Doc NTSB AAB 86 18 Issue 4



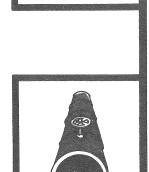
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NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVAIATION
ISSUE NUMBER 4 OF 1985 ACCIDENTS



NTSB/AAB-86/18



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UNITED STATES GOVERNMENT

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occurring in U.S. civil 1985. Approximately 200 in this publication rep irregularly normally e	ns selected aircraft accident and foreign aviation operatio D General Aviation and Air Car resent a random selection. Th ighteen times each year. The circumstances and probable ca	ons during Calendar Year rrier accidents contained nis publication is issued Brief Format represents
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FOREWORD

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

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

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

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

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

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

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

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DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

In determining probable cause(s) of an accident, all facts, conditions and circumstances are considered. The object is to ascertain these cause-effect relationships in the accident sequence about which something can be done to prevent recurrence of the type of accident under consideration. Accordingly, for statistical purposes where two or more causes exist in an accident, each is recorded and no attempt is made to establish a primary cause. factor is used to denote those elements of an accident which further explain probable cause(s). Additional supplement the items that 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 4

CALENDAR YEAR 1985

File Order Listing - Issue No. 4, 1985

File Number	Aircraft Regist.	Date	Location	Aircr Make 	aft Model	Injury Index	Page
601	272CP	071085	AZTEC, NM	PETRACCA	GLASAIR SH	NONE	282
602	90906	030285	NEWBERRY, FL	CESSNA	170	NONE	120
603	5291G	031485	SUGAR LOAF KEY, FL	CESSNA	30 5 A	MINOR	124
604	1814Y	031785	BIG PINE KEY, FL	CESSNA	172	NONE	128
605	7639P	031485	ZEPHYRHILLS, FL	PIPER	PA-24-180	NONE	122
606	142ER	031785	LAWTON, OK	DOUGLAS	A-26B	MINOR	306
607	2566A	080485	MCCARTHY, AK	PIPER	PA-22	SERIOUS	18
608	70008	080185	NOME, AK	CESSNA	185	MINOR	16
609	53135	073185	DRY CREEK MINE, AK	CESSNA	188	NONE	14
610	12CQ	031785	DORSET, VT	CESSNA	401A	FATAL	362
611	6716H	031685	WINTER HAVEN, FL	PIPER	J3C-85	FATAL	126
612	2633ป	021685	DE QUINCY, LA	CESSNA	T-188C	NONE	218
613	79CM	032585	FORT MYERS, FL	PIPER	AEROSTAR 6	NONE	132
614	540N	031285	BARTER ISLAND, AK	DEHAVILLAND	DHC-6	SERIOUS	4
615	98164	051985	FAYETTEVILLE, GA	PIPER	J3C-65	NONE	162
616	991PG	052185	MILLEDGEVILLE, GA	GALLOWAY	B-8M	NONE	164
618	3F W	042085	MARLETTE, MI	WHEAT	PITTS S-1-	NONE	224
619	3946K	031585	MCKINNEY, TX	CESSNA	305E	NONE	350
620	57 24 S	051985	CHESTER, SC	SWIETZER	SGS-233	NONE	332
621	4049Y	050885	FRANKLIN, TN	BARNES	FF-7	SERIOUS	336
622	8180F	062785	LORDSBURG, NM	PIPER	PA-32R-301	NONE	278
623	9386B	030185	BANCROFT, ID	CESSNA	175	FATAL	176
624	6928F	032385	FRITCH, TX	CESSNA	150F	NONE	352
625	9035 Z	032385	FREDERICK, OK	NORTH AMERIC	AT-6G	NONE	308
626	5269 0	032585	ROANOKE, TX	CESSNA	177	MINOR	354

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627	733AN	030985	TEMPLE, TX	CESSNA	172N	NONE	348
628	9664F	030285	SAN ANTONIO, TX	HUGHES	269C	SERIOUS	346
629	89599	050585	STRONGSVILLE, OH	CESSNA	120	MINOR	294
630	1181G	051285	LAKE GENEVA, WI	DASSAULT-BRE	FALCON 50	NONE	382
631	39628	051985	MILWAUKEE, WI	PIPER	PA-32T-300	NONE	384
632	15074	052585	NAPPANEE, IN	PIPER	PA-28-140	MINOR	200
633	4362F	051485	OSAGE BEACH, MO	PIPER	PA-46	NONE	250
634	8624L	042885	GRENOLA, KS	PIPER	PA-25-235C	NONE	204
635	96092	070285	CORNING, AR	CESSNA	152	NONE	34
636	8190U	040285	FULLERTON, CA	CESSNA	150M	MINOR	78
637	732DT	021685	FULLERTON, CA	CESSNA	T210L	MINOR	72
638	51347	051285	ATKINS, VA	CESSNA	150J	MINOR	360
639	8567G	031885	LEE VINING, CA	CESSNA	150F	FATAL	76
640	80241	040785	MULINO, OR	CESSNA	172M	NONE	310
641	563Y	070685	GRAND LAKE, CO	EIRIAVION OY	PIK-20B	NONE	114
642	54 07J	040285	JOHNSON CITY, NY	CESSNA	421B	FATAL	286
643	3993P	032285	MARSTON MILLS, MA	JONES-BOEING	JB-75	NONE	220
644	1339J	031085	WAYNESBURG, PA	ROCKWELL INT	112A	NONE	324
645	62541	031685	PRINCETON, NJ	CESSNA	172P	NONE	268
646	66RA	022785	READING, PA	PIPER	PA-22-108	NONE	320
647	49882	061585	PĻAINSBORO, NJ	BELL	47G-3	NONE	274
648	8429T	032485	ZELIENOPLE, PA	PIPER	PA-32R-301	NONE	326
649	6704L	071185	PENN YAN, NY	BEECH	C23	NONE	288
650	71359	071185	BLOCK ISLAND, RI	CESSNA	182M	NONE	330
651	170AS	031085	PERKASIE, PA	CESSNA	170A	NONE	322

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652	68444	011085	BALLICO, CA	FAIRCHILD	M-62C	MINOR	58
653	8 1 D A	021385	SANTA MARIA, CA	ВЕЕСН	BE-18	NONE	70
654	585B	042785	TRUCKEE, CA	BEECH	A35	NONE	88
655	4691Q	011185	SAN JOSE, CA	CESSNA	T210L	NONE	60
656	58399	011685	KAHULUI,MAUI, HI	HUGHES	369D	NONE	168
657	61155	071085	ELMENDORF AFB, AK	CESSNA	A-185F	MINOR	10
658	5102D	042785	PERRYSVILLE, OH	CESSNA	172N	NONE	292
659	71407	053085	HARRISON, NE	LUSCOMBE	88	NONE	262
660	8976F	052985	WEST LIBERTY, IA	HUGHES	269C	NONE	170
661	32826	052585	BROOKLET, GA	PIPER	PA-28-140	SERIOUS	166
662	6587S	032485	FORT PIERCE, FL	CESSNA	150H	NONE	130
663	8943Y	042985	PECULIAR, MO	PIPER	PA-39	NONE	246
664	7012Y	062385	MANHATTAN, KS	PIPER	PA-30	NONE	208
665	80747	061385	BINGHAM, NE	CESSNA	172M	NONE	264
666	578OM	020685	ALTUS, OK	CESSNA	402B	FATAL	300
667	7786D	052385	ANCHORAGE, AK	PIPER	PA-18-150	NONE	8
668	8204A	012985	VICTORIA, TX	PIPER	PA-34-220T	FATAL	344
669	8078F	030985	WALDRON, MO	CESSNA	150F	FATAL	244
670	1994G	013185	SADSBURYVILLE, PA	CESSNA	414	FATAL	318
671	9734Q	031985	FLAGSTAFF, AZ	BEECH	B-19	FATAL	40
672	1ZF	022385	ROCKLEDGE, FL	GLOBE	SWIFT GC-1	FATAL	116
673	8852P	042585	WAKEENEY, KS	PIPER	PA-24-260	FATAL	202
674	2858T	070385	EL DORADO, KS	PIPER	PA-28-140	MINOR	210
675	51611	070385	VALLEY CENTER, KS	CESSNA	172B	NONE	212
676	34494	051685	HUNTSVILLE, AL	CESSNA	177B	NONE	20

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677	5844P	051285	SAVANNAH, GA	PIPER	PA-24-250	NONE	158
678	739UD	051285	BROXTON, GA	CESSNA	172N	NONE	160
679	951B	050985	CALWOOD, MO	BELL	47G	FATAL	248
680	95UP	041985	MENA, AR	BEECH	B95	FATAL	30
681	5267R	061785	JENISON, MI	CESSNA	172	NONE	234
682	5347Q	060785	FRANKENMUTH, MI	CESSNA	150	SERIOUS	232
683	9296F	060885	CLEVELAND, OH	HUGHES	269C	MINOR	298
684	36938	040785	ORLANDO, FL	THE BALLOON	FIREFLY 7B	FATAL	142
685	5543X	070385	PARAGOULD, AR	AERO COMMAND	S2R	NONE	36
686	4772Y	072885	NORCATUR, KS	PIPER	PA-25-235	NONE	216
687	13064	071185	OLATHE, KS	CESSNA	172M	NONE	214
688	6475V	032285	WINSLOW, AR	HELIO	COURIER H-	SERIOUS	28
689	3115U	030885	HAILEY, ID	FAIRCHILD	SA-227AC	NONE	178
690	89634	071985	MEMPHIS, TN	CESSNA	152	SERIOUS	340
691	3937D	050985	DOVER, TN	CESSNA	182A	NONE	338
692	6995B	060685	BRENTWOOD, CA	PIPER	PA-18-150	NONE	98
693	5425D	051385	OWYHEE RESERV., ID	BEECHCRAFT	H-35	NONE	182
695	5914G	052685	WAMIC, OR	CESSNA	150	MINOR	312
696	65907	051985	WENATCHEE, WA	SCHWEIZER	SGS 2-33A	MINOR	368
697	37HS	053085	ATHENA, OR	HILLER	UH-12E	NONE	314
698	6762K	062185	TWIN FALLS, ID	GRUMMAN	164B	NONE	186
699	9718T	070985	SHELBY, NC	CESSNA	T303	MINOR	254
700	935AB	062885	BURLEY, ID	BORRESON	DRAGON FLY	MINOR	190
701	66942	052585	CONCORD, CA	CESSNA	152	NONE	96
702	5588Q	022385	PUNTA GORDA, FL	MOONEY	M2OD	FATAL	118

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			222222				
703	2129G	013185	BISHOP, CA	PIPER	PA-32RT-30	NONE	66
704	3258P	020685	CAMARILLO, CA	MILENTZ	QUICKIE 02	MINOR	68
705	220 9 J	072185	COLUMBIA, CA	CESSNA	150G	FATAL	108
706	4422P	072685	PRESCOTT, AZ	HUFF	SONERAI II	NONE	52
707	8304U	041485	CONCORD, CA	CESSNA	150M	NONE	80
708	2403N	042085	PRESCOTT, AZ	PIPER	PA 38-112	NONE	42
709	6 89 1U	071485	LOS BANOS, CA	MOONEY	M-20-E	NONE	104
710	8964L	071285	PASO ROBLES, CA	GRUMMAN	AA-1B	MINOR	102
711	2193Z	072185	AVALON, CA	PIPER	PA-34-200T	NONE	106
712	5970B	062685	DAVISON, MI	CESSNA	182A	NONE	236
713	5054Y	041985	CLEARWATER, FL	BELLANCA	8KCAB	FATAL	150
714	54522	041085	PANAMA CITY BCH, FL	BELL	47G-2	SERIOUS	146
715	511FL	042585	FELTON, CA	PIPER	PA-28-140	MINOR	86
716	48 7 7U	042585	PINON, AZ	CESSNA	TU-206G	MINOR	44
717	8188N	041485	MOORPARK, CA	PIPER	PA-28-140B	NONE	82
718	738LR	040985	GRANT, NM	CESSNA	172	NONE	276
719	38767	050985	CASA GRANDE, AZ	HILLER	12-C	NONE	48
720	15259	050485	BAKER, CA	PIPER	PA-32-300	NONE	92
721	76086	050485	JACKSON, CA	CESSNA	140	NONE	90
722	8889A	010785	DEATH VALLEY, CA	BEECH	B-35	FATAL	54
723	210NF	011085	HESPERIA, CA	CESSNA	T210L	SERIOUS	56
724	3983D	012485	HELENDALE, CA	PIPER	PA-24-400	MINOR	64
725	25231	062385	OROFINO, ID	LUSCOMB	88	MINOR	188
727	6162M	081185	VASḤON, WA	STINSON	108-3	MINOR	378
728	704UV	051885	SANTA ROSA, CA	CESSNA	150M	NONE	94

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729	37780	052485	SPOKANE, WA	BEECH	V35	FATAL	372
730	5313Y	050785	KETCHIKAN, AK	CESSNA	185	NONE	6
731	7396Z	062585	WENATCHEE, WA	PIPER	PA-25-235-	NONE	374
732	5511X	080485	CALDWELL, ID	ROCKWELL COM	S2R	NONE	194
733	80030	060885	TRUCKEE, CA	CONSOLIDATED	LAKE LA-4-	SERIOUS	100
734	4931G	071685	JUNEAU, AK	CESSNA	172N	NONE	12
735	222MR	062485	ALBANY, OR	CESSNA	310L	MINOR	316
736	2396E	071585	PACATELLO, ID	CESSNA	172	NONE	192
737	824CB	080785	VANCOUVER, WA	BEACHNER	QUICK SILV	FATAL	376
738	95043	042085	NO. HAMPTON, NH	PIPER	PA-28-140	FATAL	266
739	5764D	040785	LOCK HAVEN, PA	MOONEY	MO-20J	FATAL	3 28
740	6096P	062385	YUMA, CO	PIPER	PA-24-180	MINOR	110
741	731GN	070585	DEL NORTE, CO	CESSNA	A 188B	NONE	112
742	6310U	030585	FOSS, OK	PIPER	PA-23-250	FATAL	304
743	3777P	021185	THOMPSON FALLS, MT	PIPER	PA-18	NONE	252
745	9592F	032085	ELMA, WA	HUGHES	269C	NONE	366
746	35515	.081885	GOSHEN, NY	PIPER	· J-3	NONE	290
747	739DA	042285	FORT MYERS, FL	CESSNA	172N	NONE	152
748	46494	042785	SHARPES, FL	CESSNA	172K	NONE	154
749	65010	080685	GRANTS, NM	STAR DUSTER	SA-300	SERIOUS	.284
7.50	1754A	070485	TUCUMCARI, NM	PIPER	PA-18A	NONE	280
751	7126Y	08.1685	BOWMAN, ND	PIPER	PA-30/A	NONE	256
752	47500	081985	MOTT, ND	AERONCA	O58B	NONE	258
753	39RW	080985	RAWLINS, WY	RICHARD A. W	GLASAIR SH	FATAL	388
754	7190C	060485	WICHITA, KS	CESSNA	172RG	FATAL	206

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755	3629K	072685	SAMSON, AL	SCHWEIZER	AG CAT	NONE	26
756	6121K	061685	EVELETH, MN	REPUBLIC	RC-3	FATAL	242
759	125ZL	052085	CHEWELAH, WA	CESSNA	205	FATAL	370
760	4956B	061185	BELMAR, NJ	CESSNA	152	FATAL	272
760	176FJ	061185	BELMAR, NJ	SIKORSKY	S76A	FATAL	270
761	1475M	052885	SAN MANUEL, AZ	CESSNA	TU-206E	FATAL	50
762	8942Z	042285	MENA, AR	CESSNA	310G	FATAL	32
763	8833B	052485	OMAHA, NE	BEECH	65-88	NONE	260
764	518OS	033185	ROCKLEDGE, FL	PIPER	PA-28-180	FATAL	136
765	100RN	022285	UTICA, MI	PIPER	PA-31T	FATAL	222
766	7586G	031585	LEESBURG, VA	CESSNA	172L	NONE	358
767	67955	052785	MARSHFIELD, WI	CESSNA	152	NONE	386
768	18066	052685	MARSHALL, MI	CESSNA	150	MINOR	228
769	1462	060685	PLYMOUTH, MI	CHADWICK	STITTS SA-	MINOR	230
770	47035	061685	JEFFERSON, IA	JOEL K. SENT	RV-4	FATAL	172
771	6799D	070285	DENISON, IA	BRANTLY	B-2	NONE	174
772	8295G	081485	DYERSBURG, TN	CESSNA	188	NONE	342
773	609U	062785	ASHFORD, AL	GRUMMAN	G-164	NONE	24
774	47071	061585	ABBEVILLE, SC	CESSNA	152	NONE	334
775	2648R	041085	WABASSO, FL	PIPER	PA-28R-200	NONE	144
776	2428D	041685	VERO BEACH, FL	PIPER	PA-38-112	NONE	148
777	3910N	052485	BESSEMER, MI	MOONEY	M-20G	NONE	226
778	7401B	031885	LAKE ELMO, MN	CHAMPION	7EC	NONE	238
779	4707H	050785	ALLIANCE, OH	PIPER	PA-11-494	NONE	296
780	731VR	050885	VIRDEN, IL	CESSNA	A 188B	NONE	196

File Order Listing - Issue No. 4, 1985

File Aircraft				Aircr	aft	Injury		
Number	Regist.	Date	Location	Make	Mode1	Index	Page	
781	4799A	050885	WEST BEND, WI	CESSNA	A 152	NONE	380	
782	98760	033185	BLAIRSVILLE, GA	PIPER	J-3C-65	NONE	156	
783	8816N	052885	ATHENS, AL.	PIPER	PA-28-140	NONE	22	
784	84303	033085	KEY LARGO, FL	AERONCA	7AC	NONE	134	
785	8705N	040585	KEY WEST, FL	PIPER	PA-28-140	NONE	138	
786	280EZ	040585	CRYSTAL RIVER, FL	CANARD, INC.	LONG EZ	NONE	140	
787	5122H	042885	BLISS, ID	PIPER	PA-14	FATAL	180	
788	3608C	022485	SCOTTSDALE, AZ	BARNES	FF-8-24	NONE	38	
789	89716	030185	BAKERSFIELD, CA	CESSNA	152	NONE	74	
790	55448	042085	BORON, CA	CESSNA	172P	MINOR	84	
791	2444R	043085	PARKER, AZ	CESSNA	182	NONE	46	
792	73290	020785	KOYUK, AK	CESSNA	207A	FATAL	2	
793	29134	042685	MINNEAPOLIS, MN	CESSNA	T210L ,	NONE	240	
· 794	34212	011285	EL MONTE, CA	CESSNA	177B	SERIOUS	62	
795	3974W	031385	ANGOLA, ĮN	PIPER	PA-32-260	FATAL	198	
797	240WT	061985	WAITSFIELD, VT	SCHEMPP-HIRT	VENTUS-B	FATAL	364	
798	1815Q	051485	MURPHY, ID	CESSNA	177RG	FATAL	184	
799	49831	041085	ARLINGTON, TX	CESSNA	152	SERIOUS	356	
800	8160K	030385	STIGLER, OK	PIPER	PA-34-220T	FATAL	302	



AIRCRAFT ACCIDENT REPORTS BRIEF FORMAT U.S. CIVIL AND FOREIGN AVIATION ISSUE NUMBER 4 OF 1985 ACCIDENTS

File No 792 2/07/85 KOYUK	,AK 	A/C Reg.	No. N7329U 	T i	me (Lc1) -	- 0940 AST	
Basic Information Type Operating Certificate-ON-DEMAND AI	P TAXI	Aircraft D	amade		Injur	ries	
Name of Carrier -RYAN AIR SER		MINOR	amage	Fatal	Serious	Minor	None
Type of Operation -NON SCHED,DO Flight Conducted Under -14 CFR 135	MESTIC,CARGO	Fire	Crew	1	0	0	1
		NONE	Pass	0	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 207A			NENTAL IO-520-F	ELT I	nstalled/		
Landing Gear - TRICYCLE-FIXED		gines - 1		Stall	Warning S	System - Y	ES
Max Gross Wt - 3600			-FUEL INJECTED				
No. of Seats - 6	Rated Powe	er - 28 	O HP 				
Environment/Operations Information							
Weather Data	Itinerary			Airport P			
Wx Briefing - NO RECORD OF BRIEFING				ON AIRP	ORT		
Method - N/A	SHAKTOOL	•		Administ Da			
Completeness - N/A Basic Weather - VMC	Destination KOYUK,AK			Airport Da KUYUK	ita		
Wind Dir/Speed- CALM	KUTUK, AK				Ident -	- 02	
Visibility - 25.0 SM	ATC/Airspace				Lth/Wid		60
Lowest Sky/Clouds - CLEAR		ight Plan - V	FD		Surface -		00
Lowest Ceiling - NONE		earance - N				- ICE COVE	RED
Obstructions to Vision- NONE		Lndg - N			0 10 100	SNOW - D	
Precipitation - NONE	. 31 1	-					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 38	Me	dical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight F	Review		iht Time (Ho			
COMMERCIAL	Current	- YES	Total -	2448	Last 24	1 Hrs -	1
SE LAND, ME LAND, SE SEA	Months Since	- 4	Make/Model-	1006	Last 30	Days- UN	
	Aircraft Type	e - 206/207			Last 90	Days-	234
			Multi-Eng -	11			
Instrument Rating(s) - AIRPLANE							
Alexandria.							
Narrative ACFT LANDED ABOUT 630 FT SHORT OF THE THR	ECHOLD OF DWV OC	THE DIT CATE	HE DUBBOSELV !	ANDED CHODS	TO TAKE		
NTAGE OF A RWY UPSLOPE AND BECAUSE OF THE						r Ri	
INTAGE OF A KWY OFSCOPE AND BECAUSE OF THE DING SHORT HOWEVER HE LANDED ON PART OF TH							
NOWMOBILE DRIVER & FATALLY INJURED HIM.	- NAM #11011 03ED	TO DE AN OLD	Kar. Dokting II	ic chitolita i			

File No. - 792 2/07/85 KOYUK, AK A/C Reg. No. N7329U Time (Lcl) - 0940 AST Occurrence #1 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND 2. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND 3. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND 4. JUDGEMENT - POOR - PILOT IN COMMAND 5. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. OBJECT - VEHICLE 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 614 3/12/85 BARTE	R ISLAND,AK	A/C Reg. No. N	1540N	Т	ime (Lc1) -	- 0015 MS	т
Basic Information Type Operating Certificate-COMMUTER Name of Carrier Type of Operation -NON SCHED,DO	E, INC. MESTIC.PASSENGER	Aircraft Damage SUBSTANTIAL Fire	Crew	Fatal	Injur Serious 2		None O
Flight Conducted Under -14 CFR 135 Accident Occurred During -APPROACH	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	NONE	Pass	0	ō	2	ō
Aircraft Information	F M. l /84	1 DOM DTC OF			T		VEC (VEC
Make/Model - DEHAVILLAND DHC-6 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 12500 No. of Seats - 9	Eng Make/M Number Eng Engine Typ Rated Powe	e - TURBOPROP			Installed/ <i>l</i> tall Warnir		
Environment/Operations Information							
Weather Data Wx Briefing - FSS Method - TELEPHONE	Itinerary Last Depart DEADHORSE			OFF AI	Proximity RPORT/STRIF	•	
Completeness - PARTIAL,LMTD BY PILOT Basic Weather - IMC Wind Dir/Speed- 020/010 KTS	Destination LOCAL		А	irport D STRIP Runway	1186	- 07	
Visibility750 SM Lowest Sky/Clouds - 300 FT Lowest Ceiling - 300 FT OBSC Obstructions to Vision- FOG Precipitation - SNOW Condition of Light - NIGHT(DARK)	URED Type of Cle	ght Plan - NONE arance - NONE ndg - GO AROU	JND	Runway	Lth/Wid Surface Status		
Personnel Information Pilot-In-Command	Age - 26	Medical	Certificate	- VALID	MEDICAL-NO	D WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight R			Time (H	•	4 11	•
COMMERCIAL,ATP,CFI SE LAND,ME LAND,SE SEA	Current Months Since Aircraft Type	- 2 Make - 737 Inst	rument-	098	Last 30	4 Hrs - Days- Days-	9 51 167
Instrument Rating(s) - AIRPLANE							
Narrative CFT CRASHED APRX 1/2 MILE FROM THE DEPARTURE N A STEEP NOSE DOWN ATTITUDE. MARGINAL WX CO EADING EDGES WERE COVERED WITH APRX 3/16 OF TATED THAT THE SWITCH FOR THE DE-ICE BOOTS W Y UNSECURED CARGO DURING THE IMPACT.	NDITIONS PREVAILED ICE. AN A&P MECHAN	WITH ICING REPORT IC WHO ARRIVED AT	ED. INVESTI	GATION R HORTLY A	EVEALED BOT	TH WING CCIDENT	

File No. - 614 3/12/85 BARTER ISLAND, AK A/C Reg. No. N540N Time (Lc1) - 0015 MST

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

- 1. TERRAIN CONDITION SNOW COVERED
- 2. WEATHER CONDITION FOG
- 3. LIGHT CONDITION DARK NIGHT
- 4. IN-FLIGHT PLANNING/DECISION POOR PILOT IN COMMAND
- 5. WEATHER EVALUATION INACCURATE PILOT IN COMMAND
- 6. WEATHER CONDITION ICING CONDITIONS
- 7. FLIGHT INTO KNOWN ADVERSE WEATHER INTENTIONAL PILOT IN COMMAND
- 8. WING ICE
- ANTI-ICE/DE-ICE SYSTEM NOT USED PILOT IN COMMAND
- 10. ALTITUDE INADEQUATE PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6.10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,8,9

F11e No 730 5/07/85 KETO	HIKAN, AK A/C Re	g. No. N5313Y	Ti	me (Lc1) -	1650 PDT	
Basic Information Type Operating Certificate-NONE (ĠENER	AL AVIATION) Aircraft SUBSTAN		Fatal	Injuri Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Crew Pass	0	0	0	1 2
Aircraft Information Make/Model - CESSNA 185 Landing Gear - AMPHIBIAN Max Gross Wt - 3100 No. of Seats - 6	Eng Make/Model - CON Number Engines - 1 Engine Type - REC	TINENTAL TSIO-520	-D ELT I			- YES-UNK/NR - YES
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 130/003 KTS Visibility - 20.0 SM Lowest Sky/Clouds - 1800 FT SCA Lowest Ceiling - 2800 FT BRC Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	KEN Type of Clearance - Type Apch/Lndg -	NONE	Runway Runway Runway Runway	ORT	22 10000/ WATER	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND,SE SEA HELICOPTER	Age - UNK/NR Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Total -	ht Time (Ho 5025 2000 40	urs)	Hrs - Days- UN Days-	3
Instrument Rating(s) - NONE						
AFTER DEPARTURE THE PLT STATED HE SELECTED OF GEAR AS STILL IN THE DOWN POSITION. HE SAID PILOT SAID HE THEN HAND PUMPED THE GEAR UNTIDOWN ON THE WATER AND THEN NOSED OVER AS THE BACKWARDS. FAA INSPECTORS TALKED TO FOUR WITCAN BE CHECKED VISUALLY FROM THE COCKPIT.	HE RECYLCLED THE GEAR AND THE L HE BELIEVED THE GEAR TO THE GEAR WAS STILL DOWN. THE FLO	N CHECKED THE GEA BE IN THE UP POS DAT PLATE WAS FOUN	R INDICATOR ITION. THE D TO BE INS	BLUBS. THE ACFT TOUCHE TALLED	ED	
	PAGE6					

File No. - 730 5/07/85 KETCHIKAN, AK A/C Reg. No. N5313Y Time (Lc1) - 1650 PDT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN

Finding(s)

- 1. TERRAIN CONDITION WATER, GLASSY
- 2. WHEELS DOWN LANDING IN WATER IMPROPER PILOT IN COMMAND
- 3. EMERGENCY PROCEDURE IMPROPER PILOT IN COMMAND
- 4. PROCEDURES/DIRECTIVES NOT UNDERSTOOD PILOT IN COMMAND
- 5. JUDGEMENT POOR PILOT IN COMMAND
- 6. CHECKLIST NOT FOLLOWED PILOT IN COMMAND
- 7. WINDOW, INSPECTION/OBSERVATION LACK OF
- 8. MAINTENANCE, MODIFICATION IMPROPER PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information	NEDAL AVIATION)	Admonact Dome			T 4		
Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damag	ge	Fata1	Injur Serious		None
Type of Operation -PERSONAL		Fire	Crew		0		1
Flight Conducted Under -14 CFR 9	11	NONE	Pass	Ō	Ō	O	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - PIPER PA-18-150		de1 - LYCOMING					
Landing Gear - TAILWHEEL-ALL FIXED					tall Warnin	ng System	- YES
Max Gross Wt - 1500		- RECIPROCA		ETOR			
No. of Seats - 2	Rated Power	- 150 HF	, 				
Environment/Operations Information							
Weather Data	Itinerary	-		Airport F			
Wx Briefing - NO RECORD OF BRIE Method - N/A	FING Last Departu SEWARD.AK	ire Point		ON AIRF	ואטי		
Completeness - N/A	Destination			Airport Da	.+-		
Basic Weather - VMC	ANCHORAGE	٨V		MERRILL			
Wind Dir/Speed- 240/004 KTS	ANCHORAGE	AN				33	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid -		60
Lowest Sky/Clouds - 9000 FT		ht Plan - NONE			Surface -		
Lowest Ceiling - 20000 FT				,		DRY	
Obstructions to Vision- NONE	Type Apch/Li	ndg - STRA:	IGHT-IN	•			
Precipitation - NONE		FULL	STOP				
Condition of Light - DAYLIGHT							
Personnel Information							_
Pilot-In-Command	Age - 38		al Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Ro Current	eview	Fligh	nt Time (Ho			-
PRIVATE SE LAND	Current	- YES 10	otal -	640 200	Last 24	Hrs -	5 32
SE LAND	Months Since Aircraft Type	- 1 Ma	ake/Model- nstrument-	200	Last 30 Last 90	Days-	32 36
	Africiant Type		ulti-Eng -	1	Last 90	Days-	30
Instrument Rating(s) - NONE							
Narrative			S SHOE SLIPPI				

File No. - 667 5/23/85 ANCHORAGE,AK A/C Reg. No. N7786D Time (Lcl) - 1738 ADT

Occurrence #1
Phase of Operation

LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

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

----Probable Cause----

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

Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT Aircraft Information Make/Model - CESSNA A-185F Landing Gear - FLOAT Max Gross Wt - 3320 No. of Seats - 4	SUBS Fire	CONTINENTAL IC	Crew Pass	Fatal O O	Injur Serious O O	Minor O 1	None 1 2
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT -Aircraft Information Make/Model - CESSNA A-185F Landing Gear - FLOAT Max Gross Wt - 3320 No. of Seats - 4	Fire NONE Eng Make/Model - Number Engines - Engine Type -	CONTINENTAL IC	Pass	0 0	0 0	0 1	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT -Aircraft Information Make/Model - CESSNA A-185F Landing Gear - FLOAT Max Gross Wt - 3320 No. of Seats - 4	NONE Eng Make/Model - Number Engines - Engine Type -	CONTINENTAL IC	Pass	0	0	1	
Accident Occurred During -DESCENT -Aircraft Information Make/Model - CESSNA A-185F Landing Gear - FLOAT Max Gross Wt - 3320 No. of Seats - 4	Eng Make/Model - Number Engines - Engine Type -	CONTINENTAL IC					
Make/Model - CESSNA A-185F Landing Gear - FLOAT Max Gross Wt - 3320 No. of Seats - 4	Number Engines - Engine Type -	1)-520-D	ELT	Installed/A		
Landing Gear - FLOAT Max Gross Wt - 3320 No. of Seats - 4	Number Engines - Engine Type -	1)-520-D	ELT	Inc+allod/A		
Max Gross Wt - 3320 No. of Seats - 4	Engine Type -			_			
No. of Seats - 4				S	tall Warnin	g System	- YES
	Rated Power -		JECTED				
		300 HP					
Environment/Operations Information	TAImaman			A 4 mm = m + 1	Du		
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Departure Poi	nt		ON AIR	PORT		
Method - TELEPHONE	SAME AS ACC/INC				- 1 -		
Completeness - FULL	Destination			Airport Data			
Basic Weather - VMC	BELUGA LAKE,AK			SIX MILE LAKE SEAPLANE			
Wind Dir/Speed- 270/005 KTS Visibility - 50.0 SM	ATC/Airspace			Runway Ident - 27 Runway Lth/Wid - 4200 -UNK			NIZ /NID
Lowest Sky/Clouds - 4000 FT SCAT		n - VED			Surface -		INN/INN
Lowest Ceiling - 23000 FT BROK					Status ~		CHODBY
Obstructions to Vision- NONE	Type Of Creamance Type Apch/Lndg			Runway	Status -	WATER	CHUFFI
Precipitation - NONE	Type Apch/Lhdg	- NUNE					
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 32	Medical Cer	+ i f i o o +	o - VALTD	MEDICAL -NO	WATVEDS /	ITMIT
Certificate(s)/Rating(s)	Biennial Flight Review			t Time (H		WAIVEKS/	CIMI I
PRIVATE, COMMERCIAL, MILITARY	Current - YES	Total			Last 24	Hrs -	1
SE LAND, SE SEA	Months Since - UNK/	NR Make/Ma	ndel-	, , o	last 30	Davs- UN	
HELICOPTER	Aircraft Type - C-18	5 Instrum	ent-	20	Last 30 Last 90	Days-	56
TIEETOOT TER	All Clair Type C 10	J 1113 C G	iiCirc	20		aft -	
					,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
Instrument Rating(s) - HELICOPTER							
Narrative							
MEDIATELY AFTER TAKEOFF FROM A LAKE THE ACF	T STALLED, DID A HALF SPI	N & NOSED INTO) THE WA	TER. WITN	ESSES REPOR	TED	
ING ACFT NOSE PITCHING UP & DOWN & WINGS W							
TT WITHOUT AN INSTRUCTOR. THE ACFT WAS HEAV							
KEOFF, HE ADJUSTED THE RPM TO CLIMB PWR THE		H WAS THE ORDE	R IN WH	ICH HE WA	S INSTRUCTE	D TO	
SO. THE ACFT FLT MANUAL SAYS TO ADJUST FLA	APS FIRST THEN PWR.						

File No. - 657 7/10/85 ELMENDORF AFB,AK A/C Reg. No. N61155 Time (Lc1) - 1456 ADT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLIGHT MANUALS - NOT FOLLOWED - PILOT IN COMMAND 2. PROCEDURES/DIRECTIVES - IMPROPER - FLIGHT INSTRUCTOR(ON GROUND) 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 Finding(s) 5. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

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

File No 734 7/16/85 JUNEA	U,AK A/C R	eg. No. N4931G	T	Time (Lcl) - 2020 PDT				
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage	Injuries					
	SUBSTAI	NTIAL	Fatal		Minor	None		
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0		
Accident Occurred During -LANDING								
Aircraft Information								
Make/Model - CESSNA 172N	Eng Make/Model - LY			Installed/A				
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnin	g System	- YES		
Max Gross Wt - 2300	Engine Type - RE		TOR					
No. of Seats - 4	Rated Power -	150 HP						
Environment/Operations Information								
Weather Data	Itinerary			Proximity				
Wx Briefing - FSS	Last Departure Point	ON AIR	PORT					
Method - IN PERSON	SAME AS ACC/INC							
Completeness - WEATHER NOT PERTINENT		Airport D						
Basic Weather - VMC	SAME AS ACC/INC			INT'L				
Wind Dir/Speed- 280/008 KTS					26			
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -		150		
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	- STRAIGHT-IN						
Precipitation - NONE		FULL STOP						
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 33	Medical Certificat			IVERS/LI	MIT		
Certificate(s)/Rating(s)	Biennial Flight Review	9	nt Time (H					
PRIVATE	Current - YES	Total -	86	Last 24	Hrs -	1		
SE LAND	Months Since - 12	Make/Model-	4	Last 30	Days- U	NK/NR		
	Aircraft Type - UNK/NR	Instrument-	0	Last 90	Days-	8		
Instrument Rating(s) - NONE								
Narrative								
T RETURNING FROM LOCAL FLIGHT LOST VISUAL C	ONTACT WITH RUNWAY DURING F	LARE DUE TO SUNGLAR	E. ATCT H	AD CLEARED	ACFT			
RUNWAY AND NO REQUEST FOR CHC INITIATED BY			· _ · · · · · · · · · · · · · · · · · ·					
	,	-						

File No. - 734 7/16/85 A/C Reg. No. N4931G JUNEAU.AK Time (Lc1) - 2020 PDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. LIGHT CONDITION - SUNGLARE 2. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND 4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND 7. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND Occurrence #2 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 8. FLARE - NOT ATTAINED - PILOT IN COMMAND Occurrence #3 GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 9. LANDING GEAR, MAIN GEAR - OVERLOAD 10. 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) 2,3,4,5,6,7,8

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

-Basic Information	AVIATION	A / C / . D			T 1	.	
Type Operating Certificate-NONE (GENERAL	_ AVIAIIUN)	Aircraft D SUBSTANTI		Fatal	Injur Serious		None
Type of Operation -BUSINESS		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	Ō	Ō	Ō	0
Accident Occurred During -DESCENT							
-Aircraft Information							
Make/Model - CESSNA 188		NENTAL IO-520-D					
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4200		ngines - 1	-FUEL INJECTED	S	tall Warnin	g System	- YES
No. of Seats - 1	Rated Po		O HP				
NO. Of Seats - 1	Rated Po						
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Depa BRADLEY	rture Point		OFF AI	RPORT/STRIP		
Completeness - N/A	Destinatio	•		Airport D	2+2		
Basic Weather - VMC		ACC/INC		All polit b	ata		
Wind Dir/Speed- CALM	Same as	400, 1110		Runway	Ident -	N/A	
Visibility - 90.0 SM					Lth/Wid -		
Lowest Sky/Clouds - 9000 FT SCAT					Surface -		
Lowest Ceiling - NONE		learance - N		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch	ı/Lndg - T	RAFFIC PATTERN				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							·
Pilot-In-Command	Age - 43		dical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s) COMMERCIAL.CFI</pre>	Biennial Flight Current			ht Time (H		Una -	2
SE LAND, SE SEA	Months Sinc	- YES	Total -	300	Last 24	Dave-	20
SE LAND, SE SEA	Aircraft Ty	ne - C-185	Make/Model- Instrument-	160	Last 90	Days-	60
		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	21.000.000.000			,-	
Instrument Rating(s) - AIRPLANE							
Narrative							
E PLT REPORTED THAT WHILE ON FINAL APCH APR	X 100 FT FROM TO	UCHDOWN. THE A	CFT YAWED TO TH	E LEFT AND	THE LEFT W	ING	
OPPED. THE ACFT CONTACTED THE GROUND APRX 2							

File No. - 609 7/31/85 DRY CREEK MINE, AK A/C Reg. No. N53135 Time (Lc1) - 1345 ADT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 3. STALL - NOT IDENTIFIED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Occurrence #3 NOSE OVER Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Basic Information Type Operating Certificate-ON-DEMAN	D AID TAVI	Aircraft Damage			Tmi	ıries	
Name of Carrier -FOSTER A		SUBSTANTIAL		Fatal			None
Type of Operation -NON SCHE Flight Conducted Under -14 CFR 1	D, DOMESTIC, PASSENGER		Crew		0		0
Flight Conducted Under -14 CFR 1	35	NONE	Pass	0	0	1	5
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 185 Landing Gear - TAILWHEEL-ALL FIXED		Model - CONTINENTAL	. 0-520			Activated	
Max Gross Wt - 3350		gines - 1 be - RECIP-FUEL	TNJECTED	5	tali warni	ng System	- YES
No. of Seats - 6		er - 300 HP	INOCCIED				
Environment/Operations Information	-						
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIE				ON AIR	PORT		
Method - N/A Completeness - N/A		ISSION, AK					
Basic Weather - VMC	Destination SAME AS A			Airport Da	ата		
Wind Dir/Speed- 280/016 KTS	SAME AS A	100/1110			Ident	- 20	
Visibility - 35.0 SM	ATC/Airspace					- 5576/	150
Lowest Sky/Clouds - 3500 FT	SCATTERED Type of F1	ight Plan - VFR				- ASPHALT	
Lowest Ceiling - NONE	Type of Cle	earance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/L	ndg - STRAIGH- FULL ST					
Condition of Light - DAYLIGHT		FULL SI	UP				
Personnel Information							
Pilot-In-Command	Age - 40		Certificat			O WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight F			nt Time (H			_
COMMERCIAL SE LAND.SE SEA	Current	- YES Tota	11 - - /Mada1	8200	Last 2	4 Hrs -	3
SE LAND, SE SEA	Months Since	- 1 Make - C-185 Inst	e/Model- rument-	150	Last o	O Days-	150 250
	A II Clare Type	Mu1 t	i-Eng -	50	Last	o bays	250
Instrument Rating(s) - AIRPLAN	E						
Namativa							
Narrative PLT STATED ON SHORT FINAL APCH HE NOT	TOED A Y-WIND STRONGER	THEN EXPECTED A	TED TOLICUE	NOWN DIDEC	TIONAL CON	ITDNI NE	
FET STATED ON SHOKE LINAL AFCH HE NOT	TOPO W V-MIND DIKONGER	TCH. AT THE TIME OF				TINUL UI	

File No. - 608 8/01/85 NOME, AK A/C Reg. No. N70008 Time (Lc1) - 1844 ADT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. COMPENSATION FOR WIND CONDITIONS - NOT UNDERSTOOD - PILOT IN COMMAND IMPROPER USE OF PROCEDURE - PILOT IN COMMAND 3. WEATHER CONDITION - CROSSWIND 4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - DITCH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

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

Type Operating Certificate	e-NONE (GENERAL	. AVIATION)	Aircraft Dam	age		Injur [.]	ies	
			SUBSTANTIAL		Fatal	Injur Serious	Minor	None
Type of Operation			Fire	Crew	0	0 1	1	´ O
Flight Conducted Under			NONE	Pass	0	1	0	1
Accident Occurred During	-DESCENI							
-Aircraft Information								
Make/Model - PIPER PA-:			/Model - LYCOMIN					
Landing Gear - TRICYCLE-	FIXED					tall Warning	g System	- YES
Max Gross Wt - 1650			ype - RECIPRO		TOR			
No. of Seats - 4		Rated Po	wer - 135	HP .				
-Environment/Operations Infor	rmation							
Weather Data		Itinerary			Airport	Proximity		
Wx Briefing - NO RECOR	RD OF BRIEFING	Last Depar	rture Point		OFF AI	RPORT/STRIP		
Method - N/A		DAN CREI						
					Airport Da	ata		
Basic Weather - VMC		SAME AS	ACC/INC					
Wind Dir/Speed- 270/005 Visibility - 60.0	KTS					Ident -		
Visibility - 60.0	5M	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds -	10000 FI SCALL	ERED Type of F	light Plan - NUN	E .		Surface -		
Lowest Ceiling - Obstructions to Vision-	NUNE	Type of C	learance - NUN	/AID	Runway	Status -	N/A	
Precipitation -		Type Apch,	/Lndg - UNK	./ NK				
Condition of Light -								
Condition of Light -	DATEIGHI							
-Personnel Information								
Pilot-In-Command		Age - 28 Biennial Flight	Medi	cal Certificat			WAIVERS/	LIMIT
Certificate(s)/Rating(s)			Review - YES	Fligh	t Time (Ho			
PRIVATE		Current	- YES	Total -	289	Last 24	Hrs -	4
SE LAND		Months Since	e - 11 oe - PA-22	Make/Model- Instrument- UN Multi-Eng -	174	Last 30	Days-	50
HELICOPTER		Aircraft Typ	De - PA-22	Instrument UN	K/NK	Last 90	uays-	107
				Muiti-Eng -	90	KOTOPCP	art -	62
Instrument Rating(s)	- NONE							
-Narrative				FT TO THE EAST				

8/04/85 A/C Reg. No. N2566A Time (Lc1) - 0915 ADT File No. - 607 MCCARTHY, AK Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. STALL - INADVERTENT - PILOT IN COMMAND IN FLIGHT COLLISION WITH OBJECT Occurrence #2 Phase of Operation MANEUVERING Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

File No 676 5/16/85 HUN	TSVILLE, AL A/C	Reg. No. N34494	Т	ime (Lc1) -	1455 CDT	
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircr	aft Damage		Injur	 ies	
	SUBS	TANTIAL	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 177B		LYCOMING 0-360-A1F6D		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warnin	g System	- YES
Max Gross Wt - 2800		RECIPROCATING-CARBURE	TOR			
No. of Seats - 4	Rated Power -	180 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Pot	nt	ON AIR	PORT		
Method - TELEPHONE	GREENVILLE, TN					
Completeness - UNK/NR Basic Weather - VMC	Destination SAME AS ACC/INC		Airport D	ata IN COUNTY SK	VDADL	
Wind Dir/Speed- 270/015 KTS	SAME AS ACC/INC			· Ident -		
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid -		160
Lowest Sky/Clouds - 4500 FT SC		n - VEP		Surface -		
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE		- TRAFFIC PATTERN	Karinay	314140		
Precipitation - NONE	Type Apolly Ellag	***************************************				
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 46	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flig	nt Time (F	lours)		
STUDENT	Current - N/A	Total -	58	Ĺast 24	Hrs -	4
	Months Since - N/A	Make/Model-	58	Last 30	Days- UN	K/NR
•	Aircraft Type - N/A	Make/Model- Instrument-	1	Last 90	Days-	30
Instrument Rating(s) - NONE						
Non all						
Narrative	NURTING 1 AND THE BOLL OF THE B-	T		(TNO ELLI 511	D THE	
E ACFT DRIFTED RIGHT OF RWY CENTER LINE (JUKING LANDING KULL & THE PL	I ABURIED THE LANDING	a BY APPLY	ING FULL PW	K. IHE	
FT CONTINUED OFF THE RWY AND THE NOSE WHE	THE DUO THEO THE COST COT!	SECULTING IN THE AGET	NOCTNO O	/FD		

File No. - 676 5/16/85 HUNTSVILLE,AL A/C Reg. No. N34494 Time (Lc1) - 1455 CDT

Occurrence
Phase of Operation

ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SOFT

- 2. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 3. GO-AROUND ATTEMPTED PILOT IN COMMAND
- 4. COMPENSATION FOR WIND CONDITIONS INADEQUATE PILOT IN COMMAND

