1210 MST
			,
- TAILWIND ,RUNWAY/LANDING ,RUNWAY/LANDING /E - PILOT IN CO ED - PILOT IN CO DINT - NOT ATTAI	AREA CONDITION - DISPL AREA CONDITION - DOWNH MMAND MMAND NED - IN COMMAND	ILL	
J GROUND COLLISI	ON WITH OBJECT		
	IN FLIGHT		
- DITCH ATED - - HIGH DENSITY A DT OBTAINED - PI	LTITUDE LOT IN COMMAND		
	ON WITH TERRAIN		
DIRT BANK			
	- TAILWIND , RUNWAY/LANDING , RUNWAY/LANDING /E - PILOT IN CO DINT - NOT ATTAI DELAYED - PILOT N GROUND COLLISI ANDING GHT	ANDING ECTED - PILOT IN COMMAND - TAILWIND , RUNWAY/LANDING AREA CONDITION - DISPL , RUNWAY/LANDING AREA CONDITION - DOWNH /E - PILOT IN COMMAND DINT - NOT ATTAINED - DELAYED - PILOT IN COMMAND ON GROUND COLLISION WITH OBJECT ANDING GHT O - PILOT IN COMMAND - DITCH ATED HIGH DENSITY ALTITUDE DIT OBTAINED - PILOT IN COMMAND FROLLED - N FLIGHT COLLISION WITH TERRAIN OF THER	ECTED - PILOT IN COMMAND - TAILWIND RUNWAY/LANDING AREA CONDITION - DISPLACED THRESHOLD RUNWAY/LANDING AREA CONDITION - DOWNHILL /E - PILOT IN COMMAND DINT - NOT ATTAINED - DELAYED - PILOT IN COMMAND N GROUND COLLISION WITH OBJECT ANDING SHT O - PILOT IN COMMAND - DITCH ATED - HIGH DENSITY ALTITUDE DIT OBTAINED - PILOT IN COMMAND FROLLED - N FLIGHT COLLISION WITH TERRAIN THER

Factor(s) relating to this accident is/are finding(s) 1.2,3.4,5.6,9.11.13.16

File No 405 5/19/85 GRAND	JUNCTION,CO A/C	Reg. No. N49926	Т	ime (Lcl) -	1421 MDT	
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	· · · · · · · · · · · · · · · · · · ·	ft Damage ANTIAL Crew Pass		Injur Serious O O	ies Minor O O	None 1 0
Aircraft Information Make/Model - BOEING A75N1 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2717 No. of Seats - 2	Number Engines - Engine Type - R	YCOMING R-680-17 1 ECIPROCATING-CARBUR NK/NR	S ETOR	Installed/A tall Warnin	g System	- YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 25.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poin RICHFIELD,UT Destination CANYONLANDS,UT ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	OFF AI Airport D GRAND Runway Runway Runway	JUNCTION Ident - Lth/Wid - Surface -	N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 32 Biennial Flight Review Current - UNK/N Months Since - UNK/N Aircraft Type - UNK/N	R Total - R Make/Model-	ht Time (H 679 278 NK/NR	lours) Last 24 Last 30 Last 90	WAIVERS/ Hrs - UN Days- UN Days- UN aft - UN	IK/NR IK/NR IK/NR
Instrument Rating(s) - NONENarrative THE PLT REPORTED THAT AS HE ARRIVED AT THE DES DIVERTEDED TOWARD DELTA, CO. ABOUT 10 MI FROM JUNCTION, CO. BEFORE REACHING THE ARPT, THE ES	DELTA, HE ENCOUNTERED AND	THER STORM, SO HE T	URNED TOWA	RD GRAND	E	
"JUST UNDER A QUARTER OF A TANK OF GAS" REMAIN & THE ENG CONSUMED ABOUT 14 GAL/HR. THE PLT STUEL LINES & FILTER. HE BELIEVED THAT THE RUSPREVENTED THE POWER LOSS. DURING A FORCED LANGUER COLLAPSED & A FENCE & CORN FIELD WERE DANKE TOOK OFF.	NING. HOWEVER, THE ACFT HA FATED THAT THE ACFT HAD NO F CAUSED FUEL STARVATION & DING, THE ACFT HIT A DIKE	D BEEN AIRBORNE AN T BEEN FLOWN FOR AP THAT FLUSHING THE AS THE PLT TRIED TO	ESTIMATED RX 4 YRS & FUEL SYS W BOUNCE OV	3 HRS & 15 HAD RUST I OULD HAVE ER IT. THE	N THE	

File No. - 405 5/19/85 GRAND JUNCTION, CO A/C Reg. No. N49926 Time (Lc1) - 1421 MDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND 2. FUEL SYSTEM - CONTAMINATION 3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE -4. WEATHER CONDITION - CLOUDS FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND 6. FLUID, FUEL - LOW LEVEL 7. FLUID, FUEL - STARVATION Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING Finding(s) 8. TERRAIN CONDITION - DIRT BANK 9. TERRAIN CONDITION - CROP Occurrence #4 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 10. OBJECT - FENCE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,7

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

File No 548 2/27/85 HORSE	SHOE BEACH,FL A/C Re	g. No. N9228L	Т	ime (Lc1)	- 2239 EST	
Basic Information Type Operating Certificate-NONE (GENERA				Inj Serious	uries	N
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	DESTROY Fire NONE	Crew Pass		0		None O O
Aircraft Information						
Make/Model - GRUMMAN AMERICAN AA-5 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2200 No. of Seats - 4	Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -		S ETOR		/Activated ing System	
Environment/Operations Information						
Weather Data Wx Briefing - FSS Method - TELEPHONE	Itinerary Last Departure Point MOBILE.AL			Proximity RPORT/STR		
Completeness - FULL Basic Weather - VMC	Destination TAMPA.FL		Airport D	ata		
Wind Dir/Speed- 310/005 KTS	,			Ident	- N/A	
Visibility - 7.0 SM Lowest Sky/Clouds - 25000 FT SCAT	ATC/Airspace	VED		Lth/Wid Surface		
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Type of Clearance - Type Apch/Lndg -	NONE	•	Status		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 36	Medical Certificat	te - VALID	MEDICAL-	WAIVERS/LIN	IIT
PRIVATE	Biennial Flight Review Current - YES	Total -	644	Last	24 Hrs -	8
SE LAND	Months Since - 8 Aircraft Type - UNK/NR	Make/Model- Instrument-	22 12	Last Last	30 Days- 90 Days-	8 11
Instrument Rating(s) - NONE						
Narrative HE ACFT CRASHED IN THE GULF OF MEXICO WHILE AD BEEN FORCAST TO BE IFR. HOWEVER, IN THE A AS A DARK NIGHT. WHEN THE ACFT DID NOT ARRIV 106 EST WHERE THE ACFT CRASHED ABOUT 3 MI SO OUND. RADAR DATA SHOWED THAT THE ACFT HAD EN ITE. A CHECK OF THE PLT'S BLOOD SHOWED A SLI TTRIBUTED TO PUTREFACTION.	REA OF THE ACCIDENT, WITNESS E, A SEARCH WAS INITIATED. T UTH OF HORSESHOE BEACH. NO P TERED A SPIRAL BEFORE CONTAC	ES STATED THE WX NEW WRECKAGE WAS FOR REIMPACT PART FAILT WAS LOST IN THE	WAS GOOD W DUND THE N LURE OR MA VICINITY	ITH NO FO EXT DAY A LFUNCTION OF THE CR	T Was Ash	

File No. - 548 2/27/85 HORSESHOE BEACH,FL A/C Reg. No. N9228L Time (Lc1) - 2239 EST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation CRUISE - NORMAL Finding(s) 1. LIGHT CONDITION - DARK NIGHT AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT.LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND 6. SPIRAL - INADVERTENT - PILOT IN COMMAND 7. DESCENT - NOT CORRECTED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,7

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

Basic Information	·					
Type Operating Certificate-NONE (GENERA				Injur		
	DESTROYE		Fatal	_		None
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	1	0	0	0
Aircraft Information						
Make/Model - ROCKWELL 680E	Eng Make/Model - LYCO	MING GS0-480-B1A6	FLT	[nstalled/#	ctivated	- YES/YE
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2			tall Warnir		
Max Gross Wt - 7500	Engine Type - RECI	PROCATING-CARBURE				
No. of Seats - 7		40 HP				
Environment/Operations Information						
Weather Data	Itinerary			roximity		
Wx Briefing - NO RECORD OF BRIEFING	•		OFF AI	RPORT/STRIF	•	
Method - N/A	BELIZE					
Completeness - N/A	Destination	,	Airport Da	ata		
Basic Weather - VMC	KEY WEST, FL		_			
Wind Dir/Speed- 030/005 KTS					· N/A	
Visibility - 10.0 SM	ATC/Airspace		,	Lth/Wid	•	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -			Surface -		
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status ·	· N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -	FURCED LANDING				
Precipitation - NONE						
Condition of Light - NIGHT(DARK)						
Personnel Information Pilot-In-Command	Age - UNK/NR M	ledical Certificate	VALTO	MEDICAL -NO	. WATVEDS	'
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (H		WAIVENS/	CIMII
PRIVATE	Current - UNK/NR				L Hrs - IIN	IK/NR
SE LAND.SE SEA	Months Since - UNK/NR	Make/Model - UN	(/NR	Last 30	Davs- UN	JK/NR
SE CAND, SE SEA	Aircraft Type - UNK/NR	Instrument- UN	(/NR	Last 90	Days- UN	IK/NR
	ATTOTALL TYPE STATE	Make/Model- UN Instrument- UN Multi-Eng - UN	(/NR	Rotorci	raft - UN	IK/NR
		Marti Ling Oil	,, ,,,,		u. t	,
Instrument Rating(s) - NONE						
Narrative COAST GUARD FALCON ACFT WAS ON SCENE WHEN T AFT & MARKER WERE DROPPED BY THE COAST GUARD INSET ON ON 3/2/85. THE OCCUPANTS WERE PRESU AVE BEEN DESTROYED.	ACFT. A SEARCH WAS CONDUCTED	ALL DAY ON 3/1/89	5 & WAS C	ALLED OFF A	AT.	

File No 5	43 3/01/85 KEY WEST,FL	A/C Reg. No. N709G	Time (Lc1) - 0015 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL CRUISE		
2. FLUID, FUEL - EX	ON - IMPROPER - PILOT IN COMMAND HAUSTION INADEQUATE - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
	DITCHING LANDING - FLARE/TOUCHDOWN		
Finding(s) 4. LIGHT CONDITION	I - DARK NIGHT		
Probable Cause			
The National Transports/are finding(s) 1,	rtation Safety Board determines that the Po 2,3	robable Cause(s) of this acc	ident

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

File No 501 3/04/85 JACKS	ONVILE, FL	A/C Reg. No.	N100DT	Т	ime (Lc1) -	0254 EST	Г
Type Operation Type Operating Certificate-NONE (GENERA Type of Operation -OTHER Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	L AVIATION)	Aircraft Damage DESTROYED Fire ON GROUND	Crew Pass	Fata1 1 1	Injur Serious O O		None O O
Aircraft Information Make/Model - PIPER PA-23-250 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5200 No. of Seats - 6	Number En	Model - LYCOMING O gines - 2 pe - RECIPROCAT er - 250 HP		S TOR	Installed/A	g System	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - IMC Wind Dir/Speed- 020/002 KTS Visibility250 SM Lowest Sky/Clouds - 100 FT Lowest Ceiling - 100 FT OBSO Obstructions to Vision- FOG Precipitation - NONE Condition of Light - NIGHT(DARK)	UNK/NR Destination UNK/NR ATC/Airspace Type of Fl	ight Plan - NONE earance - NONE Lndg - PAR	LANDING	ON AIR Airport D JACKSO Runway Runway Runway	ata NVILLE NAS	ASPHALT	200
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Biennial Flight Current	Review - UNK/NR Tot - UNK/NR Mak e - UNK/NR Ins	Certificat Fligh al - e/Model- UN trument- UN ti-Eng - UN	t Time (F 300 K/NR K/NR	lours) Last 24	Hrs - UI Days- UI Days- UI	NK/NR NK/NR NK/NR
Instrument Rating(s) - AIRPLANE							
THE SINGLE ENG LAND, PVT PLT HAD AN INSTRUMENT FLT WITH MARIJUANA ON BOARD, HE CONTACTED JACTO DENSE GROUND FOG, THE ACFT WAS LOW ON FUEL APCH TO THE JACKSONVILLE INTL ARPT, BUT HE WAPROVIDED POOR COMMUNCIATIONS, BUT ATC PSNL MATTEMPT WAS UNSUCCESSFUL & THE ACFT'S FUEL STWHILE THE PLT WAS ATTEMPTING A SINGLE ENG APCLOW ATTITUDE. AN EXAM OF THE WRECKAGE REVEALE HIGH POWER.	CKSONVILLE APCH CO . & HE REQUESTED A AS UNABLE TO COMPL ANAGED TO VECTOR T TATE BECAME CRITIC CH, THE ACFT ENTER	NTROL & ADVISED TH SSISTANCE IN LANDI ETE THE APCH. THE HE ACFT FOR A PAR SAL. SUBSEQUENTLY, ED A RGT TURN & CR	IAT HE COULD NG. THE PLT ACFT'S RADI APCH TO THE AN ENG LOST ASHED IN A	NOT SEE WAS CLEA O EQUIPME NAVAL AI POWER FR STEEP NOS	THE GROUND RED FOR AN INT WAS OLD R STATION. ROM FUEL EXH GE DOWN, RGT	DUE ILS & THE 1ST HAUSTION. WING	

File No. - 501 3/04/85 JACKSONVILE.FL A/C Reg. No. N100DT Time (Lc1) - 0254 EST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation UNKNOWN Finding(s) 1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE QUALIFICATION - PILOT IN COMMAND 5. LIGHT CONDITION - DARK NIGHT 6. WEATHER CONDITION - CLOUDS 7. WEATHER CONDITION - LOW CEILING 8. WEATHER CONDITION - FOG 9. WEATHER CONDITION - OBSCURATION 10. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND 11. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND 12. COMM/NAV EQUIPMENT - ERRATIC 13. RADIO COMMUNICATIONS - POOR -14. WEATHER CONDITION - BELOW APPROACH MINIMUMS 15. MISSED APPROACH - PERFORMED - PILOT IN COMMAND Occurrence #2 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation APPROACH Finding(s) 16. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 17. FLUID, FUEL - EXHAUSTION 18. PROPELLER FEATHERING - PERFORMED -Occurrence #3 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH Finding(s) 19. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND 20. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRAINING - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT.LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND 22. AIRCRAFT HANDLING - NOT MAINTAINED -IN FLIGHT COLLISION WITH TERRAIN Occurrence #4 Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,10,11,16,17,19,22

Factor(s) relating to this accident is/are finding(s) 3,4,846E71819,12,13,14,20,21

Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Dama	ge		Injur	ies	
	,	SUBSTANTIAL	•	Fata1			None
Type of Operation -PERSONAL		Fire	Crew	0	0	_	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information	•						
Make/Model - CESSNA 152		e/Model - LYCOMING			nstalled/A		
Landing Gear - TRICYCLE-FIXED		ngines - 1			tall Warnir	ng System	- YES
Max Gross Wt - 1670 No. of Seats - 2		Type - RECIPROC ower - 110 H		UR			
NO. Of Seats - 2	Rated Pt	ower - 110 n	r 				
Environment/Operations Information				4.1	N		
Weather Data Wx Briefing - NO RECORD OF BRIEF	Itinerary	antima Daint		Airport F			
Method - N/A	ING LAST DEPA	arture Point		UN AIR	ZUK I		
Completeness - N/A	Destination	•	1	Airport Da	ata		
Basic Weather - VMC		ACC/INC	•		BEACH		
Wind Dir/Speed- 130/014 KTS	52	,				06	
Visibility - 7.0 SM	ATC/Airspac	ce		Runway	Lth/Wid -	3197/	100
Lowest Sky/Clouds - 3000 FT S	CATTERED Type of F	Flight Plan - VFR			Surface -	ASPHALT	
Lowest Ceiling - NONE	Type of (Clearance - VFR n/Lndg - TRAF		Runway	Status -	DRY	
. Obstructions to Vision- NONE	Type Apc						
Precipitation - NONE		TOUC	H AND GO				
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 20	Modic	al Certificate	- VALTO	MEDICAL -WA	TVEDS/LTM	T T
Certificate(s)/Rating(s)	Biennial Fligh			t Time (Ho		11 4 C R 3/ C I M	* '
STUDENT	Current	- N/A T	otal -	40	Last 24	Hrs -	0
	Months Sind	- N/A T ce - N/A M pe - N/A I	ake/Model-	40	Last 30	Days- UN	K/NR
	Aircraft Ty	/pe - N/A I	otal - ake/Model- nstrument-	2	Last 90	Days-	5
Instrument Rating(s) - NONE							
Narrative							
114, 141, 14			ND SHEAR, HE I			_	

File No. - 504 3/04/85 DAYTONA BEACH, FL A/C Reg. No. N48244 Time (Lc1) - 1330 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - UNCONTROLLED -Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL ---------Probable Cause----

is/are finding(s) 2.4

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

Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage	!	Ini	uries		
		DESTROYED		ıl Serious		None	
Type of Operation -PERSONAL		Fire			0	1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -CRUISE		IN FLIGHT	Pass C	0	0	0	
Accident occurred burning "CR015E			~~~~~~~~~~				
Aircraft Information		/**				VE = /1	
Make/Model - REPUBLIC RC-3 Landing Gear - AMPHIBIAN		e/Model - FRANKLIN B Engines - 1		LT Installed	M/Activated		
Max Gross Wt - 2980		Engines - 1 Type - RECIPROCAT		Stall Warr	ning System	- NU	
No. of Seats - 2		ower - 215 HP	ING CARBORETOR				
Invironment/Operations Information Weather Data	Itinerary		Airpo	ort Proximity	,		
Wx Briefing - NO RECORD OF BRIEFIN	lG last Dén	arture Point		AIRPORT/STR			
Method - N/A Completeness - N/A Basic Weather - VMC	LAKE P	LACID,FL		ŕ			
Completeness - N/A	Destinati	on	Airpor	Airport Data			
Dab to weaktion this	LOCAL		_				
Wind Dir/Speed- 290/008 KTS Visibility - 10.0 SM	ATO / A d m = m =			way Ident			
Lowest Sky/Clouds - 7000 FT SCA				nway Lth/Wid nway Surface			
		Clearance - NONE		way Status		ΔIM	
Obstructions to Vision- NONE		h/Lndg - FORCED		, •			
Precipitation - NONE	, ,						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 62 Biennial Fligh	Medical	Certificate - EX				
Certificate(s)/Rating(s)	Biennial Fligh	t Review	Flight Time			/	
COMMERCIAL	Current	- NO Tot	al - 8300	Last	24 Hrs - UI	NK/NR	
SE LAND, ME LAND, SE SEA, ME SEA		ce - UNK/NR Mak ype - UNK/NR Ins	e/Model- 3000	Last	30 Days-	15	
	AllClait	ype - UNK/NK IIIs Mul	e/Model- 3000 trument- UNK/NR ti-Eng - UNK/NR	Rotor	occaft - U	NK /NB	
		Mai	the England		0. 0.	.,	
Instrument Rating(s) - AIRPLANE							
Varrative							
		TELY STARTED IN THE	THE COMPARTMENT	HE MADE AN E	MEDOENOV		

File No 4	96 3/09/85	LAKE PLACID,FL	A/C Reg. No. N6294K	Time (Lc1) - 1815 EST
Occurrence #1 Phase of Operation	•	DTAL) - MECH FAILURE/M	ALFUNCTION	
Finding(s) 1. ENGINE ASSEMBLY	,CONNECTING ROD -	FAILURE,TOTAL		
Occurrence #2 Phase of Operation	FIRE OTHER			
Finding(s) 2. ENGINE ASSEMBLY	,OTHER - FIRE			
Occurrence #3 Phase of Operation				
Probable Cause				

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

-1

Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries	Basic Information							
Type of Operation	Type Operating Certificate-NONE (GENE	RAL AVIATION)						
Filight Conducted Under	Time of Occupation ATR CHOIL							
Accident Occurred During					-	-	-	
Make/Model - NORTH AMERICAN SNU-6 Landing Gear - TAILWHEEL-RETRACTABLE MAINS Landing Gear - TAILWHEEL-RETRACTABLE MAINS Max Gross Wt - 5300 No. of Seats - 2 Rated Power - 600 HP			MOINE			-	-	
Landing Gear - TAILWHEEL-RETRACTABLE MAINS Max Gross Wt - 5000 No. of Seats - 2	·Aircraft Information							
Max Gross Wt - 5300 No. of Seats - 2 Rated Power - 600 HP -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wishbility - 15.0 SM LOCAL LOCAL LOCAL LOCAL LOWEST CEILING - NONE Visibility - 15.0 SM Lowest Sky/Cloud - 2500 FT SCATTERED Type of Flight Plan - NONE Obstructions to Vision- NONE Precipitors to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Personnel Information Pilot-In-Command Certificate(s)/Rating(s) SE LAND, ME LAND, SE SEA, ME SEA Months Since - 1 Aircraft Type - SNJ-6 Mind DAYLIGHT Instrument Rating(s) - AIRPLANE	•			1340-AN1				
No. of Seats - 2 Rated Power - 600 HP -Environment/Operations Information weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Uisibility - 15.0 SM Lowest Ceiling - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) SE LAND, ME LAND, SE SEA, ME SEA SE LAND, ME LAND, SE SEA, ME SEA Instrument Rating(s) - AIRPLANE -Narrative ROUP OF T-6 TYPE ACFT WERE TAKING OFF IN SECTIONS OF TWO ACFT EACH. EACH SECTION OF TWO WERE MAKING A FORMATION EVER, THE PLT OF NAME ARADIO CALL TO NOTIFY THE OTHER PLTS & THE PLTS OF THE 2ND SECTION NAMER THE PLTS OF THE ARODOR FOR THE TREADER FOR THE PLT OR ARODOR FOR THE PLTS OF THE ARODOR FOR THE PLTS OF THE ARODOR FOR THE PLTS OF THE ARODOR FOR THE TREAD THE TALL WHEEL WAS ON THE GROUND; THEREFORE, HE WAS NOT AWARE THAT THE ACFT AHEAD WERE ABORTING IL HE	<u> </u>					Stall Warnir	ng System	- NO
Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING SAME AS ACC/INC Completeness - N/A Basic Weather - WK LOCAL Wind Dir/Speed - 030/007 KTS Win					FIOR			
Was Briefing - NO RECORD OF BRIEFING	NO. 01 Seats - 2	Rateu Pt	wer - 600	nr 				
Wx Briefing - NO RECORD OF BRIEFING Last Départure Point SAME AS ACC/INC SAME AS ACC/INC SAME AS ACC/INC Completeness - N/A Destination LOCAL TITUSVILLE-COCOA TITUSVILLE-COCOA TITUSVILLE-COCOA Wind Dir/Speed-030/007 KTS Runway Ident - 09 Visibility - 15.0 SM ATC/Airspace Runway Ident - 09 Visibility - 15.0 SM ATC/Airspace Runway Lth/Wind - 5001/ 100 Lowest Sky/Clouds - 2500 FT SCATTERED Type of Flight Plan - NONE Runway Sutrace - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY DOSTRUCTION TO VISION- NONE Type Apch/Lndg - NONE Precipitation - NONE Type Apch/Lndg - NONE Condition of Light - DAYLIGHT Personnel Information Personnel Information Personnel Information Portificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL, CFI Current - YES Total - 3000 Last 24 Hrs - 4 SE LAND, ME LAND, SE SEA, ME SEA Months Since - 1 Make/Model - 450 Last 30 Days - 51 Aircraft Type - SNJ - 6 Instrument 320 Last 90 Days - 116 Multi-Eng - 1000 Rotocraft - UNK/NR Instrument Rating(s) - AIRPLANE Narrative ROUP OF T-6 TYPE ACFT WERE TAKING OFF IN SECTIONS OF TWO ACFT EACH. EACH SECTION OF TWO WERE MAKING A FORMATION SOFF WITH A 5 TO 6 SECOND INTERVAL BETWEEN SECTIONS. NSB740 WAS IN THE LEFT POSITION OF THE 2ND SECTION; N9801C IN THE LEFT POSITION OF THE 3RD SECTION. DURING TAKEOFF, AN ACFT IN THE 1ST SECTION HAD AN ENG PROBLEM & THE PLT SEVEN. THE PLT OF N9801C, WHO WAS LEADING THE 3RD SECTION DID NOT HEAR THE RADIO CALL. HIS ACFT HAD POOR FORWARD BEILITY WHILE THE TAIL WHEEL WAS ON THE GROUND; THEREFORE, HE WAS NOT AWARE THAT THE ACFT AHEAD WERE ABORTING IL HE RASISED THE TAIL UNRING THE TAKEOFF FOLL. BY THEN, IT WAS NOT AWARE THAT THE ACFT AHEAD WERE ABORTING IL HE RASISED THE TAIL UNRING THE TAKEOFF FOLL. BY THEN, IT WAS NOT AWARE THAT THE ACFT AHEAD WERE ABORTING IL HE RASISED THE TAIL UNRING THE TAKEOFF FOLL. BY THEN, IT WAS NOT AWARE THAT THE ACFT AHEAD WERE ABORTING IL HE RASISED THE TAIL DURING THE TAKEOFF FOLL. BY THEN, IT WAS NOT AWARE THAT THE ACFT AHEAD W	·							
Method - N/A SAME AS ACC/INC Completeness - N/A Destination								
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 030/007 KTS Visibility - 15.0 SM Visibility - 10.0 VM Visib					UN AT	RPURI		
Basic Weather - VMC Wind Dir/Speed- 030/007 KTS Wind Dir/Speed- 030/007 KTS Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - 2500 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT					Airport !	Data		
Wind Dir/Speed- 030/007 KTS Visibility - 15.0 SM ATC/Airspace Runway Ith/Wid - 5001/ 100 Lowest Sky/Clouds - 2500 FT SCATTERD 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	· · · · · · · · · · · · · · · · · · ·		•••					
Visibility - 15.0 SM	Wind Dir/Speed- 030/007 KTS						. 09	
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 - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 3000 Last 24 Hrs - 4 SE LAND,ME LAND,SE SEA,ME SEA Months Since - 1 Make/Model - 450 Last 30 Days - 51 Aircraft Type - SNJ-6 Instrument 320 Last 90 Days - 116 Multi-Eng - 1000 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE -Narrative ROUP OF T-6 TYPE ACFT WERE TAKING OFF IN SECTIONS OF TWO ACFT EACH. EACH SECTION OF TWO WERE MAKING A FORMATION EOFF WITH A 5 TO 6 SECOND INTERVAL BETWEEN SECTIONS. N58740 WAS IN THE LEFT POSITION OF THE 2ND SECTION. 19801C IN THE LEFT POSITION OF THE 3RD SECTION. UNRING TAKEOFF, AN ACFT IN THE 1ST SECTION ABORTED THEIR TAKEOFF. EVER, THE PLT OF N9801C, WHO WAS LEADING THE 3RD SECTION DID NOT HEAR THE PLTS OF THE 2ND SECTION ABORTED THEIR TAKEOFF. EVER, THE PLT OF N9801C, WHO WAS LEADING THE 3RD SECTION DID NOT HEAR THE RADIO CALL. HIS ACFT HAD POOR FORWARD IBILITY WHILE THE TAIL WHEEL WAS ON THE GROUND; THEREFORE, HE WAS NOT AWARE THAT THE ACFT AHEAD WERE ABORTING IL HE RAISED THE TAIL UWEING THE TAKEOFF ROLL. BY THEN, IT WAS TOO LATE TO AVOID A COLLISION. SUBSEQUENTLY, THE		ATC/Airspac	e		Runwa	y Lth/Wid -	5001/	100
Obstructions to Vision- NONE Precipitation - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL, CFI Current - YES Total - 3000 Last 24 Hrs - 4 SE LAND, ME LAND, SE SEA, ME SEA Months Since - 1 Make/Model - 450 Last 30 Days - 51 Aircraft Type - SNJ-6 Instrument - 320 Last 90 Days - 116 Multi-Eng - 1000 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE -Narrative ROUP OF T-6 TYPE ACFT WERE TAKING OFF IN SECTIONS OF TWO ACFT EACH. EACH SECTION OF TWO WERE MAKING A FORMATION EOFF WITH A 5 TO 6 SECOND INTERVAL BETWEEN SECTIONS. N58740 WAS IN THE LEFT POSITION OF THE 2ND SECTION; N9801C IN THE LEFT POSITION OF THE 3RD SECTION. DURING TAKEOFF, AN ACFT IN THE 1ST SECTION HAD AN ENG PROBLEM & THE PLT RTED HIS TAKEOFF. HE MADE A RADIO CALL TO NOTIFY THE OTHER PLTS & THE PLTS OF THE 2ND SECTION ABORTED THEIR TAKEOFF. EVER, THE PLT OF N9801C, WHO WAS LEADING THE 3RD SECTION DID NOT HEAR THE RADIO CALL. HIS ACFT HAD POOR FORWARD IBILITY WHILE THE TAIL WHEEL WAS ON THE GROUND; THEREFORE, HE WAS NOT AWARE THAT THE ACFT AHEAD WERE ABORTING IL HE RAISED THE TAIL DURING THE TAKEOFF ROLL. BY THEN, IT WAS TOO LATE TO AVOID A COLLISION. SUBSEQUENTLY, THE								
Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 3000 Last 24 Hrs - 4 SE LAND, ME LAND, SE SEA, ME SEA Months Since - 1 Make/Model - 450 Last 30 Days - 51 Aircraft Type - SNJ-6 Instrument - 320 Last 90 Days - 116 Multi-Eng - 1000 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE -Narrative ROUP OF T-6 TYPE ACFT WERE TAKING OFF IN SECTIONS OF TWO ACFT EACH. EACH SECTION OF TWO WERE MAKING A FORMATION EOFF WITH A 5 TO 6 SECOND INTERVAL BETWEEN SECTIONS. NS8740 WAS IN THE LEFT POSITION OF THE 2ND SECTION; N9801C IN THE LEFT POSITION OF THE 3RD SECTION. DURING TAKEOFF, AN ACFT IN THE 1ST SECTION ABORTED THEIR TAKEOFF. EVER, THE PLT OF N9801C, WHO WAS LEADING THE 3RD SECTION DIO NOT HEAR THE RADIO CALL. HIS ACFT HAD POOR FORWARD IBILITY WHILE THE TAIL WHEEL WAS ON THE GROUND; THEREFORE, HE WAS NOT AWARE THAT THE ACFT AHEAD WERE ABORTING IL HE RAISED THE TAIL DURING THE TAKEOFF ROLL. BY THEN, IT WAS TOO LATE TO AVOID A COLLISION. SUBSEQUENTLY, THE					Runwa	y Status -	DRY	
Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 3000 Last 24 Hrs - 4 SE LAND,ME LAND,SE SEA,ME SEA Months Since - 1 Make/Model - 450 Last 30 Days - 51 Aircraft Type - SNJ-6 Instrument - 320 Last 90 Days - 116 Multi-Eng - 1000 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE -Narrative ROUP OF T-6 TYPE ACFT WERE TAKING OFF IN SECTIONS OF TWO ACFT EACH. EACH SECTION OF TWO WERE MAKING A FORMATION COFF WITH A 5 TO 6 SECOND INTERVAL BETWEEN SECTIONS. N58740 WAS IN THE LEFT POSITION OF THE 2ND SECTION; N9801C IN THE LEFT POSITION OF THE 3RD SECTION. DURING TAKEOFF, AN ACFT IN THE 1ST SECTION HAD AN ENG PROBLEM & THE PLT RIED HIS TAKEOFF. HE MADE A RADIO CALL TO NOTIFY THE OTHER PLTS & THE PLTS OF THE 2ND SECTION ABORTED THEIR TAKEOFF. EVER, THE PLT OF N9801C, WHO WAS LEADING THE 3RD SECTION DID NOT HEAR THE RADIO CALL. HIS ACFT HAD POOR FORWARD IBILITY WHILE THE TAIL WHEEL WAS ON THE GROUND; THEREFORE, HE WAS NOT AWARE THAT THE ACFT AHEAD WERE ABORTING IL HE RAISED THE TAIL DURING THE TAKEOFF ROLL. BY THEM, IT WAS TOO LATE TO AVOID A COLLISION. SUBSEQUENTLY, THE		Type Apch	n/Lndg - NO	NE				
Personnel Information Pilot-In-Command								
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Certificate(s)/Rating(s) COMMERCIAL,CFI Current YES Total To		A === 0.0	8.0			NEDICAL NO	. WATVEDO	/: TMTT
COMMERCIAL, CFI SE LAND, ME LAND, SE SEA, ME SEA Months Since - 1 Aircraft Type - SNJ-6 Instrument - 320 Last 30 Days - 51 Aircraft Type - SNJ-6 Instrument Rating(s) - AIRPLANE -Narrative ROUP OF T-6 TYPE ACFT WERE TAKING OFF IN SECTIONS OF TWO ACFT EACH. EACH SECTION OF TWO WERE MAKING A FORMATION EOFF WITH A 5 TO 6 SECOND INTERVAL BETWEEN SECTIONS. N58740 WAS IN THE LEFT POSITION OF THE 2ND SECTION; N9801C IN THE LEFT POSITION OF THE 3RD SECTION. DURING TAKEOFF, AN ACFT IN THE 1ST SECTION HAD AN ENG PROBLEM & THE PLT RIED HIS TAKEOFF. HE MADE A RADIO CALL TO NOTIFY THE OTHER PLTS & THE PLTS OF THE 2ND SECTION ABORTED THEIR TAKEOFF. EVER, THE PLT OF N9801C, WHO WAS LEADING THE 3RD SECTION DID NOT HEAR THE RADIO CALL. HIS ACFT HAD POOR FORWARD IBILITY WHILE THE TAIL WHEEL WAS ON THE GROUND; THEREFORE, HE WAS NOT AWARE THAT THE ACFT AHEAD WERE ABORTING IL HE RAISED THE TAIL DURING THE TAKEOFF ROLL. BY THER, IT WAS TOO LATE TO AVOID A COLLISION. SUBSEQUENTLY, THE		_					WAIVERS,	/ LIMI I
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-Narrative Parrative Parrative Pacoup of T-6 Type Acft were taking off in Sections of two Acft Each. Each Section of two were making a formation Pacoup of T-6 Type Acft were taking off in Sections. N58740 was in the Left position of the 2nd Section; N9801c Pacoup of The 3rd Section. During takeoff, an Acft in the 1st Section had an Eng problem & the plt Patrated his takeoff. He made a radio call to Notify the Other Plts & the plts of the 2nd Section aborted their takeoff. Pacoup of N9801c, who was leading the 3rd Section did Not Hear the Radio call. His Acft had Poor Forward Patrated by While the Tail wheel was on the Ground; therefore, he was not aware that the Acft Ahead were Aborting Patrated by The Tail During the Takeoff Roll. By then, it was too late to Avoid a collision. Subsequently, the		7.1.1 G, G, G, 1	5.10		1000			
-Narrative ParrativeNarrative				_				
ROUP OF T-6 TYPE ACFT WERE TAKING OFF IN SECTIONS OF TWO ACFT EACH. EACH SECTION OF TWO WERE MAKING A FORMATION EOFF WITH A 5 TO 6 SECOND INTERVAL BETWEEN SECTIONS. N5874O WAS IN THE LEFT POSITION OF THE 2ND SECTION; N9801C IN THE LEFT POSITION OF THE 3RD SECTION. DURING TAKEOFF, AN ACFT IN THE 1ST SECTION HAD AN ENG PROBLEM & THE PLT RTED HIS TAKEOFF. HE MADE A RADIO CALL TO NOTIFY THE OTHER PLTS & THE PLTS OF THE 2ND SECTION ABORTED THEIR TAKEOFF. EVER, THE PLT OF N9801C, WHO WAS LEADING THE 3RD SECTION DID NOT HEAR THE RADIO CALL. HIS ACFT HAD POOR FORWARD IBILITY WHILE THE TAIL WHEEL WAS ON THE GROUND; THEREFORE, HE WAS NOT AWARE THAT THE ACFT AHEAD WERE ABORTING IL HE RAISED THE TAIL DURING THE TAKEOFF ROLL. BY THEN, IT WAS TOO LATE TO AVOID A COLLISION. SUBSEQUENTLY, THE	Instrument Rating(s) ~ AIRPLANE	*******						
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						DOEWUENTLY,	IHE	

File No. - 471 3/10/85 TITUSVILLE,FL A/C Reg. No. N58740 Time (Lc1) - 1300 EST

Occurrence #1 ON GROUP
Phase of Operation TAKEOFF

ON GROUND COLLISION WITH OBJECT

Finding(s)

- 1. PLANNING-DECISION IMPROPER PILOT IN COMMAND
- 2. PLANNING-DECISION IMPROPER PILOT OF OTHER AIRCRAFT
- 3. ABORTED TAKEOFF PERFORMED PILOT OF OTHER AIRCRAFT
- 4. SAFETY ADVISORY ISSUED PILOT OF OTHER AIRCRAFT
- 5. ABORTED TAKEOFF PERFORMED PILOT IN COMMAND
- 6. SAFETY ADVISORY NOT UNDERSTOOD PILOT OF OTHER AIRCRAFT
- 7. VISUAL LOOKOUT NOT POSSIBLE PILOT OF OTHER AIRCRAFT
- 8. OBJECT AIRCRAFT MOVING ON GROUND
- 9. VISUAL SEPARATION NOT MAINTAINED -

----Probable Cause----

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

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

IVDE (IDEPATING CEPTITICATE-NUME	(05)(50)(1)			T •		
Type Operating Certificate-NONE		ft Damage ANTIAL	Fatal	G = 1	uries Minor	None
Type of Operation -AIR S		Crew	0	Serious 0 0	W11101	1
Flight Conducted Under -14 CF		Pass	0	0	Ö	i
Accident Occurred During -TAKEO		Other	_	ő	ŏ	i
Aircraft Information						
Make/Model - NORTH AMERICAN S	NJ-5 Eng Make/Model - P	&W R-1340-AN1	ELT	Installed		
	TABLE MAINS Number Engines -			Stall Warn	ing System	- NO
Max Gross Wt - 5300		ECIPROCATING-CARBURE	TOR			
No. of Seats - 2	Rated Power -	600 HP				
Environment/Operations Information			4 *	Daniel India		
Weather Data Wx Briefing - NO RECORD OF B	Itinerary		ON AI	Proximity		
		t	UN AI	RPURI		
Method - N/A Completeness - N/A	SAME AS ACC/INC		4 ÷ n n a n + 1	Doto		
Basic Weather - VMC	Destination LOCAL		Airport	VILLE-COCO		
Wind Dir/Speed- 030/007 KTS				y Ident	- 09	
Visibility - 15.0 SM	ATC/Airspace			y Lth/Wid		100
	FT SCATTERED Type of Flight Plan	- NONE		y Surface		
Lowest Ceiling - NONE				y Status		
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE	Runwa	y Status	- DKI	
Precipitation - NONE	Type Apch/Endg	- NONE				
Condition of Light - DAYLIG	.HT					
Personnel Information Pilot-In-Command	Age - 51	Medical Certificat	e - VΔ! T	D MEDICAL-	NO WATVERS	/! TMTT
Certificate(s)/Rating(s)	Age - 51 Biennial Flight Review Current - YES	Fligh	t Time (,
PRIVATE	Current - YES	Total -			24 Hrs -	6
	Months Since - 17 Aircraft Type - PA-28	Make/Model-		Last		7
SE LAND ME LAND	Ainonaft Type - DA-20	Instrument-	248	last	90 Days-	27
SE LAND, ME LAND						
SE LAND, ME LAND	ATPCPATE Type - PA-20	Multi-Eng -	166	Last	30 Day 0	

File No. - 471 3/10/85 TITUSVILLE,FL A/C Reg. No. N9801C Time (Lc1) - 1300 EST

Occurrence #1
Phase of Operation

ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

- 1. PLANNING-DECISION IMPROPER PILOT IN COMMAND
- 2. PLANNING-DECISION IMPROPER PILOT OF OTHER AIRCRAFT
- 3. ABORTED TAKEOFF PERFORMED PILOT OF OTHER AIRCRAFT
- 4. SAFETY ADVISORY ISSUED PILOT OF OTHER AIRCRAFT
- 5. SAFETY ADVISORY NOT UNDERSTOOD -- PILOT IN COMMAND
- 6. VISUAL LOOKOUT NOT POSSIBLE PILOT IN COMMAND
- 7. ABORTED TAKEOFF DELAYED PILOT IN COMMAND
- 8. OBJECT AIRCRAFT MOVING ON GROUND
- 9. VISUAL SEPARATION NOT MAINTAINED -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 1.2.5$

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

·Basic Information						
Type Operating Certificate-NONE (GENE				Injur		
	DESTRO)		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -OTHER	ON GROU		0	0	0	0
Aircraft Information						
Make/Model - PIPER PA-28-140	Eng Make/Model - LYC			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			Stall Warnin	g System	- UNK/NR
Max Gross Wt - 2150	Engine Type - REC		TOR			
No. of Seats - 4	Rated Power -	150 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFI			ON AI	RPORT		
Method - N/A Completeness - N/A	SAME AS ACC/INC		A J	5-1-		
Basic Weather - VMC	Destination .		Airport		01.4556	
Wind Dir/Speed- 110/004 KTS	LOCAL			BEACH COUNTY v Ident -	GLADES 17	
Visibility - 10.0 SM	ATC/Airspace			y Lth/Wid -		75.
	IN BKN Type of Flight Plan	- NONE		y Surface -		73.
Lowest Ceiling - NONE	Type of Clearance			v Status -		
Obstructions to Vision- NONE	Type Apch/Lndg			y Status	O.K.I	
Precipitation - NONE	Type Mperly 211ag	THEORET TOTAL EAR	.52.14			
Condition of Light - NIGHT(DARK)						
Pilot-In-Command	Age - 32	Medical Certificat			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	_	it Time (
PRIVATE	Current - YES	Total -			Hrs -	
SE LAND			340	Last 30	Days- UN	IK/NR
	Aircraft Type - UNK/NR		IK/NR	Last 90	Days-	10
		Multi-Eng - UN	IK/NR	Rotorcr	aft - UN	IK/NR
Instrument Rating(s) - NONE						
-Narrative						
PLT STATED THAT WHEN HE SMELLED SMOKE I						
ESTIGATION REVEALED THE FIRE STARTED WHE GAGE COMPARTMENT).	RE AN ELECTRICAL SHORT OCCURRI	U NEAR THE APU PLU	IG (IN TH	E AREA OF TH	IL AFI	
JAGE CUMPAKIMENI).						

File No. - 503 3/10/85 PAHOKEE,FL A/C Reg. No. N44480 Time (Lc1) - 2033 EST

Occurrence FIRE
Phase of Operation LANDING

Finding(s)

- 1. ELECTRICAL SYSTEM SHORTED
- 2. ELECTRICAL SYSTEM SMOKE
- 3. PRECAUTIONARY LANDING PERFORMED PILOT IN COMMAND
- 4. FUSELAGE, CARGO COMPARTMENT FIRE

----Probable Cause----

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

File No 522 3/16/85 G	AINESVILLE, FL	A/C Reg. N	o. N545SF	т	ime (Lc1) -	2014 EST	
Basic Information Type Operating Certificate-NONE (GER		Aircraft Dam DESTROYED Fire	age Crew	Fata1 2	Injur Serious O	ies Minor O	None 0
Flight Conducted Under -14 CFR 9 Accident Occurred During -DESCENT		NONE	Pass	0	-	ŏ	ŏ
Aircraft Information Make/Model - ARONSON FALCO F8L Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 1880 No. of Seats - 2			UEL INJECTED	S	Installed/A tall Warnin	g System	- YES
Environment/Operations Information	Itinerary Last Depart BOWLING (Destination GAINESVII ATC/Airspace Type of Flat Type of Clat Type Apch/I	GREEN,KY _LE,FL ght Plan - IFR		Airport ON AIR Airport D ALACHU Runway Runway Runway	Proximity PORT ata A COUNTY RE	GIONAL 28 6503/ ASPHALT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 50 Biennial Flight F Current Months Since Aircraft Type	Review - UNK/NR - UNK/NR - UNK/NR	cal Certificat Fligh Total - Make/Model- UN Instrument- UN Multi-Eng - UN	t Time (H 380 K/NR K/NR	ours) Last 24	Hrs - UNI Days- UNI Days- UNI	K/NR K/NR K/NR
Instrument Rating(s) - AIRPLAN	<u>:</u>						
THE PLT RECEIVED A WX BRIEFING & FILED AN NORMAL. IN THE VCNTY OF MACON, GA, THE PLY VILLE RGNL ARPT & WAS VECTORED FOR AN ILS PLATES; AT 1ST, HE STARTED USING THE GAIN HAD DIFFICULTY MAINTAINING HEADING ON THE WITH THE APCH, DECLARED A LOW FUEL STATE & HEADING CONTROL. ON THE 2ND APCH, THE ACFIRMY. HOWEVER, THE ACFI CRASHED ON THE APCHLITTLE CHORDWISE SCRAPING OF THE PROP. NO	F REQUESTED & RECEIVED 28 APCH. WHILE DIVERS ESVILLE, GA PLATE, THE ILS & MADE A MISSED A RECEIVED VECTORS FOR F WAS OBSERVED TO FLY H END OF RWY 6. THERE	O AN IFR CLNC. FING, HE INDICA EN HE SWITCHED APCH 2 MI EAST R ANOTHER ILS. OVER THE FIELD WAS EVIDENCE O	LATER, HE ELEC TED SOME CONFU TO THE CORRECT OF THE ARPT. H AGAIN, HE HAD & THE PLT WAS F LITTLE MOVEM	TED TO DI SION CONC PLATE (G E ADMITTE DIFFICULT CLEARED ENT AFTER	VERT TO THE ERNING THE AINESVILLE, D HAVING PR Y MAINTAINI TO LAND ON	GAINES- APCH FL). HE OBLEMS NG ANY	

File No. - 522 3/16/85 GAINESVILLE, FL A/C Reg. No. N545SF Time (Lc1) - 2014 EST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. WEATHER CONDITION - CLOUDS 3. WEATHER CONDITION - LOW CEILING 4. WEATHER CONDITION - FOG 5. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - MISSED APPROACH (IFR) Finding(s) 6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 7. WEATHER CONDITION - DARK NIGHT 8. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND 9. MISSED APPROACH - PERFORMED - PILOT IN COMMAND 10. FLUID, FUEL - EXHAUSTION 11. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND Occurrence #3 FORCED LANDING Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Occurrence #4 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Finding(s) 12. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 13. STALL/SPIN - INADVERTENT - PILOT IN COMMAND Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,8,10,11,12,13 Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7

	/ERO BEACH, FL A/C R	eg. No. N69109	Time	(Lc1) - 0944	EST
Basic Information Type Operating Certificate-NONE (GE	ENERAL AVIATION) Aircraf	t Damage		Injuries	
	SUBSTA	_	Fatal S	erious Mind	or None
Type of Operation -INSTRUCT	TIONAL Fire	Crew	0	0 0) 1
Flight Conducted Under - 14 CFR 9	91 NONE	Pass	0	0 (0
Accident Occurred During -LANDING					
Aircraft Information					
Make/Model - CESSNA 152	Eng Make/Mode1 - LY	COMING 0-235-L2C	ELT Ins	talled/Activat	ted - YES/YE
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Stal	1 Warning Syst	tem - YES
Max Gross Wt - 1670	Engine Type - RE	CIPROCATING-CARBURE	OR		
No. of Seats - 2	Rated Power -	110 HP			
Environment/Operations Information	· •				
Weather Data	Itinerary		Airport Pro		
Wx Briefing - NO RECORD OF BRIE			ON AIRPOR	?T	
Method - N/A	SAME AS ACC/INC				
Completeness - N/A	Destination		lirport Data		
Basic Weather - VMC	LOCAL		VERO BEAC		
Wind Dir/Speed- 020/010 KTS			Runway Id		
Visibility - 10.0 SM	ATC/Airspace			:h/Wid - 4975	
	SCATTERED Type of Flight Plan			ırface - ASPHA	ALT
Lavana Callina Motor		NONE	Dunway St	atus - DRY	
Lowest Ceiling - NONE	Type of Clearance		Kullway 31	acas biri	
Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg		Rullway 31	.acao bici	
Obstructions to Vision- NONE Precipitation - NONE			Rullway 31	.acao Divi	
Obstructions to Vision- NONE			Runway 31		
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information	Type Apch/Lndg	- TOUCH AND GO			· · · · · · · · · · · · · · · · · · ·
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command	Type Apch/LndgAge - 42	- TOUCH AND GO		:	 /LIMIT
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s)	Type Apch/Lndg Age - 42 Biennial Flight Review	- TOUCH AND GO Medical Certificate Fligh	· e - VALID ME t Time (Hour	EDICAL-WAIVERS/	
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command	Type Apch/Lndg Age - 42 Biennial Flight Review Current - N/A	- TOUCH AND GO Medical Certificate Flight Total -	e - VALID ME t Time (Hour 35	EDICAL-WAIVERS,	- 4
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s)	Type Apch/Lndg Age - 42 Biennial Flight Review Current - N/A Months Since - N/A	- TOUCH AND GO Medical Certificate Fligh Total - Make/Model-	e - VALID ME t Time (Hour 35	EDICAL-WAIVERS,	- 4
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s)	Type Apch/Lndg Age - 42 Biennial Flight Review Current - N/A	- TOUCH AND GO Medical Certificate Fligh Total - Make/Model- Instrument- UN	e - VALID ME t Time (Hour 35	EDICAL-WAIVERS,	- 4
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s)	Type Apch/Lndg Age - 42 Biennial Flight Review Current - N/A Months Since - N/A	- TOUCH AND GO Medical Certificate Fligh Total - Make/Model-	e - VALID ME t Time (Hour 35	EDICAL-WAIVERS/	- 4
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s)	Type Apch/Lndg Age - 42 Biennial Flight Review Current - N/A Months Since - N/A	- TOUCH AND GO Medical Certificate Fligh Total - Make/Model- Instrument- UN	e - VALID ME t Time (Hour 35	EDICAL-WAIVERS,	- 4
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONE	Type Apch/Lndg Age - 42 Biennial Flight Review Current - N/A Months Since - N/A	- TOUCH AND GO Medical Certificate Fligh Total - Make/Model- Instrument- UN	e - VALID ME t Time (Hour 35	EDICAL-WAIVERS,	- 4
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONENarrative	Type Apch/Lndg Age - 42 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	- TOUCH AND GO Medical Certificate Flight Total - Make/Model- Instrument- UNA Multi-Eng - UNA	e - VALID ME t Time (Hour 35 35 35 K/NR K/NR	DICAL-WAIVERS, s) Last 24 Hrs Last 30 Days- Last 90 Days- Rotorcraft	- 4
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONENarrative E STUDENT PILOT WAS PRACTICING TOUCH-&-	Type Apch/Lndg Age - 42 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	- TOUCH AND GO Medical Certificate Flight Total - Make/Model- Instrument- UNK Multi-Eng - UNK	e - VALID ME t Time (Hour 35 35 35 (/NR k/NR	EDICAL-WAIVERS, s) Last 24 Hrs Last 30 Days Last 90 Days Rotorcraft	- 4
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONE Narrative E STUDENT PILOT WAS PRACTICING TOUCH-&-	Type Apch/Lndg Age - 42 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A GO LANDINGS ON RWY 11. DUE TO A	- TOUCH AND GO Medical Certificate Flight Total - Make/Model- Instrument- UNK Multi-Eng - UNK WIND SHIFT, THE ACT WY 4, HIS APCH WAS K	e - VALID ME t Time (Hour 35 35 35 (/NR (/NR	EDICAL-WAIVERS, (S) Last 24 Hrs Last 30 Days Last 90 Days Rotorcraft CHANGED TO AS THE ACFT	- 4
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONE Narrative E STUDENT PILOT WAS PRACTICING TOUCH-&- TY 4. THE STUDENT STATED THAT DURING HIS UCHED DOWN, HE LOST DIRECTIONAL CONTROL	Type Apch/Lndg Age - 42 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A GO LANDINGS ON RWY 11. DUE TO A	- TOUCH AND GO Medical Certificate Flight Total - Make/Model- Instrument- UNK Multi-Eng - UNK WIND SHIFT, THE ACT WY 4, HIS APCH WAS K	e - VALID ME t Time (Hour 35 35 35 (/NR (/NR	EDICAL-WAIVERS, (S) Last 24 Hrs Last 30 Days Last 90 Days Rotorcraft CHANGED TO AS THE ACFT	- 4
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONE Narrative E STUDENT PILOT WAS PRACTICING TOUCH-&-	Type Apch/Lndg Age - 42 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A GO LANDINGS ON RWY 11. DUE TO A	- TOUCH AND GO Medical Certificate Flight Total - Make/Model- Instrument- UNK Multi-Eng - UNK WIND SHIFT, THE ACT WY 4, HIS APCH WAS K	e - VALID ME t Time (Hour 35 35 35 (/NR (/NR	EDICAL-WAIVERS, (S) Last 24 Hrs Last 30 Days Last 90 Days Rotorcraft CHANGED TO AS THE ACFT	- 4

File No 498	3/19/85 VER	O BEACH,FL	A/C Reg. No. N69109	Time (Lc1) - 0944 EST
Occurrence #1 LOSS Phase of Operation LANG 1. GO-AROUND - INITIATED 2. DIRECTIONAL CONTROL 3. GROUND LOOP/SWERVE -	DING - ROLL D - PILOT IN COMMAN - NOT MAINTAINED -	ND PILOT IN COMMAND		
Occurrence #2 NOSE Phase of Operation LAND	E OVER DING - ROLL			
Finding(s) 4. TERRAIN CONDITION - S	SOFT			
Probable Cause				
The National Transportations is/are finding(s) 2,3	on Safety Board de	termines that the Pro	obable Cause(s) of this	accident

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

IATION) Aircraft Damage DESTROYED Fire NONE Eng Make/Model - CONTINENTAL TSI Number Engines - 2 Engine Type - RECIP-FUEL INJE	Crew 0 Pass 0 0-360-C ELT In	Injuries Serious Minor 1 0 0 0	None O O
Fire NONE Eng Make/Model - CONTINENTAL TSI Number Engines - 2	Crew 0 Pass 0 0-360-C ELT In	1 0 0	0
NONE Eng Make/Model - CONTINENTAL TSI Number Engines - 2	Pass 0 0-360-C ELT In	0 0	-
Eng Make/Model - CONTINENTAL TSI Number Engines - 2	0-360-C ELT In		0
Number Engines - 2		stalled/Activated	
Number Engines - 2		stalled/Activated	
	C+-		
Engine Type - RECIP-FUEL INJE		11 Warning System	- YES
Ligino type Real foll files	CTED		
Rated Power - 225 HP			
Itinerary			
Last Departure Point	OFF AIRP	ORT/STRIP	
SAME AS ACC/INC			
Destination	Airport Dat	а	
MELBOURNE, FL	LEESBURG	MUNI	
	Runway I	dent - 31	
ATC/Airspace	Runway L	th/Wid - 4984/	150
Type of Flight Plan - NONE	Runway S	urface - ASPHALT	
Type of Clearance - NONE	Runway S	tatus - DRY	
Type Apch/Lndg - FORCED LAND	ING		
			MIT
nnial Flight Review	Flight Time (Hou	ırs)	
Current - YES Total	- 3100	Last 24 Hrs - Ul	NK/NR
Months Since - 5 Make/Mod	e1- 2600	Last 30 Days-	5
Aircraft Type - C-337 Instrume	nt- 0	Last 90 Days-	20
Multi-En	g - 2600		
	Last Departure Point SAME AS ACC/INC Destination MELBOURNE,FL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED LAND - 47 Medical Cert Current - YES Total Months Since - 5 Make/Mod Aircraft Type - C-337 Instrume Multi-En	Last Departure Point SAME AS ACC/INC Destination MELBOURNE,FL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING ATC/Airspace Type Apch/Lndg - FORCED LANDING Medical Certificate - VALID M Flight Time (Hound Flight Review Current - YES Current - YES Total - 3100 Months Since - 5 Make/Model - 2600 Aircraft Type - C-337 Instrument - O Multi-Eng - 2600 LEESBURG MUNI ARPT TO PICK UP AN ACFT THAT HAD BEEN	Last Departure Point SAME AS ACC/INC Destination MELBOURNE,FL ATC/Airspace Type of Flight Plan - NONE Type Apch/Lndg - 47 Medical Certificate - VALID MEDICAL-WAIVERS/LIF Current - YES Months Since - 5 Make/Model - 2600 Last 24 Hrs - Ul Months Since - 5 Make/Model - 2600 Last 90 Days- Airport Data Airport Data LEESBURG MUNI Runway Ident - 31 Runway Lth/Wid - 4984/ Runway Surface - ASPHALT Runway Status - DRY Plight Time (Hours) Current - YES Total - 3100 Last 24 Hrs - Ul Months Since - 5 Make/Model - 2600 Last 30 Days- Aircraft Type - C-337 Instrument - 0 Last 90 Days-

3/22/85 File No. - 499 LEESBURG, FL A/C Reg. No. N4EY Time (Lc1) - 1240 EST Occurrence #1 LOSS OF POWER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FUEL SYSTEM, CAP - LEAK MAINTENANCE, INSPECTION OF AIRCRAFT - IMPROPER -3. FLUID, FUEL - CONTAMINATION 4. FLUID, FUEL - WATER 5. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 6. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - ERRATIC FORCED LANDING Occurrence #2 Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Occurrence #3 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Finding(s) 7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 8. STALL/SPIN - INADVERTENT - PILOT IN COMMAND Occurrence #4 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - UNCONTROLLED Finding(s) 9. OBJECT - TREE(S) Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,7,8 Factor(s) relating to this accident is/are finding(s) 1

-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage			Injuri		
Time of Granatian DERCONAL		DESTROYED		ıtal Ser	ious O	Minor O	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire ON GROUND	Crew Pass	0	Ö	0	0
-Aircraft Information							
Make/Model - PIPER PA-25-235		del - LYCOMING O-	·540-B2G5	ELT Insta			
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2900	Number Engir	nes - 1 - RECIPROCATI	NG-CAPPIDETOD	Stall	warning	System -	. 4E2
No. of Seats - 1	Rated Power		ING CARBORLION				
-Environment/Operations Information	*						
Weather Data	Itinerary			port Proxi			
Wx Briefing - NO RECORD OF BRIEFIN	•		C	FF AIRPORT	/STRIP		
Method - N/A Completeness - N/A	HOMESTEAD,I Destination	· L	Ainr	ort Data			
Basic Weather - VMC	LOCAL		ATT	JONE Data			
Wind Dir/Speed- CALM	LOUAL		F	Runway Ider	nt - 1	N/A	
Visibility - 6.0 SM				Runway Lth/			
	TTERED Type of Fligh			Runway Surf		•	
Lowest Ceiling - 10000 FT BRO Obstructions to Vision- NDNE		rance - NUNE dg - FORCED		Runway Stat	us ~	N/A	
Precipitation - NONE	Type Apcil/ Lik	ig FORCED	CANDING				
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 52		Certificate -			WAIVERS/	_IMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Rev	VEG		ime (Hours)	04	Hrs - UN	(/ND
SE LAND	Months Since	- YES Tota - 18 Make	ai - 3800 e/Model- 275	, . 5 l	ast 30	Davs-	6
02 20	Aircraft Type		trument- UNK/NF	?	ast 90	Days-	62
	••		ti-Eng - UNK/NF	S E	Rotorcra	ft - UNI	K/NR
Instrument Rating(s) - NONE							
-Narrative							
ACFT WAS ON A FLT OVER THE EVERGLADES AT	APRX 500 FT AGL. WH	EN THE ENG BEGAN	TO RUN ROUGH 8	DECREASE	TO ABO	UT	
O RPM. DURING A FORCED LANDING, THE ACFT	FUEL SYSTEM BURST BE	FORE THE ACFT CAN	ME TO REST & A	FIRE ERUP	TED. THE		
EXITED THE ACFT & ATTEMPTED TO EXTINGUIS							