----Probable Cause----

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal			None
Type of Operation -PERSON/ Flight Conducted Under -14 CFR	AL	Fire	Crew	-	0	0	1
Flight Conducted Under -14 CFR	91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING							
ircraft Information							
Make/Model - PIPER PA-28-140		del - LYCOMING 0-					
Landing Gear - TRICYCLE-FIXED		nes - 1			tall Warnin	g System	- YES
Max Gross Wt - 2050		- RECIPROCATI	NG-CARBURE	TOR			
No. of Seats - 4	Rated Power	· - 180 HP					
nvironment/Operations Information-							
leather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BR				OFF AIR	RPORT/STRIP		
Method - N/A Completeness - N/A	KENOSHA,W Destination			1 : D			
Basic Weather - VMC	Destination DECATUR, A			Airport Da	ата		
Wind Dir/Speed- 270/006 KTS	DECATOR, A	-		Punway	Ident -	N/A	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 15000 F	T SCATTERED Type of Flig	tht Plan - NONE			Surface -		
Lowest Ceiling - NONE		arance - NONE				N/A	
Obstructions to Vision- NONE		ndg - FORCED	LANDING	•			
Precipitation - NONE							
Condition of Light - DAYLIGH	T 						
Personnel Information							
Pilot-In-Command	Age - 61	Medical			MEDICAL-WA	IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight R			nt_Time (Ho			
PRIVATE			1 -	780	Last 24	Hrs -	4
SE LAND	Months Since	- 24 Make	/ Mode I -	89	Last 30 Last 90	Days- UN	K/NR
	Aircraft Type		rument- :i-Ena -		Last 90	Days-	46
		Muit	i-Eng -	31			
Instrument Rating(s) - AIRPL							
larrative NCFT LOST PWR WHILE EN ROUTE FROM K	ENOCHA WIT TO DECATED	AND ATTEMPTED	A EODOED !	AND TNO CN	AN AC CIPI	D DUDING	
	ENUSMA. WIL TO DECATOR	AL, AND ATTEMPTED	A FURCEU L	TANDING UN	AN AG SIKI	r. DUKING	

File No 7	83 5/28/85 ATHENS,AL	A/C Reg. No. N8816N	Time (Lcl) - 1000 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL CRUISE - NORMAL	L	
3. REFUELING - NOT	HAUSTION ION CALCULATIONS - NOT PERFORMED - PILO PERFORMED - PILOT IN COMMAND ING/PREPARATION - INADEQUATE - PILOT IN		··
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
Finding(s) 5. OBJECT - VEHICL	E		
Probable Cause			
The National Transpois/are finding(s) 2,	rtation Safety Board determines that t 3,4	he Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is/are finding(s) 1,5		

File No 773 6/27/85	ASHFORD, AL	A/C Reg. No.	N609U	Time (Lcl) - 1410 CDT				
-Basic Information Type Operating Certificate-AGRICU	JLTÜRAL AIRCRAFT	Aircraft Damage	9	Injurie				
		SUBSTANTIAL	Fatal		Minor None			
	APPLICATION	Fire	Crew O	0	0 1			
Flight Conducted Under -14 CFR Accident Occurred During -LANDIN		NONE	Pass 0	0	0 0			
-Aircraft Information								
Make/Model - GRUMMAN G-164		e/Mode1 - P&W R-985	-AN1 EL	T Installed/Act				
Landing Gear - TAILWHEEL-ALL FIX		Engines - 1		Stall Warning	System - YES			
Max Gross Wt - 3725 No. of Seats - 1	Engine Rated F	Type - RECIPROCAT Power - 450 HP	TING-CARBURETUR					
-Environment/Operations Information-								
Weather Data	Itinerary			t Proximity				
Wx Briefing - NO RECORD OF BR		arture Point	ON A	IRPORT				
Method - N/A	ASHFOR	- • • · · · -						
Completeness - N/A	Destinati		Airport					
Basic Weather - VMC	SAME A	S ACC/INC	_	Y FLD	_			
Wind Dir/Speed- CALM	470/41			ay Ident - 1	-			
Visibility - 10.0 SM	ATC/Airspa			ay Lth/Wid -				
Lowest Sky/Clouds - 5000 F Lowest Ceiling - NONE	T SCATTERED Type of			ay Surface - G	•			
Obstructions to Vision- NONE		Clearance - NONE :h/Lndg - TRAFFI	RUNW IC PATTERN	ay Status - D	Κĭ			
Precipitation - NONE	туре арс	n/Lndg FIRAFF!						
Condition of Light - DAYLIGH	IT	FULL :	STUP					
-Personnel Information Pilot-In-Command	4== 38	Moddoo	l Certificate - VAL	TO MEDICAL -NO W	ATVEDC /LIMIT			
Certificate(s)/Rating(s)	Age - 38 Biennial Fligh		Flight Time		AIVERS/LIMII			
COMMERCIAL	Current		tal - 2110	Last 24 H	rs - 6			
SE LAND			ke/Mode1 - 1618	Last 30 D				
or this			strument- 0					
•	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	, po 0,, 2,			, .			
Instrument Rating(s) - NONE								
-Narrative								
PLT WAS RETURNING TO THE PRIVATE AG					AT			
LEFT BRAKE WAS INOP. IN ORDER TO PR								
AIRCRAFT. DURING THE ATTEMPTED GROU	IND LOOP THE ACFT RAN	OFF THE SIDE OF THE	RWY AND COLLIDED W					
T EMBANKMENT. EXAMINATION OF THE LAN								

File No. - 773

6/27/85

ASHFORD.AL

A/C Reg. No. N609U

Time (Lc1) - 1410 CDT

Occurrence

ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - DIRT BANK

- 2. LANDING GEAR, NORMAL BRAKE SYSTEM INOPERATIVE
- 3. GROUND LOOP/SWERVE ATTEMPTED PILOT IN COMMAND
- 4. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND

----Probable Cause----

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

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

Type Operating Certificate-NONE (GENI	ERAL AVIATION)	Aircraft Da	nage		Inio	uries	
		SUBSTANTIA	-	Fatal	Serious	Minor	
Type of Operation -AERIAL API Flight Conducted Under -14 CFR 13	PLICATION	Fire	Crew	0	0	• 0	
Flight Conducted Under -14 CFR 13' Accident Occurred During -LANDING	7	NONE	mage - Crew Pass	0	0	0	0
Aircraft Information Make/Model - SCHWEIZER AG CAT	Franklin .	/M			· · · · · · · · · · · · · · · · · · ·	/ 4 = 4 2 4 =	NO N
Landing Gear - TAILWHEEL-ALL FIXED	Eng make Number F	/Model - P&W R1: ngines - 1	340	EL 1		Activated	
Max Gross Wt - 5200		ype - RECIPRO			carr warm	ing system	123
No. of Seats - 1	Rated Po	wer - 600	HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEF: Method - N/A	ING Last Depa SAMSON.	rture Point		OFF AI	RPORT/STR	ΙP	
Completeness - N/A	Destinatio			Airport D	ata		
Basic Weather - VMC	SAME AS			A 11 poi (b			
Wind Dir/Speed- 190/008 KTS					Ident		
Visibility - UNK/NR	ATC/Airspac	e			Lth/Wid		
Lowest Sky/Clouds - 2000 FT St Lowest Ceiling - 6000 FT B	CALLERED Type of F	light Plan - NOI	NE Je		Surface Status		
Obstructions to Vision- NONE	Type Apch	/Inda - NO	NE NF	Runway	Status	- N/A	
Precipitation - NONE	Type Aper	,,ag					
Condition of Light - DAYLIGHT							
Personnel Information		••					
Pilot-In-Command Certificate(s)/Rating(s)	Age - 29 Biennial Flight	Med Peview	ical Certifica Flia	te - VALIU ht Time (H	MEDICAL-1	WAIVERS/ LIN	JT 1
COMMERCIAL	Current	- YES	Total -	2903	Last :	24 Hrs -	12
SE LAND	Months Sinc	- YES e - 5 pe - C-172	Make/Mode1-	675	Last :	30 Days-	118
	Aircraft Ty	pe - C-172	Instrument-	0	Last 9	90 Days-	119
Instrument Rating(s) - UNK/NR							. .
Narrative							
ACFT WAS DAMAGED IN A FORCED LNDG AFTER	R A PWR LOSS DURING	A SWATH RUN. D	JRING THE LDG	A PWR LINE	WAS STRU	CK	

File No. - 755 7/26/85 SAMSON, AL A/C Reg. No. N3629K Time (Lc1) - 1700 CDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND 3. LOAD JETTISON - PERFORMED - PILOT IN COMMAND Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY Occurrence #4 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - ROLL Finding(s) 4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 2,3,4,5$ Factor(s) relating to this accident is/are finding(s) 1

File No 688 3/22/85 WINSL	LOW,AR	A/C Reg. No.	N6475V	Τ.	ime (Lc1) -	- 1300 CST	
Basic Information							
Type Operating Certificate-NONE (GENERA	AL AVIATION)	Aircraft Damage			Injur	ies	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	1	0	0
Accident Occurred During -DESCENT							
-Aircraft Information							
Make/Model - HELIO COURIER H-295	Eng Make/Mod	el - LYCOMING G	0480-G1D6	ELT :	Installed/#	Activated	- YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engir	es - 1		S.	tall Warnir	na System	- YES
Max Gross Wt - 3400	Engine Type	- RECIP-FUEL	INJECTED			J	
No. of Seats - 6	Rated Power	- 295 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F	Proximity		
Wx Briefing - FSS	Last Departur	e Point			RPORT/STRIE	•	
Method - TELEPHONE	SAME AS ACC			511 AII	51117 511111		
Completeness - FULL	Destination	7 1140		Airport Da	2+2		
Basic Weather - VMC	SPRINGDALE.	AD	•	A Import Da	ala		
Wind Dir/Speed- 190/009 KTS	SPRINGDALE,	AR		D	T el - m d	A1 / A	
	170/11					- N/A	
Visibility - 6.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - UNK/NR		it Plan - NONE				- N/A	
Lowest Ceiling - 1200 FT BROK		ance - NONE		Runway	Status -	- N/A	
Obstructions to Vision- FOG	Type Apch/Lnc	lg - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
 Personnel Information							
Pilot-In-Command	Age - 34	Medical	Certificate	e - VALTO	MEDICAL -NO	WATVERS/	ITMIT
Certificate(s)/Rating(s)	Biennial Flight Rev			t Time (H			
COMMERCIAL	-		al - !			4 Hrs -	2
SE LAND, ME LAND, SE SEA	Months Since -			2000	Last 30		10
HELICOPTER	Aircraft Type -		trument- UN	•	Last 90	•	45
		Mu I	ti-Eng - UNI	K/NR	Rotorc	raft - UN	K/NR
Instrument Rating(s) - AIRPLANE							
	IDINO AN ATTEMPTED TO	MEDEE EDOM + 40	100 ET 10NO	ODACC ELD	THE ACET	THEN	
E LEFT WING OF THE ACFT CONTACTED A TREE DU							
TATED 180 DEGS AND IMPACTED THE GROUND. THE							
COUNTERED IN-FLIGHT. THE TAKEOFF WAS BEING							
F APRX 800 FT DOWN THE FLD. TAKEOFF WAS ATT	TEMPTED WITH A PASSEN	IGER AND 90 TO 1	OO GALLONS	OF FUEL O	N BOARD (AF	PRX	
O LBS BELOW MAX GROSS WT).							

File No. - 688 3/22/85 WINSLOW, AR A/C Reg. No. N6475V Time (Lc1) - 1300 CST

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

Finding(s)
1. OBJECT - TREE(S)
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED

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

----Probable Cause----

-Basic Information Type Operating Certificate-NONE (GENERA	The state of the s		F-1-1	Injur		M=
Type of Operation -FLT. TEST	DESTROY Fire	ED Crew	Fatal 1	Serious O	Minor O	None 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	ON GROU		1	0	0	0
-Aircraft Information Make/Model - BEECH B95	Eng Make/Model - LYC	ONTINO O OCO AAA		Installed/A		LIANZ /AU
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	UMING U-360-ATA		installed/A Stall Warnir		
Max Gross Wt - 4100		IPROCATING-CARBURE			.g cyc cc	. = 0
No. of Seats - 4	Rated Power -	180 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point SAME AS ACC/INC		ON AIR	PORT		
Completeness - N/A	Destination		Airport [
Basic Weather - VMC	LOCAL			ITN. REGINAL		
Wind Dir/Speed- 180/015 KTS Visibility - 10.0 SM	ATC/Airspace		,	/ Ident - / Lth/Wid -	17	75
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		Surface -		7.5
Lowest Ceiling - NONE	Type of Clearance -				DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	PRECAUTIONARY LAN	DING			
Precipitation - NONE Condition of Light - DAYLIGHT						
 -Personnel Information						
Pilot-In-Command	Age - 60	Medical Certificat	e - VALIC	MEDICAL-WA	IVERS/LIM	1IT
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (F			
PRIVATE	Current - YES	Total - 1			Hrs - UN	
SE LAND, ME LAND	Months Since - 3 Aircraft Type - UNK/NR	Make/Model- UN Instrument- UN	K/NR K/ND	Last 30	Days- UN	IK/NK IV/ND
	ATTEMATE Type - UNK/NR	Multi-Eng - UN			aft - UN	
Instrument Rating(s) - NONE						
JP WAS MAKING THE FIRST FLT AFTER BOTH ENG	THE OVERHALLED THE OF	NER OF THE OVERHALL	I FACTITI	Y WAS THE F	ONA TOLIS	
PASSENGER WAS THE FOREMAN WHO WAS RESPONS)
ACFT TAKEOFF AND SAID THE ENGINES DID NOT	SOUND RIGHT. HE FOLLOWED TH	IE SOUND OF THE ACF	T AND THE	N SAW IT NE	OF THE	
PORT HEADING TOWARD THE MIDDLE OF THE N/S						
THERED AND LANDING GEAR DOWN. WHEN THE ACF						
SHED. VMC WITH STRONG, GUSTY SURFACE WINDS						
GLE ENGINE RATE OF CLIMB WITH GEAR UP AND	DRUD FEVILLERED VI SPUN ET DE	'E \ \				

File No. - 680 4/19/85 A/C Reg. No. N95UP Time (Lc1) - 1440 CST MENA, AR Occurrence #1 LOSS OF POWER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. UNDETERMINED Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Finding(s) 2. OBJECT - TREE(S) 3. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND 4. WEATHER CONDITION - GUSTS 5. ALTITUDE - NOT ATTAINED - PILOT IN COMMAND 6. GEAR EXTENSION - PREMATURE - 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) 1,5,6

Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Dam	age	Injuries				
Toras of Comments and Deposition		DESTROYED	_	Fatal		Minor	None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR	L 0.4	Fire NONE	Crew Pass		0	0	0	
Accident Occurred During -DESCENT	,	NOINE	Fass	'	O	O	0	
Aircraft Information								
Make/Model - CESSNA 310G		Model - LYCOMIN	G TIO-540 SER					
Landing Gear - TRICYCLE-RETRACTAB Max Gross Wt - 4990		ngines - 2 pe - RECIP-F	HEL THIECTED	S.	tall Warnin	g Syst em	- UNK/N	
No. of Seats - 6	Rated Pow							
Environment/Operations Information								
Veather Data	Itinerary				roximity			
Weather Data Wx Briefing - FSS Method - IN PERSON	Last Depar			OFF AIR	RPORT/STRIP			
Method – IN PERSON Completeness – FULL	FAYETTEN Destination			Admmont D				
Basic Weather - VMC		HRISTI,TX		Airport Da	ata			
Wind Dir/Speed- 140/011 KTS	3 C	JINISTI, IX		Runway	Ident -	N/A		
Visibility - 6.0 SM	ATC/Airspace	:			Lth/Wid -	N/A		
Lowest Sky/Clouds - UNK/NR		ight Plan - NON			Surface -	* .		
Lowest Ceiling - 2000 FT		earance - NON		Runway	Status -	N/A		
Obstructions to Vision- NONE		'Lndg - NON	IE.					
Precipitation - RAIN SHO Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 38	Medi	cal Certifica			WAIVERS/	LIMIT	
<pre>Certificate(s)/Rating(s) PRIVATE</pre>	Biennial Flight	- VEC	Total -	nt Time (Ho		Hre -	1	
SE LAND	Months Since		Make/Model-	18	Last 24 Last 30	Davs- UN	K/NR	
	Aircraft Typ		Instrument-	21	Last 90	Days-	32	
	• .	·	Multi-Eng -			-		
Instrument Rating(s) - NONE								
Varrative								
ACFT CRASHED OUT OF CONTROL AFTER AN	IN-FLT AIRFRAME FAILU	JRE. THE PLT HAD	ENTERED AN A	REA OF THU	NDERSTORMS			
					HIS FLT TIM			

File No 7	62 4/22/85	MENA, AR	A/C Reg. No. N8942Z	Time (Lc1) - 0816 CST
Occurrence #1 Phase of Operation	IN FLIGHT ENCOUN	TER WITH WEATHER		
2. IN-FLIGHT PLANN 3. IMPROPER US 4. VFR FLIGHT INTO 5. IMPROPER US 6. FLIGHT INTO KNO) IMC - INTENTIONAL SE OF EQUIPMENT/AIR SWN ADVERSE WEATHER SE OF EQUIPMENT/AIR	ROPER - PILOT IN CRAFT,OVER CONFIC - PILOT IN COMMA CRAFT,OVER CONFIC - INTENTIONAL - CRAFT - PILOT IN	COMMAND PENCE IN PERSONAL ABILITY - PILOT IN C ND PENCE IN AIRCRAFT'S ABILITY - PILOT IN PILOT IN COMMAND COMMAND	
Occurrence #2 Phase of Operation		- IN FLIGHT		
	TOTAL	T - EXCEEDED - PI	LOT IN COMMAND	
13. FLIGHT CONTROL	SURFACES/ATTACHMEN	TS - FAILURE TOTA	.L	
Occurrence #3 Phase of Operation		ROLLED		
Probable Cause-				
The National Transpo		rd determines tha	at the Probable Cause(s) of this accid	dent
Factor(s) relating	o this accident is	/are finding(s) 1	,2,3,4,5,7	

File No 635 7/02/85 CO							
Type Operating Certificate-ON-DEMAND		Aircraft Damage				ries	
		DESTROYED		atal			
Type of Operation -INSTRUCTI	ONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	0
-Aircraft Information Make/Model - CESSNA 152	Eng Make/Mod	el - LYCOMING 0-235		EIT	Installed/	Activate	ed - YES/YE
Landing Gear - TRICYCLE-FIXED	Number Engin	es - 1		ς.	tall Warni		•
Max Gross Wt - 1650	Engine Type	- RECIPROCATING-0	ARBURETO	≀ ັ	tarr marri	ng syste	, 2.5
No. of Seats - 2	Rated Power						
-Environment/Operations Information			_				
Weather Data	Itinerary	- D-1	Α.		Proximity	5	
Wx Briefing - FSS	Last Departur MEMPHIS.TN	e Point		OFF ATI	RPORT/STRI	Р	
Method - UNK/NR Completeness - WEATHER NOT PERTIN			A 4 .	port Da	2+2		
Basic Weather - VMC	JONESBORO, A	B	AII	point be	ala		
Wind Dir/Speed- 270/008 KTS	OUNE SEONO, A	•		Runway	Ident	- N/A	
Visibility - 4.000 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR		t Plan - VFR		Runway	Surface	- DIRT	
Lowest Ceiling - NONE	Type of Clear			Runway	Status	- SOFT	
Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/Lnd	g - PRECAUTION/	RY LANDII	NG			•
-Personnel Information							
Pilot-In-Command	Age - 21	Medical Cer	ificate			/AIVERS/L	.IMIT
Certificate(s)/Rating(s) STUDENT	Biennial Flight Rev		Flight		ours) Last 2	14 Une -	LINIZ /NID
STUDENT	Current -	N/A IOTAI	 	15	Last 2	10 Dave-	LINK/NK
	Aircraft Type -	N/A Make/Mod N/A Instrume	nt-	0	last c	O Days	9
	All of all Type	11,7 11,13 CF WIII.		•			-
Instrument Rating(s) - NONE							
Instrument Rating(s) - NONE				 v ON FU	EL THE PLT	DECIDED	

File No. - 635

7/02/85

CORNING, AR

A/C Reg. No. N96092 Time (Lc1) - 1630 CDT

Occurrence

NOSE OVER

Phase of Operation LANDING - ROLL

Finding(s)

1. BECAME LOST/DISORIENTED

- IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRAINING PILOT IN COMMAND
- 3. PRECAUTIONARY LANDING ATTEMPTED PILOT IN COMMAND
- 4. TERRAIN CONDITION SOFT
- 5. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircra	aft Damage		Ini	uries	
	SUBS.	TANTIAL		Serious		None
Type of Operation -AERIAL APPLI		Cre	w O	0		
Flight Conducted Under -14 CFR 137	NONE	Pas	s 0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - AERO COMMANDER S2R	Eng Make/Mode1 - I	P&W R-1340AN1	ELT_			ed - NO -N,
Landing Gear - TAILWHEEL-ALL FIXED		1		tall Warn	ing Syste	em - YES
Max Gross Wt - 6000		RECIPROCATING-CARBU	RETUR			
No. of Seats - 1	Rated Power -	600 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		nt	OFF AI	RPORT/STR	IP	
Method - N/A Completeness - N/A	SAME AS ACC/INC Destination		Airport D	-+-		
Basic Weather - VMC	LOCAL		Airport	ala		
Wind Dir/Speed- 235/005 KTS	EUCAL		Runway	Ident	- N/A	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	n - NONE		Surface		
Lowest Ceiling - NONE	Type of Clearance			Status		
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 37 Biennial Flight Review Current - YES	Medical Certific	ate - VALID	MEDICAL-	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	F11	ght lime (F	ours)	04 1155	8
COMMERCIAL SE LAND	Months Since - 22	Make/Madal-	1973	Last	24 Hrs -	UNIZ/ND
SE LAND	Months Since - 23 Aircraft Type - C-17	? Instrument-	1663 48	Last Last	90 Days	175
	All Clart Type C 17	z ijisti dilerit	40	cast	JO Days	175
Instrument Rating(s) - AIRPLANE						
Narrative						
ACFT WAS BEING USED IN AERIAL APPLICATION	OF ORDRAM WHEN ENGINE FA	ILED. A HARD LANDIN	IG RESULTED	DURING TH	E FORCED	
ING IN AN OPEN FLD. INVESTIGATION REVEALE	D THE FLOAT NEEDLE SEAT A	SS'Y BACKED OUT OF	THE THREADS	IN THE M	AIN BODY	

File No. - 685 7/03/85 PARAGOULD, AR A/C Reg. No. N5543X Time (Lc1) - 1000 CDT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. FUEL SYSTEM, CARBURETOR - FAILURE, TOTAL

2. FLUID, FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE

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

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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) A	ircraft Damage			Injur		
	·	DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	· · · · · · · · · · · · · · · · · · ·	ire	Crew	0	0	0	1
Accident Occurred During -LANDING	ľ	ON GROUND	Pass	0	0	0	6
Aircraft Information							
Make/Model - BARNES FF-8-24	Eng Make/Mode				nstalled/A		
Landing Gear - UNK/NR Max Gross Wt - UNK/NR	Number Engines			St	all Warnir	ig System	- NO
No. of Seats - UNK/NR	Engine Type Rated Power	- UNK/NR - N/A					
Environment/Operations Information							
Weather Data	Itinerary			Airport P			
Wx Briefing - NO RECORD OF BRIEFING				OFF AIR	PORT/STRIP	1	
Method - N/A Completeness - N/A	SAME AS ACC/ Destination	INC		damant Da			
Basic Weather - VMC	UNK		,	Airport Da	ita		
Wind Dir/Speed- 275/004 KTS	UNIX			Runwa∨	Ident -	N/A	
Visibility - 60.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE		,		GRASS/TU	RF
Lowest Ceiling - NONE	Type of Cleara				Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg			LOWING		HIGH VEGI	ETATION
Precipitation - NONE Condition of Light - DAYLIGHT		FULL ST	OP .				
Personnel Information Pilot-In-Command	Age - UNK/NR Biennial Flight Revi	Medical	Certificate				
Certificate(s)/Rating(s)				: Time (Ho			
COMMERCIAL	Current -	YES Tota	- (NA = d = 1	0	Last 24	Hrs -	0 /ND
FREE BALLOON	Months Since - Aircraft Type - U	Make	/Model- rument- UN	197 (/ND	Last 30) Days- UNI	N/ NK
TREE BALLOON	An crare Type		i-Eng - UN			aft - UNI	
Instrument Rating(s) - NONE							
Narrative							
ANDING THE BALLOON TOUCHED DOWN SHORT OF	THE DESIRED LANDING A	REA. THE PILOT	HEATED SLIC	SHTLY IN C	RDER TO PR	OCEED	
MOOTH FIELD. A STRONG GUST PICKED UP THE							

File No. - 788 2/24/85 SCOTTSDALE,AZ A/C Reg. No. N3608C Time (Lc1) - 1715 MST

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING

Finding(s)

- 1. OBJECT WIRE, TRANSMISSION
- 2. WEATHER CONDITION GUSTS
- 3. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 4. WIND INFORMATION MISJUDGED PILOT IN COMMAND
- 5. PERFORMANCE DATA SELECTED PILOT IN COMMAND
- 6. PLANNED APPROACH POOR PILOT IN COMMAND

----Probable Cause----

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

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

Type Operating Certificate-NONE (SENERAL AVIATION)	Aircraft Damage			Injuri	es	
		DESTROYED		Fata1		Minor	None
Type of Operation -PERSONA		Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR	91	NONE	Pass	0	0	0	0
Accident Occurred During -CRUISE							
Aircraft Information							
Make/Model - BEECH B-19		'Model - LYCOMING O	-320-E2C		nstalled/Ac		
Landing Gear - TRICYCLE-FIXED		ngines - 1			all Warning	System -	- YES
Max Gross Wt - 2250	Engine_Ty		ING-CARBURE1	ror .			
No. of Seats - 4	Rated Pov	ver - 150 HP					
Environment/Operations Information-							-
Weather Data	Itinerary			Airport P			
Wx Briefing - NWS	Last Depar	ture Point		OFF AIR	PORT/STRIP		
Method - IN PERSON	FLAGSTAF	F,AZ					
Completeness - FULL	Destination		1	Airport Da	ta		
Basic Weather - VMC	HAWTHORN	IE, CA					
Wind Dir/Speed- 280/002 KTS						N/A	
Visibility - 8.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 800 F1						N/A	
Lowest Ceiling - 4000 FT		earance - NONE		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/	'Lndg - NONE					
Precipitation - RAIN SHO Condition of Light - NIGHT(DA	NDK)						
- NIGHT (D)							
Personnel Information Pilot-In-Command	A	**	0		MEDICAL	VEDC / . TM:	
Certificate(s)/Rating(s)	Age - 54 Biennial Flight	Medical	Certificate	e - VALID t Time (Ho		VERS/LIM.	11
PRIVATE	Current	- YES Tota	al -	592	Last 24	Hre -	2
SE LAND				592	Last 24	Dave-	13
JL LAND	Aircraft Tyr	e - 17 Make oe - B-19 Ins	e/Model- trument-	320	Last 90	Days Days-	25
	All Clair Typ	Je 6 19 1113	ci dileric	J	Last 50	Days	
Instrument Rating(s) - NONE							
Narrative							
R RECEIVING NUMEROUS WEATHER BRIEFIN	NGS, THAT REPORTED INST	RUMENT METEOROLOGIC	CAL CONDITIO	ONS AND MA	RGINAL VISL	IAL	
		HT, FOR HIS RETURN					

File No. - 671 3/19/85 FLAGSTAFF,AZ A/C Reg. No. N9734Q Time (Lc1) - 2200 MST

Occurrence

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation CRUISE - NORMAL

Finding(s)

- 1. WEATHER CONDITION RAIN
- 2. LIGHT CONDITION DARK NIGHT
- 3. PREFLIGHT BRIEFING SERVICE DISREGARDED PILOT IN COMMAND
- 4. FLIGHT INTO KNOWN ADVERSE WEATHER PERFORMED PILOT IN COMMAND
- 5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME PILOT IN COMMAND
- 6. 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

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

File No 708 4/20/85 PRES	COTT,AZ A/C	A/C Reg. No. N2403N			Time (Lc1) - 1500 MST				
-Basic Information Type Operating Certificate-NONE (GENER		aft Damage		ies					
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	FANTIAL Crev Pass	5 0	0	0	None 1 0			
Aircraft Information Make/Model - PIPER PA 38-112 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 1670 No. of Seats - 2	Eng Make/Model - Number Engines - Engine Type -	YCOMING 0-235-L2C	ELT :	Installed/Adtall Warning	ctivated -	YES/N			
Environment/Operations Information Weather Data	Itinerary		Airport	Proximity					
Wx Briefing - FSS Method - TELEPHONE	Last Departure Poi	nt		RPORT/STRIP					
Completeness - FULL Basic Weather - VMC	Destination PHOENIX,AZ		Airport Da						
Wind Dir/Speed- 190/012 KTS Visibility - 65.0 SM Lowest Sky/Clouds - 15000 FT SCA	TTERED Type of Flight Pla	n - NONE	Runway	Ident - Lth/Wid - Surface -	N/A				
Lowest Ceiling - 25000 FT OVE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	RCAST Type of Clearance Type Apch/Lndg	- NONE	Runway	Status -	N/A				
	Acc - 50	Medical Certifica	.+o - VALID	MEDICAL -WA	TVEDS /L TM1	·			
Certificate(s)/Rating(s)	Age - 59 B∮ennial Flight Review	Flig	aht Time (Ho	ours)	•				
PRIVATE SE LAND	Current - YES Months Since - 7 Aircraft Type - PA-3	Total - Make/Model- 3 Instrument-	2360 490 110	Last 24 Last 30 Last 90	Hrs - Days- UNF Days-	4 K/NR 87			
Instrument Rating(s) - AIRPLANE									
Narrative E ACFT DEPARTED RWY 21. THE REPORTED SURFA 200 FPM UNTIL REACHING 800 FT AGL. THE PL ECTED TO NEGOTIATE A PRECAUTIONARY LANDING G STRUCK A SECTION OF OLD FENCE POST WHIC JINTAINOUS TERRAIN AND IS SUBJECT TO EXTENS	T REPORTED THAT HE CONSIDE IN A SAGE BRUSH COVERED F H WAS COVERED BY THE SAGE	RED THE CLIMB RATE A IELD. DURING THE LAN BRUSH. THE AIRPORT I	AS BEING TO NDING ROLL IS SURROUND	D SLOW AND THE LEFT ED BY	IMBING				

File No. - 708 4/20/85 PRESCOTT, AZ A/C Reg. No. N2403N Time (Lc1) - 1500 MST

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

- 1. WEATHER CONDITION HIGH WIND
- 2. JUDGEMENT SELECTED PILOT IN COMMAND
- 3. WEATHER CONDITION DOWNDRAFT
- 4. PROPER CLIMB RATE NOT ATTAINED PILOT IN COMMAND
- 5. WEATHER CONDITION HIGH DENSITY ALTITUDE
- 6. PRECAUTIONARY LANDING PERFORMED PILOT IN COMMAND
- 7. OBJECT FENCE

----Probable Cause----

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

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

File No 716 4/25/85 PING	ON, AZ	A/C Reg. No. N4877U		т	Time (Lc1) - 0715 MST			
Basic Information								
Type Operating Certificate-NONE (GENER	RAL AVIATION)	Aircraft Da			Injur			
_		SUBSTANTIA		Fatal		Minor	None	
Type of Operation -BUSINESS		Fire	Crew	0	0	1	0	
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	1	0	
Accident Occurred During -APPROACH								
Aircraft Information								
Make/Model - CESSNA TU-206G	Eng Make/M	odel - CONTII	NENTAL TSIO-520-	M ELT	Installed/A	ctivated	- YES/YE	
Landing Gear - TRICYCLE-FIXED	Number Eng				tall Warnir			
Max Gross Wt - 3600			-FUEL INJECTED			J - ,		
No. of Seats - 6	Rated Powe		HP C					
Environment/Operations Information								
Weather Data	Itinerary			Airport	Proximity			
Wx Briefing - NO RECORD OF BRIEFIN		una Paint		ON AIR				
Method - N/A	PHOENIX.A			ON AIR	SIKIF			
Completeness - N/A	Destination	2		Airport D	2+2			
Basic Weather - VMC	SAME AS A	CC/TNC		PINON	ata			
Wind Dir/Speed- CALM	SAME AS A	CC/ 114C			Ident -	- 19		
Visibility - 35.0 SM	ATC/Airspace				Lth/Wid -		50	
Lowest Sky/Clouds - CLEAR		ght Plan - NO	ONE		Surface -		30	
Lowest Ceiling - NONE		earance - NO			Status -			
Obstructions to Vision- NONE	Type Apch/L		TRAIGHT-IN	Rannay	Status			
Precipitation - NONE	rype Apeny E		JLL STOP					
Condition of Light - DAYLIGHT			3.0.					
Personnel Information								
Pilot-In-Command	Age - 45	Ma	dical Certificat	- VALID	MEDICAL-NO	WATVEDS.	/I TMTT	
Certificate(s)/Rating(s)	Biennial Flight R			it Time (H		WAIVERS/	CIMII	
PRIVATE	Current		Total -		Last 24	l Hre -	2	
SE LAND	Months Since		Make/Model-		Last 30		8	
JE LAND	Aircraft Type		Instrument-	8		Days Days-	22	
	All Clart Type	10-2009	Multi-Eng -	5	Last st	Days	22	
Instrument Rating(s) - NONE								
Narrative								
T THE CONCLUSION OF A CROSS COUNTRY BUSINES								
ONDITIONS BY OBSERVING A FLAG, WHICH HE REI								
DLLOWING A FULL FLAP APPROACH AT :"60 KNOT!								
ND HE ADDED A SMALL AMOUNT OF PWR TO CUSHI								
IDE OF THE RUNWAY IN A WINGS LEVEL ATTITUD								
E BEGAN A SHALLOW RIGHT TURN TO MOVE BACK (
ITH THE GROUND DESPITE FULL CONTROL APPLICATION	ATION IN THE APPOSIT	E DIRECTION.	EXAMINATION OF	THE WRECK	AGE FAILED	то		
EVEAL ANY PROBLEM WITH THE CONTROL SYSTEM.								

Time (Lc1) - 0715 MST File No. - 716 4/25/85 PINON, AZ A/C Reg. No. N4877U Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. WEATHER CONDITION - HIGH DENSITY ALTITUDE GROUND LOOP/SWERVE - INITIATED - PILOT IN COMMAND 3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 4. TERRAIN CONDITION - GROUND 5. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND 6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND ----Probable Cause----

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

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

-Basic Information Type Operating Certificate-NONE (GENERA)	AVIATION) A	ircraft Damage			Injur	ion	
Type operating certificate None (GENERAL	•	SUBSTANTIAL		Fatal		Minor	None
Type of Operation -PERSONAL		ire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	1	NONE	Pass	0	0	0	4
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA 182		1 - CONTINENTAL			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engine		0.0400000		tall Warnin	g Syste	m - YES.
Max Gross Wt - 2800 No. of Seats - 4	Rated Power	- RECIPROCATIN - 230 HP	G-CARBURE	IUR			
NO. Of Seats - 4	Rated Power	- 230 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure	Point		ON AIR	PORI		
Method - N/A Completeness - N/A	CHINO,CA Destination			Ainmont D	.+.		
Basic Weather - VMC	SAME AS ACC/	TNC		Airport D			
Wind Dir/Speed- 180/020 KTS	SAME AS ACC	1140		_	*	19	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid -		75
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE			Surface -		
Lowest Ceiling - NONE	Type of Cleara	nce - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information						. .	
Pilot-In-Command	Age - 64				WEDÍCAL-WA	I VERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Revi		Fligr ~	nt Time (H	ours) Last 24	U. a	LINIZ /ND
COMMERCIAL SE LAND,ME LAND	Current - Months Since -		Model-	500	Last 30	Dave-	UNK/NK UNK/ND
SE LAIND, ME LAIND	Aircraft Type -		ument-	0	Last 90	Days Days-	IINK/NR
	Att clair trype		-Eng -	350	Last 30	Days	Orany . an
		arer	Ling	000			
Instrument Rating(s) - NONE		~~~~~~~~~~~					
-Narrative							
PILOT STATED THAT HE ENCOUNTERED SHIFTING	WINDS ON LANDING AT	HIS DESTINATION	AIRPORT A	AND THAT T	URBULENCE		
SEVERE. THERE IS NO RECORD OF A WEATHER B							

File No 791	4/30/85 PARKER,AZ	A/C Reg. No. N2444R	Time (Lc1) - 1000 MST
	SS OF CONTROL - IN FLIGHT PROACH - VFR PATTERN - FINAL APPRO.	ACH .	•
Finding(s) 1. WEATHER CONDITION - 2. PREFLIGHT PLANNIN	WINDSHEAR G/PREPARATION - POOR - PILOT IN COI	MMAND	
Occurrence #2 HA Phase of Operation LA			
Finding(s) 3. WEATHER CONDITION -	WINDSHEAR		
Probable Cause			
The National Transportatis/are finding(s) 2	ion Safety Board determines that t	he Probable Cause(s) of this accide	ent
Factor(s) relating to th	is accident is/are finding(s) 1,3		

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5/09/85 CASA GRANDE, AZ
      File No. - 719
                                                           A/C Reg. No. N38767
                                                                                       Time (Lc1) - 0940 MST
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)
                                                           Aircraft Damage
                                                                                                Injuries
                                                           SUBSTANTIAL
                                                                                             Serious Minor
                                                                                                                None
                                                                                     Fatal
     Type of Operation
                             -INSTRUCTIONAL
                                                           Fire
                                                                              Crew
                                                                                     0 0
                                                                                                          0
                                                                                                                  2
     Flight Conducted Under -14 CFR 91
                                                           NONE
                                                                              Pass
                                                                                       0
                                                                                                0
                                                                                                          0
     Accident Occurred During -LANDING
   -Aircraft Information--
     Make/Model - HILLER 12-C
                                                Eng Make/Model - FRANKLIN 6V4-200-C33
                                                                                       ELT Installed/Activated - NO -N/A
     Landing Gear - SKID
                                                Number Engines - 1
                                                                                          Stall Warning System - NO
     Max Gross Wt - 2500
                                                Engine Type - RECIPROCATING-CARBURETOR
     No. of Seats - 3
                                                Rated Power - 200 HP
----Environment/Operations Information----
   Weather Data
                                             Itinerary
                                                                                    Airport Proximity
     Wx Briefina
                   - NO RECORD OF BRIEFING
                                             Last Departure Point
                                                                                     ON AIRPORT
       Method
                  - N/A
                                               CASA GRANDE.AZ
       Completeness - N/A
                                              Destination
                                                                                   Airport Data
     Basic Weather - VMC
                                               LOCAL
                                                                                      THREE POINT
       Wind Dir/Speed- 180/005 KTS
                                                                                      Runway Ident - 17
       Visibility - 75.0 SM
                                             ATC/Airspace
                                                                                      Runway Lth/Wid - 3850/ 150
       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 - FULL STOP
                                                                  SIMULATED FORCED LANDING
       Precipitation - NONE
       Condition of Light - DAYLIGHT
----Personnel Information----
    Pilot-In-Command
                                          Age - 42
                                                                  Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
                                          Biennial Flight Review
      Certificate(s)/Rating(s)
                                                                              Flight Time (Hours)
                                             Current - YES
Months Since - 14
                                                                      Total - 11140
        ATP, CFI
                                                                                              Last 24 Hrs -
        SE LAND, ME LAND
                                                                      Make/Model-
                                                                                   360
                                                                                              Last 30 Days- UNK/NR
                                                                                              Last 90 Davs- 180
        HELICOPTER
                                             Aircraft Type - UNK/NR
                                                                      Instrument- 1200
                                                                      Multi-Eng -
                                                                                   2550
                                                                                               Rotorcraft -
                                                                                                               540
        Instrument Rating(s) - AIRPLANE
----Narrative----
THE PLT WAS DEMONSTRATING AUTOROTATIONS TO A TOUCHDOWN ON A DIRT RWY INTO A 5 KT HEADWIND. ON THE FINAL LANDING HE
SAID THAT THE TOUCHDOWN FELT THE SAME AS OTHERS HE HAD DONE. SPEED AT TOUCHDOWN WAS 15 MPH AND THE HELICOPTER
SLID FORWARD IN A STRAIGHT LINE FOR A DISTANCE OF ABOUT 3 HELICOPTER LENGHTS. AS IT CAME TO A STOP THE LEFT SIDE OF
THE FORWARD CROSSOVER TUBE FAILED. THE LEFT SKID COLLAPSED, AND A MAIN ROTOR BLADE STRUCK THE TAIL BOOM.
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File No 7	19 5/09/85	CASA GRANDE, AZ	A/C Reg. No. N38767	Time (Lc1) - 0940 MST
Occurrence #1 Phase of Operation				
Finding(s) 1. LANDING GEAR,SK: 2. JUDGEMENT - PO 3. LANDING GEAR,SK:	OOR - PILOT IN COMM	AND		
Occurrence #2 Phase of Operation		ONTACT		
Finding(s) 4. MISC ROTORCRAFT	TAIL BOOM - PENETR	ATED		
Probable Cause				
The National Transports is/are finding(s) 2	rtation Safety Boar	d determines that the	Probable Cause(s) of this accide	ent

-Basic Information							
Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage DESTROYED		Fatal	Injur Serious		. None
Type of Operation -ILL. [ORG FLT	Fire	Crew	1	0		_
Flight Conducted Under -14 CF		NONE	Pass	1	0	0	0
Accident Occurred During -MANEU	VERING	·					
-Aircraft Information							
Make/Model - CESSNA TU-206E		/Model - CONTINENTA	L TS10-520-0				
Landing Gear - TRICYCLE-FIXED		ngines - 1		St	all Warnir	ng Syste	em - YES
Max Gross Wt - 3600		ype - RECIP-FUEL	INJECTED				
No. of Seats - 1	Rated Po	wer - 285 HP					
-Environment/Operations Information				_			
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BI				OFF AIF	RPORT/STRIP	,	
Method - N/A Completeness - N/A	UNKNOWN Destinatio			innont D	. + 0		
Basic Weather - VMC	UNK/NR	n	Д	irport Da	ita		
Wind Dir/Speed- 250/007 KTS	UNK/ NR			Bunway	Ident -	N/A	
Visibility - 30.0 SM	ATC/Airspac	•			Lth/Wid -		
Lowest Sky/Clouds - 25000					Surface -		
Lowest Ceiling - NONE		learance - NONE				N/A	
Obstructions to Vision- NONE		/Lndg - NONE				•	
Precipitation - NONE	,						
Condition of Light - DUSK							
Personnel Information							
Pilot-In-Command	Age - 35	Medical	Certificate	- VALÍD	MEDICAL-WA	IVERS/L	_IMIT
Certificate(s)/Rating(s)	Biennial Flight	Review - YES Tot	Flight	: Time (Ho	ours)		
ATP, CFI	Current	- YES Tot	al - 4	1775	Last 24		
SE LAND, ME LAND	Months Sinc	e - 15 Mak	e/Model- trument-	0	Last 30	Days-	UNK/NR
	Aircraft ly	pe - UNK/NR Ins	trument-	U	Last 90	Days-	UNK/ NK
Instrument Rating(s) - UNK/	NR						
-Narrative							
-narrative S PLT WAS ATTEMPTING TO AIR DROP IL	LECAL DRUGS TO SOMEONE	ON THE CROUND WHILE	E EVECUTING	AN INTEN	TONAL LOW	DASS	
DUSK, THEACFT INADVERTENTLY COLLIDER			E EVECUITING	AN TINIEN	TONAL LUW	FAJJ,	

File No. - 761 5/28/85 SAN MANUEL, AZ A/C Reg. No. N1475M Time (Lc1) - 1930 MST

Occurrence Phase of Operation MANEUVERING

IN FLIGHT COLLISION WITH OBJECT

Finding(s)

1. LIGHT CONDITION - DUSK

- 2. VISUAL LOOKOUT INADEQUATE PILOT IN COMMAND
- 3. OBJECT TREE(S)
- 4. LOW PASS INTENTIONAL PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information						
Type Operating Certificate-NONE (GENERAL		aft Damage TANTIAL	Fatal	Inju Serious		None
Type of Operation -PERSONAL		Cre				1
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	NONE	Pas		ŏ	ŏ	Ó
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - HUFF SONERAI IIL	Eng Make/Model -	VOLKSWAGON 1	ELT :	Installed/	Activated	- YES/NO
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - UNK/NR		1 RECIPROCATING-CARB		tall Warnii	ng System	- UNK/N
No. of Seats - 2	Rated Power -		JRETUR			
Environment (Connetions Information						
Environment/Operations Information Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		nt	ON AIR			
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport Da			
Basic Weather - VMC	LOCAL			A. LOVE		
Wind Dir/Speed- 190/007 KTS	170/11			Ident		450
Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Pla	m - NONE		Lth/Wid Surface		150
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Fla			Status		
Obstructions to Vision- NONE	Type Apch/Lndg		Kuriway	Jtatus	DKT	
Precipitation - NONE	Type Apolly Ellag	NONE				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 48 Biennial Flight Review	Medical Certifi			O WAIVERS,	/LIMIT
Certificate(s)/Rating(s) PRIVATE	Current - YES	F1	ight Time (H	ours)	4 Una -	131
SE LAND	Current - YES Months Since - 1 Aircraft Type - C-15	TOTAL -	3//	Last 2	A Mrs - O Dave-	131
JE EAND	Aircraft Type - C-15	2 Instrument-	0	last 9	O Days O Days-	2
* · · · · · · · · · · · · · · · · · · ·	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		-		·	
Instrument Rating(s) - NONE						
-Narrative						
PLT REPTD THAT DURING THE TAKEOFF OFF ROL						
KNOTS. THE AIRCRAFT BEGAN AN IMMEDIATE CLI	MB AT A STEEP ANGLE, STAL	LED AND CRASHED ON	TO THE RWY.	THIS WAS	THE	

File No. - 706 7/26/85 PRESCOTT,AZ A/C Reg. No. N4422P Time (Lc1) - 0543 MST

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

Finding(s)

1. LIFT-OFF - 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----

File No 722 1/07/85 DEATH	VALLEY, CA	A/C Reg.	No. N8889A	т	ime (Lc1) -	1050 PST	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Da DESTROYED	mage	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -CRUISE		Fire NONE	Crew Pass	1 3	0	0	0
Aircraft Information Make/Model - BEECH B-35 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2650 No. of Seats - 4	Number E		OCATING-CARBURE	S	Installed/A		
Environment/Operations Information Weather Data Wx Briefing - NWS Method - TELEPHONE Completeness - PARTIAL,LMTD BY PILOT Basic Weather - IMC Wind Dir/Speed- CALM Visibility - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 100 FT OBSC Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - DAYLIGHT	CORONA, Destination CARSON ATC/Airspace Type of F	n CITY,NV e light Plan - NO learance - NO	NE NE	OFF AI Airport D Runway Runway Runway Runway	Ident - Lth/Wid - Surface -	- N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 44 Biennial Flight Current Months Sinc Aircraft Ty	Review ~ UNK/NR	Total - Make/Model-	nt Time (F 400 10		Days-	3 8 15
Instrument Rating(s) - NONE							
HE PLT GOT AN EXTENDED WX FCST THE DAY PRIOR T FOR THE FIRST PART OF THE TRIP & SCT TO BK BSCURED. PLT WAS ENCOURAGED TO CALL IN THE M OUND. NO FLT PLAN WAS FILED & THE ACFT DEPAR CFT WRECKAGE WAS LOCATED BY ELT SIGNAL & SEA WITNESS AT THE BOTTOM OF THE CANYON (ABOUT THE ACCIDENT. WX CONDITIONS ALONG THE GENERAL WITH CEILINGS IN 3,000 FT RANGE & TOPS TO 22, THE ACCIDENT. THE WX CONDITIONS ON THE DAY OF	N CLOUDS FOR THE ORNING FOR A DET TED AT ABOUT 090 RCH ACFT AT 6,20 4,000 FT MSL) RE ROUTE OF FLT WE 000. DESTINATION	LAST HALF. MOU AILED UPDATE, F O HRS ON AN UNW O FT MSL ON A M PORTED VISIBILI RE WORSE THAN T APRT WAS ONE-O	NTAIN AREAS WEF DWEVER, NO RECO NOWN ROUTE FOR DUNTAIN SIDE AT TY 100 FT IN FO HE FCST PLT RECO DUARTER MILE IN	RE PREDICT ORD OF ANY THE DESTI THE END OG & RAIN CEIVED THE SNOW AT T	ED TO BE CONTACT WA NATION. THE OF A BOX CA AT THE TIME DAY PRIOR HE TIME OF	AS E ANYON. E OF	

File No. - 722 1/07/85 DEATH VALLEY,CA A/C Reg. No. N8889A Time (Lc1) - 1050 PST

Occurrence #1
Phase of Operation

IN FLIGHT ENCOUNTER WITH WEATHER CRUISE

-1--

Finding(s)

- 1. WEATHER CONDITION CLOUDS
- 2. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- 3. IN-FLIGHT PLANNING/DECISION INADEQUATE PILOT IN COMMAND
- 4. WEATHER EVALUATION IMPROPER PILOT IN COMMAND
- 5. FLIGHT INTO KNOWN ADVERSE WEATHER INTENTIONAL PILOT IN COMMAND

Occurrence #2

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation CRUISE

Finding(s)

- 6. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 7. IN-FLIGHT PLANNING/DECISION INADEQUATE PILOT IN COMMAND
- 8. VFR FLIGHT INTO IMC INADVERTENT PILOT IN COMMAND
- 9. JUDGEMENT POOR PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENERAL A Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	AVIATION) Aircraf DESTRO Fire NONE	t Damage YED		Inju		
Flight Conducted Under -14 CFR 91	Fire	YED				
Flight Conducted Under -14 CFR 91			Fatal			None
	NONE	Crev		0	1	0
	,,,,,,	Pass	. 0	1	0	0
Aircraft Information						
Make/Model - CESSNA T210L	Eng Make/Model - CO	NTINENTAL TSIO-520		Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		!	Stall Warni	ng System	- YES
Max Gross Wt - 3400	Engine Type - RE					
No. of Seats - 6	Rated Power · -	310 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity	_	
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF A	IRPORT/STRI	Р	
Method - N/A	TORRANCE, CA					
Completeness - N/A	Destination		Airport			
Basic Weather - VMC	SAME AS ACC/INC		HESPE			
Wind Dir/Speed- 030/015 KTS					- 03	
Visibility - 25.0 SM	ATC/Airspace			y Lth/Wid		75
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			y Surface		
Lowest Ceiling - NONE	Type of Clearance		Runwa	y Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command Ag	ge - 54	Medical Certifica			AIVERS/LIM	111
	iennial Flight Review	F1 i	ght Time (
PRIVATE	Current - YES Months Since - 9	Total -	2260	Last 2	4 Hrs -	1
SE LAND	Months Since - 9	Make/Model-	826	Last 3	O Days-	11
	Aircraft Type - T210L	Instrument-	220	Last 9	O Days-	25
Instrument Rating(s) - AIRPLANE						
						-
Narrative						
PLT REPTD THAT SHORTLY AFTER ENTERING THE DO						
INAL APPROACH THE ACFT EXPERIENCED A TOTAL						
INDING ON THE RY & THE PLT ELECTED TO LAND A					OF	
RY. PRIOR TO TOUCHDOWN THE ACFT COLLIDED WI						
ITION. THE RIGHT FUEL TANK & ITS ASSOCIATED	FUEL TANK RESEVOIR WERE E	MPTY. THE FUEL TAI	K SYSTEM	WAS NOT		
ROMISED. NO FUEL WAS FOUND THROUGHOUT THE E	NGINE FUEL SYSTEM. THE LE	FT WING FUEL TANK	CONTAINED	ABOUT 32 G	ALLONS	
UEL.						