File No 5	21 3/24/85 EVERGLADES,FL	A/C Reg. No. N8773L	Time (Lc1) - 0800 EST
Occurrence #1 Phase of Operation	LOSS OF POWER CRUISE - NORMAL		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING		
Finding(s) 2. TERRAIN CONDITI	ON - ROUGH/UNEVEN		
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that the	Probable Cause(s) of this accid	ent

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

Type Operating Certificate-NONE (GENERA		t Damage	F	Injur		.
Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	NIIAL Crew Pass	Ō	Serious O O	Minor O O	None 2 0
Àircraft Information Make/Model - HUGHES 269C Landing Gear - SKID Max Gross Wt - 167O No. of Seats - 3	Eng Make/Model - LY Number Engines - 1	COMING HIO-360-D1A	ELT	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 080/011 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	ON AIR Airport D PETER Runway Runway Runway Runway Runway	ata O KNIGHT Ident - Lth/Wid - Surface -	UNK/NR UNK/NR GRASS/TUI DRY	RF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI HELICOPTER Instrument Rating(s) - NONE	Age - 46 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - UNK/NR	Total - Make/Model-	jht Time (H 4070 2605 INK/NR	ours) Last 24 Last 30 Last 90	Hrs - Days- UNI Days-	4

Time (Lc1) - 1015 EST File No. - 570 3/26/85 TAMPA, FL A/C Reg. No. N58208 Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI) 2. AUTOROTATION - PERFORMED - DUAL STUDENT 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI) 4. TAIL ROTOR - IMPROPER USE OF - DUAL STUDENT 5. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND(CFI) 6. RELINQUISHING OF CONTROL - NOT PERFORMED - DUAL STUDENT 7. DIRECTIONAL CONTROL - NOT MAINTAINED -Occurrence #2 ROLL OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 8. TERRAIN CONDITION - SOFT 9. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND(CFI) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6

Factor(s) relating to this accident is/are finding(s) 8.9

File No 572 3/27/85 KEY W	EST,FL	A/C Reg. No. I	N4944U	Т	ime (Lc1) ~	1600 ES	г
Basic Information Type Operating Certificate-ON-DEMAND AI Name of Carrier -KEY WEST SEA Type of Operation -NON SCHED,DO Flight Conducted Under -14 CFR 135 Accident Occurred During -TAXI	PLANE SERVICE	Aircraft Damage SUBSTANTIAL Fire NONE	Crew Pass	Fatal O O	Injur Serious O O		None 1 4
Aircraft Information Make/Model - CESSNA 206 Landing Gear - FLOAT Max Gross Wt - 3600 No. of Seats - 6	Number Engi Engine Type Rated Power	- RECIP-FUEL - 300 HP			Installed/Adtall Warning		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 110/O11 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 20000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	DRY TORTUG Destination KEY WEST,FI	re Point AS - nt Plan - NONE rance - NONE		OFF AII Airport Da Runway 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,ATP SE LAND,ME LAND,SE SEA HELICOPTER	Age - 38 Biennial Flight Re Current Months Since Aircraft Type	view - YES Tota - 12 Maka - UNK/NR Ins	Fligh	nt Time (Ho 9600 1503 440	Last 24 Last 30 Last 90	Hrs - Days- U	7 NK/NR 193
Instrument Rating(s) - AIRPLANENarrative AFTER THE ACFT DEPARTED THE SEAPLANE PARKING INITIATED A TURN BACK TOWARDS THE RAMP AREA & THE PARKING AREA & WAS TURNING THE ACFT OUT O THE LEFT FLOAT TO DIG IN. THE ACFT THEN NOSED REVEALED A 1-1/2 INCH TRANSVERSE SPLIT JUST F ALLOWED IT TO TAKE ON WATER.	APPLIED FULL POWER F THE WIND, A COMBI	IN AN ATTEMPT TO NATION OF WIND, T OF WATER. A POS	D REACH SHA WAVE ACTION T-CRASH EXA	ALLOWER WA' N & FORWARI AM OF THE I	TER. AS HE . D MOTION CAP LEFT FLOAT	USED	
	PAGE-1	62					

File No. - 572 3/27/85 KEY WEST.FL A/C Reg. No. N4944U Time (Lc1) - 1600 EST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation UNKNOWN 1. LANDING GEAR, FLOAT ASSEMBLY - PREVIOUS DAMAGE 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. LANDING GEAR, FLOAT ASSEMBLY - CRACKED 4. LANDING GEAR, FLOAT ASSEMBLY - LEAK Occurrence #2 NOSE OVER Phase of Operation TAXI 5. TERRAIN CONDITION - WATER, ROUGH 6. WEATHER CONDITION - UNFAVORABLE WIND

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

----Probable Cause----

Type Operating Certificate-NONE (GENER	•	t Damage		Injur		
Type of Operation -PERSONAL	SUBSTAI Fire	NTIAL Crev	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass	-	0	o	Ö
Accident Occurred During -LANDING	,,,,,,		<u>-</u>			
Aircraft Information						
Make/Model - PIPER PA-34-200T	Eng Make/Model - COI)-KB ELT	Installed/A tall Warnin		
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4750	Number Engines - 2 Engine Type - REG		,	tali warnin	g system	n - UNK/N
No. of Seats - 7	3 ,,	220 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	NG Last Departure Point SAME AS ACC/INC		ON AIF	PORT		
Completeness - N/A	Destination		Airport [ata		
Basic Weather - VMC	LOCAL			O KNIGHT		
Wind Dir/Speed- 130/011 KTS					07	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		
	ATTERED Type of Flight Plan			Surface -		Γ
Lowest Ceiling - NONE	Type of Clearance			Status -	DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	- PRECAUTIONARY L	MDING			
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 40	Medical Certific	ate - VALI	MEDICAL-NO	WAIVERS	S/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flig	ght Time (I	lours)		
PRIVATE	Current - YES	Flig Total - Make/Model- Instrument-	7 77	Last 24	Hrs - l	JNK/NR
SE LAND	Months Since - 21	Make/Model-	146	Last 30	Days- L	JNK/NR
	Aircraft Type - UNK/NR	Instrument- Multi-Eng -	-	Last 90	Days-	39
		Multi-Eng -	140			
Instrument Rating(s) - NONE						
-Narrative						
Narrative PLT STATED THAT DURING TAKEOFF FROM RWY	17. THE RIGHT ENG LOST POWER	AT AN ALT OF ABO	JT 50 TO 60) FT. HE ATI	EMPLED	ıu

Ffle No 5	71 3/27/85	TAMPA,FL	A/C Reg. No. N8300V	Time (Lc1) - 1100 EST
Occurrence #1 Phase of Operation		CLIMB		
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation		ON WITH TERRAIN		
3. IN-FLIGHT PLANN		OPER - PILOT IN CO PILOT IN COMMAND	DMMAND	
Occurrence #3 Phase of Operation		_APSED		
Finding(s) 6. LANDING GEAR - 1				
Probable Cause				
The National Transpois/are finding(s) 1,3		d determines that	the Probable Cause(s) of this acc	ident
Factor(s) relating to	this accident is/a	are finding(s) 5		

File No 573 3/29/85 ME	LBOURNE, FL A/C Re	eg. No. N73 9 0V	Time (Lc1) - 0740 EST			
Basic Information Type Operating Certificate-NONE (GEN	JERAL AVIATION) Aircraf SUBSTAI	t Damage	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	Fire	Crew Pass	0	0	0	0
Aircraft Information Make/Model - BELLANCA 17-30 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3000 No. of Seats - 4				nstalled/Adall Warning		
Weather Data Wx Briefing - NO RECORD OF BRIEF Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - CALM Visibility - 15.0 SM Lowest Sky/Clouds - 30000 FT T Lowest Ceiling - NONE Obstructions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination ORLANDO,FL ATC/Airspace THIN BKN Type of Flight Plan Type of Clearance	- VFR/IFR	Runway Runway Runway	ORT ta NE REGIONA	27L 9481/ ASPHALT	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND HELICOPTER	Age - 53 Biennial Flight Review Current - YES Months Since - 5 Aircraft Type - UNK/NR	Total - Make/Model-	ht Time (Ho 870 297 182	urs) Last 24	Hrs - Days- UN Days-	2

File No. - 573 3/29/85 MELBOURNE, FL A/C Reg. No. N7390V Time (Lc1) - 0740 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND GEAR COLLAPSED Occurrence #2 Phase of Operation TAKEOFF - GROUND RUN 3. TERRAIN CONDITION - ROUGH/UNEVEN 4. LANDING GEAR - OVERLOAD ----Probable Cause----

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

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

Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damag	е		Inj	uries	
-		SUBSTANTIAL		Fatal			None
Type of Operation -PERSONAL	-	ire	Crew	-	1	0	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	1	1	0
Accident Occurred During -LANDING							
ircraft Information							
Make/Model - CESSNA 172B		el - CONTINENT	AL 0-300-D			I/Activated	
Landing Gear - TRICYCLE-FIXED	Number Engine				tall Warr	ning System	- YES
Max Gross Wt - 2075		- RECIPROCA		ETOR			
No. of Seats - 4	Rated Power	- 145 HP					
nvironment/Operations Information							
leather Data	Itinerary			Airport			
Wx Briefing - PATWAS	Last Departure			OFF AII	RPORT/STR	PIP	
Method - TELEPHONE	SAME AS ACC	INC					
Completeness - WEATHER NOT PERTINE Basic Weather - VMC	NT Destination LOCAL			Airport Da	ata COUNTRY		
Wind Dir/Speed- 180/007 KTS	LUCAL				Ident	- 18	
Visibility - 10.0 SM	ATC/Airspace					- 3700/	72
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE				- ASPHALT	
Lowest Ceiling - NONE	Type of Cleara				Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndo		IC PATTERN		0.00.00	J	
Precipitation - NONE	, , , , , , , , , , , , , , , , , , , ,	•	D LANDING				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 67	Medica	1 Certifica			WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Rev	lew		nt Time (H			
PRIVATE	Current -	YES To	tal -	341		24 Hrs - U	•
SE LAND	Months Since -					30 Days-	15
	Aircraft Type -	C-172 In	strument-	61	Last	90 Days-	25
Instrument Rating(s) - NONE							
larrative !DING TO A PLT STATEMENT, HE ENTERED TH	IF TDAFFIC DATTEDN AT AS	ROUT ROO ET A	HELD 70 MPU	WITH 10 D	-G OF F1.4	DS &	
CARB HEAT ON. AFTER TURNING ONTO FINAL							
RESPOND. SUBSEQUENTLY. THE NOSE GEAR CO							

File No. - 502 4/24/85 BROOKSVILLE, FL A/C Reg. No. N7846X Time (Lc1) - 1230 EST Occurrence #1 LOSS OF POWER Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation LANDING NOSE GEAR COLLAPSED Occurrence #3 Phase of Operation LANDING Finding(s) 2. TERRAIN CONDITION - ROUGH/UNEVEN 3. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

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

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

File No 435	2/12/85	CARTERSVILLE, GA	A/C Reg	. No. N18AW		Time (Lc1) - 0510 EST				
Basic Information Type Operating Certific	22+0-0N-DE	MAND AID TAYI	Aircraft	Damago		T	uniae			
Type Operating Certific	ate-un-ue	MAND AIR TAXI	DESTROYE	-	Fatal	Injuries Fatal Serious Minor				
Type of Operation	POSTT	IONING	Fire		ratai ew 1	5er 10us	M11101.	None O		
Flight Conducted Under			ON GROUN		ass O	Ö	0	Ö		
Accident Occurred Durir			ON GROOM	D F	155 0	O	O	O		
Aircraft Information										
Make/Model - BEECH H			ake/Model - P&W	R-985-14B			/Activated			
Landing Gear - TAILWHE	EL-ALL RE		r Engines - 2			Stall Warn	ing System	- YES		
Max Gross Wt - 9900			• •	PROCATING-CARE	BURETOR					
No. of Seats - 2		Rated	Power - 4	50 HP						
Environment/Operations Ir	nformation									
Weather Data		Itinerar	-			Proximity				
Wx Briefing - FSS			eparture Point		OFF A	IRPORT/STR	IP			
Method - TELEF	PHONE		AS ACC/INC ·			D - 4 -				
Completeness - FULL		Destina			Airport		DTON OO			
Basic Weather - VMC	10 KTC	AILA	NTA,GA			RSVILLE-BA				
Wind Dir/Speed- 270/0		ATC /A +				y Ident	- 36	60		
-	.000 SM	ATC/Airs		t CD			- 4000/	60		
Lowest Sky/Clouds -	4500	FT OVERCAST Type of	f Flight Plan -				- ASPHALT - ICE COVI	DED		
Lowest Ceiling Obstructions to Visio		- ,	pch/Lndg -		Runwa	y Status	SNOW - I			
	- SNOW	Type A	peny Lindg -	NUNE			SNOW - L	זאנ		
Condition of Light		DARK)								
Danamal Information										
Personnel Information	•	A 44	•		VALT	D MEDICAL	NO WATVEDS	/1 TRATT		
Pilot-In-Command	(-)	Age - 41		ledical Certif	light Time (NU WAIVERS,	LTIMITI		
Certificate(s)/Rating((S)	Biennial Fli			•		0.4 Una -	0		
COMMERCIAL		Current	- YES	Total			24 Hrs -	-		
SE LAND, ME LAND			ince - 4	Make/Model	- 183 - 161	Last	30 Days- 90 Days-	29 119		
		Aircraft	Type - BE-18	Instrument		Last	90 Days-	119		
				Multi-Eng ·	415					
Instrument Rating(s	s) - AIRF	PLANE								
	s) - AIRF	LANE								
·Narrative			D THE EVENING AT		EST AT 022					
Narrative IE FLT HAD NOT YET BEEN SCHE	EDULED WHE	N THE PLT RETIRED FO								
Narrative HE FLT HAD NOT YET BEEN SCHE WOKEN & NOTIFIED TO MAKE A N	EDULED WHE	N THE PLT RETIRED FO	NED A WX BRIEFIN	IG & FILED A FI	T PLAN, THE	N BRIEFED				
Narrative HE FLT HAD NOT YET BEEN SCHE WOKEN & NOTIFIED TO MAKE A NATER. THE	EDULED WHE NGT CARGO E ARPT AT	N THE PLT RETIRED FO FLT. THE OWNER OBTAI O430. HE PREFLIGHTED	NED A WX BRIEFIN THE ACFT WHILE	IG & FILED A FI	T PLAN, THE ATED THE WX	N BRIEFED BRIEFING.	THE ACFT			
Narrative HE FLT HAD NOT YET BEEN SCHE WOKEN & NOTIFIED TO MAKE A N ATER. THE PLT ARRIVED AT THE AS CLEARED AS FILED WITH A (EDULED WHE NGT CARGO E ARPT AT CLEARANCE	N THE PLT RETIRED FO FLT. THE OWNER OBTAI 0430. HE PREFLIGHTED VOID TIME OF 0500; T	NED A WX BRIEFIN THE ACFT WHILE HE CLEARANCE WAS	IG & FILED A FI THE OWNER UPDA RADIOED TO TH	T PLAN, THE ATED THE WX HE PLT BY UN	N BRIEFED BRIEFING. ICOM. DURI	THE ACFT NG TAKEOFF	,		
Narrative HE FLT HAD NOT YET BEEN SCHE WOKEN & NOTIFIED TO MAKE A N ATER. THE PLT ARRIVED AT THE AS CLEARED AS FILED WITH A (F 0510, THE ACFT WAS OBSERVE	EDULED WHE NGT CARGO E ARPT AT CLEARANCE ED CLIMBIN	N THE PLT RETIRED FO FLT. THE OWNER OBTAI O43O. HE PREFLIGHTED VOID TIME OF O5OO; T NG NORTHBOUND TO APR	NED A WX BRIEFIN THE ACFT WHILE HE CLEARANCE WAS 800' AGL IN MOD	IG & FILED A FI THE OWNER UPDA RADIOED TO THE ERATE SNOWFALI	_T PLAN, THE ATED THE WX HE PLT BY UN _ WITH THE L	N BRIEFED BRIEFING. ICOM. DURI ANDING LGT	THE ACFT NG TAKEOFF ON. A	,		
Narrative HE FLT HAD NOT YET BEEN SCHE WOKEN & NOTIFIED TO MAKE A N ATER. THE PLT ARRIVED AT THE AS CLEARED AS FILED WITH A (F O510, THE ACFT WAS OBSERVE HORT TIME LATER, THE ACFT CF	EDULED WHE NGT CARGO E ARPT AT CLEARANCE ED CLIMBIN RASHED APF	EN THE PLT RETIRED FO FLT. THE OWNER OBTAI O43O. HE PREFLIGHTE VOID TIME OF O5OO; T NG NORTHBOUND TO APRX EX 1 MI NE OF THE ARF	NED A WX BRIEFIN THE ACFT WHILE HE CLEARANCE WAS 800' AGL IN MOD T WHILE IN A STE	IG & FILED A FI THE OWNER UPDA RADIOED TO THE ERATE SNOWFALE EP NOSE DOWN,	_T PLAN, THE ATED THE WX HE PLT BY UN _ WITH THE L RGT WING LO	N BRIEFED BRIEFING. ICOM. DURI ANDING LGT W ATTITUDE	THE ACFT NG TAKEOFF ON. A . NO PRE-	,		
THE FLT HAD NOT YET BEEN SCHE VOKEN & NOTIFIED TO MAKE A NOTIFIED TO MAKE A NOTIFIED TO MAKE A NOTIFIED TO MAKE A NOTIFIED WITH A COSTO, THE ACFT WAS OBSERVENT TIME LATER, THE ACFT CHAPACT PART FAILURE/MALFUNCT	EDULED WHE NGT CARGO E ARPT AT CLEARANCE ED CLIMBIN RASHED APF ION WAS FO	EN THE PLT RETIRED FOR FLT. THE OWNER OBTAIN O430. HE PREFLIGHTED FOR TIME OF O500; TO APRAIN TO APRAIN AND TO APRAIN AND THE ARESTOLD REPORTEDLY, WHE	NED A WX BRIEFIN THE ACFT WHILE HE CLEARANCE WAS 800' AGL IN MOD T WHILE IN A STE N THE PLT 1ST HI	IG & FILED A FI THE OWNER UPD/ RADIOED TO THE ERATE SNOWFALI EP NOSE DOWN, RED ON, HE EX/	LT PLAN, THE ATED THE WX HE PLT BY UN WITH THE L RGT WING LO AGGERATED HI	N BRIEFED BRIEFING. ICOM. DURI ANDING LGT W ATTITUDE S FLT EXPE	THE ACFT NG TAKEOFF ON. A . NO PRE- RIENCE; HE	,		
Narrative IE FLT HAD NOT YET BEEN SCHE OKEN & NOTIFIED TO MAKE A N. TER. THE PLT ARRIVED AT THE S CLEARED AS FILED WITH A C. OS10, THE ACFT WAS OBSERVE ORT TIME LATER, THE ACFT C.	EDULED WHE NGT CARGO E ARPT AT CLEARANCE ED CLIMBIN RASHED APF ION WAS FO FLYING &	EN THE PLT RETIRED FOR FLT. THE OWNER OBTAIN OASO. HE PREFLIGHTED FOR TOWNER OF THE ARROUND TO APRAIN TO APRAIN THE ARROUND. REPORTEDLY, WHE WAS NOT SCHEDULED FOR	NED A WX BRIEFIN THE ACFT WHILE HE CLEARANCE WAS 800' AGL IN MOD T WHILE IN A STE N THE PLT 1ST HI R FLTS IN MARGIN	IG & FILED A FI THE OWNER UPDA RADIOED TO THE ERATE SNOWFALI EP NOSE DOWN, RED ON, HE EXA IAL WX; & HE WA	T PLAN, THE ATED THE WX HE PLT BY UN WITH THE L RGT WING LO AGGERATED HI AS GIVEN EXT	N BRIEFED BRIEFING. ICOM. DURI ANDING LGT W ATTITUDE S FLT EXPE RA HELP. A	THE ACFT NG TAKEOFF ON. A . NO PRE- RIENCE; HE T THE TIME	,		

File No 43	5 2/12/85	CARTERSVILLE, GA	A/C Reg. No. N18AW	Time (Lcl) - 0510 EST
Occurrence #1 Phase of Operation		TER WITH WEATHER		
1. SUPERVISION - IN 2. IMPROPER DEC 3. IMPROPER DEC 4. IMPROPER DEC 5. LIGHT CONDITION 6. WEATHER CONDITIO 7. TERRAIN CONDITIO 8. WEATHER CONDITIO 9. LANDING LIGHTS	ISION, COMPANY-IND ISION, FATIGUE(FLI ISION, LACK OF TOT - DARK NIGHT N - CLOUDS N - SNOW COVERED N - SNOW - IMPROPER USE O	UCED PRESSURE - COMPANY GHT SCHEDULE) - PILOT I AL EXPERIENCE IN TYPE O	IN COMMAND OPERATION - PILOT IN COMMAND CEPTION - PILOT IN COMMAND	
13. AIRCRAFT HANDLIN	TAKEOFF - INITIA NOT FOLLOWED - PI OF EQUIPMENT/AIR G - NOT MAINTAINE	L CLIMB LOT IN COMMAND CRAFT,SPATIAL DISORIENT D -	FATION - PILOT IN COMMAND	
Occurrence #3 Phase of Operation	DESCENT - UNCONT	ROLLED		
Probable Cause				
The National Transporis/are finding(s) 11,		rd determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating to	this accident is	/are finding(s) 1,2,3,4	4,5,6,7,8,9,10	

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File No 542 3,	/01/85 BRUN	ISWICK,GA	A/C Reg	. No. N6429Y		Time (Lcl) -	1840 ES	Т
Basic Information								
Type Operating Certificat			Aircraft	Damage		Injur	ies	
Name of Carrier	-WILLIAM G.	WALTON	SUBSTANT	IAL	Fatal	Serious	Minor	None
Type of Operation Flight Conducted Under	-SCHEDULED,D	OMESTIC, CARGO	Fire	Cr	ew 0	0	0	1
			NONE	Pa	iss O	0	0	0
Accident Occurred During	-TAKEOFF							
Aircraft Information								
Make/Model - PIPER PA			e/Model - LYCO	MING 10-540		Installed/A		
Landing Gear - TRICYCLE	-RETRACTABLE		Engines - 2			Stall Warnin	g System	- YES
Max Gross Wt - 5200				P-FUEL INJECTE	D			
No. of Seats - 6		Rated Po	ower - 2	!50 HP				
Environment/Operations Info	ormation							
Weather Data		Itinerary	•			Proximity		
Wx Briefing - FSS			arture Point		ON AI	RSTRIP		
Method - TELEPHO	ONE		S ACC/INC					
Completeness - FULL		Destinati			Airport			
	Basic Weather - IMC SAVA					O JETPORT		
Wind Dir/Speed- CALM							07	
Visibility - 1.50		ATC/Airspa				y Lth/Wid -		
Lowest Sky/Clouds -						y Surface -		
		RCAST Type of			Runwa	y Status -	WEI	
Obstructions to Vision	_	Type Apc	h/Lndg -	NONE				
	- RAIN							
Condition of Light	- DUSK							
Personnel Information								/·
Pilot-In-Command	`	Age - 42		fedical Certifi			WAIVERS	/ LTMI I
Certificate(s)/Rating(s	,	Biennial Fligh			light Time (- 7100		I I m m	0
COMMERCIAL,ATP,CFI SE LAND.ME LAND		Current	- YES	Total - Make/Model-		Last 24	Davs- U	3
HELICOPTER GLIDE		Months Sin	ce - 12 ype - UNK/NR	Instrument		Last 30	•	424
HELICOPTER ,GLIDE	К	Aircraft	ype - unk/nk	Multi-Eng			aft -	
				Multi-Eng	3900	ROTOFICE	art -	2001
Instrument Rating(s)	- AIRPLANE							
Narrative								
				D THE NOCE OF	AD COLLADSE	D NO DETERM	MOTTANT	
	F POIL WAS NOT	ZMIAL RILL HIST RE						
E PLT STATED THAT HIS TAKEOF ULD BE MADE AS TO THE NATURE								

File No. - 542 3/01/85 BRUNSWICK,GA A/C Reg. No. N6429Y Time (Lc1) - 1840 EST

Occurrence
Phase of Operation

NOSE GEAR COLLAPSED TAKEOFF - GROUND RUN

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

File No 437 3/30/85 BL	AIRSVILLE,GA A/O	Reg. No. N3744W	Т	ime (Lc1) -	1300 EST	
Basic Information Type Operating Certificate-NONE (GEN		aft Damage	Fatai	Injuri Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	-	0	0 0	1 3
Aircraft Information Make/Model - PIPER PA-32-260 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3400 No. of Seats - 6	Number Engines - Engine Type -	LYCOMING 0-540-E4B5 1 RECIPROCATING-CARBUR 260 HP	S ETOR	Installed/Ac tall Warning) System	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- VARIABLE Visibility - 15.0 SM Lowest Sky/Clouds - 9000 FT Lowest Ceiling - 9000 FT Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ROKEN Type of Clearance Type Apch/Lndg	nt n - IFR	Airport ON AIR Airport D BLAIRS Runway Runway Runway	Proximity PORT ata	25 3200/ ASPHALT	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - AIRPLANENarrative PRING FLT, THE PLT ENCOUNTERED UNFAVORABL BLAIRSVILLE & WAS LANDING WHEN A GUST O TIT SUDDENLY DROPPED & LANDED HARD. DUR DE OF THE RWY.	E WINDS & RAIN, THEN BECAME F WIND BLEW THE ACFT SIDE WA	Total - Make/Model- Instrument- Multi-Eng - U CONCERNED ABOUT HIS	ht Time (H 282 14 3 NK/NR FUEL SUPPL ED THE ACF	ours) Last 24 Last 30 Last 90 Rotorcra Y. HE DIVERT	Hrs - UN Days- UN Days- Lft - UN	IK/NR

File No. - 437 3/30/85 BLAIRSVILLE.GA A/C Reg. No. N3744W Time (Lc1) - 1300 EST

Occurrence #1 HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. FLIGHT TO ALTERNATE DESTINATION PERFORMED PILOT IN COMMAND
- 2. WEATHER CONDITION UNFAVORABLE WIND
- 3. WEATHER CONDITION CROSSWIND
- 4. WEATHER CONDITION GUSTS
- 5. PROPER ALIGNMENT DELAYED PILOT IN COMMAND
- 6. FLARE IMPROPER PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. 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) 6

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

File No 545 5/07/85 AS	HBURN, GA	A/C Reg.	No. N4796Y	T	ime (Lc1) -	2015 ED	г
Basic Information Type Operating Certificate-AGRICULTU	RAL AIRCRAFT	Aircraft Da	mage		Injur		
		DESTROYED		Fata1	Serious		None
Type of Operation -AERIAL AP		Fire	Crev	-	0	0	1
Flight Conducted Under -14 CFR 13 Accident Occurred During -MANEUVERI		ON GROUND	Pass	0	0	0	0
Aircraft Information							
Make/Model - PIPER PA-25-260C	Eng Make/	Model - LYCOMI	NG 0-540-G1A5	ELT	Installed/Ad	tivated	- NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED					itall Warning		•
Max Gross Wt - 2900	Engine Ty	pe - RECIPR	OCATING-CARBUR	RETOR			
No. of Seats - 1	Rated Pow	rer - 260	HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEF		ture Point		ON AIR	•		
Method - N/A	SAME AS			J. (), ()			
Completeness - N/A	Destination	•		Airport D	ata		
Basic Weather - VMC	LOCAL	•			AU AG STRIP		
Wind Dir/Speed- CALM	EGGAE				Ident -	09	
Visibility - 10.0 SM	ATC/Airspace	•		•	Lth/Wid -	_	75
Lowest Sky/Clouds - CLEAR	· · · · · · · · · · · · · · · · · · ·	ight Plan - NO	NF		Surface -	•	, 0
Lowest Ceiling - NONE		earance - NO			Status -		
Obstructions to Vision- NONE		Lndg - FU		Ranway	Jiaias		
Precipitation - NONE	Type Apolly	Linug 10	LL 3101				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 43	Moo	ical Certifica	.+o - VALTE	MEDICAL -NO	WATVEDS	/
Certificate(s)/Rating(s)	Biennial Flight			ght Time (F		WAIVERS	CIMI
COMMERCIAL		- YES	Total -		Last 24	Hrs -	10
SE LAND, ME LAND	Months Since	- 7	Make/Model-		Last 30		
JE LAND, ME LAND	Aincoaft Typ	e - UNK/NR	Instrument-		Last 90		30
	All Chait Typ	JE - UNK/INK	Multi-Eng -		Last 50	Days-	30
			Martinering	230			
Instrument Rating(s) - NONE							
Narrative							
THE PLT WAS ON A FLT TO CLEAN THE SPRAY BO	OM BY FLYING DOWN TH	E CENTER OF TH	E AIRSTRIP & D	ISPENSING	A CLEANING		
SUBSTANCE THRU THE SPRAY BOOM. HE MADE ONE							
THAT HE THEN TURNED BACK TO THE LEFT & RED						Ξ	
ACFT WAS GOING TO OVERSHOOT THE RWY, SO HE							
THE PLT WAS UNABLE TO RECOVER BEFORE THE A							
FIRE THEN ERUPTED & DESTROYED THE ACFT.							
	PAGE	- 476					

File No. - 545 5/07/85 ASHBURN,GA A/C Reg. No. N4796Y Time (Lc1) - 2015 EDT

Occurrence #1

LOSS OF CONTROL - ON GROUND

Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND

- 2. MANEUVER INITIATED 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 MANEUVERING - TURN TO REVERSE DIRECTION

----Probable Cause----

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

File No 438 5/07/85	WILLIAMSON, GA	A/C Reg. No. N916G Time (Lc1) - 1423 EDT					
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Dama	ge		Injur		
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSON		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR Accident Occurred During -LANDIN		NONE	Pass	0	0	0	0
Aircraft Information							
	ZEUBAU G103 Eng Make/				Installed/A		
Landing Gear - UNK/NR		gines - N/A		S	itall Warnir	ng System	- NO
Max Gross Wt - 700		pe - N/A					
No. of Seats - 2	Rated Pow	er - N/A					
Environment/Operations Information-							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BR	·			ON AIR	STRIP		
Method - N/A	SAME AS	•					
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC	LOCAL				STATE GLIDE		
Wind Dir/Speed- 260/010 KTS	ATO / A d m a m a a a			Runway	Ident -	- 31	100
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid - Surface -		
Lowest Sky/Clouds - 4000 F Lowest Celling - 4000 F		ight Plan - NONE			Status -		KF
Obstructions to Vision- NONE		earance - NONE Lndq - FULL		Runway	status -	DRT	
Precipitation - RAIN SH		Lnag - FULL	2105				
Condition of Light - DAYLIGH							
Personnel Information Pilot-In-Command	Age - 24	Medic	al Certifica [.]	te - NO ME	EDICAL		
Certificate(s)/Rating(s)	Biennial Flight			nt Time (F			
STUDENT	Current		otal -		Last 24	1 Hrs -	1
• • • • • • • • • • • • • • • • • • • •	Months Since	•	ake/Mode1-		Last 30		K/NR
	Aircraft Typ	•	nstrument-			Days-	4
	An oralle Typ	- 14/	THE CT GINGING	Ū	2.51 01	,,-	·
Instrument Rating(s) - NONE							
Narrative E STUDENT PLT STATED HIS FINAL APCH T WN TO THE LEFT OF THE PAVED STRIP & B	EGAN CONVERGING ON A FE	NCE. THE PLT RET	RACTED THE SI	PEED BRAKE	S & LIFTED	OFF	
THE GLIDER APPROACHED THE FENCE. HE T TIRES THAT WERE USED TO MARK THE ED		ITCKED. SUBSEQUEN	ILT, IME GLII	JEK TUUCHE	DOWN HARL	σ	

File No. - 438 5/07/85 WILLIAMSON, GA A/C Reg. No. N916G Time (Lc1) - 1423 EDT Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND 3. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 4. MANEUVER - PERFORMED - PILOT IN COMMAND 5. FLARE - IMPROPER - PILOT IN COMMAND 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PANIC - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 7. OBJECT - AIRPORT FACILITY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

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

File No 577 6/30/85 S	File No 577 6/30/85 SAVANNAH,GA			Time (Lc1) - 1030 EDT				
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft			Injur			
		SUBSTANT		Fatal	_		None	
Type of Operation -PERSONAL		Fire	Crew		0	0	1	
Flight Conducted Under -14 CFR 9	1	NONE	Pass	0	0	0	2	
Accident Occurred During -TAKEOFF								
Aircraft Information								
Make/Model - BEECH 55	Eng Make	Model - CONT	INENTAL IO-470	FIT	Installed/A	ctivated	- VES/VE	
Landing Gear - TRICYCLE-RETRACTABL		ngines - 2	INCINIAL IS 470		tall Warnir			
Max Gross Wt - 5000			P-FUEL INJECTED	3	carr warmin	ig system	123	
No. of Seats - 5	Rated Pov							
10. 01 36413 3								
Environment/Operations Information								
Weather Data	Itinerary				Proximity			
Wx Briefing - FSS	Last Depar	rture Point		ON AIR	PORT			
Method - TELEPHONE	SAME AS	ACC/INC						
Completeness - FULL	Destination	1		Airport D	at a			
Basic Weather - VMC	VIDALIA,	, GA		SAVANN	AH			
Wind Dir/Speed- 270/007 KTS					Ident -			
Visibility - 10.0 SM	ATC/Airspace	٤		Runway	Lth/Wid ·	- 3800/	150	
Lowest Sky/Clouds - 1200 FT	Type of Fi	light Plan -	IFR	Runway	Surface -	- MACADAM		
Lowest Ceiling - 1200 FT		learance -		Runway	Status ·	- DRY		
Obstructions to Vision- NONE	Type Apch		NONE	,				
Precipitation - NONE	. , , , , , , , , , , , , , , , , , , ,	9						
Condition of Light - DAYLIGHT								
Developed Incomplian								
Personnel Information Pilot-In-Command	Age - 34	N	edical Certifica	te - VALID	MEDICAL-WA	AIVERS/LI	NIT	
Certificate(s)/Rating(s)	Biennial Flight			ht Time (H		,		
PRIVATE		- YES	Total -		Last 24	4 Hrs -	0	
SE LAND, ME LAND	Months Since			55	Last 30) Davs- III		
SE LAND, ME LAND	Aircraft Typ		Make/Model- Instrument-	93	120+ 00	Days o.	55	
	All Clair Typ)e b55	Multi-Eng -	55		Days	33	
Treatment Poting(a) AIRDIAN	ır		martr ing	•				
Instrument Rating(s) - AIRPLAN	 							
Narrative								
FORE TAKING OFF, THE PLT CHECKED THE TR	TM & THE AUTO-PLT DE	IRING THE TAK	FOFF RUN HE NOT	ED THAT TH	F "ATRCRAF"	Г		
LT HEAVY ON ROTATION/TAKEOFF ABORTED."								
MAGED. A POST-ACCIDENT EXAM REVEALED TH								
THE FULL NOSE DOWN TRIM POSITION. ACCO								
SITION FOR TAKEOFF. NOT ALL OF THE RWY								
GAN HIS TAKEOFF ROLL.	WAS AVAILABLE FOR TAI	COII, INC PL	.1 11AD 3000 11 RE	MATINING I K	On WHENE III	-		
GAN HIS TAKEUFF RULL.								
	PAG	F-480						
	PAG	_ 100						

File No. - 577 6/30/85 SAVANNAH, GA A/C Reg. No. N2781F Time (Lc1) - 1030 EDT Occurrence #1 OVERRUN Phase of Operation TAKEOFF Finding(s) 1. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND 2. AUTOPILOT/FLIGHT DIRECTOR - ENGAGED 3. FLT CONTROL SYST, ELEVATOR TAB CONTROL(TRIM) - OTHER 4. TRIM SETTING - NOT IDENTIFIED - PILOT IN COMMAND 5. ROTATION - NOT ATTAINED -6. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF Finding(s) 7. TERRAIN CONDITION - DIRT BANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4 Factor(s) relating to this accident is/are finding(s) 7

File No 576 7/16/85 STOCK	BRIDGE,GA A/C Reg	. No. N909GH	Time (Lc1) - 1	500 EDT
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	L AVIATION) Aircraft SUBSTANT Fire NONE		Injurie ital Serious O O	s Minor None 1 O 1 O
Aircraft Information Make/Model - WAG-AERO CUBBIE (J-3) Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1300 No. of Seats - 2	Eng Make/Model - CONT Number Engines - 1 Engine Type - RECI	INENTAL A-65 PROCATING-CARBURETOR 65 HP	ELT Installed/Act Stall Warning	System - NO
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/005 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan - Type of Clearance -	Airp B R R NONE	rport Proximity DFF AIRPORT/STRIP DORT Data BERRY HILL Runway Ident - 2 Runway Lth/Wid - Runway Surface - A Runway Status - D	1 3000/ 30 SPHALT
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE	Age - 61 N Biennial Flight Review Current - YES Months Since - 9 Aircraft Type - CUBBIE	Total - 949 Make/Model - 150	ime (Hours) 3 Last 24 H 5 Last 30 D 7 Last 90 D	rs - 1 ays- UNK/NR
Narrative DURING A DEPARTURE, THE ENG HAD A PARTIAL LOS THE ACFT'S SPEED NOR ALT WOULD INCREASE. HE L RESPOND. SUBSEQUENTLY, THE LEFT WING HIT A TR THAT DURING THE TAKEOFF ROLL, THE ACFT HAD NO YET HE CONTINUED THE TAKEOFF ROLL. AN EXAM RE COMPRESSION. NO OTHER PRE-ACCIDENT PART FAILU	OWERED THE NOSE TO INCREASE T EE & THE ACFT CRASHED INTO AN T ACCELERATED TO ITS TAKEOFF VEALED THAT THE COMPRESSION F	HE ENG RPM & SPEED, E NOTHER TREE & THE GROU SPEED AT THE MIDPOINT	BUT THE ENG DID NOT JND. THE PLT STATED F OF THE 3000 FT RW	

File No. - 576 7/16/85 STOCKBRIDGE, GA Time (Lc1) - 1500 EDT A/C Reg. No. N909GH Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. UNDETERMINED 2. ENGINE ASSEMBLY, RING - BINDING (MECHANICAL) Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF Finding(s) 3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND 4. OBJECT - TREE(S) Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1 Factor(s) relating to this accident is/are finding(s) 3.4

-Basic Information Type Operating Certificate	-NONE (CENEDAL	AVIATION) A	noneft Democe			Indun	ioo	
Type operating certificate	-NONE (GENERAL		rcraft Damage UBSTANTIAL		Fatal	Injur Serious	Minor	None
Type of Operation	-PERSONAL	_	re	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	N	ONE	Pass	0	0	Ó	1
Accident Occurred During	-LANDING							
-Aircraft Information								
Make/Model - BURKHART G	ROB G-109B		- GROB 2500-E-1			installed/A		
Landing Gear - UNK/NR	:	Number Engines				all Warnin	g System	- UNK/NR
Max Gross Wt - 700	:		- RECIPROCATING	-CARBURE	TOR			
No. of Seats - 2		Rated Power	- UNK/NR					
-Environment/Operations Inform	mation							
Weather Data		Itinerary				roximity		
Wx Briefing - NO RECORE	O OF BRIEFING	Last Departure			OFF AIR	RPORT/STRIP		
Method - N/A		SAME AS ACC/I	NC			_		
Completeness - N/A		Destination			Airport Da		DDODT	
Basic Weather - VMC Wind Dir/Speed- 130/004 A	/TC	LOCAL				STATE GLIDE Ident -	13	
Visibility - 5.0		ATC/Airspace			,	Lth/Wid -		100
•	-	ERED Type of Flight	Dian - NONE			Surface -		
Lowest Ceiling - N		Type of Clearan					DRY	OKI
Obstructions to Vision- N	NONE	Type Apch/Lndg			Kariway	Jiaias	OK I	
Precipitation - N		rype Apony Endg	3,417,141					
Condition of Light - [
-Personnel Information								
Pilot-In-Command		Age - 56	Medical Ce	rtificat	e - VALID	MEDICAL-NO	WAIVERS	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	E	Biennial Flight Revie	W	Fligh	nt Time (Ho	ours)		
COMMERCIAL, ATP, CFI		Current - Y				Last 24		2
SE LAND, ME LAND		Months Since - Aircraft Type - U	5 Make/M	ode1-	25	Last 30	Days- U	NK/NR
GYROPLANE		Aircraft Type - U	NK/NR Instru	ment-	3350	Last 90	Days-	226
Instrument Rating(s)	- ATRPLANE	•						
-Narrative								
PLT OF THE POWERED GLIDER REF	DODTED THAT DUE	THE AN ARCH TO LAND	THE ACET ENCOUNT	TEDED A	DOWNDDAFT	& LANDED		

File No. - 579 7/21/85 WILLIAMSON,GA A/C Reg. No. N5829T Time (Lc1) - 1600 EDT

Occurrence
Phase of Openation

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT

- 2. REMEDIAL ACTION INITIATED PILOT IN COMMAND
- 3. FLARE IMPROPER PILOT IN COMMAND

----Probable Cause----

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

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

File No 593 1/21/85 HUNULU	File No 593 1/21/85 HONOLULU,HI A/C			Time (Lc1) - 0900 HST			
Basic Information Type Operating Certificate-NONE (GENERAL		^e t Damage		Injuri			
		ANTIAL	Fatal	Serious	Minor	None	
Type of Operation -PERSONAL	Fire	Crew	_	0	0	1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -CRUISE	NONE	Pass	0	0	0	0	
Aircraft Information							
Make/Model - HUGHES 369E	Eng Make/Model - Al			Installed/Ad			
Landing Gear - SKID Max Gross Wt - 3000	Number Engines -		5	tall Warning) System	- NO	
No. of Seats - 4	Engine Type - Ti Rated Power -	375 HP					
Environment/Operations Information							
Weather Data	Itinerary			Proximity			
Wx Briefing - NO RECORD OF BRIEFING		t	OFF AI	RPORT/STRIP			
Method - N/A	UNK/NR		4 d				
Completeness - N/A Basic Weather - VMC	Destination HONOLULU,HI		Airport D	ата			
Wind Dir/Speed- CALM	HONOLOLO, HI		Punway	Ident -	N/A		
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -			
Lowest Sky/Clouds - 2600 FT SCAT		- NONE		Surface -			
Lowest Ceiling - NONE	Type of Clearance				N/A		
Obstructions to Vision- NONE	Type Apch/Lndg				•		
Precipitation - NONE	,, , ,						
Condition of Light - DAYLIGHT							
Personnel Information	A 50	Madian Combician	VALTO	MEDICAL MAI	NEDC/LIN	I.T. T	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 58 Biennial Flight Review	Medical Certifica	ite - VALID iht Time (H		LVERS/LIM	11 1	
PRIVATE	Current - YES	Total -		Last 24	Hrs -	1	
INIVALE	Months Since - 1			Last 30		25	
HELICOPTER	Aircraft Type - 500E	Instrument-	Ö	Last 90	Davs-	45	
		21.0 11 21.10		Rotorcra		150	
Instrument Rating(s) - NONE .							
Narrative ILE IN FLT OVER WATER AT ABOUT 400 FT AGL & PORTED THAT HE FLARED TO A STOP, BUT WAS UN TREME VIBRATION DEVELOPED. THE PLT ELECTED TER, ROLLED OVER & SANK, BUT THE PLT EGRESS	ABLE TO AVOID THE BIRDS. A TO "GET DOWN TO THE WATER.	TTER THE HELICOPTER THE HELICOPTER T	STRUCK BI	RD(S), AN			

File No 5	93 1/21/85 HONOLULU,HI	A/C Reg. No. N121JP	Time (Lc1) - 0900 HST
Occurrence #1 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT		
Finding(s) 1. OBJECT - BIRD(S) 		
Occurrence #2 Phase of Operation	AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNG	CTION	
Finding(s) 2. MISCELLANEOUS - 3. MISCELLANEOUS -	VIBRATION		
Occurrence #3 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #4 Phase of Operation	DITCHING LANDING - FLARE/TOUCHDOWN		
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that the Pr	robable Cause(s) of this accid	ent

Basic Information Type Operating Certificate	-AGPICULT	LIDAL ATDODAET	Airen	aft Damage			Ini	ıries	
Type operating berith toate	AGRICOLI	ORAL AIRORAIT		TANTIAL	-	Fatal			None
Type of Operation Flight Conducted Under Accident Occurred During	-14 CFR 1		Fire		Cre Pas	w O	0	0	0
Aircraft Information									
Make/Model - EMAIR MA-1			Make/Model -		1820-202			Activated	
Landing Gear - TAILWHEEL-	ALL FIXED		ber Engines -				tall Warni	ing System	- YES
Max Gross Wt - 8500 No. of Seats - 1			ine Type - ed Power -		ING-CARBU	RETUR			
NO. Of Seats -		rat	ed Power -	1200 חף					
Environment/Operations Infor	mation	-					•		
Weather Data		Itiner					Proximity		
Wx Briefing - UNK/NR			Departure Poi	nt		OFF AI	RPORT/STR1	[P	
Method - UNK/NR			K/NR			A /			
Completeness - UNK/NR Basic Weather - VMC			nation K/ND			Airport D	ata		
Wind Dir/Speed- 090/005	V TC	UN	K/NR			Dunway	Ident	- N/A	
Visibility - 100.0		ATC/Ai	rsnace				Lth/Wid		
Lowest Sky/Clouds -	CLEAR		of Flight Pla	n - UNK/N	₹		Surface		
	NONE		of Clearance		•			- N/A	
Obstructions to Vision-	NONE	Type	Apch/Lndg	- UNK/N	₹	•			
Precipitation -									
Condition of Light -	DAYLIGHT								
Personnel Information		,							
Pilot-In-Command		Age -	60	Medica	l Certific	ate - VALID	MEDICAL-V	WAIVERS/LIM	/IT
<pre>Certificate(s)/Rating(s)</pre>			light Review		Fli	ght Time (F	lours)		
COMMERCIAL		Curren	t - YES	To	tal -	19700	Last 2		10
SE LAND, ME LAND		Months	Since ~ 3	Ma!	ke/Model-	10350	Last 3	30 Days- 90 Days-	80
		Aircra	ft Type - MA-1	-B In	strument-	UNK/NR			
				Mu	lti-Eng -	UNK/NR	Rotoro	craft - U	NK/NR
<pre>Instrument Rating(s)</pre>	- AIRPLAN	E							
Manage 1 1									
Narrative	DACC UDIO	II WITH ADOUT A	E TO 40 KT OU	ADTEDINO	TATL WIND	WHITE ON T	UC CWATU I	TI INI	
E PLT INITIATED HIS 1ST SPRAY NOTED THE AIRSPEED WAS DECAYI									
YING OVER MORE RAPIDLY RISING									
CANE FIELD.	I EKKATIA.	TET ALLEIED	. OLL I OWEN G	55m 65 111.	. LOAD, DO	дог 1	T. HOILD		

File No. - 566 1/29/85 PAANILO, HI Time (Lc1) - 1420 HST A/C Reg. No. N9924M IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. TERRAIN CONDITION - UPHILL 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 4. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND 5. ABORT - DELAYED -6. LOAD JETTISON - DELAYED -7. STALL/MUSH 8. TERRAIN CONDITION - RISING 9. TERRAIN CONDITION - CROP ----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) 2,8,9

File No 447 5/21/85 CALAM	MUS,IA A/C Re	g. No. N3EM	Т	ime (Lc1)	- 1230 CDT	
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraft SUBSTAN	_	Fatal	Inj. Serious	uries Minor	None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0	0	1 0	0
Aircraft Information Make/Model - BEECH 35-B33 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3000 No. of Seats - 4	- 3 - 7,-	TINENTAL IO-470 IP-FUEL INJECTED 225 HP			/Activated ing System	- YES-UNK/I - YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 020/014 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	HAMPTON,IA Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - Type of Clearance -		ON AIR Airport E EASTVO Runway Runway Runway	Data DLD Ident Lth/Wid Surface	- 36 - 1700/ - GRASS/TU - DRY	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,SE SEA	Age - 42 Biennial Flight Review Current - YES Months Since - 8 Aircraft Type - C-180	Medical Certifica Flig Total - Make/Model- Instrument-	ht Time (F 1108 1108	lours) Last Last	WAIVERS/LIM 24 Hrs - 30 Days- UN 90 Days-	3
Instrument Rating(s) - NONE						

File No. - 447 5/21/85 CALAMUS, IA A/C Reg. No. N3EM Time (Lc1) - 1230 CDT Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. THROTTLE/POWER LEVER - BINDING(MECHANICAL) 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND 3. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND 4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 5. TERRAIN CONDITION - HIGH OBSTRUCTION(S) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DOWNHILL 7. DISTANCE - MISJUDGED - PILOT IN COMMAND 8. AIRSPEED - MISJUDGED - PILOT IN COMMAND 9. PROPER TOUCHDOWN POINT - NOT ATTAINED -10. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND 11. THROTTLE/POWER LEVER - MOVEMENT RESTRICTED 12. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 13. TERRAIN CONDITION - DITCH 14. TERRAIN CONDITION - DIRT BANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,8,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,11,12,13,14

File No 445 6/23/8	B5 SHELDON,IA	A/C Reg. No	. N6209A	T	ime (Lc1) -	1430 CDT	•
-Basic Information Type Operating Certificate-NC	DNE (GENERAL AVIATION)	Aircraft Dama	 ge		Injur	ies	
		SUBSTANTIAL		Fatal	Serious	Minor	None
	NSTRUCTIONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14		NONE	Pass	0	0	0	0
Accident Occurred During -LA	ANDING						
-Aircraft Information							
Make/Model ~ PIPER PA-38-1		ke/Model - LYCOMING	0-235-L2C		Installed/A		
Landing Gear - TRICYCLE-FIXE		Engines - 1			tall Warnin	g Syst em	- YES
Max Gross Wt - 3600		: Type - RECIPROC	ATING-CARBURET	OR			
No. of Seats - 2	Rated	Power - 112 H	P 				
-Environment/Operations Informat							·
Weather Data	. Itinerary				Proximity		
Wx Briefing - FSS	Last De	parture Point		ON AIR	PORT		
Method - TELEPHONE	ESTER	VILLE,IA					
Completeness - WEATHER NOT	T PERTINENT Destinat	:ion	Δ	irport D	ata		
Basic Weather - VMC	SAME	AS ACC/INC		SHELDO	N MUNI		
Wind Dir/Speed- 022/013 KTS	5			Runway	Ident -	33	
Visibility - 15.0 SM	M ATC/Airsp	ace		Runway	Lth/Wid -	2800/	50
Lowest Sky/Clouds - 150	DOO FT SCATTERED Type of	Flight Plan - VFR		Runway	Surface -	CONCRETE	
Lowest Ceiling - NON	NE Type of	Clearance - NONE		Runwav	Status -	DRY	
Obstructions to Vision- NOM		ch/Lndg - TRAF		•			
Precipitation - NOM	NE ,	. 5					
Condition of Light - DAY	YLIGHT						
-Personnel Information							
Pilot-In-Command	Age - 24	Medic	al Certificate	- VALID	MEDICAL-WA	IVERS/LIM	IIT
Certificate(s)/Rating(s)	Biennial Flic	nht Review	Flight	Time (H	ours)		
STUDENT	Current	- N/A T	otal -	59	Last 24	Hrs -	1
	Months Si	nce - N/A Ma	ake/Model-		Last 30	Davs- UN	IK/NR
	Aircraft		nstrument-	2	Last 90	Days-	2
Instrument Rating(s) - N	NONE						
Managhan							
-Narrative	MITOV EL TOUE AFTE TOU						
	UNIRY FLIGHT AFTER THE N	JUSE WHEEL TOUCHED DI					
STUDENT PLT WAS ON A SOLO X-COL			***** NOOF ****		* **** *** **		
T, WENT INTO A CORN FIELD & NOSE NEUTRALIZED THE RUDDER CONTROL.	ED OVER. THE PLT STATED T	HAT HE MAY HAVE LET		L CONTAC	T THE RWY B	EFORE	

File No. - 445 6/23/85 A/C Reg. No. N6209A SHELDON, IA Time (Lc1) - 1430 CDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING Finding(s) 6. TERRAIN CONDITION - CROP 7. TERRAIN CONDITION - ROUGH/UNEVEN Occurrence #3 NOSE OVER Phase of Operation LANDING ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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

Basic Information Type Operating Certificate-NONE (GENERA)	AVIATION) Aircraf	t Damage		Injur	ies	
Type operating continued to the (actions	SUBSTA		Fata1	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	_	0	0 0	1
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2			S ETOR	Installed/A tall Warnin	g System ·	- YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 235/010 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	Airport ON AIR Airport D NICHOL Runway Runway Runway	Proximity PORT ata S Ident - Lth/Wid -	26 2060/ GRASS/TUI	100
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 24 Biennial Flight Review Current - YES Months Since - 11 Aircraft Type - C-152	Total - Make/Model-	nt Time (H 62 62 NK/NR	ours) Last 24 Last 30 Last 90	Hrs - Days- UN	1 K/NR 3
Instrument Rating(s) - NONE						
-Narrative PLT REPORTED THAT THE ACFT HAD THE PROPER REPORTED THAT IT QUICKLY LOST 500 FT, LAND LD BESIDE THE RWY.						

File No. - 511 7/04/85 LA PORTE CITY, IA A/C Reg. No. N5116P Time (Lc1) - 2020 CDT Occurrence #1 **UNDERSHOOT** Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. DISTANCE - MISJUDGED - PILOT IN COMMAND 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING 3. TERRAIN CONDITION - ROUGH/UNEVEN 4. TERRAIN CONDITION - CROP ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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

-Basic Information Type Operating Certificate-AGRICULTURA	I AIRCRAFT Aircraf	t Damage		Inju	ries	
Type specialing section reads Aunticipient	SUBSTA		Fatal			None
Type of Operation -AERIAL APPL			ew O	0	0	1
Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING	NONE	Pa	ss O	0	0	. 0
-Aircraft Information						
Make/Model - GRUMMAN G-164A	Eng Make/Model - P8			Installed/		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4500	Number Engines - 1 Engine Type - RE			Stall Warni	ng System	- YES
No. of Seats - 1	, , , , , , , , , , , , , , , , , , , ,	450 HP				
-Environment/Operations Information	•					
Weather Data Wx Briefing - NO RECORD OF BRIEFIN	Itinerary	_	Airport ON AIF	Proximity		
Method - N/A	G Last Departure Point SAME AS ACC/INC	-	UN AT	KOIKIP		
Completeness - N/A	Destination		Airport [Data		
Basic Weather - VMC	LOCAL			ARTNER		
Wind Dir/Speed- CALM					- UNK/NR	
Visibility - 20.0 SM	ATC/Airspace			/ Lth/Wid		NK/NR
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			/ Surface		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg		Runway	/ Status	- DRY	
Precipitation - NONE	Type Apcil/ Lindg	- FULL STUP				
Condition of Light - DAYLIGHT						
-Personnel Information					/	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 34 Biennial Flight Review	Medical Certifi Fl	ight Time (D WAIVERS/	LIMII
COMMERCIAL	Current - YES				4 Hrs -	10
SE LAND	Months Since - 1		UNK/NR	Last 3	O Davs- UN	K/NR
• • • • • • • • • • • • • • • • • • • •	Aircraft Type - UNK/NF	Instrument-	UNK/NR	Last 9	O Days-	100
	-	Multi-Eng -	UNK/NR	Rotorc	raft - UN	K/NR
Instrument Rating(s) - NONE						
PLT STATED THAT HE HAD COMPLETED A SPRAY	APPLICATION & WAS MAKING A	NORMAL LANDING W	HEN THE LEF	T MAIN GEAR		
LED. SUBSEQUENTLY, THE ACFT VEERED OFF TH						
ETRANT INSPECTION OF THE MAIN GEAR, HAD B						

File No 4	75 4/26/85	KENDRICK, ID	A/C Reg. No. N5285	Time (Lc1) - 1030 PST
Occurrence #1 Phase of Operation	MAIN GEAR COLLAP LANDING - FLARE/	SED TOUCHDOWN		
Finding(s) 1. LANDING GEAR,MA	IN GEAR - UNDETERM	INED		
Occurrence #2 Phase of Operation		- ON GROUND		
Finding(s) 2. DIRECTIONAL CON 3. GROUND LOOP/SWE				
Occurrence #3 Phase of Operation	LANDING - ROLL			
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boa	rd determines that	the Probable Cause(s) of this accid	dent

File No 482 5/10	0/85 REXBURG	, ID A/C Re	g. No. N2024G	T 1	me (Lc1) -	1315 MDT	
-Basic Information Type Operating Certificate	NONE (GENERAL A	AVIATION) Aircraft	Damage		Injur	ies	
		SUBSTAN		Fatal	Serious	Minor	None
,	-PERSONAL	Fire	Crew		0	0	1
Flight Conducted Under		NONE	Pass	0	0	0	3
Accident Occurred During	-LANDING						
Aircraft Information							
Make/Model - CESSNA 182		Eng Make/Model - CON	TINENTAL 0-470-L				
Landing Gear - TRICYCLE-F	IXED	Number Engines - 1			all Warnir	ng System -	- YES
Max Gross Wt - 2650		Engine Type - REC		ETOR			
No. of Seats - 4		Rated Power -	230 HP				
Environment/Operations Infor	mation						
Weather Data		Itinerary		Airport F	Proximity		
Wx Briefing - FSS		Last Departure Point		OFF AIR	RPORT/STRIP	•	
Method - UNK/NR		SALT LAKE CITY, UT					
Completeness - FULL		Destination		Airport Da	ata		
Basic Weather - IMC		REXBURG, ID					
Wind Dir/Speed- 190/012 k						N/A	
Visibility - 7.0		ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds -		Type of Flight Plan -			Surface -		
	500 FT BROKEN			Runway	Status -	- N/A	
Obstructions to Vision- I		Type Apch/Lndg -	FORCED LANDING	*			
	RAIN						
Condition of Light - [DAYLIGHT						
Personnel Information							
Pilot-In-Command	A	ge - 46	Medical Certifica			IVERS/LIM:	ΙT
Certificate(s)/Rating(s)	В	iennial Flight Review		ht Time (Ho			
PRIVATE		Current - YES	Total -	-	Last 24		4
SE LAND		Months Since - 21	Make/Model-	235		Days- UNA	
		Aircraft Type - UNK/NR	Instrument-	3	Last 90	Days-	19
Instrument Rating(s)	- NONE						
Narrative							
narrative [LE EN ROUTE. THE PLT CIRCUMNA'	ATCATED ADDIES	SEVEDAL STODMS WHEN THE	CET WAS ABOUT OF	MT EDOM TH	DESTINATI	וחאו	
PT, FUEL EXHAUSTION OCURRED. SI							

5/10/85 REXBURG, ID A/C Req. No. N2024G File No. - 482 Time (Lc1) - 1315 MDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - RAIN 2. FLIGHT INTO KNOWN ADVERSE WEATHER - NOT PERFORMED -Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE Finding(s) 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 4. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND 5. FLUID, FUEL - EXHAUSTION 6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND Occurrence #3 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #4 NOSE OVER Phase of Operation LANDING Finding(s) 7. TERRAIN CONDITION - ROUGH/UNEVEN 8. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3.5.6

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

<pre>Basic Information Type Operating Certificate-NONE (GENERA</pre>	AVIATION)	Aircraft D	amage			Injur	ies	
Type operating out thireate none (denem	L AVIATION,	SUBSTANTI			Fatal	•		None
Type of Operation -PERSONAL		Fire		Crew	0	. О	0	1
Flight Conducted Under -14 CFR 91		NONE		Pass	0	0	0	1
Accident Occurred During -LANDING								
Aircraft Information						_		
Make/Model - CESSNA 172M		odel - LYCOM	IING 0-325-	E2D		nstalled/A		
Landing Gear - TRICYCLE-FIXED	Number Eng		DOCATING O	4 DDU D		all Warnin	g Syster	n - YES
Max Gross Wt - 2300 No. of Seats - 4	Rated Powe	e - RECIP r - 15		AKBUKE	TUR			
NO. OT SEATS - 4	Rated Powe	r - 15						
Environment/Operations Information	***							
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary				Airport P			
Method - N/A	Last Depart ST. MARIE				UN AIRP	UKI		
Completeness - N/A	Destination	3,10			Airport Da	ıta		
Basic Weather - VMC	SAME AS A	CC/INC				'ALENE AIR	TERM.	
Wind Dir/Speed- 340/008 KTS	5 <u>-</u> 75	,					01	
Visibility - 20.0 SM	ATC/Airspace					Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Fli					Surface -		Γ
Lowest Ceiling - NONE	Type of Cle				Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/L							
Precipitation - NONE		F	ORCED LAND	ING				
Condition of Light - DAYLIGHT								
Personnel Information Pilot-In-Command	4 25	Ma	dical Cant	464004	o - VALTD	MEDICAL-NO	WATVED	- /I TMTT
Certificate(s)/Rating(s)	Age - 35 Biennial Flight R	eview	dicar cert		it Time (Ho		WAIVER.	3/ CIMII
PRIVATE	Current	- UNK/NR	Total	-	67	Last 24	Hrs - l	JNK/NR
SE LAND	Months Since	- UNK/NR	Make/Mod	le1-	67	Last 30	Days- l	JNK/NR
	Current Months Since Aircraft Type	- UNK/NR	Instrume	nt-	0	Last 90	Days-	2
Instrument Rating(s) - NONE								
Narrative								
ENG LOST POWER AFTER CARB HEAT WAS APPLIE	D & THE THROTTLE W	AS RETARDED	ON BASE LE	G. SUE	SEQUENTLY,	THE ACET	NOSED	
DURING A FORCED LANDING ON FRESHLY PLOWE								

File No 4	83 5/17/85 	COUER D'ALENE, ID	A/C Reg. No. N13403	Time (Lcl) - 1410 MDT
Occurrence #1 Phase of Operation		ATTERN - BASE TURN		
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation	LANDING			
Occurrence #3 Phase of Operation				
Finding(s) 2. TERRAIN CONDITI				
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boa	rd determines that the	Probable Cause(s) of this accid	lent
Factor(s) relating t	o this accident is	/are finding(s) 2		

File No 430 3/15/85 CRYST	AL LAKE,IL A/C Reg	g. No. N3421E	· T	ime (Lc1) -	- 0945 CS	Т
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L AVIATION) Aircraft SUBSTAN' Fire NONE		-	Injur Serious O O		None 1 0
Aircraft Information Make/Model - CESSNA 172N Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	<u> </u>	DMING 0-320-H2AD IPROCATING-CARBUR 160 HP	S	Installed/A		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 200/006 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan - Type of Clearance -		ON AIR Airport D LAKE I Runway Runway Runway	ata N THE HILLS	- 26 - 3000/ - ASPHALT	50
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 71 Biennial Flight Review Current - YES Months Since - 9 Aircraft Type - UNK/NR	Total -	ht Time (H 250		4 Hrs - Days- U	0
Instrument Rating(s) - NONE						
Narrative THE PLT REPORTED THAT AS HE LOWERED THE NOSEW AS THE RIGHT MAIN GEAR WENT OFF THE SIDE OF T RIGHT. SUBSEQUENTLY, THE NOSE GEAR HIT A DIRT THE WIND WAS FROM 200 DEG AT 6 KTS. NO MECHAN	THE RWY, IT ENTERED SOFT TERRA T & SNOW BANK, THEN THE ACFT (AIN WHICH PULLED NOSED OVER. ABOUT	THE ACFT F	URTHER TO T TH AT CRYST	THE TAL LAKE,	

File No. - 430 3/15/85 CRYSTAL LAKE, IL A/C Reg. No. N3421E Time (Lc1) - 0945 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. TOUCH-AND-GO LANDING - INITIATED -2. WEATHER CONDITION - CROSSWIND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL 5. TERRAIN CONDITION - SOFT 6. TERRAIN CONDITION - DIRT BANK Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4 Factor(s) relating to this accident is/are finding(s) 2,5,6

Basic Information	(OFNERAL ANTA-TON)						
Type Operating Certificate-NONE	GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSO	JA L	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CF		NONE	Pass	Ö	ŏ	ŏ	2
Accident Occurred During -LANDII	NG						
Aircraft Information							
Make/Model - CESSNA 172RG		Mode1 - LYCOMING 0-	-360-F1A6		[nstalled//		
Landing Gear - TRICYCLE-RETRACTA Max Gross Wt - 2200		ngines - 1 /pe - RECIPROCATI	NO CARRURE		tall Warnir	ng System	- YES
No. of Seats - 4	Engine Ty Rated Pov		ING-CARBURE	IUK			
		ver - 180 nr					
Environment/Operations Information Weather Data				A			
Wx Briefing - FSS	Itinerary Last Depar	stune Point		Airport F			
Method - UNK/NR	FT. WAYN			UN AIR	OKI		
Completeness - UNK/NR	Destination	•	,	Airport Da	ata		
Basic Weather - VMC	SAME AS			PORTLAN			
Wind Dir/Speed- 340/016 KTS						- 27	
Visibility - 10.0 SM	ATC/Airspace			•	Lth/Wid ·	· ·	75
Lowest Sky/Clouds - 2000		light Plan - NONE			Surface		
Lowest Ceiling - 2800 Obstructions to Vision- NONE		learance - NONE [/] Lndg - FULL S1	an a	Runway	Status ·	- DRY	
Precipitation - NONE	Type Apcily	Ling Foll 3	OF .				
Condition of Light - DAYLIG	I T						
Personnel Information							
Pilot-In-Command	Age - 39		Certificate) WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight			t Time (Ho			ā
PRIVATE SE LAND	Current Months Since		al - e/Model-	128 10	Last 24 Last 30	4 Hrs -	2
SE LAND			trument-	2	Last 30	Days- UN	26
	ATT CT CT CT TYP	SE GIVEN THE	er dillerre	2	Last St	Days	20
Instrument Rating(s) - NONE							
Narrative							
LANDING THE NOSE GEAR WAS DOWN &	OCKED. BUT ROTH MAIN G	EAR COLLAPSED. THE	PLT WAS NOT	CERTAIN '	TE A DOWN A	<u>,</u>	
ED INDICATION WAS RECEIVED BEFORE							
OPERATED NORMALLY, ALSO, THE LAND					• • • •		

3/17/85 A/C Reg. No. N9584B Time (Lc1) - 1310 CST File No. - 431 PORTLAND, IN

Occurrence

GEAR COLLAPSED

Phase of Operation

LANDING

Finding(s)

- 1. GEAR EXTENSION INITIATED PILOT IN COMMAND
- 2. GEAR DOWN AND LOCKED NOT ATTAINED PILOT IN COMMAND
- IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information	AVIATION) Admonast	Damaga		Tmirra	ios	
Type Operating Certificate-NONE (GENERAL	L AVIATION) Aircraft SUBSTAN		Fatal	Injur Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	ŏ	Õ	Ö	1
Accident Occurred During -LANDING	,,,,,,		_	_	-	
Aircraft Information						
Make/Model - CESSNA 310B	Eng Make/Model - CON	TINENTAL 0-470-M		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2			Stall Warnin	g System	- YES
Max Gross Wt - 4700	J).	IPROCATING-CARBUR	ETOR			
No. of Seats - 5	Rated Power -	240 HP				
Environment/Operations Information	_					
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIF	PORT		
Method - N/A	HARRISON, OH					
Completeness - N/A	Destination		Airport [
Basic Weather - VMC	SAME AS ACC/INC		-	VILLE MUN.	4.0	
Wind Dir/Speed- 270/008 KTS	ATO /A /				18	F0
Visibility - 10.0 SM Lowest Sky/Clouds - UNK/NR	ATC/Airspace Type of Flight Plan -	NONE		/ Lth/Wid - / Surface -		
Lowest Ceiling - 3500 FT BROK	3.			Status -		
Obstructions to Vision- NONE	• •	FULL STOP	Ruilway	Jiaius	UKI	
Precipitation - NONE	Type Apcil/ Liliag	TOLL STOP				
Condition of Light - DAYLIGHT						
						,
Pilot-In-Command	Age - 47	Medical Certifica	to - VALTE	MEDICAL -NO	WATVEDS	/I TMTT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (WAIVERS	7
COMMERCIAL, CFI	Current - YES	Total -		Last 24	Hrs -	0
SE LAND, ME LAND	Months Since - 19	Make/Model-		Last 30		
SE CARD, ME CARD	Aircraft Type - UNK/NR	Instrument-		Last 90		31
	All of a real page 5 mily miles	Multi-Eng -	202	250, 00	,-	
Instrument Rating(s) - AIRPLANE						
Managada						
Narrative	DOWN & LOCKED INDICATION WA	C NOT OPTAINED TO	JE DIT MAG	SE CEVEDAL		
EN THE GEAR WAS EXTENDED DURING THE APCH, A TEMPTS TO LOCK THE GEAR DOWN, USING BOTH TH					16	
GHT MAIN GEAR COLLAPSED. THE ACFT THEN WENT						
T A RWY LIGHT. AN EXAM REVEALED THAT THE RE						
I A NAI LIGHT, AN LAAM KLYEALED HAT THE KE	INVOITORATION TORGOD TO	of to the grain M	TIN GEAR			

File No 43	32 4/08/85	SHELBYVILLE, IN	A/C Reg. No. N5471A	Time (Lc1) - 1104 EST
Occurrence #1 Phase of Operation				
Finding(s) 1. LANDING GEAR,NOR 2. GEAR DOWN AND			,	
Occurrence #2 Phase of Operation		- ON GROUND		
Finding(s) 3. DIRECTIONAL CONT 4. GROUND LOOP/SWEF				
Occurrence #3 Phase of Operation		ION WITH OBJECT		
Finding(s) 5. OBJECT - RUNWAY				
Probable Cause				
The National Transports/are finding(s) 1	rtation Safety Boa	rd determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating to	this accident is	/are finding(s) 5		

File No 520 5/07/	85 TERRE HAL	JTE, IN A/C F	Reg. No. N29CP	Т	ime (Lcl) -	1245 ES	г
Basic Information							
Type Operating Certificate-N	IONE (GENERAL AV		ft Damage		Injur		
		SUBSTA	ANTIAL	Fatal	Serious	Minor	None
	ERSONAL	Fire	Crew	, 0	0	0	1
	4 CFR 91	NONE	Pass	. 0	0	0	1
Accident Occurred During -L	ANDING						
Aircraft Information							
Make/Model - BEECH 58		Eng Make/Model - Co	DNTINENTAL IO-520-C	ELT	Installed/A	ctivated	- UNK/NR
Landing Gear - TRICYCLE-RET	RACTABLE	Number Engines -			tall Warnin	a System	- YES
Max Gross Wt - 5400			ECIP-FUEL INJECTED	_		3	
No. of Seats - 6		Rated Power -					
Environment/Operations Informa	tion						
Weather Data	,	Itinerary		Airport	Proximity		
Wx Briefing - FSS		Last Departure Poin	+	ON AIR	•		
Method - UNK/NR		TERRE HAUTE, IN		ON AIN	OKI		
Completeness - UNK/NR		Destination		Airport D	2+2		
Basic Weather - VMC				•			
	5	SAME AS ACC/INC		HOLMAN		0.5	
Wind Dir/Speed- 140/007 KT						05	
	M	ATC/Airspace		,	Lth/Wid -		150
	000 FT	Type of Flight Plan			•	ASPHALT	
	000 FT BROKEN	Type of Clearance	- VFR	Runway	Status -	DRY	
Obstructions to Vision- NO	NE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NO							
Condition of Light - DA	YLIGHT						
Personnel Information							
Pilot-In-Command	Age	e - 23	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s)		ennial Flight Review		ht Time (H		. ,	
COMMERCIAL, CFI		Current - YES	Total -		Last 24	Hrs -	4
SE LAND, ME LAND		Months Since - 6		2		Days- U	
SE EAND, ME EAND		Aircraft Type - UNK/NI	R Instrument-	105	Last 90		231
		Aircraft Type - UNK/NI	K Instrument-	53	Last 90	Days-	231
	•		Multi-Eng -	53			
Instrument Rating(s) -	AIRPLANE						
Instrument Rating(s) - Narrative	AIRPLANE						
HE PLT WAS PRACTICING TOUCH-&-GO AS EXTENDED ON DOWNWIND & A SAFE TRACTED. THE PLT STATED THAT THE DUCHDOWN. AN EXAM OF THE ACFT REV AD MICRO-SWITCH & A BROKEN ELECTR	GEAR INDICATION RE WAS NO WARNI 'EALED NO PREIMF	N WAS RECEIVED. HOWEVER ING HORN WHEN THE THROT	, THE ACFT WAS LAND TLES WERE RETARDED	ED WITH TH	E GEAR ST BEFORE	GEAR	
		2405 000					

File No. - 520 5/07/85 TERRE HAUTE,IN A/C Reg. No. N29CP Time (Lc1) - 1245 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. TOUCH-AND-GO LANDING INITIATED PILOT IN COMMAND
- 2. LANDING GEAR, GEAR WARNING SYSTEM INOPERATIVE
- 3. GEAR EXTENSION NOT PERFORMED PILOT IN COMMAND
- 4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT PILOT IN COMMAND

----Probable Cause----

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

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

Brief of Accident

File No 434 6/01/85	MARION, IN	A/C Reg.	No. N6787R	†	Time (Lc1) - 1130 EST			
Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft D	amage		Injur	ies		
		SUBSTANTI	AL	Fatal			None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9		Fire	Crev Pass		0	0	1	
Accident Occurred During -LANDING		NONE	Pas	s U	O	O	'	
Make/Model - CESSNA T210			NENTAL TIO-520		Installed/A			
Landing Gear - TRICYCLE-RETRACTAB		ngines - 1			itall Warnin	g System	- YES	
Max Gross Wt - 3800			-FUEL INJECTED					
No. of Seats - 5	Rated Po	wer - 28	5 HP 					
Environment/Operations Information				4	Donald day			
Weather Data Wx Briefing - NO RECORD OF BRI	Itinerary EFING Last Depa	ntuna Baint		ON AIR	Proximity			
Method - N/A	NEW CAS			ON AIR	FURT			
Completeness - N/A	Destination			Airport D	ata			
Basic Weather - VMC	SAME AS			MARION				
Wind Dir/Speed- 230/007 KTS				Runway	/ Ident -	22		
Visibility - 15.0 SM	ATC/Airspace				/ Lth/Wid -		NK/NR	
Lowest Sky/Clouds - 4500 FT		light Plan - N	ONE		Surface -			
	BROKEN Type of C			Runway	Status -	DRY		
Obstructions to Vision- NONE	Type Apch,	/Lndg - F	ULL STOP					
Precipitation - NONE Condition of Light - DAYLIGHT								
Personnel Information Pilot-In-Command	Age - 57	Me	dical Certific	ate - VALIG	MEDICAL-WA	IVERS/LIM	ΙΤ	
Certificate(s)/Rating(s)	Biennial Flight	Review		ght Time (F				
COMMERCIAL	Current	- YES	Total -	1175	Last 24	Hrs -		
SE LAND, ME LAND	Months Since	e - 1	Make/Mode1-	3 03	Last 30	Days- UN	K/NR	
	Aircraft Ty	oe - UNK/NR	Instrument-	258	Last 90	Days-	13	
			Multi-Eng -	25				
Instrument Rating(s) - AIRPLA	NE							
Narrative				_				
HORTLY AFTER TAKEOFF, THE PLT DISCOVERE								
ADE WITH ELEVATOR TRIM & POWER. AN EMER								
LANDING SPEED. THE ACFT STRUCK THE RW								
NAT AN AUTOPILOT ADAPTER FLANGE (RECENT CATCH THE ELEVATOR SECONDARY STOP ON								
EED, BUT IT WOULD HAVE REQUIRED A LARG	F FORCE TO DO SO	ULUMIN. INC ELE	VATUR CUNTRUL	COULD HAVE	DECIN FUNCIE) L I		
LED, DO. IT WOOLD THAT REGOTRED A LARG	- 10.0E 10 D0 30.							

File No 4	34 6/01/85 MARION,IN	A/C Reg.	No. N6787R	Time (Lc1) - 1130 EST
Occurrence #1 Phase of Operation	AIRFRAME/COMPONENT/SYSTEM FAI TAKEOFF	LURE/MALFUNCTION		
	NSTALLATION - IMPROPER - OTHER T,ELEVATOR CONTROL - JAMMED			
Occurrence #2 Phase of Operation	LOSS OF CONTROL - IN FLIGHT LANDING - FLARE/TOUCHDOWN			
	IN FLIGHT COLLISION WITH TERR LANDING - FLARE/TOUCHDOWN	RAIN		
Finding(s) 4. FLARE - NOT POS	SIBLE -			
	NOSE GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN			
Finding(s) 5. LANDING GEAR,NO	SE GEAR - OVERLOAD			
Probable Cause				
The National Transpo	rtation Safety Board determines	that the Probable Gause	(s) of this accid	lent

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

File No 567 2/09/85 LOU	ISVILLE,KY A/C R	eg. No. N7507E	Time (Lc1) -	1500 EST
Basic Information Type Operating Certificate-NONE (GENE Type of Operation -INSTRUCTIO Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTA	t Damage NTIAL Crew Pass	Injur Fatal Serious O O	ies Minor None O 1 O O
Aircraft Information Make/Model - CHAMPION 7FC Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1500 No. of Seats - 3	Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power -		Stall Warnin	ctivated - UNK/NR g System - YES
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 090/008 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 10000 FT Lowest Ceiling - 10000 FT BR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		A - NONE	Airport Proximity ON AIRPORT irport Data BLUELICK Runway Ident - Runway Lth/Wid - Runway Surface - Runway Status -	2500/ 100 GRASS/TURF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONE	Age - 33 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Total -	Time (Hours) 50 Last 24 /NR Last 30 /NR Last 90	. Hrs - 1
THE STUDENT PLT DEPARTED FROM A SNOW COVERE THRU THE SNOW CRUSTED SURFACE & COLLAPSED, OTHER ACFT WHICH CAUSED HIS PLANE TO SWERVE AREA OF THE OLEO EXTENSION. PART OF THE FRA	THEN THE ACFT NOSED OVER. THE LEFT. THE NOSE STRUT, PN 3-1	PLT SAID THERE WERE	RUTS ON THE RWY FR	EL BROKE OM

File No. - 567 2/09/85 LOUISVILLE, KY A/C Reg. No. N7507E Time (Lc1) - 1500 EST Occurrence #1 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 2. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND) 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY 5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN 6. LANDING GEAR, NOSE GEAR ASSEMBLY - FATIGUE Occurrence #2 NOSE OVER Phase of Operation LANDING ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

Basic Information Type Operating Type of Operating Flight Conducte Accident Occurr				A	/C Reg. No. N	N42616		Time (Lcl)	- 1306 EST	
Flight Conducte		e-NONE (G	SENERAL AVIATIO		craft Damage STROYED		Fatal	-	uries Minor	None
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	d Under		91 .	Fir		Crew Pass	0	0	1 3	0
Aircraft Informat									. ,	/
Make/Model - Landing Gear -	CESSNA 18			Eng Make/Model Number Engines		_ 0-470-R			I/Activated	
Max Gross Wt		LIVED			- RECIPROCATI			Stall Wall	ing system	163
No. of Seats					- 230 HP	ING OARBORE				
Environment/Opera	tions Info	rmation	. ~ -							
Weather Data				nerary				t Proximity		
Wx Briefing	- FSS		L	ast Departure P	oint		OFF A	AIRPORT/STR	PIP	
Method	- TELEPHO	NE		HARRISON, OH						
Completeness			De	stination		,	Airport	Data		
Basic Weather				CHARLOTTE, NC			_		A1 / A	
Wind Dir/Spec			4.70	/ 4 1				ay Ident		
Visibility Lowest Sky/C				/Airspace ype of Flight P	11-m TED			ay Lth/Wid ay Surface		
	ng - to Vision- n -	- 2500 FT · NONE · NONE	T OVERCAST T	ype of Clearand ype Apch/Lndg	e - IFR - FORCED		Runwa	ay Status		
Personnel Informa										
Pilot-In-Command			Age -						NO WAIVERS/	LIMIT
Certificate(s		i.		1 Flight Review			t Time		0.4	0
COMMERCIAL				rent - YE	:5 10T8	al - : e/Model-	2700	Last	24 Hrs -	0 11
SE LAND, ME	LAND			ths Since - 2 craft Type - 18		e/Model- trument- UNI		Last	30 Days-	20
			ATT	craft Type - To		ti-Eng -		Rotor	craft - UN	
	Pating(s)	- AIRPLA	ANE							

File No 5	81 3/24/85 FALMOUTH,KY	A/C Reg. No. N42616	Time (Lc1) - 1306 EST
	LOSS OF POWER(TOTAL) - NON-MECHANICAL DESCENT - EMERGENCY		
2. FLUID, FUEL - WA 3. AIRCRAFT PREF 4. WEATHER CONDITION 5. FLIGHT/NAV INST 6. DESCENT - INI 7. WEATHER CONDITION 8. CARBURETOR HE	LIGHT - IMPROPER - PILOT IN COMMAND ON - ICING CONDITIONS RUMENTS,AIRSPEED INDICATOR - ICE TIATED - PILOT IN COMMAND ON - CARBURETOR ICING CONDITIONS AT - IMPROPER USE OF - PILOT IN COMMAND		
Occurrence #2	FORCED LANDING DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN		
Finding(s) 10. TERRAIN CONDITI 11. TERRAIN CONDITI 12. OBJECT - TREE(S	ON - MOUNTAINOUS/HILLY		
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the I 8,9	Probable Cause(s) of this accide	nt
Factor(s) relating t	o this accident is/are finding(s) 7,10,11	, 12	

-Basic Information Type Operating Certificate-NONE (GENE	DAL AVIATION)	Aircraft [lamage.		Injur	ios	
Type operating centilicate-none (deni	RAL AVIATION)	SUBSTANT	TAL	Fatal			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 -APPROACH							
-Aircraft Information							
Make/Model - BELLANCA 7AC			NENTAL A-65-B				
Landing Gear - TAILWHEEL-ALL FIXED			DOCATIALO CARRUI		tall Warning	g System	- NO
Max Gross Wt - 1220 No. of Seats - 2	Engine Ty Rated Pow		PROCATING-CARBUR	RETOR			
NO. OT Seats - 2	kated Pow	er - ()5 MM				
-Environment/Operations Information					.		
Weather Data Wx Briefing - NO RECORD OF BRIEF	Itinerary	D. I.m.			Proximity RPORT/STRIP		
Wx Briefing - NO RECORD OF BRIEF: Method - N/A	NG Last Depar CYNTHIAN			UFF AI	KPUKI/SIKIP		
Completeness - N/A	Destination			Airport D	a+a		
Basic Weather - VMC	HILLSBOR				COUNTY AIRP	ORT	
Wind Dir/Speed- CALM	1,122353.	0,0			Ident -		
• •	ATC/Airspace				Lth/Wid -		
Visibility - 15.0 SM Lowest Sky/Clouds - 20000 FT SC Lowest Ceiling - NONE	CATTERED Type of F1	ight Plan - M	NONE	Runway	Surface -	N/A	
				Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/	Lndg - f	FORCED LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 43 Biennial Flight		edical Certifica	ate - VALID aht Time (H		I AFK2\ LIM	11.
Certificate(s)/Rating(s) COMMERCIAL	Cuppopt	- VEC	Total -	9711 171110 (F	lact 24	Hre -	6
SE LAND, ME LAND, SE SEA	Current Months Since	- 1	Total - Make/Model- Instrument-	250	Last 30	Davs- UN	IK/NR
HELICOPTER .GLIDER	Aircraft Typ	e - 767	Instrument-	750	Last 90	Days-	150
,			Multi-Eng -	7000	Rotorcr	aft [°] -	1500
			_				
Instrument Rating(s) - AIRPLANE	,HELICOPTER						
-Narrative							
ING CRUISE FLT OVER HILLY TERRAIN, THE	PLT NOTED A POWER LO	SS THAT HE DE	SCRIBED AS THE	FNG "DYING	BACK AND		
N CATCHING AGAIN." HE WAS UNABLE TO MA						т	
N GEAR & PROP HIT 2 POWER LINES. THE POW							
LEFT MAIN GEAR COLLAPSED & THE ACFT SWI			TVAM OF THE SHE	TANK DEVE	ALED THAT T		

File No. - 505 4/21/85 GERMANTOWN, KY A/C Reg. No. N85652 Time (Lc1) - 1715 EST Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation CRUISE - NORMAL Finding(s) 1. FUEL SYSTEM, TANK - DETERIORATED 2. FUEL SYSTEM, STRAINER - BLOCKED (PARTIAL) Occurrence #2 FORCED LANDING Phase of Operation DESCENT - UNCONTROLLED Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH Finding(s) 3. OBJECT - WIRE, TRANSMISSION 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND Occurrence #4 MAIN GEAR COLLAPSED Phase of Operation LANDING Finding(s) 5. TERRAIN CONDITION - MOUNTAINOUS/HILLY 6. TERRAIN CONDITION - NONE SUITABLE 7. 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) 1,2,4

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

Basic Information								
Type Operating Certifica	ite-NONE (GEN	ERAL AVIATION)	Aircraft			Injur		
Town of Opposition	THETRUCTT	01.4.	SUBSTANT		Fatal	Serious		None
Type of Operation Flight Conducted Under	-INSTRUCTI		Fire NONE	Crew Pass	_	0	0	1
Accident Occurred During			NONE	rass	Ų	U	U	O
Aircraft Information								
Make/Model - PIPER 95				INENTAL IO-520-E		Installed/A		
Landing Gear - TRICYCLE	:-RETRACTABLE		gines - 2	D 51151 TH 15075D	S	itall Warnir	ng System	- YES
Max Gross Wt - 5000 No. of Seats - 5		Engine Ty Rated Pow		P-FUEL INJECTED 85 HP				
No. or seats - 5		Rated POW	er - 2	65 HP				
Environment/Operations Inf Weather Data	ormation	Itinerary			Ainmon+	Proximity		
	CORD OF BRIEF		ture Point		ON AIR			
Method - N/A	JORD OF BRIEF	SAME AS			ON AIN	II OK I		
Completeness - N/A		Destination	•		Airport D	ata		
Basic Weather - VMC		LOCAL				ORO DAVIESS	;	
Wind Dir/Speed- 240/00	D8 KTS				Runway	, Ident -	23	
Visibility - 7.0		ATC/Airspace				Lth/Wid -		NK/NR
Lowest Sky/Clouds -			ight Plan -			Surface -		
	- NONE		earance -		Runway	Status -	DRY	
Obstructions to Vision		Type Apch/		TRAFFIC PATTERN				
Precipitation Condition of Light	- NONE			TOUCH AND GO				
	- DATLIGHT							
Personnel Information Pilot-In-Command		A me LINUZ /AID		ledies 1 Combition	4- WALTE	NEDICAL NO	N WATVEDS /	
Certificate(s)/Rating(s	e)	Age - UNK/NR Biennial Flight		ledical Certifica	te - VALID ht Time (h		WAIVERS/	LIMII
	,,	Current	- UNK/NR	Total -	765	Last 24	Hrs -	0
PRIVAIR		Months Since		Make/Model-	30		Davs- UN	
PRIVATE SE LAND				Instrument-	56	Last 90	Days-	24
SE LAND					20			
		A / I G / G / G / G / G / G / G / G / G /	•	Multi-Eng -	30			

File No. - 574 7/13/85 OWENSBORO, KY A/C Reg. No. N3001S Time (Lc1) - 1800 CDT

Occurrence HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. TOUCH-AND-GO LANDING INITIATED PILOT IN COMMAND
- 2. FLARE IMPROPER PILOT IN COMMAND
- 3. RECOVERY FROM BOUNCED LANDING IMPROPER PILOT IN COMMAND
- 4. GO-AROUND 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

 -Basic Information Type Operating Certificate-NONE (GENER 		ircr a ft Damage			Injur		
Time of Omena Men		DESTROYED	_	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91		ire	Crew	0	0	2	0
Accident Occurred During -TAKEOFF		NONE	Pass	0	0	0	0
-Aircraft Information							
Make/Model - CESSNA 152		1 - LYCOMING 0-2	235-L2C		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engine				itall Warnir	ng System ·	- YES
Max Gross Wt - 1670 No. of Seats - 2	Engine Type Rated Power	- RECIPROCATIN - 110 HP	NG-CARBURI	ETOR			
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	G Last Départure	Point	2	ON AIR	PORT		
Method - N/A	SAME AS ACC/	INC					
Completeness - N/A	Destination			Airport [ata		
Basic Weather - VMC	LOCAL			MOUNT	OMERY		
Wind Dir/Speed- 110/005 KTS						· 25	
Visibility - 30.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight				Surface -		RF
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Cleara			Runway	Status -	- DRY	
Precipitation - NONE	Type Apch/Lndg	- NONE					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age ~ 41		Certifica [.]	te - VALIC	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revi			ht Time (F	lours)		
COMMERCIAL, CFI			1 -		Last 24		5
SE LAND, ME LAND	Months Since -		/Mode1-			Days- UN	•
	Aircraft Type -		rument- i-Eng -	249 21	Last 90) Days-	75
Instrument Rating(s) - AIRPLANE							
INSTURCTOR (CFI) WAS DEMONSTRATING A SOF	T FIFID TAKEOFF FROM A	GRASS AREA REST	TOF THE R	WY. AT TH	T TIME. THE	=	
T LIFTED OFF, THEN SETTLED BACK ONTO THE							
CH CAUSED THE ACFT TO VEER RIGHT & TO PIT							
ACFT TOUCHED DOWN AGAIN. THE CFI THEN IN							

File No. - 578 7/18/85 A/C Reg. No. N67825 MT STERLING, KY Time (Lc1) - 1715 EDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF Finding(s) 1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND(CFI) 2. TERRAIN CONDITION - ROUGH/UNEVEN. 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND(CFI) 4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND(CFI) 5. DIRECTIONAL CONTROL - NOT MAINTAINED -6. AIRSPEED - NOT MAINTAINED -Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF Finding(s) 7. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND(CFI) 8. TERRAIN CONDITION - DOWNHILL 9. OBJECT - TREE(S)

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) 2,3,8,9

----Probable Cause----

File No 532 1/25/85 COUSHA	TTA,LA /	A/C Reg. No. N771	8X	Ti	me (Lc1) -	1500 CS1	·
Basic Information Type Operating Certificate-NONE (GENERAL	•	craft Damage			Injur		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fil No	DNE	Crew Pass	Fata1 O O	Serious O O	Minor 1 O	None O O
Aircraft Information Make/Model - CESSNA 172B Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2075 No. of Seats - 4	Eng Make/Model Number Engines	- CONTINENTAL O- - 1 - RECIPROCATING- - 145 HP	300-C	ELT I St	nstalled/A all Warnir		
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 310/011 KTS Visibility - 20.0 SM Lowest Sky/Clouds - 7000 FT Lowest Ceiling - 7000 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		NC Plan - NONE	ı	Runway Runway	ta RIVER Ident - Lth/Wid - Surface -		75
	Age - 40 Biennial Flight Revie Current - N, Months Since - N, Aircraft Type - N,	/A Total /A Make/Mo	Flight - del-	t Time (Ho	urs) Last 24 Last 30	D WAIVERS, 4 Hrs - D Days- UM Days-	1 NK/NR
Instrument Rating(s) - NONE							
Narrative HE ACFT WAS ON ITS 1ST FLT FOLLOWING MAINTENA IS 1ST ATTEMPT TO LAND, HE NOTICED THAT THE N TTEMPT, THE ACFT SWERVED TO THE RIGHT WHEN TH EST UPSIDE DOWN. AN EXAM REVEALED THAT ONE OF LLOWED THE NOSE GEAR STRUT TO PIVOT.	JOSE GEAR SEEMED TO BE HE NOSE GEAR TOUCHED D	COCKED, SO HE AB DWN, THEN GROUND	ORTED TH	HE LANDING INTO A DIT	. ON THE 2 CH & CAME	2ND TO	
LLOWED THE NOSE GEAR STRUT TO PIVOT.							

F1le No 5	32 1/25/85	COUSHATTA, LA	A/C Reg. No. N7718X	Time (Lc1) - 1500 CST
Occurrence #1 Phase of Operation	AIRFRAME/COMPONE LANDING	NT/SYSTEM FAILURE/M	ALFUNCTION	
Finding(s) 1. LANDING GEAR,NO 2. MAINTENANCE,I		LOOSE OPER - OTHER MAINTE		
Occurrence #2 Phase of Operation				
Finding(s) 3. DIRECTIONAL CON 4. GROUND LOOP/SWE		-		
Occurrence #3 Phase of Operation		ION WITH TERRAIN		
Finding(s) 5. TERRAIN CONDITI				
Occurrence #4 Phase of Operation	LANDING			
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that	the Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is	/are finding(s) 5		

Basic Information Type Operating Certificate-ON-DEMAN	D AIR TAXI	Aircraft Damage			Injur	ies	
Name of Carrier -SOUTHERN	SEAPLANE INC.	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -NON SCHE Flight Conducted Under -14 CFR 1	D,DOMESTIC,PASSENGER	Fire	Crew	-	0	0	1
Flight Conducted Under -14 CFR 1 Accident Occurred During -TAXI		NONE	Pass	0	0	0	3
Aircraft Information							
Make/Model - CESSNA A185F Landing Gear - FLOAT	Eng Make/Mo Number Eng	odel - CONTINENTAL	10-520-D		Installed/A tall Warnir		
Max Gross Wt - 3350		e - RECIP-FUEL I	NJECTED	3	tali warnir	ig systei	III - 1E3
No. of Seats - 6	Rated Power		14020125				
Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIE	Itinerary	Balant		Airport F	Proximity		
Wx Briefing - NO RECORD OF BRIE Method - N/A	FING Last Departu BELLE CHAS			UN AIR	PURI		
Completeness - N/A	Destination	5C, CA		Airport Da	ata		
Basic Weather - VMC	GRAND ISLE	E,LA		BELLE (
Wind Dir/Speed- 160/006 KTS						17	
Visibility - 5.0 SM	ATC/Airspace				Lth/Wid -		-UNK/NR
Lowest Sky/Clouds - 1000 FT Lowest Ceilina - 1000 FT	OVERCAST Type of Clea	ght Plan - NONE			Surface - Status -		CALM
Obstructions to Vision- NONE		ndg - STRAIGHT	- TN	Rullway	Status	WAILK	CALM
Precipitation - NONE	, ypo	FULL STO					
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	A	M111 0			MEDICAL NO		c /:
Certificate(s)/Rating(s)	Age - 25 Biennial Flight Re		ertifica Fligi	te - VALID ht Time (Ho	MEDICAL-NO	MAIVER:	2\ LIMI I
COMMERCIAL, CFI	Current	- YES Total	-	2126	Last 24	Hrs -	1
SE LAND, ME LAND, SE SEA, ME SEA	Months Since	- 6 Make/	Mode1-	923	Last 30	Days-	UNK/NR
	Aircraft Type		ument- -Eng -		Last 90) Days-	214
Instrument Rating(s) - AIRPLAN	E						
Narrative							
PLT HAD DIVERTED BACK TO THE DEPARTUR	E APRT DUE TO WX. AFTER	R LANDING. HE WAS "	STEP TAX	IING" ON T	HE WATER WI	TH	
EPORTED DIFFICULTIES WHEN A LANDING G	EAD SHOCK STOLLT DIN B	1961 SEDADATED TH	ITS ALLOW	ED A FLOAT	TO DIG INT	'n	

File No. - 422 1/31/85 BELLE CHASE, LA A/C Reg. No. N53064 Time (Lc1) - 0745 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LANDING GEAR, MAIN GEAR SHOCK ABSORBING STRUT - FAILURE, TOTAL
2. LANDING GEAR, MAIN GEAR SHOCK ABSORBING STRUT - SEPARATION

Occurrence #2 NOSE OVER
Phase of Operation TAXI - FROM LANDING

----Probable Cause----

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

Basic Information Type Operating Certificate	-NONE (GENERAL	AVIATION)	Aircraft D	amage		Injur	ies	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	(=====================================		SUBSTANTI		Fatal			None
	-PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under			NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING							
Aircraft Information								
Make/Model - CESSNA 182				NENTAL 0-470		Installed/A		
Landing Gear - TRICYCLE-F	IXED		ingines - 1	D00477N0 04DDUDE		tall Warning	g System	- YES
Max Gross Wt - 2650 No. of Seats - 4			ype - RECIP wer - 23	ROCATING-CARBURE	TOR			
No. 01 Seats - 4		Rateu Pt	wer - 23	U MP 				
Environment/Operations Infor	mation							
Weather Data		Itinerary			Airport F			
Wx Briefing - UNK/NR Method - UNK/NR			rture Point ACC/INC		OFF ATE	RPORT/STRIP		
Completeness - WEATHER	NOT DEDTINENT	Destinatio	•		Airport Da	· + - `		
Basic Weather - VMC	NOT TERTIFICATI	LOCAL	,, , , , , , , , , , , , , , , , , , ,		VINCEN			
Wind Dir/Speed- UNK/NR		2002				Ident -	N/A	
Visibility - UNK/NR		ATC/Airspac	e:e		Runway	Lth/Wid -	3400/	200
Lowest Sky/Clouds -			light Plan - N			Surface -		RF
	NONE		learance - N		Runway	Status -	N/A	
Obstructions to Vision- Precipitation -		Type Apcr	1/Lnag - I	RAFFIC PATTERN				
Condition of Light -	DAYLIGHT							
Personnel Information Pilot-In-Command		Age - UNK/NR	Me	dical Certificat	e - UNK/NI	2		
Certificate(s)/Rating(s)		Age - UNK/NR Biennial Flight	Review	Fligh	t Time (Ho			
UNK/NR		Current	- UNK/NR	Totaî ~ UN	K/NR	Last 24	Hrs - UN	
			e - UNK/NR		K/NR	Last 30	Days- UN	K/NR
		Aircraft Ty	pe - UNK/NR		K/NR	Last 90 Rotorcr	Days- UN	K/NR
				Multi-Eng - UN	K/NR	Rotorcra	aft - UN	K/NR
Instrument Rating(s)	- UNK/NR							
································								
ING AN APCH TO LAND, THE ENG	IOST POWER &	THE PLT MADE AN	OFF ARPT LANDT	NG WHILE HE WAS	LANDING	THE ACET		
IDED WITH A LEVEE & WAS DAMA							NCTION	

File No 4	23 2/03/85 COVINGTON,LA	A/C Reg. No. N2222G	Time (Lcl) - 1530 CST
Occurrence #1 Phase of Operation	LOSS OF POWER APPROACH - VFR PATTERN - BASE TO FINAL		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING		
Finding(s) 2. TERRAIN CONDITI	ON - DIRT BANK		
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that the Pr	obable Cause(s) of this accid	ent

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

Type Operating Certificate-ON-DEMAND AIR TAXI DESTROYED Type of Operation Type of Operation Type of Operation POSITIONING Flight Conducted Under Accident Occurred During -4PPROACH Aircraft Information Make/Model - SIKORSKY S-76A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 10000 No. of Seats - 8 Eng Make/Model - ALLISON 250-C30 ELT Installed/Activated Number Engines - 2 Stall Warning System Number Type - TURBOSHAFT Rated Power - 650 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - IMC Wind Dir/Speed- CALM Visibility500 SM Lowest Sky/Clouds - PART OBS Lowest Ceiling - OBSCURED Obstructions to Vision- FOG Obstructions to Vision- FOG Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) Aircraft Damage Fatal Serious Minor Fatal Serious Fatal Serious Minor Fatal Serious Minor Fatal Serious Pass O 0 0 0 0 Fatal Serious Fatal Ser	DESTROYED Fire Crew O O O O O O O O O O O O O O O O O O O							
Type of Operation -POSITIONING Fire Crew 0 0 2 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 2 Accident Occurred During -APPROACH Aircraft Information Make/Model - SIKORSKY S-76A Eng Make/Model - ALLISON 250-C30 ELT Installed/Activated Number Engines - 2 Stall Warning System Max Gross Wt - 10000 No. of Seats - 8 Rated Power - 650 HP Environment/Operations Information Weather Data Itinerary Airport Proximity On AIRPORT Wather Data Shift of Sale Weather - 1MC SAME AS ACC/INC	DESTROYED Fire Crew O O O O O NONE Pass O O O O O O O O O O O O O O O O O O	Basic Information Type Operating Certificate-ON-DEMAND AI	R TAXI Aircraft	Damage		Injur	ies	
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH Accident Occurred During -APPROACH Make/Model - SIKORSKY S-76A	Eng Make/Model - ALLISON 250-C30 Engine Type - TURBOSHAFT Rated Power - 650 HP Itinerary Last Departure Point ABBEVILLE, LA Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - COMPANY (VFR) Type of Flight Plan - COMPANY (VFR) Type Apch/Lndg - STRAIGHT-IN A Genial Flight Review Current - YES Months Since - 2 Make/Model - 300 Last 30 Days- UNK/NR Instrument - 1025 Last 90 Days - 150	Type operating series loade on semano as			Fatal	•		None
Accident Occurred During -APPROACH Aircraft Information Make/Model - SIKORSKY S-76A	Eng Make/Model - ALLISON 250-C30	Type of Operation -POSITIONING	Fire	Crew	0	0	2	0
Aircraft Information Make/Model - SIKORSKY S-76A	Eng Make/Model - ALLISON 250-C30 Number Engines - 2 Engine Type - TURBOSHAFT Rated Power - 650 HP Itinerary Last Departure Point ABBEVILLE, LA Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - COMPANY (VFR) Type of Clearance - NONE Type Apch/Lndg - STRAIGHT-IN Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Review Current - YES Months Since - 2 Make/Model - 300 Last 30 Days- UNK/NR Instrument - 1025 Last 90 Days - 150	Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Make/Model - SIKORSKY S-76A	Number Engines - 2 Engine Type - TURBOSHAFT Rated Power - 650 HP Itinerary Last Departure Point ABBEVILLE, LA Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - COMPANY (VFR) Type of Clearance - NONE Type Apch/Lndg - STRAIGHT-IN Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Review Current - YES Months Since - 2 Make/Model - 300 Airport Proximity ON AIRPORT Airport Data HOUMA-TERREBONNE Runway Ident - UNK/NR Runway Lth/wid - UNK/NR Runway Surface - GRASS/TURF Runway Status - WET Flight Time (Hours) Total - 15000 Last 24 Hrs - 6 Make/Model - 300 Aircraft Type - S-76 Instrument - 1025 Last 90 Days - 150	Accident Occurred During -APPROACH						
Landing Gear - TRICYCLE-RETRACTABLE Mumber Engines - 2 Stall Warning System Max Gross Wt - 10000 Engine Type - TURBOSHAFT No. of Seats - 8 Rated Power - 650 HP Environment/Operations Information	Number Engines - 2 Engine Type - TURBOSHAFT Rated Power - 650 HP Itinerary Last Departure Point ABBEVILLE, LA Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - COMPANY (VFR) Type of Clearance - NONE Type Apch/Lndg - STRAIGHT-IN Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Current - YES Months Since - 2 Make/Model - 300 Airport Proximity ON AIRPORT Airport Data Airport Data BAIR AIRPORT AIRPO	Aircraft Information						
Max Gross Wt - 10000 No. of Seats - 8 Rated Power - 650 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - IMC Wind Dir/Speed- CALM Visibility500 SM Lowest Sky/Clouds - PART OBS Lowest Ceiling - OBSCURED Obstructions to Vision- FOG Obstructions to Vision- FOG Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) Engine Type - TURBOSHAFT Rated Power - 650 HP Airport Proximity ON AIRPORT Airport Proximity ON AIRPORT ON AIRPORT ON AIRPORT Airport Proximity ON AIRPORT ON AIRPORT ABBEVILLE, LA Destination ABBEVILLE, LA Airport Proximity ON AIRPORT ON AIRPORT APPROXIMATE ON AIRPORT APPROXIMATE ON AIRPORT ON AIRPORT APPROXIMATE ON AIRPORT ON AIRP	Engine Type - TURBOSHAFT Rated Power - 650 HP Itinerary			ISON 250-C30				
No. of Seats - 8 Rated Power - 650 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING ABBEVILLE, LA Completeness - N/A Destination Airport Data Basic Weather - IMC SAME AS ACC/INC HOUMA-TERREBONNE Wind Dir/Speed- CALM Visibility500 SM ATC/Airspace Runway Ident - UNK/NR Lowest Sky/Clouds - PART OBS Type of Flight Plan - COMPANY (VFR) Runway Surface - GRASS/1 Lowest Ceiling - OBSCURED Type of Clearance - NONE Runway Status - WET Obstructions to Vision- FOG Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	Rated Power - 650 HP Itinerary Last Departure Point ABBEVILLE, LA Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - COMPANY (VFR) Type of Clearance - NONE Type Apch/Lndg - STRAIGHT-IN Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Current - YES Months Since - 2 Make/Model - 300 Airport Proximity ON AIRPORT Airport Data HOUMA-TERREBONNE Runway Ident - UNK/NR Runway Lth/wid - UNK/NR Runway Surface - GRASS/TURF Runway Status - WET Flight Time (Hours) Current - YES Make/Model - 300 Last 24 Hrs - 6 Make/Model - 300 Last 30 Days- UNK/NR Aircraft Type - S-76 Instrument - 1025 Last 90 Days - 150				St	tall Warnin	g System	- NO
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - IMC Wind Dir/Speed- CALM Visibility500 SM Lowest Sky/Clouds - PART OBS Lowest Ceiling - OBSCURED Obstructions to Vision- FOG Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) Wax Briefing Airport Proximity ON AIRPORT ABBEVILLE, LA Destination ABBEVILLE, LA Destination ABBEVILLE, LA Destination ABBEVILLE, LA Destination ABBEVILLE, LA Airport Proximity ON AIRPORT ABBEVILLE, LA Airport Proximity ON AIRPORT Airport Prox	Itinerary Last Departure Point ABBEVILLE, LA Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - COMPANY (VFR) Type of Clearance - NONE Type Apch/Lndg - STRAIGHT-IN Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Review Current - YES Months Since - 2 Make/Model- 300 Last 24 Hrs - 6 Months Since - 2 Make/Model- 300 Last 30 Days- UNK/NR Airport Proximity ON AIRPORT ON AIRPORT Airport Proximity ON AIRPORT AIRPORT Airport Proximity ON AIRPORT							
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Method - N/A ABBEVILLE, LA Completeness - N/A Destination Airport Data Basic Weather - IMC SAME AS ACC/INC HOUMA-TERREBONNE Wind Dir/Speed- CALM Runway Ident - UNK/NR Visibility500 SM ATC/Airspace Runway Lth/Wid - UNK/NR Lowest Sky/Clouds - PART OBS Type of Flight Plan - COMPANY (VFR) Runway Surface - GRASS/I Lowest Ceiling - OBSCURED Type of Clearance - NONE Runway Status - WET Obstructions to Vision- FOG Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	ABBEVILLE, LA Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - COMPANY (VFR) Type of Clearance - NONE Type Apch/Lndg Alimport Data HOUMA-TERREBONNE Runway Ident - UNK/NR Runway Lth/Wid - UNK/NR Runway Surface - GRASS/TURF Runway Status - WET Type Apch/Lndg - STRAIGHT-IN Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Review Current - YES Total - 15000 Last 24 Hrs - 6 Months Since - 2 Make/Model - 300 Last 30 Days - UNK/NR Aircraft Type - S-76 Instrument - 1025 Last 90 Days - 150				•	•		
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Wind Dir/Speed- CALM Visibility500 SM	Runway Ident - UNK/NR ATC/Airspace Runway Lth/Wid - UNK/NR Type of Flight Plan - COMPANY (VFR) Runway Surface - GRASS/TURF Type of Clearance - NONE Runway Status - WET Type Apch/Lndg - STRAIGHT-IN Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Ennial Flight Review Flight Time (Hours) Current - YES Total - 15000 Last 24 Hrs - 6 Months Since - 2 Make/Model- 300 Last 30 Days- UNK/NR Aircraft Type - S-76 Instrument- 1025 Last 90 Days- 150							
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Lowest Sky/Clouds - PART OBS Type of Flight Plan - COMPANY (VFR) Runway Surface - GRASS/T Lowest Ceiling - OBSCURED Type of Clearance - NONE Runway Status - WET Obstructions to Vision- FOG Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Condition of Light - NIGHT(DARK)	Type of Flight Plan - COMPANY (VFR) Runway Surface - GRASS/TURF Type of Clearance - NONE Runway Status - WET Type Apch/Lndg - STRAIGHT-IN e - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT ennial Flight Review Flight Time (Hours) Current - YES Total - 15000 Last 24 Hrs - 6 Months Since - 2 Make/Model - 300 Last 30 Days - UNK/NR Aircraft Type - S-76 Instrument - 1025 Last 90 Days - 150		470/41					
Lowest Ceiling - OBSCURED Type of Clearance - NONE Runway Status - WET Obstructions to Vision- FOG Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	Type of Clearance - NONE Runway Status - WET Type Apch/Lndg - STRAIGHT-IN e - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT ennial Flight Review Flight Time (Hours) Current - YES Total - 15000 Last 24 Hrs - 6 Months Since - 2 Make/Model - 300 Last 30 Days - UNK/NR Aircraft Type - S-76 Instrument - 1025 Last 90 Days - 150							
Obstructions to Vision- FOG Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	Type Apch/Lndg - STRAIGHT-IN e - 46	• •						IKF
Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	e - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT ennial Flight Review Flight Time (Hours) Current - YES Total - 15000 Last 24 Hrs - 6 Months Since - 2 Make/Model - 300 Last 30 Days - UNK/NR Aircraft Type - S-76 Instrument - 1025 Last 90 Days - 150				Runway	Status -	WEI	
Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	ennial Flight Review Flight Time (Hours) Current - YES Total - 15000 Last 24 Hrs - 6 Months Since - 2 Make/Model- 300 Last 30 Days- UNK/NR Aircraft Type - S-76 Instrument- 1025 Last 90 Days- 150		Type Apcn/Lnag -	STRAIGHT-IN				
Personnel Information Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	ennial Flight Review Flight Time (Hours) Current - YES Total - 15000 Last 24 Hrs - 6 Months Since - 2 Make/Model- 300 Last 30 Days- UNK/NR Aircraft Type - S-76 Instrument- 1025 Last 90 Days- 150	Precipitation - NUNE						
Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	ennial Flight Review Flight Time (Hours) Current - YES Total - 15000 Last 24 Hrs - 6 Months Since - 2 Make/Model- 300 Last 30 Days- UNK/NR Aircraft Type - S-76 Instrument- 1025 Last 90 Days- 150	Condition of Light - Nighi (DARK)						
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	ennial Flight Review Flight Time (Hours) Current - YES Total - 15000 Last 24 Hrs - 6 Months Since - 2 Make/Model- 300 Last 30 Days- UNK/NR Aircraft Type - S-76 Instrument- 1025 Last 90 Days- 150		A 222	Madiaal Cautifia	+- VAL TD	MEDICAL NO	WATVEDO	/ TMTT
Certificate(s)/Rating(s) COMMERCIAL Current - YES Total - 15000 Last 24 Hrs - SELAND MELAND Months Since - 2 Make/Model - 300 Last 30 Days - 1	Current - YES Total - 15000 Last 24 Hrs - 6 Months Since - 2 Make/Model - 300 Last 30 Days - UNK/NR Aircraft Type - S-76 Instrument - 1025 Last 90 Days - 150						WAIVERS/	LIMIT
SELAND MELAND Months Since - 2 Make/Model - 300 Last 30 Days - 1	Aircraft Type - S-76 Instrument- 1025 Last 90 Days- 150		Current VES	Fing			Unc -	6
	Aircraft Type - S-76 Instrument- 1025 Last 90 Days- 150		Current - 1ES	Make/Model-				
LELICOPTED	Aircraft Type - 5-76 Instrument 1025 Last 90 Days 130		Months Since - 2	Make/Model-				
HELICOPTER Aircraft Type - S-76 Instrument- 1025 Last 90 Days- Multi-Eng - 2000 Rotorcraft -		HELICOPTER	Aircraft Type - 5-76	Multi-Eng -	1025	Potonon	Jays-	6000
	9			Marti Eng	2000	NO COT CT	u	0000
Instrument Rating(s) - AIRPLANE, HELICOPTERNarrative								
RY. DURING THE NIGHT APCH, THE HELICOPTER IMPACTED THE GROUND IN A LEVEL ATTITUDE, ABOUT 300 WEST OF THE		APCH. ONE PLT WAS MONITORING THE INSTRUME	NTS WHILE THE OTHER WAS ATTE	MPTING TO OBTAIN			Α	
RE EN ROUTE, THE COMPANY DISPATCHER INFORMED THE CREW THAT FOG WAS MOVING INTO THE AREA & THAT THEY HAD BETTER RRY. DURING THE NIGHT APCH, THE HELICOPTER IMPACTED THE GROUND IN A LEVEL ATTITUDE, ABOUT 300 WEST OF THE RESHOLD TO RWY 18. THE CREW STATED THAT THE LAST THING THEY REMEMBER WAS BEING AT 250 FT AGL WHILE ATTEMPTING A R APCH. ONE PLT WAS MONITORING THE INSTRUMENTS WHILE THE OTHER WAS ATTEMPTING TO OBTAIN THE RWY ENVIRONMENT. E ACFT WAS EQUIPPED & THE PLTS WERE QUALIFIED TO MAKE AN INSTRUMENT APCH.	WHILE THE OTHER WAS ATTEMPTING TO OBTAIN THE RWY ENVIRONMENT.							