File No 7	23 1/10/85 HESPERIA,CA	A/C Reg. No. N210NF	Time (Lc1) - 1230 PST
	LOSS OF POWER(TOTAL) - NON-MECHANICAL APPROACH - VFR PATTERN - FINAL APPROACH		
FUEL TANK SELECT	ARVATION MPROPER USE OF - PILOT IN COMMAND TOR POSITION - IMPROPER - PILOT IN COMMAN		
Occurrence #2 Phase of Operation	APPROACH - VFR PATTERN - FINAL APPROACH		·
	IN FLIGHT COLLISION WITH OBJECT DESCENT - EMERGENCY		
Finding(s) 4 TREE(S)			
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause			
The National Transpois/are finding(s) 2,	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) 1,4		

Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 340/009 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 5000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	SUBSIN Fire NONE Eng Make/Model - F Number Engines - Engine Type - F Rated Power - Itinerary Last Departure Poir TURLOCK,CA Destination LOCAL ATC/Airspace	P&W R-985 1 RECIPROCATING 450 HP 1 T - NONE - NONE	Α	S Airport OFF AI irport D Runway Runway Runway	Serious O O Tinstalled tall Warn Proximity RPORT/STR	Activate ing Syste IP - N/A - N/A - GRAVEL	0 0 ed - NO -N/ em - NO
Type of Operation -AERIAL APPLICATION Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING -Aircraft Information Make/Model - FAIRCHILD M-62C Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2900 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- 340/009 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 5000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	SUBSIN Fire NONE Eng Make/Model - F Number Engines - Engine Type - F Rated Power - Itinerary Last Departure Poir TURLOCK,CA Destination LOCAL ATC/Airspace Type of Flight Plar Type of Clearance	TANTIAL P&W R-985 1 RECIPROCATING 450 HP nt - NONE - NONE	Pass 	O O O O O O O O O O O O O O O O O O O	Serious 0 0 Installed tall Warn Proximity RPORT/STR ata Ident Lth/Wid Surface	Minor 1 0 /Activate ing Syste IP - N/A - N/A - GRAVEL	0 0 ed - NO -N/ em - NO
Accident Occurred During -LANDING -Aircraft Information Make/Model - FAIRCHILD M-62C Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2900 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- 340/009 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 5000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command	Eng Make/Model - F Number Engines - Engine Type - F Rated Power - Itinerary Last Departure Poir TURLOCK,CA Destination LOCAL ATC/Airspace Type of Flight Plar Type of Clearance	P&W R-985 1 RECIPROCATING 450 HP 1 T - NONE - NONE	Pass 	ELT S DR Airport OFF AI irport D Runway Runway Runway	O Installed tall Warn Proximity RPORT/STR ata Ident Lth/Wid Surface	Activate ing Syste IP - N/A - N/A - GRAVEL	0 ed - NO -N/ em - NO
Accident Occurred During -LANDING -Aircraft Information Make/Model - FAIRCHILD M-62C Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2900 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- 340/009 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 5000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command	Eng Make/Model - F Number Engines - Engine Type - F Rated Power - Itinerary Last Departure Poir TURLOCK,CA Destination LOCAL ATC/Airspace Type of Flight Plar Type of Clearance	P&W R-985 1 RECIPROCATING 450 HP nt - NONE - NONE	-CARBURETO	ELT S OR Airport OFF AI irport D Runway Runway Runway	Installed tall Warn Proximity RPORT/STR ata Ident Lth/Wid Surface	/Activate ing Syste IP - N/A - N/A - GRAVEL	ed - NO -N/ em - NO
-Aircraft Information Make/Model - FAIRCHILD M-62C Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2900 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 340/009 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 5000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command	Number Engines - Engine Type - F Rated Power - Titinerary Last Departure Poir TURLOCK,CA Destination LOCAL ATC/Airspace Type of Flight Plar Type of Clearance	1 RECIPROCATING 450 HP nt - NONE - NONE	Α	S Airport OFF AI irport D Runway Runway Runway	tall Warn Proximity RPORT/STR ata Ident Lth/Wid Surface	ing Syste	em - NO
Make/Model - FAIRCHILD M-62C Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2900 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- 340/009 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 5000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Number Engines - Engine Type - F Rated Power - Titinerary Last Departure Poir TURLOCK,CA Destination LOCAL ATC/Airspace Type of Flight Plar Type of Clearance	1 RECIPROCATING 450 HP nt - NONE - NONE	Α	S DR Airport OFF AI irport D Runway Runway Runway	tall Warn Proximity RPORT/STR ata Ident Lth/Wid Surface	ing Syste	em - NO
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2900 No. of Seats - 1	Number Engines - Engine Type - F Rated Power - Titinerary Last Departure Poir TURLOCK,CA Destination LOCAL ATC/Airspace Type of Flight Plar Type of Clearance	1 RECIPROCATING 450 HP nt - NONE - NONE	Α	S DR Airport OFF AI irport D Runway Runway Runway	tall Warn Proximity RPORT/STR ata Ident Lth/Wid Surface	ing Syste	em - NO
Max Gross Wt - 2900 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- 340/009 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 5000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command	Engine Type - F Rated Power - Rated Power - Itinerary Last Departure Poir TURLOCK,CA Destination LOCAL ATC/Airspace Type of Flight Plar Type of Clearance	RECIPROCATING 450 HP nt - NONE - NONE	Α	OR Airport OFF AI irport D Runway Runway Runway	Proximity RPORT/STR ata Ident Lth/Wid Surface	IP - N/A - N/A - GRAVEL	
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- 340/009 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 5000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command	Rated Power - Itinerary Last Departure Poir TURLOCK,CA Destination LOCAL ATC/Airspace Type of Flight Plar Type of Clearance	450 HP 	Α	Airport OFF AI irport D Runway Runway Runway	Proximity RPORT/STR ata Ident Lth/Wid Surface	IP - N/A - N/A - GRAVEL	
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 340/009 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 5000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poir TURLOCK,CA Destination LOCAL ATC/Airspace Type of Flight Plar Type of Clearance	nt n - NONE - NONE	Д	Airport OFF AI irport D Runway Runway Runway	Proximity RPORT/STR ata Ident Lth/Wid Surface	IP - N/A - N/A - GRAVEL	
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 340/009 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 5000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Last Départure Poir TURLOCK,CA Destination LOCAL ATC/Airspace Type of Flight Plar Type of Clearance	n - NONE - NONE	Д	OFF AI irport D Runway Runway Runway	RPORT/STR ata Ident Lth/Wid Surface	IP - N/A - N/A - GRAVEL	
Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 340/009 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 5000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Last Départure Poir TURLOCK,CA Destination LOCAL ATC/Airspace Type of Flight Plar Type of Clearance	n - NONE - NONE	Д	OFF AI irport D Runway Runway Runway	RPORT/STR ata Ident Lth/Wid Surface	IP - N/A - N/A - GRAVEL	
Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 340/009 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 5000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	TURLOCK,CA Destination LOCAL ATC/Airspace Type of Flight Plar Type of Clearance	n - NONE - NONE		irport D Runway Runway Runway	ata Ident Lth/Wid Surface	- N/A - N/A - GRAVEL	
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 340/009 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 5000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Destination LOCAL ATC/Airspace Type of Flight Plar Type of Clearance	- NONE		Runway Runway Runway	Ident Lth/Wid Surface	- N/A - GRAVEL	
Basic Weather - VMC Wind Dir/Speed- 340/009 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 5000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	LOCAL ATC/Airspace Type of Flight Plar Type of Clearance	- NONE		Runway Runway Runway	Ident Lth/Wid Surface	- N/A - GRAVEL	
Wind Dir/Speed- 340/009 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 5000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Plar Type of Clearance	- NONE	NDING	Runway Runway	Lth/Wid Surface	- N/A - GRAVEL	
Visibility - 6.0 SM Lowest Sky/Clouds - 5000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Flight Plar Type of Clearance	- NONE	NDING	Runway Runway	Lth/Wid Surface	- N/A - GRAVEL	
Lowest Sky/Clouds - 5000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Flight Plar Type of Clearance	- NONE	NDING	Runway	Surface	- GRAVEL	-
Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clearance	- NONE	NDING				
Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/Lndg	- FORCED LA	NDING	•			
Condition of Light - DAYLIGHT							
Condition of Light - DAYLIGHT							
Pilot-In-Command . Age							
Pilot-In-Command Age Certificate(s)/Rating(s) Biel COMMERCIAL SE LAND							
Certificate(s)/Rating(s) Bie COMMERCIAL SE LAND	- 50	Medical Ce	rtificate	- VALID	MEDICAL-	WAIVERS/L	IMIT
SE LAND	nial Flight Review		Flight	Time (H	ours)		
SE LAND	Current - YES	Total	- 60	080	Last	24 Hrs -	1
	nial Flight Review Current - YES Months Since - 3 Aircraft Type - C-182	Make/Mo	odel- :	270	Last	30 Days-	1
	Aircraft Type - C-182	2 Instru	ment-	12	Last	90 Days-	50
Instrument Rating(s) - NONE							
Manualtus							
-Narrative	T ACET EVDEDIENCES	A LOCG OF BOW	ED AND CO		TTU TDEFC	DUDING	
THE CONCLUSION OF A LOCAL AERIAL APPLICATION FI SUBSEQUENT FORCED LANDING. EXAMINATON OF THE A							
FUEL IN THE LINES OR COMPONENTS FORWARD OF THE	ILNORALI KLVEALED A DI	VOWER LOSS LE	CO CINE A	, UF IM	- MODDEC	OME AND	
OLE IN THE ETIMES OR COMPONENTS FORWARD OF THE							

File No. - 652 1/10/85 BALLICO,CA A/C Reg. No. N68444 Time (Lc1) - 1530 PST

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

Finding(s)

1. FUEL SYSTEM,LINE - FAILURE,TOTAL
2. FLUID,FUEL - STARVATION

Occurrence #2 ON GROUND COLLISION WITH OBJECT LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - NONE SUITABLE
4. OBJECT - TREE(S)

----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) 3,4

File No 655 1/11/85 SAN	JOSE,CA A/	A/C Reg. No. N4691Q Time (Lc1) - 2227 PST				
Basic Information Type Operating Certificate-NONE (GENER		raft Damage		Injur	ies	
		STANTIAL		Serious		
Type of Operation -BUSINESS	Fire			0		1
Flight Conducted Under -14 CFR 91	NON	E Pass	s 0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Mode1 - CESSNA T210L		CONTINENTAL TSIO-520		nstalled/#		
Landing Gear - TRICYCLE-RETRACTABLE		1	St	all Warnir	ng System	- YES
Max Gross Wt - 3800	Engine Type -	RECIP-FUEL INJECTED				
No. of Seats - 6	Rated Power -					
Environment/Operations Information						
Weather Data	Itinerary		Airport F	roximity		
Wx Briefing - NO RECORD OF BRIEFIN		int	ON AIRP			
Method - N/A	PHOENIX, AZ					
Completeness - N/A	Destination		Airport Da	ıta		
Basic Weather - VMC	SAN JOSE, CA		SAN JOS			
Wind Dir/Speed- 300/008 KTS	5/// 5551,5//			Ident ·	- 30R	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		150
Lowest Sky/Clouds - CLEAR,	Type of Flight P1	an - NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- STDATGHT-IN	Kanway	Statas	DICT	
Precipitation - NONE	Type Apeny Endg	FULL STOP				
Condition of Light - NIGHT(DARK)		1022 3101				
Pilot-In-Command	Age - 58 Biennial Flight Review	Medical Certifica	ate - VALID	MEDICAL-WA	IVERS/LI	MIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flig	ght Time (Ho	ours)		
PRIVATE	Current - YES	Total -	1015	Last 24	i Hrs -	10
SE LAND	Months Since - 19	Make/Model-	245	Last 30	Days-	19
	Aircraft Type - F35	Total - Make/Model- Instrument-	41	Last 90	Days-	55
Instrument Rating(s) - AIRPLANE						
Narrative RING FIRST LEG OF THE FLIGHT, PLT DISCOVER	FD THAT LANDING GEAR WOLL	D NOT EXTEND PRESSUI	RIZING "DOWN	J SIDE" WIT	гн	
ERGENCY HAND PUMP ALLOWED NORMAL OPERATION	OF THE LANDING GEAR. ON	RETURN FLT TO SAN JOS	SE, PLT TRIE	D TO EXTE	ND THE	
AR BUT SYSTEM WOULD NOT WORK WITH EITHER T						
	ILIC SYSTEM DISCLOSED A ON	IE-HALF INCH PIECE OF				
MAGE. SUBSEQUENT EXAMINATION OF THE HYDRAU		THE THE OPEN DOCTETORS	DV A DUTE		317	
		IN THE OPEN POSITION	BY A BUILD-	UP OF "DAI	RΚ	

File No. - 655 1/11/85 SAN JOSE, CA A/C Reg. No. N4691Q Time (Lc1) - 2227 PST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation LANDING Finding(s) 1. HYDRAULIC SYSTEM, RELIEF VALVE - CONTAMINATION Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND 3. WHEELS UP LANDING - INITIATED - 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

Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft D			Inju		
T C C DEPOSITE		DESTROYED		Fatal	Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire	Crew	_	1 1	0	0
Accident Occurred During -LANDING		NONE	Pass	0	1	O	O
Aircraft Information							
Make/Mode1 - CESSNA 177B			ING 0-360-A1F6D		Installed/		
Landing Gear - TRICYCLE-FIXED		ngines - 1			tall Warni	ng System	- YES
Max Gross Wt - 2500			ROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Po	wer - 18 	O HP 				
Environment/Operations Information				A	Describerta		
Weather Data	Itinerary	mauma Dadma			Proximity RPORT/STRI	D	
Wx Briefing - FSS Method - TELEPHONE	HOLTVIL	rture Point		UFF AI	KPUKI/SIKI	۲	
Completeness - UNK/NR	Destinatio	•		Airport D	2+2		
Basic Weather - VMC	EL MONT			EL MON			
Wind Dir/Speed- 010/007 KTS	EE MOIT	L, 0A			_	- N/A	
Visibility - 20.0 SM	ATC/Airspac	e			Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of F	light Plan - N	ONE	Runway	Surface	- GRASS/TU	RF
Lowest Ceiling - NONE	Type of C	learance - N	ONE			- DRY	
Obstructions to Vision- NONE	Type Apch	/Lndg - F	ORCED LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 52		dical Certifica			AIVERS/LIM	1 T
Certificate(s)/Rating(s)	Biennial Flight	Review		ht Time (F		4 11 101	IZ /NID
PRIVATE SE LAND	Current Months Sinc	- YES	Total - Make/Model-	6098	Last 2	4 Hrs - UN	K/NK L/ND
SE LAND		pe - UNK/NR			Last 9	O Days- UN	k/ND
	Arrorattiy	pe ONO, NA	Tris er amerre	1200	2450	o bayo on	11, 1411
Instrument Rating(s) - AIRPLANE							
Narrative	BEFORE IT OUIT THE	ACET LANDED T	N A DDV DIVEDDE	TO THE MILE	C COUTH OF	THE	
ENGINE LOST PWR & WAS RESTARTED TWICE . TWO OUNCES OF FUEL WERE FOUND AT THE							
. IND DUNCES OF FUEL WERE FUUND AT THE			IONS. HE MISTAK				

File No. - 794 1/12/85 EL MONTE, CA A/C Reg. No. N34212 Time (Lc1) - 1447 PST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND 4. WEATHER CONDITION - HIGH WIND 5. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND 6. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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

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p 1903. No 3, 4, p and p success the result of straight that $p \in \mathcal{P}_{p}$ is the straight $P_{p} = P_{p}$, $p \in \mathcal{P}_{p}$, $p \in \mathcal{P}_{p}$

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File No. - 724
                         1/24/85 HELENDALE,CA
                                                                A/C Reg. No. N3983D
                                                                                             Time (Lc1) - 1545 PST
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)
                                                              Aircraft Damage
                                                                                                     Injuries
                                                               SUBSTANTIAL
                                                                                         Fatal
                                                                                                 Serious
                                                                                                            Minor
                                                                                                                      None
     Type of Operation
                              -PERSONAL
                                                              Fire
                                                                                           0
                                                                                                                        0
                                                                                  Crew
     Flight Conducted Under
                            -14 CFR 91
                                                               NONE
                                                                                                     Ω
                                                                                                                        0
                                                                                  Pass
                                                                                            Ω
     Accident Occurred During -LANDING
----Aircraft Information----
     Make/Model ~ PIPER PA-24-400
                                                   Eng Make/Model - LYCOMING IO-720-A1A
                                                                                           ELT Installed/Activated - YES/YES
     Landing Gear - TRICYCLE-RETRACTABLE
                                                  Number Engines - 1
                                                                                               Stall Warning System - YES
     Max Gross Wt - 3600
                                                  Engine Type - RECIPROCATING-CARBURETOR
     No. of Seats - 4
                                                   Rated Power
                                                               - 400 HP
----Environment/Operations Information----
   Weather Data
                                                Itinerary
                                                                                        Airport Proximity
     Wx Briefina
                     - NO RECORD OF BRIEFING
                                                 Last Departure Point
                                                                                          OFF AIRPORT/STRIP
       Method
                     - N/A
                                                   BOULDER CITY, NV
       Completeness - N/A
                                                 Destination
                                                                                       Airport Data
     Basic Weather - VMC
                                                   LANCASTER, CA
       Wind Dir/Speed- 360/005 KTS
                                                                                          Runwav Ident
       Visibility - 60.0 SM
                                                ATC/Airspace
                                                                                          Runway Lth/Wid - N/A
       Lowest Sky/Clouds -
                               4500 FT SCATTERED Type of Flight Plan - NONE
                                                                                          Runway Surface - DIRT
       Lowest Ceiling
                      - 8000 FT BROKEN
                                                 Type of Clearance - NONE
                                                                                          Runway Status - DRY
       Obstructions to Vision- NONE
                                                 Type Apch/Lndg
                                                                 - FORCED LANDING
                                                                                                           ROUGH
       Precipitation - NONE
       Condition of Light - DAYLIGHT
----Personnel Information----
     Pilot-In-Command
                                            Age - 61
                                                                      Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)
                                            Biennial Flight Review
                                                                                  Flight Time (Hours)
         COMMERCIAL
                                                Current - YES
                                                                         Total - 9997
                                                                                                  Last 24 Hrs -
                                                Months Since - 9
                                                                                                   Last 30 Days-
         SE LAND, ME LAND
                                                                         Make/Mode1-
                                                                                       9
                                                Aircraft Type - C-152
                                                                         Instrument-
                                                                                       271
                                                                                                   Last 90 Days-
                                                                          Multi-Eng -
                                                                                       1754
         Instrument Rating(s) - NONE
----Narrative----
SHORTLY AFTER INITIATING AN ENROUTE LETDOWN, THE ACFT EXPERIENCED A CATASTROPHIC ENGINE FAILURE AT ABOUT 4,500 FT
MSL. PLT SELECTED A ROAD FOR AN ATTEMPTED EMERGENCY LANDING, BUT A CAR TURNED ONTO THE ROAD IN FRONT OF HIM AND
FORCED A DIVERSION TO A NEARBY FIELD. THE ACFT ENCOUNTERED BERMS, RUTS AND CLUMPS OF BUSHES AFTER
TOUCHDOWN. EXAMINATION OF THE ENGINE REVEALED THAT THE NUMBER 6 CYLINDER CONNECTING ROD HAD FAILED NEAR THE
CRANKSHAFT END WITH HIGH CYCLE FATIGUE EVIDENT OVER ABOUT 60% OF THE MATERIAL THICKNESS. EXAMINATION OF THE
ACFT MAINTENANCE RECORDS DISCLOSED THAT SINCE MANUFACTURE IN 1964, THE ACFT HAD ACCRUED A TOTAL OF 1,299 HRS, WITH
ONLY 109 HRS IN OPERATION SINCE 1976. LYCOMING PUBLICATIONS INDICATED THAT THE ROD HAD BEEN SUPERCEDED IN
PRODUCTION SEVERAL TIMES, WITH THIS PARTICULAR PART NUMBER NOT ALLOWED FOR REUSE AT OVERHAUL. THE
MANUFACTURERS RECOMMENDED OVERHAUL PERIOD IS 1,800 HRS OR 10 YEARS TIME IN SERVICE, WHICHEVER COMES FIRST.
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File No. - 724 1/24/85 HELENDALE, CA A/C Reg. No. N3983D Time (Lcl) - 1545 PST Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation DESCENT - NORMAL Finding(s) 1. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL 2. MAINTENANCE - POOR - OTHER PERSON 3. MAINTENANCE, ANNUAL INSPECTION - POOR - OTHER MAINTENANCE PSNL 4. MAINTENANCE, REPLACEMENT - NOT PERFORMED - OTHER PERSON Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - NONE SUITABLE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

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

File No 703 1/31/85 BISHOP	P,CA A/C Reg	A/C Reg. No. N2129G Time (Lc1) - 1124 PST				r .
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	. AVIATION) Aircraft I SUBSTANT Fire IN FLIGH	IAL Crew	Fatal O O	Inju Serious O O	ries Minor O O	None 1 3
Aircraft Information Make/Model - PIPER PA-32RT-300T Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3600 No. of Seats - 6	<i>-</i> , .	MING TIO-540 P-FUEL INJECTED OO HP			Activated	
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 360/010 KTS Visibility - 50.0 SM Lowest Sky/Clouds - 9000 FT SCATT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	, ,		ON AIR Airport D BISHOP Runway Runway Runway	ata Ident Lth/Wid Surface	- 30 - 7500/ - ASPHALT - DRY	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 34 M Biennial Flight Review Current - YES Months Since - 15	edical Certificat Fligh Total - Make/Model-	e - VALID t Time (H 288 22	ours) Last 2	NO WAIVERS 24 Hrs - 30 Days-	/LIMIT 1 22
Instrument Rating(s) - NONE	Aircraft Type - C-172	Instrument-	4		00 Days-	32
Narrative HE PLT RPTD THAT SHORTLY AFTER LEVELING OFF A E COVERED WITH OIL AND FIRE. THE FIRE STOPPED RPT, BISHOP, CA WITHOUT FURTHER INCIDENT. DIS HE SHORT CHEEK BETWEEN THE NO. 3 MAIN JOURNAL ERE FRACTURED. THE PISTONS SHOWED NO EVIDENCE BOTH HALVES OF THE CRANKCASE SHOWED EXTENSIV ETALLURGICAL EXAMINATION REVEALED THE CRANKS	D DURING THE EMERGENCY DESCEN SASSEMBLY EXAMINATION OF THE _ & THE NO. 4 CRANKPIN. THE N E OF ANY DETONATION. THE BACK VE FRETTING SIGNATURES INDICA	T. THE ACFT LANDE ENGINE REVEALED O OS. 3 & 4 CONNECT SIDE OF THE CON F TING MISALIGNMENT	D ON RY 3 RANKSHAFT ING RODS ODS, MAIN DURING M	O AT BISHO FAILED AT & CAMSHAFT JOURNAL E ANUFACTURE	BEARINGS	

File No. - 703 1/31/85 BISHOP, CA A/C Reg. No. N2129G Time (Lc1) ~ 1124 PST Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CLIMB - TO CRUISE Finding(s) 1. ENGINE ASSEMBLY, CRANKSHAFT - FAILURE, TOTAL 2. MAINTENANCE, ALIGNMENT - IMPROPER - MANUFACTURER 3. ENGINE ASSEMBLY, CRANKSHAFT - FATIGUE 4. ENGINE ASSEMBLY, CONNECTING ROD - OVERLOAD Occurrence #2 FIRE Phase of Operation DESCENT - EMERGENCY Finding(s) 5. FLUID.OIL - FIRE FORCED LANDING Occurrence #3 Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----

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

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

File No 704 2/06/85 CAMAR	ILLO,CA A/C Reg	g. No. N3258P	Т.	ime (Lc1)	- 1210 PST	
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	L AVIATION) Aircraft DESTROYE Fire NONE		Fatal O O	•	ries Minor 1 O	None O O
Aircraft Information Make/Model - MILENTZ QUICKIE O2 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - UNK/NR No. of Seats - 2	Eng Make/Model - REUN Number Engines - 1 Engine Type - RECI Rated Power - UNK,	PROCATING-CARBURI	S.		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- 200/009 KTS Visibility - 16.0 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 AIRF Airport Da CAMARII Runway Runway Runway	ata LLO Ident Lth/Wid	- 26 - 6020/ - CONCRETE - DRY	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 38 N Biennial Flight Review Current - YES Months Since - 23 Aircraft Type - UNK/NR	Total - Make/Model-	te - VALID nt Time (Ho 585 26 63 11	ours) Last 2 Last 3	AIVERS/LIMI 4 Hrs - 0 Days- UNW 0 Days-	2
Instrument Rating(s) - AIRPLANE						
Narrative N A LOCAL TEST FLT FOR THE RECENTLY CONSTRUCT F CONTROL DURING THE TAKEOFF GROUND ROLL, VE LTSTATED THAT THE TAKEOFF ROLL WAS NORMAL UN HE GROUND. AFT PITCH CONTROL INPUT RESULTED JNWAY AND PLT REDUCED POWER TO IDLE. ACFT TH JNWAY, ENCOUNTERED A SERIES OF PLOWED FURROW ECHANICAL MALFUNCTION OF THE ACFT.	ERED OFF THE RUNWAY AND CARTY ITIL ACHIEVING ABOUT 65 KNOTS IN THE ACFT NOSE LEAVING THE IEN "PILED IN AGAIN," AFTER WH	WHEELED AFTER ENC WHEN THE ACFT TA GROUND. ACFT "BO HICH IT SLID OFF	DUNTERIMG I IL UNEXPEC' UNCED" ONC' THE LEFT S	PLOWED FUR TEDLY ROSE E OFF THE IDE OF THE	ROW.	

File No. - 704 2/06/85 A/C Reg. No. N3258P CAMARILLO,CA Time (Lc1) - 1210 PST

Occurrence #1 Phase of Operation TAKEOFF - GROUND RUN

LOSS OF CONTROL - ON GROUND

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

- 2. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT PILOT IN COMMAND
- 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) 1.3

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

File No 653 2/13/85 SAN	TA MARIA,CA	A/C Reg. No	. N81DA	Т	ime (Lc1)	- 0728 PS1	Ī
Basic Information Type Operating Certificate-ON-DEMAND	AIR TAXI	Aircraft Dama	age		Inju	ries	
Name of Carrier -COAST AIR	FREIGHT	SUBSTANTIAL		Fatal			None
Type of Operation -NON SCHED,		Fire	Crew	-	0	0	1
Flight Conducted Under -14 CFR 135 Accident Occurred During -LANDING		NONE	Pass	0	0	0	0
-Aircraft Information							VEC /NO
Make/Model - BEECH BE-18		lodel - P&W R985 Fines - 2	o-14B		Installed/ Stall Warnii		
Landing Gear - TAILWHEEL-ALL RETRACT. Max Gross Wt - 9900		nnes - 2 de - RECIPRO(tali warnii	ng system	- NU
No. of Seats - 2	Rated Powe			LIOK			
Environment/Operations Information							
Weather Data	Itinerary			•	Proximity		
Wx Briefing - FSS	Last Depart			ON AIR	PORT		
Method - TELEPHONE Completeness - FULL	ONTARIO,C Destination	A		Airport D	12+2		
Basic Weather - VMC	SAME AS A	CC/INC		SANTA			
Wind Dir/Speed- 040/013 KTS	SAME AS A	100/ 1110				- 30	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid	- 6300/	150
Lowest Sky/Clouds - CLEAR	Type of Fli	ght Plan - NONE	=		Surface		
Lowest Ceiling - NONE		arance - NON		Runway	Status ·	- DRY	
Obstructions to Vision- NONE	Type Apch/L	.ndg - STR/	AIGHT-IN				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 44	Media	cal Certifica	ite - VALIC	MEDICAL-W	AIVERS/LI	ИІТ
Certificate(s)/Rating(s)	Biennial Flight R			ht Time (F		,	
COMMERCIAL, ATP	Current	- YES	Total - ¯	6030		4 Hrs -	2
SE LAND, ME LAND	Months Since		Make/Model-	400		Days- U	
	Aircraft Type		Instrument-	3	Last 9	Days-	120
		'	Multi-Eng -	3054			
Instrument Rating(s) - AIRPLANE							
Narrative				· ·			
PLT REPTD THAT DURING THE LANDING ROLLO	UT ON RWY 30, A GUST	OF WIND CAUSE	THE ACFT RI	GHT WING T	O LIFT. TH	E PLT	
S UNABLE TO CORRECT THE UPLIFTING WING AN	D THE ACFT ENTERED I	NTO A LEFT GROU	JNDLOOP MANEL	IVER & EXIT	TED THE RWY	. THE	
CAL CONTROLLER REPORTED THE PLT REQUESTED							
FT WAS CLEARED FOR A STRAIGHT IN APCH TO						FORE THE	
CIDENT, THE PLT REQUESTED AND RECEIVED TH							

N81DA Time (Lc1) - 0728 PST File No. - 653 2/13/85 SANTA MARIA,CA A/C Reg. No. N81DA Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING ~ ROLL Finding(s) 1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 4. WEATHER CONDITION - CROSSWIND Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 5. LANDING GEAR, MAIN GEAR - SEPARATION 6. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----

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

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

File No 637 2/16/85 FULLER	TON,CA A/C R	eg. No. N732DT	Т	ime (Lc1)	- 1202 PST	
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf SUBSTA	t Damage NTIAL	Fatal	Inju Serious	ıries Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass		0	1 2	0
Aircraft Information Make/Model - CESSNA T210L Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3400 No. of Seats - 6	Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power -		S	tall Warni	Activated 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- 200/004 KTS Visibility - 3.000 SM Lowest Sky/Clouds - 20000 FT SCATT Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point Destination FULLERTON,CA ATC/Airspace ERED Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	Airport ON AIR Airport D FULLER Runway Runway Runway	Proximity PORT ata TON Ident Lth/Wid	- 24 - 3121/ - ASPHALT	
	Age - 55	Medical Certifica			VAIVERS/LIM	≬ IT
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - YES		ht Time (H 1005	•	24 Hrs -	1
SE LAND	Current - YES Months Since - 16 Aircraft Type - C-182	•		Last 3	BO Days- BO Days-	1 39
Instrument Rating(s) - NONE						
Narrative HE PLT & GND WITNESSES RPTD THE ACFT TOUCHED ANDING ROLL, EXITED THE RWY & ENTERED SOFT DI HE NOSE GEAR SUNK IN THE DIRT & THE ACFT BEGA OUNDARY FENCE & CAME TO REST INVERTED ON DALE ANDING DISTANCE IS 2858 FT. THE ACFT EXAMINAT XHIBITED SEVERAL FLAT SPOTS AREAS. BOTH BRAKE ORMALLY. TIRE MARKS BEGAN APRX 1000 FT EAST O HE SURFACE WINDS WERE 200 DEGS AT 4 KTS.	RT AREA WEST OF THE DEPART N TO NOSE OVER. DURING THE STREET ALONG RWY 24 EXTEN ION DISCLOSED THE FLAPS WE DISCS EXHIBITED OVERHEATI	URE END OF THE RWY NOSE OVER SEQUENC DED CENTERLINE. RW RE IN THE APCH POS NG SIGNATURES. THE	. UPON ENT E, THE ACF Y 24 HAS A ITION. BOT BRAKE SYS	ERING THE T STRUCK A TWO BAR N H MAIN GEA TEM OPERAT	DIRT AREA AN ARPT /ASI & ITS AR TIRES	

	37 2/16/85 FULLERTON,CA	A/C Reg. No. N732DT	Time (Lc1) - 1202 PST
 ALTITUDE - MISJ PROPER TOUCHDOW 			
Occurrence #2 Phase of Operation	NOSE GEAR COLLAPSED LANDING - ROLL		·
	SE GEAR ASSEMBLY - SEPARATION SE GEAR ASSEMBLY - OVERLOAD ON - SOFT		
Occurrence #3 Phase of Operation	LANDING - ROLL		
	ON GROUND COLLISION WITH OBJECT		
Finding(s) 8. OBJECT - FENCE			

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

File No 789 3/01/85 BAKER	RSFIELD,CA	A/C Reg. No. N	89716		Time (Lcl)	- 1015 PS	T
Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION) Ai	rcraft Damage			Inju	ries	
		UBSTANTIAL		Fatal	•		None
Type of Operation -INSTRUCTIONA	AL F1	re	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	N	ONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF							
Aircraft Information							
Make/Model - CESSNA 152	Eng Make/Model		235-L2C		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines				Stall Warni	ng System	- YES
Max Gross Wt - 1670	Engine Type	- RECIPROCATI	NG-CARBURE	TOR			
No. of Seats - 2	Rated Power	- 110 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	G Last Departure	Point		ON AIR	RPORT		
Method - N/A	BAKERSFIELD,C	A					
Completeness - N/A	Destination			Airport [Data		
Basic Weather - VMC	LOCAL			POSO F	KERN COUNTY	•	
Wind Dir/Speed- 310/005 KTS				Runway	/ Ident	- 34	
Visibility - 6.0 SM	ATC/Airspace			Runway	/ Lth/Wid	- 3000/	60
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE		Runway	/ Surface	- ASPHALT	
Lowest Ceiling - 25000 FT BROK	KEN Type of Clearan	ce - NONE		Runway	/ Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC	PATTERN				
Precipitation - NONE		FULL ST	OP .				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 42	Medical			MEDICAL-W	/AIVERS/LI	TIN
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Revie	W	Fligh	t Time (I	Hours)		
STUDENT	Current - N	/A Tota	1 -	34	Last 2	14 Hrs -	1
	Months Since - N	/A Make	/Mode1-	34	Last 3	0 Days-	5
	Aircraft Type - N	/A Inst	rument-	3	Last 9	00 Days-	11
Instrument Rating(s) - NONE							
Narrative							
RING AN AUTHORIZED LOCAL SOLO PRACTICE FLT	, THE 31-HOUR STUDENT W	AS PERFORMING	TAKEOFFS A	ND LANDI	NG. ACCORDI	NG	
PLT, SECOND LANDING WAS "HARD" AND A NOSE							
FORE LIFTOFF ON THE NEXT TAKEOFF, THE ACFT	VEERED SHARPLY TO THE	LEFT OFF THE R	UNWAY. CRO	SSED A T	AXIWAY AND		
LIDED WITH AN EMBANKMENT OF DRYING PISTAC						WAS	•
		· · · · · · · · · · · · · · · · · ·			· · · · · · · - · · -	-	
MECHANICAL MALFUNCTION OF THE ACFT.							

File No 78	9 3/01/85	BAKERSFIELD, CA	A/C Reg. No. N89716	Time (Lc1) - 1015 PST
Occurrence #1 Phase of Operation				
Finding(s) 1. PROPER ALIGNMENT 2. GROUND LOOP/SWER 3. IMPROPER USE	VE - UNCONTROLLED	- PILOT IN COMMAND	IN TYPE OF AIRCRAFT - PILOT IN CO	MMAND
Occurrence #2 Phase of Operation				•
Finding(s) 4. TERRAIN CONDITIO	N - DIRT BANK			

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

File No 639 3/18/85 LEE	VINING, CA	A/C Reg. No.	N8567G	Т	ime (Lc1) -	1425 PST	
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage	:	Fatal	Injur Serious	ries Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERIN	G	Fire ON GROUND	Crew Pass	1 0	0	0	0
Aircraft Information Make/Model - CESSNA 150F Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Number Er	'Model - CONTINENTA ngines - 1 /pe - RECIPROCAT wer - 100 HP		S	Installed/A		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - PARTIAL, LMTD BY PIL Basic Weather - IMC Wind Dir/Speed- UNK/NR Visibility - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 200 FT OB Obstructions to Vision- BLOWING SNO Precipitation - SNOW SHOWER Condition of Light - DAYLIGHT	MAMMOTH OT Destination RENO,NV ATC/Airspace Type of F SCURED Type of C W Type Apch	e light Plan - NONE learance - NONE		OFF AI irport D LEE VI Runway Runway Runway	NING	- N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 65 Biennial Flight Current Months Since Aircraft Typ	Review - UNK/NR Tote - UNK/NR Make De - UNK/NR Ins	Certificate Flight al - UNK e/Model- UNK strument- UNK ti-Eng - UNK	Time (H /NR /NR /NR	ours) Last 24 Last 30 Last 90	1 Hrs - UN	IK/NR IK/NR IK/NR
Instrument Rating(s) - NONE							
THE ACFT COLLIDED BELOW THE CREST OF AN 810 RENO, NV, WHILE EXECUTING A LEFT TURN COURS SEEING THE ACFT FLYING AT ABOUT 100 AGL ALO OBTAINED A WX BRIEFING PRIOR TO DEPARTING MALONG THE PROPOSED ROUTE OF FLT. THE PLT ST NEGOTIATE THE HIGH MTNS. EXAMINATION OF THE FAILURES. THE ACFT WAS DESTROYED BY IMPACT/AT THE TIME OF IMPACT.	E REVERSAL. THERE N NG HWY 395. THE WI MH & WAS INFORMED ATED HE WOULD WAIT ACFT WRECKAGE DISC	WERE NO WITNESSES T TNESSES ALSO RPTD L THAT THE MTN TOPS W AWHILE & DEPART. H CLOSED NO EVIDENCE	O THE ACCIDE OW CEILING & VERE OBSCURED HE WOULD RETU OF ANY PREEX	NT. WITN VIS PRE BY LOW RN TO MM ISTING M	ESSES REPOR VAILED. THE CLOUDS & SN H IF HE COL ALFUNCTIONS	RTED PLT NOW SHOWER JLD NOT S OR	

A/C Reg. No. N8567G

Time (Lc1) - 1425 PST

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

File No. - 639 3/18/85 LEE VINING, CA

Finding(s)

- 1. WEATHER CONDITION LOW CEILING
- 2. PREFLIGHT PLANNING/PREPARATION POOR PILOT IN COMMAND
- 3. WEATHER CONDITION SNOW
- 4. FLIGHT INTO KNOWN ADVERSE WEATHER INITIATED PILOT IN COMMAND
- 5. WEATHER CONDITION WHITEOUT
- 6. VFR FLIGHT INTO IMC ATTEMPTED PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

- 7. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 8. REMEDIAL ACTION DELAYED PILOT IN COMMAND

----Probable Cause----

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

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

Type of Operation -INSTRUCTIONAL Fire Crew 0 0 1 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 Accident Occurred During -TAKEOFF Aircraft Information	le No 636 4/0)2/85 .FULLER	RION, CA	A/C Reg	. No. N8190U 		lime (LCI) - 1528 PS1 	
Type of Operation -INSTRUCTIONAL Fire Crew 0 0 1 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -TAKEOFF -Aircraft Information		-NONE (GENERAL							, d d
Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 Accident Occurred During -TAKEOFF 0 0 0 Accident Occurred During -TAKEOFF 0 0 0 Accident Occurred During -TAKEOFF 0 0 0 Aircraft Information Make/Model - CESSNA 150M		THETPHOTTONAL							None O
-Aircraft InformationMake/Model - CESNA 150M						-	_		0
Make/Model - CESSNA 150M				NONE	ras:				
Landing Gear - TRICYCLE-FIXED	aft Information								
Max Gross Wt - 1600 No. of Seats - 2 Rated Power - 100 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING SAME AS ACC/INC Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 220/008 KTS Usibility - 40.0 SM ATC/Airspace ATC/Airspace ATC/Airspace ATC/Airspace Runway Ident - 24 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Precipitation - NONE Precipitation - NONE Precipitation - NONE Condition of Light - DAYLIGHT Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A Instrument Rating(s) - NONE D WITNESS & THE STUDENT PLT RPTD UPON TOUCHDOWN THE ACFT BEGAN TO BOUNCE. AFTER SEVERAL BOUNCES THE PLT BEGAN TO	•				INENTAL 0-200-A	EL ⁻			
No. of Seats - 2 Rated Power - 100 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Basic Weather - VMC Wind Dir/Speed- 220/008 KTS Wisibility - 40.0 SM LOCAL Visibility - 40.0 SM ATC/Airspace Lowest Ceiling - NONE Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Destination Distructions to Vision- NONE Precipitation Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Age - 37 Bennial Flight Review Current - N/A Make/Model - 324 Aircraft Type - N/A Aircraft Type	3	IXED					Stall War	ning System	- YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Basic Weather - VMC Wind Dir/Speed - 220/008 KTS Visibility - 40.0 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) STUDENT Wather Data Last Departure Point SAME AS ACC/INC Destination Last Departure Point SAME AS ACC/INC Destination Airport Data FULLERTON Runway Ident - 24 Runway Ident - 24 Runway Surface - ASPHALT Runway Surface - ASPHALT Runway Surface - ASPHALT Runway Status - DRY Type Of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN GO AROUND TOUCH AND GO Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Airport Proximity On AIRPORT Airport Data FULLERTON Runway Ident - 24 Runway Surface - ASPHALT Runway Surface - ASPHALT Runway Status - DRY Type Apch/Lndg - TRAFFIC PATTERN GO AROUND TOUCH AND GO Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) STUDENT Months Since - N/A Aircraft Type - N/A Ai			O ,.			RETOR			
Weather Data	of Seats - 2		Rated Power	- 10	00 HP 				
Wx Briefing - NO RECORD OF BRIEFING Last Départure Point ON AIRPORT Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 220/008 KTS Visibility - 40.0 SM ATC/Airspace Runway Ident - 24 Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - 3121/ 75 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Status - DRY Obstructions to Vision- NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE GAROUND Condition of Light - DAYLIGHT TUCH AND GO Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) STUDENT Biennial Flight Review Flight Time (Hours) Current - N/A Make/Model 324 Last 30 Days- 8 Aircraft Type - N/A Instrument 21 Last 90 Days- 30 Instrument Rating(s) - NONE Narrative D WITNESS & THE STUDENT PLT RPTD UPON TOUCHDOWN THE ACFT BEGAN TO BOUNCE. AFTER SEVERAL BOUNCES THE PLT BEGAN TO -AROUND UPON REACHING MIDFIELD. AFTER LIFT OFF THE ACFT BEGAN TO SINK AND COLLIDED WITH THE ARPT BOUNDARY FENCE. WHEN ECUITING THE GG-AROUND THE PLT APPLIED FULL THROTTLE WITHOUT CLOSING THE CARB HEAT & IMMEDIATELY RAISED THE FLAPS. LL THROTTLE WITH CARB HEAT ON WOULD SIGNIFICANTLY REDUCE THE ENGINE POWER & RAISING THE FLAPS WOULD CAUSE THE ACFT TO LP A HIGH SINK RATE UNDER THESE CONDITIONS. THE PLT RPTD SHE HAD EXPERIENCED BOUNCED LNDGS & HAD PERFORMED GO-AROUNDS RING HER TRAINING, BUT THAT DURING THOSE TIMES SHE WAS DIRECTED BY THE INSTRUCTOR IN THE RECOVERY PROCESS AND SHE HAD VER RECEIVED FORMAL INSTRUCTION IN THE RECOVERY PROCESS. THE PLT'S FLIGHT RECORD DISCLOSED NO EVIDENCE THAT THE PLT WERE RECEIVED FORMAL INSTRUCTION IN THE RECOVERY PROCESS. THE PLT'S FLIGHT RECORD DISCLOSED NO EVIDENCE THAT THE PLT		mation							
Method - N/A Destination Airport Data Basic Weather - VMC LOCAL FULLERTON Wind Dir/Speed 220/008 KTS LOCAL Runway Ident - 24 Visibility - 40.0 SM ATC/Airspace Runway Ident - 24 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 of Clearance - NONE Runway Status - DRY Obstructions to Vision NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN Condition of Light - DAYLIGHT TOUCH AND GO Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 324 Last 24 Hrs - Months Since - N/A Make/Model - 324 Last 30 Days - 8 Aircraft Type - N/A Instrument - 21 Last 90 Days - 30 Instrument Rating(s) - NONE Instrument Rating MIDFIELD. AFTER LIFT OFF THE ACFT BEGAN TO BOUNCE. AFTER SEVERAL BOUNCES THE PLT BEGAN TO -AROUND UPON REACHING MIDFIELD. AFTER LIFT OFF THE ACFT BEGAN TO SINK AND COLLIDED WITH THE ARPT BOUNDARY FENCE. WHEN ECUTING THE GO-AROUND THE PLT APPLIED FULL THROTTLE WITH CARB HEAT ON WOULD SIGNIFICANTLY REDUCE THE ENGINE POWER & RAISING THE FLAPS WOULD CAUSE THE FLAPS. LL THROTTLE WITH CARB HEAT ON WOULD SIGNIFICANTLY REDUCE THE ENGINE POWER & RAISING THE FLAPS WOULD CAUSE THE ACFT TO LP A HIGH SINK RATE UNDER THESE CONDITIONS. THE PLT RPTD SHE HAD EXPERIENCED BOUNCED LNDGS & HAD PERFORMED GO-AROUNDS RING HER TRAINING, BUT THAT DURING THOSE TIMES SHE WAS DIRECTED BY THE INSTRUCTION IN THE PECOVERY PROCESS. THE PLT'S FLIGHT RECOVERY PROCESS AND SHE HAD VER RECEIVED FORMAL INSTRUCTION IN THE RECOVERY PROCESS. THE PLT'S FLIGHT RECOVERY PROCESS AND SHE HAD VER RECEIVED FORMAL INSTRUCTION IN THE RECOVERY PROCESS.		_						У	
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 220/008 KTS Visibility - 40.0 SM ATC/Airspace Visibility - 40.0 SM ATC/Airspace CLEAR Visibility - 40.0 SM ATC/Airspace CLEAR Type of Flight Plan - NONE COMERT Runway Lth/Wid - 3121/ 75 Lowest Sky/Clouds - CLEAR Type of Clearance - NONE COMERT Runway Status - DRY Dostructions to Vision- NONE Condition of Usion- NONE Condition of Light - DAYLIGHT TOUCH AND GO Personnel Information Priot-In-Command Certificate(s)/Rating(s) STUDENT Current - N/A Months Since - N/A Months Since - N/A Months Since - N/A Months Since - N/A Aircraft Type - N/A Instrument 21 Last 90 Days- 30 Instrument Rating(s) - NONE Instrument Rating Minimal File ACFT BEGAN TO BOUNCE. AFTER SEVERAL BOUNCES THE PLT BEGAN TO -AROUND UPON REACHING MIDFIELD. AFTER LIFT OFF THE ACFT BEGAN TO SINK AND COLLIDED WITH THE ARPT BOUNDARY FENCE. WHEN ECUTING THE GO-AROUND THE PLT APPLIED FULL THROTTLE WITHOUT CLOSING THE CARB HEAT & IMMEDIATELY RAISED THE FLAPS. LI THROTTLE WITH CARB HEAT ON WOULD SIGNIFICANTLY REDUCE THE ENGINE POWER & RAISING THE FLAPS WOULD CAUSE THE PLT BEGAN TO LP A HIGH SINK RATE UNDER THESE CONDITIONS. THE PLT RPD SHE HAD EXPERIENCED BOUNCED LNDGS & HAD PERFORMED GO-AROUNDS SHE HAD VERRECEVERY AND SHE HAD EXPERIENCED BOUNCED LNDGS & HAD PERFORMED GO-AROUNDS SHE HAD SHE HAD EXPERIENCED BOUNCED LNDGS & HAD PERFORMED GO-AROUNDS SHE HAD VERRECEVERY BOUNCESS AND SHE HAD VERRECEVERY BOUNCESS AND SHE HAD VERRECEVERY PROCESS AND SHE HAD VERRECEVERY BOUNCESS. THE PLT SHE PLT'S FLIGHT RECORD DISCLOSED NO EVIDENCE THAT THE PLT		D OF BRIEFING				/ ON A	IRPORT		
Basic Weather - VMC			•	1140		Airport	Data		
Wind Dir/Speed - 220/008 KTS Visibility - 40.0 SM	•								
Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - 3121/ 75 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE GO AROUND Condition of Light - DAYLIGHT TOUCH AND GO Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 324 Last 24 Hrs - Months Since - N/A Make/Model - 324 Last 30 Days - 8 Aircraft Type - N/A Instrument - 21 Last 90 Days - 30 Instrument Rating(s) - NONE Narrative D WITNESS & THE STUDENT PLT RPTD UPON TOUCHDOWN THE ACFT BEGAN TO SINK AND COLLIDED WITH THE ARPT BOUNDARY FENCE. WHEN ECUTING THE GO-AROUND THE PLT APPLIED FULL THROTTLE WITHOUT CLOSING THE CARS HEAT & IMMEDIATELY RAISED THE FLAPS. LU THROTTLE WITH CARS HEAT ON WOULD SIGNIFICANTLY REDUCE THE ENGINE POWER & RAISING THE FLAPS WOULD GAUSE THE FLAPS. LI THROTTLE WITH CARB HEAT ON WOULD SIGNIFICANTLY REDUCE THE ENGINE POWER & RAISING THE FLAPS WOULD GAUSE THE ACFT TO LP A HIGH SINK RATE UNDER THESE CONDITIONS. THE PLT RPTD SHE HAD EXPERIENCED BOUNCED LNDGS & HAD PERFORMED GO-AROUNDS WER RECEIVED FORMAL INSTRUCTION IN THE RECOVERY PROCESS. THE PLT'S FLIGHT RECOVERY PROCESS AND SHE HAD VER RECEIVED FORMAL INSTRUCTION IN THE RECOVERY PROCESS. THE PLT'S FLIGHT RECOVERD DOSCUSED NO EVIDENCE THAT THE PLT		KTS	2007/2					- 24	
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision - NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE GO AROUND Condition of Light - DAYLIGHT TOUCH AND GO Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 324 Last 24 Hrs - Months Since - N/A Make/Model - 324 Last 30 Days - 8 Aircraft Type - N/A Instrument - 21 Last 90 Days - 30 Instrument Rating(s) - NONE Narrative D WITNESS & THE STUDENT PLT RPTD UPON TOUCHDOWN THE ACFT BEGAN TO BOUNCE. AFTER SEVERAL BOUNCES THE PLT BEGAN TO -AROUND UPON REACHING MIDFIELD. AFTER LIFT OFF THE ACFT BEGAN TO SINK AND COLLIDED WITH THE ARPT BOUNDARY FENCE. WHEN ECUTING THE GO-AROUND THE PLT APPLIED FULL THROTTLE WITHOUT CLOSING THE CARB HEAT & IMMEDIATELY RAISED THE FLAPS. LL THROTTLE WITH CARB HEAT ON WOULD SIGNIFICANTLY REDUCE THE ENGINE POWER & RAISING THE FLAPS WOULD CAUSE THE ACFT TO LP A HIGH SINK RATE UNDER THESE CONDITIONS. THE PLT RPTD SHE HAD EXPERIENCED BOUNCED LNGGS & HAD PERFORMED GO-AROUNDS RECEIVED FORMAL INSTRUCTION IN THE RECOVERY PROCESS. AND SHE HAD VER RECEIVED FORMAL INSTRUCTION IN THE RECOVERY PROCESS. THE PLT'S FLIGHT RECORD DISCLOSED NO EVIDENCE THAT THE PLT VER RECEIVED FORMAL INSTRUCTION IN THE RECOVERY PROCESS. THE PLT'S FLIGHT RECORD DISCLOSED NO EVIDENCE THAT THE PLT			ATC/Airspace						75
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ANUUNU MANLUVLNJ.	· MANEUVERS.								

File No. - 636 4/02/85 FULLERTON, CA A/C Reg. No. N8190U Time (Lc1) - 1528 PST Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. PLANNED APPROACH - POOR - PILOT IN COMMAND 2. FLARE - IMPROPER - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 3. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING (EMERGENCY PROCEDURE(S)) - FLIGHT INSTRUCTOR (ON GROUND) Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 4. OBJECT - FENCE 5. GO-AROUND - DELAYED - PILOT IN COMMAND 6. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND 7. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5.6.7

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

File No 707 4/14/85 CDNC0	RD,CA A/C R	eg. No. N8304U	Т	ime (Lc1)	- 1004 PST	
Type Operation Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTA	t Damage NTIAL Crew Pass	Fatal O O	Inju Serious O O		None 1 O
Aircraft Information Make/Model - CESSNA 150M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	J , ,		S	Installed/ tall Warni		
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - ACFT RADIO Completeness - PARTIAL, LMTD BY PILOT Basic Weather - VMC Wind Dir/Speed- 320/008 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 SAME AS ACC/INC ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	ON AIR Airport D BUCHAN Runway Runway Runway	ata IAN FIELD	- ASPHALT	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 39 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certificat Fligh Total - Make/Model- Instrument-	nt Time (F 27	lours) Last 2 Last 3	4 Hrs - UN	IK/NR IK/NR
Instrument Rating(s) - NONE						
Narrative THE STUDENT WAS PRACTICING TOUCH & GO TAKEOFF PLT REPORTED THAT THE ACFT WAS A LITTLE HIGH THILE ATTEMPTING TO RECOVER FROM THE BOUNCED TOLLAPSE.	AND HE APPLIED FULL FLAPS.	THE ACFT BOUNCED OF	INITIAL	TOUCH DOWN		

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

PAGE 81

File No 717 4/14/85	MOORPARK, CA	A/C Reg. No. N	Time (Lcl) - 1851 PST				
-Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage			Inju	uries	
		SUBSTANTIAL		Fatal			None
Type of Operation -INSTRUC		Fire	Crew		0		1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING	; 			. 			
-Aircraft Information							
Make/Model - PIPER PA-28-140B		Model - LYCOMING O-	320-E2A				
Landing Gear - TRICYCLE-FIXED		gines - 1			tall Warni	ing System ·	· YES
Max Gross Wt - 2150		oe - RECIPROCATI	NG-CARBURET	OR			
No. of Seats - 4	Rated Pow	er - 150 HP					
-Environment/Operations Information-							
Weather Data	Itinerary			Airport F	Proximity		
Wx Briefing - NO RECORD OF BR		ture Point			RPORT/STRI	[P	
Method - N/A	APPLE VA						
Completeness - N/A	Destination		Į.	dirport Da	ata		
Basic Weather - UNK/NR	PACOIMA,	CA		•			
Wind Dir/Speed- 180/006 KTS				Runway	Ident	- N/A	
Visibility - 7.0 SM	ATC/Airspace			Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - UNK/NR		ight Plan - NONE				- CONCRETE	
Lowest Ceiling - 500 F				Runway	Status	- DRY	
Obstructions to Vision- FOG	Type Apch/	Lndg - FORCED	LANDING				
Precipitation - NONE							
Condition of Light - DUSK							
-Personnel Information							
Pilot-In-Command	Age - 60					VAIVERS/LIM	ΙT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Flight	: Time (Ho	ours)		_
STUDENT	Current	- N/A Tota - N/A Make e - N/A Inst	1] -	103	Last 2	24 Hrs - UNI 30 Days- 30 Days-	
	Months Since	- N/A Make	e/Model-	61	Last 3	30 Days-	3
	Aircraft Typ	e - N/A Inst	rument-	1	Last 9	00 Days-	5
Instrument Rating(s) - NONE							
-Narrative							
STUDENT PLT BECAME DISORIENTED WHILE	F ON A SOLO X-COUNTRY F	IT DUDING WICH HE W	AS ON TOP O	DE AN OVE	PCAST FILE	= 1	
AUSTION OCCURRED WHILE HE WAS BEING							
RAMP AND THE ACFT'S WING STRUCK A GU			400 0116				

INADEQUATE - PILOT IN C - IMPROPER - PILOT IN CO CK OF TOTAL EXPERIENCE I IN COMMAND OBTAINED - PILOT IN COM LOT IN COMMAND - PILOT IN COMMAND ADEQUATE TRAINING(EMERGE OTAL) - NON-MECHANICAL	COMMAND DMMAND IN TYPE OPERATION - PILO MMAND		
- IMPROPER - PILOT IN COCK OF TOTAL EXPERIENCE IN IN COMMAND OBTAINED - PILOT IN COMELOT IN COMMAND - PILOT IN COMMAND ADEQUATE TRAINING(EMERGE	OMMAND IN TYPE OPERATION - PILO MMAND	·	
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THE FILOT IN COMMAND		 	
NCY			
ION WITH OBJECT			
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Factor(s) relating to this accident is/are finding(s) 9,11

	BORON, CA A	/C Reg. No. N55448	٦	Time (Lc1) -	1900 PS	Г
-Basic Information Type Operating Certificate-NONE (craft Damage		Injurie	es	
	SUE	BSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -BUSINE				0	1	0
Flight Conducted Under -14 CFR		NE Pass	. 0	0	0	0
Accident Occurred During -LANDIN	'G					
-Aircraft Information						
Make/Model - CESSNA 172P	Eng Make/Model -	- LYCOMING 0-320-D2J	ELT	Installed/Act	tivated	- YES/YE
Landing Gear - TRICYCLE-FIXED	Number Engines ·	- 1	Ş	Stall Warning	System	~ YES
Max Gross Wt - 2150	Engine Type	- RECIPROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power	- 160 HP				
-Environment/Operations Information-						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - FSS	Last Departure Po	oint	ON AIF	•		
Method - TELEPHONE	HEMET, CA	- , , , ,	J.,			
Completeness - FULL	Destination		Airport [Data		
Basic Weather - VMC	BAKERSFIELD, CA		BORAX	,		
Wind Dir/Speed- 260/009 KTS	OMERSI TEES (OM			/ Ident - 2	26	
Visibility - 25.0 SM	ATC/Airspace			/ Lth/Wid -		100
Lowest Sky/Clouds - 15000 F		lan - NONF		/ Surface - /		
	T BROKEN Type of Clearance			/ Status - [
25000 T	i broken Type of Creatance	E NOINE	Runwa	y Jiaias i		
Obstructions to Vision- NONE	Type Anch/Lnda	- TDAFFIC DATTEDN				
Obstructions to Vision- NONE	Type Apch/Lndg					
Precipitation - NONE	<i>,</i> , , , ,	FULL STOP	NDIN			
	<i>,</i> , , , ,		ANDIN			
Precipitation - NONE Condition of Light - NIGHT(D	ARK)	FULL STOP PRECAUTIONARY LA		NEDICAL WAT		 MTT
Precipitation - NONE Condition of Light - NIGHT(D	ARK)	FULL STOP PRECAUTIONARY LA	ite - VALII		 VERS/LII	 MIT
Precipitation - NONE Condition of Light - NIGHT(D	ARK) Age - 37 Biennial Flight Review	FULL STOP PRECAUTIONARY LA Medical Certifica Flic	ate - VALII ght Time (Hours)	-	
Precipitation - NONE Condition of Light - NIGHT(D	ARK) Age - 37 Biennial Flight Review	FULL STOP PRECAUTIONARY LA Medical Certifica Flic	ate - VALII ght Time (Hours)	-	2
Precipitation - NONE Condition of Light - NIGHT(DPersonnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 37 Biennial Flight Review Current - YE: Months Since - 12	FULL STOP PRECAUTIONARY LA Medical Certifica Flig S Total - Make/Model-	ate - VALII ght Time (1 585 351	Hours) Last 24 H Last 30 [Hrs - Davs-	2 20
Precipitation - NONE Condition of Light - NIGHT(D	ARK) Age - 37 Biennial Flight Review	FULL STOP PRECAUTIONARY LA Medical Certifica Flig S Total - Make/Model-	ate - VALII ght Time (1 585 351	Hours) Last 24 H Last 30 [Hrs - Davs-	2
Precipitation - NONE Condition of Light - NIGHT(DPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND	Age - 37 Biennial Flight Review Current - YE: Months Since - 12 Aircraft Type - 18:	FULL STOP PRECAUTIONARY LA Medical Certifica Flig S Total - Make/Model-	ate - VALII ght Time (1 585 351	Hours) Last 24 H Last 30 [Hrs - Davs-	2 20
Precipitation - NONE Condition of Light - NIGHT(DPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND Instrument Rating(s) - AIRPL	Age - 37 Biennial Flight Review Current - YE: Months Since - 12 Aircraft Type - 18:	FULL STOP PRECAUTIONARY LA Medical Certifica Flig S Total - Make/Model-	ate - VALII ght Time (1 585 351	Hours) Last 24 H Last 30 [Hrs - Davs-	2 20
Precipitation - NONE Condition of Light - NIGHT(DPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND Instrument Rating(s) - AIRPL	Age - 37 Biennial Flight Review Current - YE: Months Since - 12 Aircraft Type - 18:	FULL STOP PRECAUTIONARY LA Medical Certifica Flig S Total - Make/Model- 2RG Instrument-	nte - VALII ght Time (1 585 351 69	Hours) Last 24 H Last 30 [Last 90 [Hrs - Davs-	2 20
Precipitation - NONE Condition of Light - NIGHT(D Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND Instrument Rating(s) - AIRPL Narrative LE ON A CROSS COUNTRY BUSINESS FLT,	Age - 37 Biennial Flight Review Current - YE: Months Since - 12 Aircraft Type - 18: ANE THE PLT SAID HE BECAME CONCER	FULL STOP PRECAUTIONARY LA Medical Certifica Flig S Total - Make/Model- 2RG Instrument-	nte - VALII ght Time (i 585 351 69	Hours) Last 24 H Last 30 I Last 90 I	Hrs - Days- Days-	2 20
Precipitation - NONE Condition of Light - NIGHT(D Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND Instrument Rating(s) - AIRPL Narrative ILE ON A CROSS COUNTRY BUSINESS FLT, EIDED TO MAKE A PRECAUTIONARY LANDING	Age - 37 Biennial Flight Review Current - YE: Months Since - 12 Aircraft Type - 18: ANE THE PLT SAID HE BECAME CONCERS. TWO APPROACHES HAD TO BE AB	FULL STOP PRECAUTIONARY LA Medical Certifica Flig S Total - Make/Model- 2RG Instrument-	ate - VALII ght Time (i 585 351 69 CLOW FUEL	Hours) Last 24 H Last 30 I Last 90 I STATE AND CRIBED AS "THI	Hrs - Days- Days-	2 20
Precipitation - NONE Condition of Light - NIGHT(D Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND Instrument Rating(s) - AIRPL Narrative LE ON A CROSS COUNTRY BUSINESS FLT,	Age - 37 Biennial Flight Review Current - YE: Months Since - 12 Aircraft Type - 18: ANE THE PLT SAID HE BECAME CONCERS. TWO APPROACHES HAD TO BE AB	FULL STOP PRECAUTIONARY LA Medical Certifica Flig S Total - Make/Model- 2RG Instrument-	ate - VALII ght Time (i 585 351 69 CLOW FUEL	Hours) Last 24 H Last 30 I Last 90 I STATE AND CRIBED AS "THI	Hrs - Days- Days-	2 20
Precipitation - NONE Condition of Light - NIGHT(D -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND Instrument Rating(s) - AIRPL -Narrative ELE ON A CROSS COUNTRY BUSINESS FLT, DIDED TO MAKE A PRECAUTIONARY LANDING IT DIFFICULT X-WIND CONDITIONS AND GUEMPT, PLT SAID THE ACFT "LURCHED LEF	Age - 37 Biennial Flight Review Current - YE: Months Since - 12 Aircraft Type - 18: ANE THE PLT SAID HE BECAME CONCER! G. TWO APPROACHES HAD TO BE AB. ISTS" THAT HE HAD EVER EXPERIE	FULL STOP PRECAUTIONARY LA Medical Certifica Flig S Total - Make/Model- 2RG Instrument- NED ABOUT AN INDICATED ANDONED DUE TO WHAT TH NCED. AFTER TOUCHDOWN NTO ITS BACK." A SHER:	ate - VALII ght Time (F 585 351 69 CLOW FUEL HE PLT DESG	Hours) Last 24 H Last 30 I Last 90 I STATE AND CRIBED AS "THI IRD LANDING TY WHO ARRIVEI	Hrs - Days- Days-	2 20
Precipitation - NONE Condition of Light - NIGHT(D Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND Instrument Rating(s) - AIRPL Narrative LE ON A CROSS COUNTRY BUSINESS FLT, CIDED TO MAKE A PRECAUTIONARY LANDING ST DIFFICULT X-WIND CONDITIONS AND GU	Age - 37 Biennial Flight Review Current - YE: Months Since - 12 Aircraft Type - 18: ANE THE PLT SAID HE BECAME CONCER! G. TWO APPROACHES HAD TO BE AB. ISTS" THAT HE HAD EVER EXPERIE	FULL STOP PRECAUTIONARY LA Medical Certifica Flig S Total - Make/Model- 2RG Instrument- NED ABOUT AN INDICATED ANDONED DUE TO WHAT TH NCED. AFTER TOUCHDOWN NTO ITS BACK." A SHER:	ate - VALII ght Time (F 585 351 69 COW FUEL HE PLT DESG	Hours) Last 24 H Last 30 I Last 90 I STATE AND CRIBED AS "THI IRD LANDING TY WHO ARRIVEI	Hrs - Days- Days-	2 20

File No. - 790 4/20/85 BORON, CA A/C Reg. No. N55448 Time (Lc1) - 1900 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH WIND

2. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND

Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL

Finding(s)

3. AIRCRAFT PERFORMANCE, LANDING CAPABILITY - EXCEEDED 4. WEATHER CONDITION - UNFAVORABLE WIND 5. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND

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

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

----Probable Cause----

File No 715 4/25/85 FELT	ON, CA A/C Re	eg. No. N511FL	1	Time (Lc1)	- 1125 PD	т
Basic Information Type Operating Certificate-NONE (GENER		Damage			ıries	
-	SUBSTAN		Fatal			None
Type of Operation -PERSONAL	Fire	Cre	-	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE	Pas	5 0	0	1	0
Aircraft Information						
Make/Model - PIPER PA-28-140	Eng Make/Mode1 - LYC	COMING 0-320-E3D		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			Stall Warni	ng System	ı - YES
Max Gross Wt - 2150	9 71	CIPROCATING-CARBU	RETOR			
No. of Seats - 4	Rated Power -	150 HP				
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFIN	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A			ON AIR	KZIKIP		
Completeness - N/A	SAME AS ACC/INC Destination		Airmont F	2040		
Basic Weather - VMC	LOCAL		Airport [BONNY[
Wind Dir/Speed- 360/010 KTS	LOCAL			√.Ident	- 11	
Visibility - 20.0 SM	ATC/Airspace			v Lth/Wid		50
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		y Surface		
Lowest Ceiling - NONE	Type of Clearance			•	- DRY	
Obstructions to Vision- NONE	3 1	- NONE		,		
Precipitation - NONE	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Condition of Light - DAYLIGHT		PRECAUTIONARY L	ANDIN			
Personnel Information						
Pilot-In-Command	Age - 65	Medical Certification			/AIVERS/LI	MIT
Certificate(s)/Rating(s)	Bíennial Flight Review	Flig	ght Time (H			
PRIVATE	Current - YES		•		24 Hrs - U	
SE LAND	Months Since - 5	Make/Model-	192		O Days-	2
	Aircraft Type - PA-28	Instrument-	10	Last 9	00 Days-	2
Instrument Rating(s) - NONE						
Narrative						
RING THE PREFLIGHT OF THE ACFT, THE PLT SA	AID HE OBSERVED THE WIND COND	TIONS AT THE AIR	PORT AS FRO	OM THE NORT	'H	
ABOUT "5 TO 10 KTS, WHICH INDICATED A LEF						
IICH AVERAGE ABOUT 60 FT IN HEIGHT. PLT SAI						
ORTFIELD TAKEOFF WHEN THE ACFT ENCOUNTERED						
WNDEAFT ROLLED THE ACFT TO A 90 DEGREE LEF EES OFF THE LEFT SIDE OF THE RUNWAY. GROUN						
LEOS OFF THE LEFT SIDE OF THE RONWAY. GROOT LLMOST CALM", HOWEVER AT THE TREE TOP LEVEL				IKFUKI PRUF	CK WEKE	
LINGS! CALM , HOWEVER AT THE TREE TUP LEVEL	- WERE FROM THE LEFT AT "TO K	is will gost to t	J NI3.			
	DACE DC					

File No. - 715 4/25/85 FELTON,CA A/C Reg. No. N511FL Time (Lc1) - 1125 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. WEATHER CONDITION - CROSSWIND

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

Finding(s)
2. OBJECT - TREE(S)
3. AIRSPEED - IMPROPER - PILOT IN COMMAND
4. REMEDIAL ACTION - REDUCED - PILOT IN COMMAND

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

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

----Probable Cause----

SUBST Fire NONE	Cre Pas ONTINENTAL E-225-8 I CCIP-FUEL INJECTED	55 O	Serious O O	O O 	
Fire NONE Eng Make/Model - Co Number Engines - Engine Type - Ri Rated Power - Itinerary	Cre Pas ONTINENTAL E-225-8 ECIP-FUEL INJECTEL	ew 0 ss 0	0 0 	O O 	1 1 - YES/N
NONE Eng Make/Model - Consumber Engines - Engine Type - Route - Route - Engines - Engines - Engine Fower - Eng	Pas DNTINENTAL E-225-8 ECIP-FUEL INJECTE	55 O	0 Installed/	O 'Activated	1
Eng Make/Model - Co Number Engines - Engine Type - R Rated Power -	ONTINENTAL E-225-8	3 ELT	Installed/	Activated	- YES/N
Eng Make/Model - Co Number Engines - Engine Type - R Rated Power - 	ONTINENTAL E-225-8 	B ELT	Installed/		
Number Engines - Engine Type - Ri Rated Power - Itinerary	I CIP-FUEL INJECTE	ς			
Engine Type - R Rated Power -	CIP-FUEL INJECTED		Stall Warni	ng System	
Rated Power) 			- YES
Itinerary	225 HP				
last Donarture Dain			Proximity	_	
	•	OFF A	[RPORT/STRI	P	
NAPA,CA			÷ .		
Destination		Airport [
RENO,NV		TRUCKE		/.	
ATO / A /				- N/A	
	NONE				
			/ Status		`
Type Apch/Lndg	- FURCED LANDING			HIGH VEG	aE I A I I Ur
61	Medical Certific	cate - VALTO	O MEDICAL-W	ATVERS/LIN	лтт
nnial Flight Review	F1			.	
Current - YES	Total -	1120	Last 2	24 Hrs - UN	JK/NR
Months Since - 16	Make/Model-	900	Last 3	30 Days-	1
Aircraft Type - A35	Instrument-				3
				_	
	Type of Clearance Type Apch/Lndg e - 61 ennial Flight Review Current - YES Months Since - 16 Aircraft Type - A35	Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING e - 61 Medical Certific ennial Flight Review Fl Current - YES Total - Months Since - 16 Make/Model- Aircraft Type - A35 Instrument-	ATC/Airspace Runway Type of Flight Plan - NONE Runway Type of Clearance - NONE Runway Type Apch/Lndg - FORCED LANDING e - 61 Medical Certificate - VALIG ennial Flight Review Flight Time (F Current - YES Total - 1120 Months Since - 16 Make/Model - 900 Aircraft Type - A35 Instrument - O	ATC/Airspace Runway Lth/Wid Type of Flight Plan - NONE Runway Surface Type of Clearance - NONE Runway Status Type Apch/Lndg - FORCED LANDING P- 61 Medical Certificate - VALID MEDICAL-W Ennial Flight Review Flight Time (Hours) Current - YES Total - 1120 Last 2 Months Since - 16 Make/Model- 900 Last 3 Aircraft Type - A35 Instrument- O Last 3 Aircraft Type - A35 Instrument- O Last 3 AAIN AFTER THE ACFT WINDSHIELD BECAME COVERED WITH OIL AND THE AG INCH CRACK IN THE CRANKCASE NEAR WHERE THE #4 CYLINDER SHO	ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING Medical Certificate - VALID MEDICAL-WAIVERS/LINE Flight Review Flight Time (Hours) Current - YES Months Since - 16 Make/Model - 900 Aircraft Type - A35 Instrument - O Last 90 Days- RAIN AFTER THE ACFT WINDSHIELD BECAME COVERED WITH OIL AND THE ENG BEGAN OF AIRCRACK IN THE CRANKCASE NEAR WHERE THE #4 CYLINDER SHOULD HAVE

A/C Reg. No. N585B File No. - 654 4/27/85 TRUCKEE, CA Time (Lc1) - 1200 PST

Occurrence #1

LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY - SEPARATION

Occurrence #2 Phase of Operation DESCENT - EMERGENCY

FORCED LANDING

Occurrence #3

ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN

3. TERRAIN CONDITION - NONE SUITABLE

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Injur	ies	
•	SUBSTAL	NTIAL	Fatal	Serious	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 - CESSNA 140	Eng Make/Mode1 - CO		ELT	Installed/A	ctivated	- YES/N
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1450	Number Engines - 1 Engine Type - RE	CIPROCATING-CARBUR		tall Warnin	ig System	- NU
No. of Seats - 2	Rated Power -	85 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR	PORT		
Method - N/A Completeness - N/A	SAN ANDREAS,CA Destination		Airport D			
Basic Weather - VMC	SAME AS ACC/INC			ER FIELD		
Wind Dir/Speed- 270/010 KTS	SAME AS ACC, INC			Ident -	19	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -		60
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg					
Precipitation - NONE Condition of Light - DAYLIGHT		FULL STOP				
Personnel Information Pilot-In-Command	Age - 56	Medical Certifica			IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review	Fligi Total -	nt Time (H	lours)		
PRIVATE	Current - YES Months Since - 3		0	Last 24	Hrs - UN	K/NR
SE LAND	Aircraft Type - UNK/NR	Make/Model-	1	Last 30	Days- UN	K/NR
	All Clart Type " ONK/NK	Instrument- Multi-Eng - U	NK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE						
Narrative						
ATE PLT LOST DIRECTIONAL CONTROL OF HIS T	ATI WHEEL ACET AFTER LANDING	ON RWY 19 GPOLINI	O LOOPED A	ND NOSED OV	FR IN	
TCH. WIND WAS FROM 270 DEGREES AT 10 KTS					EIN TIM	

5/04/85 JACKSON, CA A/C Reg. No. N76086 Time (Lc1) - 1100 PDT File No. - 721 Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND 2. WEATHER CONDITION - CROSSWIND 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 4. WEATHER CONDITION - GUSTS 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 7. TERRAIN CONDITION - DITCH ----Probable Cause----

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

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

File No 720 5/04/85 BA	KER,CA 	A/C Reg.	No. N15259	T 	ime (Lc1) ~	1946 PDT	
Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Da			Injuri		
Type of Operation -PERSONAL		SUBSTANTI/ Fire	l Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91		NONE	Pass	-	0	0	3
Accident Occurred During -LANDING		NONE	, 455	Ŭ	O .	Ŭ	J
Aircraft Information							
Make/Model - PIPER PA-32-300		/Model - LYCOM	ING IO-540		Installed/Ad		
Landing Gear - TRICYCLE-FIXED		ngines - 1		S	tall Warning	g System	- YES
Max Gross Wt - 3400			-FUEL INJECTED				
No. of Seats - 6	Rated Po	wer - 300) HP				
Environment/Operations Information Weather Data	T.A.I.manan			A	De accident to c		
Wx Briefing - FSS	Itinerary Last Depa	ntuna Daint		ON AIR	Proximity		
Method - TELEPHONE	HAYWARD			UN AIR	SIKIP		
Completeness - FULL	Destination	•		Airport D	ata		
Basic Weather - VMC	LAS VEG				AN SPRINGS		
Wind Dir/Speed- 250/008 KTS		-,			_	05	
Visibility - 35.0 SM	ATC/Airspac	e		Runway	Lth/Wid -	2400/	45
Lowest Sky/Clouds - CLEAR		light Plan - N			Surface -		
Lowest Ceiling - NONE		learance - N		na.may	Status -		
Obstructions to Vision- HAZE	Type Apch	/Lndg - Pi	RECAUTIONARY LA	NDING		SOFT	
Precipitation - NONE							
Condition of Light - DUSK							
Personnel Information Pilot-In-Command	Age - 39	Wa	dical Certifica	to - VALID	MEDICAL -NO	WATVEDS	/ L T M T T
Certificate(s)/Rating(s)	Biennial Flight			ht Time (H		WAIVERS/	CIMII
PRIVATE	Current		Total -	•	Last 24	Hrs -	3
SE LAND	Months Sinc				Last 30		
	Aircraft Ty	pe - UNK/NR			Last 90		5
Instrument Rating(s) - AIRPLANE							
Narrative LT BECAME LOST ON A DAYLIGHT VFR FLT AND	WAS UNABLE, BECAUSE	OF HER LOW AL	TITUDE, TO RECE	IVE ANY NA	V RADIO AIDS	5	
R ESTABLISH RADIO COMMUNICATIONS. BECAUSE							
RECAUTIONARY LANDING ON A DIRT STRIP. THE							
LEFT OF THE PACKED DIRT, IN THE SOFT SAR MALFUNCTIONS.	ND. IT SEPARATED FR	OM THE ACFT ST	RUCTURE. PLT RE	PORTED NO	ACFT FAILURI	ES	

File No. - 720 5/04/85 BAKER, CA A/C Reg. No. N15259 Time (Lc1) - 1946 PDT

Occurrence #1 Phase of Operation CRUISE - NORMAL

MISCELLANEOUS/OTHER

Finding(s)

- 1. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- 2. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 3. BECAME LOST/DISORIENTED INADVERTENT PILOT IN COMMAND
- 4. PRECAUTIONARY LANDING PERFORMED PILOT IN COMMAND
- 5. LIGHT CONDITION DUSK
- 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT PILOT IN COMMAND

Occurrence #2 GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 7. LANDING GEAR, MAIN GEAR OVERLOAD
- 8. LANDING GEAR, NOSE GEAR OVERLOAD
- 9. TERRAIN CONDITION SOFT
- 10. PROPER ALIGNMENT NOT FOLLOWED PILOT IN COMMAND

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,9

Brief of Accident

Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage SUBSTANTIAL Fatal Serious Minor Fire Crew 0 0 0 0 Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 150M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2 Rated Power - 100 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 160/005 KTS Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Celling - 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 Airport Data UNKNOR ATC/Airspace Runway Joent - N/A Type of Flight Plan - NONE Condition of Light - DAYLIGHT Age - UNK/NR Months Since - 5 Make/Model - 2CNTINENTAL 0-200 ELT Installed/Activated - NONE Pass 0 0 0 0 Condition of Dight - DAYLIGHT Airport Proximity OF AIRPORT/STRIP Airport Proximity OF AIRPORT/STRIP Airport Data UNKNOWN UNKNOWN UNKNOWN UNKNOWN AIron-NONE Runway Joent - N/A Type of Flight Plan - NONE Runway Joent - N/A Runway Status - HIGH VEGET Commend Medical Certificate - VALID MEDICAL-NO WAIVERS/LII Flight Time (Hours) COMMERCIAL SE LAND. ME LAND Months Since - 5 Make/Model - 137 Last 30 Days- UNK// Months Since - 5 Make/Model - 137 Last 30 Days- UNK// Months Since - 5	Type Operating Certificate-NONE (GENERAL AVIATION)	File No 728 5/18/85 SANTA	A ROSA,CA A/C Reg	J. No. N704UV	T 	ime (Lc1)	- 1245 PI	DT
Fight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 150M Landing Gear - TRICYCLE-FIXED No. of Seats - 2 Rated Power - 100 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 160/005 KTS Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Cobstructions to Vision - NONE Obstructions to Vision - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL COMMERCIAL CURNENCIAL C	Flight Conducted Under	Basic Information Type Operating Certificate-NONE (GENER			Fatal			None
Make/Model - CESSNA 150M	Make/Model - CESSNA 150M	Flight Conducted Under -14 CFR 91			-	-		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2 Tengine Type - RECIPROCATING-CARBURETOR Rated Power - 100 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 160/005 KTS Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Ubestination - NONE Lowest Ceiling - NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL COMMERCIAL COMPTENDAM Airport Proximity OFF AIRPORT/STRIP Airport Data UNKNOWN Runway Ident - N/A Airport Data UNKNOWN Runway Ident - N/A ATC/Airspace Runway Surface - DIRT Type of Flight Plan - NONE Type of Clearance - NONE Runway Status - HIGH VEGET Type Apch/Lndg - FORCED LANDING Precipitation - NONE Commonand Age - UNK/NR Medical Certificate - VALID MEDICAL-NO WAIVERS/LII Certificate(s)/Rating(s) Commonand Commonand Certificate(s)/Rating(s) Commonand Certificate(s)/Rating(s) Stall Warning System - Reciprocating-Carburation - 100 HP Airport Proximity OFF AIRPORT/STRIP Airport Proximity	Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 160/005 KTS Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Cobstructions to Vision- NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND Instrument Rating(s) - AIRPLANE Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 1000 HP Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 1000 HP Airport Proximity OFF AIRPORT/STRIP Airport Dayling Airport Proximity OFF AIRPORT/STRIP SANTA ROSA, CA Destination SANTA ROSA, CA UNKNOWN Airport Proximity OFF AIRPORT/STRIP Airport Dayling OFF AIRPORT/STRIP Airport Dayling OFF AIRPORT/STRIP OFF AIRPORT/STRIP OFF AIRPORT/STRIP Airport Proximity OFF AIRPORT/STRIP OFF AIRPORT/STRIP Airport Proximity OFF AIRPORT/STRIP OFF AIRPORT/ST							
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Pilot-In-Command Age - UNK/NR Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 2394 Last 24 Hrs - UNK/N SE LAND.ME LAND Months Since - 5 Make/Model - 137 Last 30 Days- UNK/N	Pilot-In-Command Age - UNK/NR Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 2394 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 5 Make/Model - 137 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 234 Last 90 Days - 21 Multi-Eng - 1731 Instrument Rating(s) - AIRPLANE							
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	Multi-Eng - 1731 Instrument Rating(s) - AIRPLANE	SE LAND, ME LAND						
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		Instrument Rating(s) - AIRPLANE						
		ILE ON A SHORT LOCAL FLIGHT TO A COSTAL ARE						
HILE ON A SHORT LOCAL FLIGHT TO A COSTAL AREA AND RETURN. THE ENGINE LOST SOME POWER. CARBURETOR HEAT WAS APPLIED JT NO INCREASE IN POWER WAS NOTED. THE PLT THEN SET UP A GLIDE WITH INTENTIONS OF MAKING A LANDING ONTO THE		T NO INCREASE IN POWER WAS NOTED. THE PLT	THEN SET UP A GLIDE WITH INTEN	NTIONS OF MAKING	A LANDING	ONTO THE		
IT NO INCREASE IN POWER WAS NOTED. THE PLT THEN SET UP A GLIDE WITH INTENTIONS OF MAKING A LANDING ONTO THE EACH AREA. AT ABOUT 500 FEET M.S.L. POWER WAS RESUMED AND THE PLT ELECTED TO CLIMB TO 2,000 FEET M.S.L. WITH	CH AREA. AT ABOUT 500 FEET M.S.L. POWER WAS RESUMED AND THE PLT ELECTED TO CLIMB TO 2,000 FEET M.S.L. WITH	ILE ON A SHORT LOCAL FLIGHT TO A COSTAL ARE NO INCREASE IN POWER WAS NOTED. THE PLT ACH AREA. AT ABOUT 500 FEET M.S.L. POWER WA	THEN SET UP A GLIDE WITH INTEN AS RESUMED AND THE PLT ELECTED	NTIONS OF MAKING O TO CLIMB TO 2,0	A LANDING OO FEET M.	ONTO THE S.L. WITH		
T NO INCREASE IN POWER WAS NOTED. THE PLT THEN SET UP A GLIDE WITH INTENTIONS OF MAKING A LANDING ONTO THE ACH AREA. AT ABOUT 500 FEET M.S.L. POWER WAS RESUMED AND THE PLT ELECTED TO CLIMB TO 2,000 FEET M.S.L. WITH E INTENTIONS OF RETURNING TO THE DEPARTURE AIRPORT. OVER RUGGED TREED TERRAIN A POWER LOSS WAS AGAIN NOTED.	CH AREA. AT ABOUT 500 FEET M.S.L. POWER WAS RESUMED AND THE PLT ELECTED TO CLIMB TO 2,000 FEET M.S.L. WITH INTENTIONS OF RETURNING TO THE DEPARTURE AIRPORT. OVER RUGGED TREED TERRAIN A POWER LOSS WAS AGAIN NOTED.	ILE ON A SHORT LOCAL FLIGHT TO A COSTAL ARE T NO INCREASE IN POWER WAS NOTED. THE PLT ACH AREA. AT ABOUT 500 FEET M.S.L. POWER WA E INTENTIONS OF RETURNING TO THE DEPARTURE	THEN SET UP A GLIDE WITH INTEN AS RESUMED AND THE PLT ELECTED AIRPORT. OVER RUGGED TREED TE	NTIONS OF MAKING O TO CLIMB TO 2,0 ERRAIN A POWER LO	A LANDING OO FEET M. SS WAS AGA	ONTO THE S.L. WITH IN NOTED.		
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T NO INCREASE IN POWER WAS NOTED. THE PLT THEN SET UP A GLIDE WITH INTENTIONS OF MAKING A LANDING ONTO THE	CH AREA. AT ABOUT 500 FEET M.S.L. POWER WAS RESUMED AND THE PLT ELECTED TO CLIMB TO 2,000 FEET M.S.L. WITH INTENTIONS OF RETURNING TO THE DEPARTURE AIRPORT. OVER RUGGED TREED TERRAIN A POWER LOSS WAS AGAIN NOTED. LICATION OF CARBURETOR HEAT HAD NO EFFECT UPON THE ENGINE. A FORCED LANDING WAS MADE INTO TALL HAY. INSPECTION OF ENGINE REVEALED THAT THE ENGINE COMPARTMENT CARBURETOR AIR HEAT CONTROL LEVER WAS BROKEN WITH THE CONTROL CABLE	ILE ON A SHORT LOCAL FLIGHT TO A COSTAL ARE NO INCREASE IN POWER WAS NOTED. THE PLT ACH AREA. AT ABOUT 500 FEET M.S.L. POWER WAS INTENTIONS OF RETURNING TO THE DEPARTURE PLICATION OF CARBURETOR HEAT HAD NO EFFECT E ENGINE REVEALED THAT THE ENGINE COMPARTME	THEN SET UP A GLIDE WITH INTEN AS RESUMED AND THE PLT ELECTED AIRPORT. OVER RUGGED TREED TE UPON THE ENGINE. A FORCED LAN ENT CARBURETOR AIR HEAT CONTRO	NTIONS OF MAKING O TO CLIMB TO 2,0 ERRAIN A POWER LO NDING WAS MADE IN	A LANDING OO FEET M. SS WAS AGA TO TALL HA	ONTO THE S.L. WITH IN NOTED. Y. INSPEC	TION OF	

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File No. - 728 5/18/85 SANTA ROSA, CA A/C Reg. No. N7O4UV Time (Lc1) - 1245 PDT Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 2. CARBURETOR HEAT CONTROL - INOPERATIVE Occurrence #2 FORCED LANDING Phase of Operation CRUISE - NORMAL Finding(s) 3. TERRAIN CONDITION - HIGH VEGETATION 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 Factor(s) relating to this accident is/are finding(s) 3

File No 701 5/25/85 CONCC	ORD, CA	470 Reg.	No. N66942		me (Lc1) -		
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft [SUBSTANTI		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0	0	0	1
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1650 No. of Seats - 2	Number Er	ngines - 1 /pe - RECIF	ROCATING-CARBUR	St	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- 250/022 KTS Visibility - 20.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 1100 FT OVER Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	RENO,NV Destination HAYWARD, ATC/Airspace Type of F	,CA e light Plan - N learance - N	NONE NONE FORCED LANDING	Airport Da Runway Runway Runway	PORT∕STŔIP uta	N/A N/A DIRT	RUSTED
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Biennial Flight Current Months Since	Review - YES	Total - Make/Model-	ht Time (Ho 547 206	ours) Last 24 Last 30	Hrs - Days- UN	4
Instrument Rating(s) - NONE							
-Narrative ACFT CONTACTED POWER LINES DURING A NIGHT CORD, CA, TO RENO, NV, AND WAS RETURNING THE ACFT AND WAS USED TO FLYING MOONEYS. FEARED THE ACFT PERFORMANCE WOULD BE DETER	TO CONCORD WHEN THE HE STATED THAT HE	HE ACCIDENT OF DID NOT REFUE	CCURRED. THE PLT EL THE ACFT PRIO	WAS RECENT	TLY CHECKED	OUT ECAUSE	

File No 70	5/25/85	CONCORD, CA	A/C Reg. No.	N66942	Time (Lc1) - 2115 PDT
Occurrence #1 Phase of Operation		RTIAL) - NON-MECHAN	ICAL		
2. IMPROPER USI 3. FUEL SUPPLY - IN 4. REFUELING - NOT 5. FLUID, FUEL - EX	E OF EQUIPMENT/AIR NADEQUATE - PILOT PERFORMED - PILOT HAUSTION	IN COMMAND IN COMMAND	EXPERIENCE IN TYPE OF		PILOT IN COMMAND
Occurrence #2 Phase of Operation	DESCENT - EMERGE				
Occurrence #3 Phase of Operation		ION WITH OBJECT			
Finding(s) 6. OBJECT - WIRE,TI 7. LIGHT CONDITION	- DARK NIGHT				
Occurrence #4 Phase of Operation	ON GROUND COLLIS LANDING - ROLL	ION WITH OBJECT			
Finding(s) 8. OBJECT - FENCE					
Probable Cause					
The National Transports/are finding(s) 3,4		rd determines that	the Probable Cause(s)	of this acci	dent
Factor(s) relating to	this accident is	/are finding(s) 1,2	, 7		