File No. - 413 2/19/85 HOUMA.LA A/C Reg. No. N31223 Time (Lc1) - 0130 CST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation APPROACH Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. WEATHER CONDITION - FOG 3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND 4. IMPROPER DECISION, UNDER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND IMPROPER DECISION, UNDER CONFIDENCE IN PERSONAL ABILITY - COPILOT Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH Finding(s) 6. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND 7. IFR PROCEDURE - NOT PERFORMED -----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6

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

File No 414 2/19/85 HOLMW	OOD, LA A/C Reg	. No. N60885	Т	ime (Lc1) -	0930 CST	
Basic Information Type Operating Certificate-AGRICULTURAL			F-4-1	Injur		
Type of Operation -POSITIONING	SUBSTANT Fire		Fatal O	Serious O	Minor 1	None 0
Flight Conducted Under -14 CFR 91	NONE	Crew Pass		0	0	0
Accident Occurred During -MANEUVERING	None	ra33	O	O	U	O
Aircraft Information						
Make/Model - BOEING A75N1	Eng Make/Model - P&W			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warnin	g System -	- NO
Max Gross Wt - 2717	5 ,,	PROCATING-CARBUR	ETOR			
No. of Seats - 1	Rated Power - 4	50 HP 				
Environment/Operations Information	Thimpura		A	Danas dan das s		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point			Proximity RPORT/STRIP		
Method - N/A	LAKE CHARLES.LA		UFF AI	KPUKI/SIKIP		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - IMC	SWEETLAKE, LA		A por t b	4.4		
Wind Dir/Speed- CALM	owen territary er		Runwav	Ident -	N/A	
Visibility300 SM	ATC/Airspace			Lth/Wid -	N/A	
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan -	NONE		Surface -		
Lowest Ceiling - OBSCURED	Type of Clearance -	NONE	Runway	Status -	N/A	
Obstructions to Vision- FOG	Type Apch/Lndg -	NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information				MEDICAL III	**************************************	
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 44 M Biennial Flight Review	edical Certifica	te - VALID ht Time (H		IVERS/LIM	L I
COMMERCIAL	Current - YES	Total -		Last 24	Hre -	2
SE LAND, ME LAND	Months Since - 13	Make/Mode1-		Last 30	_	_
SE EARO, ME EARO	Aircraft Type - UNK/NR	Instrument-		Last 90		136
	ATT CT AT C TYPE OTTO, THE	Multi-Eng -		Lust st	Jayo	, 00
		,,a,, ,, _,,g				
Instrument Rating(s) - NONE						
Narrative						
E ACFT WAS 1 OF 2 THAT WERE BEING REPOSITIO						
NSE FOG & THE LEAD PLT INITIATED A 180 DEG						
THE 1ST ACFT AT APRX 150 FT AGL. WHILE TUR		TURBULENCE FROM	THE 1ST A	CFT, ENTERE	D A	
RTICAL LEFT BANK, DESCENDED & SUBSEQUENTLY	IMPACTED THE GROUND					

File No. - 414 2/19/85 HOLMWOOD.LA A/C Reg. No. N60885 Time (Lc1) - 0930 CST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND 2. WEATHER CONDITION - FOG 3. WEATHER CONDITION - OBSCURATION 4. FLIGHT TO ALTERNATE DESTINATION - DELAYED -Occurrence #2 VORTEX TURBULENCE ENCOUNTERED Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND Occurrence #3 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 5

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

Basic Information Type Operating Certificate-NONE (GENERAL AVIA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-28R-200 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2800	TION) Aircraft Damag SUBSTANTIAL Fire NONE		Inj Fatal Serious O O	juries s Minor 1 1	None O O
Make/Model - PIPER PA-28R-200 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2800	Eng Make/Model - LYCOMING				
No. of Seats - 4	Number Engines - i Engine Type - RECIP-FUE Rated Power - 200 HE	EL INJECTED	ELT Installed Stall Warr		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/020 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR	tinerary Last Departure Point MANSFIELD,MA Destination SAME AS ACC/INC TC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FORCE	Aiı	irport Proximity OFF AIRPORT/STE Port Data Runway Ident Runway Lth/Wid Runway Surface Runway Status	- N/A - N/A	
PRIVATE C SE LAND M	ial Flight Review urrent - YES To onths Since - 8 Ma	Flight otal - 69	40 Last	24 Hrs - 1 30 Days- 1	UNK/NR UNK/NR
Instrument Rating(s) - NONE 					

File No 5	15 3/02/85 TAUNTON, MA	A/C Reg. No. N4416X	Time (Lc1) - 1700 EST
Occurrence #1 Phase of Operation			
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	LANDING		
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT APPROACH		
Finding(s) 2. OBJECT - TREE(S)		
Probable Cause			
The National Transpois/are finding(s) i	rtation Safety Board determines that t	the Probable Cause(s) of this acciden	nt
Factor(s) relating t	o this accident is/are finding(s) 2		

Landing Gear - TRICYCLE-FIXED Number Engines - 1 Max Gross Wt - 2400 Engine Type - RECIP-FUEL INJECTED No. of Seats - 4 Rated Power - 165 HP Environment/Operations Information Weather Data Itinerary Airport Proxi Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL WATERVILLE/ Wind Dir/Speed- 050 Runway Iden Visibility - UNK/NR ATC/Airspace Runway Iden Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surf Lowest Ceiling - NONE Type of Clearance - VFR Runway Stat Obstructions to Vision- NONE Type Apch/Lndg - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate - VALID MEDI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	0 0 1
Filight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - BEECH A23A Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2400 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 050 Visibility - UNK/NR Lowest Sky/Clouds - CLEAR UNK/NR Lowest Ceiling - NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) AEND Make/Model - CONTINENTAL IO-346-A ELT Insta Number Engines - 1 Stall Number Engines	
Make/Model - BEECH A23A	0 0 1
Landing Gear - TRICYCLE-FIXED	
Max Gross Wt - 2400 No. of Seats - 4 Rectify Fuel Injected No. of Seats - 4 Rectify Fuel Injected Rated Power - 165 HP	led/Activated - YES-U
No. of Seats - 4 Rated Power - 165 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 050 Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) Ritinerary Airport Proxi ON AIRPORT Dast Destination Destination Last Departure Point ON AIRPORT ON AIrport Data Airport Proxi ON AIRPORT ON A	/arning System - UNK/N
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 050 Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) Itinerary Last Departure Point SAME AS ACC/INC Destination Last Departure Point SAME AS ACC/INC Destination Point SAME AS ACC/INC Destination Airport Data Airport Proxi	
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 050 Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) Itinerary Last Departure Point SAME AS ACC/INC Destination SAME AS ACC/INC Destination Airport Proxi ON AIRPORT ON AIRPORT Airport Data Airport Proxi ON AIRPORT ON AIRPORT Type of Clearance - VFR Runway Surf Type of Clearance - VFR Runway Stat Type Apch/Lndg - UNK/NR Age - 26 Medical Certificate - VALID MEDI Blennial Flight Review Flight Time (Hours)	
Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL WATERVILLE/ Wind Dir/Speed- 050 Runway Iden Visibility - UNK/NR ATC/Airspace Runway Lth/ Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surf Lowest Ceiling - NONE Type of Clearance - VFR Runway Stat Obstructions to Vision- NONE Type Apch/Lndg - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate - VALID MEDI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	ıity
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 050 Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) Destination Airport Data WATERVILLE/ Runway Iden Runway Lth/ Type of Flight Plan - NONE Type of Clearance - VFR Runway Stat Type Apch/Lndg - UNK/NR Precipitation - NONE Age - 26 Medical Certificate - VALID MEDI Flight Time (Hours)	-
Basic Weather - VMC LOCAL WATERVILLE/ Wind Dir/Speed- 050 Runway Iden Visibility - UNK/NR ATC/Airspace Runway Lth/ Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surf Lowest Ceiling - NONE Type of Clearance - VFR Runway Stat Obstructions to Vision- NONE Type Apch/Lndg - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate - VALID MEDI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	
Wind Dir/Speed- 050 Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Distructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) Runway Iden Runway Lth/ Type of Flight Plan - NONE Type of Clearance - VFR Runway Stat Type Apch/Lndg - UNK/NR Type Apch/Lndg - UNK/NR Age - 26 Medical Certificate - VALID MEDI Flight Time (Hours)	
Visibility - UNK/NR ATC/Airspace Runway Lth/ Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surf Lowest Ceiling - NONE Type of Clearance - VFR Runway Stat Obstructions to Vision- NONE Type Apch/Lndg - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate - VALID MEDI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surf Lowest Ceiling - NONE Type of Clearance - VFR Runway Stat Obstructions to Vision- NONE Type Apch/Lndg - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate - VALID MEDI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	
Lowest Ceiling - NONE Type of Clearance - VFR Runway Stat Obstructions to Vision- NONE Type Apch/Lndg - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate - VALID MEDI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	
Obstructions to Vision- NONE Type Apch/Lndg - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age - 26 Medical Certificate - VALID MEDI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate - VALID MEDI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	is DR1
Condition of Light - DAYLIGHT	
Pilot-In-Command Age - 26 Medical Certificate - VALID MEDI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	
Pilot-In-Command Age - 26 Medical Certificate - VALID MEDI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	CAL-NO WAIVERS/LIMIT
	•
STUDENT Current - N/A Total - 11 L	st 24 Hrs - 1
	ast 30 Days- UNK/NR
Aircraft Type - N/A Instrument- O L	ast 90 Days- 3
Instrument Rating(s) - NONE	
Instrument Rating(s) - NONE	

Time (Lc1) - 1400 EST File No. - 559 2/17/85 WATERVILLE, ME A/C Reg. No. N2234L LOSS OF POWER Occurrence #1 Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation LANDING Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. TERRAIN CONDITION - ROUGH/UNEVEN 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).

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

-Basic Information	- NONE (CENERA	L AVIATION)	Advances Demand	_		7 2		
Type Operating Certificat	e-NUNE (GENERA	L 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	0	O	0	0
Accident Occurred During	-TAKEOFF							
-Aircraft Information								
Make/Model - MITCHELL Landing Gear - UNK/NR	MONNETT MONI		Model - KFM 107E				Activated : ng System :	
Max Gross Wt - UNK/NR			gines - 1 be - RECIPROCAT			tali warni	ng System	- UNK/NE
No. of Seats - 1			er - UNK/NR	I ING "CARBORE				
-Environment/Operations Info	rmation							
Weather Data		Itinerary				roximity		
Wx Briefing - UNK/NR		Last Depart			ON AIR	PORT		
Method - UNK/NR		SAME AS A						
Completeness - UNK/NR Basic Weather - VMC		Destination LOCAL			Airport Da DAVID'S			
Wind Dir/Speed- 270/005	KTS	LUCAL					- 27	
Visibility - 15.0		ATC/Airspace					- 2800/	100
Lowest Sky/Clouds -			ight Plan - NONE				- GRASS/TUI	
Lowest Ceiling -	NONE	Type of Cle	earance - NONE			Status		
Obstructions to Vision-		Type Apch/L	ndg - TOUCH	AND GO				
Precipitation -								
Condition of Light -	DAYLIGHT							
-Personnel Information Pilot-In-Command		Age - 34	Medica:	l Certificat	e - VALID	MEDICAL-N	O WAIVERS/	LIMIT
Certificate(s)/Rating(s)		Riennial Flight R	?eview	Fliah	it Time (Ho	ours)	•	
PRIVATE		Current	- YES To	tal -	70	Last 2	4 Hrs -	1
SE LAND		Months Since	- YES To- - 9 Mak - C-152 Ins	ke/Model-	3	Last 3	O Days- UNI	K/NR
		Aircraft Type	e - C-152 Ins	strument-	2	Last 9	O Days-	9
Instrument Rating(s)	- NONE							
PLT OF THE HOME-BUILT/POWER	FD GLIDER TNIT	TATED A TOUCH-&-GO	I ANDING HOWEVE	R. HE DID NO	T RETRACT	THE SPOTE	FRS	
N HE BEGAN THE TAKEOFF PORTI								
TACTED A RWY LIGHT AT THE DE								

File No. - 473 4/27/85 ATHENS, MI A/C Reg. No. N5625J Time (Lc1) - 1400 EST Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND 2. SPOILER RETRACTION - NOT PERFORMED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT.LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 4. CLIMB - NOT POSSIBLE -5. OBJECT - RUNWAY LIGHT Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN TAKEOFF ----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) 3,5

Basic Information						
Type Operating Certificate-NONE (GENERA				Injur		
Time of Open-tion DEDCOMAL	SUBSTAN		Fatal O	Serious O	Minor O	None 1
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass	0	0	0	0
Accident Occurred During -LANDING	140112					
Aircraft Information						
Make/Model - PIPER PA-44-180	Eng Make/Model - LYC	OMING 0-360-E1A6D		Installed/ <i>l</i> Stall Warnir		
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3800	Number Engines - 2 Engine Type - REC			tali warnir	ig System	- 162
No. of Seats - 4	J , ,	180 HP	TON			
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Departure Point CHICAGO,IL		ON AIR	PURI		
Completeness - WEATHER NOT PERTINENT			Airport D	ata		
Basic Weather - VMC	TROY, MI		BIG BE			
Wind Dir/Speed- 200/014 KTS					- 27	
Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Plan -	NONE		Lth/Wid - Surface -		40
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Clearance -				- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -		Kariway	514145	D.K.	
Precipitation - NONE	, , ,					
Condition of Light - NIGHT(DARK)						
Personnel Information Pilot-In-Command	Age - 35.	Medical Certifica	te - VALTO	MEDICAL-NO) WATVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (F			
PRIVATE	Current - YES	Total -		Last 24		5
SE LAND, ME LAND	Months Since - 2	Make/Model-		Last 30		
	Aircraft Type - UNK/NR	Instrument- Multi-Eng -	2 44	Last 90	Days-	76
Instrument Rating(s) - NONE						
Narrative						
E PLT STATED THAT HIS INTENDED DESTINATION	WAS THE TROY-OAKLAND ARPT WE	ERE HE INTENDED TO	D LAND ON	RWY 27. HOV	VEVER.	
INADVERTENTLY LANDED ON RWY 27 AT THE BIG	BEAVER ARPT WHICH WAS APRX 3	MI AWAY. HE WAS	EXPECTING	TO HAVE 380	O FT	
RWY, BUT THE RWY AT BIG BEAVER WAS ONLY 27	OO FT LONG. DURING THE NIGHT	LANDING, THE ACF	T CONTINUE	D OFF THE	END OF	
E RWY & SUBSEQUENTLY HIT A DIRT BANK.						

File No. - 541 5/09/85 TROY, MI A/C Reg. No. N2099P Time (Lc1) - 2310 EDT Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. LANDED AT WRONG AIRPORT - INADVERTENT - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - DIRT BANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1,3

Landing Gear - FLOAT Num	SUBSTANTIAL Fire NONE	Fatal Crew O Pass O	Injurie Serious O O	es Minor O O	None 1 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI	Fire NONE	Crew O Pass O	0	0	1
Make/Model - PIPER J-3 Eng Landing Gear - FLOAT Numl	Mala /Madal CONTINENTAL C				
	Make/Model - CONTINENTAL C ber Engines - 1 ine Type - RECIPROCATING ed Power - 65 HP		「Installed/Act Stall Warning		
Method - N/A SAl Completeness - N/A Desti Basic Weather - IMC UN Wind Dir/Speed- 270/020 KTS Visibility - 2.000 SM ATC/Ai Lowest Sky/Clouds - PART OBS Type Lowest Ceiling - UNK/NR Type	Departure Point ME AS ACC/INC nation K/NR	OFF A Airport Runwa Runwa Runwa Runwa	t Proximity AIRPORT/STRIP Data ay Ident - N ay Lth/Wid - N ay Surface - W ay Status - W	N/A WATER	СНОРРУ
PRIVATE Curren SE LAND, SE SEA Months	light Review t - UNK/NR Total Since - UNK/NR Make/N	ertificate - UNK, Flight Time (- 2000 Model- 400 ument- 0	(Hours) Last 24 F Last 30 D	Days- UN	K/NR
Instrument Rating(s) - NONE					

File No. - 508 6/09/85 GAYLORD, MI A/C Reg. No. N6544H Time (Lcl) - 1116 EDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAXI - TO TAKEOFF Finding(s) 1. WEATHER CONDITION - HIGH WIND 2. TERRAIN CONDITION - WATER, ROUGH 3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND 4. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND NOSE OVER Occurrence #2 Phase of Operation TAXI - TO TAKEOFF ----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

Type Operating Certificate-NONE (GENER	RAL AVIATION)	Aircraft Damage			Injur		
		SUBSTANTIAL	_	Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE	Crew Pass	0	0	0	1
Accident Occurred During -TAKEOFF		NONE	Pass	U	O	U	,
Aircraft Information							
Make/Model - PIPER PA-22-150		/Model - LYCOMING O		ELT	Installed/A	ctivated	- UNK/N
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1840		ingines - 1 Type - RECIPROCAT			tall Warnin	g System	- YES
No. of Seats - 4	Rated Po	• ,	ING-CARBORE	TUR			
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A		rture Point		ON AIR	PORT		
Method - N/A Completeness - N/A	Destinatio	ACC/INC		Airport D	ata		
Basic Weather - VMC	LOCAL	~1			ITY MUNI		
Wind Dir/Speed- 280/018 KTS				Runway	Ident -	33	
Visibility - 20.0 SM	ATC/Airspac				Lth/Wid -		75
Lowest Sky/Clouds - 5000 FT SC/					Surface -		
Lowest Ceiling - 28000 FT BRO Obstructions to Vision- NONE		Clearance - NONE n/Lndg - NONE		Runway	Status -	DRT	
Precipitation - NONE	Type Apci	7 Endy None					
Condition of Light - DAYLIGHT							
Personnel Information		M! ! 1	01/6/	- VALTO	MEDICAL WA	TVEDC /1 TA	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 54 Biennial Flight		Certificat Fligh	e - VALID t Time (H		IVERS/LIN	11 1
PRIVATE	Current	- YES Tot	:al -	108	Last 24	Hrs -	` o
SE LAND	Months Sinc	ce - 20 Mak	:al - :e/Model- :trument- UN	12	Last 30	Days- UN	IK/NR
	Aircraft Ty	ce - 20 Mak pe - UNK/NR Ins Mul	trument- UN	K/NR	Last 90	Days- UN	IK/NR
		Mu 1	ti-Eng - UN	K/NR	Rotorcr	aft - UN	IK/NR
Instrument Rating(s) - NONE							
Nailative		ND FROM 280 DEG A 1					

A/C Reg. No. N5995D File No. - 509 4/03/85 RUSH CITY, MN Time (Lc1) - 1300 CST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. WEATHER CONDITION - GUSTS 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF Finding(s) 5. ABORTED TAKEOFF 6. TERRAIN CONDITION - DITCH Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation OTHER Finding(s) 7. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

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

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File No 433 4/18/85 HUTCHINSON, MN				A/C Reg. No. N66479			Time (Lc1) - 0715 CST				
-Basic Information Type Operating Certific	ate-NONE	(GENERAL A	VIATION)	Aircraft SUBSTAN			Fatal	Inju Serious		None	
Type of Operation	-INSTR	UCTIONAL		Fire		Crew	0	0	0	1	
Flight Conducted Under				NONE		Pass	Ö	Ö	Õ	Ó	
Accident Occurred Durin											
-Aircraft Information											
Make/Model - CESSNA					ITINENTAL 0-2	00-A		Installed/			
Landing Gear - TRICYCL	E-FIXED			gines - 1				tall Warni	ng System	- YES	
Max Gross Wt - 1600			Engine Ty		IPROCATING-C	AKBUKE	IUR				
No. of Seats - 2			Rated Pow	er - 	100 HP						
-Environment/Operations In	formation		****				4 : m = - · ·	Dmm			
Weather Data			Itinerary	4 D-1-4			ON AIR	Proximity			
Wx Briefing - FSS Method - UNK/N	n		SAME AS	ture Point			UN AIR	PURI			
Method - UNK/N Completeness - UNK/N			Destination				Airport D	2+2			
Basic Weather - VMC	K		LOCAL					NSON MUNIC	ΤΡΔΙ		
Wind Dir/Speed- 080/0	O7 KTS		LOOAL						- 15		
Visibility - 12.			ATC/Airspace				•	Lth/Wid		75	
Lowest Sky/Clouds -			Type of F1		NONE			Surface			
Lowest Ceiling	- NONE		Type of C1					Status			
Obstructions to Visio	n- NONE				FULL STOP		•				
Precipitation	- NONE		• • • •	J							
Condition of Light	- DAYLIG	HT									
-Personnel Information											
Pilot-In-Command	_		ge - 36		Medical Cert				O WAIVERS	LIMIT	
Certificate(s)/Rating(s)	В	iennial Flight			_	nt Time (F			•	
STUDENT			Current	- N/A	Total		34		4 Hrs -	2	
			Months Since		Make/Mod		34	Last 3	O Days- U	NK/NR	
			Aircraft Typ	e - N/A	Instrume	ent-	1	Last 9	O Days-	23	
Instrument Rating(s) - NONE										
-Narrative											
STUDENT PLT WAS ON HIS 2N	D SOLO FL	T AFTER BI	ING ENDORSED F	OR FLT IN	THE CESSNA 15	O ACFT	. DURING	A LANDING,	HE		
		HE KEPOR	IED WERE EROM C	DRO DEGS AT	/ KIS. IHE A	CFI WE	NI UFF IF	IE KIGHI SI	UE		
T DIRECTIONAL CONTROL IN W THE RWY & WENT IN A DITCH											

File No 4	33 4/18/85	HUTCHINSON, MN	A/C Reg.	No. N66479	Time (Lc1) - 0715 CST
Occurrence #1 Phase of Operation		- ON GROUND			
3. DIRECTIONAL CON	FOR WIND CONDITION TROL - NOT MAINTAI	S - IMPROPER - PILOT NED - PILOT IN COMMA - PILOT IN COMMAND			
Occurrence #2 Phase of Operation		ION WITH TERRAIN			
Finding(s) 5. TERRAIN CONDITE	ON - DITCH				
Occurrence #3 Phase of Operation			3		
Probable Cause					
The National Transpois/are finding(s) 2,		rd determines that t	he Probable Cause	(s) of this acc	ident

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

-Basic Information Type Operating Certificate-NONE (GENERA		craft Damage			Injur		
Type of Operation -PERSONAL		BSTANTIAL	Cma	Fatal O	Serious	Minor O	None 1
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fir	e NE	Crew Pass	0	0	0	1
Accident Occurred During -LANDING	140	NC.	ra33	O	V	O	'
-Aircraft Information							
Make/Model - ERCOUPE 415-CD	Eng Make/Model		C-85-12-F		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines				tall Warnir	ng System	ı - UNK/NI
Max Gross Wt - 1260	Engine Type		NG-CARBURET	UR			
No. of Seats - 2	Rated Power	- 85 HP					
-Environment/Operations Information Weather Data	Ttipopopy			Ainport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure P	oint			RPORT/STRIF	,	
Method - N/A	SAME AS ACC/IN			011 43	KI OKI / SIKI		
Completeness - N/A	Destination		A	irport [ata		
Basic Weather - VMC	MINNEAPOLIS, MN	!			WN HOLMAN		
Wind Dir/Speed- 160/020 KTS				Runway	/ Ident -	- 16	
Visibility - 20.0 SM	ATC/Airspace				/ Lth/Wid -		
	TERED Type of Flight P				Surface -		•
Lowest Ceiling - NONE	Type of Clearand			Runway	Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED	LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information	Age - 67	Manual de no. 1	00-4:5:-04		MEDICAL-WA	NTVEDC / L 1	. AJ T T
Pilot-In-Command Certificate(s)/Rating(s)	Biennial Flight Review			: Time (41 AEK 2\ L1	.MII
PRIVATE			.1 - ·		Last 24	4 Hrs -	1
SE LAND	Months Since - UN			1591	Last 30		
	Aircraft Type - UN		rument-	4	Last 90	Days-	55
Instrument Rating(s) - NONE							
-Narrative							
RTLY AFTER TAKEOFF, WHILE CLIMBING THRU AP	RX 700 FT AGL. THE ENG	DEVELOPED A S	EVERE VIBRA	ATION &	LOUD "CLAN	VKING"	
ND. THESE WERE FOLLOWED BY A PARTIAL LOSS	OF POWER. DURING A SUBS	EQUENT FORCED	LANDING,	THE ACFT	'S RIGHT WIN	NG	
	TERRAIN. AN EXAM OF TH			"O EVILLE	ICT VALVE I	N 0004	

File No 4	72 4/21/85 ST. PAUL,MN	A/C Reg. No. N94740	Time (Lc1) - 1230 CST
Phase of Operation	LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF TAKEOFF - INITIAL CLIMB ,VALVE - FAILURE,TOTAL		
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
Occurrence #3 Phase.of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
Finding(s) 2. OBJECT - TREE(S)	,	
Occurrence #4 Phase of Operation	NOSE GEAR COLLAPSED LANDING - ROLL		
Finding(s) 3. TERRAIN CONDITI 4. LANDING GEAR,NO	SE GEAR - OVERLOAD		
Probable Cause			
The National Transpo	rtation Safety Board determines that the Prob	pable Cause(s) of this accid	ent

is/are finding(s) 1

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

Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Da			I n jur		
		SUBSTANTIA		Fatal	Serious	Minor	None
Type of Operation -FERRY		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR Accident Occurred During -LANDIN		NONE	Pass	0	0	0	0
Aircraft Information	F Mal-	/M	ISNITAL O 470 D	F. T. 1	·+-11/A		VEC LINK
Make/Model - CESSNA 180J Landing Gear - TAILWHEEL-ALL FIX		/Model - CONTIN Ingines - 1	IENIAL U-4/O-R		installed/A all Warnin:		
Max Gross Wt - 2800		ype - RECIPR	OCATING-CAPRID		all warnin	g system	- UINK/INK
No. of Seats - 4	Rated Po		HP				
Environment/Operations Information-							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BR Method - N/A	•	rture Point		ON AIRF	ORI		
Method - N/A Completeness - N/A	DULUTH,			4 D-			
Basic Weather - VMC	Destinatio	ACC/INC		Airport Da			
Wind Dir/Speed- 150/003 KTS	SAME AS	ACC/ INC		Runway		17	
Visibility - 8.0 SM	ATC/Airspac	-			Lth/Wid -		100
	T SCATTERED Type of F		NF			ASPHALT	
Lowest Ceiling - 8000 F		learance - NO				DRY	
Obstructions to Vision- NONE			LL STOP	•			
Precipitation - NONE	. , ,	,					
Condition of Light - DAYLIGH	łT 						
Personnel Information					MED TO A 1 1/4	TVEDC /: TM	••
Pilot-In-Command Certificate(s)/Rating(s)	Age - 34 Biennial Flight	,	lical Certifica	ce - VALID nt Time (Ho		IVERS/LIM	11
COMMERCIAL	Current	- YES	Total -		Last 24	Hrs -	0
SE LAND.SE SEA							-
SE CAMP, SE SEA	Aircraft Ty	e - 6 pe - UNK/NR	Instrument-			Days-	9
	J. L ,	po out, in	277.2 (7 3277			, -	-
Instrument Rating(s) - AIRPL	.ANE						
Narrative							
	OKA COUNTY ARPT FOR RA						

Time (Lc1) - 0930 CDT File No. - 474 4/30/85 MINNEAPOLIS.MN A/C Reg. No. N46683

Occurrence LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

----Probable Cause----

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

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

File No 436 6/23/85	ST. CHARLES, MO A/C	Reg. No. N67509	T	ime (Lc1) ~	1130 CDT	
Basic Information Type Operating Certificate-NONE (G		aft Damage TANTIAL	Fatal	Injur Serious	ies Minor	None
Type of Operation -INSTRUC Flight Conducted Under -14 CFR S Accident Occurred During -LANDING	TIONAL Fire	Crew	0 0	0 0	0 0	none 1 O
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1650 No. of Seats - 2	Number Engines - Engine Type - 1	YCOMING 0-235 1 RECIPROCATING-CARBURE 110 HP	TOR	Installed/A tall Warnin	g System	- YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRI Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 240/012 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 5000 FT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary EFING Last Departure Poir SAME AS ACC/INC Destination LOCAL ATC/Airspace SCATTERED Type of Flight Plan Type of Clearance Type Apch/Lndg	n - NONE	Airport ON AIR Airport D ST CHA Runway Runway Runway	Proximity PORT ata RLES COUNTY	18 3800/ ASPHALT	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 32 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Total -	t Time (F 41 41	ours) Last 24 Last 30	Hrs - Days- UN	1 K/NR
Instrument Rating(s) - NONE						

File No. - 436 6/23/85 ST. CHARLES, MO A/C Reg. No. N67509 Time (Lc1) - 1130 CDT Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. FLARE - IMPROPER - PILOT IN COMMAND 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3 Factor(s) relating to this accident is/are finding(s) 1

Basic Information Type Operating Certificate-NONE (GE	ENEDAL AVIATION)	ircraft Damage			Inju	nies		
Type operating certificate NONE (di		DESTROYED		Fatal	-		None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR S		ire	Crew	0	0		1	
		NONE	Pass	0	0	0	3	
Accident Occurred During -DESCENT								
Aircraft Information								
Make/Model - AERO COMMANDER 100-		1 - LYCOMING 0-3			Installed/			
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450	Number Engine	s ~ 1 - RECIPROCATING			tall Warni	ng System	I - YES	
No. of Seats - 4	Rated Power		3-CARBURE	IUR				
Environment/Operations Information Weather Data	 Itinerary			Airport F	Proximity			
Wx Briefing - ESS	Last Departure	Point		ON AIR				
Method - TELEPHONE	COLUMBUS, NE							
Completeness - WEATHER NOT PERT	INENT Destination			Airport Da	ata			
Basic Weather - VMC	SAME AS ACC	'INC		RANKIN				
Wind Dir/Speed- 320/015 KTS						- 34		
Visibility - 15.0 SM	ATC/Airspace	D1 NONE			Lth/Wid		100	
Lowest Sky/Clouds - 5000 FT Lowest Ceiling - NONE	Type of Cleara				Surface Status			
Obstructions to Vision- NONE		TRAFFIC	DATTEDNI	Runway	Status	- DRT		
Precipitation - NONE	Type Apcily Linds	, INALITO	ATTERN					
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 19		ertificat			O WAIVERS	/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Rev	ew	Fligh	t Time (H				
PRIVATE	Current -	YES Total UNK/NR Make/	~	192	Last 2	4 Hrs -	1	
SE LAND	Months Since -	C-172 Instr	Wodel-	150	Last 3	O Days- L	33 33	
	Aircraft Type -	C-1/2 Instr	umenτ-	4	Last 9	o Days-	33	
Instrument Rating(s) - NONE								
The Comment Nating(s) NONE								
Narrative								
PLT SLOWED THE AIRSPEED ON FINAL APCH GED BEYOND ECONOMICAL REPAIR. THE PL								
	I SIATED THAT HE DID NOT I	TEAR THE STAIL WA	577 SMINS	: HUWEVER	. II OPERA	. I ED		

File No. - 453 6/27/85 MARYVILLE,MO A/C Reg. No. N3621X Time (Lc1) - 1735 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

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

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

----Probable Cause----

Type Operating Certificate-AGRICULTURAL		rcraft Damage UBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -AERIAL APPLI	CATION F1	re	Crew	0	0	0	1
Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING	N	ONE	Pass	0	0	0	0
Aircraft Information	F M-1 - /M1-1	CONTINENTAL	10 500 0	F. T. T	·11/4	_ & 2	NO N
Make/Model - CESSNA A188B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4200	Eng Make/Model Number Engines Engine Type	- 1 - RECIP-FUEL		St	installed/A all Warnin		
No. of Seats - 1	Rated Power	- 300 HP					
Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure BRANDON,MS	Point		Airport F OFF AIR	roximity PORT/STRIP		
Completeness - N/A Basic Weather - VMC	Destination SAME AS ACC/I	NC		Airport Da	ıta		
Wind Dir/Speed- 225/010 KTS	ATO / A d u auto a a				Ident - Lth/Wid -	N/A	
Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight	Plan - NONE			Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearan Type Apch/Lndg	ce - NONE				N/A	
Precipitation - NONE Condition of Light - DAYLIGHT	Type Apolly Ellag	OWN, WK					
Personnel Information Pilot-In-Command		Maddanl	0		MEDICAL WA	TVEDC / LTN	
Certificate(s)/Rating(s)	Age - 60 Biennial Flight Revie	W	Fligi	ht Time (Ho	MEDICAL-WA ours)	•	
COMMERCIAL	Current - Y	ES Tota 2 Make	1 -	8000	Last 24	Hrs -	6
SE LAND, ME LAND	Months Since - Aircraft Type - U	2 Make NK/NR Inst	/Model- rument- U	4000 NK/NR	Last 30 Last 90) Days- UN) Days- UN	IK/NR IK/NR
	An orare Type o		i-Eng - Ul	NK/NR	Rotorcr	aft - UN	IK/NR
Instrument Rating(s) - AIRPLANE							
Nanativa							
	CEED TO AN AG SITE: HOW	EVER. BY THE T	IME HE AR	RIVED. THE	WIND		
-Narrative RE WAS NO WIND AS THE PLT TOOK OFF TO PROC BEGUN TO BLOW. REPORTEDLY, HE LANDED DOWN	CEED TO AN AG SITE; HOW	EVER, BY THE T	IME HE AR	RIVED, THE	WIND		

File No. - 429 4/03/85 Time (Lc1) - 0730 CST PRENTISS.MS A/C Reg. No. N4884Q Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND 2. WEATHER CONDITION - TAILWIND 3. WEATHER CONDITION - GUSTS 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - INADVERTENT -Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING Finding(s) 6. TERRAIN CONDITION - DITCH 7. TERRAIN CONDITION - DIRT BANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

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

-Basic Information Type Operating Certificate-AGRICULT			Time (LCT)	- 1415 CDT	
Time of Openships AFRIAL AL				ries	
	MINOR		atal Serious		None
Type of Operation -AERIAL A	PPLICATION Fire	Crew	0 0	-	1
Flight Conducted Under -14 CFR 13 Accident Occurred During -LANDING	NONE NONE	Pass Other	0 0 0 1	0	0 0
Aircraft Information					
Make/Model - CESSNA A188B	Eng Make/Model - CONT		ELT Installed		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		Stall Warn	ng System	- NO
Max Gross Wt - 3300	Engine Type - RECI				
No. of Seats - 1	Rated Power - 3				
Environment/Operations Information	-				
Weather Data	Itinerary		rport Proximity		
Wx Briefing - COMPANY	Last Departure Point		OFF AIRPORT/STRI	P	
Weather Data Wx Briefing - COMPANY Method - IN PERSON	SAME AS ACC/INC				
Completeness - PARTIAL, LMTD BY P	ILOT Destination	Air	port Data		
RASIC Weather - VMC	LUCVI				
Wind Dir/Speed- 090/003 KTS			Runway Ident	- N/A	
Visibility - UNK/NR Lowest Sky/Clouds - 450 FT Lowest Ceiling - 450 FT	ATC/Airspace		Runway Lth/Wid		
Lowest Sky/Clouds - 450 FT	Type of Flight Plan -	NONE	Runway Surface		
Lowest Cailing - 450 FT	PSCUPED Type of Cleanance -	NONE	-	- N/A	
Obstructions to Vision- FOG	Type Apch/Lndg -	DDECAUTIONADY I ANDIN		" IN/ A	
Precipitation - RAIN	Type Apch/Endg	PRECAUTIONARY LANDIN	a .		
Condition of Light - DAYLIGHT					
Condition of Eight - DateIGHT					
Personnel Information Pilot-In-Command	4.5.5		VALTE MEDICAL A	IO WATVEDS /	LIMIT
Certificate(s)/Rating(s)	Age - 26 M Biennial Flight Review	edical Certificate -	ime (Hours)	IU WAIVERS/	LIMIII
	Blennial Flight Review			4 11	
COMMERCIAL	Current - YES	Total - UNK/N	R Last	4 Hrs -	4
SE LAND	Months Since - 4 Aircraft Type - 188B	Make/Model- 406	2 Last 3	O Days- UN	K/NR
	Aircraft Type - 188B	Make/Model- 406 Instrument- UNK/N Multi-Eng - UNK/N	R Last 9	O Days-	109
		Multi-Eng - UNK/N	R Rotoro	raft - UN	K/NR
Instrument Rating(s) - NONE					

File No. - 544 6/27/85 MARKS.MS A/C Reg. No. N4905Q Time (Lc1) - 1415 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

- 1. IN-FLIGHT PLANNING/DECISION DELAYED PILOT IN COMMAND
- 2. WEATHER EVALUATION IMPROPER PILOT IN COMMAND
- 3. WEATHER CONDITION RAIN
- 4. WEATHER CONDITION LOW CEILING
- 5. WEATHER CONDITION OBSCURATION
- 6. VFR FLIGHT INTO IMC CONTINUED PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 7. PRECAUTIONARY LANDING DELAYED PILOT IN COMMAND
- 8. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 9. OBJECT OTHER PERSON
- 10. VISUAL LOOKOUT NOT POSSIBLE PILOT IN COMMAND

----Probable Cause----

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

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

File No 408 6/02/85 CUT	BANK,MT A/C R	eg. No. N2491A		Time (Lc1) -	1430 MDT	
Basic Information Type Operating Certificate-AGRICULTURA	SUBSTA		Fatal		Minor	None
Type of Operation -AERIAL APPL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	ICATION Fire NONE		rew O ass O	0	0	1 0
Aircraft Information Make/Model - PIPER PA-18-135 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1500 No. of Seats - 2	Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power -			Installed/A Stall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	OFF A Airport PRIVA Runwa Runwa Runwa Runwa	ATE STRIP ay Ident - ay Lth/Wid - ay Surface -	N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE	Age - 20 Biennial Flight Review Current - YES Months Since - 20 Aircraft Type - UNK/NR	Total Make/Model	light Time (- 231 - 14 - UNK/NR	(Hours) Last 24 Last 30 Last 90	Hrs - Days- UN	1 K/NR 23

6/02/85 A/C Reg. No. N2491A File No. - 408 CUT BANK, MT Time (Lc1) - 1430 MDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - TAILWIND 2. WEATHER CONDITION - GUSTS 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE 4. LIFT-OFF - PREMATURE - PILOT IN COMMAND 5. AIRSPEED(VLOF) - NOT ATTAINED -6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF ----Probable Cause--The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6

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

File No 409 6/07/85 CHINO	OK,MT	A/C Reg.	No. N5099C	Т	ime (Lc1)	- 1435 MD1	Г
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Da	_	Fatal	Inju Serious	ries Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0	0	0	1 3
Aircraft Information Make/Model - BEECH B35 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2650 No. of Seats - 4	Eng Make/M Number Eng Engine Typ Rated Powe	ines - 1 e - RECIP	NENTAL E-185-11 ROCATING-CARBURE 5 HP	S	Installed/ tall Warnin	ng System	~ YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC	Itinerary Last Depart CHINOOK,M Destination SPEARFISH	т		Airport	Proximity RPORT/STRI		
Wind Dir/Speed- 270/010 KTS Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Fli	ght Plan - N arance - N		Runway Runway	/ Ident / Lth/Wid / Surface / Status	- N/A	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 53 Biennial Flight R Current Months Since Aircraft Type	eview - YES - 8	Total - Make/Model-	nt Time (F 1414	lours) Last 2 Last 3	4 Hrs - Ul	NK/NR NK/NR
Instrument Rating(s) - NONE							
Narrative OUT 10 MIN AFTER TAKEOFF, THE ACFT WAS DAMA' WER. THE PLT REPORTED THAT HE MADE A NORMAL OUT 1100 FT (TO 3500 FT MSL), HE CLOSED THE G BEGAN SPUTTERING. THE PLT OBSERVED THE OIL ANGED THE FUEL SEL & CHECKED THE MAGNETOS. NEUVERED TO AVOID POWER LINES THEN ELECTED MAGED. A LACK OF FUEL WAS NOTED IN THE FUEL LEADED AUTOMOTIVE FUEL. THE AIR TEMP WAS REI LOSS OF POWER, VAPOR LOCK OR OTHER ENG/FUEL	TAKEOFF WITH THE COWL FLAPS & LEAN L TEMP RISING. HE THE ENG LOST ALL P TO LAND IN A FIELD LINE LEADING TO T PORTED AS 85 DEG.	COWL FLAPS O ED THE MIXTU SAID HE OPEN OWER & THE P . DURING THE HE CARBURETO NO PRE-ACCID	PEN & THE MIXTUR RE SLIGHTLY. ABO ED THE COWL FLAR LT ATTEMPTED TO APCH TO LAND, T R. THE ACFT HAD ENT PROBLEM WAS	RE RICH. A DUT 2 TO 3 PS, TURNED LAND ON A THE ACFT H BEEN REFL FOUND THA	FTER CLIMB MIN LATER ON THE CA ROAD. HOW HIT A FENCE JELED WITH AT WOULD HA	ING , THE RB HEAT, EVER, HE & WAS 37 GAL OF VE CAUSED	

File No 4	09 6/07/85 CHINOOK,MT	A/C Reg. No. N5099C	Time (Lc1) - 1435 MDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL CRUISE - NORMAL		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Finding(s) 2. EMERGENCY PROCE	DURE - IMPROPER - PILOT IN COMMAND		·
	IN FLIGHT COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN		
	ON - HIGH OBSTRUCTION(S) RFORMED - PILOT IN COMMAND		
5. UBJECT - FENCE			·
NI			•

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) 2,3,5

-Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Dam DESTROYED		Fatal S	Injur erious		None
Type of Operation -TEST FLT Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Fire NONE	Crew Pass	1 0	0	0	0
-Aircraft Information Make/Model - MCCLELLAN J. GROTE D Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 982 No. of Seats - 2	RAGONFLY Eng Make/M Number Eng Engine Typ Rated Powe	ines - 1 e - RECIPRO	GON 60-2DM/1834C CATING-CARBURETO HP	Stal R	l Warning	ctivated g System	- NO
-Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEF Method - N/A	Itinerary ING Last Depart SAME AS A		A	irport Pro OFF AIRPO			
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 210/010 KTS	Destination LOCAL	56, 2 5	Ai	rport Data RALEIGH/D Runway Id	URHAM ent -	23	450
Visibility - 12.0 SM Lowest Sky/Clouds - THIN BKN Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Cle	ght Plan - NON arance - NON ndg - TRA FUL	E	Runway Lt Runway Su Runway St	rface -	ASPHALT	150
-Personnel Information	40				D. C. A. L. A.		
Pilot-In-Command Certificate(s)/Rating(s)	Age - 48 Biennial Flight R		cal Certificate Flight	- VALID ME Time (Hour		IVERS/LIM	11
ATP SE LAND,ME LAND HELICOPTER	Current Months Since Aircraft Type	- YES - 7 - UNK/NR	Total - 118 Make/Model- Instrument- UNK/ Multi-Eng - UNK/	19 2 NR	Last 24 Last 30	Hrs - UN Days- UN Days- aft - UN	K/NR
Instrument Rating(s) - AIRPLANE							
-Narrative OWNER/BUILDER HAD PREPARED THE ACFT FO KE LINE REPAIR & ENG ADJUSTMENTS. TWO 1 P ROPE FOR PURPOSES OF WEIGHT & BALANCE THE INITIAL TEST FLT. THE PLT MADE A H ISS. HE THEN PERFORMED A SATISFACTORY R THE TRAFFIC PATTERN & TURNED ONTO A DOW CENT. AN EXAM OF THE FLT CONTROL SYS RE OVERLOAD FAILURE. THE BALLAST WEIGHTS W	7.6 LB BARBELL WEIGHT . A DECISION WAS MADE IGH SPEED RUN WITH AN UN-UP & TOOK OFF ON TO NWIND FOR RWY 23. THE VEALED NO EVIDENCE OF	S WERE TIED TO FOR THE OWNER OPTION TO TAK HE NEXT ATTEMP ACFT THEN NOS A PREIMPACT M	THE WING LIFT B 'S FATHER, AN EX EOFF & ABORTED W T. AFTER TAKING ED OVER & CRASHE ALFUNCTION. ALL	ULKHEAD WI PERIENCED HEN THE EN OFF, THE P D IN A NEA FRACTURES	TH 5/16 PLT, TO G DEVELON LT REMAIN R VERTICA SHOWED EV	PED NED AL VIDENCE	

File No. - 531 2/22/85 MORRISVILLE, NC A/C Reg. No. N5275U Time (Lcl) - 1051 EST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - DOWNWIND Finding(s) 1. MISC EQPT/FURNISHINGS - IMPROPER 2. MAINTENANCE, INSTALLATION - INADEQUATE - OTHER MAINTENANCE PSNL 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 4. MISC EQPT/FURNISHINGS - LOOSE 5. AIRCRAFT HANDLING - NOT MAINTAINED -Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

File No 491 4/04/85 CONCC	DRD,NC A/C Re	eg. No. N1071U	Time (Lc1) - 1410 ES			EST	
Basic Information Type Operating Certificate-NONE (GENER		t Damage		Inju		None	
Type of Openation DustNEss	SUBSTAI		Fatal		Minor	None	
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91	Fire ON GROU	Crev JND Pass	_	0	0	1 4	
Accident Occurred During -LANDING	Civ dico.	1 43.		· ·	Ū	7	
Aircraft Information							
Make/Model - PIPER PA-34-200	Eng Make/Model - LY					- YES-UNK/N	
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2		S	itall Warni	ng System	- YES	
Max Gross Wt - 4000		CIP-FUEL INJECTED					
No. of Seats - 6	Rated Power -	200 HP					
Environment/Operations Information							
Weather Data	Itinerary			Proximity			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point COLUMBIA.SC		ON AIR	PORT			
Completeness - N/A	Destination		Airport D	12+2			
Basic Weather - VMC	SAME AS ACC/INC		PROPST				
Wind Dir/Speed- 220/016 KTS	3AME A3 A007 1110				- 04		
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid	_	50	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface		••	
Lowest Ceiling - NONE	Type of Clearance				- DRY		
Obstructions to Vision- NONE		- TRAFFIC PATTERN					
Precipitation - NONE	Type Mperi, 2ag						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 35	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS,	/LIMIT	
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flig	ght Time (F	lours)			
PRIVATE	Current - YES	Total -	1630	Last 24	1 Hrs -	3	
SE LAND, ME LAND	Months Since - 9	Make/Model-	747	Last 30	Days- U	NK/NR	
	Aircraft Type - UNK/NR	Instrument-	467	Last 90	Days-	148	
		Multi-Eng -	981				
Instrument Rating(s) - AIRPLANE							
Instrument Rating(s) - AIRPLANE							
Narrative	STINATION HAD A UNIDIRECTION	AL STRIP WITH HI (BSTRUCTION	IS ON BOTH I	ENDS.		
Narrative HE PLT REPORTED THAT THE PVT ARPT AT THE DES							
Narrative HE PLT REPORTED THAT THE PVT ARPT AT THE DES SSTACLES, RWY SLOPE & NOISE ABATEMENT CONSID	DERATIONS REQUIRED THAT RWY	4 BE USED FOR LAND	INGS. AT 1	351 EST, TI	HE WIND		
Narrative HE PLT REPORTED THAT THE PVT ARPT AT THE DES	DERATIONS REQUIRED THAT RWY . ING 27 KTS. DURING ARRIVAL A	4 BE USED FOR LAND CONCORD, THE FIR	DINGS. AT 1 NAL APCH WA	351 EST, TH S FLOWN AT	HE WIND 100 MPH.		
Narrative HE PLT REPORTED THAT THE PVT ARPT AT THE DES BSTACLES, RWY SLOPE & NOISE ABATEMENT CONSID CHARLOTTE, NC WAS FROM 220 DEG AT 16 GUSTI WITNESS REPORTED THAT THE ACFT TOUCHED DOWN	DERATIONS REQUIRED THAT RWY ING 27 KTS. DURING ARRIVAL A N ABOUT 1350 FT FROM THE APC	4 BE USED FOR LAND T CONCORD, THE FIR H END, THEN BOUNCI	DINGS. AT 1 NAL APCH WA ED 2 OR 3 T	351 EST, TH S FLOWN AT IMES. THE F	HE WIND 100 MPH. PLT WAS		
Narrative HE PLT REPORTED THAT THE PVT ARPT AT THE DES BSTACLES, RWY SLOPE & NOISE ABATEMENT CONSID C CHARLOTTE, NC WAS FROM 220 DEG AT 16 GUSTI	DERATIONS REQUIRED THAT RWY A ING 27 KTS. DURING ARRIVAL A N ABOUT 1350 FT FROM THE APC DUND LOOPED THE ACFT AFTER T	4 BE USED FOR LAND T CONCORD, THE FIR H END, THEN BOUNC RAVELING BEYOND TH	DINGS. AT 1 NAL APCH WA ED 2 OR 3 T HE DEPARTUR	351 EST, TH AS FLOWN AT IMES. THE P RE END. HE	HE WIND 100 MPH. PLT WAS STATED		
Narrative HE PLT REPORTED THAT THE PVT ARPT AT THE DES SSTACLES, RWY SLOPE & NOISE ABATEMENT CONSIG T CHARLOTTE, NC WAS FROM 220 DEG AT 16 GUST) WITNESS REPORTED THAT THE ACFT TOUCHED DOWN NABLE TO STOP ON THE RWY & INTENTIONALLY GRO HAT THE LEFT BRAKE WAS NOT WORKING SUFFICIEN	DERATIONS REQUIRED THAT RWY A ING 27 KTS. DURING ARRIVAL A N ABOUT 1350 FT FROM THE APC DUND LOOPED THE ACFT AFTER T NTLY & HE USED RUDDER & DIFF	4 BE USED FOR LANG CONCORD, THE FIR END, THEN BOUNC RAVELING BEYOND TR ERENTIAL POWER FOR	DINGS. AT 1 NAL APCH WA ED 2 OR 3 T HE DEPARTUR R DIRECTION	351 EST, THE STATE OF THE STATE	HE WIND 100 MPH. PLT WAS STATED		
Narrative HE PLT REPORTED THAT THE PVT ARPT AT THE DES BSTACLES, RWY SLOPE & NOISE ABATEMENT CONSIG CHARLOTTE, NC WAS FROM 220 DEG AT 16 GUST WITNESS REPORTED THAT THE ACFT TOUCHED DOWN NABLE TO STOP ON THE RWY & INTENTIONALLY GRO	DERATIONS REQUIRED THAT RWY A ING 27 KTS. DURING ARRIVAL A N ABOUT 1350 FT FROM THE APCO DUND LOOPED THE ACFT AFTER TO NTLY & HE USED RUDDER & DIFFO THE APCH END OF THE RWY. STO	4 BE USED FOR LANG CONCORD, THE FIR END, THEN BOUNC RAVELING BEYOND TH ERENTIAL POWER FOR OPPING DISTANCE FOR	DINGS. AT 1 NAL APCH WA ED 2 OR 3 THE DEPARTUR R DIRECTION DR THE COND	351 EST, THE STATE OF THE STATE	HE WIND 100 MPH. PLT WAS STATED . SKID		
Narrative RE PLT REPORTED THAT THE PVT ARPT AT THE DESTRUCTORS ABATEMENT CONSIDER OF THE POST AT THE DESTRUCTORS ABATEMENT CONSIDER OF THE POST AT THE ACFT TOUCHED DOWN WITNESS REPORTED THAT THE ACFT TOUCHED DOWN ABLE TO STOP ON THE RWY & INTENTIONALLY GROWN THE LEFT BRAKE WAS NOT WORKING SUFFICIENTY OF THE REPORT OF THE POST ABOUT 2000 FT FROM THE REPORT OF THE POST ARKS WERE FOUND STARTING ABOUT 2000 FT FROM	DERATIONS REQUIRED THAT RWY A ING 27 KTS. DURING ARRIVAL A N ABOUT 1350 FT FROM THE APC DUND LOOPED THE ACFT AFTER T NTLY & HE USED RUDDER & DIFF THE APCH END OF THE RWY. ST ED DOWN WITH ABOUT 2050 FT R	4 BE USED FOR LANG CONCORD, THE FIR END, THEN BOUNC RAVELING BEYOND TH ERENTIAL POWER FOR OPPING DISTANCE FOR	DINGS. AT 1 NAL APCH WA ED 2 OR 3 THE DEPARTUR R DIRECTION DR THE COND	351 EST, THE STATE OF THE STATE	HE WIND 100 MPH. PLT WAS STATED . SKID		

File No. - 491 4/04/85 CONCORD, NC A/C Reg. No. N1071U Time (Lc1) - 1410 EST Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - TERRAIN/RUNWAY CONDITION 3. AIRPORT FACILITIES.RUNWAY/LANDING AREA CONDITION - UPHILL 4. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 5. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND 6. WEATHER CONDITION - TAILWIND 7. WEATHER CONDITION - HIGH WIND 8. WEATHER CONDITION - GUSTS 9. AIRSPEED - MISJUDGED - PILOT IN COMMAND 10. DISTANCE - MISJUDGED - PILOT IN COMMAND 11. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND 12. GO-AROUND - NOT PERFORMED -Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING Finding(s) 13. LANDING GEAR, MAIN GEAR - OVERLOAD 14. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,9,10,11

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

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft	Damage		Intur	ies	
	SUBSTAN		Fatal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass		0	0	1 1
Aircraft Information Make/Model - PIPER PA-12 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1625 No. of Seats - 3	Eng Make/Model - LYO Number Engines - 1 Engine Type - REO Rated Power -		S	installed/A		
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point GREENSBORO,NC	•	Airport F ON AIR	Proximity PORT		
Completeness - N/A	Destination		Airport Da			
Basic Weather - VMC	SAME AS ACC/INC		HICKOR			
Wind Dir/Speed- 330/005 KTS Visibility - 15.0 SM	ATC/Airspace		Runway	Lth/Wid -	29	150
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		Surface -		130
Lowest Ceiling - NONE		VFR			DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	TRAFFIC PATTERN				
Precipitation - NONE Condition of Light - DAYLIGHT		FULL STOP				
Personnel Information			==			·
Pilot-In-Command Certificate(s)/Rating(s)	Age - 41 Biennial Flight Review	Medical Certifica	te - VALID ht Time (Ho) WAIVERS/	LIMII
PRIVATE	Current - YES	Total -	320	Last 24	Hrs -	1
SE LAND	Months Since - 1	Make/Model-	5		Days- UN	IK/NR
	Aircraft Type - UNK/NR	Instrument-	0	Last 90	Days-	9
Instrument Rating(s) - NONE						
Narrative						
ING THE LANDING ROLL, THE PLT LOST DIRECTI	ONAL CONTROL OF THE ACET & 1	T GROUND LOOPED &	DAN OFF TH	IF DWY THE	PIT	

File No. - 582 5/27/85 HICKORY, NC A/C Reg. No. N2378M Time (Lc1) - 1007 EDT

Occurrence

LOSS OF CONTROL - ON GROUND

Phase of Operation

LANDING - ROLL

Finding(s)

- 1. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 2. GROUND LOOP/SWERVE UNCONTROLLED -
- IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT PILOT IN COMMAND

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

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

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Type Operating Certificate-NONE (GENERAL Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-38-112 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3600 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Eng Make/Mod Number Engin Engine Type Rated Power Itinerary	es - 1 - RECIPRI - 112 	Crew Pass NG 0-235-L2C OCATING-CARBUR	ELT S ETOR	Injur Serious O O Installed/A tall Warnir	Minor O O 	
Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDINGAircraft Information Make/Model - PIPER PA-38-112 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3600 No. of Seats - 2Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING	Eng Make/Mod Number Engine Engine Type Rated Power Itinerary G Last Departur MT. AIRY,NC	SUBSTANTIAI Fire NONE e1 - LYCOMII es - 1 - RECIPRI - 112	Crew Pass NG 0-235-L2C OCATING-CARBUR	O O O ELT SETOR	Serious O O Installed/A tall Warnir	Minor O O 	1 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-38-112 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3600 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING	Eng Make/Mod Number Engin Engine Type Rated Power Itinerary G Last Departur MT. AIRY,NC	Fire NONE e1 - LYCOMIN es - 1 - RECIPRO - 112	Crew Pass NG O-235-L2C OCATING-CARBUR	O O O ELT SETOR	O O Installed/A tall Warnir	0 0 	1 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-38-112 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3600 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING	Eng Make/Mod Number Engin Engine Type Rated Power Itinerary G Last Departur MT. AIRY,NC	NONE el - LYCOMIN es - 1 - RECIPRO - 112	Pass NG 0-235-L2C OCATING-CARBUR	O ELT SETOR	O Installed/A tall Warnir	0 Activated	O - YES/NO
Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-38-112 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3600 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING	Number Engine Engine Type Rated Power Itinerary G Last Departur MT. AIRY,NC	el - LYCOMIN es - 1 - RECIPRO - 112	 NG O-235-L2C OCATING-CARBUR	ELT S ETOR	Installed/Atall Warnir	 Activated	- YES/NO
Make/Model - PIPER PA-38-112 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3600 No. of Seats - 2Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING	Number Engine Engine Type Rated Power Itinerary G Last Departur MT. AIRY,NC	es - 1 - RECIPRI - 112 	OCATING-CARBUR	S ETOR Airport	tall Warnir		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3600 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING	Number Engine Engine Type Rated Power Itinerary G Last Departur MT. AIRY,NC	es - 1 - RECIPRI - 112 	OCATING-CARBUR	S ETOR Airport	tall Warnir		
Max Gross Wt - 3600 No. of Seats - 2	Engine Type Rated Power Itinerary G Last Departur MT. AIRY,NC	- RECIPRI - 112 	OCATING-CARBUR	ETOR Airport	Proximity	ng System	- YES
No. of Seats - 2 	Rated Power Itinerary G Last Departur MT. AIRY,NC	- 112 e Point		Airport			
	Itinerary G Last Departur MT. AIRY,NC	e Point	HP 				
Weather Data Wx Briefing - NO RECORD OF BRIEFING	G Last Departur MT. AIRY,NC						
Wx Briefing - NO RECORD OF BRIEFING	G Last Departur MT. AIRY,NC						
	MT. AIRY,NC			OFF AT			
Method - N/A				OFF AI	RPORT/STRIP	•	
	Doctination						
Completeness - N/A	Destination			Airport D			
Basic Weather - IMC	MT AIRY,NC			MT. AI	RY		
Wind Dir/Speed- 070/010 KTS				Runway	Ident -	- N/A	
Visibility - 5.0 SM	ATC/Airspace			Runway	Lth/Wid -	- N/A	
Lowest Sky/Clouds - 4000 FT SCAT	TTERED Type of Fligh	t Plan - VF	R	Runway	Surface -	- N/A	
Lowest Ceiling - 25000 FT OVER	RCAST Type of Clear	ance - NO	NE	Runway	Status -	- N/A	
Obstructions to Vision- HAZE	Type Apch/Lnd			•			
Precipitation - NONE	7,1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	.					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 21	Med	ical Certifica	te - VALID	MEDICAL-WA	IVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Rev	iew	Flia	ht Time (H	lours)	•	
STUDENT		N/A	Total -		Ĺast 24	4 Hrs -	5
J. 552111	Months Since -				Last 30	Davs- U	
	Aircraft Type -	N/A	Make/Model- Instrument-	Ö	Last 90	Days-	60
Instrument Rating(s) - NONE							
Narrative	FLT THE ENG OUTT T	LIE CTUDENT	DIT CELECTED A	N ODEN ADE	A DUT OVER	CLIOT	
ILE NEARING COMPLETION OF A SOLO X-COUNTRY							
E INTENDED TOUCHDOWN POINT & THE ACFT CRASH							
DISCLOSE ANY SYSTEM MALFUNCTION OR FAILURE							
NK WAS DAMAGED, SO THE AMOUNT OF FUEL IN TH						ACFI	
OULD HAVE HAD AN ENDURANCE OF 5 HRS AT NORM	MAL POWER. THE ACFT C	RASHED ABOU	II 4.3 HRS AFTE	R TAKEOFF.			