NERAL AVIATION)	Aircraft Damage SUBSTANTIAL Fire		Fatal	Inju Serious	ıries Minor	
·		0	Fatal	Serious	Minon	
	Fire	•			MILLOL	None
· · d	—	Crew	0	0	0	1
וי	NONE	Pass	0	0	0	0
		-320-A2A				
				tall Warni	ing System	- YES
		NG-CARBURET	OR			
Rated Pov	ver - 150 HP					
,						
			ON AIR	STRIP		
		_				
		Α				
BRENIWUL	JD, CA		_		40	
ATC/Ainspace					_	MIZ /NID
•						INK/ INK
		AND GO	Kullway	Jtatas	OKI	
Type Apolly						
Amo - 20	Modical	Contificato	- VALTD	MEDICAL -N	IO WATVEDS /	LIMIT
					WAIVERS/	CIMII
					04 Hrs -	1
			20	last 3	30 Days- UN	
						20
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	11,0	er amorre	·		,.	
	Number Er Engine Ty Rated Pow Rated Pow Last Depar ANTIOCH, Destination BRENTWOO ATC/Airspace Type of Fl Type of Cl Type Apch/	Number Engines - 1 Engine Type - RECIPROCATI Rated Power - 150 HP Itinerary Last Departure Point ANTIOCH,CA Destination BRENTWOOD,CA ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - TOUCH A Age - 29 Medical Biennial Flight Review Current - N/A Tota Months Since - N/A Make	Number Engines - 1 Engine Type - RECIPROCATING-CARBURETE Rated Power - 150 HP Itinerary Last Departure Point ANTIOCH, CA Destination A BRENTWOOD, CA ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - TOUCH AND GO Age - 29 Medical Certificate Biennial Flight Review Current - N/A Total - Months Since - N/A Make/Model-	Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 150 HP Itinerary	Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 150 HP Itinerary	Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 150 HP Itinerary

File No. - 692 6/06/85 BRENTWOOD,CA A/C Reg. No. N6995B Time (Lc1) - 0745 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL

Finding(s)

1. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

File No 733 6/08/85 TRUCK	EE,CA A/C R	eg. No. N80030	Т	ime (Lc1)	1939 P	DT
-Basic Information Type Operating Certificate-NONE (GENER	L AVIATION) Aircraf	t Damage		Inju	·ies	
	DESTRO		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Cre	w O	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pas	s O	1	0	0
Accident Occurred During -TAKEOFF						
-Aircraft Information						
	S LAKE LEng Make/Model - LY			Installed/		
Landing Gear - AMPHIBIAN	Number Engines - 1		S	tall Warni	ng Syste	m - UNK/NR
Max Gross Wt - 2690	Engine Type - RE					
No. of Seats - 4	Rated Power -	200 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRI	•	
Method - N/A	DONNER LAKE, CA					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	LOCAL		UNKNOW			
Wind Dir/Speed- 150/010 KTS	170/11				- N/A	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface · Status		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NUNE				
Precipitation - NONE Condition of Light - DAYLIGHT						
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 47	Medical Certific	ate - VALTO	MEDICAL-N	1 WATVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	F1i	ant Time (F		, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	.0,
PRIVATE	Current - UNK/NR	! Total -			4 Hrs -	UNK/NR
SE LAND	Current - UNK/NR Months Since - UNK/NR	Make/Mode1-	25	Last 3	Davs-	UNK/NR
	Aircraft Type - UNK/NR	Instrument-	0	Last 9	Days-	UNK/NR
Instrument Rating(s) - NONE						
ARDS RISING TERRAIN. ADDITIONALLY, HE FAIL						
DONNER LAKE AT THE TIME OF THE ACCIDENT WA						

File No. - 733 6/08/85 TRUCKEE, CA A/C Reg. No. N80030 Time (Lc1) - 1939 PDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE 4. STALL - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 5. TERRAIN CONDITION - RISING ----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

Aircraft DESTROY Fire NONE Make/Model - LYC er Engines - 1 ne Type - REC d Power - Dieparture Point DIEGO,CA ation D ROBLES,CA space of Flight Plan -	ED CI Pa 	BURETOR Airport OFF A Airport PASO Runwa	ROBLES MUNIC	Minor 1 1 Activated - ng System -	
Fire NONE Make/Model - LYC er Engines - 1 ne Type - REC d Power	CHECK CONTRACT CONTRA	rew O ass O C ELT BURETOR Airport OFF A Airport PASO Runwa	O O O O O O O O O O O O O O O O O O O	1 1 Activated - ng System -	0 0
NONE Make/Model - LYC Per Engines - 1 The Type - REC Type - RE	Pa DMING 0-235-C20	Airport PASO Runwa	Installed/AStall Warnin Proximity IRPORT/STRIR Data ROBLES MUNIC	Activated - ng System -	O - YES/Y
Make/Model - LYC er Engines - 1 er Type - REC d Power - Ty Departure Point DIEGO,CA ation D ROBLES,CA	OMING 0-235-C20	C ELT BURETOR Airport OFF A Airport PASO Runwa	Installed/A Stall Warnir Proximity IRPORT/STRIF Data ROBLES MUNIC	Activated - ng System -	 - YES/Y
er Engines - 1 ne Type - REC d Power - Ty Departure Point DIEGO,CA ation D ROBLES,CA	IPROCATING-CAR	BURETOR Airport OFF A Airport PASO Runwa	Stall Warning Proximity IRPORT/STRIF Data ROBLES MUNIC	ng System - P CIPAL	
er Engines - 1 ne Type - REC d Power - Ty Departure Point DIEGO,CA ation D ROBLES,CA	IPROCATING-CAR	BURETOR Airport OFF A Airport PASO Runwa	Stall Warning Proximity IRPORT/STRIF Data ROBLES MUNIC	ng System - P CIPAL	
ne Type - REC d Power	IPROCATING-CAR	BURETOR Airport OFF A Airport PASO Runwa	Proximity IRPORT/STRIF Data ROBLES MUNIO	P CIPAL	- YES
Departure Point DIEGO,CA ation D ROBLES,CA		Airport OFF A Airport PASO Runwa	IRPORT/STŔIR Data ROBLES MUNIO	CIPAL	
Departure Point DIEGO,CA ation D ROBLES,CA		OFF A Airport PASO Runwa	IRPORT/STŔIR Data ROBLES MUNIO	CIPAL	
Departure Point DIEGO,CA ation D ROBLES,CA		OFF A Airport PASO Runwa	IRPORT/STŔIR Data ROBLES MUNIO	CIPAL	
DIEGO,CA ation D ROBLES,CA		Airport PASO Runwa	Data ROBLES MUNIO	CIPAL	
ation D ROBLES,CA space		PASO Runwa	ROBLES MUNIC		
O ROBLES,CA		PASO Runwa	ROBLES MUNIC		
space		Runwa			
			y ruent ·	- IN/A	
		Dunka	y Lth/Wid ·	- N/A	
	VED		y Surface		
of Clearance -			y Status		
			y Status	DICT	
apon, Ling	TONOLD LANDIN	. •			
				AIVERS/ LIMI	. ,
				4 Hrs -	3
Since - UNK/NR	Make/Model	- 67	Last 30	O Days- UN	
	Instrument				4
				·	
- 5 t	ght Review - YES ince - UNK/NR Type - UNK/NR ONTROL SPECIALI	Medical Certif ght Review F - YES Total since - UNK/NR Make/Model Type - UNK/NR Instrument SONTROL SPECIALIST REPTD THAT	Medical Certificate - VALI ght Review Flight Time (- YES Total - 193 ince - UNK/NR Make/Model - 67 : Type - UNK/NR Instrument - O CONTROL SPECIALIST REPTD THAT THE PILOT RA HATION OF THE WRECKAGE DISCLSED BOTH WING	Medical Certificate - VALID MEDICAL-W ght Review Flight Time (Hours) - YES Total - 193 Last 2 ince - UNK/NR Make/Model- 67 Last 3 Type - UNK/NR Instrument- 0 Last 9 CONTROL SPECIALIST REPTD THAT THE PILOT RADIOED THAT IATION OF THE WRECKAGE DISCLSED BOTH WING FUEL IO EVIDENCE OF ANY FUEL LEAKS WAS OBSERVED NEAR THE	Medical Certificate - VALID MEDICAL-WAIVERS/LIM: ght Review Flight Time (Hours) - YES Total - 193 Last 24 Hrs - ince - UNK/NR Make/Model - 67 Last 30 Days - UNk Type - UNK/NR Instrument - 0 Last 90 Days - CONTROL SPECIALIST REPTD THAT THE PILOT RADIOED THAT IATION OF THE WRECKAGE DISCLSED BOTH WING FUEL IO EVIDENCE OF ANY FUEL LEAKS WAS OBSERVED NEAR THE

File No 7	10 7/12/85	PASO ROBLES, CA	A/C Reg. No.	N8964L	Time (Lc1) - 1812 PST
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICAL			
Finding(s) 1. FLUID,FUEL - EX 2. PREFLIGHT PLA		- INADEQUATE - PILOT IN	N COMMAND		
Occurrence #2 Phase of Operation					
Occurrence #3 Phase of Operation					
Finding(s) 3. TERRAIN CONDITI	ON - NONE SUITABLE				
Probable Cause					
The National Transpois/are finding(s) 2	rtation Safety Boa	rd determines that the	Probable Cause(s)	of this acci	dent
Factor(s) relating t	o this accident is	/are finding(s) 1,3			

File No 709 7/14/85 LOS	BANOS, CA	A/C Reg. No.	N6891U	Т	ime (Lc1) -	1740 PDT	
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage	9	Fatal	Injur Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0	0	0	1 3
Aircraft Information							
Make/Model - MOONEY M-20-E Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2575 No. of Seats - 4	Eng Make/N Number Eng Engine Typ Rated Powe	e - RECIP-FUE			Installed/A		
Environment/Operations Information	~						
Weather Data Wx Briefing - NO RECORD OF BRIEFI Method - N/A	Itinerary NG Last Depart FIVE POIN				Proximity RPORT/STRIF	•	
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 310/004 KTS Visibility - 10.0 SM	Destination LOS BANOS ATC/Airspace ATTERED Type of F1	5,CA ight Plan - NONE earance - NONE	D LANDING	Runway Runway Runway	NOS MUNICIF	- N/A - N/A - DIRT	
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 40 Biennial Flight F		l Certificat Fligh	e - VALID		WAIVERS/	LIMIT
PRIVATE SE LAND	Current Months Since Aircraft Type	- 1 Mal		250 10 0	Last 30	Hrs - UN Days- UN Days- UN	K/NR
Instrument Rating(s) - NONE							
THE ACFT COLLIDED WITH A CEMENT EMBANKMENT OPEN FIELD ABOUT 5 MILES SO. OF LOS BANOS A HARRIS-ARGO WEST ARPT (5CA7), THE ACFT EXPE BOTH WING FUEL TANKS CONTAINED LESS THAN 1 THE PLT REPORTED THAT HE HAD INTENDED TO RE SERVICE WAS NOT AVAILABLE. THE AIM AND AOPA	RPT, LOS BANOS, CA. RIENCED A TOTAL ENG: GALLON OF FUEL IN EA FUEL THE ACFT AT 5CA	THE PLT REPORTED INE POWER LOSS. PO ACH TANK. THE FUE A7, BUT UPON ARRI NDICATE THAT FUEL	THAT SHORTL DST CRASH IN L TANKS INTE VAL HE WAS I	Y AFTER D IVESTIGATI GRITY WAS INFORMED T	PEPARTING ON DISCLOSE NOT COMPRO HAT FUEL	OMISED.	

File No. - 709 7/14/85 LOS BANOS, CA A/C Reg. No. N6891U Time (Lc1) - 1740 PDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CLIMB - TO CRUISE Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 3. LANDED AT WRONG AIRPORT - INTENTIONAL - PILOT IN COMMAND 4. REFUELING - NOT POSSIBLE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 5. OBJECT - SUBMERGED OBJECT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

File No 711 7/21/85 AVALO	N,CA A/C	Reg. No. N2193Z	. Т	ime (Lc1) -	1930 PDT	
Type Operating Certificate-NONE (GENERA 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 O
Aircraft Information Make/Model - PIPER PA-34-200T Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4570 No. of Seats - 6	Number Engines -	CONTINENTAL TSIO-360 2 RECIP-FUEL INJECTED 200 HP		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- 250/008 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	LONG BEACH,CA Destination AVALON,CA ATC/Airspace Type of Flight Plan Type of Clearance	n - NONE	ON AIR Airport D CATALII Runway Runway Runway	ata NA	ASPHALT	100
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 35 Biennial Flight Review Current - YES Months Since - 7 Aircraft Type - C-17	Total - Total	ht Time (H		Hrs - Days- UN	12
Instrument Rating(s) - AIRPLANE						
Narrative HE PLT AND A GND WITNESS REPTD THE ACFT TOUCH HE NOSE GEAR COLLAPSED. THE ACFT SLID FOR 20 ISCLOSED THE GEAR ACTUATOR ROD AHD SEPARATED HE NOSE GEAR FORK ASSEMBLY PUNCTURED TO CAUSOWER SURFACES EXHIBITED EXTENSIVE WRINKLING.	O FT BEFORE COMING TO RES . MICROSCOPIC EXAM OF THE	T. EXAMINATION OF TH FRACTURED SURFACE R	IE NOSE GEA	R ASSEMBLY RLD SIGNATU	RES.	

File No. - 711 7/21/85 AVALON, CA A/C Reg. No. N2193Z Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. FLARE - IMPROPER - PILOT IN COMMAND 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 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) 1,2

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

File No 705 7/21/85 COLUM	BIA,CA A/C	Reg. No. N2209J	т	ime (Lc1) -	2115 PD1	r
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra:	ft Damage DYED	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire ON GRO	OUND Pass	1	0	0 0	0 0
Aircraft Information						
Make/Model - CESSNA 150G Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Number Engines - Engine Type - RI	ONTINENTAL 0-200 SER: 1 ECIPROCATING-CARBURE 100 HP	S	Installed/A tall Warnin	g Syst e m	- YES
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Poin COLUMBIA.CA	t		Proximity RPORT/STRIP		
Completeness - N/A Basic Weather - VMC	Destination AUBURN,CA	,	irport D COLUMB			
Wind Dir/Speed- CALM			Runway	Ident -	35	7-
Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Plan	- NONE		Lth/Wid - Surface -		75
Lowest Ceiling - NONE	Type of Clearance	- NONE			DRY	
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Type Apch/Lndg	- NONE				
Pilot-In-Command	Age - 41	Medical Certificate			WAIVERS	/LIMIT
Certificate(s)/Rating(s) COMMERCIAL,CFI	Biennial Flight Review Current - YES	Fingh Total - UN	t Time (H <td>lours) Last 24</td> <td>Hrs -</td> <td>1</td>	lours) Last 24	Hrs -	1
SE LAND	Months Since - 1	Make/Model-		Last 30		13
HELICOPTER	Aircraft Type - C-150	Instrument- Multi-Eng - UN	20 <td>Last 90 Rotorcr</td> <td>Days- aft - UN</td> <td>52 NK/NR</td>	Last 90 Rotorcr	Days- aft - UN	52 NK/NR
Instrument Rating(s) - AIRPLANE,HE	LICOPTER					
Narrative N JULY 21, 1985 AT ABOUT 2115 HOURS P.D.T., ND OPERATED BY SUNSHINE FLYERS, INC., AUBURN ORTHWEST OF COLUMBIA AIRPORT (O22), COLUMBIA ERSONAL FLIGHT TO AUBURN MUNICIPAL AIRPORT (I, CALIFORNIA, CRASHED AFTE I, CALIFORNIA. THE AIRCRAFT AUN), AUBURN, CALIFORNIA.	R COLLIDING WITH SOM DEPARTED RUNWAY 35 (NO FLIGHT PLAN WAS F	TREES A ON A VISU (LED; NOR	BOUT 1 MILE AL FLIGHT R WAS ONE RE	NORTH ULES	,
HE AIRCRAFT WAS DESTROYED BY IMPACT/POST-IMF ERTIFICATED COMMERCIAL PILOT/FLIGHT INSTRUCT NJURIES. VISUAL METEOROLOGICAL CONDITIONS PR BOUT 2114 HOURS.	OR AND THE SOLE PASSENGER	ABOARD THE ABOARD TH	E AIRCRAF	T SUSTAINED		

File No. - 705 7/21/85 COLUMBIA, CA A/C Reg. No. N2209J Time (Lc1) - 2115 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

Finding(s)

1. OBJECT - TREE(S)

- 2. JUDGEMENT POOR PILOT IN COMMAND
- 3. WRONG RUNWAY SELECTED PILOT IN COMMAND

Phase of Operation TAKEOFF - INITIAL CLIMB

- 4. ENGINE ASSEMBLY, RING INCORRECT
- 5. MAINTENANCE, INSTALLATION IMPROPER OTHER MAINTENANCE PSNL
- 6. WEATHER CONDITION HIGH DENSITY ALTITUDE

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) 1,4,5,6

Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	AL AVIATION) Aircraft SUBSTANT Fire NONE		_	Injur Serious O		None
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	Fire	Cre	w 0			
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF				O		
Accident Occurred During -TAKEOFF	NONE	Pas		0	1	0
Aircraft Information			, 0	U		U
	,					
Make/Model - PIPER PA-24-180	Eng Make/Model - LYCC			Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3100	Number Engines - 1 Engine Type - RECI	DDOCATING CARRIE		tall Warnin	g System	- YES
No. of Seats - 4	J ,,	180 HP	RETUR			
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS Method - ACFT RADIO	Last Departure Point		ON AIR	PORT		
Method - ACFT RADIO Completeness - WEATHER NOT PERTINEN	3AME A3 A00, 110		Airport D	2+2		
Basic Weather - VMC	PUEBLO, CO		,	UNICIPAL		
Wind Dir/Speed- CALM	102820,00				04	
Visibility - 20.0 SM	ATC/Airspace	•		Lth/Wid -		60
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 -	NONE			SNOW - D)RY
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 40 N	Medical Certifica	ate - UNK/N	R		
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H			
PRIVATE	Current - UNK/NR				Hrs - UM	√NR
SE LAND	Months Since - UNK/NR	Make/Model- (JNK/NR	Last 30	Days- UN	JK/NR
	Aircraft Type - UNK/NR	Instrument-		Last 90		
		Multi-eng -	0	Rotorcr	aft -	0
Instrument Rating(s) - NONE						
Instrument Rating(s) - NONE	TATELY AFTER TAKENEE FROM VIMA	ARPT WHILE AVO	IDING ANOTH	FR ACET TH		

A/C Reg. No. N6096P Time (Lc1) - 1900 MDT File No. - 740 6/23/85 YUMA,CO

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

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

- 2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION PILOT IN COMMAND
- 3. ALTITUDE NOT MAINTAINED PILOT IN COMMAND
- 4. VISUAL SEPARATION NOT MAINTAINED PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircraft	Damage		Injuri	ies		
Type operating our tri route Addition to the	SUBSTAN		Fatal		3		
Type of Operation -BUSINESS	Fire		w O			2	
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE		-	0	0	0	
Aircraft Information							
Make/Model - CESSNA A188B	Eng Make/Model - CON	TINENTAL IO-520-		Installed/Ad			
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4200	Number Engines - 1 Engine Type - REC	D-FILEL TALLECTED		tall Warning	g System -	- YES	
No. of Seats - 1	Rated Power -						
Environment/Operations Information							
Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point		Airport ON AIR	Proximity			
Method - N/A	SAME AS ACC/INC		UN AIR	PURI			
Completeness - N/A	Destination		Airport D	ata			
Basic Weather - VMC	LOCAL		DEL NO				
Wind Dir/Speed- 310/008 KTS				Ident -			
Visibility - 30.0 SM Lowest Sky/Clouds - 6000 FT SCAT		NONE		Lth/Wid - Surface -			
	Type of Clearance -			Status -		ΚГ	
Obstructions to Vision- HAZE	Type Apch/Lndg -		Kariway	5 (4 (45	DK.		
Precipitation - NONE	31 1 7 3						
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	AGO - 54	Medical Certific	ata - VALID	MEDICAL -WA	TVEDC/LIMI	T T	
Certificate(s)/Rating(s)	Riennial Flight Review	Fli	ate VALID	ours)			
COMMERCIAL	Current - YES	Total -	16000	Last 24	Hrs - UN		
SE LAND, ME LAND	Current - YES Months Since - UNK/NR Aircraft Type - C-182	Make/Model-	16000	Last 30	Days- UN	K/NR	
	Aircraft Type - C-182	Instrument- Multi-Eng -	110 400	Last 90	Days- UN	K/NR	
Instrument Rating(s) - NONE			,				
PLT WAS ATTEMPTING TO TAKE OFF FROM A 380	O-FT GRASS RWY. FIELD FLEVA	TION WAS 7700 FT	. TEMP WAS	88 DEG.			
PLT SAID THAT AT ABOUT 2500 FT DOWN THE R							
THE AIRPLANE GROUNDLOOPED. THE PLT SAID T							
FORMANCE FIGURES INDICATE THAT THE AIRPLAN	E SHOULD HAVE DEEN ADLE TO A	CELEDATED TO TA	KENEE SPEEN	AND RE			

ile No. - 741 7/05/85 DEL NORTE,CO A/C Reg. No. N731GN Time (Lcl) - 1530 MDT File No. - 741 7/05/85 DEL NORTE, CO Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. WEATHER CONDITION - TAILWIND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. WEATHER CONDITION - GUSTS 4. WEATHER CONDITION - HIGH DENSITY ALTITUDE Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 5. TERRAIN CONDITION - GROUND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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

File No 641 7/	06/85 GRAND	_AKE,CO	,CO A/C Reg. No. N563Y			Time (Lc1) - 1630			
-Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Da	amage	Injuries					
31 , 3			SUBSTANTIA		Fatal	Sertous	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 - EIRIAVION	OY PIK-20B	Eng Make/Mo				Installed/A			
Landing Gear - HULL		Number Engi			S	tall Warnin	g System	- NO	
Max Gross Wt - 750		Engine Type							
No. of Seats - 1		Rated Power	- N/A						
-Environment/Operations Info	rmation								
Weather Data		Itinerary				Proximity			
	RD OF BRIEFING	Last Departu			OFF AI	RPORT/STRIP			
Method - N/A		LEADVILLE,	CO			•			
Completeness - N/A		Destination			Airport D				
Basic Weather - VMC		LOCAL			LAKE C		/.		
Wind Dir/Speed- 080/007							N/A		
Visibility - 20.0	SM	,,					N/A		
Lowest Sky/Clouds -		ERED Type of Flig				Surface -		KF	
<u> </u>	18000 FT BROKE				Runway	Status -	DRY		
Obstructions to Vision-		Type Apch/Ln	ag - Fi	DRCED LANDING					
F	NONE								
Condition of Light -	DAYLIGHT								
-Personnel Information Pilot-In-Command		Age - 41	Mou	dical Certifica	+o - VALID	MEDICAL-WA	TVEDS/LTM	T T	
Certificate(s)/Rating(s)		Biennial Flight Re			ht Time (H		IVERS/ CIM	- '	
	,						Hrs -	4	
					•		•	21	
PRIVATE SE LAND GLIDER Instrument Rating(s)		Current Months Since Aircraft Type		Total - Make/Model- Instrument-	270 120 0	Last 24 Last 30 Last 90	Days- UN	K/N	

File No. - 641 7/06/85 GRAND LAKE, CO A/C Reg. No. N563Y Time (Lc1) - 1630 MDT in Property of the Control of the Co Occurrence #1 FORCED LANDING Phase of Operation DESCENT - NORMAL Finding(s) 1. PROPER ALTITUDE - NOT POSSIBLE - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 2. WEATHER CONDITION - TAILWIND 3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND 4. AIRSPEED(VREF) - EXCESSIVE - PILOT IN COMMAND ON GROUND COLLISION WITH OBJECT Occurrence #3 Phase of Operation LANDING - ROLL Finding(s) 5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIDDEN OBSTRUCTION(S) 6. 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) 1,3

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

Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft D	amage		Injur	ies	
		SUBSTANTI		Fatal			
Type of Operation -PERSONAL		Fire	Crew		0	0	0
Flight Conducted Under -14 CFR 9 Accident Occurred During -DESCENT		NONE	Pass	1	0	0	0
Aircraft Information Make/Model - GLOBE SWIFT GC-1B	Eng Make	/Model - CONTI	NENTAL 0-300-A	F. +	Installed/A	ot ivete	
Landing Gear - TAILWHEEL-RETRACTAN Max Gross Wt - 1710	BLE MAINS Number E	ngines - 1	NENTAL 0-300-A ROCATING-CARBUR	5	tall Warnir		
No. of Seats - 2	Rated Po						
Environment/Operations Information							·
Weather Data Wx Briefing - NO RECORD OF BRII Method - N/A	Itinerary EFING Last Depa ROCKLEDG				Proximity RPORT/STRIF	,	
Completeness - N/A Basic Weather - VMC	Destination LOCAL	n		Airport [ata		
Wind Dir/Speed- 110/008 KTS	/					- N/A	
Visibility - 7.0 SM Lowest Sky/Clouds - 2000 FT	ATC/Airspace		IONE		Lth/Wid - Surface -		
Lowest Ceiling - NONE		learance - N				· N/A	
Obstructions to Vision- NONE		/Lndg - F			0 14 140	, , , , ,	
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	A m m =	N	di-al Cambisia	+- VAL TE	MEDICAL M	TVEDC /I	T 14 T T
Certificate(s)/Rating(s)	Age - 31 Biennial Flight		edical Certifica Flia	te - VALII ht Time (H		IIVEKS/L	11411
PRIVATE	Current	- YES e - 14	Total -		Last 24	Hrs - I	UNK/NR
SE LAND	Months Since	e - 14	Make/Model-	64	Last 30) Davs- i	UNK/NR
	Aircraft Ty	pe - PA-28	Instrument-	23	Last 90	Days-	UNK/NR
Instrument Rating(s) - NONE							
Narrative							
ACFT CRASHED INTO A FIELD AFTER EXPE	RIENCING A LOSS OF PW	R. INSPECTION	REVEALED ONE OF	THE TWO	CHECK VALVES	SINSIDE	
ENG DRIVEN FUEL PUMP WAS UNSETTED AN							

File No. - 672 2/23/85 ROCKLEDGE, FL A/C Reg. No. N1ZF Time (Lcl) - 1430 EST Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation APPROACH - VFR PATTERN - BASE TURN Finding(s) 1. FUEL SYSTEM, PUMP - FAILURE, TOTAL PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND 3. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND 4. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE -Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 LOSS OF CONTROL - IN FLIGHT Phase of Operation DESCENT - EMERGENCY Finding(s) 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 6. 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 $is/are\ finding(s)\ 2.3.4.5.6$ Factor(s) relating to this accident is/are finding(s) 1

File No 702 2/23/85 PUNTA	GORDA,FL A/	C Reg. No. N5588	Q	Time (Lc1) -	1305 ES	ST.
Basic Information Type Operating Certificate-NONE (GENERAL	DES	craft Damage STROYED	Fatal		Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire ON	GROUND	Crew 1 Pass 2	0	0	0
Aircraft Information Make/Model - MOONEY M2OD Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2500 No. of Seats - 4	Number Engines -	- LYCOMING 0-360- - 1 - RECIPROCATING-C - 180 HP	ARBURETOR	T Installed/A Stall Warnir	ng System	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 120/018 KTS Visibility - 15.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 3800 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Po SAME AS ACC/ING Destination CRYSTAL RIVER,F ATC/Airspace Type of Flight Pi N Type of Clearance Type Apch/Lndg	FL Jan - NONE	Airpor OFF Airport CHAR Runw Runw Runw	t Proximity AIRPORT/STRIF Data LOTTE COUNTY	90 4950/ ASPHALT	
	Age - 41		ificate - VAL) WAIVERS	S/LIMIT
<pre>Certificate(s)/Rating(s) PRIVATE</pre>	Biennial Flight Review	Total	Flight Time		l llmm	
SE LAND	Current - YES Months Since - 16 Aircraft Type - C-1	5 Total Make/Mod 172 Instrume	e1- 120	Last 24 Last 30 Last 90	Days-	1 5 10
Instrument Rating(s) - AIRPLANE						
Narrative LT DEPARTED ON RUNWAY 9 AND A WITNESS REPORTE DWER AND THE PILOT ATTEMPTING TO RETURN TO TH IRCRAFT CRASHED ONE QUARTER MILE FROM THE INT ITITUDE AT A RELATIVELY SLOW SPEED. POST CRAS ESTROYED THE ENGINE ACCESSORY SECTION, COCKPI F THE PROPELLER REVEALED NO EVIDENCE OF ROTAT NGINE REVEALED NO EVIDENCE OF PRECRASH MECHAN D HAVE A GASKET INSTALLED BETWEEN THE TOP AND JEL BOWL.	E AIRPORT, THIS WITNESS ERSECTION OF RUNWAYS 2° H INSPECTION OF THE AIR T INSTRUMENT PANEL, AND ION AT THE TIME OF THE ICAL FAILURE OR MALFUNC	S THEN LOST SIGHT 1 AND 27 IN A 20 RCRAFT REVEALED A D CABIN SECTION O ACCIDENT. POST C CTION HOWEVER THE	OF THE AIRCR TO 25 DEGREE POST CRASH F F THE AIRCRAF RASH INSPECTI CARBURETOR W	AFT. THE NOSE DOWN IRE HAD T. INSPECTION ON OF THE AS FOUND NOT	N	

File No 702	2/23/85 PUNTA GORDA,FL	A/C	Reg. No. N5588Q	Time (Lc1) - 1305 EST
Occurrence #1 LOSPhase of Operation CL	SS OF POWER(TOTAL) - MECH FAILUR MB - TO CRUISE	RE/MALFUNCTION			
Finding(s) 1. FUEL SYSTEM,CARBURE 2. MAINTENANCE,OVERHA		·			
Occurrence #2 FOI Phase of Operation DES	RCED LANDING SCENT				
Occurrence #3 LOS Phase of Operation DES	SS OF CONTROL IN FLIGHT SCENT				
inding(s) 3. AIRSPEED - NOT MAIN 4. STALL - INADVERTENT	TAINED - PILOT IN COMMAND - PILOT IN COMMAND	·	·		
Occurrence #4 IN Phase of Operation DE	FLIGHT COLLISION WITH TERRAIN SCENT - UNCONTROLLED	•		en e	· · · · · · · · · · · · · · · · · · ·
Finding(s) 5. TERRAIN CONDITION -					
Probable Cause					
The National Transportatis/are finding(s) 3,4	lon Safety Board determines that	t the Probable (Cause(s) of this a	accident	
Factor(s) relating to th	is accident is/are finding(s) 1	, 2			

-Basic Information Type Operating Certificate-NONE (GENERA)	L AVIATION) Aircraft	Damage		Injur	ies	
Type operating certificate Noise (GENERAL	SUBSTAN		Fatal	Serious	Minor	None
Type of Operation ~PERSONAL	Fire	Cre		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pas	s O	0	0	0
Accident Occurred During -TAKEOFF						
Aircraft Information						
Make/Model - CESSNA 170	Eng Make/Model - CON	TINENTAL C-145-2		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	IDDOCATING CARRIE		tall Warnin	g System	- YES
Max Gross Wt - 2050 No. of Seats - 4	Engine Type - REC Rated Power -	145 HP	RETUR			
NO. Of Seats - 4	Rated Power -	145 MP				
Environment/Operations Information	Thimmen			D		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point			Proximity RPORT/STRIP		
Method - N/A	NEWBERRY,FL		UFF AI	RPURI/SIRIP		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		A II poi C b	ata		
Wind Dir/Speed- 320/008 KTS	200112		Runway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE	Runway	Surface -	N/A	
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE				
Precipitation - NONE Condition of Light - DUSK						
-Personnel Information Pilot-In-Command	Age - 27	Medical Certific	ate - EXPIR	FD		
	Biennial Flight Review		ght Time (H			
	Biennial Flight Review Current - NO	Total -	2150	Last 24	Hrs -	
SE LAND, ME LAND	Months Since - 25	Make/Model-		Last 30		NK/NR
	Aircraft Type - UNK/NR		UNK/NR	Last 90	Days-	30
		Multi-Eng -	500	Rotorcr	aft - UN	NK/NR
Instrument Rating(s) - NONE						
PLT STATED THAT HE WAS HAVING ENG PROBLEM	S SO HE LANDED ON A POAD DE	DAIDED THE DOOR!	FM & HDON	ATTEMPTING		
TAKEOFF THE ACFT FIRST STRUCK POWER LINES					TIAL	
PROBLEM WAS A CLOGGED FUEL FILTER WHICH W						

File No. - 602 3/02/85 NEWBERRY,FL A/C Reg. No. N90906 Time (Lc1) - 1748 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

·

IN FLIGHT CULLISION WITH UBUECT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - WIRE, TRANSMISSION

- 2. PRECAUTIONARY LANDING PERFORMED PILOT IN COMMAND
- 3. OBJECT TREE(S)
- 4. JUDGEMENT POOR PILOT IN COMMAND
- 5. PROPER CLIMB RATE NOT ATTAINED PILOT IN COMMAND

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

----Probable Cause----

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

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

Brief of Accident

	PHYRHILLS,FL A/C R	A/C Reg. No. N7639P			Time (Lc1) - 1145 EST				
Basic Information Type Operating Certificate-NONE (GENE	ERAL AVIATION) Aircraf SUBSTA	t Damage NTIAL	Fatal	Injur Serious		None			
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0 0	0 0	0 0	1 0			
Aircraft Information Make/Mode1 - PIPER PA-24-180 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2590 No. of Seats - 4	J , ,		S	Installed/A tall Warnin					
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEF	•			Proximity RPORT/STRIP					
Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 260/008 KTS	ZEPHYRHILLS,FL Destination LOCAL	,	irport D Runwav		N/A				
Visibility - 15.0 SM Lowest Sky/Clouds - 5000 FT SC Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace CATTERED Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	Runway Runway	Lth/Wid - Surface -	N/A N/A N/A				
Personnel Information Pilot-In-Command	Age - 60	Medical Certificate			IVERS/LIM	ΙΤ			
Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND,SE SEA	Biennial Flight Review Current - YES Months Since - 15 Aircraft Type - UNK/NR	Total - Make/Model-	710 (/NR	Last 24 Last 30 Last 90		24			
Instrument Rating(s) - NONE									
Narrative E PLT STATED THAT HE EXPERIENCED A COMPLE FT STRUCK FENCE POSTS, SEPARATING THE RIC S NO FUEL IN THE LEFT TANK & NEGLIGIBLE F	GHT MAIN LANDING GEAR. INVESTI				E :				

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n ing Gréage.

File No. - 605 3/14/85 ZEPHYRHILLS.FL A/C Reg. No. N7639P Occurrence #1 LOSS OF POWER (TOTAL) - NON-MECHANICAL Phase of Operation CRUISE Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND 3. FLUID, FUEL - EXHAUSTION Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. OBJECT - FENCE

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

----Probable Cause----

Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Dan	nage		Injur	ies		
	•	SUBSTANTIAL		Fatal				
Type of Operation -OTHER WOR Flight Conducted Under -14 CFR 91	K USE	Fire	Crew	-	0	1	-	
		NONE	Pass	0	0	0	0	
Accident Occurred During -LANDING								
Aircraft Information								
Make/Model - CESSNA 305A		/Model - CONTINE						
Landing Gear - TAILWHEEL-ALL FIXED		ngines - 1			tall Warnin	g System	- NO	
Max Gross Wt - 2100		ype - RECIPRO		ETOR				
No. of Seats - 2	Rated Po	wer - 240	HP 					
Environment/Operations Information								
Weather Data	Itinerary				Proximity			
Wx Briefing - NO RECORD OF BRIEF				ON AIRS	STRIP			
Method - N/A		AF KEY,FL						
Completeness - N/A Basic Weather - VMC	Destination	n		Airport Da				
Wind Dir/Speed- 160/008 KTS	LOCAL			_	DAD SHORES Ident -	UNK/NR		
Visibility - 10.0 SM	ATC/Airspac	9			Lth/Wid -		100	
Lowest Sky/Clouds - 2000 FT S			JF		Surface -		100	
Lowest Ceiling - NONE		learance - NON			Status -			
Obstructions to Vision- NONE		/Lndg - FOF		,	_			
Precipitation - NONE		•						
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 40	Medi	ical Certifica			WAIVERS/	LIMIT	
Certificate(s)/Rating(s)	Biennial Flight	Review		ht Time (Ho				
COMMERCIAL, CFI	Current	- YES	Total -	8071	Last 24	Hrs - UN	IK/NR	
SE LAND, ME LAND, SE SEA	Months Sinc	e - 1	Make/Model-	1004	Last 30	Days~ UN	iK/NR	
GLIDER	Aircraft ly		Instrument- Multi-Eng -		Last 90	Days-	200	
			Marti-Eng -	1005				
Instrument Rating(s) - AIRPLANE								
 Narrative								
	HE ACET LANDED IN A	ETELD NODTH OF	THE ARPT COL	I TOED WITH	TREES AND	NOSED		
ENGINE FAILED JUST AFTER TAKEOFF AND T								

File No. - 603 3/14/85 SUGAR LOAF KEY,FL A/C Reg. No. N5291G Time (Lc1) - 1305 EST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FUEL SYSTEM, FILTER - CONTAMINATION 2. 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) 3. OBJECT - TREE(S) Occurrence #4 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

File No 611 3/16/85 WIN	ITER HAVEN, FL A/C R	eg. No. N6716H		Time (Lc1) -	1320 E	ST
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircraf	t Damage		Injur		
	MINOR		Fatal		Minor	
Type of Operation -BUSINESS	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -TAXI		Other	1	0	0	0
Aircraft Information						
Make/Model - PIPER J3C-85	Eng Make/Model - CO	NTINENTAL C-85-12	ELT	Installed/A	ctivate	d - NO -N/A
Landing Gear - FLOAT	Number Engines - 1			Stall Warnin	ig Syste	m - NO
Max Gross Wt - 1220	Engine Type - RE	CIPROCATING-CARBURE	ETOR			
No. of Seats - 2	Rated Power -	85 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airmort	Proximity		
Wx Briefing - NO RECORD OF BRIEFI	,		ON AI	•		
Method - N/A	SAME AS ACC/INC		ON AI	KI OK I		
Completeness - N/A	Destination		Airport	Nata		
Basic Weather - VMC	LOCAL			S SEAPLANE B	ASE	
Wind Dir/Speed- 230/008 KTS	LOCAL				18	
Visibility - 8.0 SM	ATC/Airspace			y Lth/Wid -		-HAIR /ND
Lowest Sky/Clouds - 3000 FT SC		- NONE		y Surface -		OWN/ WK
				y Status -		CALM
Lowest Ceiling - 25000 FT BR			Runwa	y Status -	WAIEK-	CALM
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						- / -
Pilot-In-Command	Age - 28	Medical Certifica) WAIVER	S/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		nt Time (_
ATP, CFI	Current - YES	Total -	1886	Last 24	Hrs -	5
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 2	•	269	Last 30	Days-	UNK/NR
	Aircraft Type - UNK/NR		137	Last 90	Days-	305
		Multi-Eng -	226			
Instrument Rating(s) - AIRPLANE						
Narrative WHILE TAXIING BACK TO THE SEAPLANE RAMP AFT THE BOATS SOLE OCCUPANT. THE ACFT WAS BEING THE AREA DUE TO THE PLT NOT HAVING ANY FORW	S TAXIED AT HIGH SPEED ON THE WARD VISIBILITY FROM THE REAR	STEP AND S TURNS WEST OF THE ACFT.	HERE BEIN	G MADE TO CL	EAR	
PLT JUST PRIOR TO IMPACT BUT EVASIVE ACTION	A COOLD MOI AVOID THE COLLISIO	IV.				

File No. - 611 3/16/85 WINTER HAVEN,FL A/C Reg. No. N6716H Time (Lc1) - 1320 EST

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

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

----Probable Cause----

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

والمعراب ولغاء أأد

	_ · · · _ ·				•		
File No 604 3/17/85 BIG	PINE KEY, FL	A/C Reg.	No. N1814Y	Τi	me (Lc1) -	0945 EST	
-Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Da	mage		Injuri	es	
	•	SUBSTANTIA		Fatal			None
Type of Operation -PERSONAL		Fire		0	.0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	.0	0	2
Accident Occurred During -LANDING							
Make/Model - CESSNA 172	Eng Make	/Model - CONTIN	ENTAL 0-300-D	ELT I	nstalled/Ac	tivated -	YES/N
Landing Gear - TRICYCLE-FIXED		naines - 1			all Warning		
Max Gross Wt - 2100		vpe - RECIPR		-		, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0
No. of Seats - 4	Rated Po	, ,					
Weather Data	Itinonany			Airport P	navimitu		
Wx Briefing - NO RECORD OF BRIEFI	Itinerary	ntuna Daint		•	•		
	·			UFF AIR	PORT/STRIP		
	MIAMI, FI			A : 1 D -			
Completeness - N/A	Destination			Airport Da	ta		
Basic Weather - VMC	KEY WES	i,FL		_	.		
Wind Dir/Speed- 250/015 KTS					Ident -		
Visibility - 10.0 SM	ATC/Airspace		_		Lth/Wid -		
Lowest Sky/Clouds ~ 15000 FT SC				,	Surface -		
<u> </u>	Type of C			Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch,	/Lndg - F0	RCED LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 30 Biennial Flight	Med	ical Certifica			WAIVERS/L	TIMI
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Flig	ht Time (Ho	urs)		
PRIVATE	Current	- YES	Total -	124	Last 24	Hrs -	1
SE LAND	Months Since	a - 1	Make/Model-	86	Last 30	Days- UNA	(/NR
	Aircraft Ty	- YES e - 1 pe - UNK/NR	Instrument-	32	Last 90	Days-	9
		·			Rotorcra	ıft -	4
7							
Instrument Rating(s) - NONE							
Narrative							
E PLT STATED THAT WHILE IN CRUISE FLT AT	AROUT 1200 FT & 230	OO RPM THE ENG	INST PWR & THE	ACET WAS D	TTCHED APRX	!	
O YARDS OFF SHORE IN THE OCEAN WATERS. TH							
S ON, THE FUEL SCREEN WAS CLEAN & FUEL WA							
ISASSEMBLY OF THE ENG SHOWS NO EVIDENCE OF	TAITEDNAL EATLINE	ANDORLION DOWL.	THE ACET WAS	DEDATING A	T V DUMED		
TTING & ALT THAT IN REFERENCE TO PERFORMA							
ING & ALT THAT IN REFERENCE TO PERFORMA	MACE CHARTS FOR TEM	. @ LIOMIDILL 12	COMPOSIVE IO	CANDURETUR	AFMIOKI		
ING.							
	PA6	E_400					
	PAG	128					

File No. - 604 3/17/85 BIG PINE KEY,FL A/C Reg. No. N1814Y Time (Lc1) - 0945 EST

Occurrence #1 LOSS OF POWER Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. UNDETERMINED

Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING Phase of Operation LANDING - ROLL

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

----Probable Cause----

File No 662 3/24/85 FORT P	PIERCE,FL A/C R	eg. No. N6587S		ime (Lc1) ·		
Type Operating Certificate-NONE (GENERAL	. AVIATION) Aircraf SUBSTA	t Damage	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire NONE	Crew Pass	0	0	0	1
Aircraft Information Make/Model - CESSNA 150H Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1650 No. of Seats - 2	Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power -		S ETOR	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 Wind Dir/Speed- 240/005 KTS Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point FORT PIERCE,FL Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	Airport OFF AI Airport D HARRY Runway Runway Runway	Proximity RPORT/STRIM ata W. NELSON	- 18 - 2000/ - GRASS/TU	100
	Age - 30 Biennial Flight Review Current - YES Months Since - 5 Aircraft Type - UNK/NR	Total - Make/Model-	ht Time (H	lours) Last 24 Last 30		3
Instrument Rating(s) - NONE						
Narrative KEOFF RUN WAS REPORTED TO BE NORMAL. AFTER L O RPM LOW. THE AIRCRAFT DESCENDED AND STRUCK THIN 60 POUNDS OF THE MAXIMUM GROSS WEIGHT A TER THE ACCIDENT REVEALED THE CARBURETOR HEA O THE CLOSED POSITION. THE ENGINE WAS RUN TO RBURETOR HEAT HANDLE WAS PULLED ON THE ENGIN ILD THE ENGINE RPM REMAINED 300 LOW.	K A PINE TREE AT THE END OF AND THE DENSITY ALTITIUDE W AT CABLE HOUSING HAD BROKEN FULL POWER AND WITH NO EVI	THE RUNWAY. THE A AS APRX 1200 FT. I NOT ALLOWING THE DENCE OF FAILURE O	IRCRAFT WA NSPECTION CANLE TO M R MALFUNCT	S BEING OP OF THE AIR OVE THE HEA ION. WHEN	ERATED CRAFT AT VALVE THE	

		FORT PIERCE,FL	A/C Reg. No	o. N6587S	Time (Lc1) -	1623 EST
Occurrence #1 Phase of Operation	AIRFRAME/COMPONENT UNKNOWN	/SYSTEM FAILURE/MALF	UNCTION			
Finding(s) 1. CARBURETOR HEAT	CONTROL, CABLE - FAI	LURE, PARTIAL		1.4 1		· · · · · · · · · · · · · · · · · · ·
Occurrence #2 Phase of Operation		IAL) - MECH FAILURE,	'MALF			
•	GHT - IMPROPER - PIL USED - PILOT IN COM	IMAND				
Occurrence #3 Phase of Operation						
Finding(s) 4. OBJECT - TREE(S)						
Probable Cause						
The National Transports/are finding(s) 1,2		determines that the	e Probable Cause(s)	of this acci	dent	
Factor(s) relating to	this accident is/a	re finding(s) 3				

File No 613 3/25/85 FOR	MYERS,FL	A/C Reg.	No. N79CM	Т	ime (Lcl)	- 0758 ES	Т
Basic Information Type Operating Certificate-ON-DEMAND A Name of Carrier Type of Operation Flight Conducted Under Accident Occurred During	JUMESTIC, CARGO	Aircraft Da SUBSTANTIA Fire NONE	Pass	0	Inju Serious • O	Minor O O	1 O
Aircraft Information Make/Model - PIPER AEROSTAR 600 Landing Gear - TRICYCLE-RETRACTABLE .Max Gross Wt - 5500 No. of Seats - 2	Number Eng Engine Typ Rated Powe	nodel - LYCOMI gines - 2 de - RECIP- er - 290	NG IO-540-G1B5 FUEL INJECTED HP	ELT	Installed/ tall Warni	Activated	I - UNK/NR
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 020/008 KTS Visibility - 4.000 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Depart TAMPA,FL Destination SAME AS A ATC/Airspace Type of Fli	cure Point CC/INC ght Plan - IF earance - IF ndg - IL	R R	ON AIR Airport D. PAGE F. Runway Runway Runway Runway	ata IELD Ident Lth/Wid Surface Status	- ASPHALT - DRY	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP,CFI SE LAND,ME LAND Instrument Rating(s) - AIRPLANE	Age - 34 Biennial Flight F Current Months Since Aircraft Type	Med Review	ical Certifica	ite - VALID yht Time (H 4600 48 270	MEDICAL-N ours) Last 2 Last 3	O WAIVERS	S/LIMIT 12 JNK/NR
THE COMMENT RATING(S) - AIRPLANE Narrative THE ACFT LANDED WITH BOTH MAIN WHEEL BRAKES APRX 200 FEET OF SKIDDING THE LEFT BRAKE RE ACFT VEERED OFF THE RIGHT SIDE OF THE RWY A REVEALED THAT BOTH MAIN TIRES HAD SKID MARK HAD EVIDENCE OF HAVING BEEN EXTREMELY OVERH SUPPLY SYSTEM APPEARED TO OPERATE CORRECTLY	LEASED AND DUE TO TH ND BOTH MAIN LANDING S ON THEM AND THAT T EATED TO THE POINT	HE RIGHT BRAKE G GEARS COLLAP THE RIGHT TIRE THE BRAKE MATE	NOT RELEASING SED. POST CRAS HAD BLOWN OUT RIAL HAD MELTE	THE PLT L H INSPECTI ADDITION D AWAY. TH	OST CONTRO ON OF THE ALLY, BOTH E BRAKE PR	L. THE ACFT BRAKES ESSURE	
	PAGE	- 132					

File No 6	13 3/25/85	FORT MYERS,FL	A/C Reg. No. N79CM	Time (Lc1) - 0758 EST
Occurrence #1 Phase of Operation	·	•	LFUNCTION	
 LANDING GEAR, NO LANDING GEAR, NO AIRCRAFT PERFOR 	RMAL BRAKE SYSTEM - RMAL BRAKE SYSTEM -	· UNDETERMINED BILITY - DETERIORATE	:D	
Occurrence #2 Phase of Operation			ALFUNCTION	
Finding(s) 6. LANDING GEAR,NO	RMAL BRAKE SYSTEM -			
Occurrence #3 Phase of Operation	LANDING - ROLL			
Occurrence #4 Phase of Operation	MAIN GEAR COLLAPS LANDING - ROLL	SED		
Finding(s) 7. LANDING GEAR,MA	IN GEAR - OVERLOAD			
Probable Cause				
The National Transports/are finding(s) 3,		d determines that t	the Probable Cause(s) of this	accident
Factor(s) relating t	o this accident is/	are finding(s) 1,2,	4,5	

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft	Damage			Inju	ries	
Type speciality sector none (action)		SUBSTANT		Fa	tal	Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE		rew ass	0	0	0	1
Aircraft Information Make/Model - AERONCA 7AC Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 4	Number Eng	ines - 1 e - RECI	INENTAL C-75 PROCATING-CAR 75 HP		St	all Warni	Activated ng 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- 130/013 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 3000 FT THIN Lowest Ceiling - 25000 FT BROK Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	PORT LARG Destination LOCAL ATC/Airspace BKN Type of Fli	ght Plan - earance -	NONE	O Airp R R R	port F FF AIR ort Da unway unway unway	Proximity PPORT/STRI	P - N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP SE LAND,ME LAND,ME SEA HELICOPTER ,GLIDER	Age - 49 Biennial Flight F Current Months Since Aircraft Type	leview - YES - 2	Total Make/Model	light Ti - 11000 - 700 :- 260	me (Ho	ours) Last 2 Last 3 Last 9	4 Hrs - O Days- UN	1
Instrument Rating(s) - AIRPLANE								
-Narrative ACFT DEPARTED TAVERNARO ARPT WITH AN ESTI GO ARPT, EXECUTED TWO TOUCH & GO LANDINGS, GO ARPT THE ENG STARTED TO RUN ROUGH & THE MINATION & FUNCTIONAL TEST OF THE ENG REVE	DEPARTED THE PATT N QUIT, ALL ATTEMP	ERN & APPRO	XIMATELY 6 MI	LES NORT	HEAST	OF PORT		

File No. - 784 3/30/85 KEY LARGO,FL A/C Reg. No. N84303 Time (Lc1) - 1229 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION

- PREFLIGHT PLANNING/PREPARATION POOR PILOT IN COMMAND
- 3. FLUID, FUEL EXHAUSTION
- 4. FUEL CONSUMPTION CALCULATIONS INACCURATE PILOT IN COMMAND
- 5. REFUELING NOT OBTAINED PILOT IN COMMAND

Occurrence #2 DITCHING

Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

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

Type of Operation -PERSONAL Fire Crew 1 O O	Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircr	aft Damage		Injur	ies	
Fiight Conducted Under	-		ROYED				None
Accident Occurred During -UNKNOWN Aircraft Information Make/Model - PIPER PA-28-180 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2400 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 200/008 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Dostructions to Vision - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) CCMMERCIAL SE LAND, ME LAND Age - 43 Medical Certificate - UNK/NR Months Since - UNK/NR Meritt ISLAND FL Meritt					-	_	0
Aircraft Information Make/Model - PIPER PA-28-180 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2400 No. of Seats - 4 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 180 HP Engine Type - RECIPROCATING-CARBURETOR Rated Power - 180 HP Engine Type - RECIPROCATING-CARBURETOR Rated Power - 180 HP Itinerary Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 200/008 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Destructions to Vision- NONE Precipitation - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) SE LAND, ME LAND Medical Certificate - UNK/NR SE LAND, ME LAND Medical Certificate - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - UNK/NR -Narrative Number Engines - 1 Stall Warning System - YES Number Engines - 1 Stall Warning System - YES Air Day Stall Warning System - YES Air Day Stall Warning Stall Air Day Stall Warni	Accident Occurred During -UNKNOWN	NONE	Р	ass 0	0	O	0
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2400 Max Gross Wt - 2400 Mo. of Seats - 4 Engine Type - RECIPROCATING-CARBURETOR 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- 200/008 KTS Visibility - 10.0 SM Lowest Ceiling - NONE Completing - NONE Destination ATC/Airspace ATC/Airspace ATC/Airspace ATC/Airspace ATC/Airspace ATC/Airspace ATC/Airspace AUWay Lth/Wid - N/A Runway Ident - N/A Runway Surface - GRASS/TURF Runway Surface - GRASS/TURF Runway Surface - GRASS/TURF Runway Status - WET Destination ATC/Airspace ATC/Airspace ATC/Airspace ATC/Airspace ATC/Airspace AUWay Surface - GRASS/TURF Runway Surface - GRASS/TURF Runway Status - WET Destination AUWay Status - WET ATC/Airspace AUWay Status - WET ATC/Airspace AUWay Status - WET Destination AIRPORT/STRIP MERRITI ISLAND FLON NONE Runway Ident - N/A Runway Ident - N/A Runway Surface - GRASS/TURF Runway Status - WET Destination Airport Data Airport Proximity Airport Pr	Aircraft Information						
Max Gross Wt - 2400 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- 200/008 KTS Visibility - 10.0 SM Lowest Ceiling - NONE Complete Stsy/Clouds - CLEAR Lowest Ceiling - NONE Destination Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Priot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND Age - 43 Medical Certificate - UNK/NR Biennial Flight Review Current - UNK/NR SE LAND, ME LAND Months Since - UNK/NR Aircraft Type - UNK/NR Instrument - 0 Last 90 Days- UNK/NR Instrument Rating(s) - UNK/NR Narrative							
No. of Seats - 4 Rated Power - 180 HP					stali warning	g System	- YES
Weather Data We Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 200/008 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 COMMERCIAL SE LAND, ME LAND Instrument Rating(s) - UNK/NR Instrument Rating(s) - UNK/NR Instrument Rating(s) - UNK/NR Narrative MARCH 31, 1985 THE RENTAL ACFT DEPARTED MERRITT ISLAND FLON APRIL 1, 1985 THE ACFT WAS FOUND CRASHED NEAR ROCKLEDGE				BURETUR			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A					D		
Method - N/A Destination Airport Data Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- 200/008 KTS Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - WET Obstructions to Vision- NONE Type Apch/Lndg - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 43 Medical Certificate - UNK/NR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) CUMMERCIAL CUrrent - UNK/NR Total - 650 Last 24 Hrs - UNK/NR SE LAND, ME LAND Biennial Flight Review Instrument - O Last 90 Days- UNK/NR Aircraft Type - UNK/NR Instrument - O Last 90 Days- UNK/NR Instrument Rating(s) - UNK/NR -Narrative MARCH 31, 1985 THE RENTAL ACFT DEPARTED MERRITT ISLAND FLON APRIL 1, 1985 THE ACFT WAS FOUND CRASHED NEAR ROCKLEDGE			1				
Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 200/008 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Destination Destination Lowest Celing Destination Destina				UFF A.	IRPURI/SIRIP		
Basic Weather - VMC Wind Dir/Speed- 200/008 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Lowest Ceiling - NONE Condition of Light - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL COMMERCIAL SE LAND, ME LAND Instrument Rating(s) - UNK/NR Instrument Rating(s) - UNK/NR NATC/Airspace Runway Lth/Wid - N/A ATC/Airspace Runway Status - GRASS/TURF Runway Status - WET N/A NONE Runway Status - WET NONE Runway Lth/Wid - N/A Runway Ident - None Runway Ident -		•	_	Airport ()ata		
Wind Dir/Speed- 200/008 KTS Visibility - 10.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - WET Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 43 Medical Certificate - UNK/NR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) CUMMERCIAL - UNK/NR Total - 650 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - UNK/NR Make/Model- UNK/NR Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- O Last 90 Days- UNK/NR Instrument Rating(s) - UNK/NR -Narrative MARCH 31, 1985 THE RENTAL ACFT DEPARTED MERRITT ISLAND FLON APRIL 1, 1985 THE ACFT WAS FOUND CRASHED NEAR ROCKLEDGE				,,,,po,,,,	,		
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - WET Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 43 Medical Certificate - UNK/NR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - UNK/NR Total - 650 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - UNK/NR Make/Model - UNK/NR Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - O Last 90 Days - UNK/NR Instrument Rating(s) - UNK/NR -Narrative MARCH 31, 1985 THE RENTAL ACFT DEPARTED MERRITT ISLAND FLON APRIL 1, 1985 THE ACFT WAS FOUND CRASHED NEAR ROCKLEDGE				Runwa	/ Ident -	N/A	
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - WET Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 43 Medical Certificate - UNK/NR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - UNK/NR Total - 650 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - UNK/NR Make/Model - UNK/NR Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 0 Last 90 Days- UNK/NR Instrument Rating(s) - UNK/NR -Narrative MARCH 31, 1985 THE RENTAL ACFT DEPARTED MERRITT ISLAND FLON APRIL 1, 1985 THE ACFT WAS FOUND CRASHED NEAR ROCKLEDGE	Visibility - 10.0 SM	ATC/Airspace					
Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 43 Medical Certificate - UNK/NR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - UNK/NR Total - 650 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - UNK/NR Make/Model - UNK/NR Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - O Last 90 Days - UNK/NR Instrument Rating(s) - UNK/NR -Narrative MARCH 31, 1985 THE RENTAL ACFT DEPARTED MERRITT ISLAND FLON APRIL 1, 1985 THE ACFT WAS FOUND CRASHED NEAR ROCKLEDGE							RF
Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 43 Medical Certificate - UNK/NR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - UNK/NR Total - 650 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - UNK/NR Make/Model - UNK/NR Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - UNK/NR Instrument Rating(s) - UNK/NR -Narrative MARCH 31, 1985 THE RENTAL ACFT DEPARTED MERRITT ISLAND FLON APRIL 1, 1985 THE ACFT WAS FOUND CRASHED NEAR ROCKLEDGE				Runwa	/ Status -	WET	
Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command		Type Apch/Lndg	- NONE				
Personnel Information Pilot-In-Command Age - 43 Medical Certificate - UNK/NR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - UNK/NR Total - 650 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - UNK/NR Make/Model - UNK/NR Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - UNK/NR Instrument Rating(s) - UNK/NR -Narrative WARCH 31, 1985 THE RENTAL ACFT DEPARTED MERRITT ISLAND FLON APRIL 1, 1985 THE ACFT WAS FOUND CRASHED NEAR ROCKLEDGE	Condition of Light - DAYLIGHT						
Certificate(s)/Rating(s) COMMERCIAL CUrrent - UNK/NR Total - 650 SE LAND, ME LAND Months Since - UNK/NR Make/Model- UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - UNK/NR -Narrative MARCH 31, 1985 THE RENTAL ACFT DEPARTED MERRITT ISLAND FLON APRIL 1, 1985 THE ACFT WAS FOUND CRASHED NEAR ROCKLEDGE							
COMMERCIAL Current - UNK/NR Total - 650 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - UNK/NR Make/Model - UNK/NR Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - UNK/NR Instrument Rating(s) - UNK/NR Instrument Rating(s) - UNK/NR -Narrative MARCH 31, 1985 THE RENTAL ACFT DEPARTED MERRITT ISLAND FLON APRIL 1, 1985 THE ACFT WAS FOUND CRASHED NEAR ROCKLEDGE		Age - 43					
SE LAND, ME LAND Months Since - UNK/NR Make/Model- UNK/NR Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 0 Last 90 Days- UNK/NR Instrument Rating(s) - UNK/NR -Narrative MARCH 31, 1985 THE RENTAL ACFT DEPARTED MERRITT ISLAND FLON APRIL 1, 1985 THE ACFT WAS FOUND CRASHED NEAR ROCKLEDGE		Biennial Flight Review	F				14 /NID
Aircraft Type - UNK/NR Instrument- O Last 90 Days- UNK/NR Instrument Rating(s) - UNK/NR							
	SE LAND, ME LAND						
MARCH 31, 1985 THE RENTAL ACFT DEPARTED MERRITT ISLAND FLON APRIL 1, 1985 THE ACFT WAS FOUND CRASHED NEAR ROCKLEDGE	Instrument Rating(s) - UNK/NR						
MARCH 31, 1985 THE RENTAL ACFT DEPARTED MERRITT ISLAND FLON APRIL 1, 1985 THE ACFT WAS FOUND CRASHED NEAR ROCKLEDGE	-Nanna+ tvo						
	MARCH 31, 1985 THE RENTAL ACFT DEPARTED ME						
IND EVIDENCE OF PRE-EXISTING AIRPRAME OR POWERPLANT FAILURE WAS FOUND. THE ACFT IMPACTO THE GROUND IN A FIGH OCITY 40 DEGREE NOSE DOWN ATTITUDE. AN INTERVIEW WITH PERSONS WHO HAD BEEN WITH THE PILOT DURING THE PREVIOUS DAY AND							

Time (Lcl) - UNK/NR File No. - 764 3/31/85 ROCKLEDGE, FL A/C Reg. No. N5180S

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation UNKNOWN

Finding(s)

1. SUICIDE - INTENTIONAL - PILOT IN COMMAND

2. IMPROPER USE OF PROCEDURE, OTHER PSYCHOLOGICAL CONDITION - 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

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File No. - 785
                         4/05/85 KEY WEST, FL
                                                           A/C Reg. No. N8705N Time (Lc1) - 1350 EST
 --Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)
                                                          Aircraft Damage
                                                                                               Injuries
                                                           SUBSTANTIAL
                                                                                   Fatal
                                                                                           Serious Minor
                                                                                                               None
    Type of Operation
                            -PERSONAL
                                                          Fire
                                                                             Crew
                                                                                   0
                                                                                           0
                                                                                                        0
                                                                                                               1
     Flight Conducted Under -14 CFR 91
                                                           NONE
                                                                             Pass
                                                                                      0
                                                                                               0
     Accident Occurred During -LANDING
----Aircraft Information----
     Make/Model - PIPER PA-28-140
                                               Eng Make/Model - LYCOMING 0-320
                                                                                      ELT Installed/Activated - UNK/NR
     Landing Gear - TRICYCLE-FIXED
                                               Number Engines - 1
                                                                                         Stall Warning System - YES
                                               Engine Type - RECIPROCATING-CARBURETOR
     Max Gross Wt - 2050
     No. of Seats - 2
                                               Rated Power
                                                          - 160 HP
----Environment/Operations Information----
   Weather Data
                                                                                  Airport Proximity
                                            Itinerary
     Wx Briefing
                   - NO RECORD OF BRIEFING
                                            Last Departure Point
                                                                                    UNK/NR
      Method
                   - N/A
                                              SUMMERLAND KEY,FL
                                             Destination
                                                                                 Airport Data
       Completeness - N/A
     Basic Weather - VMC
                                                LOCAL
      Wind Dir/Speed- 140/013 KTS
                                                                                    Runway Ident - N/A
                                            ATC/Airspace
                                                                                    Runway Lth/Wid - N/A
       Visibility - 10.0 SM
       Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE
                                                                                    Runway Surface - WATER
      Lowest Ceiling - NONE
                                              Type of Clearance - VFR FLIGHT FOLLOWINGRunway Status - WATER-CALM
      Obstructions to Vision- NONE
                                              Type Apch/Lndg
                                                                - FORCED LANDING
       Precipitation - NONE
       Condition of Light - DAYLIGHT
---Personnel Information----
                                                                 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
    Pilot-In-Command
                                         Age - 39
      Certificate(s)/Rating(s)
                                         Biennial Flight Review
                                                                             Flight Time (Hours)
                                                                     Total - 144
        PRIVATE
                                            Current - NO
                                                                                            Last 24 Hrs -
                                            Months Since - 27 Make/Model-
                                                                                             Last 30 Days- UNK/NR
                                                                                   70
        SE LAND
                                            Aircraft Type - UNK/NR Instrument-
                                                                                 0
                                                                                             Last 90 Days-
        Instrument Rating(s) - NONE
----Narrative----
THE PLT STATED THAT WHILE ON A LOCAL SIGHTSEEING FLT, THE ENG QUIT COMPLETELY & OPON TOUCHDOWN IN THE WATER THE
ACFT FLIPPED OVER & CAME TO REST INVERTED. INVESTIGATION REVEALED THAT THE PLT DEPARTED SUMMERLAND KEY WITH AN
INSUFFICIENT AMOUNT OF FUEL FOR HIS INTENDED FLT.
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File No. - 785 4/05/85 KEY WEST, FL A/C Reg. No. N8705N LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE ASSEMBLY - FAILURE TOTAL 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 3. FLUID, FUEL - EXHAUSTION 4. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 DITCHING Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

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

Type Operating Certificate-NONE (GENE		Aircraft D	amage.			Ini	uries	=	
	NAL AVIA (1011)	SUBSTANTI		Fat	tal			Minor	None
Type of Operation -PERSONAL		Fire	С	rew	0	0		0	1
Flight Conducted Under -14 CFR 91		NONE	. Р	ass	0	0		0	1
Accident Occurred During -LANDING									
rcraft Information			*	•					
Make/Model - CANARD, INC. LONG EZ		/Model - LYCOM							- NO -N/
Landing Gear - TRICYCLE-RETRACTABLE		ngines - 1			St	all Warr	ing S	iystem	- UNK/NF
Max Gross Wt - 1425 No. of Seats - 2		ype - RECIP wer - 11		BURETUR					
No. of seats - 2	kated Pol	wer - 11	O HP 						
nvironment/Operations Information									
eather Data Wx Briefing - NO RECORD OF BRIEFI	Itinerary	rture Point				roximity			
Method - N/A	OCALA.FI			UI	-F AIR	PORT/STR	111		
Completeness - N/A	Destination			Airpo	ort Da	ta			
Basic Weather - VMC	LOCAL			А., р.					
Wind Dir/Speed- 230/010 KTS				Ru	unway	Ident	- N/	/ A	
Visibility - 10.0 SM	•, = ===					Lth/Wid			
Lowest Sky/Clouds - 3000 FT SC						Surface			
	Type of C				ınway	Status	- DF	ξĄ	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch	/Lndg - F	ORCED LANDIN	G					
Condition of Light - DAYLIGHT									
ersonnel Information Pilot-In-Command	Age - 29	Me	dical Certif	icate - \	/ALTD	MEDICAL -	NO W	ATVERS	/I TMTT
Certificate(s)/Rating(s)	Biennial Flight	Review	F	light Tir					,
PRIVATE	Current	- YES	Total	- 447		Last	24 Hr	rs - U	NK/NR
SE LAND		e - 23	Make/Mode1	- 220					
	Aircraft Ty	pe - UNK/NR	Instrument	- 32		Last	90 Da	ays-	28
Tuesday out Public (a) NOVE									
Instrument Rating(s) - NONE									
arrative									
T STATED THAT WHILE FLYING AT LOW LEVEL HALF OF HIS LEFT WINGLET. HE THEN CON	'EL HE COLLIDED WITH	H SOME POWER L	INES, SEVERI	NG HIS MA	IN LA	NDING GE	AR		

File No. - 786 4/05/85 CRYSTAL RIVER, FL A/C Reg. No. N280EZ Time (Lc1) - 1123 EST Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation CRUISE Finding(s) 1. OBJECT - WIRE, STATIC 2. LOW PASS - ATTEMPTED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT IN COMMAND 4. OBJECT - WIRE, TRANSMISSION 5. CLEARANCE - INADEQUATE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. TERRAIN CONDITION - OPEN FIELD

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

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

----Probable Cause----

File No 684 4/07/85 ORLAND	O,FL	A/C Reg. No. N36938 Time (Lc1) - 0805 EST					A/C Reg. No. N36938			Time (Lc1) - 0805 E		
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91	AVIATION)	Aircraft D DESTROYED Fire ON GROUND	C	Fatal rew O ass 1	Inju Serious O 1	ries Minor 1 O	None 0 0					
Accident Occurred During -LANDING												
Aircraft Information Make/Model - THE BALLOON WORKS FIREFL Landing Gear - N/A Max Gross Wt - 1050 No. of Seats - UNK/NR	Y 7B Eng Make/Mo Number Engi Engine Type Rated Power	nes - N/A - N/A	,		Installed/ Stall Warni							
Environment/Operations Information Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - UNK/NR	Itinerary Last Departu SAME AS AC Destination				: Proximity IRPORT/STRI	P						
Basic Weather - VMC Wind Dir/Speed- 360/004 KTS Visibility - 6.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 4800 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	LOCAL ATC/Airspace Type of Flig	rance - N		Runwa Runwa Runwa	y Ident y Lth/Wid y Surface	- N/A - N/A - N/A - N/A						
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL		view - YES	F Total		(Hours) Last 2	4 Hrs -	1					
FREE BALLOON	Months Since Aircraft Type		Make/Model Instrument			O Days- UN O Days-	NK/NR 11					
Instrument Rating(s) - NONE												
Narrative E BALLOON WAS DESTROYED BY AN EXPLOSION AND ATED THE GONDOLA TOUCHED DOWN WITH A "JOLT" ISE WAS HEARD FOLLOWED BY A HISSING NOISE AN THE BURNER LOCATED NEAR THE OCCUPANT'S HEAR CURRED. THE BALLOON THEN ASCENDED APRX 200 F WHICH TIME THE GONDOLA SEPARATED FROM THE ENNECTING THE #1 PROPANE TANK TO THE FUEL SUFERSTRESS WITH NO EVIDENCE OF FATIGUE.	AND TILTED IN THE ID A CLOUD OF PROPA S. THE PLT AND ONE T WITH THE 2ND PAS NVELOPE AND FELL T	DIRECTION O NE GAS VAPO PASSENGER SENGER STIL O THE GROUN	F TRAVEL. SH R WAS SEEN F ESCAPED FROM L IN THE GON D. INVESTIGA	HORTLY THEREA RISING TOWARD 1 THE GONDOLA NDOLA. A 2ND NTION REVEALE	AFTER, A POP D THE PILOT A AS AN EXPL EXPLOSION W ED THE METAL	PING LIGHT .OSION /AS HEARD . FITTING						

4/07/85 A/C Reg. No. N36938 File No. - 684 ORLANDO, FL Time (Lc1) - 0805 EST

Occurrence #1

AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FUEL SYSTEM, LINE FITTING - FAILURE, TOTAL

Occurrence #2

FIRE/EXPLOSION

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. FUEL SYSTEM, LINE FITTING - FAILURE, TOTAL

3. BALLOON EQUIPMENT, HEATER SYSTEM - EXPLODED

----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-NONE (G	ENERAL AVIATION)	Aircraft Da	mage		Injur	ies	
Type operating out the foate mane (a	erenae aviation,	SUBSTANTIA			Serious		None
Type of Operation -INSTRUC	TIONAL	Fire	Crew	0 0	0	0	2
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - PIPER PA-28R-200	Eng Make/	'Model - LYCOMI	NG IO-360-C1C	ELT 1	installed/A		
Landing Gear - TRICYCLE-RETRACTAB		ngines - 1		S ⁺	all Warnin	g System -	- YES
Max Gross Wt - 2900		/pe - RECIP-					
No. of Seats - 4	Rated Pov	ver - 200	HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport			
Wx Briefing - NO RECORD OF BRI				OFF AIR	RPORT/STRIP		
Method - N/A	VERO BEA	•		Administ Di			
Completeness - N/A Basic Weather - VMC	Destination LOCAL	ו		Airport Da	ата		
Wind Dir/Speed- 090/014 KTS	LOCAL			Dunway	Ident -	N/A	
Visibility - 7.0 SM	ATC/Airspace	a			Lth/Wid -		
Lowest Sky/Clouds - 3000 FT			NE		Surface -		
Lowest Ceiling - 6000 FT					Status -		
Obstructions to Vision- NONE		/Lndg - UN		-			
Precipitation - NONE		•					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 39		ical Certifica			WAIVERS/	_IMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	ht Time (Ho	ours)		
COMMERCIAL, ATP, CFI	Current	- YES = - 5	Total -	28967	Last 24	Hrs -	58
SE LAND, ME LAND	Months Since	e - 5 oe - UNK/NR	Make/Model-	350	Last 30	Days- UNF	K/ NK
	Aircraft ly	oe - UNK/NR	Instrument- Multi-Eng -	3621	Last 90	Days-	3224
			Multi-Eng -	5/1/			
Instrument Rating(s) - AIRPLA							
Narrative RUCTIONAL FLIGHT PRACTICING STEEP TU	IDNE ENGINE LOST OF	TUDOUCU CDACK T	N DDODELLED OF	VEDNOD CT	I THE AND C	ETZEN	
RUCTIONAL FLIGHT PRACTICING STEEP TO RUCTOR TOOK OVER CONTROL AND LANDED							
						014 1172	
AND COLLIDED WITH A SAND HILL. THE	AREA OF THE OIL LINE V	WHERE THE CRACK	OCCURRED WAS	HEAVILY COL	KKUDED AND		

File No. - 775 4/10/85 WABASSO,FL A/C Reg. No. N2648R Time (Lc1) - 1226 EST

Occurrence #1
Phase of Operation

LOSS OF POWER(TOTAL) ~ MECH FAILURE/MALFUNCTION

Phase of Operation MANEUVERING

Finding(s)

1. LÜBRICATING SYSTEM, OIL LINE - CORRODED

- MAINTENANCE IMPROPER COMPANY MAINTENANCE PSNL
- IMPROPER USE OF EQUIPMENT/AIRCRAFT COMPANY MAINTENANCE PSNL
- 4. LUBRICATING SYSTEM, OIL LINE CRACKED
- 5. FLUID, OIL EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

- 6. TERRAIN CONDITION LOOSE GRAVEL/SANDY
- 7. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 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) 1,2,3,4

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

		CITY BCH,FL A/C F	Reg. No. N54522			1030 CST	
Basic Information Type Operating Certifica	te-NONE (GENERAL	AVIATION) Aircrat	t Damage		Injur	ies	
Type operating oci till loa	CO HONE (GENERAL		ANTIAL	Fatal	•		None
Type of Operation	-BUSINESS	Fire	Cre		1	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pas:	s 0	1	1	0
Accident Occurred During							
Aircraft Information							
Make/Model - BELL 47G	-2	Eng Make/Model - L	COMING VO-435-A1D	ELT	Installed/A		
Landing Gear - TRICYCLE	-FIXED	Number Engines -	1	S	tall Warnin	g System	- NO
Max Gross Wt - 2450		Engine Type - RE	CIPROCATING-CARBU	RETOR			
No. of Seats - 3		Rated Power -	260 HP				
Environment/Operations Info	ormation						
Weather Data		Itinerary			Proximity		
Wx Briefing - NO REC	ORD OF BRIEFING	Last Departure Point	t	OFF AI	RPORT/STRIP		
Method - N/A		SAME AS ACC/INC					
Completeness - N/A		Destination		Airport D	ata		
Basic Weather - VMC		SAME AS ACC/INC					
Wind Dir/Speed- 040/00						N/A	
Visibility - 10.0		ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds -		Type of Flight Plan		Runway	Surface -	WATER	
	- NONE	Type of Clearance		Runway	Status -	WATER-CA	LM
Obstructions to Vision		Type Apch/Lndg	- NONE				
Precipitation Condition of Light							
Personnel Information Pilot-In-Command		Age - 33	Medical Certific	ate - VALIT	MEDICAL-NO	WATVERS/	'I TMTT
Certificate(s)/Rating(s		Biennial Flight Review		ght Time (F			
STUDENT	,	Current - N/A	Total -	2336	last 24	Hrs -	14
31322111		Months Since - N/A	Make/Model-				
		Aircraft Type - N/A	Instrument-	0	Last 90	Days-	10
						aft [°] -	
Instrument Rating(s)	- NONE						

File No. - 714 4/10/85 PANAMA CITY BCH.FL A/C Reg. No. N54522 Time (Lc1) - 1030 CST LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation MANEUVERING Finding(s) 1. FUEL SUPPLY - INADEQUATE - UNQUALIFIED PERSON 2. FLUID, FUEL - STARVATION 3. AIRCRAFT PREFLIGHT - INADEQUATE - UNQUALIFIED PERSON INADEQUATE CERTIFICATION/APPROVAL, AIRMAN - COMPANY/OPERATOR MGMT Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - EMERGENCY Finding(s) 5. TERRAIN CONDITION - WATER.GLASSY 6. AUTOROTATION - NOT PERFORMED - UNQUALIFIED PERSON ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 2,6

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

File No 776 4/16/85 VERO	BEACH, FL	A/C Reg.	No. N2428D		Time (Lc1) -	1220 EST	
Basic Information Type Operating Certificate-NONE (GENERA		ircraft Da SUBSTANTIA		Fatal	Injur Serious		None
Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	ſ	ire NONE	Cre Pas	s 0	0	0	2 0
Aircraft Information Make/Model - PIPER PA-38-112 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Eng Make/Mode Number Engine Engine Type Rated Power	1 - LYCOMI s - 1 - RECIPF	ROCATING-CARBU	ELT	Installed/A Stall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 280/007 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 VERO BEACH,FI Destination LOCAL ATC/Airspace Type of Flight Type of Cleara Type Apch/Lndg	L Plan - No nce - No - Si		ON AI Airport VERO Runwa Runwa Runwa Runwa D LANDING	Data BEACH MUNICI y Ident - y Lth/Wid - y Surface - y Status -	- 29L - 6271/ - ASPHALT - DRY	100
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 23 Biennial Flight Revi Current - Months Since - Aircraft Type -	Med ew YES 6	dical Certific Fli Total - Make/Model-	ate - VALI ght Time (O 1350 UNK/NR	D MEDICAL-NO Hours) Last 24 Last 30 Last 90	D WAIVERS/ 4 Hrs - D Days- UN	O NK/NR O
	OT STATED THAT HE REDU	CED THROT	TLE ON TAKEOFF	AT ABOUT	75 FT AGL. 1	 го	
Narrative URING A STUDENT TRNG FLT THE INSTRUCTOR PILO IMULATE AN ENGINE FAILURE. THE STUDENT PILO OF THE ACFT, LOWERED THE NOSE, ADDED PWR, AN HE ACFT STALLED & LANDED HARD.	F PITCHED THE NOSE OF	THE ACFT (UP AND THE INS	TRUCTOR PI	LOT TOOK OVE	ER CONTROL	-

File No. - 776 4/16/85 VERO BEACH, FL A/C Reg. No. N2428D Time (Lc1) - 1220 EST Occurrence #1 ABRUPT MANEUVER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PRECAUTIONARY LANDING - SIMULATED - PILOT IN COMMAND 2. AIRSPEED - NOT MAINTAINED - DUAL STUDENT IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI) Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation DESCENT Finding(s) 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 5. PROPER TOUCHDOWN POINT - INADVERTENT - PILOT IN COMMAND 6. SUPERVISION - INADEQUATE - PILOT IN COMMAND Occurrence #3 HARD LANDING Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. FLARE - IMPROPER - PILOT IN COMMAND(CFI) STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND(CFI) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 2,3,4,5,6,7.8$ Factor(s) relating to this accident is/are finding(s) 1

File No 713 4/19/85 CLEAR	WATER, FL A/C R	eg. No. N5054Y	T	ime (Lc1)	- 1010 E	ST
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL	L AVIATION) Aircraf DESTRO Fire	t Damage YED Crew	Fatal 1		ries Minor O	None O
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pass		0	ő	ŏ
Aircraft Information Make/Model - BELLANCA 8KCAB Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1800 No. of Seats - 2	Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power -			Installed/ tall Warni		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING				Proximity RPORT/STRI	Р	
Method - N/A Completeness - N/A Basic Weather - VMC	SAME AS ACC/INC Destination LOCAL		Airport D			
Wind Dir/Speed- 070/008 KTS Visibility - 8.0 SM Lowest Sky/Clouds - 3000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace TERED Type of Flight Plan Type of Clearance Type Apch/Lndg		Runway Runway Runway	Lth/Wid Surface	- WATER	- CHOPPY
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 24 Biennial Flight Review	Medical Certifica			O WAIVER	S/LIMIT
COMMERCIAL SE LAND,ME LAND	Current - YES Months Since - 14 Aircraft Type - UNK/NR	•	10 93	Last 3	24 Hrs - 30 Days- 30 Days-	UNK/NR
Instrument Rating(s) - AIRPLANE						

File No 7	13 4/19/85	CLEARWATER, FL	A/C Reg. No. N5054Y	Time (Lc1) - 1010 EST
Occurrence #1 Phase of Operation	LOSS OF CONTROL	- IN FLIGHT		
3. IN-FLIGHT PLANN 4. IMPROPER US 5. PROPER ALTITUDE	OOR - PILOT IN COM ING/DECISION - IMP E OF PROCEDURE,OVE - IMPROPER - PILO E OF PROCEDURE,OVE RFORMED - PILOT IN	ROPER - PILOT IN COMM R CONFIDENCE IN PERSON T IN COMMAND R CONFIDENCE IN AIRCR I COMMAND	AND NAL ABILITY - PILOT IN COMMAND AFT'S ABILITY - PILOT IN COMMAND	
Occurrence #2 Phase of Operation				
Finding(s) 9. TERRAIN CONDITI	ON - WATER,ROUGH			
Probable Cause				
	rtation Safety Boa	ard determines that the	e Probable Cause(s) of this accid	lent

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

File No 747 4/22/85 FORT N	MYERS,FL A/C	Reg. No. N739DA		Time (Lcl)	- 1630 EST	
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL	•	aft Damage TANTIAL Crev	Fatal V O	Inju Serious O		None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE			Ō	Ō	0
Aircraft Information						
Make/Model - CESSNA 172N Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Number Engines - Engine Type -	RECIPROCATING-CARBU	9	Installed/ Stall Warni		
	Rated Power -	160 HP				
Environment/Operations Information Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poi SAME AS ACC/INC	nt	ON AII			
Completeness - N/A Basic Weather - VMC	Destination FORT MYERS.FL		Airport (
Wind Dir/Speed- 090/014 KTS	TORT WILKS, FE		_		- 09	
Visibility - 15.0 SM	ATC/Airspace			y Lth/Wid		65
Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 4100 FT BROKI Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	5 ,			y Surface y Status		RF
Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 48 Biennial Flight Review	Medical Certifica	ate - VALII ght Time (I		O WAIVERS/	LIMIT
STUDENT	Current - N/A	Total -			4 Hrs -	1
0,002.00	Months Since - N/A	Make/Model-	108	Last 3	O Days- UN	K/NR
	Aircraft Type - N/A	Instrument-	0	Last 9	O Days- UN	K/NR
Instrument Rating(s) - NONE						
Narrative						
IT STATED THAT ON TAKEOFF GROUND RUN FROM A FETHE GROUND. AS HE DID HE THOUGHT HE FELT ADULD BE STOPPED IT OVERRAN THE RUNWAY INTO THE BUSINE REVEALED NO EVIDENCE OF PRECRASH MINE WINDS WERE OUT OF THE WEST AT THE TIME OF PROXIMATELY 10 KNOTS, AND THIS WOULD HAVE GAKEOFF TECHNIQUE WAS NOT USED.	A LOSS OF ENGINE POWER AN HE GULF OF MEXICO. POST C ECHANICAL FAILURE OR MALF THE ACCIDENT AND THAT TH	ABORTED THE TAKEOF RASH INSPECTION OF UNCTION. THE AIRPOR E FLIGHT DEPARTED TO	F. BEFORE THE AIRCRA TOPERATOR DEAST. WI	THE AIRCRAF FTS NOSE GE STATED THA ND WERE	T AR	

File No. - 747 4/22/85 FORT MYERS,FL A/C Reg. No. N739DA Time (Lc1) - 1630 EST

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

- 1. WEATHER CONDITION TAILWIND
- 2. WIND INFORMATION NOT USED PILOT IN COMMAND
- 3. WRONG RUNWAY SELECTED PILOT IN COMMAND
- 4. ROTATION IMPROPER PILOT IN COMMAND
- 5. ABORTED TAKEOFF PERFORMED PILOT IN COMMAND
- 6. IMPROPER USE OF PROCEDURE, ANXIETY/APPRENHENSION PILOT IN COMMAND
- 7. ABORTED TAKEOFF IMPROPER 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) 1,2,3,4,6

Basic Information Type Operating Certificate-NONE (GEN)	ERAL AVIATION) Aircraft	Damage		Injur	ies	
Type operating territorie none (dem	SUBSTAN		Fata1		Minor	None
Type of Operation -BANNER TO	W 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/Mode1 - CESSNA 172K	Eng Make/Model - LYC			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnin	g System	- YES
Max Gross Wt - 2150	Engine Type - REC		ETOR			
No. of Seats - 4	Rated Power -	150 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEF			OFF Al	RPORT/STRIP		
Method - N/A	MERRITT ISLAND, FL					
Completeness - N/A	Destination		Airport [ata		
Basic Weather - VMC Wind Dir/Speed- 070/010 KTS	LOCAL		B	T -1 4		
Visibility - 6.0 SM	ATC/Airspace			· Ident - · Lth/Wid -	N/A	
	CATTERED Type of Flight Plan -	NONE		Surface -		HDE
Lowest Ceiling - NONE	Type of Clearance -				SOFT	OKI
Obstructions to Vision- HAZE	Type Apch/Lndq -		Kanwas	Status	301 1	
Precipitation - NONE	Type Aperly Eriag	140142				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 54	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flig	ht Time (F	lours)		
COMMERCIAL, CFI	Current - YES	Total -	2300	Last 24	Hrs -	6
SE LAND, ME LAND	Months Since - 1 Aircraft Type - UNK/NR	Make/Model-	620	Last 30	Days-	626
GLIDER	Aircraft Type - UNK/NR		95	Last 90	Days-	1088
		Multi-Eng -	60			
Instrument Rating(s) - AIRPLANE						
Narrative						
URETOR HAD RUSTED PARTS AND NEEDED AN (NO DOWER OFF STAL	TO DACCE	NOEDC MUEN		

File No. - 748 4/27/85 SHARPES, FL A/C Reg. No. N46494 Time (Lc1) - 1415 EST Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation MANEUVERING Finding(s) 1. FUEL SYSTEM, CARBURETOR - IMPROPER Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 2. LOWERING OF FLAPS - NOT SELECTED - PILOT IN COMMAND 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, ANXIETY/APPRENHENSION - PILOT IN COMMAND NOSE GEAR COLLAPSED Occurrence #3 Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - SOFT 6. TERRAIN CONDITION - DITCH GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND 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) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4.5.6

File No 782 3/31/85 BL	AIRSVILLE,GA A/C	Reg. No. N98760	No. N98760 Time (Lc1) - 1650 EST			
Type Operating Certificate-NCNE (GENITYPE OF OPERATION -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	•	ft Damage ANTIAL Crew Pass	_	Inju Serious O O	uries Minor O O	None 2 0
Aircraft Information Make/Model - PIPER J-3C-65 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 2	Eng Make/Model - C Number Engines - Engine Type - R Rated Power -		9		Activated ing System	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEF Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 330/019 KTS Visibility - 15.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 2200 FT B Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/INC Destination ANDREWS-MURPHY,NC ATC/Airspace Type of Flight Plan	- NONE	ON AIR Airport [BLAIRS Runway Runway Runway	ata		75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 39 Biennial Flight Review Current - YES Months Since - 7 Aircraft Type - C-150	Total - Make/Model-	ht Time (F 246 51	lours) Last 2	24 Hrs - 30 Days- UN	4
Instrument Rating(s) - NONE						

File No. - 782 3/31/85 BLAIRSVILLE, GA A/C Reg. No. N98760 Time (Lc1) - 1650 EST

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

Finding(s)

1. ALTITUDE - NOT ATTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
3. MANEUVER - PREMATURE - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

Finding(s)

- 5. TERRAIN CONDITION GROUND
- 6. WEATHER CONDITION UNFAVORABLE WIND

----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 677 5/12/85 SAVA	NNAH, GA A/C Re	A/C Reg. No. N5844P			1305 EDT	·
-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraf	t Damage		Injur	ies	
31	SUBSTA		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crev	v 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	s 0	0	0	0
Accident Occurred During -LANDING						.
-Aircraft Information						
Make/Model - PIPER PA-24-250	Eng Make/Model - LY					
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1			itall Warnir	ng System	- YES
Max Gross Wt - 2900	Engine Type - RE		RETOR			
No. of Seats - 4	Rated Power -	250 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Point		ON AIF	PORT		
Method - UNK/NR	EASTMAN, GA					
Completeness - WEATHER NOT PERTINEN			Airport [
Basic Weather - VMC	ASHVILLE, NC		-	IAH IN'L	00	
Wind Dir/Speed- 060/006 KTS Visibility - 20.0 SM	ATC/Airspace			/ Ident - / Lth/Wid -	- 09	150
Lowest Sky/Clouds - 4400 FT	· •	VED		Surface		150
Lowest Ceiling - 4400 FT BRO				Status -		
Obstructions to Vision- NONE	Type Of Creat ance Type Apch/Lndg	- STDAIGHT-IN	Ruiwas	Status	DKI	
Precipitation - NONE	Type Apcily Endg	STRAIGHT IN				
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 64	Medical Certific	ate - VALID	MEDICAL-WA	AIVERS/LIM	MIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fli	ght Time (H	lours)	•	
PRIVATE	Current - UNK/NR				1 Hrs -	5
SE LAND, ME LAND	Months Since - UNK/NR		JNK/NR	Last 30	Days-	10
	Aircraft Type - UNK/NR	Instrument-	JNK/NR	Last 90	Days-	10
		Multi-Eng -	800	Rotorc	raft - UN	NK/NR
Instrument Rating(s) - NONE						
Manuattus						
-Narrative PLT LDG THE ACFT WITH THE LDG GEAR RETRA	OTED HE CTATED THAT HE SHE	THE V COROOT TO S	VIEND THE	NEAD.		
- DET FOR THE ACET WITH THE FOR CEAD DETD/	UTED HE STATED THAT HE EVID					

File No. - 677 5/12/85 SAVANNAH, GA A/C Reg. No. N5844P Time (Lc1) - 1305 EDT

Occurrence

COMPLETE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. WHEELS UP LANDING INADVERTENT PILOT IN COMMAND
- IMPROPER USE OF PROCEDURE, LACK OF RECENT TOTAL EXPERIENCE PILOT IN COMMAND
- 3. CHECKLIST NOT USED PILOT IN COMMAND
- 4. GEAR EXTENSION NOT PERFORMED PILOT IN COMMAND

----Probable Cause----

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

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

File No 678 5/12/85 BROXT	DN,GA A/C Re	A A/Ç Reg. No. N739UD			1915 EDT	
Basic Information						
Type Operating Certificate-NONE (GENERA		Damage	F	Injur		• • • • •
Type of Openation -PERSONAL	SUBSIAN Fire	ITIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	rire NONE	Crew	0	0	0	1
Accident Occurred During -DESCENT	NONE					3
Aircraft Information						
Make/Model - CESSNA 172N	Eng Make/Model - LYC	OMING 0-320-H2AD	ELT	Installed/A	ctivated	- YES/N
Landing Gear - TRICYCLE-FIXED	Number Engines - 1'		S	tall Warn ⁱ n	g System	- YES
Max Gross Wt - 2300	Engine Type - REC	CIPROCATING-CARBURE	TOR			
No. of Seats - 4	Rated Power -	160 HP				
Environment/Operations Information					-	
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRIP		
Method - N/A	DOUGLAS, GA					
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	SAME AS ACC/INC		_			
Wind Dir/Speed- 360/005 KTS	470/4:			Ident -		
Visibility - 25.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace	NONE		Lth/Wid -		
	Type of Flight Plan			Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance - Type Apch/Lndg -	NUNE	Runway	Status -	DRY	
	Type Apch/Lndg	RAFFIC PATTERN				
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 35	Medical Certifica	te - VALID	MEDICAL-WA	IVERS/LIM	IT
<pre>Certificate(s)/Rating(s)</pre>	Riennial Flight Deview	Fligh	nt Time (H	ours)	•	
PRIVATE	Current - YES	Total -	122	Last 24	Hrs -	1
SE LAND	Months Since - 20	Make/Model-	87	Last 30	Days- UN	K/NR
	Current - YES Months Since - 20 Aircraft Type - UNK/NR	Instrument-	7	Last 90	Days-	4
Instrument Rating(s) - NONE				*		
Narrative						
ACFT COLLIDED WITH POWER LINES ON FINAL A	DOW TO A DRIVATE AIRCTRIN T	THE ACET WAS LANDER) TN A ETE	ID NEVT TO	THE	
THE WIRES WERE NOT MARKED. THE PLT REPOR						
WAS UNAWARE OF THE SMALL POWER LINES WHIC			THE APON	END OF KWI	30	
MAD GIVAMANE OF THE DIMALE FUNER LINES MUTC	I WERE EUCHIED ABOVE THE LAN	WIN LINES.				