File No. - 575 6/25/85 A/C Reg. No. N2395G Time (Lc1) - 1315 EDT MT. AIRY, NC Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH Finding(s) 1. FLUID, FUEL - STARVATION 2. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----

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

	GAN,ND A/C Re	g. No. N3569G	Tim	e (Lc1) -	1630 CDT	
Basic Information Type Operating Certificate-NONE (GENERA		Damage		Injuri	es	
• • • • •	SUBSTAN	TIAL	Fatal	Serious	Minor	None
Type of Operation -OTHER WORK L	ISE Fire	Crew	0	0	1	0
Filght Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	0
Aircraft Information						
Make/Model - INTERMOUNTAIN CALLAIR A	-9 Eng Make/Model - LYC	MING D-540	FIT In	stalled/Ac	tivated	- NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	3M1110 0 540	C+3	11 Warning		
Max Gross Wt - 3000	Engine Type - REC	DDOCATING - CARRIDE	TOD	ii waiiiiig	3y3 tem	163
No. of Seats - 1	Rated Power -					
Environment/Operations Information						
Weather Data	Itinerary		Airport Pr	oximitv		
Wx Briefing - NO RECORD OF BRIEFING				ORT/STRIP		
Method - N/A	SAME AS ACC/INC		OII AIN	OK 1 / 5 1 K 2 1		
Completeness - N/A	Destination		Airport Dat	а		
Basic Weather - VMC	LOCAL	•	PRIVATE	a		
Wind Dir/Speed- CALM	LOCAL			dent -	NI / A	
Visibility - 10.0 SM	ATC/Airspace			th/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		urface -		
	Type of Filght Fian -			tatus -		
Lowest Ceiling - NONE	Type of Clearance -	FORCED I AND THE	Runway 5	tatus -	N/ A	
Obstructions to Vision- NONE	Type Apch/Lndg -	FURCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 49	Medical Certificat	e - NO MEDI	CAL		
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Fliah	t Time (Hou	rs)		
NONE	Current - N/A	Total - UN	K/NR	Ĺast 24	Hrs - UN	K/NR
	Months Since - N/A	Make/Model- UN	K/NR	Last 30	Davs- UN	K/NR
	Aircraft Type - N/A	Total - UNI Make/Model- UNI Instrument- UNI	K/NR	Last 90	Days- UN	K/NR
	All of all citype 14/A	Multi-Eng - UN	K/NR	Rotorcra	ft - UN	K/NR
Instrument Rating(s) - NONE		marer ing	,			.,
This trument kathig(s) - NONE						
Narrative						
THE PLT ELECTED TO FLY THE NEWLY PURCHASED AC	TET ADDING THE AIRSTRIP TO TE	ST THE SDDAY SVS	SHODTLY AFT	ED TAKING		
OFF, THE ENG STOPPED RUNNING WHILE THE ACFT W						
TERRAIN. & SUBSEQUENTLY. THE ACFT NOSED OVER					.ne	
ENG HAD STOPPED AFTER THE FUEL LOW PRESSURE L						
FULL. LATER, HE ESTIMATED THERE WAS 10 TO 12						
PLT DID NOT POSSESS A CURRENT MEDICAL OR PLT		-AKI FAILURE UR MA	FLONCITON M	AS FUUND.	IFIE	
PLI DID NOT PUSSESS A CORRENT MEDICAL OR PLI	CERTIFICATE.					
	PAGE-270					

File No. - 402 6/02/85 MICHIGAN.ND A/C Reg. No. N3569G Time (Lcl) - 1630 CDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation MANEUVERING Finding(s) 1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, QUALIFICATION - PILOT IN COMMAND 3. FLUID, FUEL - LOW LEVEL 4. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND 5. FLUID, FUEL - STARVATION Occurrence #2 FORCED LANDING Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. TERRAIN CONDITION - WET 7. TERRAIN CONDITION - SOFT Occurrence #4 NOSE OVER Phase of Operation LANDING ----Probable Cause----Ine National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

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

Make/Model - PIPER PA-25 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3300 No. of Seats - 1 -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 - 20.0 SM	SUBSTAN Fire NONE Eng Make/Model - LYO Number Engines - 1 Engine Type - REO	:OMING 0-320		Sertous O	0	None 1 0
Type of Operation -AERIAL APPLICATION Flight Conducted Under -14 CFR 137 Accident Occurred During -MANEUVERING -Aircraft Information Make/Model - PIPER PA-25 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3300 No. of Seats - 1 -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 - 20.0 SM	SUBSTAN Fire NONE Eng Make/Model - LYO Number Engines - 1 Engine Type - REO	TIAL COMING 0-320 PROCATING-CA	Crew O Pass O 	Serious O O O 	Minor O O	0
Flight Conducted Under -14 CFR 137 Accident Occurred During -MANEUVERING -Aircraft Information Make/Model - PIPER PA-25 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3300 No. of Seats - 1	NONE Eng Make/Model - LY(Number Engines - 1 Engine Type - RE(COMING 0-320	Pass O	0 -T Installed/	o 	0
Accident Occurred During -MANEUVERING -Aircraft Information Make/Model - PIPER PA-25 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3300 No. of Seats - 1	Eng Make/Model - LY(Number Engines - 1 Engine Type - RE(COMING 0-320	El	.T Installed/		
-Aircraft Information Make/Model - PIPER PA-25 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3300 No. of Seats - 1 -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 - 20.0 SM	Number Engines - 1 Engine Type - REG	IPROCATING-CA			Activated	
-Aircraft Information Make/Model - PIPER PA-25 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3300 No. of Seats - 1	Number Engines - 1 Engine Type - REG	IPROCATING-CA			/Activated	
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3300 No. of Seats - 1 -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 - 20.0 SM	Number Engines - 1 Engine Type - REG	IPROCATING-CA			/Activated	
Max Gross Wt - 3300 No. of Seats - 1 -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 - 20.0 SM	Engine Type - REG	IPROCATING-CA	DRIIDETOD	Ctall Warni		
No. of Seats - 1 -Environment/Operations Information Weather Data				Jtail Walli	ing Syst em	- YES
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 20.0 SM	Rated Power -	150 HP	RECKLIOK			
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 20.0 SM						
Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 20.0 SM	.					
Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 20.0 SM	Itinerary			rt Proximity		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 20.0 SM	Last Departure Point SAME AS ACC/INC		UFF	AIRPORT/STRI	LP	
Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 20.0 SM	Destination		Airport	+ Data		
Wind Dir/Speed- UNK/NR Visibility - 20.0 SM /	LOCAL		ATTPOT	Data		
Visibility - 20.0 SM	EGGAE		Runy	vav Ident	- N/A	
	ATC/Airspace			vay Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	NONE	Runv	vay Surface	- N/A	
Lowest Ceiling - NONE	Type of Clearance	NONE	Runv	vay Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command Age	- UNK/NR	Medical Certi			VAIVERS/LIM	ΙT
Certificate(s)/Rating(s) Bienr COMMERCIAL (nial Flight Review Current - UNK/NR	Total	Flight Time	(Hours)	74 Une - UN	IV /ND
SE LAND	Months Since - UNK/NR	Make/Mode	- 625 1- 325	Last 2	24 mis - UN RO Dave- IIN	K /ND
	Aircraft Type - UNK/NR	Instrumen	+- UNK/NR	Last 9	90 Days ON	25
·		Multi-Ena	- UNK/NR	Rotoro	craft - UN	K/NR
						•
Instrument Rating(s) - NONE						
-Narrative ING AN AERIAL SPRAY OPERATION, THE PLT RETURNED						
ES TO BEGIN A SWATH RUN, HE BEGAN A FLARE, BUT T DING GEAR WAS TORN OFF & THE RIGHT LONGERON WAS		ENDING & IMPA	CIED THE GRO	JUND. THE RIG	áH I	

File No. - 528 6/14/85 LEONARD, ND A/C Reg. No. N4733Y Time (Lc1) - 2000 CDT Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 2. TERRAIN CONDITION - CROP CLEARANCE - MISJUDGED - PILOT IN COMMAND 4. FLARE - DELAYED - PILOT IN COMMAND Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation OTHER 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

File No 448 6/19/85 YC	RK,NE A/C Reg	. No. N92253	T	ime (Lc1) -	1945 CD	Τ
Type of OperationPERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI	SUBSTANT Fire		Fatal O O	Injur Serious O O	ries Minor 1 O	None O O
Aircraft Information Make/Model - PIPER J3C-65 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 2	Eng Make/Model - CONT Number Engines - 1 Engine Type - RECI	INENTAL A-65 PROCATING-CARBURE	ELT S	Installed/A tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEF Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 140/006 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 30000 FT S Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace CCATTERED Type of Flight Plan - Type of Clearance -		ON AIR Airport D YORK M Runway Runway Runway	ata UNI	GRAVEL	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 40 M Biennial Flight Review Current - YES Months Since - 19 Aircraft Type - PA-28R	Total -	nt Time (F 1402	lours) Last 24	l Hrs -	5
Instrument Rating(s) - NONE						
THE PLT REPORTED THAT HE HAD COMPLETED A LEGAL FOR CONTROL. HE STATED THAT THE LEFT BRAKE WAS NO DAMAGE DUE TO VEERING OFF THE RWY. THE ACFT PITCHED SIDEWAYS & WAS DAMAGED. N	ELOCKED & THE ACFT WENT OFF THE HOWEVER, WHEN THE PLT APPLIED PO	RWY INTO HI WEED:	S & ROUGH FO GET BAC	TERRAIN. TH	HERE	
	·					

6/19/85 YORK, NE A/C Reg. No. N92253 File No. - 448 Time (Lc1) - 1945 CDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAXI - FROM LANDING Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAXI - FROM LANDING Finding(s) 3. TERRAIN CONDITION - HIGH VEGETATION 4. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.2 Factor(s) relating to this accident is/are finding(s) 3,4

Basic Information						
Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf [.] SUBSTAN	Damage	Fatal	Injuri Serious	ies Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF						
Aircraft Information						
Make/Model - CESSNA 182N	Eng Make/Mode1 - CO			Installed/Ac		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warning	g System	- YES
Max Gross Wt - 2950 No. of Seats - 4	Engine Type - REG Rated Power -		IUK			
No. 01 Jeats 4						
Environment/Operations Information	Talmaman		4 - mm - m +	Democrature de la companya del companya del companya de la company		
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		KUPPER			
Wind Dir/Speed- 300/005 KTS	20072				25	
Visibility - 30.0 SM	ATC/Airspace			Lth/Wid -	3300/	50
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runway	Surface -	ASPHALT	
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status -	ICE COVE	RED
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 44	Medical Certificat			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (F			k /ND
PRIVATE SE LAND	Current - YES Months Since - 7	Total - Make/Model-		Last 24	Hrs - UN Days- UN	
SE LAND	Aircraft Type - UNK/NR				Days- UN	
	All Clait Type - ONK/NK	Multi-Eng - UN	K/NR	Rotorcra	aft - UN	
		Marting on	,			,
Instrument Rating(s) - NONE						
Narrative						
PLT REPORTED THAT HE PREFLIGHTED THE ACFT	, MADE A NORMAL RUN-UP & TO	OK OFF ON RWY 25 WH	ICH HAD '	SOME ICE."		
TLY AFTER LIFT-OFF, THE ACFT STALLED & CR					HE	
S.						

2/03/85 A/C Reg. No. N91636 File No. - 549 MANVILLE, NJ Time (Lc1) - 1500 EST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WING - ICE 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. AIRCRAFT PERFORMANCE - DETERIORATED 4. AIRSPEED(VS) - NOT ATTAINED -5. STALL - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Type of Operation Type Operation Type of Operation Type Operatio	Т
SUBSTANTIAL Fatal Serious Minor Type of Operation -PERSONAL Fire Crew 0 0 0 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -LANDINGAircraft Information Make/Model - CESSNA 182 Eng Make/Model - CONTINENTAL 0-470-R ELT Installed/Activated Landing Gear - TRICYCLE-FIXED Number Engines - 1 Max Gross Wt - 2800 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 230 HPEnvironment/Operations Information Weather Data Wx Briefing - FSS Last Departure Point OFF AIRPORT/STRIP Wethod - TELEPHONE ISLIP, NY Completeness - WEATHER NOT PERTINENT Basic Weather - WMC Wind Dir/Speed - 200/015 KTS Visibility - 6.0 SM ATC/Airspace Runway Ident - 19 Visibility - 6.0 SM ATC/Airspace Runway Lth/Wid - 3500 Lowest Sky/Clouds - Unk/NR Type of Flight Plan - NONE Runway Status - DRY Obstructions to Vision NONE Type of Flight Plan - NONE Runway Status - DRY Obstructions to Vision NONE Type of Flight Review Fight Time (Hours) Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LI Certificate(s)/Rating(s) Blennial Flight Review Fight Time (Hours) PRIVATE Current - YES Total - 200 Last 24 Hrs - U Aircraft Type - UNK/NR Instrument - 0 Last 90 Days- Instrument Rating(s) - NONENarrative ACCORDING TO A CAP PLT, WHO WAS WAITING TO TAKEOFF, THE PLT OF N1966X UNDERSHOT HIS LANDING TOUCHDOWN POINT TO SUCH A DEGREE THAT N1966X PARAMENT SHORT OF THE RWY. N1966X TOUCHED DOWN AT OR NEAR THE APCH END OF THE RWY. THE PLT (OF N1966X) STATED THAT THE ACFT TOUCHED DOWN ON THE RWY & BOUNCED, THEN HE INITIATED A OO-AROUND, SUBSEQUENTLY, THE ACFT TURNED TO THE RIGHT TOUCHED DOWN ON THE RWY & BOUNCED, THEN HE INITIATED A OO-AROUND, SUBSEQUENTLY, THE ACFT TURNED TO THE RIGHT TOUCHED DOWN ON THE RWY & BOUNCED, THEN HE INITIATED A OO-AROUND, SUBSEQUENTLY, THE ACFT TURNED TO THE RIGHT TOUCHED DOWN ON THE RWY & BOUNCED, THEN HE INITIATED A OO-AROUND, SUBSEQUENTLY, THE ACFT TURNED TO THE RIGHT TOUCHE	
Fiight Conducted Under -14 CFR 91 NONE Pass 0 0 0 Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 182 Eng Make/Model - CONTINENTAL 0-470-R ELT Installed/Activated Number Engines - I Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Number Engines - I Engine Type - RECIPROCATING-CARBURETOR Rated Power - 230 HP Environment/Operations Information	None
Accident Occurred During -LANDINGAircraft Information Make/Model - CESNA 182	1
Aircraft Information Make/Model - CESSNA 182	3
Aircraft Information Make/Model - CESSNA 182	
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System Max Gross Wt - 2800 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 230 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Us Briefing - FSS Itinerary Last Departure Point OFF AIRPORT/STRIP Destination Airport Data Basic Weather - VMC SAME AS ACC/INC FLYING W Wind Dir/Speed - 200/015 KTS Usisibility - 6.0 SM ATC/Airspace Runway Ith/Wid - 3500 Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - ASPHALT Destinance - VFR Runway Status - DRY Obstructions to Vision- NONE Type of Clearance - VFR Runway Status - DRY Destination of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LI Plight Plan - NONE Flight Plan - NONE Runway Status - DRY Months Since - UNK/NR Make/Model - 47 Last 30 Days- U Aircraft Type - UNK/NR Make/Model - 47 Last 30 Days- U Aircraft Type - UNK/NR Instrument - O Last 90 Days- Instrument Rating(s) - NONE Narrative CORDING TO A CAP PLT, WHO WAS WAITING TO TAKEOFF, THE PLT OF N1966X UNDERSHOT HIS LANDING TOUCHDOWN POINT O SUCH A DEGREE THAT N1966X NEARLY HIT AN EMBANKMENT SHORT OF THE RWY. N1966X TOUCHED DOWN AT OR NEAR THE APCH ND OF THE RWY. THE PLT (OF N1966X) STATED THAT THE ACFT TOUCHED DOWN ON THE RWY & BOUNCED, THEN HE INITIATED A D-ARROUNDS JUBSEQUENTLY, THE ACFT TURNED TO THE RIGHT & CONTINUED IN AS STEEP NOSE-HIGH ATITIDDE. UNABLE TO CLIMB.	
Max Gröss Wt - 2800 No. of Seats - 4 Rated Power - 230 HP Environment/Operations Information Weather Data Wx Briefing - FSS	- YES/YES
No. of Seats - 4 Rated Power - 230 HP Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 200/015 KTS Visibility - 6.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 25000 FT Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Age - 51 Months Since - UNK/NR Biennial Flight Review Flight Time (Hours) Current - YES Months Since - UNK/NR Instrument Rating(s) - NONE Instrument Rating(s) - NONE Narrative CORORDING TO A CAP PLT, WHO WAS WAITING TO TAKEOFF, THE PLT OF N1966X UNDERSHOT HIS LANDING TOUCHDOWN POINT OUT AROUNDS TOUSE ON THE ROW INTIMEDRA SINCE THAT N1966X DEAR THE APCH Aircraft Type - UNK/NR Instrument - O SUCH A DEGREE THAT N1966X STATED THAT THE ACFT TOUCHED DOWN AT OR NEAR THE APCH ADD OF THE RWY. THE PLT (OF N1966X) STATED THAT THE ACONTINUED IN A STEEP NOSE-HIGH ATTITUDE UNABLE TO CLUMB, North Subsequently, THE ACFT TURNED TO THE RIGHT & CONTINUED IN A STEEP NOSE-HIGH ATTITUDE UNABLE TO CLUMB.	- UNK/NR
Weather Data Weathod - TELEPHONE ISLIP,NY Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed - 200/015 KTS Wisibility - 6.0 SM ATC/Airspace Lowest Celling - 25000 FT Lowest Celling - 25000 FT Lowest Celling - 25000 FT Type of Clearance - VFR Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE PRIVATE PRIVATE SE LAND Medical Certificate - VALID MEDICAL-WAIVERS/LI Months Since - UNK/NR Make/Model - 47 Last 30 Days - UNK/NR Instrument Narrative CORDING TO A CAP PLT, WHO WAS WAITING TO TAKEOFF, THE PLT OF N1966X UNDERSHOT HIS LANDING TOUCHDOWN POINT D SUCH A DEGREE THAT N1966X NEARLY HIT AN EMBANKMENT SHORT OF THE RWY. N1966X TOUCHED DOWN AT OR NEAR THE APCH DO OF THE RWY. THE PLT (OF N1966X) STATED THAT THE ACFT TOUCHED DOWN ON THE RWY & BOUNCED, THEN HE INITIATED A D-ARDNUND, SUBSEQUENTLY, THE ACFT TURNED TO THE RIGHT & CONTINUED IN A STEEP NOSE-HIGH ATTIONE. UNBLEET OCLIMB,	
Weather Data We Briefing - FSS	
Wx Briefing - FSS	
Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Destination Airport Data Basic Weather - VMC SAME AS ACC/INC FLYING W Wind Dir/Speed - 200/015 KTS ATEX ATEX ATEX ATEX ATEX ATEX ATEX ATEX	
Completeness - WEATHER NOT PERTINENT	
Basic Weather - VMC SAME AS ACC/INC FLYING W Wind Dir/Speed- 200/015 KTS Runway Ident - 19 Visibility - 6.0 SM ATC/Airspace Runway Lth/Wid - 3500 Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - 25000 FT Type of Clearance - VFR Runway Surface - ASPHALT Districtions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 200 Last 24 Hrs - U SE LAND Months Since - UNK/NR Make/Model - 47 Last 30 Days- U Aircraft Type - UNK/NR Instrument - 0 Last 90 Days- Instrument Rating(s) - NONE Narrative CORDING TO A CAP PLT, WHO WAS WAITING TO TAKEOFF, THE PLT OF N1966X UNDERSHOT HIS LANDING TOUCHDOWN POINT OF THE RWY. N1966X TOUCHED DOWN AT OR NEAR THE APCH ND OF THE RWY. THE PLT (OF N1966X) STATED THAT THE ACFT TOUCHED DOWN ON THE RWY & BOUNCED, THEN HE INITIATED A D-ARDOUND. SUBSEQUENTLY, THE ACFT TURNED TO THE RIGHT & CONTINUED IN A STEEP NOSE-HIGH ATTITUDE. UNABLE TO CLIMB,	
Wind Dir/Speed- 200/015 KTS Visibility - 6.0 SM ATC/Airspace Runway Lident - 19 Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - 25000 FT Type of Clearance - VFR Runway Surface - ASPHALT Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 200 Last 24 Hrs - U SE LAND Months Since - UNK/NR Make/Model- 47 Last 30 Days- U Aircraft Type - UNK/NR Instrument- 0 Last 90 Days- Instrument Rating(s) - NONE Instrument Rating(s) - NONE Narrative CORDING TO A CAP PLT, WHO WAS WAITING TO TAKEOFF, THE PLT OF N1966X UNDERSHOT HIS LANDING TOUCHDOWN POINT OF THE RWY. N1966X TOUCHED DOWN AT OR NEAR THE APCH ND OF THE RWY. THE PLT (OF N1966X) STATED THAT THE ACFT TOUCHED DOWN ON THE RWY & BOUNCED, THEN HE INITIATED A D-AROUND. SUBSEQUENTLY, THE ACFT TURNED TO THE RIGHT & CONTINUED IN A STEEP NOSE-HIGH ATTITUDE. UNABLE TO CLIMB,	
Visibility - 6.0 SM ATC/Airspace Runway Lth/Wid - 3500 Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - 25000 FT Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LI Certificate(s)/Rating(s) Blennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 200 Last 24 Hrs - U SE LAND Months Since - UNK/NR Make/Model - 47 Last 30 Days- U Aircraft Type - UNK/NR Instrument - 0 Last 90 Days- Instrument Rating(s) - NONE Narrative CORDING TO A CAP PLT, WHO WAS WAITING TO TAKEOFF, THE PLT OF N1966X UNDERSHOT HIS LANDING TOUCHDOWN POINT OF THE RWY. THE PLT (OF N1966X) STATED THAT THE ACFT TOUCHED DOWN ON THE RWY & BOUNCED, THEN HE INITIATED A D-AROUND. SUBSEQUENTLY, THE ACFT TURNED TO THE RIGHT & CONTINUED IN A STEEP NOSE-HIGH ATTITUDE. UNABLE TO CLIMB,	
Lowest Ský/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - 25000 FT Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 200 Last 24 Hrs - U SE LAND Months Since - UNK/NR Make/Model - 47 Last 30 Days- U Aircraft Type - UNK/NR Instrument - O Last 90 Days- Instrument Rating(s) - NONE Narrative CORDING TO A CAP PLT, WHO WAS WAITING TO TAKEOFF, THE PLT OF N1966X UNDERSHOT HIS LANDING TOUCHDOWN POINT OF THE RWY. THE PLT (OF N1966X) STATED THAT THE ACFT TOUCHED DOWN ON THE RWY & BOUNCED, THEN HE INITIATED A D-AROUND. SUBSEQUENTLY, THE ACFT TURNED TO THE RIGHT & CONTINUED IN A STEEP NOSE-HIGH ATTITUDE. UNABLE TO CLIMB,	
Lowest Ceiling - 25000 FT Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 200 Last 24 Hrs - U SE LAND Months Since - UNK/NR Make/Model - 47 Last 30 Days- U Aircraft Type - UNK/NR Instrument - O Last 90 Days- Instrument Rating(s) - NONE Narrative CORDING TO A CAP PLT, WHO WAS WAITING TO TAKEOFF, THE PLT OF N1966X UNDERSHOT HIS LANDING TOUCHDOWN POINT O SUCH A DEGREE THAT N1966X NEARLY HIT AN EMBANKMENT SHORT OF THE RWY. N1966X TOUCHED DOWN AT OR NEAR THE APCH ND OF THE RWY. THE PLT (OF N1966X) STATED THAT THE ACFT TOUCHED DOWN ON THE RWY & BOUNCED, THEN HE INITIATED A D-AROUND. SUBSEQUENTLY, THE ACFT TURNED TO THE RIGHT & CONTINUED IN A STEEP NOSE-HIGH ATTITUDE. UNABLE TO CLIMB,	
Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 200 Last 24 Hrs - U SE LAND Months Since - UNK/NR Make/Model- 47 Last 30 Days- U Aircraft Type - UNK/NR Instrument - 0 Last 90 Days- Instrument Rating(s) - NONE Narrative CCORDING TO A CAP PLT, WHO WAS WAITING TO TAKEOFF, THE PLT OF N1966X UNDERSHOT HIS LANDING TOUCHDOWN POINT O SUCH A DEGREE THAT N1966X NEARLY HIT AN EMBANKMENT SHORT OF THE RWY. N1966X TOUCHED DOWN AT OR NEAR THE APCH ND OF THE RWY. THE PLT (OF N1966X) STATED THAT THE ACFT TOUCHED DOWN ON THE RWY & BOUNCED, THEN HE INITIATED A D-AROUND. SUBSEQUENTLY, THE ACFT TURNED TO THE RIGHT & CONTINUED IN A STEEP NOSE-HIGH ATTITUDE. UNABLE TO CLIMB,	
Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 200 Last 24 Hrs - U SE LAND Months Since - UNK/NR Make/Model - 47 Last 30 Days- Instrument Rating(s) - NONE Instrument Rating(s) - NONE Narrative CCORDING TO A CAP PLT, WHO WAS WAITING TO TAKEOFF, THE PLT OF N1966X UNDERSHOT HIS LANDING TOUCHDOWN POINT D SUCH A DEGREE THAT N1966X NEARLY HIT AN EMBANKMENT SHORT OF THE RWY. N1966X TOUCHED DOWN AT OR NEAR THE APCH ND OF THE RWY. THE PLT (OF N1966X) STATED THAT THE ACFT TOUCHED DOWN ON THE RWY & BOUNCED, THEN HE INITIATED A D-AROUND. SUBSEQUENTLY, THE ACFT TURNED TO THE RIGHT & CONTINUED IN A STEEP NOSE-HIGH ATTITUDE. UNABLE TO CLIMB,	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command	
Priot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 200 Last 24 Hrs - U SE LAND Months Since - UNK/NR Make/Model - 47 Last 30 Days - U Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - Instrument Rating(s) - NONE Narrative CCORDING TO A CAP PLT, WHO WAS WAITING TO TAKEOFF, THE PLT OF N1966X UNDERSHOT HIS LANDING TOUCHDOWN POINT D SUCH A DEGREE THAT N1966X NEARLY HIT AN EMBANKMENT SHORT OF THE RWY. N1966X TOUCHED DOWN AT OR NEAR THE APCH ND OF THE RWY. THE PLT (OF N1966X) STATED THAT THE ACFT TOUCHED DOWN ON THE RWY & BOUNCED, THEN HE INITIATED A D -AROUND. SUBSEQUENTLY, THE ACFT TURNED TO THE RIGHT & CONTINUED IN A STEEP NOSE-HIGH ATTITUDE. UNABLE TO CLIMB,	
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE Narrative COCORDING TO A CAP PLT, WHO WAS WAITING TO TAKEOFF, THE PLT OF N1966X UNDERSHOT HIS LANDING TOUCHDOWN POINT O SUCH A DEGREE THAT N1966X NEARLY HIT AN EMBANKMENT SHORT OF THE RWY. N1966X TOUCHED DOWN AT OR NEAR THE APCH ND OF THE RWY. THE PLT (OF N1966X) STATED THAT THE ACFT TOUCHED DOWN ON THE RWY & BOUNCED, THEN HE INITIATED A D-AROUND. SUBSEQUENTLY, THE ACFT TURNED TO THE RIGHT & CONTINUED IN A STEEP NOSE-HIGH ATTITUDE. UNABLE TO CLIMB,	
Certificate(s)/Rating(s) PRIVATE Current - YES Months Since - UNK/NR Make/Model - 47 Last 30 Days - UNK/NR Instrument Rating(s) - NONE Narrative CCORDING TO A CAP PLT, WHO WAS WAITING TO TAKEOFF, THE PLT OF N1966X UNDERSHOT HIS LANDING TOUCHDOWN POINT SUCH A DEGREE THAT N1966X NEARLY HIT AN EMBANKMENT SHORT OF THE RWY. N1966X TOUCHED DOWN AT OR NEAR THE APCH ND OF THE RWY. THE PLT (OF N1966X) STATED THAT THE ACFT TOUCHED DOWN ON THE RWY & BOUNCED, THEN HE INITIATED A D-AROUND. SUBSEQUENTLY, THE ACFT TURNED TO THE RIGHT & CONTINUED IN A STEEP NOSE-HIGH ATTITUDE. UNABLE TO CLIMB,	
PRIVATE SE LAND Months Since - UNK/NR Make/Model - 47 Last 30 Days - U Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - Instrument Rating(s) - NONE Narrative CCORDING TO A CAP PLT, WHO WAS WAITING TO TAKEOFF, THE PLT OF N1966X UNDERSHOT HIS LANDING TOUCHDOWN POINT COURT OF THE RWY. THE PLT (OF N1966X) STATED THAT THE ACFT TOUCHED DOWN ON THE RWY & BOUNCED, THEN HE INITIATED A CHARDUND. SUBSEQUENTLY, THE ACFT TURNED TO THE RIGHT & CONTINUED IN A STEEP NOSE-HIGH ATTITUDE. UNABLE TO CLIMB,	MIT
SE LAND Months Since - UNK/NR Make/Model- 47 Last 30 Days- U Aircraft Type - UNK/NR Instrument- 0 Last 90 Days- Instrument Rating(s) - NONE Narrative CCORDING TO A CAP PLT, WHO WAS WAITING TO TAKEOFF, THE PLT OF N1966X UNDERSHOT HIS LANDING TOUCHDOWN POINT SUCH A DEGREE THAT N1966X NEARLY HIT AN EMBANKMENT SHORT OF THE RWY. N1966X TOUCHED DOWN AT OR NEAR THE APCH ND OF THE RWY. THE PLT (OF N1966X) STATED THAT THE ACFT TOUCHED DOWN ON THE RWY & BOUNCED, THEN HE INITIATED A O-AROUND. SUBSEQUENTLY, THE ACFT TURNED TO THE RIGHT & CONTINUED IN A STEEP NOSE-HIGH ATTITUDE. UNABLE TO CLIMB,	
Instrument Rating(s) - NONENarrative CCORDING TO A CAP PLT, WHO WAS WAITING TO TAKEOFF, THE PLT OF N1966X UNDERSHOT HIS LANDING TOUCHDOWN POINT CONCLUMENT SHOWS STATED THAT N1966X NEARLY HIT AN EMBANKMENT SHORT OF THE RWY. N1966X TOUCHED DOWN AT OR NEAR THE APCH NO OF THE RWY. THE PLT (OF N1966X) STATED THAT THE ACFT TOUCHED DOWN ON THE RWY & BOUNCED, THEN HE INITIATED A NO-AROUND. SUBSEQUENTLY, THE ACFT TURNED TO THE RIGHT & CONTINUED IN A STEEP NOSE-HIGH ATTITUDE. UNABLE TO CLIMB,	NK/NR
Instrument Rating(s) - NONENarrative CORDING TO A CAP PLT, WHO WAS WAITING TO TAKEOFF, THE PLT OF N1966X UNDERSHOT HIS LANDING TOUCHDOWN POINT SUCH A DEGREE THAT N1966X NEARLY HIT AN EMBANKMENT SHORT OF THE RWY. N1966X TOUCHED DOWN AT OR NEAR THE APCH OF THE RWY. THE PLT (OF N1966X) STATED THAT THE ACFT TOUCHED DOWN ON THE RWY & BOUNCED, THEN HE INITIATED A OFAROUND. SUBSEQUENTLY, THE ACFT TURNED TO THE RIGHT & CONTINUED IN A STEEP NOSE-HIGH ATTITUDE. UNABLE TO CLIMB,	NK/NR
Narrative CORDING TO A CAP PLT, WHO WAS WAITING TO TAKEOFF, THE PLT OF N1966X UNDERSHOT HIS LANDING TOUCHDOWN POINT SUCH A DEGREE THAT N1966X NEARLY HIT AN EMBANKMENT SHORT OF THE RWY. N1966X TOUCHED DOWN AT OR NEAR THE APCH OF THE RWY. THE PLT (OF N1966X) STATED THAT THE ACFT TOUCHED DOWN ON THE RWY & BOUNCED, THEN HE INITIATED A CAROUND. SUBSEQUENTLY, THE ACFT TURNED TO THE RIGHT & CONTINUED IN A STEEP NOSE-HIGH ATTITUDE. UNABLE TO CLIMB,	7
Narrative CCORDING TO A CAP PLT, WHO WAS WAITING TO TAKEOFF, THE PLT OF N1966X UNDERSHOT HIS LANDING TOUCHDOWN POINT CSUCH A DEGREE THAT N1966X NEARLY HIT AN EMBANKMENT SHORT OF THE RWY. N1966X TOUCHED DOWN AT OR NEAR THE APCH ND OF THE RWY. THE PLT (OF N1966X) STATED THAT THE ACFT TOUCHED DOWN ON THE RWY & BOUNCED, THEN HE INITIATED A D-AROUND. SUBSEQUENTLY, THE ACFT TURNED TO THE RIGHT & CONTINUED IN A STEEP NOSE-HIGH ATTITUDE. UNABLE TO CLIMB,	
CCORDING TO A CAP PLT, WHO WAS WAITING TO TAKEOFF, THE PLT OF N1966X UNDERSHOT HIS LANDING TOUCHDOWN POINT O SUCH A DEGREE THAT N1966X NEARLY HIT AN EMBANKMENT SHORT OF THE RWY. N1966X TOUCHED DOWN AT OR NEAR THE APCH ND OF THE RWY. THE PLT (OF N1966X) STATED THAT THE ACFT TOUCHED DOWN ON THE RWY & BOUNCED, THEN HE INITIATED A O-AROUND. SUBSEQUENTLY, THE ACFT TURNED TO THE RIGHT & CONTINUED IN A STEEP NOSE-HIGH ATTITUDE. UNABLE TO CLIMB,	
ND OF THE RWY. THE PLT (OF N1966X) STATED THAT THE ACFT TOUCHED DOWN ON THE RWY & BOUNCED, THEN HE INITIATED A D-AROUND. SUBSEQUENTLY, THE ACFT TURNED TO THE RIGHT & CONTINUED IN A STEEP NOSE-HIGH ATTITUDE. UNABLE TO CLIMB,	
IF ACET THRACTER THE TORK OF THEFE & CHACHER ACCORDING TO THE BUT THE MIND MAKE FROM ACC BECK AT AT CHACTERS TO	
HE ACFT IMPACTED THE TOPS OF TREES & CRASHED. ACCORDING TO THE PLT, THE WIND WAS FROM 200 DEGS AT 15 GUSTING TO 5 KTS.	
· PAGE-278	

File No. - 558 2/24/85 MEDFORD, NJ A/C Reg. No. N1966X Time (Lcl) - 1115 EST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. WEATHER CONDITION - GUSTS 2. DISTANCE - MISJUDGED - PILOT IN COMMAND 3. ALTITUDE - MISJUDGED - PILOT IN COMMAND 4. GO-AROUND - DELAYED - PILOT IN COMMAND 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 6. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND 7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 8. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7

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

Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft SUBSTAN	t Damage	Fatal	Injur Serious		None
Type of Operation -GLIDER TOW Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Cre Pas	w 0 s 0	0	o 0	1 0
-Aircraft Information Make/Model - BELLANCA 8GCBC Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1800 No. of Seats - 2	Eng Make/Model - LY(Number Engines - 1 Engine Type - RE(COMING 0-360-C2E	ELT S RETOR	Installed// tall Warnin	Activated ng System	
-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 - 7.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance	- NONE	Airport ON AIR Airport D COLTS Runway Runway Runway	Proximity PORT ata NECK Ident Lth/Wid	- 25 - 2569/	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP,CFI SE LAND,ME LAND GLIDER Instrument Rating(s) - AIRPLANE	Age - 36 Biennial Flight Review Current - YES Months Since - 11 Aircraft Type - UNK/NR	Total - Make/Model-	ght Time (H 11649 50 999	ours) Last 24 Last 30	O WAIVERS/ 4 Hrs - O Days- UN O Days-	1 K/NR

File No. - 512 3/09/85 COLTS NECK,NJ A/C Reg. No. N2558Z Time (Lc1) - 1140 EST

Occurrence

MAIN GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN

2. LANDING GEAR, MAIN GEAR STRUT - FAILURE, TOTAL

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENERA	AVIATION) Admonast	Damage		Tmiuu	n i	
Type Operating Certificate-NUNE (GENERA	L AVIATION) Aircraft SUBSTAN		Fatal	Inju Serious		None
Type of Operation -PERSONAL	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	Ō	Ō	Ō	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - FAIRCHILD 24W-46	Eng Make/Model - JAC	DBS L-4-MB		Installed/		
Landing Gear - UNK/NR	Number Engines - 1	/a.m	S	tall Warnii	ng System	- UNK/NR
Max Gross Wt - 2562 No. of Seats - 4	Engine Type - UNK Rated Power - UNK					
No. of Seats - 4	Rated Power - UNK	/ NR 				
Environment/Operations Information	Thimpun		A:n===+	Dnovimit		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point		ON AIR	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	SAME AS ACC/INC		UN AIR	PURI		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		AEROFL			
Wind Dir/Speed- 300/012 KTS			Runway	Ident	- 21	
Visibility - UNK/NR	ATC/Airspace		Runway	Lth/Wid		50
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -				- 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 - 62	Medical Certifica	te - VALID	MEDICAL -W	AIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H		,	
PRIVATE	Current - YES	Total -	966		4 Hrs - Ul	NK/NR
SE LAND, SE SEA	Months Since - 4	Make/Model-	4		O Days- U	
	Aircraft Type - UNK/NR	Instrument-	0	Last 9	O Days-	6
- · · · · · · · · · · · · · · · · · · ·						
Instrument Rating(s) - NONE						
Narrative						
PLT REPORTED THAT THE WIND WAS FROM 300 D						
DUNTERED A GUST & SETTLED PREMATURELY. IT	DRIFTED TO THE LEFT & THE LE ERED RIGHT, HIT A SNOWBANK &		A GRASSY A	REA. THE P	LT	

File No. - 514 3/09/85 ANDOVER, NJ A/C Reg. No. N81385 Time (Lc1) - 1400 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. WEATHER CONDITION - GUSTS 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - UNCONTROLLED -6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 7. TERRAIN CONDITION - SNOWBANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER		rcraft Damage			Injur		
Type of Operation -INSTRUCTION, Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	AL Fi	UBSTANTIAL re IONE	Crew Pass	Fatal O O	Serious O O	Minor 1 O	None 1 0
Aircraft Information Make/Model - CESSNA 150H Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Eng Make/Model Number Engines Engine Type Rated Power	: - 1		S.	Installed/A tall Warnir		- YES-UNK/N - YES
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - WEATHER NOT PERTINEN Basic Weather - VMC Wind Dir/Speed CALM Visibility - 20.0 SM Lowest Sky/Clouds - 1000 FT SCA Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	LOCAL ATC/Airspace	Plan - NONE nce - NONE - TRAFFIC	ΑΊ	rport Da CLOVIS Runway Runway Runway	MUNI	- 04 - 6200/ - ASPHALT	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND HELICOPTER	Age - 45 Biennial Flight Revie Current - L Months Since - L Aircraft Type - L	JNK/NR Tota JNK/NR Make JNK/NR Inst	Certificate Flight 1 - 80 /Model- UNK/ rument- UNK/ 1-Eng - UNK/	Time (H 000 NR NR	ours) Last 24 Last 30 Last 90	1 Hrs - UN Days- UN	NK/NR NK/NR 125
Instrument Rating(s) - AIRPLANENarrative							
HE OWNER OF THE ACFT HAD NOT FLOWN RECENTLY HE ACFT, DID A NORMAL RUN-UP & INITIATED A COUGH. IT THEN QUIT ALTOGETHER & A FORCED LA HE GROUND, THE ACFT NOSED OVER. AN EXAM OF OSITION. BOTH PLTS REPORTED THAT THEY HAD N	TAKEOFF. SHORTLY AFTER NDING WAS MADE IN AN OF THE ACFT & ENG REVEALED	LIFT-OFF, THE PEN MUDDY FIELD THAT THE FUEL	ENG BEGAN TO . WHEN THE N . SHUT-OFF HA	INTERM IOSEWHEE NDLE WA	ITTENTLY RUL WAS LOWER S IN THE "(JN RED TO DFF"	

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5/20/85 File No. - 599 CLOVIS, NM A/C Reg. No. N50011 Time (Lc1) - 1000 MDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB 1. FUEL SYSTEM, FUEL SHUTOFF - SWITCHED OFF 2. AIRCRAFT PREFLIGHT - INADEQUATE - DUAL STUDENT IMPROPER USE OF PROCEDURE.LACK OF RECENT EXPERIENCE - DUAL STUDENT 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI) Occurrence #2 FORCED LANDING Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Finding(s) 5. EMERGENCY PROCEDURE - IMPROPER - DUAL STUDENT 6. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND(CFI) 7. FUEL TANK SELECTOR POSITION - NOT CORRECTED -Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 8. TERRAIN CONDITION - OPEN FIELD 9. TERRAIN CONDITION - SOFT 10. TERRAIN CONDITION - WET ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 1,2,4,5,6$ Factor(s) relating to this accident is/are finding(s) 3,9,10

-Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	SUBSTA	t Damage				
Flight Conducted Under -14 CFR 91		NIT T A I	Fatal	Injur Serious	ies Minor	None
Flight Conducted Under -14 CFR 91	Fire	Crew		0	0	1
	NONE	Pass	Ō	Ō	Ō	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - LUSCOMBE 8E	Eng Make/Model - CC			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			stall Warning	g Syst e m	- YES
Max Gross Wt - 1400	Engine Type - RE		FIOR			
No. of Seats - 2	Rated Power -	85 HP				
-Environment/Operations Information						
Weather Data	Itinerary		•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A			ON AIR	RPORT		
Method - N/A Completeness - N/A	SAME AS ACC/INC Destination		Airport D	12+2		
Basic Weather - VMC	LOCAL		ALAMED			
Wind Dir/Speed- 330/005 KTS	LOCAL				35	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -		80
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance	- NONE		/ Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- TOUCH AND GO				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 55	Medical Certifica			IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review	_	ht Time (F			14 (1)
PRIVATE	Current - YES Months Since - 23	Total - Make/Model-			Hrs - UN Days- UN	
SE LAND	Aircraft Type - UNK/NF				Days- UN	
	ATTCTATE Type - UNK/NE	Multi-Eng - l			aft - UN	
		Marci Ling C	indicy reix	110 (01 01	u, c 0,,	,
Instrument Rating(s) - UNK/NR						
-Narrative PLT REPORTED THAT DURING A NORMAL LANDING N GEAR. AN EXAM REVEALED EVIDENCE OF FATIG				OF THE LEF	т	

File No 403	6/08/85 ALBUQUERQUE, NM	A/C Reg. No. N2669K	Time (Lc1) - 0745 MDT	
_	GEAR COLLAPSED ING - ROLL	· · · · · · · · · · · · · · · · · · ·		
Finding(s) 1. LANDING GEAR,MAIN GEA	R - FATIGUE			
Probable Cause				

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

Type of Operation	File No 600 6/09/85 LOS	ALMOS,NM A/C Re	g. No. N8651C	T	ime (Lc1) -	1718 MDT	
Type of Operation		RAL AVIATION) Aircraft	Damage		Injur	ies	
Fiight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH Aircraft Information		SUBSTAN	TIAL	Fatal	Serious	Minor	None
		· · · · ·		0	0	0	1
-Aircraft Information Make/Model - PJPER PA-28R-200		NONE	Pass	0	0	0	1
Make/Model - PIPER PA-28R-200	Accident Occurred During -APPROACH						
Landing Gear - TRICYCLE-RETRACTABLE	·· Aircraft Information						
Max Gröss Wt - 2600			DMING IO-360-C1C				
No. of Seats - 4				S ⁻	tall Warnin	g System	- YES
-Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - FSS Last Departure Point ON AIRPLANE Completeness - FULL Destination Airport Data Basic Weather - VMC LOS ALMOS,NM LOS ALMOS Wind Dir/Speed- 210/016 KTS Runway Ident - 27 Visibility - 40.0 SM ATC/Airspace Runway Ident - 27 Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - 5527/ 130 Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - IFR Runway Surface - ASPHALT Lowest Cetling - NONE Type of Clearance - IFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE GO AROUND Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 45 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PSE LAND Aircraft Type - UNK/NR Instrument - 66 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 66 Last 90 Days- 51 Instrument Rating(s) - AIRPLANE Narrative EPLT WAS MAKING AN APCH TO RWY 27 AT THE LOS ALAMOS MUNI ARPT IN GUSTY X-WIND CONDITIONS. THE ARPT WAS LOCATED ATOP EESA & RWY 27 HAD A 1.5% UPHILL RWY GRADIENT. THE PLT SAID HE SELECTED 2 NOTCHES (25 DEG) OF FLAPS. THE WINDS WERE PORTED TO BE FROM 2010 TO 240 DEG AT 10 TO 16 6 KTS. AS THE PLT FLARED TO LAND, A STRONG GUST OF WIND PUSHED THE ACFT							
Weather Data	No. of Seats - 4	Rated Power -	200 HP				
Wx Briefing - FSS	-Environment/Operations Information						
Method - TELEPHONE Completeness - FULL Destination Airport Data Basic Weather - VMC LOS ALMOS,NM LOS ALMOS Wind Dir/Speed- 210/O16 KTS Runway Ident - 27 Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - 5527/ 130 Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - IFR Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - IFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE GO AROUND Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 45 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 670 Last 24 Hrs - 9 SE LAND Months Since - 9 Make/Model - 191 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 66 Last 90 Days - 51 Instrument Rating(s) - AIRPLANE Narrative PLT WAS MAKING AN APCH TO RWY 27 AT THE LOS ALAMOS MUNI ARPT IN GUSTY X-WIND CONDITIONS. THE ARPT WAS LOCATED ATOP MESA & RWY 27 HAD A 1.5% UPHILL RWY GRADIENT. THE PLT SAID HE SELECTED 2 NOTCHES (25 DEG) OF FLAPS. THE WINDS WERE MORTED TO BE FROM 210 TO 240 DEG AT 10 TO 16 KTS. AS THE PLT FLARED TO LAND, A STRONG GUST OF WIND PUSHED THE ACFT	Weather Data	Itinerary		Airport F	Proximity		
Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 210/016 KTS Wind Dir/Speed- 210/016 KTS Visibility - 40.0 SM Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - IFR Lowest Celling - NONE Dbstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Biennial Flight Review Current - YES SE LAND Months Since - 9 Months Since - 9 Months Since - 9 Make/Model - 191 Last 30 Days - 51 Instrument Rating(s) - AIRPLANE Narrative E PLT WAS MAKING AN APCH TO RWY 27 AT THE LOS ALAMOS MUNI ARPT IN GUSTY X-WIND CONDITIONS. THE ARPT WAS LOCATED ATOP MEET ACT. Airport Data LOS ALAMOS Runway Status - 27 Runway Status - DRY Runw	Wx Briefing - FSS	Last Départure Point		ON AIR	PORT		
Basic Weather - VMC Wind Dir/Speed- 210/016 KTS Wind Dir/Speed- 210/016 KTS Visibility - 40.0 SM ATC/Airspace Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - IFR Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - IFR Runway Surface - ASPHALT Lowest Ceiling - NONE Distructions to Vision- NONE Type of Clearance - IFR Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Age - 45 Biennial Flight Review Current - YES Total - 670 Fight Time (Hours) Months Since - 9 Make/Model- 191 Last 30 Days- 51 Instrument Rating(s) - AIRPLANE Narrative E PLT WAS MAKING AN APCH TO RWY 27 AT THE LOS ALAMOS MUNI ARPT IN GUSTY X-WIND CONDITIONS. THE ARPT WAS LOCATED ATOP MESA & RWY 27 HAD A 1.5% UPHILL RWY GRADIENT. THE PLT SAID HE SELECTED 2 NOTCHES (25 DEG) OF FLAPS. THE WINDS WERE PORTED TO BE FROM 210 TO 240 DEG AT 10 TO 16 KTS. AS THE PLT FLARED TO LAND, A STRONG GUST OF WIND PUSHED THE ACFT	Method - TELEPHONE	OKMULGEE, OK					
Wind Dir/Speed - 210/016 KTS Visibility - 40.0 SM ATC/Airspace Runway Ident - 27 Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - 5527/ 130 Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - IFR Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - IFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 45 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 670 Last 24 Hrs - 9 SE LAND Months Since - 9 Make/Model - 191 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 66 Last 90 Days - 51 Instrument Rating(s) - AIRPLANE Narrative E PLT WAS MAKING AN APCH TO RWY 27 AT THE LOS ALAMOS MUNI ARPT IN GUSTY X-WIND CONDITIONS. THE ARPT WAS LOCATED ATOP MESA & RWY 27 HAD A 1.5% UPHILL RWY GRADIENT. THE PLT SAID HE SELECTED 2 NOTCHES (25 DEG) OF FLAPS. THE WINDS WERE PORTED TO BE FROM 210 TO 240 DEG AT 10 TO 16 KTS. AS THE PLT FLARED TO LAND, A STRONG GUST OF WIND PUSHED THE ACFT	Completeness - FULL	Destination		Airport Da	ata		
Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - 5527/ 130 Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - IFR Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - IFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN GO AROUND Personnel Information Pilot-In-Command Age - 45 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 670 Last 24 Hrs - 9 SE LAND Months Since - 9 Make/Model - 191 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 66 Last 90 Days - 51 Instrument Rating(s) - AIRPLANE Narrative E PLT WAS MAKING AN APCH TO RWY 27 AT THE LOS ALAMOS MUNI ARPT IN GUSTY X-WIND CONDITIONS. THE ARPT WAS LOCATED ATOP MESA & RWY 27 HAD A 1.5% UPHILL RWY GRADIENT. THE PLT SAID HE SELECTED 2 NOTCHES (25 DEG) OF FLAPS. THE WINDS WERE PORTED TO BE FROM 210 TO 240 DEG AT 10 TO 16 KTS. AS THE PLT FLARED TO LAND, A STRONG GUST OF WIND PUSHED THE ACFT		LOS ALMOS,NM					
Lowest Ský/Clouds - 4000 FT SCATTERED Type of Flight Plan - IFR Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - IFR Runway Status - DRY Obstructions to Vision - NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE GO AROUND Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 45 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 670 Last 24 Hrs - 9 SE LAND Months Since - 9 Make/Model - 191 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 66 Last 90 Days - 51 Instrument Rating(s) - AIRPLANE Narrative E PLT WAS MAKING AN APCH TO RWY 27 AT THE LOS ALAMOS MUNI ARPT IN GUSTY X-WIND CONDITIONS. THE ARPT WAS LOCATED ATOP MESA & RWY 27 HAD A 1.5% UPHILL RWY GRADIENT. THE PLT SAID HE SELECTED 2 NOTCHES (25 DEG) OF FLAPS. THE WINDS WERE PORTED TO BE FROM 210 TO 240 DEG AT 10 TO 16 KTS. AS THE PLT FLARED TO LAND, A STRONG GUST OF WIND PUSHED THE ACFT							
Lowest Ceiling - NONE Type of Clearance - IFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 45 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 670 Last 24 Hrs - 9 Months Since - 9 Make/Model - 191 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 66 Last 90 Days - 51 Instrument Rating(s) - AIRPLANE Narrative E PLT WAS MAKING AN APCH TO RWY 27 AT THE LOS ALAMOS MUNI ARPT IN GUSTY X-WIND CONDITIONS. THE ARPT WAS LOCATED ATOP MESA & RWY 27 HAD A 1.5% UPHILL RWY GRADIENT. THE PLT SAID HE SELECTED 2 NOTCHES (25 DEG) OF FLAPS. THE WINDS WERE PORTED TO BE FROM 210 TO 240 DEG AT 10 TO 16 KTS. AS THE PLT FLARED TO LAND, A STRONG GUST OF WIND PUSHED THE ACFT				•	•	•	130
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 45 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 670 Last 24 Hrs - 9 SE LAND Months Since - 9 Make/Model - 191 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 66 Last 90 Days - 51 Instrument Rating(s) - AIRPLANE Narrative E PLT WAS MAKING AN APCH TO RWY 27 AT THE LOS ALAMOS MUNI ARPT IN GUSTY X-WIND CONDITIONS. THE ARPT WAS LOCATED ATOP MESA & RWY 27 HAD A 1.5% UPHILL RWY GRADIENT. THE PLT SAID HE SELECTED 2 NOTCHES (25 DEG) OF FLAPS. THE WINDS WERE PORTED TO BE FROM 210 TO 240 DEG AT 10 TO 16 KTS. AS THE PLT FLARED TO LAND, A STRONG GUST OF WIND PUSHED THE ACFT							
Precipitation - NONE GO AROUND Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 45 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 670 Last 24 Hrs - 9 SE LAND Months Since - 9 Make/Model - 191 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 66 Last 90 Days - 51 Instrument Rating(s) - AIRPLANE Narrative E PLT WAS MAKING AN APCH TO RWY 27 AT THE LOS ALAMOS MUNI ARPT IN GUSTY X-WIND CONDITIONS. THE ARPT WAS LOCATED ATOP MESA & RWY 27 HAD A 1.5% UPHILL RWY GRADIENT. THE PLT SAID HE SELECTED 2 NOTCHES (25 DEG) OF FLAPS. THE WINDS WERE PORTED TO BE FROM 210 TO 240 DEG AT 10 TO 16 KTS. AS THE PLT FLARED TO LAND, A STRONG GUST OF WIND PUSHED THE ACFT				Runway	Status -	DRY	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command		Type Apch/Lndg -					
Personnel Information Pilot-In-Command			GU ARUUND				
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - AIRPLANE Narrative E PLT WAS MAKING AN APCH TO RWY 27 AT THE LOS ALAMOS MUNI ARPT IN GUSTY X-WIND CONDITIONS. THE ARPT WAS LOCATED ATOP MESA & RWY 27 HAD A 1.5% UPHILL RWY GRADIENT. THE PLT SAID HE SELECTED 2 NOTCHES (25 DEG) OF FLAPS. THE WINDS WERE PORTED TO BE FROM 210 TO 240 DEG AT 10 TO 16 KTS. AS THE PLT FLARED TO LAND, A STRONG GUST OF WIND PUSHED THE ACFT	Condition of Eight - Dateight						
Certificate(s)/Rating(s) PRIVATE SE LAND Months Since - 9 Months Since - 9 Aircraft Type - UNK/NR Instrument Rating(s) - AIRPLANE Narrative E PLT WAS MAKING AN APCH TO RWY 27 AT THE LOS ALAMOS MUNI ARPT IN GUSTY X-WIND CONDITIONS. THE ARPT WAS LOCATED ATOP MESA & RWY 27 HAD A 1.5% UPHILL RWY GRADIENT. THE PLT SAID HE SELECTED 2 NOTCHES (25 DEG) OF FLAPS. THE WINDS WERE PORTED TO BE FROM 210 TO 240 DEG AT 10 TO 16 KTS. AS THE PLT FLARED TO LAND, A STRONG GUST OF WIND PUSHED THE ACFT							
PRIVATE SE LAND Months Since - 9 Make/Model- 191 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 66 Last 90 Days- 51 Instrument Rating(s) - AIRPLANE Narrative E PLT WAS MAKING AN APCH TO RWY 27 AT THE LOS ALAMOS MUNI ARPT IN GUSTY X-WIND CONDITIONS. THE ARPT WAS LOCATED ATOP MESA & RWY 27 HAD A 1.5% UPHILL RWY GRADIENT. THE PLT SAID HE SELECTED 2 NOTCHES (25 DEG) OF FLAPS. THE WINDS WERE PORTED TO BE FROM 210 TO 240 DEG AT 10 TO 16 KTS. AS THE PLT FLARED TO LAND, A STRONG GUST OF WIND PUSHED THE ACFT	· · · · · - · - · · · - · · · · · · · ·					IVERS/LIM	11
SE LAND Months Since - 9 Make/Model- 191 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 66 Last 90 Days- 51 Instrument Rating(s) - AIRPLANE Narrative E PLT WAS MAKING AN APCH TO RWY 27 AT THE LOS ALAMOS MUNI ARPT IN GUSTY X-WIND CONDITIONS. THE ARPT WAS LOCATED ATOP MESA & RWY 27 HAD A 1.5% UPHILL RWY GRADIENT. THE PLT SAID HE SELECTED 2 NOTCHES (25 DEG) OF FLAPS. THE WINDS WERE PORTED TO BE FROM 210 TO 240 DEG AT 10 TO 16 KTS. AS THE PLT FLARED TO LAND, A STRONG GUST OF WIND PUSHED THE ACFT		-				11	•
Aircraft Type - UNK/NR Instrument- 66 Last 90 Days- 51 Instrument Rating(s) - AIRPLANE Narrative E PLT WAS MAKING AN APCH TO RWY 27 AT THE LOS ALAMOS MUNI ARPT IN GUSTY X-WIND CONDITIONS. THE ARPT WAS LOCATED ATOP MESA & RWY 27 HAD A 1.5% UPHILL RWY GRADIENT. THE PLT SAID HE SELECTED 2 NOTCHES (25 DEG) OF FLAPS. THE WINDS WERE PORTED TO BE FROM 210 TO 240 DEG AT 10 TO 16 KTS. AS THE PLT FLARED TO LAND, A STRONG GUST OF WIND PUSHED THE ACFT		Months Since - 9	Make/Model-	-			-
Instrument Rating(s) - AIRPLANE	SE LAND					•	•
PORTED TO BE FROM 210 TO 240 DEG AT 10 TO 16 KTS. AS THE PLT FLARED TO LAND, A STRONG GUST OF WIND PUSHED THE ACFT THE RIGHT OF CENTERLINE. THE PLT SAID HE ATTEMPTED TO MAKE A GO-AROUND. HOWEVER, THE ACFT IMPACTED THE GROUND		LOS ALAMOS MUNI ARPT IN GUSTY	X-WIND CONDITION				
	PORTED TO BE FROM 210 TO 240 DEG AT 10 TO THE RIGHT OF CENTERLINE. THE PLT SAID HE	16 KTS. AS THE PLT FLARED TO ATTEMPTED TO MAKE A GO-AROUND	LAND, A STRONG GU . HOWEVER, THE AC	ST OF WIND FT IMPACTED	PUSHED THE	ACFT	
JACENT TO THE RWY & SKIDDED 200 FT BEFORE COMING TO REST. THE ARPT ELEVATION WAS 7173 FT.	ACENT TO THE RWY & SKIDDED 200 FT BEFORE	CUMING TO REST. THE ARPT ELEV	ALLUN WAS 7173 FT	•			
		·					

A/C Reg. No. N8651C File No. - 600 6/09/85 LOS ALMOS, NM Time (Lcl) - 1718 MDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. WEATHER CONDITION - CROSSWIND 3. WEATHER CONDITION - GUSTS 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 5. AIRSPEED(VREF) - INADEQUATE -6. LOWERING OF FLAPS - EXCESSIVE -7. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND 8. GO-AROUND - ATTEMPTED - PILOT IN COMMAND 9. WEATHER CONDITION - HIGH DENSITY ALTITUDE 10. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 11. STALL/MUSH Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - GO-AROUND (VFR) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,8,10 Factor(s) relating to this accident is/are finding(s) 1,2,3,5,7,9

 Basic Information Type Operating Certificate-NONE (GE 	NERAL AVIATION)	Aircraft Damage			Injur	ries	
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 9 Accident Occurred During -MANEUVER		NONE	Pass	0	0	1	0
-Aircraft Information		_					
Make/Model - CESSNA 152		el - LYCOMING 0-2	.35		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engin				tall Warnir	ng System	- YES
Max Gross Wt - 1750		- RECIPROCATIN	IG-CARBURETO	JR .			
No. of Seats - 2	Rated Power	- 110 HP					
-Environment/Operations Information	-						
Weather Data	. Itinerary		,		Proximity		
Wx Briefing - NO RECORD OF BRIE				OFF AI	RPORT/STRIF	•	
Method - N/A	ALAMOGORDO,	MM					
Completeness - N/A	Destination		A	irport D	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- VARIABLE						- N/A	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Fligh				Surface -		
Lowest Ceiling - NONE	Type of Clear			Runway	Status -	- N/A	
Obstructions to Vision- NONE	Type Apch/Lnd	g - FORCED L	ANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 26	Medical (ertificate) WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev			Time (H			
COMMERCIAL	Current -	YES Total	- :	282		4 Hrs -	3
SE LAND, ME LAND	Months Since -	UNK/NR Make/	Model-	12	Last 30 Last 90	Days- UN	IK/NR
	Aircraft Type -	T-38 Instr	ument- UNK,	/NR	Last 90	Days-	48
		Multi	-Eng - UNK,	/NR	Rotorc	aft - UN	IK/NR
Instrument Rating(s) - AIRPLAN	E						
-Narrative						_	
PLT WAS FLYING IN THE VALLEYS OF MOUN						J	
A SMALL HILL, BUT WAS ACTUALLY PART OF						_	
-CLIMB RISING TERRAIN. THE ACFT BEGAN						,	
LAND IN A RELATIVELY FLAT AREA. HOWEVE			IE GROUND A' 1500 FT.	I A 45 D	EG ANGLE		

File No. - 410 6/14/85 SUNSPOT.NM A/C Reg. No. N47822 Time (Lc1) - 0855 MDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. TERRAIN CONDITION - MOUNTAINOUS/HILLY 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE 4. TERRAIN CONDITION - RISING 5. PROPER CLIMB RATE - NOT POSSIBLE -6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING Finding(s) 8. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----

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

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

File No 412 6/17/85 CLOVIS	S,NM A/C Reg	g. No. N2312U	Т :	ime (Lc1) -	0930 MD1	г
Basic Information Type Operating Certificate-AGRICULTURAL Type of Operation -AERIAL APPLIC Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING	SUBSTAN CATION Fire NONE	rial Crew Pass	0	0	Minor O O	None 1 0
Aircraft Information Make/Model - AIRTRACTOR AT-301 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1500 No. of Seats - 1	Eng Make/Mode1 - P&W Number Engines - 1 Engine Type - REC Rated Power -	IPROCATING-CARBUR	ELT 1	Installed/Actall Warning	tivated	
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 360/005 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE	OFF AIR Airport Da Runway Runway Runway		N/A	
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND, SE SEA Instrument Rating(s) - AIRPLANE Narrative STHE PLT WAS PULLING UP OVER A POWER LINE AND THE RIGHT SIDE OF THE ENG. THE PLT TURNES URING A FORCED LANDING, THE ACFT NOSED OVER.	Biennial Flight Review Current - YES Months Since - 2 Aircraft Type - UNK/NR THE END OF A SPRAY RUN, TH D TO LAND IN A FIELD, BUT WA	Total - Make/Model- Instrument- Multi-Eng - E ENG LOST POWER S UNABLE TO ALIGN	ht Time (He 8903 150 153 250	Last 24 Last 30 Last 90 Rotorcra GAN COMING WITH FORROWS	Hrs - Days- UI Days- ft -	5