File No. - 678 5/12/85 BROXTON.GA A/C Reg. No. N739UD Time (Lc1) - 1915 EDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. OBJECT - WIRE, TRANSMISSION 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. TERRAIN CONDITION - GROUND ----Probable Cause----

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

Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Dama	iae		Injur	ies	
.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	, ,	SUBSTANTIAL	-9-	Fatal		Minor	None
Type of Operation -PERSO		Fire	Crev	_	0	0	1
Flight Conducted Under -14 CF Accident Occurred During -DESCE		NONE	Pass	s 0	0	0	0
Aircraft Information							
Make/Model - PIPER J3C-65	Fna N	Make/Model - CONTINEN	JTAI A-65	FLT	Installed/Ad	ctivated -	YES/V
Landing Gear - TAILWHEEL-ALL FI		er Engines - 1	TAL A GG		tall Warning		
Max Gross Wt - 1220			CATING-CARBUR			5 -, -	
No. of Seats - 2	Rated	Power - 65 H	IP				
Environment/Operations Information							
Weather Data	Itinerar			•	Proximity		
Wx Briefing - NO RECORD OF B		Departure Point		ON AIR	STRIP		
Method - N/A Completeness - N/A	SAME Destina	E AS ACC/INC		Admont D	-1-		
Basic Weather - VMC	LOCA			Airport Da WILLOW			
Wind Dir/Speed- 190/013 KTS	100					15	
Visibility - 15.0 SM	ATC/Airs	space			Lth/Wid -		IK/NR
Lowest Sky/Clouds - UNK/NR		of Flight Plan - NONE			Surface -		
	FT BROKEN Type of	of Clearance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type A	Apch/Lndg - NONE					
Precipitation - NONE							
Condition of Light - DAYLIG	HT 						
Personnel Information Pilot-In-Command	Age - 4	1 Medic	cal Certifica	+0 - VALID	MEDICAL -WA	TVEDS/LIMI	· T
Certificate(s)/Rating(s)		ight Review	ar certifica Flic	ght Time (H		IVERS/ CIMI	. 1
COMMERCIAL, ATP	Current		otal -	45045	100+ 04	Hrs -	2
SE LAND, ME LAND	Months 9		Make/Model-	2030	Last 24 Last 30 Last 90	Days- UN	C/NR
HELICOPTER	Aircraft		Instrument-	1848	Last 90	Days-	160
		N	Multi-Eng -	11020	Rotorcra	aft -	1455
Instrument Rating(s) - AIRP	LANE						
Narrative							
TLY AFTER TAKEOFF WITH A LOW FUEL							
THE ACFT REPORTEDLY STALLED AND SP	UN INTO A POND ON TH	HE PVT GRASS AIRSTRIF	. IEN POUNDS	OF FUEL W	EKE UKAINED	FRUM	

File No. - 615 5/19/85 FAYETTEVILLE, GA A/C Reg. No. N98164 Time (Lc1) - 1930 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PULL-UP - EXCESSIVE - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, OSTENTATIOUS DISPLAY - PILOT IN COMMAND 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND 4. FLUID, FUEL - STARVATION Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation DESCENT - EMERGENCY Finding(s) 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 6. STALL/SPIN - INADVERTENT - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

File No 616 5/21/85 MILLE	OGEVILLE,GA	A/C Reg. No. N99	91PG 	T	ime (Lc1) -	1800 EDT	
-Basic Information Type Operating Certificate-NONE (GENERA	_ AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		Fire NONE	Crew Pass	0	0	0	1 0
-Aircraft Information Make/Model - GALLOWAY B-8M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 500 No. of Seats - 1	Number Eng	odel - MC CULLOCH O ines - 1 e - RECIPROCATING r - 72 HP		S	Installed/A tall Warnin	ctivated g System	- NO -N, - 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 - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS A Destination LOCAL ATC/Airspace Type of Fli Type of Cle		Δ	ON AIR irport D BALDWI Runway Runway Runway	ata	5000/ ASPHALT	100
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 54 Biennial Flight R Current Months Since Aircraft Type	eview - N/A Total - N/A Make/M - N/A Instru	Fliaht	: Time (H 142 K/NR K/NR	Last 24 Last 30 Last 90	·	K/NR K/NR K/NR
Instrument Rating(s) - NONE							
-Narrative E PLT STATED THAT THE GYROPLANE WAS BLOW OF ICH AND GO LANDING. THE ACFT TRAVELED INTO PORSEMENT AND HAD ONLY TWO HOURS OF DUAL IN	A GRASS AREA AND N	OSED OVER. THE STUDI	ENT PLT DI	D NOT HA	VE A SOLO		

File No. - 616 5/21/85 MILLEDGEVILLE, GA A/C Reg. No. N991PG Time (Lc1) - 1800 EDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - GROUND RUN

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. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT PILOT IN COMMAND

Occurrence #2

NOSE OVER

Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

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

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

File No 661 5/25/85 BROOM	KLET, GA A/C R	eg. No. N328 2 6	Т	ime (Lc1)	- 0930 EDT	
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	AL AVIATION) Aircraf DESTRO Fire NONE	Cr	Fatal ew O ss O	Inju Serious 1 O		None O O
Aircraft Information Make/Model - PIPER PA-28-140 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	٠,٠		5	Installed/ Stall Warni		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 340/004 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 SEBRING,FL Destination BROOKLET,GA ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	OFF Al Airport DAVIS Runway Runway Runway	AIRPARK / Ident / Lth/Wid / Surface	- 09 - 2700	RF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 48 Biennial Flight Review Current - YES Months Since - 13 Aircraft Type - PA-28	Total - Make/Model-	ight Time (F 380 380		4 Hrs - O Days- UN	3

File No 6	61 5/25/85 BROOKLET,GA	A/C Reg. No. N32826	Time (Lc1) - 0930 EDT
	IN FLIGHT COLLISION WITH OBJECT APPROACH - GO-AROUND (VFR)		
 WEATHER CONDITI WRONG RUNWAY 	N - NOT RECEIVED - PILOT IN COMMAND		·
Occurrence #2 Phase of Operation	LOSS OF CONTROL - IN FLIGHT APPROACH - GO-AROUND (VFR)		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause			
The National Transpo is/are finding(s) 5	rtation Safety Board determines that the	e Probable Cause(s) of this acci	dent

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

Brief of Accident

File No 656 1/16/85 KAH	ULUI,MAUI,HI A/C	Reg. No. N58399	Т	ime (Lc1) -	1041 HST	-
Basic Information Type Operating Certificate-ON-DEMAND		ft Damage		Injuri		
		ANTIAL	Fatal	Serious		None
Type of Operation -AERIAL OBS	ERVATION Fire	Crew	0	0	0	1
Flight Conducted Under ~14 CFR 91	NONE	Pass	0	0	0	3
Accident Occurred During -LANDING						
Aircraft Information				• .		
Make/Model - HUGHES 369D	Eng Make/Model - A	LLISON C20B-250		Installed/Ac		
Landing Gear - SKID	Number Engines -	1	S.	tall Warning	System	- NO
Max Gross Wt - 3000	Engine Type - T	URBOSHAFT				
No. of Seats - 4	Rated Power -	375 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport !	Proximity		
Wx Briefing - NO RECORD OF BRIEFI	NG Last Départure Poin	t	ON AIR	PORT		
Method - N/A	KAHULUI,HI					
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	LOCAL		KAHULU	I		
Wind Dir/Speed- 340/005 KTS	2537.2				UNK/NR	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance				DRY	
Obstructions to Vision- NONE	Type Apch/Lndg		Karinay		ROUGH	
Precipitation - NONE	Type Aperly Ellag	TORGED EARDING			Koodii	
Condition of Light - DAYLIGHT						
DATEIGHT						
Personnel Information Pilot-In-Command	Age - 28	Medical Certifica	+a - VALID	MEDICAL-NO	WATVEDS	/I TMTT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			
PRIVATE, ATP, CFI	Current - YES	Total -		Last 24	Hre -	3
SE LAND	Months Since - 10			Last 30		80
HELICOPTER	Aircraft Type - 204	Instrument-		Last 90	•	275
HELICOPTER	Afficiant Type = 204	This traillent	238	Rotorcra	,	3315
	_					
Instrument Rating(s) - HELICOPTE	R 					
Narrative		0.455 AUGUED 405 DOU	NDC AND UE	51 50T5D TO	DETUDAL	
CORDING TO THE PLT, ABOUT 1.4 HOURS INTO						
THE ARPT FOR MORE FUEL. WITH THE FUEL GA						
D PLT EXECUTED AN AUTOROTATION TO A ROCKY						
S EMPTY AND THAT BOTH THE GAGE AND WARNIN		NTITIES THAN ARE AC	TUALLY IN	THE FUEL TAN	IK.	
E PLT DID NOT VISUALLY CHECK THE FUEL QUA	NTITY DURING THE PREFLIGHT.					

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File No. - 656 1/16/85 KAHULUI, MAUI, HI A/C Reg. No. N58399 Time (Lc1) - 1041 HST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH Finding(s) 1. WARNING SYSTEM(OTHER) - INCORRECT 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. FLUID, FUEL - EXHAUSTION 4. FUEL SUPPLY - NOT IDENTIFIED - PILOT IN COMMAND Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3.4

Factor(s) relating to this accident is/are finding(s) 1.2.5

Basic Information						
Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircra	ıft Damage		Inju	ries	
	SUBS [*]	ANTIAL	Fatal	Serious	Minor	None
Type of Operation -AERIAL APPLI	CATION Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass	. 0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - HUGHES 269C	Eng Make/Mode1 - l	YCOMING HIO-360	ELT	Installed/	Activated	- NO -N.
Landing Gear - SKID	Number Engines -			tall Warni		
Max Gross Wt - 1670		ECIP-FUEL INJECTED			5 -,	
No. of Seats - 2		180 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		nt	•	RPORT/STRI	P	
Method - N/A	SAME AS ACC/INC	•				
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- CALM	20072		Runway	Ident	- N/A	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid		
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	- NONE	Kanway	5 (4 (45	14/ 6	
Precipitation - NONE	Type Apolly Elling	110112				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 37	Medical Certifica			O WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H	ours)		
COMMERCIAL	Current - YES	Total -	3550		4 Hrs -	3
SE LAND	Months Since - 2	Make/Mode1-	1730	Last 3	O Days- U	NK/NR
HELICOPTER	Aircraft Type - UNK/I	IR Instrument-	70	Last 9	O Days-	70
				Rotorc	raft -	3500
Instrument Rating(s) - NONE						
Narrative						
ON A DOWNWIND SWATH RUN THE HELICOPTER EXPERI	ENCED AN ENG FAILURE AND	HE PLT ENTERED AN A	UTOROTATIO	N. THE PLT	THEN	
MADE A HARD LANDING WHICH RESULTED IN SUBSTAN						
THE GEAR TO CRANKSHAFT END HAD BACKED OFF ALL	OWING THE GEAR TO SEPARAT	AND THE ENG TO QUI	T. THE NUT	SAFETY WH	ICH	
BUTTS UP TO THE NUT FACE WAS NOT IN PLACE.						

File No. - 660 5/29/85 WEST LIBERTY.IA A/C Reg. No. N8976F Time (Lc1) - 1300 CDT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION MANEUVERING - AERIAL APPLICATION Phase of Operation Finding(s) 1. ENGINE ASSEMBLY, OTHER - SEPARATION 2. MAINTENANCE, OVERHAUL - INADEQUATE - COMPANY MAINTENANCE PSNL Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. TERRAIN CONDITION - GROUND The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1 Factor(s) relating to this accident is/are finding(s) 2

Basic Information	MINTERN	C.L. Dawawa		*	_	
Type Operating Certificate-NONE (GENERAL A	VIAIIUN) Aircra DESTE	aft Damage	Fata1	Injurie Serious	s Minor	None
Type of Operation -PERSONAL	Fire	Crew		0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT						
Aircraft Information					• .	
Make/Model - JOEL K. SENTER RV-4		YCOMING 0- 320-E2A				
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warning	System	- NO
Max Gross Wt - 1500	Engine Type - F Rated Power -	RECIPROCATING-CARBUR	ETUR			
No. of Seats - 2	Rated Power -	150 HP				
Environment/Operations Information				B		
Weather Data	Itinerary			Proximity RPORT/STRIP		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poir JEFFERSON,IA	nt	OFF AI	RPURI/SIRIP		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	JEFFERSON, IA		UNKNOW			
Wind Dir/Speed- 150/007 KTS				Ident - N	I/A	
Visibility - 20.0 SM	ATC/Airspace		Runway	Lth/Wid - N	I/A	
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan	n - NONE		Surface - N		
Lowest Ceiling - 1200 FT OVERCAS			Runway	Status - N	I/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command Ad	20	Medical Certifica	+- VALTE	MEDICAL -WATE	/EDC/LIM	TT
	ge - 39 iennial Flight Review		te - VALIL ht Time (F		CK2/ LIM	11
PRIVATE	Current - YES				irs -	2
SE LAND	Months Since - 10	Make/Model-	84	Last 30 D	avs-	9
	Months Since - 10 Aircraft Type - RV-4	Make/Model- Instrument-	2	Last 90 D	ays-	11
	,,				•	
Instrument Rating(s) - NONE						
Narrative						
ACFT CRASHED OUT OF CONTROL AFTER & LOW ALT	DEMONSTRATION PASSES A	BOVE RWY AT ABOUT 50	FT AGL. A	FTER THE LAST	-	
S, A LOW AIRSPEED MANEUVER. THE PLT EXECUTED	A STEEP TURN AND DESCEI	NDED IN A NOSE LOW A	TTTTUDE TO	GROUND IMPAC	CT.	

File No. - 770 6/16/85 A/C Reg. No. N4703S Time (Lc1) - 1735 CDT JEFFERSON, IA Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 3. AIRSPEED - IMPROPER - PILOT IN COMMAND 4. LOW PASS - PERFORMED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. TERRAIN CONDITION - CROP ----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENERA	A AVIATION)	Aircraft Damage			Injur	ies	
Type upor at mig oci tili roate Mone (deneka	CE AVIATION,	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/Mode1 - BRANTLY B-2		odel - LYCOMING VO-	-360-A1A		nstalled/A		
Landing Gear - TRICYCLE-FIXED	Number Eng				all Warnin	g System	- NO
Max Gross Wt - 1670		- RECIPROCATIN	IG-CARBURI	ETOR			
No. of Seats - 2	Rated Power	- 180 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEFING				ON AIRF	ORT		
Method - N/A Completeness - N/A	SAME AS AG Destination	CC/INC		Airport Da	+-		
Basic Weather - VMC	LOCAL			DENISON			
Wind Dir/Speed- 360/005 KTS	LOCAL					35	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		200
Lowest Sky/Clouds - CLEAR		ght Plan - NONE			Surface -		
Lowest Ceiling - NONE	Type of Cle	arance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/L	nd g - FORCED L	ANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 47				MEDICAL-WA	IVERS/LI	MII
<pre>Certificate(s)/Rating(s) COMMERCIAL,ATP,CFI</pre>	Biennial Flight Ro Current			nt Time (Ho	Last 24	Une -	1
SE LAND, ME LAND	Months Since	1000	/Model-				
HELICOPTER	Aircraft Type	- A7 Instr	rument-	0	Last 30 Last 90 Rotorcr	Davs-	27
		Multi	i-Eng -	0 1019	Rotorcr	aft -	306
Instrument Rating(s) - UNK/NR							
Narrative		JIT WHEN HE REDUCED					

File No. - 771 7/02/85 DENISON, IA A/C Reg. No. N6799D Time (Lc1) - 2000 CDT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation APPROACH Finding(s) 1. THROTTLE/POWER CONTROL - IMPROPER -2. MAINTENANCE, ADJUSTMENT - IMPROPER -Occurrence #2 FORCED LANDING Phase of Operation APPROACH Finding(s) 3. AUTOROTATION - PERFORMED - PILOT IN COMMAND Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. FLARE - MISJUDGED - PILOT IN COMMAND ----Probable Cause----

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

Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Da	mage		Injuri	ies	
	•	DESTROYED		Fata1	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING		NONE	Pass	0	0	0	0
Aircraft Information							
Make/Model - CESSNA 175	Eng Make/I	Model - LYCOMI	NG 0-360		nstalled/Ad		
Landing Gear - TRICYCLE-FIXED	Number En	gines - 1	0047710 04001105		tall Warning	g System	- YES
Max Gross Wt - 2350 No. of Seats - 4		be - RECIPA er - 180	OCATING-CARBURE	IUR			
No. of Seats - 4	Rated POW	=r - 180					
Environment/Operations Information							
Weather Data	Itinerary	time Defect		Airport F	•		
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	G Last Depar PRESTON.			UN AIRE	7UK I		
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - IMC	SAME AS			BANCROF			
Wind Dir/Speed- 330/015 KTS		,			Ident -	25	
Visibility - 1.000 SM					Lth/Wid -		25
Lowest Sky/Clouds - 500 FT PAR	T OBS Type of F1	ight Plan - NO	NE		Surface -		
Lowest Ceiling - 1000 FT OBS	CURED Type of Cl	earance - NO	NE	Runway	Status -	SNOW - DI	RY
Obstructions to Vision- BLOWING SNOW	Type Apch/	Lndg - FU	LL STOP				
Precipitation - SNOW Condition of Light - DUSK							
		Med	ical Certificat	e ~ VALID	MEDICAL-WA	IVERS/LIM	ΙT
Personnel Information Pilot-In-Command	Age - 44		Fligh	t Time (Ho	ours)	,	
Pilot-In-Command	Age - 44 Biennial Flight	Review			last 24	Hrs - UN	K/NR
	Biennial Flight Current	Review - UNK/NR	Total - UN	K/NR			
Pilot-In-Command Certificate(s)/Rating(s)	Biennial Flight Current Months Since	Review - UNK/NR - UNK/NR	Total - UN	K/NR K/NR	Last 30	Days- UN	K/NR
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	Biennial Flight Current	Review - UNK/NR - UNK/NR	Total - UN Make/Model- UN Instrument- UN	K/NR K/NR	Last 30 Last 90	Days- UNI Days- UNI	K/NR K/NR
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	Biennial Flight Current Months Since	Review - UNK/NR - UNK/NR	Total - UN	K/NR K/NR	Last 30 Last 90	Days- UNI Days- UNI	K/NR K/NR K/NR
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Biennial Flight Current Months Since	Review - UNK/NR - UNK/NR	Total - UN Make/Model- UN Instrument- UN	K/NR K/NR	Last 30 Last 90	Days- UNI Days- UNI	K/NR K/NR K/NR
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	Biennial Flight Current Months Since	Review - UNK/NR - UNK/NR	Total - UN Make/Model- UN Instrument- UN	K/NR K/NR	Last 30 Last 90	Days- UNI Days- UNI	K/NR K/NR K/NR
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE Narrative	Biennial Flight Current Months Since Aircraft Typ	Review - UNK/NR - UNK/NR e - UNK/NR	Total - UN Make/Model- UN Instrument- UN Multi-Eng - UN	K/NR K/NR K/NR	Last 30 Last 90 Rotorcra	Days- UNI Days- UNI	K/NR K/NR K/NR
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE Narrative ACFT IMPACTED LEVEL TERRAIN APRX 500 YAR	Biennial Flight Current Months Since Aircraft Typ	Review - UNK/NR - UNK/NR e - UNK/NR CROFT ARPT. N9	Total - UN Make/Model- UN Instrument- UN Multi-Eng - UN	K/NR K/NR K/NR 	Last 30 Last 90 Rotorcra	Days- UN Days- UN aft - UN	K/NR K/NR K/NR
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE Narrative	Biennial Flight Current Months Since Aircraft Typ DS EAST OF THE BAN WX HAD DETERIORATE	Review - UNK/NR - UNK/NR e - UNK/NR CROFT ARPT. N9 D DURING THE F	Total - UN Make/Model- UN Instrument- UN Multi-Eng - UN	K/NR K/NR K/NR A FLT OF OWERS AND	Last 30 Last 90 Rotorcra TWO ACFT BLOWING SNO	Days- UNI Days- UNI aft - UNI 	K/NR K/NR K/NR

File No. - 623 3/01/85 BANCROFT, ID A/C Reg. No. N9386B Time (Lc1) - 1700 MST

Occurrence

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING

Finding(s)

- 1. PLANNING-DECISION POOR PILOT IN COMMAND
- 2. WEATHER CONDITION WHITEOUT
- 3. LIGHT CONDITION DUSK
- 4. VFR FLIGHT INTO IMC CONTINUED PILOT IN COMMAND
- 5. 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) 5

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

File No 689 3/08/85	HAILEY, ID	A/C Reg. No. N3	3115U	Time (Lc1) -	1843 MS	Г
Basic Information Type Operating Certificate-AIF Name of Carrier -HOF Type of Operation -SCH Flight Conducted Under -14 Accident Occurred During -LAN	RIZON AIRLINES, INC. HEDULED,DOMESTIC,PAX/CARGO CFR 135	Aircraft Damage SUBSTANTIAL Fire NONE	Fatal Crew O Pass O	Injur Serious O O	ies Minor O O	None 2 18
Aircraft Information Make/Model - FAIRCHILD SA-2 Landing Gear - TRICYCLE-RETRA Max Gross Wt - 14500 No. of Seats - 20		- TURBOPROP		Installed/Ad Stall Warning		
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 300/005 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEA Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSA	Itinerary Last Departu SALT LAKE Destination HAILEY,ID ATC/Airspace Type of Flig Type of Clea	CITY,UT ght Plan - IFR arance - IFR	ON AI Airport FRIED Runwa Runwa Runwa Runwa	MAN MEMORIAL	ASPHALT	100
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND	Age - 33 Biennial Flight Re Current Months Since Aircraft Type	eview - YES Total - UNK/NR Make/ - SA-227 Instr	Certificate - VALI Flight Time (- 4900 (Model- 1200 Nument- UNK/NR -Eng - UNK/NR	Hours) Last 24 Last 30 Last 90	WAIVERS, Hrs - Ul Days- Ul Days- Ul aft - Ul	NK/NR NK/NR NK/NR
Instrument Rating(s) - All Instrument Recount Recount Repeted Insufficient To And Nosewheel Observed Tracking STRAND NOSEWHEEL OBSERVED TRACKING STRAND REPORTED "NOSE HIGH" TAXI ATTITUDE ALL REPORTED "NOSE HIGH" "NOSE H	TERED A RIGHT DRIFT ON THE DE D REGAIN DIRECTIONAL CONTROL LEFT NOSEWHEEL STEERING AND S AIGHT INTO SNOW & NO NOSEWHEE TH DECREASING NOSE STRUT COME AND "PITCH SENSITIVE" FLT. CA RUDDER PEDAL DISPLACEMENT. TH	. RIGHT DRIFT TRANS SIMULTANEOUS BRAKIN EL SKID MARKS OBSER PRESSION DUE TO ENG APTN/OTHER PLTS REP HIS CONDITION IS NO	SLATED INTO A STRO NG. ACFT DEPARTED RVED. TESTING REVE SAGEMENT OF CENTER PORTED DIFFICULTY	NG RIGHT SWE RIGHT SIDE O ALED REDUCED ING CAM. CAP ACHIEVING EQ	RVE F RWY TN JAL	

File No 689 3/08/85 HAILEY,ID	A/C Reg. No. N3115U	Time (Lc1) - 1843 MST
Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL		
Finding(s) 1. DIRECTIONAL CONTROL - INADEQUATE - PILOT IN COMMAND 2. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN(STANDARD/REQUIR 3. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN(STANDARD/REQUIR 4. LANDING GEAR, NOSEWHEEL STEERING - INADEQUATE	* *	
Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL		
Finding(s) 5. TERRAIN CONDITION - SNOWBANK		
Probable Cause		
The National Transportation Safety Board determines that the is/are finding(s) ${\bf 1}$	Probable Cause(s) of this accid	dent

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

Brief of Accident

Landing Gear - TAILWHEEL-ALL FIXED Numb Max Gross Wt - 1850 Engi No. of Seats - 4 Rate -Environment/Operations Information Weather Data Itinera Wx Briefing - NO RECORD OF BRIEFING Last Method - N/A GOO Completeness - N/A Destin Basic Weather - VMC LOC Wind Dir/Speed- 340/010 KTS Visibility - 50.0 SM ATC/Air Lowest Sky/Clouds - 15000 FT SCATTERED Type Lowest Ceiling - NONE Type	DESTROY Fire NONE	COMING 0-320 CIPROCATING-CA 150 HP	Crew Crew Crew Crew Crew Crew Crew Crew	al Seric 1 C D 1	ed/Activate	0 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT -Aircraft Information Make/Model - PIPER PA-14 Englanding Gear - TAILWHEEL-ALL FIXED Numb Max Gross Wt - 1850 Engi No. of Seats - 4 Rate -Environment/Operations Information Weather Data Itinera Wx Briefing - NO RECORD OF BRIEFING Last Method - N/A GOO Completeness - N/A Destin Basic Weather - VMC LOC Wind Dir/Speed- 340/010 KTS Visibility - 50.0 SM ATC/Air Lowest Sky/Clouds - 15000 FT SCATTERED Type Lowest Ceiling - NONE Type Obstructions to Vision- NONE Type Precipitation - NONE Condition of Light - DAYLIGHT	Fire NONE Make/Model - LY(er Engines - 1 ne Type - RE(d Power	COMING 0-320 CIPROCATING-CA 150 HP	Crew Crew Crew Crew Crew Crew Crew Crew	f COO 1	ed/Activate	0 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT -Aircraft Information Make/Model - PIPER PA-14 Englanding Gear - TAILWHEEL-ALL FIXED Numb Max Gross Wt - 1850 Engi No. of Seats - 4 Rate -Environment/Operations Information Weather Data Itinera Wx Briefing - NO RECORD OF BRIEFING Last Method - N/A GOO Completeness - N/A Destin Basic Weather - VMC LOC Wind Dir/Speed- 340/O10 KTS Visibility - 50.0 SM ATC/Air Lowest Sky/Clouds - 15000 FT SCATTERED Type Lowest Ceiling - NONE Type Obstructions to Vision- NONE Type Precipitation - NONE Condition of Light - DAYLIGHT	NONE Make/Model - Ly(er Engines - 1 ne Type - RE(d Power	COMING 0-320 CIPROCATING-CA 150 HP	Pass (ELT Install Stall Wa	O ed/Activate rning Syste	0 ed - YES/YE
Accident Occurred During -DESCENT -Aircraft Information Make/Model - PIPER PA-14 Engl Landing Gear - TAILWHEEL-ALL FIXED Numb Max Gross Wt - 1850 Engi No. of Seats - 4 Rate -Environment/Operations Information Weather Data Itinera Wx Briefing - NO RECORD OF BRIEFING Last Method - N/A GOO Completeness - N/A Destin Basic Weather - VMC LOC Wind Dir/Speed- 340/010 KTS Visibility - 50.0 SM ATC/Air Lowest Sky/Clouds - 15000 FT SCATTERED Type Lowest Ceiling - NONE Type Obstructions to Vision- NONE Type Precipitation - NONE Condition of Light - DAYLIGHT	Make/Model - LY(er Engines - 1 ne Type - RE(d Power	COMING 0-320 CIPROCATING-CA 150 HP	ARBURETOR	ELT Install Stall Wa	ed/Activate	ed - YES/YE
Make/Model - PIPER PA-14 Englanding Gear - TAILWHEEL-ALL FIXED Numb Max Gross Wt - 1850 Engi No. of Seats - 4 Rate -Environment/Operations Information Weather Data Itinera	er Engines - 1 ne Type - REG d Power ry Departure Point DING,ID	CIPROCATING-CA 150 HP	ARBURETOR	Stall Wa	rning Syste	
Landing Gear - TAILWHEEL-ALL FIXED Numb Max Gross Wt - 1850 Engi No. of Seats - 4 Rate -Environment/Operations Information Weather Data Itinera Wx Briefing - NO RECORD OF BRIEFING Last Method - N/A GOO Completeness - N/A Destin Basic Weather - VMC LOC Wind Dir/Speed- 340/O10 KTS Visibility - 50.0 SM ATC/Air Lowest Sky/Clouds - 15000 FT SCATTERED Type Lowest Ceiling - NONE Type Obstructions to Vision- NONE Type Precipitation - NONE Condition of Light - DAYLIGHT	er Engines - 1 ne Type - REG d Power ry Departure Point DING,ID	CIPROCATING-CA 150 HP	ARBURETOR	Stall Wa	rning Syste	
Max Gross Wt - 1850 Engi No. of Seats - 4 Rate -Environment/Operations Information Weather Data Itinera Wx Briefing - NO RECORD OF BRIEFING Last Method - N/A GOO Completeness - N/A Destin Basic Weather - VMC LOC Wind Dir/Speed- 340/010 KTS Visibility - 50.0 SM ATC/Air Lowest Sky/Clouds - 15000 FT SCATTERED Type Lowest Ceiling - NONE Type Obstructions to Vision- NONE Type Precipitation - NONE Condition of Light - DAYLIGHT	ne Type - RE(d Power ry Departure Point DING,ID	CIPROCATING-CA 150 HP 	ARBURETOR Airpo	ort Proximi	ty	.m - NO
No. of Seats - 4 Rate -Environment/Operations Information Weather Data Itinera Wx Briefing - NO RECORD OF BRIEFING Last Method - N/A GOO Completeness - N/A Destin Basic Weather - VMC LOC Wind Dir/Speed- 340/010 KTS Visibility - 50.0 SM ATC/Air Lowest Sky/Clouds - 15000 FT SCATTERED Type Lowest Ceiling - NONE Type Obstructions to Vision- NONE Type Precipitation - NONE Condition of Light - DAYLIGHT	d Power - 	150 HP 	Airpo			
-Environment/Operations Information Weather Data Itinera Wx Briefing - NO RECORD OF BRIEFING Last Method - N/A GOO Completeness - N/A Destin Basic Weather - VMC LOC Wind Dir/Speed- 340/010 KTS Visibility - 50.0 SM ATC/Air Lowest Sky/Clouds - 15000 FT SCATTERED Type Lowest Ceiling - NONE Type Obstructions to Vision- NONE Type Precipitation - NONE Condition of Light - DAYLIGHT	ry Departure Point DING,ID					
Weather Data Itinera Wx Briefing - NO RECORD OF BRIEFING Last Method - N/A GOO Completeness - N/A Destin Basic Weather - VMC LOC Wind Dir/Speed- 340/010 KTS Visibility - 50.0 SM ATC/Air Lowest Sky/Clouds - 15000 FT SCATTERED Type Lowest Ceiling - NONE Type Obstructions to Vision- NONE Type Precipitation - NONE Condition of Light - DAYLIGHT	Departure Point DING,ID					
Wx Briefing - NO RECORD OF BRIEFING Last Method - N/A G00 Completeness - N/A Destin Basic Weather - VMC L0C Wind Dir/Speed- 340/010 KTS Visibility - 50.0 SM ATC/Air Lowest Sky/Clouds - 15000 FT SCATTERED Type Lowest Ceiling - NONE Type Obstructions to Vision- NONE Type Precipitation - NONE Condition of Light - DAYLIGHT	Departure Point DING,ID					
Method - N/A G00 Completeness - N/A Destin Basic Weather - VMC L0C Wind Dir/Speed- 340/010 KTS Visibility - 50.0 SM ATC/Air Lowest Sky/Clouds - 15000 FT SCATTERED Type Lowest Ceiling - NONE Type Obstructions to Vision- NONE Type Precipitation - NONE Condition of Light - DAYLIGHT	DING, ID		0.51	AIDDODT/C	TOTO	
Completeness - N/A Destin Basic Weather - VMC LOC Wind Dir/Speed- 340/010 KTS Visibility - 50.0 SM ATC/Air Lowest Sky/Clouds - 15000 FT SCATTERED Type Lowest Ceiling - NONE Type Obstructions to Vision- NONE Type Precipitation - NONE Condition of Light - DAYLIGHT	•		UFI	AIRFURI/S	IKIP	
Basic Weather - VMC LOC Wind Dir/Speed- 340/010 KTS Visibility - 50.0 SM ATC/Air Lowest Sky/Clouds - 15000 FT SCATTERED Type Lowest Ceiling - NONE Type Obstructions to Vision- NONE Type Precipitation - NONE Condition of Light - DAYLIGHT	ation					
Wind Dir/Speed- 340/010 KTS Visibility - 50.0 SM ATC/Air Lowest Sky/Clouds - 15000 FT SCATTERED Type Lowest Ceiling - NONE Type Obstructions to Vision- NONE Type Precipitation - NONE Condition of Light - DAYLIGHT			Airpo	rt Data		
Visibility - 50.0 SM ATC/Air Lowest Sky/Clouds - 15000 FT SCATTERED Type Lowest Ceiling - NONE Type Obstructions to Vision- NONE Type Precipitation - NONE Condition of Light - DAYLIGHT	AL					
Lowest Sky/Clouds - 15000 FT SCATTERED Type Lowest Ceiling - NONE Type Obstructions to Vision- NONE Type Precipitation - NONE Condition of Light - DAYLIGHT				nway Ident		
Lowest Ceiling - NONE Type Obstructions to Vision- NONE Type Precipitation - NONE Condition of Light - DAYLIGHT				nway Lth/Wi		
Obstructions to Vision- NONE Type Precipitation - NONE Condition of Light - DAYLIGHT				nway Surfac		
Precipitation - NONE Condition of Light - DAYLIGHT	of Clearance		Rui	nway Status	- N/A	
Condition of Light - DAYLIGHT	Apch/Lndg	- NONE				
-Personnel Information						
	3	Medical Cert			L-NO WAIVER	RS/LIMIT
	ight Review		Flight Time			
STUDENT Current	- N/A		- 0		st 24 Hrs -	
Months	Since - N/A	Make/Mode	el- 4	Las	st 30 Days- st 90 Days-	UNK/NR
Aircraf	t Type - N/A		nt- UNK/NR	Las	st 90 Days-	UNK/NR
		Multi-Eng	g - UNK/NR	Rot	orcraft -	UNK/NR
Instrument Rating(s) - NONE						
Manualtus						
-Narrative						
ACFT WAS OBSERVED BY WITNESSES TO CLIMB OUT AT A STEE					10. 4	
ORE PERFORMING A WINGOVER LIKE MANEUVER & CRASHING IN						
EP LEFT TURN BEFORE THE ACFT BEGAN A SMOOTH RAPID DESC	ENI. THE FLAPS				KIED	
ING FLOWN FOR THE PREVIOUS 10 YEARS BUT POSSESSED ONLY						
AMILIARITY WITH THE COCKPIT ERGONOMICS OF THE PA-14 AS	A STUDENT PLT	E PA-18 WHICH	HE HAD BEE	N FLYING.		

PAGE 180

File No. - 787 4/28/85 BLISS,ID A/C Reg. No. N5122H Time (Lc1) - 1430 MDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

----Probable Cause----

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

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

1500 MDT	
es	
	None
MITTOR IN	1
0	1
0	,
tivated - YE	YES/N
g System - YE	YES
N/A	
N/A	
GRAVEL	
HIGH VEGETAT	CATIO
niun VEGETAT	ATTO
VERS/LIMIT	г
Hrs - UNK/NR	/NR
Days- UNK/NR	
	8
bays 0	Ü
D THE DING	
r	HE

File No 6	93 5/13/85	OWYHEE RESERV.,ID	A/C Reg. No. N5425D	Time (Lc1) - 1500 MDT
Occurrence #1 Phase of Operation				
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation		CY		
Occurrence #3 Phase of Operation				
Finding(s) 2. TERRAIN CONDITI	ON - ROUGH/UNEVEN			
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boar	d determines that the F	Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is/	are finding(s) 2		

·Basic Information							
Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Dama	age		Injur	ies	
		DESTROYED	5	Fatal	Serious	Minor	None
Type of Operation -BUSINES	SS	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR		NONE	Pass	1	0	0	0
Accident Occurred During -DESCEN	ſ 						
Aircraft Information							
Make/Model - CESSNA 177RG		Model - LYCOMING	G IO-360-A1B6	ELT	Installed/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-RETRACTAR	3LE Number Er	ngines - 1		S	tall Warnir	ng System	- YES
Max Gross Wt - 2800	Engine Ty		JEL INJECTED				
No. of Seats - 4	Rated Pow	ver - 200 H	1P				
Environment/Operations Information-							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS		ture Point		OFF AI	RPORT/STRIF	•	
Method - TELEPHONE	NAMPA,IC						
Completeness - PARTIAL, LMTD BY				Airport D	ata		
Basic Weather - IMC	HOLLISTE	ER,CA					
Wind Dir/Speed~ 310/008 KTS						N/A	
Visibility - 5.0 SM	ATC/Airspace					N/A	
	T SCATTERED Type of F1					N/A	
	T OVERCAST Type of C1			Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/	Lndg - NONI	=				
Precipitation - RAIN							
Condition of Light - DAWN							
Personnel Information							
Pilot-In-Command	Age - 44		cal Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review		ht Time (H			
PRIVATE	Current	, , , , , , ,	Total -			l Hrs - UN	•
SE LAND	Months Since		Make/Model- U	,	Last 30		4
	Aircraft Typ		Instrument- U		Last 90	•	20
		·	Multi-Eng - U	NK/NR	Rotorc	aft - UN	K/NR
Instrument Rating(s) - NONE							
Namakiya							
Narrative	ATTNO A RECENT ERONTAL	DACCAGE THE THE	ADEA WITH CTD	ONO LITUDO	AND		
RECEIVED A PREFLIGHT WX BRIEF INDICA						· NO	
BULENCE ASSOCIATED WITH THUNDERSHOWE	JET TAKGET SOUTH INTO					NUAK	
PLAN WAS FILED. RADAR TRACKED THE A	TOADDEADTNO WITNESSES	AT DOTCE TOALLO		FU UWITHER	MOONIATIND.		
PLAN WAS FILED. RADAR TRACKED THE AGAINMENT OF THE AGE TO SHOWS THE TARGET CIRCLING BEFORE D							
PLAN WAS FILED. RADAR TRACKED THE AGA SHOWS THE TARGET CIRCLING BEFORE D MALLY VISIBLE FROM THE ARPT, WERE OB:	SCURED BY CLOUDS AT THE	TIME OF OCCURR	ENCE. RELATIV	ES INDICAT	ED A		
PLAN WAS FILED. RADAR TRACKED THE AGAINMENT OF THE AGE TO SHOWS THE TARGET CIRCLING BEFORE D	SCURED BY CLOUDS AT THE MORNING AT DESTINATION	TIME OF OCCURR	ENCE. RELATIV	ES INDICAT	ED A		

File No. - 798 5/14/85 MURPHY.ID A/C Reg. No. N1815Q Time (Lc1) - 0636 MDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND 3. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND 5. WEATHER CONDITION - TURBULENCE (THUNDERSTORMS) 6. WEATHER CONDITION - UNFAVORABLE WIND 7. WEATHER CONDITION - OBSCURATION 8. WEATHER CONDITION - RAIN Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 9. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND 10. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,9

Basic Information							
Type Operating Certificate-AGRICULTU	RAL AIRCRAFT	Aircraft Da SUBSTANTI		Fatal	Inju Serious	ıries Minor	None
Type of Operation -AERIAL API	PLICATION	Fire	Cre		5er 10us 0	MITHOR.	None 1
Flight Conducted Under -14 CFR 13		NONE	Pas	· · ·	Ö	ŏ	o O
Accident Occurred During -LANDING				-	-	-	_
Aircraft Information							
Make/Model - GRUMMAN 164B		Model - P&W R			Installed/		
Landing Gear - TAILWHEEL-ALL FIXED		ingines - 1		S	itall Warni	ng System	- YES
Max Gross Wt - 4500 No. of Seats - 1	Engine 1 Rated Po						
NO. Of Seats - 1	Rated PC	ower - 600) HP 				
Environment/Operations Information Weather Data	Itinerary			Ainmont	Proximity		
Wx Briefing - UNK/NR		rture Point		ON AIR	•		
Method - UNK/NR	TWIN FA			ON AIN	I OKT		
Completeness - UNK/NR	Destination	,		Airport D	ata		
Basic Weather - VMC	LOCAL			TWIN F	ALLS		
Wind Dir/Speed- CALM					Ident	- 12	
Visibility - 50.0 SM	ATC/Airspac				Lth/Wid		
Lowest Sky/Clouds - CLEAR		light Plan - No			Surface		
Lowest Ceiling - NONE		learance - No		Runway	Status	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch	1/Lndg - Fi	JLL STOP				
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 56	Med	dical Certific	ate - VALID	MEDICAL-W	/ATVERS/LI	MIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight			ght Time (H		, -	
COMMERCIAL		- UNK/NR	Total -			24 Hrs -	
SE LAND, ME LAND, SE SEA		e - UNK/NR	Make/Model-			80 Days- U	
	Aircraft Ty	pe - UNK/NR	Instrument-		Last 9	00 Days-	170
			Multi-Eng -	350			
Instrument Rating(s) - NONE							
-Narrative							
ARTIAL LOSS OF POWER OCCURRED DURING AE	RIAL APPLICATION DU	JE TO A CRACK A	ROUND ONE OF T	HE CYLINDER	S. WHILE T	HF	
WAS ATTEMPTING TO DUMP CHEMICALS, THE							
TO TWIN FALLS TO LAND. THE ACFT FLIPPED							

File No 698 6/21/85 TWIN FALLS, ID A/C Reg. No. N6762K Time (Lc1) Occurrence #1 LOSS OF POWER Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. ENGINE ASSEMBLY, CYLINDER - CRACKED Occurrence #2 MAIN GEAR COLLAPSED MANEUVERING Occurrence #3 NOSE OVER LANDING - FLARE/TOUCHDOWN	Time (Lc1) - 1930 MDT				
		RIAL APPLICATION			
3 . ,	,CYLINDER - CRACKE)			
		SED			
		TOUCHDOWN			

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

----Probable Cause----

File No 725 6/23/85 OROFI	NO,ID A/C Reg	g. No. N25231	T	ime (Lc1) -	1000 ME	T
Type Operation Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	AL AVIATION) Aircraft SUBSTANT Fire NONE		-	Injur Serious O O	ies Minor 1	None O O
Accident Occurred During -DESCENT						
Aircraft Information Make/Model - LUSCOMB 8A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1400 No. of Seats - 2	Eng Make/Model - CONT Number Engines - 1 Engine Type - RECI Rated Power -		S	Installed/Ad Stall Warning		
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/010 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point OROFINO,ID Destination OROFINO,ID ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	NONE	ON AIR Airport D OROFIN Runway Runway Runway		2520/ ASPHAL1	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 57 N Biennial Flight Review Current - NO Months Since - 31 Aircraft Type - UNK/NR	Total - Make/Model-	nt Time (F 912		Days- L	JNK/NR
Instrument Rating(s) - NONE						

File No. - 725 6/23/85 OROFINO,ID A/C Reg. No. N25231 Time (Lc1) - 1000 MDT

Occurrence #1
Phase of Operation

LOSS OF CONTROL - IN FLIGHT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - HIGH WIND

- 2. COMPENSATION FOR WIND CONDITIONS INADEQUATE PILOT IN COMMAND
- 3. WEATHER CONDITION GUSTS
- 4. STALL INADVERTENT PILOT IN COMMAND

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

----Probable Cause----

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

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

File No 700 6/	28/85 BURLEY, II	A/C R	eg. No. N935AB	Т	ime (Lc1) -	0735 MDT	「
Basic Information Type Operating Certificat	e-NONE (GENERAL A		t Damage		Injur		
		SUBSTA		Fatal		Minor	None
Type of Operation	-TEST FLIGHT	Fire	Cre		0	1	0
Flight Conducted Under Accident Occurred During		NONE	Pas	ss O	0	0	0
Make/Model - BORRESON	DDACON ELV	Eng Make/Model - VO	I KEMVCON TIVIKNOMVI	FIT	Installed/A	ctivated	- VES-IINK
Landing Gear - TAILWHEEL		Number Engines - 1			tall Warnin		
Max Gross Wt - 1075	ACC TINED	Engine Type - RE			tarr warmin	ig System	Orany ran
No. of Seats - UNK/NR		Rated Power - UN		, NETON	·		
Environment/Operations Info	ormation						
Weather Data		Itinerary		Airport	Proximity		
Wx Briefing - UNK/NR		Last Departure Point		ON AIR	PORT		
Method - UNK/NR		BURLEY, ID					
Completeness - UNK/NR		Destination		Airport D	ata		
Basic Weather - VMC		LOCAL		BURLEY			
Wind Dir/Speed- 050/012						UNK/NR	
Visibility - 30.0		ATC/Airspace			Lth/Wid -		150
		ED Type of Flight Plan			Surface -	ASPHALT	
Lowest Ceiling -	· 25000 FT OVERCAS	T Type of Clearance	- NONE	Runway	Status -	DRY	
Obstructions to Vision-	NONE	Type Apch/Lndg	- NONE				
Precipitation -							
Condition of Light -	DAYLIGHT						
Personnel Information							
Pilot-In-Command		e - 37	Medical Certific			WAIVERS,	/LIMIT
Certificate(s)/Rating(s)) B1	ennial Flight Review	F1	ight Time (H			_
PRIVATE		Current - YES	Medical Certific Fl Total - Make/Model-	379	Last 24	Hrs -	0
SE LAND					Last 30		
		Aircraft Type - UNK/NR	Instrument-	0	Last 90	Days-	5
Instrument Rating(s)	- NONE						
Narrative							
E ATDODAET ODACHED DHE TO LOG		NG TAKEOFF. THE PLT REPO					
		FIEWATOR REFORME THE	ACET CONTACTED TO	TE DMA YVID D	DINCED THE	דוט:	
FT PITCHED DOWN DESPITE THE A EN REDUCED PWR AND THE ACFT (OUNCED. THE		

File No. - 700 6/28/85 BURLEY,ID A/C Reg. No. N935AB Time (Lc1) - 0735 MDT

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

Finding(s)
1. UNDETERMINED

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

----Probable Cause----

File No 736 7/15/85 PAC	ATELLO, ID	A/C Reg. N	No. N2396E 	Time (Lc1) - 0815 MDT			
-Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Dar	nage .		Injur		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI		SUBSTANTIAI Fire NONE	Crew Pass	0	Serious O O	Minor O O	None 1 2
-Aircraft Information Make/Model - CESSNA 172 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2550 No. of Seats - 4	Number E Engine T	/Model - LYCOMIN	NG O-320-D2J DCATING-CARBURE	S TOR	Installed/A tall Warnin	g System -	· YES
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 080/004 KTS Visibility - 40.0 SM Lowest Sky/Clouds - 7000 FT SC Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	BUTTE,M Destinatio POCATEL ATC/Airspac ATTERED Type of F Type of C	n LO,ID e light Plan - VFI learance - NOI /Lndg - FUI	NE	Airport I ON AIRI Airport Da POCATEI Runway Runway Runway Runway	Proximity PORT ata LO MUNICIP	AL UNK/NR UNK/NR ASPHALT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE	Months Sinc	Med Review - UNK/NR e - UNK/NR	ical Certificat Fligh	ce - VALID nt Time (Ho 133 33	ours) Last 24 Last 30	Hrs - Days- UN	3
Narrative TER LANDING THE PLT WAS INSTRUCTED BY THE OSE BEHIND. DURING TAXI FROM THE TAXIWAY P'TO AVOID PARKED ACFT. THE ACFT STRUCK A RKED UNOCCUPIED CAR.	TO THE RAMP, THE P	LT WAS PAYING PA	ARTICULAR ATTEN	H OT NOITE	IS RIGHT WI	NG	