6/17/85 File No. - 412 CLOVIS.NM A/C Reg. No. N2312U Time (Lc1) - 0930 MDT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. ENGINE ASSEMBLY, OTHER - DISCONNECTED Occurrence #2 FORCED LANDING Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Occurrence #3 NOSE OVER Phase of Operation LANDING Finding(s) 2. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 3. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1

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

Brief of Accident

-Basic Information			_			
Type Operating Certificate-NONE (GE		craft Damage		Injurie		
_		STROYED	Fatal		Minor	None
Type of Operation -PERSONAL				0	0	0
Flight Conducted Under -14 CFR 9 Accident Occurred During -MANEUVER		I GROUND Pas:	s 2	0	0	0
-Aircraft Information						
Make/Model - CESSNA 172B	Eng Make/Model	- CONTINENTAL 0-300-D		Installed/Act		
Landing Gear - TRICYCLE-FIXED	Number Engines			Stall Warning	System	- YES
Max Gross Wt - 2200	9	- RECIPROCATING-CARBU	RETOR			
No. of Seats - 4	Rated Power	- 145 HP				
-Environment/Operations Information	-					
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIE Method - N/A	FING Last Departure F WELLINGTON,NV	Point	OFF A	IRPORT/STRIP		
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	LOCAL				_	
Wind Dir/Speed- 180/008 KTS				y Ident - N	•	
Visibility - 50.0 SM	ATC/Airspace			y Lth/Wid - N	,	
	SCATTERED Type of Flight F			y Surface - N	• .	
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearand Type Apch/Lndg	e - NUNE - NONE	Runwa	y Status - N	I/ A	
Precipitation - NONE Condition of Light - DAYLIGHT	Type Apon/Lindg	- NUNE				
-Personnel Information						
Pilot-In-Command	Age - 54	Medical Certific			ERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review	•	ght Time (
PRIVATE	Current - YE			Last 24 F		1
SE LAND	Months Since - 12	•	566 4	Last 30 D Last 90 D		4
	Aircraft Type - 1	72B Instrument-	4	Rotorcraf		8 17
Instrument Rating(s) - NONE						
-Narrative	THE DACCES OVER LITE DECIS	NOT AT LOW ALT. THE !!	TNECCEC -	DOEDVED THE		
ORDING TO WITNESSES, THE PLT MADE MULT T IN VARIOUS MANEUVERS AT LOW ALT. ONE					MEDE	
ACFT WENT INTO A WINGOVER OR HAMMERHE						
EP NOSE DOWN, SLIGHTLY LEFT BANK ATTIT						
Dain, Sezulle, Eel I Dain Allil	T PART FAILURE OR MALFUNCT					

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File No. - 462 4/02/85 SMITH,NV A/C Reg. No. N6923X Time (Lc1) - 1655 PST

Occurrence

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING

Finding(s)

- 1. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND
- 2. IMPROPER USE OF PROCEDURE, OSTENTATIOUS DISPLAY PILOT IN COMMAND
- 3. AEROBATICS PERFORMED PILOT IN COMMAND
- 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY PILOT IN COMMAND
- 5. OBJECT WIRE, TRANSMISSION
- 6. MANEUVER INITIATED PILOT IN COMMAND
- 7. TERRAIN CONDITION GROUND
- 8. CLEARANCE MISJUDGED PILOT IN COMMAND

----Probable Cause----

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

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

File No 485 5/01/85 B0	ULDER CITY,NV	A/C Reg. N	o. N2518D	Т	ime (Lcl) -	1600 PST	
Basic Information							
Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Dam	age		Injur	ies	
		SUBSTANTIAL		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 - CESSNA 170B	Eng Make/	Model - CONTINE	NTAL 0-300-C	ELT	Installed/A	ctivated	- YES/YE
Landing Gear - TAILWHEEL-ALL FIXED		gines - 1			tall Warnin		
Max Gross Wt - 2200	Engine Ty		CATING-CARBUR			9 - 7	
No. of Seats - 4	Rated Pow						
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NWS	,	ture Point		ON AIR			
Method - UNK/NR	HESPERIA			OIT AIN	I OKT		
Completeness - FULL	Destination	•		Airport D	12+2		
Basic Weather - VMC				•			
	SAME AS	ACC/ INC			R CITY	00	
Wind Dir/Speed- 210/010 KTS	170/11					03	400
Visibility - 50.0 SM	ATC/Airspace		_		Lth/Wid -		100
Lowest Sky/Clouds - CLEAR		ight Plan - NON			Surface -		
Lowest Ceiling - NONE		earance - NON		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/	Lndg - FUL	L STOP				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 44	Medi	cal Certifica	te - VALID	MEDICAL-WA	IVERS/LIM	IT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight			nt Time (F			
PRIVATE	Current		Total -		Last 24	Hrs -	4
SE LAND			Make/Mode1-			Days- UN	
JE EAND	Aircraft Typ	e - 17 ee - UNK/NR	Instrument-	92	Last 90	Days -	19
	An Graft Typ	e Olany lan	This trainerre	32	2001 30	Days	,,,
· Instrument Rating(s) - AIRPLANE							
Narrative							
FRING ARRIVAL. A PERSON ANSWERING THE UNI	COM REPORTED THAT PW	Y 3 WAS THE ACT	TVF RWY & THA	T THE WIND	WAS 10 KTS		
HE PLT MADE A WHEEL LANDING ON RWY 3 IN W							
AME DOWN DURING THE LANDING ROLL, THE ACF							
TIED DOWN GLIDER & WENT INTO A 4 FT DEEP							
	DITON. SEVERAL PERS	OUNS NOTED THAT	INEKE WEKE DU	PI DEATES	ON THE ARPT	A I	
R NEAR THE TIME OF THE ACCIDENT.							
							_

5/01/85 File No. - 485 BOULDER CITY, NV A/C Reg. No. N2518D Time (Lc1) - 1600 PST Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER Phase of Operation LANDING - ROLL Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. WEATHER CONDITION - TAILWIND WRONG RUNWAY - SELECTED - PILOT IN COMMAND 4. WEATHER CONDITION - UNFAVORABLE WIND 5. COMPENSATION FOR WIND CONDITIONS - NOT ATTAINED -Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 6. DIRECTIONAL CONTROL - NOT MAINTAINED -7. GROUND LOOP/SWERVE - UNCONTROLLED -Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 8. OBJECT - AIRCRAFT PARKED Occurrence #4 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 9. TERRAIN CONDITION - DITCH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.4 Factor(s) relating to this accident is/are finding(s) 2.3.8,9

File No 556 2/24/85 HUDS	ON, NY A/C	A/C Reg. No. N757BS			Time (Lc1) - 0240 EST			
Basic Information Type Operating Certificate-NONE (GENER) Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		aft Damage TANTIAL Crew Pass		Injur Serious O O		None 1 1		
Aircraft Information								
Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Engines - Engine Type - F	YCOMING 0-235-L2CC 1 RECIPROCATING-CARBUR 110 HP	S	Installed/A tall Warnin				
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 250/020 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 5000 FT SCA Lowest Ceiling - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(BRIGHT	ATLANTIC CITY,NJ Destination SAME AS ACC/INC ATC/Airspace ITERED Type of Flight Plar Type of Clearance Type Apch/Lndg	n - NONE - NONE	ON AIR Airport D COLUMB Runway Runway Runway	ata IA	ASPHALT	75		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 43 Biennial Flight Review Current - YES Months Since - 13 Aircraft Type - UNK/N	Total - Make/Model-	ht Time (H 466 369		Hrs - Days- UN	15		
Instrument Rating(s) - NONE								
Narrative HILE EN ROUTE, THE PLT ENCOUNTERED STRONG, GESTINATION ARPT, HE MADE 3 APPROACHES TO RWIT THE RWY HARD & BALLOONED. SUBSEQUENTLY, EPORTED THAT THE WIND WAS FROM 250 TO 310 DESCRIPTION OF THE WIND WAS FROM 250 DESCRIPTION OF TH	Y 21. HE STATED THAT WIND S THE ACFT TOUCHED DOWN HARD	SHEAR CAUSED UP & DO	WNDRAFTS &	THAT THE A				

File No. - 556 2/24/85 HUDSON, NY A/C Req. No. N757BS Time (Lc1) - 0240 EST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation APPROACH Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. WEATHER CONDITION - HIGH WIND 3. WEATHER CONDITION - GUSTS 4. WEATHER CONDITION - TURBULENCE 5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND Occurrence #2 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. LIGHT CONDITION - NIGHT 7. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 8. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,7

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

File No 516 3/05/85	UTICA,NY	A/C Reg. No. No.	74085	Т	ime (Lc1) -	2017 ES	Г
Basic Information							
Type Operating Certificate-ON-DEMA	ND AIR TAXI A	ircraft Damage			Injur		
Name of Carrier -BUXMONT	AVIATION SERVICE,	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -NON SCH	ED.DOMESTIC.CARGO F	ire	Crew	0	0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - SMITH AEROSTAR 600	Eng Make/Mode	1 - LYCOMING IO-	~540-G1B5	ELT	Installed/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-RETRACTAB	LE Number Engine	s - 2		S	tall Warnir	na System	- UNK/NR
Max Gross Wt - 5500		- RECIP-FUEL :	INJECTED			3 -,	•
No. of Seats - UNK/NR	Rated Power						
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRI		Point		ON AIR	•		
Method - N/A	TETERBORO, NJ			011 71211			
Completeness - N/A	Destination		,	Airport D	a+a		
Basic Weather - IMC	SAME AS ACC/	TNC	•	ONEIDA			
Wind Dir/Speed- 290/012 KTS	SAME AS ACC/	INC				- 33	
	ATO /Administra						450
Visibility500 SM	ATC/Airspace	D1 VED			Lth/Wid -		190
Lowest Sky/Clouds - 500 FT					Surface -		
Lowest Ceiling - 500 FT				Runway	Status -	- UNK/NR	
Obstructions to Vision- BLOWING		- ILS-COM	PLETE				
Precipitation - SNOW SHO							
Condition of Light - NIGHT(DA	RK)						
Personnel Information							
Pilot-In-Command	Age - 41	Medical (Certificate	- VALID	MEDICAL-NO	WAIVERS	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Revi	ew	F1 igh	t Time (H	ours)		
ATP, CFI			1 - :		Last 24	4 Hrs -	4
SE LAND, ME LAND	Months Since -		/Mode1-			Days- U	NK/NR
	Aircraft Type -	IINK/NR Inst	•	241	Last 90		108
	ATT CHAIR TYPE	Mult	i-Eng -	960	2451 51	Juyo	100
Instrument Rating(s) - AIRPLA	NF						
Narrative							
HE PLT REPORTED THAT DURING AN ILS APCH	. HE BROKE OUT & SAW THE A	RPT. HOWEVER. H	E SAID THAT	T "LAKE E	FFECT" WAS		
OVING IN RAPIDLY. THE WIND WAS REPORTED						СН	
O RWY 33 RATHER THAN CIRCLE & LAND ON R							
ITH A SNOWBANK. THE PLT REPORTED THAT T							
S: 500 FT OBSCURED, VISIBILITY 1/2 MI W		III AFTER CANDIN	G, THE WAT	MAS KLFUK	ILD IN FAR	1	
3. JOU FI UDSCURED, VISIBILITY 1/2 MI W	TIT LIGHT SNUW.						
	DAGE 200						

File No. - 516 3/05/85 UTICA, NY A/C Reg. No. N7408S Time (Lc1) - 2017 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. WEATHER CONDITION - LOW CEILING 3. WEATHER CONDITION - SNOW 4. WEATHER CONDITION - OBSCURATION 5. WEATHER CONDITION - CROSSWIND 6. WEATHER CONDITION - GUSTS 7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - TERRAIN/RUNWAY CONDITION 8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 9. GROUND LOOP/SWERVE - UNCONTROLLED -Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 10. TERRAIN CONDITION - SNOWBANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8 Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,10

Type Operating Certificate-NONE (GENERAL AVIATION)	File No 525 3/10/85 WHEAT	FIELD,NY A/C Re	g. No. N30155	T	ime (Lc1)	- 1500	EST
Fight Conducted Under	Basic Information Type Operating Certificate-NONE (GENERA			Fatal	•		r None
Acroaft Information Make/Model - CESSMA 177 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2275 No. of Seats - 4 Rated Power - 150 HP Environment/Operations Information Wather Data Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - UNK/NR Wind Dir/Speed - UNK/NR Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Obstructions to Vision-NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Personnel Information Personnel Information Personnel Information Personnel Information Personnel Information SE LAND Age - 49 Biennial Filight Review Current - YES Months Since - 8 Make/Model - LYCOMING 0-320-E2D BLIT Installed/Activated - YES/YE Stall Warning System - UNK/NR Side All Warning System - UNK/NR Aircraft Type of Telaphron Airport Proximity OFF AIRPORT/STRIP Airport Proximit							
Make/Model - CESSNA 177 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2275 Max Gross Wt		NUNE	Pass	O	2	O	0
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Max Gross Wt - 2275 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 150 HP 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 - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Conditions of Vision- NONE Dostructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Condition of Light - DAYLIGHT SE LAND Age - 49 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES Otal - 665 Last 24 Hrs - UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - NONE Narrative PLT REPORTED THAT DURING ARRIVAL, HE MADE A COMPLETE LANDING CHECK & APPLIED CARB HEAT BEFORE REDUCING POWER. HE ED THAT WHEN THE POWER WAS REDUCED TO 1900 TO 2000 RM, THE EARS SUDDENLY STOPPED RUNNING, HE AITEMPTED TO RESTART ENG, BUT WAS UNABLE. AN OPEN FIELD WAS SELECTED FOR AN EMERGENCY LANDINS; HOWEVER, DURING THE LANDING, THE LEFT STRUCK SMALL TREES & THE RIGHT WING CONTACTED MUD & SNOW. THE ACET SKIDDED ON MUD & SNOW AND WAS SUBSEQUENTLY GED BEYOND ECONOMICAL REPAIR. AN EXAM OF THE ACET. WAS MADE BUT NO PRETUPACT PART FAILURE OR MALEFUNCTION WAS D. THE CARB HEAT ASSEMBLY WAS BADLY DAMAGED BY IMPACT. THE LEFT FLORE FLAR BOTH FUEL CAP WAS NOT VENTED; HOWEVER, NO OBSTRUCTIONS REPORTED TO THE OTHER VENTS FOR THE THAT TANK. A 0-79-14 REPOURED THAT BUT HE UTER FOR THE THAT TANK. A 0-79-14 REPOURED THAT BUT HE LEFT FUELD CAP BE VENTED; I MOVERS, NO OBSTRUCTIONS REPORTED TO THE OTHER VENTS FOR THE THAT TANK. A 0-79-14 REPOURED THAT BUT HE DEVENT FOR THE THAT TANK. A 0-79-14 REPOURED THAT BUT HE LEFT FUELD CAP BE VENTED; I MOVERS, NO OBSTRUCTIONS	-Aircraft Information						
Max Gross Wt - 2275 No. of Seats - 4 Rated Power - 150 HP Environment/Operations Information Wather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - UNK/NR Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - NONE Unition - NONE Completeness - N/A Lowest Ceiling - NONE Type of Clearance - NONE Datructions to Vision - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Priot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Age - 49 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Condition of Light - DAYLIGHT PRIVATE SE LAND Age - 49 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Current - YES Total - 665 Last 24 Hrs - UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - NONE Narrative	·		OMING 0-320-E2D				
No. of Seats - 4 Rated Power - 150 HP Environment/Operations Information weather Data Wx Briefing - No RECORD OF BRIEFING Method - N/A Basic Weather - VMC Wind Dir/Speed - UNK/NR Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Crefificate(s)/Rating(s) PRIVATE SE LAND Age - 49 Siennial Flight Review Flight Time (Hours) PRIVATE Current - YES FLAND Age - 49 Siennial Flight Review Flight Time (Hours) PRIVATE Current - YES FLAND Instrument Rating(s) - NONE Instrument Rating(s) - NONE None Age - 49 Age -	•				tall Warni	ng Syst	em - UNK/NR
Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Dir/Speed- UNK/NR Wind Dir/Speed-		5 7.		ETUR			
Itinerary							
Wx Briefing - NO RECORD OF BRIEFING Last Départure Point OFF AIRPORT/STRIP Method - N/A DANSYILLE.NY Basic Weather - VMC NIAGARA FALLS.NY Wind Dir/Speed - UNK/NR Visibility - 20.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Flight Plan - NONE Runway Status - N/A Destination NONE Type of Clearance - NONE Runway Status - N/A Dostructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Type Apch/Lndg - FORCED LANDING Presonnel Information Pilot-In-Command Age - 49 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 665 Last 24 Hrs - UNK/NR Nonths Since - 8 Make/Model - 18 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - O Last 90 Days - 2 Instrument Rating(s) - NONE Narrative PLT REPORTED THAT DURING ARRIVAL, HE MADE A COMPLETE LANDING CHECK & APPLIED CARB HEAT BEFORE REDUCING POWER. HE ED THAT WHEN THE POWER WAS REDUCED TO 1900 TO 2000 RPM, THE ENG SUDDENLY STOPPED RUNNING. HE ATTEMPTED TO RESTART ENG, BUT WAS UNABLE. AN OPEN FIELD WAS SELECTED FOR AN EMERGENCY LANDING; HOWEVER, DURING THE LANDING, THE LEFT IS STRUCK SMALL TREES & THE RIGHT WING CONTACTED MUD & SNOW. THE ACFT WAS MADE, BUT NO PREIMPACT PART FAILURE OR MALFUNCTION WAS USESQUENTLY STOPPED TO THE OTHER VENTS FOR THE HEAT AN EXAM OF THE ACFT WAS MADE, BUT NO PREIMPACT PART FAILURE OR MALFUNCTION WAS BEDOTED TO THE OTHER VENTS FOR THE THAT TANK, AD -79-14 REQUIRED THAT BOTH FUEL CAPS BE VENTED. I MOVESSNA SVC LTR.		Itinerary		Airport	Proximity		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 20.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Status - 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 - 49 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 665 Last 24 Hrs - UNK/NR SE LAND Months Since - 8 Make/Model - 18 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 2 Instrument Rating(s) - NONE Narrative PIT REPORTED THAT DURING ARRIVAL, HE MADE A COMPLETE LANDING CHECK & APPLIED CARB HEAT BEFORE REDUCING POWER. HE ED THAT WHEN THE POWER WAS REDUCED TO 1900 TO 2000 RPM, THE ENG SUDDENLY STOPPED RUNNING. HE ATTEMPTED TO RESTATT ENG, BUT WAS UNABLE. AN OPEN FIELD WAS SELECTED FOR AN EMERGENCY LANDING; HOWEVER, DURING THE LANDING, THE LEFT STRUCK SMALL TREES & THE RIGHT WING CONTACTED MUD & SNOW. THE CAFT SKIDDED ON MUD & SNOW AND WAS SUBSEQUENTLY GED BEYOND ECONOMICAL REPAIR. AN EXAM OF THE ACFT WAS MADE, BUT NO PREIMPACT PART FAILURE OR MALFUNCTION WAS ID. THE CARB HEAT ASSEMBLY WAS BADLY DAMAGED BY IMPACT. THE LEFT FUC CAP WAS NOT VENTED; HOWEVER, NO OBSTRUCTIONS REPORTED TO THE OTHER VENTS FOR THE THAT TANK. AD-79-14 REQUIRED THAT BOTH FUEL CAPS BE VENTED I AW CESSNA SVC LTR,						P	
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Wind Dir/Speed-UNK/NR Visibility - 20.0 SM				Airport D	ata		
Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sty/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 - 49 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 665 Last 24 Hrs - UNK/NR SE LAND Months Since - 8 Make/Model - 18 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 2 Instrument Rating(s) - NONE Narrative PLT REPORTED THAT DURING ARRIVAL, HE MADE A COMPLETE LANDING CHECK & APPLIED CARB HEAT BEFORE REDUCING POWER. HE ED THAT WHEN THE POWER WAS REDUCED TO 1900 TO 2000 RPM, THE ENG SUDDENLY STOPPED RUNNING. HE ATTEMPTED TO RESTART ENG, BUT WAS UNABLE. AN OPEN FIELD WAS SELECTED FOR AN EMERGENCY LANDING; HOWEVER, DURING THE LANDING, THE LEFT STRUCK SMALL TREES & THE RIGHT WING CONTACTED MUD & SNOW. THE ACFT SKIDDED ON MUD & SNOW AND WAS SUBSEQUENTLY GED BEYOND ECONOMICAL REPAIR. AN EXAM OF THE ACFT WAS MADE, BUT NO PREIMPACT PART FAILURE OR MALFUNCTION WAS DD. THE CARB HEAT ASSEMBLY WAS BADLY DAMAGED BY IMPACT. THE LEFT FUEL CAPS BE VENTED IAW CESSNA SVC LTR,		NIAGARA FALLS,NY		Punway	Ident	- N/A	
Lowest Ský/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 - 49 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 665 Last 24 Hrs - UNK/NR SE LAND Months Since - 8 Make/Model - 18 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - O Last 90 Days - 2 Instrument Rating(s) - NONE Narrative PLT REPORTED THAT DURING ARRIVAL, HE MADE A COMPLETE LANDING CHECK & APPLIED CARB HEAT BEFORE REDUCING POWER. HE ED THAT WHEN THE POWER WAS REDUCED TO 1900 TO 2000 RPM, THE ENG SUDDENLY STOPPED RUNNING. HE ATTEMPTED TO RESTART ENG, BUT WAS UNABLE. AN OPEN FIELD WAS SELECTED FOR AN EMERGENCY LANDING; HOWEVER, DURING THE LANDING, THE LEFT SITRUCK SMALL TREES & THE RIGHT WING CONTACTED MUD & SNOW. HE ACT SKIDDED ON MUD & SNOW AND WAS SUBSEQUENTLY GED BEYOND ECONOMICAL REPAIR. AN EXAM OF THE ACFT WAS MADE, BUT NO PREIMPACT PART FAILURE OR MALFUNCTION WAS DD. THE CARB HEAT ASSEMBLY WAS BADLY DAMAGED BY IMPACT. THE LEFT FUEL CAP WAS NOT VENTED; HOWEVER, NO OBSTRUCTIONS REPORTED TO THE OTHER VENTS FOR THE THAT TANK. AD-79-14 REQUIRED THAT BOTH FUEL CAP BE VENTED IAW CESSNA SVC LTR,		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 - 49 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 665 Last 24 Hrs - UNK/NR SE LAND Months Since - 8 Make/Model- 18 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- O Last 90 Days- 2 Instrument Rating(s) - NONE Narrative PLT REPORTED THAT DURING ARRIVAL, HE MADE A COMPLETE LANDING CHECK & APPLIED CARB HEAT BEFORE REDUCING POWER. HE ED THAT WHEN THE POWER WAS REDUCED TO 1900 TO 2000 RPM, THE ENG SUDDENLY STOPPED RUNNING. HE ATTEMPTED TO RESTART ENG, BUT WAS UNABLE. AN OPEN FIELD WAS SELECTED FOR AN EMERGENCY LANDING; HOWEVER, DURING THE LANDING, THE LEFT STRUCK SMALL TREES & THE RIGHT WING CONTACTED MUD & SNOW. THE ACFT SKIDDED ON MUD & SNOW AND WAS SUBSEQUENTLY GED BEYOND ECONOMICAL REPAIR. AN EXAM OF THE ACFT WAS MADE, BUT NO PREIMPACT PART FAILURE OR MALFUNCTION WAS DD. THE CARB HEAT ASSEMBLY WAS BADLY DAMAGED BY IMPACT. THE LEFT FUEL CAP WAS NOT VENTED; HOWEVER, NO OBSTRUCTIONS REPORTED TO THE OTHER VENTS FOR THE THAT TANK. AD-79-14 REQUIRED THAT BOTH FUEL CAPS BE VENTED IAW CESSNA SVC LTR,			NONE				
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 49 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 665 Last 24 Hrs - UNK/NR SE LAND Months Since - 8 Make/Model - 18 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 2 Instrument Rating(s) - NONE Narrative PLT REPORTED THAT DURING ARRIVAL, HE MADE A COMPLETE LANDING CHECK & APPLIED CARB HEAT BEFORE REDUCING POWER. HE ED THAT WHEN THE POWER WAS REDUCED TO 1900 TO 2000 RPM, THE ENG SUDDENLY STOPPED RUNNING. HE ATTEMPTED TO RESTART ENG, BUT WAS UNABLE. AN OPEN FIELD WAS SELECTED FOR AN EMERGENCY LANDING; HOWEVER, DURING THE LANDING, THE LEFT STRUCK SMALL TREES & THE RIGHT WING CONTACTED MUD & SNOW. THE ACFT SKIDDED ON MUD & SNOW AND WAS SUBSEQUENTLY GED BEYOND ECONOMICAL REPAIR. AN EXAM OF THE ACFT WAS MADE, BUT NO PREIMPACT PART FAILURE OR MALFUNCTION WAS ID. THE CARB HEAT ASSEMBLY WAS BADLY DAMAGED BY IMPACT. THE LEFT FUEL CAP WAS NOT VENTED; HOWEVER, NO DESTRUCTIONS REPORTED TO THE OTHER VENTS FOR THE THAT TANK. AD-79-14 REQUIRED THAT BOTH FUEL CAPS BE VENTED IAW CESSNA SVC LTR,							
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Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command		. ypo npony zmag	. 0.1020 202.11				
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Nonth Since - 8 Aircraft Type - UNK/NR Instrument Rating(s) - NONE Instrument Rating(s) - NONE Instrument Rating(s) - NONE Narrative PLT REPORTED THAT DURING ARRIVAL, HE MADE A COMPLETE LANDING CHECK & APPLIED CARB HEAT BEFORE REDUCING POWER. HE ED THAT WHEN THE POWER WAS REDUCED TO 1900 TO 2000 RPM, THE ENG SUDDENLY STOPPED RUNNING. HE ATTEMPTED TO RESTART ENG, BUT WAS UNABLE. AN OPEN FIELD WAS SELECTED FOR AN EMERGENCY LANDING; HOWEVER, DURING THE LANDING, THE LEFT IS STRUCK SMALL TREES & THE RIGHT WING CONTACTED MUD & SNOW. THE ACFT SKIDDED ON MUD & SNOW AND WAS SUBSEQUENTLY GED BEYOND ECONOMICAL REPAIR. AN EXAM OF THE ACFT WAS MADE, BUT NO PREIMPACT PART FAILURE OR MALFUNCTION WAS ID. THE CARB HEAT ASSEMBLY WAS BADLY DAMAGED BY IMPACT. THE LEFT FUEL CAP WAS NOT VENTED; HOWEVER, NO OBSTRUCTIONS REPORTED TO THE OTHER VENTS FOR THE THAT TANK. AD-79-14 REQUIRED THAT BOTH FUEL CAPS BE VENTED IAW CESSNA SVC LTR,							
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PRIVATE SE LAND Current - YES Total - 665 Last 24 Hrs - UNK/NR Months Since - 8 Make/Model - 18 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 2 Instrument Rating(s) - NONE Narrative PLT REPORTED THAT DURING ARRIVAL, HE MADE A COMPLETE LANDING CHECK & APPLIED CARB HEAT BEFORE REDUCING POWER. HE ED THAT WHEN THE POWER WAS REDUCED TO 1900 TO 2000 RPM, THE ENG SUDDENLY STOPPED RUNNING. HE ATTEMPTED TO RESTART ENG, BUT WAS UNABLE. AN OPEN FIELD WAS SELECTED FOR AN EMERGENCY LANDING; HOWEVER, DURING THE LANDING, THE LEFT STRUCK SMALL TREES & THE RIGHT WING CONTACTED MUD & SNOW. THE ACFT SKIDDED ON MUD & SNOW AND WAS SUBSEQUENTLY GED BEYOND ECONOMICAL REPAIR. AN EXAM OF THE ACFT WAS MADE, BUT NO PREIMPACT PART FAILURE OR MALFUNCTION WAS ID. THE CARB HEAT ASSEMBLY WAS BADLY DAMAGED BY IMPACT. THE LEFT FUEL CAP WAS NOT VENTED; HOWEVER, NO OBSTRUCTIONS REPORTED TO THE OTHER VENTS FOR THE THAT TANK. AD-79-14 REQUIRED THAT BOTH FUEL CAPS BE VENTED IAW CESSNA SVC LTR,						O WAIVE	RS/LIMIT
SE LAND Months Since - 8 Make/Model - 18 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 2 Instrument Rating(s) - NONE Narrative PLT REPORTED THAT DURING ARRIVAL, HE MADE A COMPLETE LANDING CHECK & APPLIED CARB HEAT BEFORE REDUCING POWER. HE ED THAT WHEN THE POWER WAS REDUCED TO 1900 TO 2000 RPM, THE ENG SUDDENLY STOPPED RUNNING. HE ATTEMPTED TO RESTART ENG, BUT WAS UNABLE. AN OPEN FIELD WAS SELECTED FOR AN EMERGENCY LANDING; HOWEVER, DURING THE LANDING, THE LEFT is STRUCK SMALL TREES & THE RIGHT WING CONTACTED MUD & SNOW. THE ACFT SKIDDED ON MUD & SNOW AND WAS SUBSEQUENTLY GED BEYOND ECONOMICAL REPAIR. AN EXAM OF THE ACFT WAS MADE, BUT NO PREIMPACT PART FAILURE OR MALFUNCTION WAS ID. THE CARB HEAT ASSEMBLY WAS BADLY DAMAGED BY IMPACT. THE LEFT FUEL CAP WAS NOT VENTED; HOWEVER, NO OBSTRUCTIONS REPORTED TO THE OTHER VENTS FOR THE THAT TANK. AD-79-14 REQUIRED THAT BOTH FUEL CAPS BE VENTED IAW CESSNA SVC LTR,		•					1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Instrument Rating(s) - NONE Narrative PLT REPORTED THAT DURING ARRIVAL, HE MADE A COMPLETE LANDING CHECK & APPLIED CARB HEAT BEFORE REDUCING POWER. HE ED THAT WHEN THE POWER WAS REDUCED TO 1900 TO 2000 RPM, THE ENG SUDDENLY STOPPED RUNNING. HE ATTEMPTED TO RESTART ENG, BUT WAS UNABLE. AN OPEN FIELD WAS SELECTED FOR AN EMERGENCY LANDING; HOWEVER, DURING THE LANDING, THE LEFT STRUCK SMALL TREES & THE RIGHT WING CONTACTED MUD & SNOW. THE ACFT SKIDDED ON MUD & SNOW AND WAS SUBSEQUENTLY GED BEYOND ECONOMICAL REPAIR. AN EXAM OF THE ACFT WAS MADE, BUT NO PREIMPACT PART FAILURE OR MALFUNCTION WAS ID. THE CARB HEAT ASSEMBLY WAS BADLY DAMAGED BY IMPACT. THE LEFT FUEL CAP WAS NOT VENTED; HOWEVER, NO OBSTRUCTIONS REPORTED TO THE OTHER VENTS FOR THE THAT TANK. AD-79-14 REQUIRED THAT BOTH FUEL CAPS BE VENTED IAW CESSNA SVC LTR,							
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PLT REPORTED THAT DURING ARRIVAL, HE MADE A COMPLETE LANDING CHECK & APPLIED CARB HEAT BEFORE REDUCING POWER. HE ED THAT WHEN THE POWER WAS REDUCED TO 1900 TO 2000 RPM, THE ENG SUDDENLY STOPPED RUNNING. HE ATTEMPTED TO RESTART ENG, BUT WAS UNABLE. AN OPEN FIELD WAS SELECTED FOR AN EMERGENCY LANDING; HOWEVER, DURING THE LANDING, THE LEFT STRUCK SMALL TREES & THE RIGHT WING CONTACTED MUD & SNOW. THE ACFT SKIDDED ON MUD & SNOW AND WAS SUBSEQUENTLY GED BEYOND ECONOMICAL REPAIR. AN EXAM OF THE ACFT WAS MADE, BUT NO PREIMPACT PART FAILURE OR MALFUNCTION WAS ID. THE CARB HEAT ASSEMBLY WAS BADLY DAMAGED BY IMPACT. THE LEFT FUEL CAP WAS NOT VENTED; HOWEVER, NO OBSTRUCTIONS REPORTED TO THE OTHER VENTS FOR THE THAT TANK. AD-79-14 REQUIRED THAT BOTH FUEL CAPS BE VENTED IAW CESSNA SVC LTR,	Instrument Rating(s) - NONE						
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	77-6.	=-					

File No 5	25 3/10/85 	WHEATFIELD, NY		Time (Lc1) - 1500 EST
Occurrence #1 Phase of Operation				
Finding(s) 1. UNDETERMINED 2. FUEL SYSTEM, VEN 3. MAINTENANCE, C		- NOT FOLLOWED - COMP	ANY/OPERATOR MGMT	
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation		ION WITH OBJECT		
Finding(s) 4. OBJECT - TREE(S				
Occurrence #4 Phase of Operation		ION WITH TERRAIN		
Finding(s) 5. TERRAIN CONDITI 6. TERRAIN CONDITI	ON - SNOW COVERED			
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boa	ard determines that the	e Probable Cause(s) of this ac	cident
Factor(s) relating t	o this accident is	/are finding(s) 4,5,6		

File No 510 4/12/85 EAS	T LIVERPOOL,OH	A/C Reg. No. N	115JT	T 1	ime (Lc1) -	1940 EST	
Basic Information							
Type Operating Certificate-NONE (GENE		ircraft Damage			Injur		
The section of the se		SUBSTANTIAL	_	Fatal	Serious		None
Type of Operation -INSTRUCTION		ire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 150L	Eng Make/Mode	1 - CONTINENTAL	0-200-A	ELT 1	nstalled/A	ctivated -	YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engine		G 200 //		tall Warnin		
Max Gross Wt - 1600		- RECIPROCATI	NG-CARRURE			g cyclo	0
No. of Seats - 2	Rated Power						
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEFI				ON AIRF	PORT		
Method - N/A	NEW PHILADEL	.PHI,OH		_	-		
Completeness - N/A	Destination			Airport Da			
Basic Weather - VMC	BEAVER FALLS	5,PA			ANA COUNTY		
Wind Dir/Speed- 120/003 KTS						24	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		75
Lowest Sky/Clouds - CLEAR	Type of Flight	: Plan - NONE			Surface -		
Lowest Ceiling -	Type of Cleara	ince - NONE			Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	, - PRECAUT	IONARY LAN	DING			
Precipitation - NONE							
Condition of Light - NIGHT(DARK)							
Personnel Information							
Pilot-In-Command	Age - 36	Medical	Certificat	e - VALID	MEDICAL-NO	WAIVERS/L	IMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Revi			t Time (Ho		- •	
STUDENT	Current -				Last 24	Hrs -	3
	Months Since -				Last 30		C/NR
	Aircraft Type -	N/A Inst	rument-	ō	Last 90	Days-	8
Instrument Rating(s) - NONE							
·							
Narrative ILE ON A NIGHT/SOLO X-COUNTRY FLT, THE EN	CHAR A RARTTAL LOCG OF	DOWED THE CTH	DENT ATTEM	DIED IO M	NE AN EMED	OFNOV	
NDING AT A NEARBY ARPT, BUT THE RWY LIGHT							
GHTS COULD BE CONTROLLED BY KEYING THE RA							
THE LIGHTS. HE FOUND THAT THE ACET HAT A							
E RWY. DURING THE LANDING, THE ACFT HIT A		SUBSEQUENT TEAR	DOWN UF IH	E ENG REVE	ALEU IMAI	IME	
EXHAUST VALVE WAS STUCK IN THE FULL OPEN	PUSITIUN.						
	PAGE-304						
		·					

4/12/85 A/C Reg. No. N15JT Time (Lc1) - 1940 EST File No. - 510 EAST LIVERPOOL, OH LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) ENGINE ASSEMBLY, VALVE - BINDING (MECHANICAL) Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND 3. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND 4. LIGHT CONDITION - DARK NIGHT 5. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - NOT OPERATING REMEDIAL ACTION - DELAYED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, VISUAL/AURAL DETECTION - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 9. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND 10. TERRAIN CONDITION - DITCH NOSE OVER Occurrence #3 Phase of Operation LANDING ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,9 Factor(s) relating to this accident is/are finding(s) 4,6,7,10

Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage			Injur		
Type of Operation -PERSONA	1	SUBSTANTIAL Fire	Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR	-	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING		NONE	1 233	Ü	· ·	J	J
Aircraft Information							
Make/Model - CESSNA 172M		/Mode1 - LYCOMING 0-	320-E2D		Installed/A		
Landing Gear - TRICYCLE-FIXED		ngines - 1			tall Warnin	ıg System	- YES
Max Gross Wt - 2300		/pe - RECIPROCATI	NG-CARBURE	TOR			
No. of Seats - 4	Rated Por	ver - 150 HP					
Environment/Operations Information Weather Data				Admmont	Dnavimite		
	Itinerary Last Depa	stune Doint			Proximity RPORT/STRIP	,	
Wx Briefing - FSS Method - UNK/NR	WARREN.			OFF AT	KPUKI/ SIKIP		
Completeness - UNK/NR	Destination		,	Airport D	ata		
Basic Weather - VMC	ELYRIA.		•	A 11 POL C D	ata		
Wind Dir/Speed- 220/008 KTS				Runwav	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace	•			Lth/Wid -	N/A	
Lowest Sky/Clouds - 11000 FT	Type of F	light Plan - NONE		Runway	Surface -	N/A	
Lowest Ceiling - 11000 FT	BROKEN Type of C	learance - 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 - 41	Medical	Certificat		MEDICAL-NO	WAIVERS/	FIMII
Certificate(s)/Rating(s)	Biennial Flight	Medicai Review - N/A Tota - N/A Make	Fligh	t Time (H	ours) Last 24	Una -	4
STUDENT	Current Months Since	- N/A IOTA	/Model-	102	Last 24	Dove- UN	1 IZ /ND
	Aircraft Ty	e - N/A Make	nument-	٥	Last 30 Last 90	Days- UN	10
	Aircraft Ty	De - N/A INST	rument	U	Last 90	Days	10
Instrument Rating(s) - NONE							
Narrative							
E CRUISING AT 2500 FT MSL, THE ENG D							
ED LANDING UPHILL ON AN INCLINED FIR	IN HE INITIATED A CH	APP LEET TURN TO AVO	ITD A HOUSE	. AT THAT	TIME. THE	NOSE GEAR	

File No 5	18 4/22/85 MACEDONIA, OH	A/C Reg. No. N12124	Time (Lc1) - 1410 EST
Occurrence #1 Phase of Operation	LOSS OF POWER(PARTIAL) - MECH FAILURE CRUISE	E/MALF	
Finding(s) 1. ENGINE ASSEMBLY	,VALVE - FAILURE,TOTAL		
	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	ABRUPT MANEUVER LANDING - ROLL		
5. GROUND LOOP/SWE	NCE ON - INITIATED - PILOT IN COMMAND RVE - INTENTIONAL - PILOT IN COMMAND NOSE GEAR COLLAPSED		
Finding(s) 6. LANDING GEAR,NO	SE GEAR - OVERLOAD		
Phase of Operation	NOSE OVER LANDING - ROLL		
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that th	ne Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 2,3		

File No 500 4/23/85 RICHF	IELD,OH A/C R	eg. No. N87920	Т 1	me (Lc1) -	0950 EST	
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	- AVIATION) Aircraf SUBSTA Fire NONE	Crew		0		None O O
Aircraft Information Make/Model - PIPER J-3 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 2	Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power -	CIPROCATING-CARBUR	St	Installed/A tall Warnin		
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 220/008 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	Airport Da SHOOTZ Runway Runway Runway	RPORT/STŘIP ata FIELD Ident - Lth/Wid - Surface -	27 2200	RF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND Instrument Rating(s) - AIRPLANE	Age - 35 Biennial Flight Review Current - YES Months Since - 11 Aircraft Type - UNK/NR	Total - Total	ght Time (Ho 1195 400 113	ours) Last 24 Last 30	Hrs - UN Days- UN	K/NR K/NR
Narrative HE PLT MADE A SHORT FIELD TAKEOFF USING APRX ATH, HE TURNED TO THE RIGHT. HOWEVER, THE AC HE RIGHT & A SLIGHT AMOUNT OF AIRSPEED WAS L	FT'S WHEEL PANTS CONTACTED	A TREE WHILE THE P	LANE WAS S	TILL BANKED	TO TO	

File No. - 500 4/23/85 RICHFIELD.OH A/C Reg. No. N87920 Time (Lc1) - 0950 EST Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT 3. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND 4. PROPER CLIMB RATE - NOT ATTAINED -5. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND 6. OBJECT - TREE(S) 7. CLEARANCE - NOT OBTAINED - 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) 1,7

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

File No 540 5/11/85 CONNI	EAUT, OH A/C Re	eg. No. N42454	Т	ime (Lc1) -	1925 EDT	
Basic Information Type Operating Certificate-NONE (GENER) Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	AL AVIATION) Aircraf SUBSTAN Fire NONE	: Damage ITIAL Crew Pass	•	Injur Serious O O	ies Minor 2 O	None O O
Aircraft Information Make/Model - PIPER J3C-65 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 2	Eng Make/Model - COM Number Engines - 1 Engine Type - REC Rated Power -		S	Installed/Adtall Warning		
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 8.0 SM Lowest Sky/Clouds - 5000 FT Lowest Ceiling - 5000 FT BROWN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	ON AIR Airport D CONNEA Runway Runway Runway	ata UT Ident - Lth/Wid - Surface -		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND	Age - 44 Biennial Flight Review Current - YES Months Since - 16 Aircraft Type - CHIEF	Medical Certifica Flig Total - Make/Model- Instrument-	ht Time (H 2000 31		Hrs - Days-	0 0 0
Instrument Rating(s) - AIRPLANENarrative HE PLT STATED THAT HE ELECTED TO BEGIN HIS DINT. DURING HIS INITIAL CLIMB, THE PLT BEL LECTED TO TURN RIGHT IN AN ATTEMPT TO AVOID RASHED.	IEVED THE ACFT MIGHT NOT CLE	AR TREES AT THE DE	PARTURE EN	D OF THE RW		·

File No. - 540 5/11/85 CONNEAUT.OH A/C Reg. No. N42454 Time (Lc1) - 1925 EDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - TERRAIN/RUNWAY CONDITION 3. ALL AVAILABLE RUNWAY - NOT USED -4. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 5. MANEUVER - PERFORMED - PILOT IN COMMAND 6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 7. STALL - INADVERTENT - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF ----Probable Cause----

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

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

File No 507 5/21/85 MANTU	A,OH A/C Re	g. No. N73219	Т	ime (Lc1) -	2000 ED	T
-Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircraft			Injur	ies	
	SUBSTAN	ITIAL	Fatal	Serious	Minor	None
Type of Operation -AERIAL APPLI	CATION Fire	Cre	ew O	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pas	ss 0	0	0	0
Accident Occurred During -MANEUVERING						
-Aircraft Information						
Make/Model - BELL 47G-2A	Eng Make/Model - LYC	OMING VO-435-A16	ELT	Installed/A	ctivated	1 - NO -N
Landing Gear - SKID	Number Engines - 1			tall Warnin	g System	1 - NO
Max Gross Wt - 2850	Engine Type - REC	IPROCATING-CARBU	JRETOR			
No. of Seats - 3	Rated Power -	240 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 045/005 KTS					N/A	
Visibility - 15.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -		Runway	Surface -	N/A	
Lowest Ceiling - NONE	Type of Clearance	NONE	Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 39	Medical Certific	cate - NON-V	ALID MEDICA	L	
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (H	ours)		
COMMERCIAL	Current - YES	Total -		Last 24		3
SE LAND	Months Since - 23		1614	Last 30	Days- L	JNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument-	0	Last 90	Days-	6
				Rotorcr	aft -	1614
Instrument Rating(s) - NONE						
-Narrative						
ING AN AERIAL APPLICATION FLT, THE PLT BAN	KED THE HELICOPER TO FLY ARC	UND A UTILITY PO	DLE: HOWEVER	, THE MAIN	ROTOR	
DES CONTACTED THE POLE. THE HELICOPTER THE						
TED THAT THE GUSTY WIND CONDITIONS CONTRIB						

File No. - 507 5/21/85 MANTUA,OH A/C Reg. No. N73219 Time (Lc1) - 2000 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation MANEUVERING - AERIAL APPLICATION

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

2. WEATHER CONDITION - GUSTS

3. OBJECT - UTILITY POLE

4. CLEARANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

Factor(s) relating to this accident is/are finding(s) 2.3

is/are finding(s) 1,4

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

File No 538 1/05/85 OKLAH	DMA CITY,OK A/C Reg. I	No. N55PT	Ti	me (Lc1) -	1600 CST	
Basic Information Type Operating Certificate-NONE (GENERA	SUBSTANTIA	L	Fatal	Injur Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0	0	0	2 4
Aircraft Information Make/Model - GATES LEAR JET 25B Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 15000 No. of Seats - 10	Eng Make/Model - GE CJ-0 Number Engines - 2 Engine Type - TURBOJ Rated Power - 2950				activated and system	•
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 300/004 KTS Visibility - 25.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point W PALM BEACH,FL Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - IFI Type of Clearance - IFI Type Apch/Lndg - FU	A R R	Runway Runway	ort ta E Ident - Lth/Wid - Surface -	- 35 - 5000/ - CONCRETE - DRY	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP SE LAND,ME LAND	Age - 53 Med Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	ical Certificate Flight Total - 18 Make/Model- Instrument- 2 Multi-Eng - 14	Time (Ho 085 838 028	urs) Last 24	Hrs - Days- UNI	4
Instrument Rating(s) - AIRPLANENarrative AE PLT-IN-COMMAND (PIC) REPORTED THAT AFTER AS FELT ALTHOUGH PEDDLE PRESSURE WAS EVIDENT ASUFFICIENT RWY REMAINED TO GO AROUND. HE ST AID MARKS WERE FOUND GOING OFF THE DEPARTURE AEY DID NOT HEAR THE ENGS "RUN UP" UNTIL AFT ACOUNTERED SOFT MUDDY TERRAIN & WAS DAMAGED. POILERS, WING FLAPS EMERG BRAKES & DRAG CHUT	. HE STATED THAT BY THE TIME IT ATED THAT POWER WAS REDUCED & T END. WITNESSES SAID THE ACFT H ER THE ACFT WENT OFF THE RWY'S NO DISCREPANCIES WERE FOUND DU	WAS CLEAR THAT HE ACFT WENT OFF AD LANDED ABOUT END. AFTER DEPAR	THE BRAKE THE END HALF WAY TING THE	S WERE INE OF THE RW\ DOWN THE F RWY, THE A	EFFECTIVE, /. NO RWY. ACFT	

File No. - 538 1/05/85 OKLAHOMA CITY, OK A/C Reg. No. N55PT Time (Lc1) - 1600 CST OVERRUN Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. DISTANCE - MISJUDGED - PILOT IN COMMAND 2. AIRSPEED - MISJUDGED - PILOT IN COMMAND 3. PROPER TOUCHDOWN POINT - EXCEEDED -4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND 5. GO-AROUND - NOT PERFORMED -Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - SOFT 7. TERRAIN CONDITION - WET ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	wast Damana			7		
Type operating Certificate-NUNE (GENER		raft Damage STANTIAL		Fatal		uries Minor	None
Type of Operation -PERSONAL	Fire		Crew	0		1	0
Flight Conducted Under -14 CFR 91	NON	IE	Pass	. 0	0	3	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 172E	Eng Make/Model -	CONTINENTAL	0-300-D	ELT	Installed	/Activated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines -				Stall Warr	ing System	1 - YES
Max Gross Wt - 2150	Engine Type -	RECIPROCATIN	IG-CARBURE1	TOR			
No. of Seats - 4	Rated Power -	145 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity	,	
Wx Briefing - FSS	Last Departure Po	int		ON AIR	RPORT		
Method - TELEPHONE	STILLWATER, OK						
Completeness - UNK/NR	Destination		4	irport [
Basic Weather - VMC Wind Dir/Speed- 360/010 KTS	SAME AS ACC/INC	;		HOBAR	/ Ident	- 17	
Visibility - 10.0 SM	ATC/Airspace					- 5280/	150
Lowest Sky/Clouds - CLEAR	Type of Flight Pi	an - NONE				- ASPHALT	
Lowest Ceiling - NONE	Type of Clearance Type Apch/Lndg				/ Status		
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STO	IP				
Precipitation - NONE							
Condition of Light - NIGHT(DARK)							
Personnel Information							
Pilot-In-Command	Age - 48 Biennial Flight Review	Medical C				NO WAIVERS	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight	t Time (F	Hours)		_
PRIVATE SE LAND	Current - UNK Months Since - UNK Aircraft Type - UNK	(/NR Total	- 'M1-1	100	Last	24 Hrs -	O INIIZ /NID
SE LAND	Ainchaft Type - UNK	/NR Make/	Model-	100	Last	90 Days- C	30
	Afficial Crype ONA	7/NK 1113 CI	dilleric	2	Last	30 Days	30
Instrument Rating(s) - NONE							
·Narrative							
T 1515 CST, THE PLT CONTACTED A FSS & WAS A	DVISED THAT A FRONT WOULD	BE MOVING TH	RU THE DES	STINATIO	J (HOBART)	ARFA AT	
BOUT 2200. WHEN HE DEPARTED STILLWATER AT 1	840, THE WIND WAS FROM TH	IE SOUTH. AT 2	004, THE F	LT CONT	ACTED ALTE	JS AFB &	
AS ADVISED THAT THE WINDS WERE 210 TO 220 D	EGS AT 14 KTS. THINKING T	HE WINDS AT H	IOBART WOUL	D BE SOL	JTHERLY, F	łE	
LECTED TO LAND ON RWY 17. DURING THE LANDIN	G, HE WAS UNABLE TO STOP	ON THE RWY. T	HE ACFT CO	ONTINUED	OFF THE E	ND,	
IT A DITCH & NOSED OVER. THE PLT REPORTED T	HAT AFTER THE ACCIDENT, H	E NOTED THE W	IND WAS F	ROM THE	NORTH AT	O GUSTING	
20 KTS.							

File No. - 427 2/09/85 HOBART, OK A/C Reg. No. N3818S Time (Lc1) - 2015 CST Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. WEATHER CONDITION - UNFAVORABLE WIND 3. WEATHER CONDITION - GUSTS 4. WEATHER CONDITION - TAILWIND 5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 6. DISTANCE - MISJUDGED - PILOT IN COMMAND 7. AIRSPEED - MISJUDGED - PILOT IN COMMAND 8. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 9. TERRAIN CONDITION - DITCH NOSE OVER Occurrence #3 Phase of Operation LANDING ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8 Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,9

Type Operating Certificate-NONE (GENERA	AL AVIATION) Aircra	aft Damage		Injur	ies	
	DEST	ROYED	Fata1	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Cre	w 0	1 0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pas	s 0	0	0	0
Aircraft Information Make/Model - THORPE T-18	Eng Moke/Model - I	YCOMING 0-320	ELT	Installed/A	ativated	_ 11812 /8
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1200	Number Engines -	1 RECIPROCATING-CARBU	S	tall Warnin		
No. of Seats - 2	Rated Power -					
Environment/Operations Information Weather Data	Itinerary		Ainpont	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A		nt	ON AIR			
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	LOCAL			NICIPAL		
Wind Dir/Speed- 360/006 KTS Visibility - 15.0 SM	ATC/Airspace			· Ident - · Lth/Wid -	35 5000/	150
Lowest Sky/Clouds - 2000 FT	Type of Flight Pla	n - NONF		Surface -		130
	RCAST Type of Clearance	- NONE			DRY	
Obstructions to Vision- NONE	Type Apch/Lndg					
Precipitation - NONE						
Condition of Light - DAYLIGHT			~			
Personnel Information Pilot-In-Command	Age - UNK/NR	Medical Certific			IVERS/LIM	IIT
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Review Current - UNK/		ght Time (F		Hrs - IIN	IK /ND
SE LAND	Months Since - UNK/	VR Make/Modei-	UNK/NR	Last 30	Davs- UN	IK/NR
	Aircraft Type - UNK/		UNK/NR	Last 90	Days- UN	IK/NR
		Multi-Eng -	UNK/NR	Rotorcr	aft - UN	IK/NR
Instrument Rating(s) - NONE						
Narrative						
AIRCRAFT HAD BEEN STORED FOR 8 MONTHS WI	THE ALITOMOTIVE SHELL THE THE	TANK DURING TAKEDE	E THE ENG	LOST DOWER		

File No. - 418 2/24/85 ADA, OK A/C Reg. No. N40HB Time (Lc1) - 1340 CST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FUEL SYSTEM, TANK - DETERIORATED MAINTENANCE - INADEQUATE -3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 4. FUEL SYSTEM, STRAINER - BLOCKED (TOTAL) 5. FLUID, FUEL - STARVATION Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 LOSS OF CONTROL - IN FLIGHT Phase of Operation DESCENT - EMERGENCY Finding(s) 6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 7. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

 $is/are\ finding(s)\ 1.2.3.5.6.7$

File No 417 2/25/85 BROKE	N BOW,OK A	/C Reg. No. N	61243	Т	ime (Lc1) -	1230 CST	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Air	craft Damage			Injur	ies	
		BSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fir		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NO	NE	Pass	0	0	0	0
Accident Occurred During -LANDING							
lircraft Information							
Make/Model - CESSNA 150J	Eng Make/Mode1		0-200-A		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines				tall Warnin	g System	- YES
Max Gross Wt - 1600	- 3 - 3,	- RECIPROCATI	NG-CARBURET	OR			
No. of Seats - 2	Rated Power	- 100 HP					
Environment/Operations Information	•						
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING				ON AIR	PORT		
Method - N/A	SAME AS ACC/IN	С	_				
Completeness - N/A	Destination		Α	irport D			
Basic Weather - VMC Wind Dir/Speed- 200/008 KTS	LOCAL			BROKEN		17	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		50
Lowest Sky/Clouds - CLEAR	Type of Flight P	lan - NONE			Surface -		50
Lowest Ceiling - NONE	Type of Clearanc			,	Status -		
Obstructions to Vision- NONE	Type Apch/Lnda		LANDING		01212		
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 41	Modical	Contificate	- VALTO	MEDICAL-NO	WATVEDS/	'
Certificate(s)/Rating(s)	Biennial Flight Review			Time (F		WAIVERS/	CIMI
PRIVATE			1 - UNK			Hrs - UN	IK/NR
SE LAND	Months Since - UN		/Model- UNK			Days- UN	
GE 2G	Aircraft Type - UN		rument- UNK	/NR	Last 90	Davs- UN	IK/NR
			i-Eng - UNK			aft [°] - UN	
			J	•			
Instrument Rating(s) - UNK/NR							
Narrative							
HE ACFT NOSED OVER SHORT OF THE RWY WHILE TH	F PIT WAS MAKING AN EME	PGENCY LANDIN	G AFTER A E	FPORTED	POWER LOSS		
JRING THE LANDING. THE ACFT NOSED OVER & WAS							
MING THE EMIDING, THE NOTE HOUSED OVER & WAS	DAMAGED: NO REASON TOR	,,,,, , OWER EO	JJ #AJ 1001				

File No 4	17 2/25/85	BROKEN BOW, OK	A/C Reg. No. N61243	Time (Lcl) - 1230 CST
Occurrence #1 Phase of Operation		ATTERN - FINAL APPROACH		
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation				
Probable Cause		*******************		

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

File No 460 4/07/85 YAMHIL	L,OR A/C Reg. No. N9	7705E Time (Lc1) - 1505 PST
Type Operation Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	AVIATION) Aircraft Damage DESTROYED Fire ON GROUND	Injuries Fatal Serious Minor None Crew 1 O O O Pass 1 O O O
Aircraft Information Make/Model - BELLANCA 17-31A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3325 No. of Seats - 4	Eng Make/Model - LYCOMING IO- Number Engines - 1 Engine Type - RECIP-FUEL I Rated Power - 300 HP	Stall Warning System - YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/009 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - 27000 FT BROKE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point VANCOUVER, WA Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - STRAIGHT GO AROUN	
	Biennial Flight Review Current - UNK/NR Total Months Since - UNK/NR Make/ Aircraft Type - UNK/NR Instr	Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) - 850 Last 24 Hrs - 1 /Model- 150 Last 30 Days- 2 rument- UNK/NR Last 90 Days- 4
Instrument Rating(s) - NONE		
Narrative ITNESSES OBSERVED THE ACFT APCH THE AIRSTRIP THE ACFT BOUNCED BACK INTO THE AIR. POWER WA HE END OF THE RUNWAY, BUT CONTINUED TO MAINTA N THE LEFT WING & ROLLED 180 DEGREES TO A VER NSUED, TOTALLY CONSUMING THE WOOD & FABRIC CO AS IN THE FULL NOSE-UP POSITION. BELLANCA PER OWER APPLIED, CONTROL FORCES TO REDUCE THE PI	AS APPLIED FOR AN APPARENT GO-AROUND. AIN A NOSE-HIGH ATTITUDE, "SHAKING AN RTICAL ATTITUDE BEFORE GROUND IMPACT. OMPONENTS OF THE ACFT. AN INVESTIGATI RSONNEL REPORTED THAT WITH THE ELEVAT	THE ACFT CLEARED TALL TREES AT NO YAWING." THE ACFT THEN FELL OFF A POST-IMPACT FIRE IMMEDIATELY ON REVEALED THE ELEVATOR TRIM TAB OR TRIM IN THAT POSITION & WITH FULL

File No. - 460 4/07/85 YAMHILL,OR A/C Reg. No. N9705E Time (Lc1) - 1505 PST Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND 2. DISTANCE - MISJUDGED - PILOT IN COMMAND 3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND 4. PROPER TOUCHDOWN POINT - NOT ATTAINED -5. FLARE - IMPROPER - PILOT IN COMMAND 6. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING Finding(s) 7. ABORTED LANDING - PERFORMED - PILOT IN COMMAND 8. ELEVATOR TRIM - IMPROPER USE OF - PILOT IN COMMAND 9. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND 10. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND 11. STALL/SPIN - UNCONTROLLED -Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,8,9

File No 476 4/12/85 PA	ULINA, OR	A/C Reg. No	. N4892E	т	ime (Lc1) -	1830 PS1	r .
Basic Information Type Operating Certificate-NONE (GEN Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Aircraft Dama; SUBSTANTIAL Fire NONE	ge Crew Pass	Fatal O O	Injur Serious O O		None 1 0
Aircraft Information Make/Model - CESSNA 185 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1750 No. of Seats - 6	Number Engl	- RECIP-FU	EL INJECTED		Installed/A itall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEF Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departu OMAK,WA Destination SAME AS AC ATC/Airspace Type of Flig Type of Clea			ON AIR Airport D PRIVAT Runway Runway Runway	Data E STRIP / Ident - / Lth/Wid - / Surface -		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE	Age - UNK/NR Biennial Flight Re Current Months Since Aircraft Type	view - UNK/NR T - UNK/NR M - UNK/NR I	al Certificat Fligh otal - UN ake/Model- UN nstrument- UN ulti-Eng - UN	it Time (F IK/NR IK/NR IK/NR	lours) Last 24 Last 30 Last 90	4 Hrs - UI) Days- UI) Days- UI raft - UI	NK/NR NK/NR
THIS COMMENT RATING(S) - NUMENarrative HE PLT REPORTED THAT ON 4/11/85, THE LEF- RAKING SYS. HE SAID THAT REPAIRS HAD BEEN PRIVATE AIRSTRIP AT PAULINA, OR. DURING XCESSIVE RIGHT RIGHT RUDDER. HE SAID THAT	N MADE, BUT THE LEFT BR Touchdown at Paulina,	AKE FELT SPONG THE ACFT VEERE	Y. THE NEXT F D TO THE LEFT	LT (ON 4/ & THE PL	/12/85) WAS	TO	

File No 476	4/12/85	PAULINA,OR	A/C Reg.	No. N4892E	Time (Lc1) - 1830 PST	
· · · · · ·	S OF CONTROL - DING - ROLL	ON GROUND				
Finding(s) 1. LANDING GEAR,NORMAL 2. MAINTENANCE - IMPR						
· · · · · · · · · · · · · · · · · · ·	E OVER DING - ROLL					
Probable Cause						

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

Type Operating Certificate-NONE (GENERA				Injur		
-	SUBSTAN		Fatal		Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	Cre		0	0	1
Accident Occurred During -DESCENT	NONE	Pas	5 0	U	O	O
Aircraft Information						
Make/Model - HELIO H-295	Eng Make/Model - LYC	OMING GO-480-G1A				
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warnin	g System	- YES
Max Gross Wt - 3400	Engine Type - REC		RETOR			
No. of Seats - 6	Rated Power -	295 HP				
Environment/Operations Information	***					
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary			Proximity RPORT/STRIP		
Method - N/A	Last Departure Point SANDY.OR		UFF AI	KPUKI/SIKIP		
Completeness - N/A	Destination		Airport D	a+a		
Basic Weather - IMC	UNK/NR		Amport	αια		
Wind Dir/Speed- 140/005 KTS	3,		Runway	Ident -	N/A	
Visibility - UNK/NR	ATC/Airspace			Lth/Wid -	N/A	
Lowest Sky/Clouds -	Type of Flight Plan -	NONE	Runway	Surface -	N/A	
Lowest Ceiling - OVERCAST	Type of Clearance -		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE				
Precipitation - DRIZZLE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	A			_		
Certificate(s)/Rating(s)	Age - UNK/NR Biennial Flight Review	Medical Certifica Flia	ate - UNK/N ght Time (H			
PRIVATE	Current - UNK/NR	Total -	INK/ND	last 04	Hrs - IIN	K/NR
	Months Since - UNK/NR		JNK/NR	Last 30	Davs- UN	K/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument-	JNK/NR	Last 90	Days- UN	K/NR
		Multi-Eng -			aft - UN	
Instrument Rating(s) - NONE						
-Narrative						
DRTEDLY, THE ACFT ENCOUNTERED AIRFRAME IC	ING CONDITIONS DUDING FLT &	SUBSEQUENTLY MID	SHED INTO T	REES ON		
DED TERRAIN. ELEVATION OF THE CRASH SITE						

File No. - 486 4/21/85 JOHN DAY, OR A/C Reg. No. N94747 Time (Lc1) - 1230 PST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND IMPROPER DECISION, QUALIFICATION - PILOT IN COMMAND 4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND 5. WEATHER CONDITION - LOW CEILING 6. WEATHER CONDITION - RAIN 7. WEATHER CONDITION - ICING CONDITIONS 8. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT Finding(s) 9. WING - ICE 10. WEATHER CONDITION - HIGH DENSITY ALTITUDE 11. TERRAIN CONDITION - HIGH TERRAIN 12. PROPER ALTITUDE - NOT POSSIBLE -13. OBJECT - TREE(S) ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 8.9$

Factor(s) relating to this accident is/are finding(s) 1,4,5,6,7,10,11,13

File No 479 5/02/85 BAN	NDON, OR A/C Re	g. No. N5543	т	ime (Lcl) -	1836 PDT	•
Basic Information						
Type Operating Certificate-NONE (GENE	ERAL AVIATION) Aircraft	Damage		Injur:	es	
•	SUBSTAN	TIAL	Fatal	Serious	Minor	None
Type of Operation -FERRY	Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	Ō	Ó	Ö	Ō
Accident Occurred During -LANDING				•	_	
Aircraft Information						
Make/Model - PIPER PA-24-250	Eng Make/Model - LYC	OMING 0-540-A1A5	ELT	Installed/Ad	tivated	- YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1			tall Warning		
Max Gross Wt - 2800		IPROCATING-CARBUR			, -,	
No. of Seats - 4	J 7.	250 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFI	ING Last Departure Point		OFF AI	RPORT/STRIP		
Method - N/A	FLORENCE, OR			•		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		BANDON			
Wind Dir/Speed- 180/015 KTS	OAME AS ASS, INC				16	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		50
	CATTERED Type of Flight Plan -	NONE		•	ASPHALT	50
Lowest Ceiling - 6000 FT 0		NONE		-	DRY	
Obstructions to Vision- NONE		FORCED LANDING	Kuliway	Status	DKI	
Precipitation - NONE	Type Apcil/ Liliag	TORCED CANDING				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 51	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	'LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flig	ht Time (H	ours)		
COMMERCIAL, CFI	Current - YES	Total -	10354	Last 24	Hrs -	3
SE LAND, ME LAND, SE SEA	Months Since - 11	Make/Model-		Last 30		IK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument-	809	Last 90	•	160
1122331 1211	ATTO ATT TYPE STATE	Multi-Eng -		Rotorcra	•	55
Instrument Rating(s) - AIRPLANE						
E PLT WAS FERRYING THE ACFT TO BANDON TO	HAVE THE LANDING GEAR REPAIRED	THE BLT WAS MAD	E WITH THE	CEAD CECUP	:n	
THE DOWN POSITION. THE ACFT HAD LOCKING						
C. THETEAD HE DELTED OF THE FIFE CASSES						
F; INSTEAD, HE RELIED OF THE FUEL GAGES.						
F; INSTEAD, HE RELIED OF THE FUEL GAGES. NK WHICH INDICATED ABOUT 1/2 FULL. A SHOF ST POWER FROM FUEL EXHAUSTION. SUBSEQUENT						

5/02/85 A/C Reg. No. N5543 F110 No. - 479 BANDON, OR Time (Lc1) - 1836 PDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH Finding(s) 1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 2. WEATHER CONDITION - UNFAVORABLE WIND 3. WEATHER CONDITION - HIGH WIND 4. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION 5. FLUID, FUEL - EXHAUSTION 6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 7. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,6 Factor(s) relating to this accident is/are finding(s) 2.3.4.7

Basic Information		- -			•	•	
Type Operating Certificate-NONE (GENERAL		craft Damage BSTANTIAL		Fatal	Inju Serious		None
Type of Operation -PERSONAL	Fir	-	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NO	NE	Pass	Ō	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 150		- CONTINENTAL O-	200-A		nstalled/		
Landing Gear - TRICYCLE-FIXED	Number Engines		0 4 DDUDE		all Warni	ng System	- UNK/NE
Max Gross Wt - 1600 No. of Seats - 2		- RECIPROCATING- - 100 HP	CARBURE	IUR			
Environment/Operations Information Weather Data	Itinerary			Airport P	rovimity		
Wx Briefing - NO RECORD OF BRIEFING		oint		ON AIRP			
Method - N/A	SAME AS ACC/IN			0.0 7.0			
Completeness - N/A	Destination			Airport Da	ta		
Basic Weather - VMC	LOCAL			BOQUET			
Wind Dir/Speed- VARIABLE						- 01	
Visibility - 25.0 SM	ATC/Airspace				Lth/Wid		40
Lowest Sky/Clouds - CLEAR	Type of Flight P				Surface		
Lowest Ceiling - NONE	Type of Clearanc		TTERN	Runway	Status	- UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PA	ITERN				
Precipitation - NONE Condition of Light - NIGHT(DARK)							
-Personnel Information Pilot-In-Command	Age - 30	Medical Cer	tificat	a - VALID	MEDICAL -W	ATVERS/LTI	итт
Certificate(s)/Rating(s)	Biennial Flight Review			t Time (Ho		,	
PRIVATE	Current - YE					4 Hrs -	1
SE LAND	Months Since - 2		de1-	77	Last 3	O Days- UI	NK/NR
	Aircraft Type - UN	K/NR Instrum	ent-	0	Last 9	O Days-	15
Instrument Rating(s) - NONE							
-Narrative							
ER RETURNING TO THE ARPT, THE PLT MADE A N	IGHT LANDING IN LIGHT &	VARIABLE WIND C	ONDITIO	NS. DURING	THE LAND	ING.	

File No. - 513 2/20/85 JEANNETTE, PA A/C Reg. No. N3912V Time (Lc1) - 1930 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL 1. LIGHT CONDITION - DARK NIGHT 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - SNOWBANK Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5 Factor(s) relating to this accident is/are finding(s) 1,2,3,6

File No 526 2/21/85 BEA	VER FALLS,PA	A/C Reg. No. I	N8318L	T	ime (Lc1) -	- 1630 ES1	r
-Basic Information Type Operating Certificate-ON-DEMAND	AIR TAXI	Aircraft Damage		F 1	Injur		Mana
Type of Operation -INSTRUCTIO	MAI	SUBSTANTIAL Fire	Crew	Fatal O	Serious O	Minor 1	None O
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	ŏ	Ö	ó	ŏ
-Aircraft Information Make/Model - PIPER PA-28-161 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Number I	e/Model - LYCOMING O Engines - 1 Type - RECIPROCAT Dwer - 160 HP		S	Installed/A tall Warnir		
-Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFI Method - N/A		arture Point S ACC/INC		Airport ON AIR	Proximity PORT		
Completeness - N/A	Destination	•		Airport Da	ata		
Basic Weather - VMC	LOCAL				COUNTY		
Wind Dir/Speed- 180/008 KTS Visibility - 10.0 SM Lowest Sky/Clouds - Lowest Ceiling - 1000 FT Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of (Flight Plan - NONE Clearance - NONE	C PATTERN	Runway Runway	Lth/Wid Surface		100
-Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - UNK/NR Biennial Fligh		Certificat Fligh	te - VALID nt Time (H) WAIVERS,	/LIMIT
STUDENT	Current	- N/A Tot	a1 -	17	Last 24	4 Hrs -	1
	Months Sind Aircraft T	ce - N/A Mak ype - N/A Ins	e/Model- trument-	17 1	Last 30 Last 90	Days- Uf Days-	NK/NR 6
Instrument Rating(s) - NONE						_ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	
Narrative E STUDENT PLT WAS ON A SUPERVISED SOLO FL 7 & HIT A 1 FT DEEP SNOWBANK, THEN NOSED						T OFF THE	

2/21/85 File No. - 526 BEAVER FALLS, PA A/C Reg. No. N8318L Time (Lc1) - 1630 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - UNCONTROLLED -Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - SNOWBANK Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3 Factor(s) relating to this accident is/are finding(s) 1,5

Basic Information Type Operating Certificate-NONE (GE)	NERAL AVIATION)	Aircraft Da	mage		Inju	ries	
		SUBSTANTIA	L	Fata1	Serious		None
Type of Operation -INSTRUCT		Fire	Crew		0	0	2
Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	1	NONE	Pass	0	0	0	0
Aircraft Information							
Make/Model - PIPER PA-38-112	Fng Make	e/Model - LYCOMI	NG D-235-L2C	FIT	Installed/	Activated	- YES/N
Landing Gear - TRICYCLE-FIXED		Engines - 1	144 0 200 020		tall Warni		
Max Gross Wt - 3600		Type - RECIPR	OCATING-CARBUR		tarr marrir	ng oyotom	311.17.11
No. of Seats - 2	Rated Po						
-Environment/Operations Information	-						
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIE		arture Point		ON AIR	PORT		
Method - N/A	SAME AS	S ACC/INC					
Completeness - N/A	Destinatio	on		Airport D			
Basic Weather - VMC	LOCAL				STLE MUNI		
Wind Dir/Speed- 250/007 KTS	.== /					- 23	
Visibility - 5.0 SM	ATC/Airspac		NIF		Lth/Wid		75
Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 6000 FT		Flight Plan - NO Clearance - VF			Surface		
Obstructions to Vision- NONE		learance - VF n/Lndg - TR		Runway	Status	- DRY	
Precipitation - NONE	туре арст	i/Lilug - Ik	AFFIC PATTERN				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - UNK/NR	Med	ical Certifica	te - UNK/N	R		
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	t Review	Flig	ht Time (H	ours)		
COMMERCIAL, CFI	Current	- UNK/NR	Total -				2
ME LAND, SE LAND		ce - UNK/NR	Make/Model-	280	Last 3	O Days- UN	K/NR
	Aircraft Ty	/pe - UNK/NR	Instrument-	96	Last 9	O Days-	80
			Multi-Eng -	37			
Instrument Rating(s) - AIRPLAN	E						
-Narrative							
Narrative INSTRUCTOR (CFI) & STUDENT PLT WERE P	PACTICING TOUCH-8-CO	A LANDINGS DUDI	NC AN ARCH TH	E CTUDENT	ALLOWED TH	_	
SPEED TO GET SLOW. AFTER CORRECTING TH							
BEGAN TO DROP & A GO-AROUND WAS INIT							
TT & HIT A SNOWBANK.	TATES, BUT TOO EATE	TO AUGID HITTIN	GE KWI. THE	ASI I TILEN	5.110010 1	· · · · · ·	

File No 5	57 2/21/85	BEAVER FALLS, PA	A/C Reg. No. N231	7N Time (Lc1)	- 1700 EST
Occurrence #1 Phase of Operation		TOUCHDOWN			
Finding(s) 1. TOUCH-AND-GO LA 2. FLARE - IMPROPE 3. SUPERVISION - II	R - DUAL STUDENT				
Occurrence #2 Phase of Operation					
Finding(s) 4. GO-AROUND - ATT 5. DIRECTIONAL CON 6. GROUND LOOP/SWE	TROL - NOT MAINTAI				
Occurrence #3 Phase of Operation		ION WITH TERRAIN			
Probable Cause					

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

Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Da	amage		Inju	ries	
, ,	•	DESTROYED	_	Fatal			None
Type of Operation -PERSONAL		Fire	Crev		0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		NONE	Pass	s 1	0	0	0
Aircraft Information							
Make/Model - CESSNA 150G			NENTAL 0-200		Installed/		
Landing Gear - TRICYCLE-FIXED		,	20047710 048811		itali Warni	ng System	- YES
Max Gross Wt - 1600 No. of Seats - 2	Rated Powe		ROCATING-CARBUR DHP	KETUK			
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Depar			OFF A	RPORT/STRI	Р	
Method - TELEPHONE	LEBANON, F			4 /	\ - . -		
Completeness - FULL Basic Weather - IMC	Destination COLUMBUS			Airport [ata		
Wind Dir/Speed- 230/006 KTS	COLUMBO3	,un		Bunka	/ Ident	- N/A	
Visibility - 1.500 SM	ATC/Airspace		1 - 9		/ Lth/Wid		
	Type of F1		DNF		Surface		
Lowest Ceiling - 900 FT 0						- N/A	
Obstructions to Vision- FOG	Type Apch/					·	
Precipitation - SNOW	, , , , , , , , , , , , , , , , , , ,	J					
Condition of Light - DAYLIGHT							
Personnel Information	Age - 27 Biennial Flight I					4.T./FDG // TM	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 27	Med	dical Certifica	ate - VALIL	MEDICAL-W	AIVERS/LIM	11 1
PRIVATE	Current	- INV/ND	Total -	329	lact 2	4 Hrs - UN	k /ND
SE LAND, ME LAND	Months Since	- UNK/NR	Make/Model-	250	Last 3	O Davs-	3
SE CAND, ME CAND	Aircraft Type	2 - RF-76	Instrument-	13	Last 9	O Days-	3
	All Clare Type	3 02 70		9	2001 3	o bayo	J
			marti ziig	J			
Instrument Rating(s) - NONE							
Narrative							
1221 EST, THE PLT WAS ADVISED BY A FSS	THAT VED ELT WAS NOT	DECOMMENDED	DUE TO WIDESON	EAD TED COM	INTITIONS AL	ONG THE	
TIZET EST, THE PET WAS ADVISED BY A FSS OUTE OF FLT & AT THE DESTINATION. THE PLT							
STBOUND AT LOW ALTITUDE IN SNOWSHOWERS,							

File No. - 454 4/07/85 ACME, PA A/C Reg. No. N8367J Time (Lc1) - 1700 EST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - SNOW 2. WEATHER CONDITION - FOG 3. WEATHER CONDITION - LOW CEILING 4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND 5. IMPROPER DECISION.OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation CRUISE Finding(s) 6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT.SPATIAL DISORIENTATION - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

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

File No 524 3/06/85 KINGS	KINGSTOWN,RI A/C Reg. No. N111SK			Time (Lcl) - 1057 EST				
Basic Information Type Operating Certificate-NONE (GENERA		t Damage			ıries			
	SUBSTAI		Fatal	Serious		None		
Type of Operation -BUSINESS	Fire	Cre		0	0	1		
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pas	s 0	0	0	4		
Aircraft Information								
Make/Model - AERO COMMANDER 680V	Eng Make/Model - AI	DESEADON THE 221	EIT	Installed	Activated	d - YES-UNK/N		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2					1 - UNK/NR		
Max Gross Wt - 9400	Engine Type - TU		3	taii waiii	ing system	ONIX/ NIX		
No. of Seats - 11	Rated Power -	575 HP						
Environment/Operations Information	Talmanan		A : mman+	D = 0 + 4 = 4 +				
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary		ON AIR	Proximity				
Method - N/A	Last Departure Point HARTFORD.CT		UN AIR	PURI				
Completeness - N/A	Destination		Airport D	2+2				
Basic Weather - VMC	CHARLOTTESVILLE, VA		QUONSE					
· Wind Dir/Speed- 010/015 KTS	CHARLOTTESVILLE, VA			' Ident	- 34			
Visibility - 30.0 SM	ATC/Airspace			Lth/Wid		200		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	NONE		Surface				
Lowest Ceiling - NONE	Type of Clearance			Status	- DRY	' 1		
Obstructions to Vision- NONE		- VFR - STRAIGHT-IN	Runway	Status	- DRT			
	Type Apch/Lndg	- SIRAIGHI-IN						
Precipitation - NONE								
Condition of Light - DAYLIGHT								
Personnel Information						. /		
Pilot-In-Command	Age - 36	Medical Certific			NO WAIVERS	S/LIMIT		
Certificate(s)/Rating(s)			ght Time (F	•	34 1155	^		
COMMERCIAL, ATP	Current - YES	Total -			24 Hrs -	0		
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model- Instrument-			30 Days- L	•		
	Aircraft Type - UNK/NR		-	Last	00 Days-	70		
		Multi-Eng -	5 9 96					
Instrument Rating(s) - AIRPLANE								
Instrument Rating(s) - AIRPLANENarrative HILE EN ROUTE AT 12,500 FT, THE PLT NOTED A	SLIGHT SHUDDER & HEARD A "W	 IND NOISE" THEN T	HE GEAR UNS	AFF LIGHT				
LUMINATED. THE PLT SLOWED THE ACFT TO 135 F HERE IT WOULD TWIST. ALL ATTEMPTS TO LOWER 1	KTS & TRIED RECYCLING THE GE	AR, BUT THE GEAR	ONLY DROPPE	D TO THE I				
ITH THE GEAR UP. AN EXAM REVEALED THAT A HYD				> = = = = = = = = = = = = = = = = = =	-			
The second of the experience of the second		,						

File No. - 524 3/06/85 KINGSTOWN,RI A/C Reg. No. N111SK Time (Lc1) - 1057 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. HYDRAULIC SYSTEM,LINE - FAILURE,TOTAL
2. LANDING GEAR - INOPERATIVE
3. GEAR DOWN AND LOCKED - NOT POSSIBLE
Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
5. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

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

File No 580 5/31/85 C	OLUMBIA,SC A/C Reg	. No. N5221F	1	ime (Lcl)	- 1131	EDT
-Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION) Aircraft SUBSTANT		Fatal	Inj Serious	uries Mino	r None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING		Crew Pass	0 0	0	0	
Aircraft Information			·			
Make/Model - CESSNA 172 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2500 No. of Seats - 4	9 71	INENTAL 0-300-D PROCATING-CARBURE 45 HP	S	Installed tall Warr		ed - YES/NO em - YES
Environment/Operations Information						
Weather Data Wx Briefing - MILITARY Method - IN PERSON	Itinerary Last Departure Point HAMPTON,VA			Proximity RPORT/STR		
Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 250/005 KTS Visibility - 4.000 SM Lowest Sky/Clouds - 1700 FT Lowest Ceiling - UNK/NR Obstructions to Vision- NONE	Destination SAME AS ACC/INC ATC/Airspace SCATTERED Type of Flight Plan - Type of Clearance -		Runway Runway Runway	ata IA METRO Ident Lth/Wid Surface Status	- N/A	
Precipitation - NONE Condition of Light - DAYLIGHT						
-Personnel Information				MEDICAL	NO HATVE	DC /
Pilot-In-Command Certificate(s)/Rating(s)	Age - 31 M Biennial Flight Review	ledical Certificat Fligh	re - VALIL nt Time (F		-NU WAIVE	K2/LIMII
COMMERCIAL	Current - YES	Total -	2242	Last	24 Hrs -	
SE LAND,ME LAND GLIDER	Months Since - 2 Aircraft Type - UNK/NR				30 Days- 90 Days-	•
Instrument Rating(s) - AIRPLAN	E					
-Narrative PLT REPORTED THAT DURING A DESCENT TO			ER, WHEN T	HE THROT	TLE ·	

File No 5	BO 5/31/85	COLUMBIA, SC	A/C Reg. No. N5221F	Time (Lc1) - 1131 EDT	
				in the state of the second of	
1. UNDETERMINED			그 그는 그는 사람들이 가장 그는 그는 그는 그는 것이 되었다. 그는 그를 하고 있는 그를 받는 것이 없는 것이다.	그는 그는 전 그는 집 독觀 살 그 때는 뭐, 됐는데 그는 그는 그는 그를 모양하는	
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGE	NCY			
Occurrence #3 Phase of Operation	DITCHING LANDING - FLARE/				
Finding(s) 2. TERRAIN CONDITI	ON - NONE SUITABLE				
Probable Cause					
The National Transpo is/are finding(s) i	rtation Safety Boa	rd determines that the	e Probable Cause(s) of this accid	dent	
Factor(s) relating to	this accident is	/are finding(s) 2			

File No 411 7/01/85 PLATT	E,SD A/C Re	g. No. N6674K	Т	ime (Lc1) -	1545 CDT	
Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircraft	Damage		Injur	ies	
.,,,	SUBSTAN		Fatal	•	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0	0
Accident Occurred During -MANEUVERING						
Aircraft Information						
Make/Model - GRUMMAN G-164	Eng Make/Model - WRI			Installed/Ad		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warning	g System	- YES
Max Gross Wt - 6075	Engine Type - REC		ETOR			
No. of Seats - 1	Rated Power - UNK	/ NR 				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point SAME AS ACC/INC		UFF AI	RPORT/STRIP		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		PLATTE			
Wind Dir/Speed- 230/006 KTS	200//2			Ident -	13	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE	Runway	Surface -	GRASS/TU	IRF
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	<u> </u>	Medical Certifica			WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s) COMMERCIAL</pre>	Biennial Flight Review Current - YES	Total -	ht Time (H 6500		Una -	4
SE LAND, ME LAND	Months Since - 7	Make/Model-	971	Last 24 Last 30	Dave- IIN	IK / NIP
SE EMID, ME EMID	Aircraft Type - UNK/NR		48	Last 90	Days-	198
	All Cital Citype Dianylak	Multi-Eng -	265	Rotorcra	aft - UN	
		Martin Errig	200			,
Instrument Rating(s) - NONE						
Narrative						
ILE THE PLT WAS SPRAYING A FIELD, THE LANDI	NG GEAR OF THE ACET STRUCK T	HE CENTER PIVOT O	F AN IRRIG	ATION		
RUCTURE. LATER, WHEN THE ACFT WAS LANDED, T						
ROOTORE. LATER, WILLIA THE ACET WAS LANDED, T	TIL GLAR CULLAFJED.					

File No 4	11 7/01/85	PLATTE, SD	A/C Reg. No. N6674K	Time (Lc1) - 1545 CDT
Occurrence #1 Phase of Operation	IN FLIGHT COLLIS MANEUVERING - AE			
Finding(s) 1. CLEARANCE - MIS	JUDGED - PILOT IN	COMMAND		
Occurrence #2 Phase of Operation	AIRFRAME/COMPONE MANEUVERING - AE	NT/SYSTEM FAILURE/ RIAL APPLICATION	MALFUNCTION	
Finding(s) 2. LANDING GEAR,MA	IN GEAR - OVERLOAD			
Occurrence #3 Phase of Operation	MAIN GEAR COLLAP	SED		
Probable Cause				

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

Type of Operation	File No 439 3/03/85 KN0XV	/ILLE,TN A/C Re	g. No. N2013K	Т	ime (Lc1) -	1700 EST	
Type of Operation -PERSONAL Fire Crew 0 0 1 0 0 Accident Occurred During -14 CFR 91 NONE Pass 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		•	9	Fatal			None
Make/Model - BEECH C23 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 4 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 180 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Accompleteness - N/A Basic Weather - VMC Wind Dir/Speed- 120/006 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 25000 FT THIN OVC Lowest Sky/Clouds - 25000 FT THIN OVC Ubstructions to Vision- NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Make/Model - LYCOMING 0-360-A4K ELT Installed/Activated - YES/Y Stall Warning System - YES Stall Warning Stall Pison On Airport Proximity On Airport P	Flight Conducted Under -14 CFR 91	Fire	Crew	0	0	1	0
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 4 Rated Power - 180 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 120/006 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 25000 FT THIN OVC Usest Sky/Clouds - 25000 FT THIN OVC Use of Flight Plan - NONE Usest Ceiling - VALID MEDICAL-NO WAIVERS/LIMIT Usest Certificate(s)/Rating(s) Usest Ceiling - VALID MEDICAL-NO WAIVERS/LIMIT Usest Certificate(s)/Rating(s) Usest Ceiling - VALID MEDICAL-NO WAIVERS/LIMIT Usest Ceiling - VALID MEDICAL-NO							
Max Gross Wt - 2450 No. of Seats - 4 Rated Power - 180 HP Environment/Operations Information Weather Data We Briefing - NO RECORD OF BRIEFING Method - N/A Basic Weather - VMC Wind Dir/Speed- 120/006 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 25000 FT THIN OVC Lowest Ceiling - NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Max Gross Wt - 2450 Rated Power - 180 HP Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL Airport Proximity ON AIRPORT Airport Data KNOXVILLE DOWNTOWN KNOXVILLE DOWNTOWN Runway Ident - 08 Runway Leht/wid - 3500/ 75 Runway Surface - ASPHALT Type of Clearance - NONE Runway Surface - ASPHALT Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE OMONThe Siennial Flight Review Current - UNK/NR SE LAND Months Since - UNK/NR Make/Model- 13 Last 30 Days- 0 Aircraft Type - UNK/NR Make/Model- 13 Months Since - UNK/NR Make/Model- 13 Months Since - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR	·	•	OMING 0-360-A4K				
No. of Seats - 4 Rated Power - 180 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 120/006 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 25000 FT THIN OVC Lowest Sky/Clouds - 25000 FT THIN OVC Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Mathod Provimity On Airport Proximity On Airport Data Airport Data KNOXVILLE DOWNTOWN Runway Ident - 08 Runway Lth/Wid - 3500/ 75 Runway Stratus - ASPHALT Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING PRIVATE Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Current - UNK/NR Melical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Caption - On Aircraft Type - UNK/NR Make/Model - 13 Last 20 Days- O Aircraft Type - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR		<u> </u>	INDOCATING CARRIER		itall Warnin	g System	- YES
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 120/006 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 25000 FT THIN OVC Lowest Sky/Clouds - 25000 FT THIN OVC Destination Lowest Ceiling - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Wx Briefing - NO RECORD OF BRIEFING Last Departure Point COC/INC Destination Airport Proximity ON AIRPORT Airport Proximity ON AIRPORT Airport Data KNOXVILLE DOWNTOWN Runway Ident - 08 Runway Lth/Wid - 3500/ 75 Runway Surface - ASPHALT Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING Precipitation NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE Ourrent - UNK/NR Months Since - UNK/NR Make/Model- 13 Last 30 Days- O Multi-Eng - UNK/NR Airport Proximity ON AIRPORT Airport Data Menows Since - UNK/NR Make/Model - 13 Last 300 Days- O Multi-Eng - UNK/NR Multi-Eng - UNK/NR Multi-Eng - UNK/NR Multi-Eng - UNK/NR		9 7,		ETUK			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A SAME AS ACC/INC SAME AS ACC/INC Destination	Environment/Operations Information						
Method - N/A Destination Airport Data Basic Weather - VMC LOCAL KNOXVILLE DOWNTOWN Wind Dir/Speed- 120/006 KTS Visibility - 7.0 SM ATC/Airspace Runway Ident - 08 Visibility - 7.0 SM ATC/Airspace Runway Lth/Wid - 3500/ 75 Lowest Sky/Clouds - 25000 FT THIN OVC 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 - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 67 Last 24 Hrs - 0 Months Since - UNK/NR Make/Model - 13 Last 30 Days - 0 Milti-Eng - UNK/NR Rotorcraft - UNK/NR Rotorcraft - UNK/NR	Weather Data			Airport	Proximity		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 120/006 KTS Wisibility - 7.0 SM Lowest Sky/Clouds - 25000 FT THIN OVC Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE PRIVATE OBSELAND Completeness - N/A LOWAL RATIONAL LOWAL LOWAL RATIONAL LOWAL LOWAL RATIONAL LOWAL RATIONAL LOWAL RATIONAL LOWAL LOWAL RATIONAL LOWAL LOWAL LOWAL LOWAL LOWAL LOWAL RATIONAL LOWAL LOWAL LOWAL LOWAL RATIONAL LOWAL LOWAL LOWAL LOWAL RATIONAL LOWAL LOWAL LOWAL RATIONAL LOWAL LOWAL LOWAL RATIONAL LOWAL LOWAL RATIONAL LOWAL LOWAL LOWAL RATIONAL LOWAL LOWAL RATIONAL LOWAL RATIONAL LOWAL RATIONAL LOWAL RATIONAL RATIONAL RATIONAL LOWAL RATIONAL				ON AIR	PORT		
Basic Weather - VMC Wind Dir/Speed- 120/006 KTS Wisibility - 7.0 SM Visibility - 7.0 SM ATC/Airspace Lowest Sky/Clouds - 25000 FT THIN OVC Type of Flight Plan - NONE Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Age - 26 Months Since - UNK/NR ATC/Airspace Runway Ident - 08 Runway Lth/Wid - 3500/ 75 Runway Status - DRY NONE Runway Status - DRY NONE Runway Status - DRY Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Time (Hours) Flight Time (Hours) Current - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Rotorcraft - UNK/NR	• •			Airport D	ata		
Visibility - 7.0 SM ATC/Airspace Runway Lth/Wid - 3500/ 75 Lowest Sky/Clouds - 25000 FT THIN OVC 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 - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 67 Last 24 Hrs - 0 SE LAND Months Since - UNK/NR Make/Model 13 Last 30 Days - 0 Aircraft Type - UNK/NR Instrument UNK/NR Rotorcraft - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR	Basic Weather - VMC	LOCAL		•		N	
Lowest Sky/Clouds - 25000 FT THIN OVC 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 - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Current - UNK/NR Total - 67 Last 24 Hrs - O Months Since - UNK/NR Make/Model - 13 Last 30 Days - O Multi-Eng - UNK/NR Rotorcraft - UNK/NR	Wind Dir/Speed- 120/006 KTS			Runway	/ Ident -	08	
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Flight Time (Hours) PRIVATE Current - UNK/NR Total - 67 Last 24 Hrs - O SE LAND Months Since - UNK/NR Make/Model- 13 Last 30 Days- O Aircraft Type - UNK/NR Instrument- UNK/NR Rotorcraft - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR							75
Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 67 Last 24 Hrs - O SE LAND Months Since - UNK/NR Make/Model - 13 Last 30 Days - O Aircraft Type - UNK/NR Instrument - UNK/NR Rotorcraft - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR							
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command		7 1		Runway	Status -	DRY	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 67 Last 24 Hrs - 0 SE LAND Months Since - UNK/NR Make/Model - 13 Last 30 Days - 0 Aircraft Type - UNK/NR Instrument - UNK/NR Rotorcraft - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR		Type Apch/Lndg -	FORCED LANDING				
Pilot-In-Command Age - 26 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 67 Last 24 Hrs - 0 SE LAND Months Since - UNK/NR Make/Model - 13 Last 30 Days - 0 Aircraft Type - UNK/NR Instrument - UNK/NR Rotorcraft - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR							
Certificate(s)/Rating(s) PRIVATE Current - UNK/NR Total - 67 Last 24 Hrs - 0 SE LAND Months Since - UNK/NR Make/Model - 13 Last 30 Days - 0 Aircraft Type - UNK/NR Instrument - UNK/NR Rotorcraft - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR	Personnel Information						
PRIVATE Current - UNK/NR Total - 67 Last 24 Hrs - 0 SE LAND Months Since - UNK/NR Make/Model - 13 Last 30 Days - 0 Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - 0 Multi-Eng - UNK/NR Rotorcraft - UNK/NR		Age - 26	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
PRIVATE Current - UNK/NR Total - 67 Last 24 Hrs - 0 SE LAND Months Since - UNK/NR Make/Model - 13 Last 30 Days - 0 Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - 0 Multi-Eng - UNK/NR Rotorcraft - UNK/NR	<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review					
Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- O Multi-Eng - UNK/NR Rotorcraft - UNK/NR	PRIVATE	Current - UNK/NR		67			0
Multi-Eng - UNK/NR Rotorcraft - UNK/NR	SE LAND	- ·	•				0
		Aircraft Type - UNK/NR					-
			Multi-Eng - U	NK/NR	Rotorch	aft - UN	IK/NR
Instrument Rating(s) - NONE	Instrument Rating(s) - NONE						
	UCH-&-GO LANDING, THE ENG LOST POWER AT ABO	OUT 250 TO 300 FT AGL. THE PL	T SAW ONLY A RIVER	R AHEAD, S	O HE ATTEMP	TED TO	
UCH-&-GO LANDING, THE ENG LOST POWER AT ABOUT 250 TO 300 FT AGL. THE PLT SAW ONLY A RIVER AHEAD, SO HE ATTEMPTED TO			. SELECTOR WAS FOUN	ND POSITIO	NED HALF WA	Y BETWEEN	ı
NUCH-&-GO LANDING, THE ENG LOST POWER AT ABOUT 250 TO 300 FT AGL. THE PLT SAW ONLY A RIVER AHEAD, SO HE ATTEMPTED TO IRN & LAND ON THE ARPT. HE STATED THAT HE DROPPED THE NOSE TO MAINTAIN AIRSPEED, BUT WAS UNABLE TO KEEP FROM HITTING REES. THE ACFT WAS DESTROYED BY IMPACT WITH THE TREES & GROUND. THE FUEL SELECTOR WAS FOUND POSITIONED HALF WAY BETWEEN		O IN THE FUEL STRAINER OR FUE	L LINES FORWARD OF	F THE FIRE	:WALL. WHEN	THE FUEL	
HE PLT HAD NOT FLOWN FOR OVER 90 DAYS & WAS PRACTICING LANDINGS BEFORE FLYING WITH PASSENGERS. WHILE CLIMBING FROM A DUCH-&-GO LANDING, THE ENG LOST POWER AT ABOUT 250 TO 300 FT AGL. THE PLT SAW ONLY A RIVER AHEAD, SO HE ATTEMPTED TO JRN & LAND ON THE ARPT. HE STATED THAT HE DROPPED THE NOSE TO MAINTAIN AIRSPEED, BUT WAS UNABLE TO KEEP FROM HITTING REES. THE ACFT WAS DESTROYED BY IMPACT WITH THE TREES & GROUND. THE FUEL SELECTOR WAS FOUND POSITIONED HALF WAY BETWEEN HE LIPES FORWARD OF THE FIREWALL. WHEN THE FUEL STRAINER OR FUEL LINES FORWARD OF THE FIREWALL. WHEN THE FUEL FLECTOR WAS MOVED TO EITHER THE LEFT OR RIGHT POSITIONS, FUEL FLOWED FREELY, BUT NO FUEL WOULD FLOW IN THE INTER-	E LEFT & RIGHT POSITIONS. NO FUEL WAS FOUN						
DUCH-&-GO LANDING, THE ENG LOST POWER AT ABOUT 250 TO 300 FT AGL. THE PLT SAW ONLY A RIVER AHEAD, SO HE ATTEMPTED TO URN & LAND ON THE ARPT. HE STATED THAT HE DROPPED THE NOSE TO MAINTAIN AIRSPEED, BUT WAS UNABLE TO KEEP FROM HITTING REES. THE ACFT WAS DESTROYED BY IMPACT WITH THE TREES & GROUND. THE FUEL SELECTOR WAS FOUND POSITIONED HALF WAY BETWEEN HE LEFT & RIGHT POSITIONS. NO FUEL WAS FOUND IN THE FUEL STRAINER OR FUEL LINES FORWARD OF THE FIREWALL. WHEN THE FUEL	E LEFT & RIGHT POSITIONS. NO FUEL WAS FOUN LECTOR WAS MOVED TO EITHER THE LEFT OR RIG	HT POSITIONS, FUEL FLOWED FRE	ELY, BUT NO FUEL N	WOULD FLOW	IN THE INT	ER-	
UCH-&-GO LANDING, THE ENG LOST POWER AT ABOUT 250 TO 300 FT AGL. THE PLT SAW ONLY A RIVER AHEAD, SO HE ATTEMPTED TO IRN & LAND ON THE ARPT. HE STATED THAT HE DROPPED THE NOSE TO MAINTAIN AIRSPEED, BUT WAS UNABLE TO KEEP FROM HITTING IEES. THE ACFT WAS DESTROYED BY IMPACT WITH THE TREES & GROUND. THE FUEL SELECTOR WAS FOUND POSITIONED HALF WAY BETWEEN IE LEFT & RIGHT POSITIONS. NO FUEL WAS FOUND IN THE FUEL STRAINER OR FUEL LINES FORWARD OF THE FIREWALL. WHEN THE FUEL LECTOR WAS MOVED TO EITHER THE LEFT OR RIGHT POSITIONS, FUEL FLOWED FREELY, BUT NO FUEL WOULD FLOW IN THE INTER-	E LEFT & RIGHT POSITIONS. NO FUEL WAS FOUN LECTOR WAS MOVED TO EITHER THE LEFT OR RIG DIATE POSITION. THE INVESTIGATOR NOTED THA	HT POSITIONS, FUEL FLOWED FRE T WHEN THE FLAPS WERE SELECTE	ELY, BUT NO FUEL NED, THE FUEL SELECT	WOULD FLOW TOR COULD	IN THE INT EASILY BE B	ER- UMPED.	

File No 4	39 3/03/85	KNOXVILLE,TN	A/C Reg. No. N2013K	Time (Lc1) - 1700 EST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTA TAKEOFF - INITIAL	L) - NON-MECHANICAL CLIMB		
2. AIRCRAFT/EC 3. FLUID,FUEL - ST 4. FUEL TANK SEL 5. IMPROPER US	ECTOR VALVE - OTHER UIPMENT, INADEQUATE D ARVATION ECTOR POSITION - IMP E OF PROCEDURE, LACK E OF PROCEDURE, LACK	ROPER - PILOT IN COM OF TOTAL EXPERIENCE	MMAND - PILOT IN COMMAND	
Occurrence #2 Phase of Operation	FORCED LANDING MANEUVERING - TURN	TO LANDING AREA (EM	HERGENCY)	
Finding(s) 7. EMERGENCY PROCE	DURE - IMPROPER - PI			
Occurrence #3 Phase of Operation			TERGENCY)	
Finding(s) 8. OBJECT - TREE(S				
Occurrence #4 Phase of Operation	DESCENT - UNCONTRO	LLED		
Probable Cause				
The National Transpois/are finding(s) 3,		determines that the	Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is/a	re finding(s) 1,2,6,	8	

Type Operating Certificate-NONE (GENERAL		t Damage		Injur		
T	SUBSTA		Fatai	Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crev Pass	_	1 0	0 1	0
Accident Occurred During -CRUISE	NONE	rass	, 0	Ü	•	Ū
Aircraft Information						
Make/Model - PIPER J3C-65	Eng Make/Model - CO					
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220	Number Engines - 1 Engine Type - RE			tall Warnin	g System ·	- NU
No. of Seats - 2	9 7.	65 HP	RETUR			
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRIP		
Method - N/A Completeness - N/A	TULLAHOMA,TN Destination		Airport D	2+2		
Basic Weather - VMC	LOCAL			-MARTIN		
Wind Dir/Speed- 290/002 KTS	2001.2				N/A	
Visibility - 5.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 1800 FT	Type of Flight Plan			Surface -		
Lowest Ceiling - 1800 FT BROKE			Runway	Status -	N/A	
Obstructions to Vision- HAZE Precipitation - NONE	Type Apch/Lndg	- NUNE				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 52	Medical Certifica	ate - VALID	MEDICAL-WA	TVERS/LIM	тT
	Biennial Flight Review	Flic	aht Time (F	lours)		
PRIVATE	Current - NO	Total - ` Make/Model- Instrument-	530	Last 24	Hrs -	1
SE LAND	Months Since - 50	Make/Model-	103	Last 30	Days- UN	K/NR
	Aircraft Type - C-150	Instrument-	3	Last 90	Days-	1
		Multi-Eng - l	JNK/NR	Rotorcr	aft - UNI	K/NR
Instrument Rating(s) - NONE						
Narrative						
PLT WAS GIVING A 15 YR OLD PASSENGER A LOC	CAL AREA FLT. WHILE IN LEVE	L FLT AT ABOUT 200	FT AGL. T	HE ACFT HIT	AN	
RKED/GUYED ANTENNA TOWER & CRASHED. THE PI						

Time (Lc1) - 1415 CDT File No. - 530 4/28/85 TULLAHOMA, TN A/C Reg. No. N6015H Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation CRUISE Finding(s) 1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 2. OBJECT - ELECT TOWER 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3 Factor(s) relating to this accident is/are finding(s) 2

File No 537 1/09/85 HOUS	TON, TX	/C Reg. No. N73849	Т	ime (Lcl)	- 1730 CST	
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Air	craft Damage		Inju	ries	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		BSTANTIAL	Fatal	Serious		None
Type of Operation -TEST FLIGHT	Fir	e Cre		0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		I GROUND Pas	s O	0	0	0
Aircraft Information	*					
Make/Model - CESSNA 172N	Eng Make/Model	- LYCOMING 0-320-H2AD	ELT	Installed/	Activated	- YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines	- 1	S	tall Warni	ng System	- YES
Max Gross Wt - 2300	Engine Type	- RECIPROCATING-CARBU	IRETOR			
No. of Seats - 4	Rated Power	- 160 HP				
Environment/Operations Information						
Weather Data	Itinerary .			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	G Last Departure P SAME AS ACC/IN		OFF AI	RPORT/STRI	Р	
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		D	. T-l	NI / A	
Wind Dir/Speed- 120/013 KTS	ATO /A 4				- N/A	
Visibility - 12.0 SM	ATC/Airspace	A STATE ALGALIE			- N/A	
	TTERED Type of Flight F			Surface		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apcn/Lnag	- FORCED LANDING				
Precipitation - NONE						
Condition of Light - DUSK						
Personnel Information					0 1/471/500	·
Pilot-In-Command	Age - 33				O MAINERS/	CIMII
Certificate(s)/Rating(s)	Biennial Flight Review	/ FII	ight Time (F		4 11	
PRIVATE	Current - YE	S Total -		Last 2	4 Hrs -	1
SE LAND, ME LAND	Months Since - 7	Make/Model- NK/NR Instrument-	241 84	Last 3	O Days- UN	•
	Aircraft Type - UN			Last 9	O Days-	36
		Multi-Eng -	15			
Instrument Rating(s) - AIRPLANE						
Instrument Rating(s) - AIRPLANE						
NITIALLY, AFTER A TOP OVERHAUL, THE ENG WOL ILICON. AFTER REINSTALLING THE CARBURETOR,	THE ENG OPERATED NORMALL	Y. THE PLT THEN TOOK	OFF ON A MA	INTENANCE	TEST	
T. AS HE BEGAN A DESCENT BACK TOWARD THE A					IED	
DMENTARILY WHEN HE OPERATED THE PRIMER. DUR						
ER. AN EXAM REVEALED THAT THE FUEL LINE HA						
BORATORY EXAM OF THE THREADED FITTING REVE	ALED A LACK OF SMEARING	OR SCRATCHING THAT WO	OULD HAVE BE	EN PRESENT	1 F	
HE FITTING HAD BEEN PROPERLY TORQUED.						

1/09/85 File No. - 537 HOUSTON, TX A/C Reg. No. N73849 Time (Lc1) - 1730 CST Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation DESCENT - NORMAL Finding(s) 1. FUEL SYSTEM, LINE - UNDERTORQUED 2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL 3. FUEL SYSTEM, LINE - LOOSE 4. FUEL SYSTEM, LINE - DISCONNECTED 5. FLUID, FUEL - STARVATION Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. TERRAIN CONDITION - DIRT BANK Occurrence #4 NOSE OVER Phase of Operation LANDING ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 1,2,3,4,5$ Factor(s) relating to this accident is/are finding(s) 6

File No 536 1/14/85 AMARI	LLO,TX	A/C Reg. No	. N6735T	1	ime (Lcl) -	1730 CST	Г
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Dama	ge	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	_	ó	Ŏ	0
Aircraft Information							
Make/Model - BEECH V35B Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3400	Number Engi Engine Type	- RECIP-FL	IEL INJECTED		Installed/A Stall Warnir		
No. of Seats - 5	Rated Power	` - 285 ⊦	IP				
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departu	ina Paint		Airport ON AIF	Proximity	,	
Method - N/A	SAME AS AC			ON AIR	AF OR I		
Completeness - N/A	Destination	,0, 1NC		Airport D)ata		
Basic Weather - VMC	PAMPA,TX			TRADEV			
Wind Dir/Speed- 350/005 KTS						35	
Visibility - 30.0 SM	ATC/Airspace			Runway	/ Lth/Wid -	5100/	55
Lowest Sky/Clouds - CLEAR	Type of Flig	ght Plan - NONE		Runway	/ Surface -	ASPHALT	
Lowest Ceiling - NONE		arance - NONE		Runway	/ Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lr		FIC PATTERN				
Precipitation - NONE		FULL	. STOP				
Condition of Light - DAYLIGHT		PREC	AUTIONARY LAI	NDIN			
Personnel Information							
Pilot-In-Command	Age - 37	Media	al Certifica	te - VALIC	MEDICAL-NO	WAIVERS/	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Re	eview	Flig	ht Time (H	lours)		
PRIVATE	Current		otal -		Last 24	Hrs -	0
SE LAND	Months Since		lake/Mode1-		Last 30	Days- UN	NK/NR
	Aircraft Type	- UNK/NR I	nstrument-	50	Last 90	Days-	25
Instrument Rating(s) - NONE							
Narrative URING TAKEOFF, THE CABIN DOOR OPENED & THE P IND NOISE & "NERVOUSNESS" AND FAILED TO ASSU HE RWY. THE PLT ADDED POWER IN AN ATTEMPT TO CFT SETTLED BACK TO THE RWY BEFORE THE GEAR	RE THAT THE GEAR WA	AS EXTENDED. AS E GEAR; HOWEVER	HE FLARED, T	THE PROPEL RTIALLY EX	LER CONTACT	ED	

File No. - 536 1/14/85 AMARILLO,TX A/C Reg. No. N6735T Time (Lc1) - 1730 CST

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. DOOR, EXTERIOR CREW OPEN
- 2. PRECAUTIONARY LANDING PERFORMED PILOT IN COMMAND
- 3. GEAR EXTENSION NOT PERFORMED PILOT IN COMMAND
- 4. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION PILOT IN COMMAND
- IMPROPER USE OF PROCEDURE, ANXIETY/APPRENHENSION PILOT IN COMMAND
- 6. GO-AROUND ATTEMPTED PILOT IN COMMAND
- 7. GEAR EXTENSION INITIATED PILOT IN COMMAND
- 8. GEAR DOWN AND LOCKED NOT ATTAINED -

----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) 1,5

Basic Information Type Operating Certificate-NONE (GENERA)	AVIATION) Airce	aft Damage			Injur	ies	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		STANTIAL	Fa	ital	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							
Aircraft Information							
Make/Model - PIPER PA-23-250	Eng Make/Model -	LYCOMING 0-540-A		ELT I	nstalled/A	ctivated	- UNK/N
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -			Sta	all Warnin	g System	- YES
Max Gross Wt - 4800 No. of Seats - 6	Engine Type - Rated Power -	250 HP	RBURETUR				
No. 01 Seats - 6	Rated Power -	230 MP					
Environment/Operations Information							
Weather Data	Itinerary				coximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Por ADDISON.TX	int	Ĺ	ON AIRPO	ואנ		
Completeness - N/A	Destination		۸inr	ort Da	ta		
Basic Weather - VMC	SAME AS ACC/INC				AIR PARK		
Wind Dir/Speed- 360/030 KTS	52 7. 5 7.66, 27.5			_		34	
Visibility - 7.0 SM	ATC/Airspace		F	Runway I	_th/Wid -	3000/	30
Lowest Sky/Clouds - CLEAR	Type of Flight Pla				Surface -		
Lowest Ceiling - NONE	Type of Clearance		F	Runway :	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- UNK/NR					
Precipitation - NONE Condition of Light - NIGHT(DARK)		PRECAUTIONAR	V LANDIN				
Personnel Information Pilot-In-Command	Age - 55	Medical Certi	ficate -	VALID I	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight T	ime (Ho	ins)	•	
PRIVATE	Current - UNK,	/NR Total	- UNK/NF	₹	Last 24	Hrs - UN	IK/NR
SE LAND, ME LAND	Months Since - UNK,	/NR Make/Mode	el- UNK/NF	₹	Last 30	Days- UN	IK/NR
	Aircraft Type - UNK,		it- UNK/NF	?	Last 90	Days- UN	IK/NR
		Multi-Eng	, - UNK/N	₹	Rotorcr	aft - UN	IK/NR
Instrument Rating(s) - NONE							
PLT STATED THAT ON TOUCHDOWN, THE ACFT VE	EDED LEET & WENT OFF THE	EDGE OF THE 30'	WIDE RWV	THE N	DSE GEAR T	HEN	
APSED IN SOFT TERRAIN BEFORE THE PLT COUL							

File No. - 535 1/19/85 ADDISON, TX A/C Reg. No. N96DD Time (Lc1) - 1920 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. WEATHER CONDITION - HIGH WIND 3. WEATHER CONDITION - CROSSWIND 4. WEATHER CONDITION - GUSTS 5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 7. GROUND LOOP/SWERVE - UNCONTROLLED -Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING Finding(s) 8. TERRAIN CONDITION - SOFT 9. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----

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

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

File No 534 1/24/85	DALLAS,TX	A/C Reg. No. N	600P	Time (Lc1) - 210	D5 CST
Basic Information					
Type Operating Certificate-NONE (G	NERAL AVIATION)	Aircraft Damage		Injuries	
		SUBSTANTIAL	Fatal		inor None
Type of Operation -BUSINESS		Fire	Crew O	0	0 2
Flight Conducted Under -14 CFR 9	91	NONE	Pass O	0	0 0
Accident Occurred During -TAKEOFF					
Aircraft Information					
Make/Model - SWEARINGEN SA26-T	Eng Make/Mod	del - P&W PT6A-28	FIT	Installed/Activ	vated - VES/NO
Landing Gear - TRICYCLE-RETRACTABL				Stall Warning Sy	
Max Gross Wt - 10062	Engine Type			starr warming s	A S CEIII OIAK / IAK
No. of Seats - 8	Rated Power				
NO. 01 Seats - 0	Rated Power	- 550 HP			
Environment/Operations Information	- -				
Weather Data	Itinerary		Airport	: Proximity	
Wx Briefing - NO RECORD OF BRIE	FING Last Departu	re Point	ON AI	RPORT	
Method - N/A	SAME AS AC	C/INC			
Completeness - N/A	Destination		Airport	Data	
Basic Weather - VMC	TEMPLE.TX		LOVE		
Wind Dir/Speed- CALM				ıv Ident - 31	2
Visibility - 20.0 SM	ATC/Airspace			ly Lth/Wid - 7	
	SCATTERED Type of Fligh	at Dlan - VED		y Surface - CO	
Lowest Ceiling - NONE		rance - VFR		v Status - DR	
Obstructions to Vision- NONE	Type Apch/Lnd		Ruriwa	ly Status - DR	T
	Type Apcn/Ln	dg - NONE			
Precipitation - NONE	na)				
Condition of Light - NIGHT(DAR	(K) 	PRECAUI	IONARY LANDIN		
Personnel Information					
Pilot-In-Command	Age - 31	Medical	Certificate - VALI	D MEDICAL-NO WAS	IVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re		Flight Time (
COMMERCIAL			1 - 6224	Last 24 Hrs	s - 2
SE LAND, ME LAND	Months Since		/Mode1- 381	Last 30 Day	
	Aircraft Type	- UNK/NR Inst	rument- 623	Last 90 Day	
	Arronare Type	Mul+	i-Eng - 3508	Luct oo bu	, , , , , , , , , , , , , , , , , , , ,
		Marie	r Eng 3308		
Instrument Rating(s) - AIRPLAN	NE .				
Narrative					
HE LANDING GEAR RETRACTED DURING THE TAP					
BVIOUS REASON FOR THE UNWANTED RETRACTION		-			
HE ACFT. THE GEAR SELECTOR HANDLE WAS FO	DUND IN THE "GEAR EXTEND	ED" POSITION. AN	EXAM REVEALED THE	GEAR HANDLE COUL	LD
ASILY BE MOVED THRU ITS FULL RANGE OF TH			TENT. ALSO, THE PL	T'S SEAT ARM WOL	JLD
IGHTLY TOUCH THE GEAR SELECTOR HANDLE W	HEN THE SEAT WAS FULL FO	WARD.			
		•			
	DACE O	- 4			

File No. - 534 1/24/85 DALLAS,TX A/C Reg. No. N600P Time (Lc1) - 2105 CST

Occurrence

GEAR COLLAPSED

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR - UNDETERMINED

- 2. LANDING GEAR, GEAR LEVER LOOSE
- 3. LANDING GEAR, GEAR LEVER CLEARANCE
- 4. FUSELAGE, SEAT CLEARANCE

----Probable Cause----

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

File No 533 1/27/85 LEAG	UE CITY,TX A/C Re	g. No. N82048	Time (Lc1) -	0030 CST
Basic Information Type Operating Certificate-NONE (GENER Type of Operation -UNAUTHORIZE	SUBSTAN'		Injur fatal Serious O O	ies Minor None O 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0 0	0 1
Aircraft Information Make/Model - PIPER PA-28-181	Eng Make/Model - LYC	DMING 0-360-A4M	ELT Installed/A	ctivated - YES/YES
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2550 No. of Seats - 4	Number Engines - 1 Engine Type - REC	IPROCATING-CARBURETOR 180 HP	Stall Warnin	g System - YES
Environment/Operations Information				
Weather Data Wx Briefing - FSS Method - TELETYPE	Itinerary Last Departure Point SAME AS ACC/INC		Irport Proximity OFF AIRPORT/STRIP	
Completeness - WEATHER NOT PERTINEN Basic Weather - VMC Wind Dir/Speed- 100/004 KTS Visibility - 10.0 SM	LOCAL			13
Lowest Sky/Clouds - 1600 FT	ATC/Airspace Type of Flight Plan - RCAST Type of Clearance - Type Apch/Lndg -	NONE NONE SIMULATED FORCED LAN FORCED LANDING		ASPHALT DRY
Personnel Information Pilot-In-Command		Medical Certificate -		WAIVERS/LIMIT
<pre>Certificate(s)/Rating(s) PRIVATE</pre>	Biennial Flight Review Current - UNK/NR		Fime (Hours) 38 Last 24	Hrs - 2
SE LAND	· · · · · · · · · · · · · · · · · · ·	Make/Model-		Days- UNK/NR
Instrument Rating(s) - NONE				
THE ACFT COLLIDED WITH A DITCH ABOUT 75 YARD EMPLOYEE OF THE FBO OPERATOR, HAD TAKEN THE ACCIDENT OCCURRED. THE 18 YR OLD PILOT TOLD DURING WHICH, HE WOULD TURN OFF THE MAGS AND PROP STOPPED TURNING ON A SHORT FINAL APCH A RESTART THE ENG.	ACFT WITHOUT PERMISSION AND H POLICE OFFICERS AND THE OPERA EXECUTE THE FORCED LANDING,	AD BEEN FLYING FOR AF TOR THAT HE WAS PRACT TO THE END OF THE RUN	PPROX 1.7 HRS WHEN FICING FORCED LAND NWAY. HE REPORTED	I THE INGS, THAT THE
	PAGE-356			

File No 53	3 1/27/85	LEAGUE CITY,TX	A/C Reg. No. N82048	Time (Lc1) - 0030 CST
Occurrence #1 Phase of Operation	LOSS OF POWER(TO	TAL) - NON-MECHANICAL		
2. JUDGEMENT - POOR 3. IMPROPER USE 4. LIGHT CONDITION 5. PRECAUTIONARY LA 6. UNSAFE/HAZARDOUS	- PILOT IN COMMA OF EQUIPMENT/AIR - DARK NIGHT NDING - SIMULATED CONDITION - INTE	CRAFT,OVER CONFIDENCE I - PILOT IN COMMAND NTIONAL - PILOT IN COMM	N PERSONAL ABILITY - PILOT IN C	COMMAND
Occurrence #2 Phase of Operation	APPROACH			
Occurrence #3 Phase of Operation		ATTERN - FINAL APPROACH		
	POINT - NOT ATTA	INED - PILOT IN COMMAND		
Occurrence #4 Phase of Operation		ION WITH TERRAIN		
Finding(s) 9. TERRAIN CONDITIO				
Probable Cause				
The National Transpor is/are finding(s) 2,6		rd determines that the	Probable Cause(s) of this accid	lent
Factor(s) relating to	this accident is	/are finding(s) 3,4,9		

Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Da	ımage		Injur	ies	
Time of Openstian DOCLTYOUTHO		DESTROYED	0	Fata1			None
Type of Operation -POSITIONING Flight Conducted Under -14 CFR 91		Fire ON GROUND	Cre Pas		0	0	1
Accident Occurred During -LANDING		ON GROUND	Fas	3 0	O	Ū	v
-Aircraft Information							
Make/Model - ROCKWELL INTERNATIONL S Landing Gear - TAILWHEEL-ALL FIXED	-2R (THREng Make/Mo	del - WRIGH	R-1300	ELT	Installed/A tall Warnir		
Max Gross Wt - 7000	Fraire Tyre	nes - I - DECIDI	OCATING-CADRU	DETOD	tali warnir	ig system	- 162
Make/Model - ROCKWELL INTERNATIONL S Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 7000 No. of Seats - 1	Rated Power	- 600) HP	KLIOK			
-Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departu	ne Doint			Proximity RPORT/STRIP	,	
Method - N/A	SAN ANGELO			UFF AI	KPUKI/SIKIF		
Completeness - N/A	Destination	, 17		Airport [ata		
Basic Weather - VMC	SEGUIN, TX			·			
Wind Dir/Speed- 350/012 KTS						- N/A	
Visibility - 5.0 SM Lowest Sky/Clouds - UNK/NR	ATC/Airspace Type of Flig	h+ Dlan - N	NE		Lth/Wid - Surface -		
Lowest Ceiling - 2000 FT BROK						- N/A	
Obstructions to Vision- NONE			RECAUTIONARY L		014140	,	
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information Rilot-In-Command	Age - 39	Mo	dical Certific	-a+a - VALIT	MEDICAL ~NO	NATVEDS/	'
Certificate(s)/Rating(s)	Biennial Flight Re			aht Time (F		, waltens,	
COMMERCIAL, CFI	Current Months Since	- YES	Total -	10134	Ĺast 24	1 Hrs -	2
SE LAND, ME LAND	Months Since	- 3	Make/Model-	2	Last 30	Days- UN	
	Aircraft Type	- UNK/NR	Instrument- Multi-Eng -	460	Last 90 Rotorcr		261 4
			Multi-Eng -	4250	ROTOFCI	ait -	4
Instrument Rating(s) - AIRPLANE							
-Narrative							
ING FLT, THE ENG BEGAN MISSING, SO THE PLT							
THE UPPER PART OF THE WINDSHIELD & DECIDED	TO LAND BEFORE THE ER ON ITS NOSE, BEG						

File No 4	24 2/01/85	STOCKDALE,TX	A/C Reg. No. N8418V	Time (Lc1) - 1415 CST
Occurrence #1 Phase of Operation				
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation		ION WITH TERRAIN		
 TERRAIN CONDITI TERRAIN CONDITI 	ON - SOFT ON - LOOSE GRAVEL/			
Occurrence #3 Phase of Operation	LANDING - ROLL			
Occurrence #4 Phase of Operation	STANDING			
Probable Cause				
The National Transpo	rtation Safety Boa	rd determines that the	e Probable Cause(s) of this accider	nt
Factor(s) relating t	o this accident is	/are finding(s) 3,4		

File No 426 2/02/85 CORS	ICANA,TX A	/C Reg. No. N6842	2	Time (Lc1)	- 1645 CST	
Basic Information Type Operating Certificate-NONE (GENER Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	SU AL Fir	-	Fata Crew O Pass O			None 1 0
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Engines	- LYCOMING 0-235- - 1 - RECIPROCATING-C		LT Installed// Stall Warni		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 030/004 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ARLINGTON,TX Destination SAME AS ACC/IN ATC/Airspace Type of Flight P Type of Clearance	NC Plan - NONE	Airpor COR: Runi Runi Runi Runi Runi	rt Proximity AIRPORT t Data SICANA way Ident way Lth/Wid way Surface way Status	- 4000/ - ASPHALT	RED
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONE	Age - 24 Biennial Flight Review Current - N/ Months Since - N/ Aircraft Type - N/	ν Δ Total	Flight Time	LID MEDICAL-N (Hours) Last 2 Last 3 Last 9 Rotorc	4 Hrs - UN	JK/NR

File No. - 426 2/02/85 CORSICANA, TX A/C Reg. No. N68422 Time (Lc1) - 1645 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND) 3. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND 4. GO-AROUND - INITIATED - PILOT IN COMMAND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation TAKEOFF Finding(s) 8. TERRAIN CONDITION - SNOW COVERED 9. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----

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

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

File No 425 2/04/85 SABINE	E PASS,TX A/C Reg	. No. N5796A		ime (Lc1) -		
-Basic Information Type Operating Certificate-ON-DEMAND AIR Type of Operation -POSITIONING	R TAXI Aircraft SUBSTANT Fire		Fatal O	Injur Serious O	les Minor O	None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	-	ŏ	Ö	Ö
-Aircraft Information Make/Model - AEROSPATIALE AS 355F-1 Landing Gear - SKID Max Gross Wt - 4200 No. of Seats - 7	Eng Make/Model - ALLI Number Engines - 2 Engine Type - TURE Rated Power - 4			Installed/A tall Warnir		
-Environment/Operations Information Weather Data Wx Briefing - COMPANY	Itinerary Last Departure Point			Proximity RPORT/STRIF)	
Method - IN PERSON Completeness - WEATHER NOT PERTINENT Basic Weather - IMC	SAME AS ACC/INC Destination LOCAL		Airport D	ata		
Wind Dir/Speed- 060/013 KTS Visibility - 1.500 SM Lowest Sky/Clouds - Lowest Ceiling - 800 FT BROKI Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - DAYLIGHT			Runway Runway	Lth/Wid - Surface -		
-Personnel Information Pilot-In-Command	Age - 38	ledical Certifica	.+e - VALID	MEDICAL-WA	TVEDS/I IN	AT T
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H		(IVERS/EI)	'' '
COMMERCIAL	Current - YES Months Since - 10	Total - Make/Model-	2554	Last 24	l Hrs -) Days- UN	10 NK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument-	125) Days- raft -	170 2554
Instrument Rating(s) - HELICOPTER		,				
-Narrative LE EN ROUTE AT AN ALT OF 500 TO 700 FT, THI ARD THE HELIPORT TO MAKE A SINGLE ENG LAND! PPING. THE PLT NOTED THAT THE #2 ENG HAD H! OUT FLOATS & MADE A PARTIAL POWER LANDING! DAMAGED. THE #1 ENG WAS REMOVED & CHECKED S FUEL MANAGEMENT SYS CHECKED NORMAL. THE // RATOR PERSONNEL SUSPECTED THAT INLET ICING ITNESS ESTIMATED THE SURFACE AIR TEMP WAS:	ING. HOWEVER, HE COULD NOT MA I TEMP (ABOVE 900 DEGS) & LOV IN A MARSH. DUE TO LOW ROTOR IN A TEST CELL & IT OPERATED ACFT WAS BEING FLOWN IN RAIN CAUSED THE #1 ENG TO FLAME O	INTAIN LEVEL FLT TORQUE. SUBSEQUENT THE HELICOR NORMALLY. THE ASSED	* & THE ROT JENTLY, HE PTER TOUCHE '2 ENG WAS USING THE	OR RPM BEGA INFLATED TH D DOWN HARE DAMAGED; HO ENG ANTI-IO	HE) &)wever, ce.	

File No 4	25 2/04/85	SABINE PASS,TX	A/C Reg. No. N5796A	Time (Lc1) - 0853 CST
Occurrence #1 Phase of Operation		RTIAL) - NON-MECHANICA	L	
	ON - RAIN ON - ICING CONDITIO CE SYSTEM - NOT US	ONS ED - PILOT IN COMMAND INITIATED - PILOT IN		
Occurrence #2 Phase of Operation		TAL) - NON-MECHANICAL		
Finding(s) 6. AIRCRAFT PERFOR	MANCE, TWO OR MORE	ENGINES - ICE		
Occurrence #3 Phase of Operation		TOUCHDOWN		
Finding(s) 7. AUTOROTATION -	PERFORMED - PILOT :	IN COMMAND	·	
Occurrence #4 Phase of Operation				
Finding(s) 8. TERRAIN CONDITI 9. TERRAIN CONDITI	ON - WET			
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boa	rd determines that the	Probable Cause(s) of this accid	dent

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

Type Operating Certificate-NONE (GE		raft Damage			uries	
T		STANTIAL	Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9			w 0 s 0	0 1		0
Accident Occurred During -DESCENT	I UN	GROUND Pas	s U	1	1	O
Aircraft Information						
Make/Model - CESSNA 172K	Eng Make/Model -	LYCOMING 0-320-E2D	ELT	Installed	/Activated	- YES/N
Landing Gear - TRICYCLE-FIXED	Number Engines -			itall Warn	ing System	- YES
Max Gross Wt - 2300		RECIPROCATING-CARBU	RETOR			
No. of Seats - 4	Rated Power -	150 HP				
Environment/Operations Information Weather Data			A J a b	Daniel de la la		
Wx Briefing - NO RECORD OF BRIE	Itinerary FING Last Departure Po	int		Proximity RPORT/STR		
Method - N/A	MCCOY.TX	int	UFF A	RPURI/SIR	11	
Completeness - N/A	Destination		Airport [12+2		
Basic Weather - VMC	LOCAL		Amport	ata		
Wind Dir/Speed- 170/010 KTS	233//2		Runway	. Ident	- N/A	
Visibility - 6.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - 3500 FT	Type of Flight Plant	an - NONE	Runway	Surface	- N/A	
Lowest Ceiling - 3500 FT	OVERCAST Type of Clearance	- NONE .	Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 44	Medical Certific	ate - EXPII	PED		
Certificate(s)/Rating(s)		Fli	aht Time (H	lours)		
PRIVATE	Biennial Flight Review Current - YES Months Since - 21	Total - Make/Model-	1294	Ĺast	24 Hrs -	2
SE LAND	Months Since - 21	Make/Model-	635	Last	30 Days-	2
	Aircraft Type - UNK	/NR Instrument-	8	Last	90 Days-	58
,		Multi-Eng -	7			
Instrument Rating(s) - NONE						
Nemette						
Narrative PLT STATED THAT HE HAD DEPARTED THE G	ALA DANGII CEDED & MAC ELVENO	AT ADDY 400 ET 401	TO CHOW UT	DACCENCE	DC THETE	
PLI SIAIPU IMAI HE HAU DEPARTED THE G	ALA KANCH SIRIP & WAS FLYING	AI APRX 100 FI AGL	IU SHUW HIS	PASSENGE	K2 IHFIK	

File No. - 428 2/08/85 MCCOY, TX A/C Reg. No. N79043 Time (Lc1) - 1530 CST LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation MANEUVERING Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 3. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

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

-Basic Information Type Operating Certificate-	NONE (GENERAL AV	/IATION) Aircraft	Damage		Injur	ies	
, ,	•	SUBSTANT		Fatal	Serious	Minor	None
	BUSINESS	Fire	Crew		-	0	1
Flight Conducted Under - Accident Occurred During -		NONE	Pass		_	0	1
-Aircraft Information							
Make/Mode1 - CESSNA 3100 Landing Gear - TRICYCLE-RE		Eng Make/Model - CONT Number Engines - 2	INENTAL 10-470-D		[nstalled/Ad tall Warning		
Max Gross Wt - 4990	TRACTABLE	Engine Type - RECI	P-FUEL INJECTED	3	tali warning	y system	- 163
No. of Seats - 6			60 HP				
-Environment/Operations Inform	ation	•••					
Weather Data Wx Briefing - NO RECORD	OF BRIEFING	Itinerary Last Departure Point		Airport F			
Method - N/A	OF BRIEFING	ROCKWALL.TX		UN AIR	7UK I		
Completeness - N/A		Destination		Airport Da	ata		
Basic Weather - VMC		SAME AS ACC/INC			MUELLER		
Wind Dir/Speed- 140/007 k	KTS	_			Ident -		
Visibility - 20.0	SM	ATC/Airspace			Lth/Wid -		150
Lowest Sky/Clouds - Lowest Ceiling -	3200 FT SCATTERE	D Type of Flight Plan -	IFR		Surface - Status -		
Obstructions to Vision- N		Type Of Clearance -		Runway	Status -	UKT	
Precipitation - N			FULL STOP				
Condition of Light - D	AYLIGHT						
-Personnel Information		40	endinol Combision	+- VALTD	MEDICAL -NO	WATVEDC	'I TMTT
Pilot-In-Command Certificate(s)/Rating(s)		e - 43 M ennial Flight Review	Medical Certifica Flio	ht Time (Ho		WAIVERS/	CIMII
PRIVATE	516	Current - YES	Total -	1309	Last 24	Hrs -	1
SE LAND, ME LAND		Months Since - i1	Make/Model-	380	Last 30	Days- UN	IK/NR
		Aircraft Type - UNK/NR	Instrument- Multi-Eng -		Last 90	Days-	43
Instrument Rating(s)	- AIRPLANE						
-Narrative							
ING TAKEOFF, THE PLT HEARD A L	OUD NOISE AS THE	GEAR WAS RETRACTED. HE O	CONTINUED TO THE	DESTINATION	N, BUT WHEN	HE	
IVED, HE WAS UNABLE TO GET A S	SAFE NOSE GEAR IN	NDICATION. DURING THE LAND	ING, THE PLT DEL	AYED LOWER:	ING THE NOS	E &	
T THE WEIGHT ON THE MAIN GEAR	AS LONG AS POSS	IBLE, BUT THE NOSE SUBSEQU	JENTLY COLLAPSED.	AN EXAM R	EVEALED THA	T THE	
E CEAD DOOD ACTUATING DODS HAD	N REEN DISCONNECT	TED DURING MAINTENANCE ON	THE PREVIOUS DAY	& HAD NOT	BEEN RECON	NECTED.	

File No. - 415 2/17/85 AUSTIN,TX A/C Reg. No. N2916R Time (Lc1) - 1656 CST

Occurrence Phase of Operation LANDING - ROLL

NOSE GEAR COLLAPSED

Finding(s)

- 1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY DISCONNECTED
- 2. MAINTENANCE IMPROPER OTHER MAINTENANCE PSNL
- 3. MAINTENANCE, INSPECTION OF AIRCRAFT INADEQUATE -

----Probable Cause----

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

File No 416 2/23/85 B	OERNE,TX A/C Re	eg. No. N47665	т	ime (Lc1) -	- 1810 CST	
Basic Information Type Operating Certificate-NONE (GE				Injur	ies	
	SUBSTAI	NTIAL	Fata1	Serious	Minor	None
Type of Operation -PERSONAL		Crew	0	0	0	1
Flight Conducted Under -14 CFR 9	1 NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - TAYLORCRAFT BC12-65	Eng Make/Model - COI	NTINENTAL A-75-8	ELT	Installed/#	Activated	- YES-UNK/N
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		S	tall Warnir	ng System	- NO
Max Gross Wt - 1200	Engine Type - REG				•	
No. of Seats - 2	Rated Power -	75 HP				
Environment/Operations Information	-					
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIE				RPORT/STRIP	o	
Method - N/A	SAME AS ACC/INC		J	,		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		SABINA			
Wind Dir/Speed- 260/005 KTS	COUAL				- 36	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		50
Lowest Sky/Clouds - 10000 FT		- NONE		Surface -		
Lowest Sky/Clouds - 10000 F1	SCATTERED Type of Flight Flan	- NUNE	•			JKF
Lowest Ceiling - NONE	Type of Clearance	- NUNE	Runway	Status -	- DRY	
ubstructions to vision- NUNE	Type Apch/Lndg	- FURCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 40 Biennial Flight Review	Medical Certifica			D WAIVERS,	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flig	ht Time (H			
ATP	Current - YES	Total -	10161	Last 24	4 Hrs -	2
SE LAND, ME LAND	Months Since - 9	Make/Model~	15	Last 30	Days- U	NK/NR
	Aircraft Type - UNK/NR	Instrument-	717	Last 90	Days-	96
	, , , , , , , , , , , , , , , , , , ,	Multi-Eng -			•	
Instrument Rating(s) - AIRPLAN	E					
Narrative HE PLT REPORTED THAT AS HE WAS RETURNING O LOSE ALT, HE APPLIED CARB HEAT BEFORE FTER ABOUT ANOTHER 180 DEG OF TURN, HE A NABLE TO GLIDE TO THE RWY, SO HE LANDED WO TREES. AN INVESTIGATION REVEALED THAT IME. THE ORIGINAL FUEL TANK CAPS HAD BEE	RETARDING THE THROTTLE & CLEARE DVANCED THE THROTTLE, BUT GOT N IN AN OPEN AREA. HE WAS UNABLE THE ACFT HAD BEEN RESTORED & H	D THE ENG AFTER AE O RESPONSE FROM TH TO STOP THE ACFT E AD ACCUMULATED AN	OUT 180 DE IE ENG. THE EFORE COLL	G OF TURN. PLT WAS IDING WITH		
	PAGE-368					
	TAGE 500					

File No. - 416 2/23/85 BOERNE, TX A/C Reg. No. N47665 Time (Lc1) - 1810 CST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation DESCENT - NORMAL Finding(s) 1. FUEL SYSTEM, CAP - IMPROPER 2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE -3. FUEL SYSTEM, VENT - INADEQUATE 4. FLUID, FUEL - STARVATION Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 5. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4 Factor(s) relating to this accident is/are finding(s) 5

Basic Information Type Operating Certificate-NONE (GENERA)	AVIATION) Aircraf	t Damage		Inju	ries	
Type operating our tri reate none (deneral	SUBSTA		Fatal	•		None
Type of Operation -PERSONAL	Fire	Crev	v 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	5 0	0	0	0
Accident Occurred During -LANDING				-		
Aircraft Information						_
Make/Model - CESSNA 180	Eng Make/Model - CC				Activated	
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warni	ng System	- YES
Max Gross Wt - 2450 No. of Seats - 4	Engine Type - RE Rated Power -		RETUR			
No. of Seats - 4	Rated Power -	230 חף				
Environment/Operations Information						
Weather Data	Itinerary			Proximity	5	
Wx Briefing - NO RECORD OF BRIEFING Method - N/A			OFF AI	RPORT/STRI	Р	
Completeness - N/A	SAN MARCOS,TX Destination		Airport D	ata		
Basic Weather - VMC	LOCAL			E STRIP		
Wind Dir/Speed- UNK/NR	EGOAL				- 36	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runway	Surface	- DIRT	
Lowest Ceiling - NONE	Type of Clearance		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-IN				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 49 Biennial Flight Review	Medical Certifica	ate - VALID ght Time (F		AIAFK2/FIW	11
PRIVATE	Current - YES				1 Hrs -	0
SE LAND			1500	Last 3	O Davs- UN	
JE EARL	Months Since - 17 Aircraft Type - UNK/NR	! Instrument-	0	Last 9	O Days-	20
	,				,	
Instrument Rating(s) - NONE						
Narrative						
PILOT WAS PRACTICING SHORT FIELD LANDINGS	AT A PRIVATE LANDING STRIF	, GOT TOO LOW ON	THE APPROAC	H & SNAGGE	D HIS	

File No. - 419 3/05/85 LOCKHART,TX A/C Reg. No. N4679B Time (Lc1) - 1330 CST Occurrence #1 UNDERSHOOT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. DISTANCE - MISJUDGED - PILOT IN COMMAND 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 3. OBJECT - TREE(S) ----Probable Cause----

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

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

SUBS NAL Fire R 91 NONE T Eng Make/Model - Number Engines - Engine Type - Rated Power -	Pass	O ELT I St	0	Minor 0 0 	
AL Fire R 91 NONE NT Eng Make/Model - Number Engines - Engine Type - Rated Power -	Crew Pass	0 0 ELT I St	0 0 nstalled/Ac	0 0 tivated -	1 O
Eng Make/Model - Number Engines - Engine Type - Rated Power -	Pass	O ELT I St	0 nstalled/Ac	0 tivated -	O - YES/YE
Eng Make/Model - Number Engines - Engine Type - Rated Power -	LYCOMING 0-235-L2C 1 RECIPROCATING-CARBURE	ELT I	 nstalled/Ac		 - YES/YE
Eng Make/Model - Number Engines - Engine Type - Rated Power -	LYCOMING 0-235-L2C 1 RECIPROCATING-CARBURE	ELT I St	nstalled/Ac	tivated -	
Number Engines - Engine Type - Rated Power -	1 RECIPROCATING-CARBURE	St			
Engine Type - Rated Power -	RECIPROCATING-CARBURE		all Warning	System -	
Rated Power -		TOR		Jy J CCIII	YES
 	110 HP				
: Itinerary		Airport P			
RIEFING Last Départure Poi	nt	OFF AIR	PORT/STRIP		
SAME AS ACC/INC					
		Airport Da	ta		
MEXIA, TX					
1				,	
		•			
		Runway	Status -	N/A	
Type Apch/Lndg	- FORCED LANDING				
I T					
11 					
Age - 36	Medical Certifica			WAIVERS/L	TMII
Biennial Flight Review	Fligh	it lime (Ho			_
Current - YES	Total -	487	Last 24	Hrs -	3
Months Since - 3	Make/Model-	53	Last 30	Days- UNK	VNR
Aircraft Type - UNK/	NR Instrument-	62	Last 90	Days-	17
ANE					
	Destination MEXIA,TX ATC/Airspace T SCATTERED Type of Flight Pla Type of Clearance Type Apch/Lndg Age - 36 Biennial Flight Review Current - YES Months Since - 3 Aircraft Type - UNK/	Destination MEXIA,TX ATC/Airspace IT SCATTERED Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING IT Age - 36 Medical Certificat Biennial Flight Review Fligh Current - YES Total - Months Since - 3 Make/Model- Aircraft Type - UNK/NR Instrument-	Destination MEXIA,TX ATC/Airspace T SCATTERED Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING Age - 36 Biennial Flight Review Current - YES Months Since - 3 Aircraft Type - UNK/NR AIrport Da Runway Runway Runway Runway Type Apch/Lndg - FORCED LANDING Medical Certificate - VALID Flight Time (Ho Current - YES Make/Model - 53 Aircraft Type - UNK/NR Instrument - 62	Destination MEXIA,TX Runway Ident - ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING Age - 36 Biennial Flight Review Current - YES Months Since - 3 Make/Model - 53 Aircraft Type - UNK/NR Runway Status - Runway Ident - R	Destination MEXIA,TX Runway Ident - N/A ATC/Airspace T SCATTERED Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING Age - 36 Biennial Flight Review Current - YES Months Since - 3 Make/Model - 53 Aircraft Type - UNK/NR ANE Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A Runway Ident - N/A Runway

File No 4	20 3/06/85 KOSSE,TX	A/C Reg. No. N5526H	Time (Lc1) - 1710 CST
Occurrence #1 Phase of Operation	LOSS OF POWER TAKEOFF - INITIAL CLIMB		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
	LOSS OF CONTROL - IN FLIGHT DESCENT - EMERGENCY		
	MAINTAINED - PILOT IN COMMAND TENT - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause			
The National Transpo is/are finding(s) 1,	rtation Safety Board determines that the Pr 2,3	robable Cause(s) of this accide	nt

R TAXI Aircraft Damage SUBSTANTIAL Fire	Fatal	Injuries Serious Minor	• None
NONE	Crew O Pass O	0 0	1
3	S		
	OFF AI Airport C Runway Runway Runway VFR Runway	RPORT/STŘIP Data / Ident - N/A / Lth/Wid - N/A / Surface - N/A	
Biennial Flight Review Current - UNK/NR Tota Months Since - UNK/NR Make Aircraft Type - UNK/NR Ins	Flight Time (F al - UNK/NR e/Model- UNK/NR trument- UNK/NR	lours) Last 24 Hrs - Last 30 Days- Last 90 Days-	UNK/NR UNK/NR
	Eng Make/Model - P&W R-985 E Number Engines - 2 Engine Type - RECIPROCAT: Rated Power - 450 HP Itinerary Last Departure Point MCALLEN,TX Destination LOCAL ATC/Airspace Type of Flight Plan - NONE JRED Type of Clearance - SPECIAL Type Apch/Lndg - FORCED Age - UNK/NR Medical Biennial Flight Review Current - UNK/NR Tot: Months Since - UNK/NR Make Aircraft Type - UNK/NR Inse	Eng Make/Model - P&W R-985 ELT E Number Engines - 2 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 450 HP Itinerary Airport Last Departure Point OFF AI MCALLEN,TX Destination Airport C LOCAL Runway ATC/Airspace Runway Type of Flight Plan - NONE Runway Type of Clearance - SPECIAL VFR Runway Type Apch/Lndg - FORCED LANDING Age - UNK/NR Medical Certificate - UNK/N Biennial Flight Review Flight Time (F Current - UNK/NR Total - UNK/NR Months Since - UNK/NR Make/Model- UNK/NR	Eng Make/Model - P&W R-985 ELT Installed/Activate Number Engines - 2 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 450 HP Itinerary Last Departure Point MCALLEN,TX Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - SPECIAL VFR Type of Clearance - SPECIAL VFR Type Apch/Lndg - FORCED LANDING Age - UNK/NR Medical Certificate - UNK/NR Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Make/Model - UNK/NR Make/Model - UNK/NR Last 24 Hrs - Months Since - UNK/NR Make/Model - UNK/NR Instrument - UNK/NR Last 30 Days- Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days-

File No. - 560 3/10/85 PHARR, TX A/C Reg. No. N352B Time (Lc1) - 0610 CST Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE Finding(s) 1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND 2. WEATHER CONDITION - LOW CEILING 3. WEATHER CONDITION - FOG 4. WEATHER CONDITION - OBSCURATION 5. MISCELLANEOUS - UNDETERMINED PROPELLER SYSTEM/ACCESSORIES.FEATHERING SYSTEM - FAILURE.TOTAL 7. PROPELLER FEATHERING - NOT POSSIBLE -Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING Finding(s) 8. TERRAIN CONDITION - OPEN FIELD 9. TERRAIN CONDITION - SOFT ----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 8.9

-Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)			Injuries			
Time of Open-Man OTUER		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -OTHER Flight Conducted Under -14 CFI Accident Occurred During -LANDIN		Fire ON GROUND	Crew Pass	0	0	0	0
-Aircraft Information							
Make/Model - PIPER PA-31		Model - LYCOMING	TIO-540-A1A		nstalled/A		
Landing Gear - TRICYCLE-RETRACTA		gines - 2		Sta	all Warnin	g System	- YES
Max Gross Wt - 6500 No. of Seats - 6	Engine Ty Rated Pow						
-Environment/Operations Information							
Weather Data	Itinerary		Δ	irport P			
Wx_Briefing - UNK/NR Method - UNK/NR	Last Depar UNK/NR	ture Point		ON AIRPO	DRT		
Completeness - UNK/NR	Destination	1	Αi	rport Da			
Basic Weather - UNK/NR	UNK/NR			PRIVATE	-		
Wind Dir/Speed- UNK/NR	ATO (A L			Runway		UNK/NR	
Visibility - UNK/NR Lowest Sky/Clouds - UNK/NR	ATC/Airspace	! ight Plan - UNK/N	n		Lth/Wid - Surface -		
Lowest Ceiling - UNK/NR		earance - NONE	ĸ	-		UNK/NR	
Obstructions to Vision- UNK/NR Precipitation - UNK/NR Condition of Light - UNK/NR	Type Apch/		R	Kuriway .	o ca cas	GIAIN, IAIN	•
-Personnel Information							
Pilot-In-Command	Age - UNK/NR		1 Certificate				
Certificate(s)/Rating(s) UNK/NR	Biennial Flight Current		Flight tal - UNK/	Time (Ho		Hrs - U	NIZ /NID
UNK/INK	Months Since		ke/Model- UNK/			Days- U	
	Aircraft Typ		strument- UNK/			Days- U	
	All Glaic Typ	•	1ti-Eng - UNK/			aft - U	
Instrument Rating(s) - UNK/	NR						
-Narrative							
OR ABOUT 3/25/85, THE ACFT WAS LAND	ED ON A SHORT PRIVATE ST	RIP. DURING THE L	ANDING. IT OVE	RRAN THE	STRIP. TH	IEN	
LIDED WITH A DIRT BANK & A TREE. TH	E PLT ABANDONED THE ACFT	. NEITHER HE NOR	THE NEW OWNER	COULD BE	FOUND. TH	IERE	
EVIDENCE THAT THE ACFT HAD BEEN SE	T AFIRE AFTER THE ACCIDE	NT. THE ACFT BORE	A REGISTRATIO	N OF N23	LX, BUT TH	HE ACFT	•
A PLATE & FAA RECORDS SHOWED THAT A EST, POLICE FOUND THE RECORDS OF N2 SUMED TO HAVE HAD NO INJURIES.							
SUMED TO HAVE HAD NO INJURIES.							

File No 4:	21 3/25/85	EAGLE LAKE,TX	A/C Reg. No.	N23L	Time (Lc1) - UNK/NR
Occurrence #1 Phase of Operation					
Finding(s) 1. STOLEN AIRCRAFT, 2. DISTANCE - MISJU 3. AIRSPEED - MISJU	JDGED - PILOT IN C	OMMAND			
Occurrence #2 Phase of Operation		ION WITH TERRAIN			·
Finding(s) 4. TERRAIN CONDITION					
Occurrence #3 Phase of Operation		ION WITH OBJECT			
Finding(s) 5. OBJECT - TREE(S)					
Probable Cause					
The National Transports/are finding(s) 2,3		rd determines that the	Probable Cause(s)	of this accident	
Factor(s) relating to	this accident is	/are finding(s) 4,5			

Basic Information Type Operating Certificate-NONE (GENERAL ÁVIATION)	Aircraft Damage		Ini	uries	
	·	SUBSTANTIAL	Fa	tal Serious	Minor	
Type of Operation -INSTRU Flight Conducted Under -14 CFR		Fire NONE	Crew Pass	0 0		1
Accident Occurred During -LANDIN						_
Aircraft Information						
Make/Mode1 - CESSNA 152 Landing Gear - TRICYCLE-FIXED		e/Model - LYCOMING D Engines - 1	-235-L2C	ELT Installed Stall Warn		
Max Gross Wt - 1670		Type - RECIPROCAT	ING-CAPRURETOR	Stail Warn	ing system	11 - 163
No. of Seats - 2		Power - 110 HP				
Environment/Operations Information-						
Weather Data	Itinerary			port Proximity	•	
Wx Briefing - NO RECORD OF BR Method - N/A		parture Point AS ACC/INC	0	N AIRPORT		
Completeness - N/A	Destinati		Ainn	ort Data		
Basic Weather - VMC	LOCAL	-011		ALT LAKE CITY	MUNICIPAL	
Wind Dir/Speed- 350/007 KTS	2007.12			unway Ident		
Visibility - 50.0 SM	ATC/Airspa			unway Lth/Wid		
Lowest Sky/Clouds - 17000 F				unway Surface		Т
Lowest Ceiling - 25000 F		Clearance - NONE		unway Status	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apo	ch/Lndg - TRAFFI FULL S				
Condition of Light - DUSK		FOLL 3	100			
Personnel Information						
Pilot-In-Command	Age - 28		Certificate -			
Certificate(s)/Rating(s) NONE	Biennial Fligh		al - 18	me (Hours)	24 Hrs - 1	INIZ /NID
IADIAE		nce - N/A Mak	e/Model- 18	Last	30 Days-	
	Aircraft 1	Type - N/A Ins	e/Model- 18 trument- UNK/NR	Last	90 Days-	
			ti-Eng - UNK/NR		craft - 1	UNK/NR
Instrument Rating(s) - NONE						
-Narrative						
STUDENT PLT WAS ON HIS 1ST SOLO FLT	. HIS INSTRUCTOR PLT	REPORTED THAT THE ST	LIDENT MADE A HT	GH & FAST APCH	4	
ACFT TOUCHED DOWN ON ITS MAIN GEAR,						
R COLLAPSED, THE ACFT SKIDDED OFF TH						
A CURRENT MEDICAL CERTIFICATE.						

File No. - 568 4/03/85 WEST JORDAN,UT A/C Reg. No. N66952 Time (Lc1) - 1830 MST Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. PROCEDURES/DIRECTIVES - IMPROPER - FLIGHT INSTRUCTOR(ON GROUND) IMPROPER USE OF PROCEDURE, QUALIFICATION - FLIGHT INSTRUCTOR (ON GROUND) 3. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND 5. LIGHT CONDITION - DUSK 6. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND 7. FLARE - IMPROPER - PILOT IN COMMAND 8. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 9. LANDING GEAR, NOSE GEAR - OVERLOAD Occurrence #3 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING Finding(s) 10. DIRECTIONAL CONTROL - NOT POSSIBLE -11. GROUND LOOP/SWERVE - UNCONTROLLED -----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,8 Factor(s) relating to this accident is/are finding(s) 2,5,6

Basic Information Type Operating Certificate-ON-DEMAND A	IR TAXI	Aircraft D	amage			Inj	uries	
Name of Carrier -SHENK AVIAT		DESTROYED)	I	Fatal	Serious	Mino	r None
Type of Operation -NON SCHED, DO	DMESTIC, PASSENGER	Fire		Crew	0	0	0	•
Flight Conducted Under -14 CFR 135		ON GROUND) [Pass	0	0	0	2
Accident Occurred During -STANDING								
-Aircraft Information								
Make/Model - PIPER PA-28-181		del - LYCOM	IING 0-360					ed - YES-U
Landing Gear - TRICYCLE-FIXED	Number Engi		DOCATING CAL	DURETO		tall Warn	ing Syste	em - YES
Max Gross Wt - 2450 No. of Seats - 4	Engine Type Rated Power		PROCATING-CAR BO HP	KROKETO	R			
NO. OF Seats - 4	kated Power	- 18						
-Environment/Operations Information								
Weather Data	Itinerary			A		Proximity	•	
Wx Briefing - NO RECORD OF BRIEFING	· · · · · · · · · · · · · · · · · · ·				ON AIR	PORT		
Method - N/A	SAME AS AC	C/INC			D			
Completeness - N/A Basic Weather - VMC	Destination CORTEZ.CO			A 1	rport Da BLUFF	ата		
Wind Dir/Speed- UNK/NR	CURTEZ, CU					Ident	- UNK/N	В
Visibility - UNK/NR	ATC/Airspace					Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flig	wht Dlan - N	IONE			Surface		/ 50
Lowest Ceiling - NONE	Type of Clea		IONE			Status	- DIK	
Obstructions to Vision- NONE	Type Apch/Lr		IONE		Kuliway	Status	DKT	
Precipitation - NONE	Type Apcil/Li	iug iv	IONE					
Condition of Light - DAYLIGHT								
-Personnel Information Pilot-In-Command	100	M-	edical Certi		- VAL TD	MEDICAL -	NO WATVE	DC/LIMIT
Certificate(s)/Rating(s)	Age - 33 Biennial Flight Re				Time (H		NO WAIVE	K3/LIMII
COMMERCIAL	Current	- YES		- 13:			24 Hrs -	4
SE LAND	Months Since		Make/Mode				30 Days-	
JE LAND	Aircraft Type				49		90 Days-	
	An Craft Type	OINT/IN	Tris Ci dilleri		43	Last	30 Days	24
Instrument Rating(s) - AIRPLANE								
-Narrative								
ACFT WAS DESTROYED BY FIRE WHICH BEGAN DU								
CEDURES. HE SAID THE THROTTLE WAS NOT PUMP	PED. THE PLT OBSERVE	D THAT THE	FUEL PRESSU	RE WENT	TO ZER	DURING	THE SECO	ND
ART ATTEMPT. SMOKE WAS SEEN COMING FROM THE								

File No. - 406 5/27/85 BLUFF,UT A/C Reg. No. N3561G Time (Lc1) - 1830 MDT

Occurrence FIRE

Finding(s)

1. FUEL SYSTEM, CARBURETOR - UNDETERMINED

Phase of Operation STANDING - STARTING ENGINE(S)

- 2. FLUID, FUEL LEAK
- 3. FUEL SYSTEM, CARBURETOR FIRE

----Probable Cause----

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

File No 404 6/13/85 CLEA	RFIELD,UT A/C Reg.	No. N7259P	Τi	me (Lc1) -	1830 M	IDT
Basic Information Type Operating Certificate-NONE (GENER Type of Operation -CHECK FLIGH Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTANTIA T Fire NONE	Crew Pass	Fatal O O	Injur Serious O O	ries Minor O	None 2 1
Aircraft Information Make/Model - PIPER PA-24-250 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2800 No. of Seats - 4	Eng Make/Model - LYCOMI Number Engines - i Engine Type - RECIPR	NG 0-540-A COCATING-CARBURETO HP	ELT I St	nstalled/A all Warnir		ed - YES/YE em - YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN 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	BOUNTIFUL,UT Destination LOCAL ATC/Airspace Type of Flight Plan - NO Type of Clearance - NO	A INE INE IRCED LANDING	irport Da Runway Runway Runway Runway	PORT/STRIF ta Ident - Lth/Wid - Surface -	· N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 34 Med Biennial Flight Review Current - YES Months Since - 13 Aircraft Type - UNK/NR	Total -	- VALID Time (Ho 523 110		Hrs - Days-	UNK/NR UNK/NR
Instrument Rating(s) - AIRPLANE						

File No. - 404 6/13/85 CLEARFIELD,UT A/C Reg. No. N7259P Time (Lc1) - 1830 MDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - CHECK PILOT

2. GO-AROUND - DELAYED - PILOT IN COMMAND

----Probable Cause----

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

-Basic Information Type Operating Certificate-NONE (GENERATION)	AL AVIATION) Aircraft	t Damage		Injur	ies	
	DESTROY	YED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew		0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	1	0	O
-Aircraft Information						
Make/Model - CESSNA T210J	Eng Make/Model - COM			Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		S	tall Warnir	g System	- YES
Max Gross Wt - 3400	5 ,	CIP-FUEL INJECTED				
No. of Seats - 4	Rated Power -	285 HP 				
-Environment/Operations Information	T. L. Language		Admmost	Dungstander		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itineråry G Last Departure Point			Proximity RPORT/STRIP	•	
Method - N/A	ENGLEWOOD.CO		OFF A1	KPUKI/SIKIP		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	HITE, CO		A TI POT C B			
Wind Dir/Speed- UNK/NR	,		Runway	Ident -	N/A	
Visibility - 50.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan		Runway	Surface -	N/A	
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information		M 11 - 1 0 - 1 10 1 - 1		MEDICAL NO	. WATVEDS /	LIMIT
Pilot-In-Command Certificate(s)/Rating(s)	Age - 28 Biennial Flight Review	Medical Certifica	te - VALIL ht Time (F		WAIVERS/	LIMITI
PRIVATE	Current - UNK/NR		•	•	Hrs -	2
SE LAND	Months Since - UNK/NR		600		Days- UN	
SE EARD	Aircraft Type - UNK/NR	•		Last 90	•	•
		Multi-Eng - U			aft - UN	
Instrument Pating(s) - AIRDIANE		5				
This is different Rating(s) ATRICANC						
Instrument Rating(s) - AIRPLANE			DIENDS W			

6/13/85 Time (Lc1) - 1045 MDT File No. - 407 MOAB,UT A/C Reg. No. N2282R Occurrence #1 FORCED LANDING Phase of Operation LANDING Finding(s) 1. UNDETERMINED 2. PLANNING-DECISION - POOR - PILOT IN COMMAND 3. LOW PASS - PERFORMED - PILOT IN COMMAND 4. TERRAIN CONDITION - HIGH TERRAIN 5. TERRAIN CONDITION - RISING 6. WEATHER CONDITION - HIGH DENSITY ALTITUDE Occurrence #2 DITCHING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 7. TERRAIN CONDITION - WATER, ROUGH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1 Factor(s) relating to this accident is/are finding(s) 4,5,6,7

Brief of Accident

File No 563 3/10/85 CHAR	LOTTESVILLE, VA A/C Reg	. No. N1564E	Ti	me (Lc1) -	- 1127 EST	
Basic Information Type Operating Certificate-NONE (GENER Type of Operation -PERSONAL	AL AVIATION) Aircraft SUBSTANT Fire		Fatal O	Injur Serious O		None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	ő	ŏ	ŏ	ó
Aircraft Information						
Make/Model - CESSNA 172N Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Eng Make/Model - LYCO Number Engines - 1 Engine Type - RECI Rated Power - 1	PROCATING-CARBURE	St	nstalled/ <i>l</i> all Warnir		
Environment/Operations Information						
Weather Data Wx Briefing - FSS Method - TELEPHONE	Itinerary Last Departure Point MANASSAS.VA		Airport F ON AIRF			
Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 210/008 KTS	Destination SAME AS ACC/INC	,	Runway	TESVILLE /	- 21	
Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE	Runway	Lth/Wid Surface Status	- ASPHALT	150
Personnel Information						/.
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 24 N Biennial Flight Review		t Time (Ho	ours)		LIMIT
PRIVATE SE LAND	Current - YES Months Since - 14 Aircraft Type - C-172	Total - Make/Model- Instrument-	22	Last 30	Davs- UN	3 NK/NR 9
Instrument Rating(s) - NONE						
THE PLT REPORTED THAT DURING AN APCH TO LAND SINCE THE ACFT WAS LOW & FAST, HE ADJUSTED TRETARDED THE THROTTLE TO IDLE & SUBSEQUENTLY DOWN & BEGAN TO PORPOISE. AFTER THE 3RD BOUN APPLIED POWER & ABORTED THE LANDING. ONCE IN COULD NOT VERIFY THE DAMAGE. ON THE 2ND LAND GEAR COLLAPSED & THE ACFT WAS STOPPED ON THE	THE POWER & EXTENDED 10 THEN 20 YENTERED AN EXCESSIVE RATE OF NCE, WITH THE THROTTLE STILL CL N THE PATTERN, HE REALIZED THER DING, THE ACFT BALLOONED & BOUN) DEG OF FLAPS. CRI DESCENT. THE ACFT OSED, THE PLT ELEG E WAS DAMAGE & MAI	DSSING THE BOUNCED A CTED TO GO DE A FLY-E	THRESHOLI AFTER TOUCH AROUND. H BY, BUT TOU	D, HE HING HE ₩ER PSNL	

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File No. - 563 3/10/85 CHARLOTTESVILLE, VA Time (Lc1) - 1127 EST A/C Rea. No. N1564E Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. WEATHER CONDITION - TURBULENCE 3. FLARE - IMPROPER - PILOT IN COMMAND 4. RECOVERY FROM BOUNCED LANDING - PERFORMED -5. GO-AROUND - DELAYED - PILOT IN COMMAND 6. ABORTED LANDING - PERFORMED -Occurrence #2 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 7. FLARE - IMPROPER - PILOT IN COMMAND 8. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 9. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

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File No. - 497
                          3/20/85
                                    ST. THOMAS.VI
                                                             A/C Reg. No. N49MA
                                                                                       Time (Lcl) - 1645 AST
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI
                                                                                                 Injuries
                                                           Aircraft Damage
     Name of Carrier -FOUR STAR AVIATION, INC.
                                                            SUBSTANTIAL
                                                                                     Fatal
                                                                                              Serious
                                                                                                        Minor
                                                                                                                 None
     Type of Operation
                             -NON SCHED.DOMESTIC.CARGO
                                                                                        0
                                                           Fire
                                                                               Crew
                                                                                                 0
                                                                                                                   1
     Flight Conducted Under -14 CFR 135
                                                            NONE
                                                                               Pass
                                                                                        0
                                                                                                 0
                                                                                                                   0
     Accident Occurred During -TAKEOFF
--- Aircraft Information----
     Make/Model - BEECH E18S
                                                Eng Make/Model - P&W R-985-AN14B
                                                                                        ELT Installed/Activated - YES/NO
     Landing Gear - TAILWHEEL-ALL RETRACTABLE
                                                Number Engines - 2
                                                                                           Stall Warning System - YES
     Max Gross Wt - 10100
                                                Engine Type - RECIPROCATING-CARBURETOR
     No. of Seats - 2
                                                Rated Power - 450 HP
----Environment/Operations Information----
   Weather Data
                                              Itinerary
                                                                                    Airport Proximity
     Wx Briefing
                    - NO RECORD OF BRIEFING
                                               Last Departure Point
                                                                                      ON AIRPORT
       Method
                    - N/A
                                                 SAME AS ACC/INC
       Completeness - N/A
                                               Destination
                                                                                   Airport Data
     Basic Weather - VMC
                                                 SAN JUAN, PR
                                                                                      CYRIL E. KING
       Wind Dir/Speed- 130/012 KTS
                                                                                      Runway Ident - 27
       Visibility - 30.0 SM
                                             ATC/Airspace
                                                                                      Runway Lth/Wid - 5358/ 150
       Lowest Sky/Clouds - 2000 FT SCATTERED Type of Flight Plan - COMPANY (VFR)
                                                                                      Runway Surface - ASPHALT
                                      Type of Clearance - VFR
                                                                                      Runway Status - DRY
       Lowest Ceilina - NONE
       Obstructions to Vision- NONE
                                               Type Apch/Lnda
                                                                  - NONE
       Precipitation - NONE
       Condition of Light - DAYLIGHT
----Personnel Information----
    Pilot-In-Command
                                          Age - 39
                                                                   Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)
                                          Biennial Flight Review
                                                                               Flight Time (Hours)
         COMMERCIAL, CFI
                                                                      Total - 5401
                                             Current - YES
                                                                                               Last 24 Hrs -
         SE LAND, ME LAND
                                              Months Since - 1
                                                                      Make/Model-
                                                                                   71
                                                                                               Last 30 Days-
                                                                                                                67
         GLIDER
                                              Aircraft Type - E18S
                                                                      Instrument-
                                                                                    146
                                                                                               Last 90 Days-
                                                                                                                71
                                                                       Multi-Eng -
                                                                                    308
                                                                                               Rotorcraft -
         Instrument Rating(s) - AIRPLANE
----Narrative----
THE PLT LOST CONTROL OF THE ACFT DURING TAKEOFF WITH A SLIGHT TAILWIND COMPONENT & THE ACFT GROUND LOOPED. LATER,
THE PLT REALIZED THAT THE TAIL WHEEL WAS NOT LOCKED.
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File No. - 497 3/20/85 ST. THOMAS, VI

A/C Reg. No. N49MA Time (Lc1) - 1645 AST

Finding(s)

- 1. LANDING GEAR, TAILWHEEL UNLOCKED
- 2. AIRCRAFT PREFLIGHT INADEQUATE PILOT IN COMMAND
- 3. WEATHER CONDITION TAILWIND
- 4. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 5. GROUND LOOP/SWERVE INADVERTENT PILOT IN COMMAND

----Probable Cause----

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

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

asic Information	DENERAL AVIATION)	lunusti Damana		T 4		
Type Operating Certificate-NONE (ircraft Damage DESTROYED	Fatal	Injur Serious		None
Type of Operation -PERSON			rew 1	0	0	0
Flight Conducted Under -14 CFR			ass 0	ő	ŏ	ő
Accident Occurred During -APPROA						
ircraft Information						
Make/Model - PIPER PA-18-150		1 - LYCOMING 0-320		Installed/A		
Landing Gear - TAILWHEEL-ALL FIX				tall Warnin	g Syst e m	- YES
Max Gross Wt - 1750	3 , ,	- RECIPROCATING-CAR	BURETOR			
No. of Seats - 2	Rated Power	- 150 HP				
nvironment/Operations Information-			A	Daniel and Acc		
leather Data	Itinerary IEFING Last Departure	Doint		Proximity RPORT/STRIP		
Wx Briefing - NO RECORD OF BR Method - N/A	PROSSER.WA	Point	UFF AI	RPURI/SIRIP		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		Amport	ata		
Wind Dir/Speed- 300/011 KTS	EGGAE		Runway	Ident -	N/A	
Visibility - 35.0 SM	ATC/Airspace			Lth/Wid -		
	SCATTERED Type of Flight	Plan - NONE		Surface -		
	T OVERCAST Type of Cleara				N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDIN	G			
Precipitation - NONE	_					
Condition of Light - DAYLIGH	T 					
ersonnel Information					/	
Pilot-In-Command	Age - 53				IVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Revi		light Time (F		Hrs - U	AUZ /AID
COMMERCIAL SE LAND	Current - Months Since -	· · · =	- UNK/NR - UNK/NR		Davs- U	
SE LAND	Months Since - Aircraft Type -		- UNK/NK - UNK/ND	Last 30	Days- U	NK/NK
	Africhaft Type -	Multi-Eng	- UNK/NR	Rotorcr	aft - U	NK/NR
Instrument Rating(s) - NONE						
larrative				. THE DOUGD		
CFT CRASHED AFTER COLLIDING WITH E					THE	
GOCCURRED WHERE THE WIRES WERE ROUR LINES & THE OPEN FIELD. THE ACFT						
RESSION & TWISTING TO THE REAR FUSE	=	·=				
TATIONAL MARKS OR DAMAGE. THE LEFT						
CAP WAS IN PLACE. THE CARB HEAT CO						
	MINGE WAS MEDGED IN THE ONLY	HOT FUSILION. THE CON	MIKES			
CH WERE FOUND CORRODED AT THE ATTAC			WAS BROKEN N	O PREIMPACT		

File No 4	61 4/07/85 SUNNYSIDE,WA	A/C Reg. No. N4379Z	Time (Lc1) - 1114 PST
Occurrence #1 Phase of Operation			
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH OBJECT APPROACH - VFR PATTERN - FINAL APPROAC	н	
Finding(s) 2. OBJECT - WIRE,T 3. VISUAL LOOKOU	T - INADEQUATE - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause			
The National Transpo	rtation Safety Board determines that the 3	Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 2		

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage		Injur	ies	
	SUBSTANT	IAL	Fatal			None
Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L Fire NONE	Crew Pass	0	0	0	2 0
-Aircraft Information Make/Model - ROBINSON R22 Landing Gear - SKID Max Gross Wt - 1300 No. of Seats - 2	Eng Make/Model - LYCC Number Engines - 1 Engine Type - RECI Rated Power -	PROCATING-CARBURI	S	Installed/A tall Warnin		
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point SAME AS ACC/INC		Airport ON AIR	Proximity PORT		
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC Wind Dir/Speed- 360/010 KTS	LOCAL			RCHARD Ident -	UNK/NR	
Visibility - 20.0 SM	ATC/Airspace		Runway	Lth/Wid -	UNK/NR	
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan - Type of Clearance -			Surface - Status -		ETATION
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/Lndg -			Status	ROUGH	LIATION
-Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 29 M Biennial Flight Review	ledical Certifica Flia	te - VALID nt Time (H		WAIVERS/	LIMII
COMMERCIAL, CFI	Current - UNK/NR	Total -	358	Last 24		. 6
SE LAND HELICOPTER	Months Since - UNK/NR Aircraft Type - UNK/NR			Last 30 Last 90		K/NR 152
HELICOFIER	ATTOTALL Type - UNK/NR	Tris traillent	O	Rotorcr		215
Instrument Rating(s) - NONE						
-Narrative						
INSTRUCTOR PLT (CFI) WITH ONLY 358 HRS TO RING THE RECOVERY, THE CFI FAILED TO FULLY 1, THERE WAS A LOSS OF TAIL ROTOR EFFECTIVE	REGAIN RPM & THE HELICOPTER S	SETTLED TO THE SU	RFACE. WIT	H A LOW ROT	OR	
CHED DOWN WITH FORWARD MOVEMENT & RIGHT YA	W, THEN ROLLED OVER. THE CFI	REPORTED THAT TH	E WIND WAS	FROM THE N	IORTH	
10 GUSTING 15 KTS.						

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6/08/85 A/C Reg. No. N8490D File No. - 480 PORT ORCHARD, WA Time (Lc1) - 2030 PDT Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI) 2. AUTOROTATION - INITIATED - PILOT IN COMMAND(CFI) 3. ALTITUDE - MISJUDGED - PILOT IN COMMAND(CFI) 4. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND(CFI) IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND Occurrence #2 ROLL OVER Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

File No 519	4/29/85	BROADHEAD, WI	A/C Reg. N	o. N25227	Т	ime (Lc1)	- 1830 CDT	
-Basic Information Type Operating Certific	ate-NONE	(GENERAL AVIATION)	Aircraft Dam			Inju		
7			SUBSTANTIAL		Fatal	Serious		None
Type of Operation	-PERSO		Fire	Crew	0	0	0	1
Flight Conducted Under Accident Occurred Durin			NONE	Pass	0	0	O	7
-Aircraft Information								
Make/Model - CESSNA			ke/Model - LYCOMIN	G 0-235-L2C		Installed/		
Landing Gear - TRICYCL	.E-FIXED		Engines - 1			tall Warniı	ng System ·	- YES
Max Gross Wt - 1670		Engine		CATING-CARBURE	TOR			
No. of Seats - 2		Rated	Power - 110	HP 				
-Environment/Operations Ir	formation			•				
Weather Data		Itinerary				Proximity		
Wx Briefing - UNK/N			parture Point		ON AIR	PORT		
Method - UNK/N			VILLE, WI					
Completeness - UNK/N Basic Weather - VMC	1K	Destinat	10n AS ACC/INC		Airport D BRODHE			
Wind Dir/Speed- 130/0	ME KTC	SAME	AS ACC/INC				- 03	
Visibility - 15.		ATC/Airsp	300			Lth/Wid		100
Lowest Sky/Clouds -			ace Flight Plan - NON	F		Surface		
Lowest Ceiling	- NONE		Clearance - NON				- UNK/NR	••
Obstructions to Visio				FFIC PATTERN	nanna,	514145	G ,	
Precipitation	- NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	· ., <u>-</u>					
Condition of Light	- DAYLIG	нт						
Personnel Information	. 							
Pilot-In-Command		Age - 24	Medi	cal Certificat	e - VALID	MEDICAL-NO	WAIVERS/	_IMIT
Certificate(s)/Rating(s)	Biennial Flig	ht Review	Fligh	t Time (H	ours)		
PRIVATE		Current		Total -	73		4 Hrs -	0
SE LAND		Months Si	nce - 22	Make/Model-	67		Days- UN	
		Aircraft	Type - UNK/NR	Instrument-	3	Last 9	Days-	3
Instrument Rating(s	s) - NONE							
Narrative	•							
PLT STATED THAT DURING AF								
RO, WAS RWY 9. RWY 9 WAS 25								
E PLT WAS UNABLE TO STOP ON					HICH WAS	NOT VISIBL	EIN	
GRASS. PRESUMABLY, THE PL								

File No. - 519 4/29/85 BROADHEAD, WI A/C Reg. No. N25227 Time (Lc1) - 1830 CDT Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. HEADING INDICATOR - IMPROPER USE OF - PILOT IN COMMAND 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 3. WEATHER CONDITION - UNFAVORABLE WIND 4. GO-AROUND - NOT PERFORMED -Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S) ----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) 1,3,5

-Basic Information						
Type Operating Certificate-NONE (GENER		craft Damage		Inju	ries	
	DES	STROYED	Fatal	Sertous		None
Type of Operation -PERSONAL	Fire		ew O	0	0	1
Flight Conducted Under -14 CFR 91	NON	NE Pa	ıs s 0	0	0	. 1
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - LUSCOMBE 8E		- CONTINENTAL C-85-1		Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warni	ng System	- YES
Max Gross Wt - 1400	Engine Type	 RECIPROCATING-CARB 	SURETOR			
No. of Seats - 2	Rated Power	- 85 HP				
-Environment/Operations Information						-
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - FSS	Last Departure Po	oint	ON AIR	PORT		
Method - TELEPHONE	THEMOPOLIS, WY					
Completeness - FULL	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		HARFOR	D		
Wind Dir/Speed- 360/030 KTS	·		Runway	Ident	- 03	
Visibility - UNK/NR	ATC/Airspace			Lth/Wid	- 1500/	60
Lowest Sky/Clouds - CLEAR	Type of Flight P	lan - VFR			- DIRT	
Lowest Ceiling - NONE	Type of Clearance				- DRY	
Obstructions to Vision- BLOWING SNOW		- TRAFFIC PATTER		•		
Precipitation - SNOW	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	.,,				
Condition of Light - DAYLIGHT				•		
-Personnel Information						
Pilot-In-Command	Age - 35	Medical Certifi	cate - VALID	MEDICAL-W	AIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (F			
PRIVATE	Current - YES		•		4 Hrs -	0
SE LAND	Months Since - 23				O Davs- U	NK/NR
SE JEANS	Aircraft Type - UN				O Days-	5
Instrument Rating(s) - NONE						
-Narrative			:-			
ORE REACHING THE DESTINATION, THE ACFT EN						
THE EAST-WEST RWY, BUT THE X-WIND WAS TOO	STRONG, SO HE THEN ENTER	RED A PATTERN FOR RW	Y 3. AFTER T	URNING INT	O THE	
D FOR A LANDING, THE ACFT ENCOUNTERED A G						
'ING SNOW SQUALL IN THE VICINITY WITH WIND	GUSTS TO 58 KTS. ALSO,	THERE WAS EVIDENCE T	THAT THE ACFT	HAD ENCOU	NTERED	
D SHEAR.						

3/31/85 A/C Reg. No. N2482K Time (Lc1) - 1400 MST File No. - 564 CASPER, WY Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation APPROACH Finding(s) 1. WEATHER CONDITION - SNOW 2. WEATHER CONDITION - HIGH WIND 3. WEATHER CONDITION - GUSTS 4. WEATHER CONDITION - WINDSHEAR Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 6. AIRSPEED - INADEQUATE - PILOT IN COMMAND 7. STALL - INADVERTENT - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #3 Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7

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

Basic Information						
Type Operating Certificate-AGRICULT	URAL AIRCRAFT	Aircraft Damage SUBSTANTIAL		Inj tal Serious	uries Minor	None
Type of Operation -AERIAL A	PPLICATION	Fire	Crew	0 0		0
Flight Conducted Under -14 CFR 1	37	NONE	Pass	0 0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CALLAIR A-9	Eng Make	/Model - LYCOMING 0-	·540	ELT Installed	I/Activated	1 - NO -1
Landing Gear - TAILWHEEL-ALL FIXED		ingines - 1		Stall Warr	ning System	ı - YES
Max Gross Wt - 2350 No. of Seats - 1	Rated Po	ype - RECIPROCATI wer - 230 HP	NG-CARBURETUR			
	Rated 1	,wei 200 iir				
Environment/Operations Information						
Weather Data Wx Briefing	Itinerary	rture Point		port Proximity FF AIRPORT/STR		
Method - N/A	•	ACC/INC	U	FF AIRPURI/SIR	111	
Completeness - N/A	Destination		Airp	ort Data		
Basic Weather - VMC	LOCAL		,			
Wind Dir/Speed- 270/006 KTS				unway Ident		
Visibility - 40.0 SM	ATC/Airspac			unway Lth/Wid		
Lowest Sky/Clouds - Lowest Ceiling - 15000 FT		light Plan - NONE learance - NONE		unway Surface unway Status		
Obstructions to Vision- NONE		/Lndg - FORCED		uliway Status	- IV/ A	
Precipitation - NONE	, , , , , , , , , , , , , , , , , , , ,	, 2				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - UNK/NR		Certificate -			
Certificate(s)/Rating(s) NONE	Biennial Flight	Review	Flight Ti	me (Hours)	04 11== 1	INIZ /ND
NUNE	Current Months Sind	- N/A Tota	al - UNK/NR	Last	24 Hrs - L 30 Days- U	
	Aircraft Ty	rpe - N/A Ins	e/Model- UNK/NR trument- UNK/NR	Last	90 Days - L	
		Mu1	i-Eng - UNK/NR	Rotor	craft - U	
Instrument Rating(s) - NONE						
Varrative						
NG AN AERIAL APPLICATION TURN-AROUND	MANEUVER, THE ENG LO	ST POWER. THE PLT ST	TATED THAT HE I	MMEDIATELY CHA	NGED	
FUEL SELECTOR & TURNED ON THE BOOST P ENG HAD BEEN USING FUEL FROM A TANK T					WEK.	

File No. - 401 6/07/85 RIVERTON.WY A/C Reg. No. N8280H Time (Lc1) - 0700 MDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND 3. FLUID, FUEL - LOW LEVEL 4. MANEUVER - PERFORMED - PILOT IN COMMAND 5. FLUID, FUEL - STARVATION 6. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 7. EMERGENCY PROCEDURE - INITIATED -Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6 Factor(s) relating to this accident is/are finding(s) 3

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NTSB-AAB-86-17

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