File No 736	7/15/85	PACATELLO, ID	A/C Reg. No. N2396E	Time (Lc1) - 0815 MDT	
	N GROUND COLLIS				
Finding(s) 1. CLEARANCE - INADEQU	JATE - PILOT IN	COMMAND			
Probable Cause					

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

Type Operating Certificate-AGRICULTURAL	AIRCRAFI				Injur		
Type of Operation -AFRIAL ARRIVA	CATION	SUBSTANTIAL Fire	Crew	Fatal O	Serious O	Minor O	None 1
Type of Operation -AERIAL APPLI Flight Conducted Under -14 CFR 137	CATION	NONE	Pass	Õ	0	Ö	ò
Accident Occurred During -LANDING			,	•	-	•	•
Aircraft Information							
Make/Model - ROCKWELL COMMANDER S2R		el - AIRESEARCH	TPE-331-43A				
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 6000	Number Engir	es - 1 - TURBOPROP		S	tall Warnir	ig System	- NO
No. of Seats - 1	Rated Power						
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departur	e Point		OFF AI	RPORT/STRIP	•	
Method - N/A	CALDWELL, ID						
Completeness - N/A	Destination		Δ	irport D			
Basic Weather - VMC	LOCAL			UNKNOW		N1 / A	
Wind Dir/Speed- CALM Visibility - 20.0 SM	ATC/Airspace				/ Ident - / Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR		t Plan - NONE			Surface -		
Lowest Ceiling - NONE		ance - NONE				N/A	
Obstructions to Vision- NONE	Type Apch/Lnc				0 10 10 0	,	
Precipitation - NONE	31	•					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 37		Certificate) WAIVERS/	LIMIT
COMMERCIAL	Biennial Flight Rev Current -			Time (F		Une -	8
SE LAND	Months Since -	20 Make	al - 3 e/Model-UNK	/NR	last 30) Davs- UN	
HELICOPTER	Aircraft Type -	150 Ins	e/Model- UNK trument-	78	Last 90	Days-	588
						aft -	258
Instrument Rating(s) - AIRPLANE							
Narrative							
ERO COMMANDER S2R HAD BEEN MODIFIED BY TH	E INSTALLATION OF AN	ATD DESEADON TO	DF-331-43A D	OWED DIA	NT DURING		

File No 7	32 8/04/85	CALDWELL, ID	A/C Reg. No. N5511X	Time (Lc1) - 09	30 MDT
Phase of Operation	MANELIVEDING - AE	TAL) - MECH FAILURE/N RIAL APPLICATION	MALFUNCTION		
Finding(s) 1. TURBINE ASSEMBL					
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGE	NCY			
Occurrence #3 Phase of Operation	IN FLIGHT COLLIS				

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

File No 780 5/08	7/85 VIRDEN,IL	A/C	Reg. No. N73	1VR	T i	me (Lc1)	- 1845 CDT	
Flight Conducted Under -	AERIAL APPLICATION 14 CFR 137	DESTR		Crew Pass	Fatal O O	Inju Serious O O		None 1 0
Accident Occurred During -	DESCENT							
-Aircraft Information Make/Model - CESSNA A188 Landing Gear - TAILWHEEL-A Max Gross Wt - 3300 No. of Seats - 1		Eng Make/Model - C Number Engines - Engine Type - R Rated Power -	1 ECIP-FUEL IN		St	all Warnii	Activated ng System	- YES
-Environment/Operations Inform Weather Data Wx Briefing - NO RECORD Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 200/008 K Visibility - 15.0 Lowest Sky/Clouds - C Lowest Ceiling - N Obstructions to Vision- N Precipitation - N Condition of Light - D	O OF BRIEFING KTS SM CLEAR NONE NONE	Itinerary Last Departure Poin VIRDEN,IL Destination VIRDEN,IL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE		Airport P OFF AIR Airport Da UNKNOWN Runway Runway Runway Runway	roximity PORT/STRI ta Ident Lth/Wid	P - N/A - N/A - GRASS/TU	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND		e - 25 Innial Flight Review Current - YES Months Since - 9 Aircraft Type - UNK/N	Total Make/M R Instru	Fligh	nt Time (Ho 25723 22069 107	ours)	4 Hrs - O Days- UN	
Instrument Rating(s)	- NONE							
Instrument Rating(s)	LOT ATTEMPTED TO	PASS OVER A SET OF LOP CONTACTED THE HIGH T	W WIRES AND ENSION LINES	UNDER HI	GH TENSION	LINES. DESTROYED	ON	

File No. - 780 5/08/85 VIRDEN, IL A/C Reg. No. N731VR Time (Lcl) - 1845 CDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. OBJECT - WIRE, TRANSMISSION (MARKED) 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND 3. JUDGEMENT - POOR - PILOT IN COMMAND 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation OTHER ----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) i

File No 795 3/13/85 ANGO	LA, IN	A/C Reg.	No. N3974W	T	ime (Lc1) -	1835 EST	
Basic Information Type Operating Certificate-ON-DEMAND A Name of Carrier -MILLER FLYII Type of Operation -NON SCHED,DO Flight Conducted Under -14 CFR 135 Accident Occurred During -STANDING	IR TAXI NG SERVICE DMESTIC,PASSENGER	Aircraft D DESTROYED Fire NONE	Crew	_	Injur Serious 1 3		None O O
Aircraft Information Make/Model - PIPER PA-32-260 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3400 No. of Seats - 5	Number Engir	nes - 1 - RECIP	ING O-54O-E4B5 ROCATING-CARBUR O HP	S.	Installed/A		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 220/005 KTS Visibility - 2.000 SM Lowest Sky/Clouds - Lowest Ceiling - 600 FT.0VE Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - DUSK		IS,IN nt Plan - I rance - I dg - T F		Runway Runway Runway Runway	PORT ata ATE STEVBEN	N/A 4000/ ASPHALT	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 51 Biennial Flight Rev Current Months Since Aircraft Type	view - YES - 2	Total - Make/Model-	ht Time (Ho 1383 880	ours) Last 24	Hrs - Days-	1T 4 22 37
Instrument Rating(s) - AIRPLANENarrative THE PILOT DEPARTED INTO ADVERSE WEATHER COND THE PILOT ELECTED TO CONTINUE ON & EVENTUALL 10 DEGREES OF FLAPS. THE ACFT THEN DROPPED H FEET TO THE EDGE OF RUNWAY O5.	Y DECIDED TO LAND AT	ANGOLA, IN	. DURING FINAL	TURN THE P	ILOT SELECT		

File No. - 795 3/13/85 ANGOLA, IN A/C Reg. No. N3974W Time (Lcl) - 1835 EST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 2. WEATHER CONDITION - ICING CONDITIONS 3. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND 4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 5. WING, SKIN - ICE 6. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND 7. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

File No 632 5/25/85 NAPPA	NEE, IN	A/C Reg. No. N1	15074	Tir	me (Lc1)	- 1600 EST	
-Basic Information Type Operating Certificate-NONE (GENERA		Aircraft Damage			Inju		
		SUBSTANTIAL		atal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	0
-Aircraft Information							
Make/Model - PIPER PA-28-140		el - LYCOMING O-3				Activated	
Landing Gear - TRICYCLE-FIXED	Number Engin				all Warni	ng System	- YES
Max Gross Wt - 2050		- RECIPROCATIN	NG-CARBURETO	₹			
No. of Seats - 4	Rated Power	- 150 HP					
-Environment/Operations Information							
Weather Data	Itinerary		A		roximity		
Wx Briefing - NO RECORD OF BRIEFING	•			OFF AIR	PORT/STRI	P	
Method - N/A	SAME AS ACC	/INC					
Completeness - N/A -	Destination		Aiı	rport Da			
Basic Weather - VMC	LOCAL				E MUNICIP		
Wind Dir/Speed- 320/012 KTS				Runway		- 27	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid	•	50
Lowest Sky/Clouds - CLEAR	Type of Fligh					- ASPHALT	
Lowest Ceiling - NONE	Type of Clear			Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lnd	g - TOUCH AN					
Precipitation - NONE		FORCED L	LANDING				
Condition of Light - DAYLIGHT							
-Personnel Information	A 212	M111	0	VALTO	MEDICAL W	A TVEDC / L TN	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 44 Biennial Flight Rev		Certificate	Fime (Ho		AIVERS/ LIN	11 1
STUDENT					Last 2	4 Une -	1
STODENT	Months Since -		/Model-		Last 2		2
	Aircraft Type -		rument-		Last 9		8
	An Craft Type	N/A INSCI	americ	'	Last	O Days	Ü
Instrument Rating(s) - NONE							
ACFT NOSED OVER DURING A FORCED LANDING I	N A FIELD FOLLOWING	A LOSS OF PWR ON	INITIAL CLI	MB FROM	A TOUCH &	GO	
DING. POST ACCIDENT INSPECTION REVEALED TH							
TS BEING TIGHT AND SAFETY WIRED. THIS SLIP							
ING TAKEOFF DESPITE THE THROTTLE CONTROL B				,,		· -	

File No. - 632 5/25/85 NAPPANEE, IN A/C Reg. No. N15074 Time (Lc1) - 1600 EST Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. THROTTLE/POWER LEVER - INOPERATIVE Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1 Factor(s) relating to this accident is/are finding(s) 2

File No 673 4/25/85 WAKEEN	NEY,KS	A/C Reg. No.	N8852P	7	ime (Lc1) -	2152 CST	=
Type Operation	_ AVIATION)	Aircraft Damage DESTROYED Fire ON GROUND	Crew Pass	Fatal 1	Injur Serious O O	ies Minor O O	None O O
Aircraft Information Make/Model - PIPER PA-24-260 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3200 No. of Seats - 4			INJECTED	5	Installed/A Stall Warnin	g System	- YES
Environment/Operations Information Weather Data Wx Briefing - FSS Method - ACFT RADIO Completeness - PARTIAL,LMTD BY PILOT Basic Weather - IMC Wind Dir/Speed- UNK/NR Visibility500 SM Lowest Sky/Clouds - Lowest Ceiling - 100 FT OVERO Obstructions to Vision- FOG Precipitation - NONE Condition of Light - NIGHT(DARK)	DODGE CI Destination HILL CIT ATC/Airspace Type of Fl	r Y,KS e light Plan - NONE learance - NONE		Airport OFF Al irport E Runway Runway Runway	/ Ident - / Lth/Wid - / Surface -	N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 48 Biennial Flight Current Months Since Aircraft Typ	Review - UNK/NR Tote - UNK/NR Make - UNK/NR Ins	Certificate Flight al - UNK e/Model- UNK trument- UNK ti-Eng - UNK	Time (H /NR /NR /NR	lours) Last 24 Last 30 Last 90	WAIVERS/ Hrs - UN Days- UN Days- UN aft - UN	NK/NR NK/NR NK/NR
Instrument Rating(s) - AIRPLANE							
N A X-COUNTRY FLT FROM DODGE CITY, KS, TO HID HE IFR CONDITIONS WERE NOT FORECAST FOR HIS ADDITIONS EXISTING APRX 2 HRS PRIOR. HILL CITERIST FOR CURRENT WX CONDITIONS AT CITY HAD BEEN THE ROUTE OF FLT WAS RECEIVED. INVESTIGATIONS SEED TO THE ROUTE OF FLT WAS RECEIVED. INVESTIGATIONS SEED TO THE ACFT FLY OVER JUST PRIOR MACTED TERRAIN HEADING EAST, APRX 2 1/2 MI MOTED.	AREA OF FLT. A 20 TY, KS, IS 22 MI LL OR THE SURROUN ION DID NOT REVEA TO IMPACT AND NOT	DOO CST OBSERVATION NORTH OF WAKEENEY, NDING AREA OF FLT. AL ANY MECHANICAL F TED WX CONDITIONS A	AT HILL CIT KS. THE PLT NO RECORD OF AILURE/MALFU S VERY POOR	Y, KS, W DID NOT THE PLT NCTION F AT THE T	VAS INDICATI TRECEIVE AN TFILING AFPRIOR TO IMP TIME. THE AC	NG IFR Y WX LT PLAN ACT. FT	

File No. - 673

4/25/85 WAKEENEY, KS A/C Reg. No. N8852P

Time (Lc1) - 2152 CST

IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation MANEUVERING

Finding(s)

- 1. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- 2. WEATHER CONDITION FOG
- 3. VFR FLIGHT INTO IMC INADVERTENT PILOT IN COMMAND
- 4. LIGHT CONDITION DARK NIGHT
- 5. ALTITUDE INADEQUATE PILOT IN COMMAND
- 6. CLEARANCE NOT MAINTAINED PILOT IN COMMAND

Occurrence #2 Phase of Operation IN FLIGHT COLLISION WITH TERRAIN

MANEUVERING

Finding(s)

7. TERRAIN CONDITION - GROUND

----Probable Cause----

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

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

File No 634 4/28/85 	GRENOLA,KS	A/C Reg. No. N		Time (Lc1) - 0900 CDT				
Type Operating Certificate-AGRICU	TURAL AIRCRAFT	Aircraft Damage DESTROYED	F	atai	Injuri Serious		None	
Type of Operation -AERIAL Flight Conducted Under -14 CFR Accident Occurred During -DESCEN		Fire ON GROUND	Crew Pass	0	0	0	1 0	
-Aircraft Information 'Make/Model - PIPER PA-25-235C Landing Gear - TAILWHEEL-ALL FIX Max Gross Wt - 2900 No. of Seats - 1	D Number	e/Model - LYCOMING O- Engines - 1 Type - RECIPROCATI ower - 235 HP		Sta	stalled/Ac 11 Warning			
-Environment/Operations Information-Weather Data Wx Briefing - NO RECORD OF BR Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 120/006 KTS Visibility - 3.000 SM Lowest Sky/Clouds - Lowest Ceiling - 500 F Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGH	Itinerary LEFING Last Dep MOLINE Destinati GRENOL ATC/Airspa Type of TOVERCAST Type Apo	on A,KS ce Flight Plan - NONE	Air	port Data Runway I Runway L	ORT/STRIP a dent - th/Wid - urface -			
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND		t Review - YES Tota ce - 14 Make ype - PA-25 Ins	al - 257 e/Model- 120 trument-	fime (Hou 70 00	rs) Last 24	Hrs - Days- UN	6	
Instrument Rating(s) - NONE								
CHANICAL FAILURE OR PREIMPACT MALFUNC DID STALLING. THE ACFT STRUCK THE GRO	TION. THE PLT STATED	HE COULD NO MAINTAIN	LEVEL FLT AND	NOSED T	HE ACFT O			

4/28/85 File No. - 634 GRENOLA.KS A/C Reg. No. N8624L Time (Lc1) - 0900 CDT Occurrence #1 LOSS OF POWER Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 2. TERRAIN CONDITION - MOUNTAINOUS/HILLY PULL-UP - EXCESSIVE - PILOT IN COMMAND 4. AIRSPEED(VLOF) - INADEQUATE - PILOT IN COMMAND 5. LEVEL OFF - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

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

File No 754 6/04/85 WICHI	TA,KS A/C R	eg. No. N7190C	Time (Lc1)	- 1155 CDT
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -POSITIONING Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI	MINOR Fire NONE	t Damage Crew Pass Other	Inj Fatal Serious O O O O	uries s Minor None O 1 O 0
Aircraft Information Make/Model - CESSNA 172RG Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2350 No. of Seats - 4	Eng Make/Model - Ly Number Engines - 1 Engine Type - RE Rated Power -	CIPROCATING-CARBURE	Stall Warr OR	d/Activated - YES/YES ning System - YES
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 060/007 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 1500 FT SCAT Lowest Ceiling - 2500 FT OVER Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	WICHITA,KS ATC/Airspace TERED Type of Flight Plan CAST Type of Clearance	- NONE	Airport Proximity OFF AIRPORT/STR Airport Data Runway Ident Runway Lth/Wid Runway Surface	PIP - N/A - N/A
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND, SE SEA HELICOPTER Instrument Rating(s) - AIRPLANE	Age - 44 Biennial Flight Review Current - YES Months Since - 2 Aircraft Type - 208	Total - 8 Make/Model-	t Time (Hours) 3070 Last 400 Last 244 Last	24 Hrs - UNK/NR 30 Days- 20
THE ACFT COLLIDED WITH A CUSHMAN SCOOTER DURI THE ACFT TAXIING, HE MADE A HARD RT TURN WHIC BY THE ACFT. THE SCOOTER HIT THE PASS'G SIDE AND THE ACFT ROLLED OVER HIM. THE VICTIM DIED BEEN MADE AT ABOUT A 45 DEGREE ANGLE FROM THE PLT TO SEE THE VEHICHLE. THE 1ST INDICATION T	H THREW HIM OFF. THE SCOOTE OF THE ACFT BEHIND THE EXHA ABOUT 2 HRS AFTER THE MISH RIGHT REAR OF THE ACFT WHI	ER DRIVER AND SCOOTER LUST PIPE. THE DRIVER HAP. THE SCOOTERS APP CCH MADE IT VIRTUALLY THE IMPACT.	R WERE STRUCK SEPA R ROLLED UNDER THE PROACH TO THE ACFT	ARATELY E ACFT F HAD FHE

File No 7	54 6/04/85 WICHITA,KS	A/C Reg. No. N7190C	Time (Lc1) - 1155 CDT	
Occurrence Phase of Operation	ON GROUND COLLISION WITH OBJECT			
Finding(s) 1. VISUAL LOOKOUT	- INADEQUATE - DRIVER OF VEHICLE			
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 (GENE)	RAL AVIATION) Aircra	ft Damage	ř	Injur	ies	
	SUBST	ANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire		-	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	-	0	0	3
-Aircraft Information						
Make/Model - PIPER PA-30		YCOMING IO-320-B1A		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -		S	tall Warnin	g System	- YES
Max Gross Wt - 3800	Engine_Type - R					
No. of Seats - 4	Rated Power -	160 HP				
-Environment/Operations Information	T. d. d. m.		A 3 4	D		
Weather Data Wx Briefing - FSS	Itinerary Last Departure Poin	+	Airport ON AIR	Proximity		
Method - UNK/NR	WACO.TX		UN AIR	PURI		
Completeness - WEATHER NOT PERTINE			Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		MANHAT			
Wind Dir/Speed- 190/015 KTS	5/11/2 /13 /100, 2110				21	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -	7000/	150
Lowest Sky/Clouds - 4000 FT SC	ATTERED Type of Flight Plan	- VFR	Runway	Surface -	CONCRETE	
Lowest Ceiling - NONE	Type of Finght Plan Type of Clearance Type Anch/Lndg	- NONE	Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	TRAILIO LALIERIA				
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 28	Medical Certifica	+a - VALTD	MEDICAL -NO	WATVEDC/	TMTT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H		WAIVER3/	LIMII
STUDENT	Current - N/A	Total -	140	Last 24	Hrs -	4
0.002	Months Since - N/A	Make/Model-				K/NR
	Aircraft Type - N/A	Instrument-	2	Last 90	Days-	29
	•	Multi-Eng -	32		-	
Instrument Rating(s) - NONE						
-Narrative						
PLT SAID HE PUT THE LANDING GEAR SELECT						
KED INDICATOR LIGHT; HOWEVER, THE ACFT L	ANDED WITH THE GEAR RETRACTE	D. EXAMINATION OF T	HE ACFT AF	TER THE ACC	IDENT	
			DED THE	AND THE CEAR	CVCTEM	
EALED THAT THE LANDING GEAR SWITCH WAS D ALSO FUNCTIONALLY TESTED. DURING THE FI						

File No. - 664 6/23/85 MANHATTAN,KS A/C Reg. No. N7012Y Time (Lc1) - 1326 CDT

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. GEAR EXTENSION SELECTED PILOT IN COMMAND
- 2. ELECTRICAL SYSTEM, CIRCUIT BREAKER POPPED/TRIPPED
- 3. GEAR EXTENSION MISJUDGED PILOT IN COMMAND
- 4. UNSAFE/HAZARDOUS CONDITION WARNING NOT IDENTIFIED PILOT IN COMMAND
- 5. WHEELS UP LANDING 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) 2,3

File No 674 7/03/85 EL DO	RADO,KS A/C	A/C Reg. No. N2858T			Time (Lcl) - 1600 CDT				
-Basic Information Type Operating Certificate-NONE (GENERA		ft Damage		Injuries					
T		ANTIAL	Fata			None			
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE		Crew O		1	0			
Accident Occurred During -TAKEOFF	NUNE		Pass 0	U	Ü	O			
-Aircraft Information									
Make/Model - PIPER PA-28-140	Eng Make/Model - L		2A E	LT Installed					
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall Warn	ing System	- UNK/N			
Max Gross Wt - 2050	Engine Type - R		RBURETOR						
No. of Seats - 2	Rated Power -	150 HP							
-Environment/Operations Information									
Weather Data	Itinerary			rt Proximity					
Wx Briefing - NO RECORD OF BRIEFING		t	ON A	AIRPORT					
Method - N/A	SAME AS ACC/INC		A	. D					
Completeness - N/A Basic Weather - VMC	Destination		Airpor	t Data RY FIELD					
Wind Dir/Speed- 310/004 KTS	LOCAL			way Ident	- 18				
Visibility - 15.0 SM	ATC/Airspace			way Ident		60			
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE			- GRASS/TU				
Lowest Ceiling - NONE	Type of Clearance			way Status	- DRY				
Obstructions to Vision- NONE	Type Apch/Lndg								
Precipitation - NONE	31 1 1 3								
Condition of Light - DAYLIGHT									
-Personnel Information									
Pilot-In-Command	Age - 51	Medical Certi			WAIVERS/LIN	MIT			
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		Flight Time						
PRIVATE	Current - YES	Total	- 1300	Last	24 Hrs - UN	NK/NR			
SE LAND	Months Since - 8	Make/Mode	I- UNK/NR	Last	30 Days- Ur	NK/NR			
	Aircraft Type - 7EC	Instrumen	t- 0	Last	90 Days-	28			
Instrument Rating(s) - NONE									
-Narrative ACFT HAD JUST UNDERGONE ANNUAL INSPECTION OT WAS NOT ABLE TO MOVE CONTROLS. WENT OFF									

7/03/85 EL DORADO,KS A/C Reg. No. N2858T File No. - 674 Time (Lc1) - 1600 CDT Occurrence #1 OVERRUN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND 2. FLT CONTROL SYST, STABILATOR CONTROL - LOCKED 3. REMOVAL OF CONTROL/GUST LOCK(S) - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation TAKEOFF - GROUND RUN Finding(s) 4. OBJECT - FENCE Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 5. 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) 2,4,5

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA	AVIATION) A	ircraft Damage			Injur	ies	
Type operating out throats many (aging)	·	SUBSTANTIAL		Fata1	•		None
Type of Operation -PERSONAL		ire	Crew	0	-	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	I	NONE	Pass	0	0	0	0
Aircraft Information Make/Model - CESSNA 172B	Eng Make/Made	I - LYCOMING O-	220-D2.I	ELT :	[nstalled/A	ctivated .	. VEC/N
Landing Gear - TRICYCLE-FIXED	Number Engine		320-020		tall Warnin		
Max Gross Wt - 2150		- RECIPROCATI				g system	
No. of Seats - 4	Rated Power						
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING				ON AIR	PORT		
Method - N/A Completeness - N/A	SAME AS ACC/	INC		Airport Da			
Basic Weather - VMC	Destination LOCAL			HIGH P			
Wind Dir/Speed- CALM	EOGAL				Ident -	17	
Visibility - 20.0 SM	ATC/Airspace			Runway	Lth/Wid -	2400/	
Lowest Sky/Clouds - CLEAR	Type of Flight				Surface -		₹F
Lowest Ceiling - NONE	Type of Cleara			Runway	Status -	WET	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE Condition of Light - DUSK							
Personnel Information Pilot-In-Command	Age - 33	Medical	Certificat	e - VALID	MEDICAL-WA	IVFRS/LIM	īΤ
Certificate(s)/Rating(s)	Riennial Flight Pevi	₽₩	Fliah	t Time (H	ours)		
PRIVATE	Current -	YES Tota	.1 -	256	Last 24	Hrs -	1
SE LAND	Current - Months Since - Aircraft Type -	8 Make	/Model-	143	Last 24 Last 30	Days- UN	K/NR
	Aircraft Type -	C-172 Inst	rument-	2	Last 90	Days-	10
Instrument Rating(s) - NONE							
Narrative			LIE LIENT S		OUDDENIT AT	NITOUT	
PILOT HAD BEEN FLYING WITH HIS YOUNG SON R TWO FULL STOP LANDINGS, HE THOUGHT THE							
R TWO FULL STUP LANDINGS, HE THOUGHT THE OFF ANYWAY. HALFWAY DOWN THE RUNWAY HE US							
OFF. HE WAS UNABLE TO STOP ON THE RUNWAY							

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File No. - 675 7/03/85 VALLEY CENTER, KS A/C Reg. No. N51611 Time (Lc1) - 2120 CDT Occurrence #1 OVERRUN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. FLT CONTROL SYST, ELEVATOR TRIM INDICATOR - FALSE INDICATION 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 4. TERRAIN CONDITION - DITCH 5. 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

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

Type Operating Certificate-NONE (GENERAL		ft Damage	_	Injur		
Type of Operation -PERSONAL		ANTIAL	Fatal			None
Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass	0	0	0	1
Accident Occurred During -LANDING	NONE	F 435	U	V	O	U
Aircraft Information						
Make/Model - CESSNA 172M Landing Gear - TRICYCLE-FIXED		YCOMING 0-320-E2D		Installed/A		
Max Gross Wt - 2300	Number Engines -	ı ECIPROCATING-CARBURI		tall Warnin	g System	- 162
No. of Seats - 4		150 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	· · · · · · · · · · · · · · · · · · ·	t	ON AIR	PORT		
Completeness - N/A	SAME AS ACC/INC Destination		Airport D	a + a		
Basic Weather - VMC	LOCAL			N COUNTY EX	ECUTIVE	
Wind Dir/Speed- 270/009 KTS				Ident -		
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		75
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/ Ling	- TRAFFIC PATTERN				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 44 Biennial Flight Review	Medical Certifica	te - VALID nt Time (H		WAIVERS/	LIMII
STUDENT	Current - N/A	Total - U	ık/NR	Last 24	Hrs -	2
 	Months Since - N/A	Total - UI Make/Model- Instrument-	87	Last 30	Days- UN	K/NR
	Aircraft Type - N/A	Instrument-	1	Last 90	Days-	16
		Multi-Eng - U	NK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE .						
Varrative						
STATED THAT SHE USED LEFT AILERON AND RIG	HT RUDDER FOR X-WIND CORRE	CTION AND DID NOT R	ELEASE THE	RUDDER PRE	SSURF	

File No 68	37 7/11/85 OLATHE,KS	A/C Reg. No. N13064	Time (Lc1) - 1030 CDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - ON GROUND LANDING - ROLL		
	ER USE OF - PILOT IN COMMAND FROL - NOT MAINTAINED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation			
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
Finding(s) 3. OBJECT - FENCE			
Occurrence #4 Phase of Operation			

is/are finding(s) 1,2

File No 686 7/	28/85 NORC	ATUR,KS	A/C Re	g. No. N4772Y		Time (Lc1)	- 1610 CDT	
Basic Information Type Operating Certificat	e-AGRICULTURA	L AIRCRAFT	Aircraft	Damage		Inju	ries	
			SUBSTAN	TIAL	Fatal	Serious	Minor	None
Type of Operation Flight Conducted Under	-AERIAL APPL	ICATION	Fire		Crew O		0	1
			NONE	ţ	Pass 0	· O	0	0
Accident Occurred During	-DESCENT							
Aircraft Information								
Make/Model - PIPER PA-			Make/Mode1 - LYC					
Landing Gear - TAILWHEEL	-ALL FIXED		per Engines - 1			Stall Warni	ng System	- YES
Max Gross Wt - 2900			ine Type - REC		KROKETOK			
No. of Seats - 1		кат	ed Power -	235 HP 				
Environment/Operations Info	rmation							
Weather Data		Itiner				t Proximity	_	
Wx Briefing - NO RECO Method - N/A	RD OF BRIEFIN		Departure Point		UFF	AIRPORT/STRI	Р	
Completeness - N/A			ME AS ACC/INC nation		Airport	Da+a		
Basic Weather - VMC			CAL		All por t	Data		
Wind Dir/Speed- UNK/NR		20			Runv	ay Ident	~ N/A	
Visibility - 20.0	SM	ATC/Ai				ay Lth/Wid		
Lowest Sky/Clouds -	3000 FT SCA					ay Surface		
Lowest Ceiling -			of Clearance -		Runw	ay Status	- N/A	
Obstructions to Vision-		Туре	Apch/Lndg -	NONE				
Precipitation -	NONE							
Condition of Light -	DAYLIGHT							
Personnel Information								
							O WAIVERS/	LIMIT
			ingnt keview	Total	- 11gnt lime	(Hours)	4 Une - UN	IV /ND
			Since - 4	Make/Mode	- 3045 1- 521	Last 2	O Dave- UN	IK/NR
SE EAND		Aircra	ft Type - TU-206	Instrumen	t 72	last 9	O Days ON	93
	·	Age - Biennial F Curren Months	40 light Review	Medical Certi Total Make/Mode	ficate - VAL Tlight Time - 3049 1- 521	.ID M (Hou	rs) Last 2 Last 3	EDICAL-NO WAIVERS/ rs) Last 24 Hrs - UN Last 30 Days- UN Last 90 Days-
Instrument Rating(s)	- AIRPLANE							
E ACFT HAD BEEN SPRAYING FOR	AO MINITES AT	2500 FT MCI	WITH A DENSITY A	IT OF ADDY 464	O ET WHEN T	T STALLED DU	DING A	
RNAROUND. IT THEN IMPACTED AN					OO ET WITEIN 1	I STALLED DO	KING M	

File No 6	86 7/28/85 NORCATUR,KS	A/C Reg. No. N4772Y	Time (Lcl) - 1610 CDT
	LOSS OF CONTROL - IN FLIGHT MANEUVERING - TURN TO REVERSE DIRECTI	ON	
2. AIRSPEED - NO	ON - HIGH DENSITY ALTITUDE T MAINTAINED - PILOT IN COMMAND ADVERTENT - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH OBJECT DESCENT - UNCONTROLLED		
Finding(s) 4. OBJECT - UTILIT	Y POLE		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause			
The National Transpo	rtation Safety Board determines that th	e Probable Cause(s) of this accid	dent
Factor(s) relating i	o this accident is/are finding(s) 1.4		

Brief of Accident

File No 612 2/16/85 DE QU	INCY, LA A/C Re	eg. No. N2633J	T	ime (Lc1) -	1615 CST	-
Basic Information Type Operating Certificate-AGRICULTURAL		Damage	F	Injur		
Type of Operation -AERIAL APPLI Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING				Serious O O		None 1 O
Aircraft Information Make/Model - CESSNA T-188C Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2500 No. of Seats - 1	Eng Make/Model - CON Number Engines - 1 Engine Type - REC Rated Power -			Installed/Ad tall Warning		
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point SAME AS ACC/INC		Airport F OFF AIF	Proximity RPORT/STRIP		
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport Da			
Wind Dir/Speed- CALM Visibility - 10.0 SM	ATC/Airspace			Ident - Lth/Wid -		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE	Runway	Surface - Status -	N/A	
Personnel Information						
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 41 Biennial Flight Review	Medical Certifica	ite - VALID iht Time (Ho	MEDICAL-NO	WAIVERS/	LIMIT
COMMERCIAL	Current - YES	Total -	3295	Last 24	Hrs -	13
SE LAND	Current - YES Months Since - 8 Aircraft Type - UNK/NR	Make/Model- Instrument-	1 6 00 0	Last 30 Last 90	Days- Days-	100 300
Instrument Rating(s) - NONE						
Narrative HE ACFT MADE AN EMERGENCY LANDING IN TREES F S STRIP, THE ENG OIL TEMP STARTED RISING. TH SIZED AND THE PLT LANDED IN THE TREES AS THE INSUMPTION THAT WAS NOT REMEDIED. INSP OF TH TH A SUBSEQUENT INTERNAL FAILURE. THE ENGIN	E PLT STARTED A TURN TO RETU RE WAS NO OTHER SUITABLE TER E ENG REVEALED THAT THERE WA	IRN TO THE STRIP. RRAIN. THE ENG HAD AS NO OIL PRESENT.	DURING THE	TURN THE EN	NG -	

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2/16/85 DE QUINCY, LA A/C Reg. No. N2633J Time (Lc1) - 1615 CST File No. - 612 Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, OIL - STARVATION 2. ENGINE ASSEMBLY - UNDETERMINED 3. ENGINE ASSEMBLY - FAILURE, TOTAL 4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND 5. AIRCRAFT PREFLIGHT - POOR - COMPANY MAINTENANCE PSNL 6. MAINTENANCE, INSPECTION OF AIRCRAFT - NOT PERFORMED - COMPANY MAINTENANCE PSNL Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 7. TERRAIN CONDITION - NONE SUITABLE

8. OBJECT - TREE(S)
-----Probable Cause----

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

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

<pre>Basic Information Type Operating Certificate-NONE (GENERA)</pre>	L AVIATION) Airc	craft Damage			Injur	ies	
		BSTANTIAL	_	Fatal		Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NON		Crew Pass	0	0	0	1
Accident Occurred During -LANDING	NOP	VL	ra35	O	O	O	'
Aircraft Information							
Make/Model - JONES-BOEING JB-75 Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Model - Number Engines -	- CONTINENTAL W6° - 1			Installed/A tall Warnin		
Max Gross Wt - 2700		- RECIPROCATING-0			call walling	g system	ONK/ N
No. of Seats - 2	Rated Power						
Environment/Operations Information	*						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Po	nin+		Airport I ON AIR	Proximity		
Method - N/A	CHATHAM.MA	Jint		UN AIR	PORT		
Completeness - N/A	Destination		А	irport Da	ata		
Basic Weather - VMC	CAPE COD, MA			CAPE CO			
Wind Dir/Speed- 190/010 KTS Visibility - 10.0 SM	ATC/Airspace				Ident - Lth/Wid -		50
Lowest Sky/Clouds - UNK/NR	Type of Flight P	lan - NONE			Surface -		
Lowest Ceiling - UNK/NR	Type of Clearance				Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-I	٧				
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 39	Medical Cer				WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight	Time (H	ours)	11	
PRIVATE SE LAND.SE SEA	Current - YES Months Since - UN	S IOTAI K/ND Make/Mo	- -1 ah	543 65	Last 24 Last 30 Last 90	nrs - Davs- UN	K/NR
JE EAND, JE JEA	Aircraft Type - UN	K/NR Instrum	ent-	5	Last 90	Days-	64
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,	•			·	
Instrument Rating(s) - NONE							
Narrative							
ACFT NOSED OVER AFTER CONTACTING AN UTILI							

File No 6	43 3/22/85	MARSTON MILLS,MA	A/C Reg. No. N3993P	Time (Lc1) - 1400 EST
Occurrence #1 Phase of Operation				
Finding(s) 1. PROPER TOUCHDOW 2. ABORTED LANDING 3. TERRAIN CONDITI 4. BRAKES(NORMAL	- NOT PERFORMED - ON - WET	LOT IN COMMAND		
Occurrence #2 Phase of Operation		ION WITH OBJECT		
Finding(s) 5. OBJECT - UTILIT	Y POLE			
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transpois/are finding(s) 1,		ard determines that the F	Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is	/are finding(s) 3		

Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft D		Injuries			
		DESTROYED		Fatal			None
Type of Operation -EXECUTIV Flight Conducted Under -14 CFR 9		Fire NONE	Cr.		0	0	0
Accident Occurred During -DESCENT	1	NUNE ·	Pa	55 1	0	0	O
Aircraft Information							
Make/Model - PIPER PA-31T		/Mode1 - P & W	PT 6A-28		Installed/A		
Landing Gear - TRICYCLE-RETRACTABL		ngines - 2	NDDOD.	S	tall Warnin	g System	- YES
Max Gross Wt - 9000 No. of Seats - 7	Rated Po	ype - TURBO wer - 62	PROP O HP				
		wer - 62	:O np				
Environment/Operations Information Weather Data	- Itinerary			Ainmont	Proximity		
Wx Briefing - FSS		rture Point		ON AIR			
Method - TELEPHONE	MONTGOM			ON AIN	FORT		
Completeness - FULL	Destinatio	*		Airport D	ata		
Basic Weather - IMC	UTICA, M			BERZ-M			
Wind Dir/Speed- 003 KTS				Runway	Ident -	22	
Visibility250 SM	ATC/Airspac				Lth/Wid		60
Lowest Sky/Clouds -		light Plan - I			Surface -		
	OBSCURED Type of C			Runway	Status -	WET	
Obstructions to Vision- FOG	Type Apch	/Lndg - A	NDF/NDB				
Precipitation - NONE Condition of Light - NIGHT(DAR))						
	.n)						
Personnel Information Pilot-In-Command	Age - 51	Me	edical Certifi	cate - VALID	MEDICAL-WA	IVERS/LIN	1IT
Certificate(s)/Rating(s)	Biennial Flight			ight Time (F			
COMMERCIAL, CFI		- YES	Total -	11000	Last 24 Last 30	Hrs -	3
SE LAND, ME LAND	Months Sinc		Make/Model-	800	Last 30	Days-	50
HELICOPTER	Aircraft Ty	pe - C-7 A	Instrument-	2300	Last 90 Rotorcr	Days-	100
			Multi-Eng -	9000	KOTOPCP	art ~	875
Instrument Rating(s) - AIRPLAN	IE, HELICOPTER						
Narrative							
PILOT ATTEMPTED A VOR APPROACH AND MI	SSED. HE ADVISED A	TC HE WAS GOIN	NG TO ATTEMPT	THE NDB & IF	HE COULD N	OT SEE	
RWY HE WOULD GO TO METRO AT DETROIT O	IR PONTIAC ON THE N	DR APPROACH TH	HE AIRCRAFT ST	RUCK TREES 9	60 FT BELOW	THE MOA.	

File No. - 765 2/22/85 UTICA, MI A/C Reg. No. N100RN Time (Lc1) - 2000 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - NOT CORRECTED - PILOT IN COMMAND

2. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND

3. JUDGEMENT - POOR - PILOT IN COMMAND

4. MINIMUM DESCENT ALTITUDE - NOT USED - PILOT IN COMMAND

5. DECISION HEIGHT - 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) 4,5

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

Basic Information Type Operating Certificate-NONE (GEN	NERAL AVIATION)	Aircraft Dama	ae		Injur	ies	
Type operating continuous none (as	2017	SUBSTANTIAL	90	Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 9	1	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING	• • • • • • • • • • • • • • • • • • • •						
Aircraft Information							
Make/Model - WHEAT PITTS S-1-S		Model - LYCOMING	10-360-B4A		nstalled/A		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 900	Number Eng		IEL TALIECTED	S1	all Warning	g System ·	- UNK/NF
No. of Seats - 1	Engine Typ Rated Powe						
		200 F	'' '				
Environment/Operations Information							
Veather Data Wx Briefing - NO RECORD OF BRIE	Itinerary FING Last Depart	Daint		Airport F ON AIRF			
Method - N/A	ROMEO,MI	ure Point		UN AIR	'UK I		
Completeness - N/A	Destination			Airport Da	nta		
Basic Weather - VMC	SAME AS A	CC/INC		MARLET			
Wind Dir/Speed- 230/014 KTS		•		Runway	Ident -	19	
Visibility ~ 7.0 SM	ATC/Airspace				Lth/Wid -		75
Lowest Sky/Clouds - 4000 FT S					Surface -		
Lowest Ceiling - NONE		earance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/L	.ndg - FULL	. STOP				
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 58	Medic	al Certifica	te - VALID	MEDICAL-WA	IVERS/LIM	ΙT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight F	Review	Fligh	nt Time (Ho	ours)	•	
COMMERCIAL	Current		otal -				1
SE LAND	Months Since Aircraft Type	- 11 N	lake/Mode1-	500	Last 30 Last 90	Days- UN	K/NR
GLIDER	Aircraft Type	e - UNK/NR I	nstrument- U				
		N	lulti-Eng - UN	NK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLAN	E						
YARDS FROM END OF RWY ON FINAL APCH PI	T LOST RUDDER CONTROL	. DURING LANDIN	IG ROLL AS AIR	RSPEED AND	AILERON CO	NTROL	
CTIVENESS DECREASED THE ACFT VEERED OF							
			BLE APPEARED				

File No 6	18 4/20/85	MARLETTE, MI	A/C Reg. No. N3FW	Time (Lcl) - 1130 EST
Occurrence #1 Phase of Operation				
Finding(s) 1. FLT CONTROL SYS	T,RUDDER CONTROL -			
Occurrence #2 Phase of Operation		- ON GROUND		
Finding(s) 2. DIRECTIONAL CON	TROL - NOT POSSIBL	E - PILOT IN COMMAND		
Occurrence #3 Phase of Operation		ION WITH OBJECT		
Finding(s) 3. OBJECT - RUNWAY	LIGHT			
Probable Cause				
The National Transpo		rd determines that t	he Probable Cause(s) of this acci	dent

is/are finding(s) 1

Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage			Inju	ries	
Type operating certificate None	(GENERAL AVIATION)	SUBSTANTIAL		Fatal			None
Type of Operation -PERS	ONAL	Fire	Crew	0		0	1
Flight Conducted Under -14 (CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LAND) I NG						
Aircraft Information							
Make/Model - MOONEY M-20G		Model - LYCOMING 0					
Landing Gear - TRICYCLE-RETRAC		gines - 1			all Warni	ng System ·	- YES
Max Gross Wt - 2525 No. of Seats - 4	Engine ly	pe - RECIPROCAT er - 180 HP	ING-CARBURE	UR			
NO. Of SeatS - 4	Rated Pow	er - 180 AP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F		.	
Wx Briefing - UNK/NR Method - UNK/NR	Last Depar WAUKESHA			UFF AIR	PORT/STRI	ρ	
Completeness - UNK/NR	Destination	•	Δ	irport Da	ıta		
Basic Weather - VMC	IRONWOOD		ĺ	in por c be	····		
Wind Dir/Speed- 280/013 KTS				Runway	Ident	- N/A	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - 25000) FT SCATTERED Type of F1				Surface		
Lowest Ceiling - NONE		earance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/	Lndg - FORCED	LANDING				
Condition of Light - DAYL	I GHT						
Personnel Information Pilot-In-Command	Age ~ 30	Medical	Certificate	- VALID	MEDICAL-W	AIVERS/LIM	ΙΤ
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review		: Time (Ho			
PRIVATE	Current		al -				. 2
SE LAND	Months Since	e - 9 Mak	e/Model-	40	Last 3	O Days- UNI	K/NR
	Aircraft Typ	e - UNK/NR Ins	trument-	5	Last 9	O Days-	16
Instrument Rating(s) - NO	VE 						
Narrative							
PILOT FELT HE HAD ENOUGH FUEL FOR	THE PLANNED TRIP. PRIOR	TO REACHING HIS DE	STINATION TH	E ENGINE	LOST POWE	R	

File No 77	7 5/24/85 BESSEM	ER,MI	A/C Reg. No. N39	910N	Time (Lc1) - 1550	EDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - N				1	
		RATE - PILOT IN CO				
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY					
	IN FLIGHT COLLISION WITH LANDING - FLARE/TOUCHDOW					
	NOT SELECTED - PILOT IN OF EQUIPMENT/AIRCRAFT,AN		N - PILOT IN COMMAN	ND		
Occurrence #4 Phase of Operation	ON GROUND COLLISION WITH	OBJECT				
Finding(s) 6. OBJECT - UŢILITY	POLE(MARKED)					
Probable Cause						
The National Transports/are finding(s) 1,2	tation Safety Board deter	mines that the Pro	bable Cause(s) of t	this accident		

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

File No 768 5/26/85	MARSHALL,MI	A/C Reg. No. N	18066	Time	e (Lc1) -	1300 EDT	
Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	=======================================	atal	Injur Serious	ies Minor	None
Type of Operation -INSTRUC	TIONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	NONE	Pass	0	0	Ó	0
Accident Occurred During -LANDING		NONE	1 433	O	O	O	O
Aircraft Information							
Make/Model - CESSNA 150	Eng Make/Mo	del - CONTINENTAL	0-200	ELT In:	stalled/A	ctivated	- YES/YE
Landing Gear - TRICYCLE-FIXED	Number Engi	nes - 1		Sta	ll Warnin	g System	- YES
Max Gross Wt - 1600	Engine Type	- RECIPROCATI	NG-CARBURETOR				
No. of Seats - 2	Rated Power	- 100 HP					
Environment/Operations Information							
Weather Data	Itinerary			rport Pro			
Wx Briefing - UNK/NR	Last Departu	ıre Point		OFF AIRP	ORT/STRIP		
Method - UNK/NR	MT. GILEAD),OH					
Completeness - UNK/NR	Destination		Air	port Data	а		
Basic Weather - VMC	SAME AS AC	CC/INC		BROOKS F	IELD		
Wind Dir/Speed- 250/014 KTS				Runway I	dent -	10	
Visibility - 15.0 SM	ATC/Airspace			Runway L	th/Wid -	3500/	75
Lowest Sky/Clouds - 8000 FT	SCATTERED Type of Flic	ht Plan - VFR		Runway Si	urface -	ASPHALT	
Lowest Ceiling - NONE	Type of Clea	arance - VFR		Runway S	tatus -	DRY	
Obstructions to Vision- NONE	Type Apch/Lr		PATTERN	,			
Precipitation - NONE	. , , ,	GO AROU	ND				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 53		Certificate -			IVERS/LIM	IIT
Certificate(s)/Rating(s)	Biennial Flight Re			ime (Hou			
STUDENT	Current				Last 24		7
	Months Since					Days- UN	IK/NR
	Aircraft Type	- N/A Inst	rument-	1	Last 90	Days-	9
Instrument Rating(s) - NONE							
·Narrative							
STUDENT BECAME DISORIENTED AT ONE OF ROL HE ARRIVED AT HIS DESTINATION. T	HE STUDENT, HOWEVER, SEL	ECTED THE RWY WIT	H A TAILWIND	COMPONEN	T & WAS	ACH	
			E CECOND ADDD	ባለርሀ ዴ ለ	FORCED		
BLE TO LAND AFTER TWO APPROACHES. THE		HAUSTION) AFTER TH	E SECUND APPR	OACH & A	TOROLD		
		HAUSTION) AFTER TH	E SECOND APPR	OACH & A	TOROLD		

File No 7	68 5/26/85	MARSHALL,MI	A/C Reg. No. N18066	Time (Lc1) - 1300 EDT
Occurrence #1 Phase of Operation			L	
	SELECTED - PILOT I CISION,ANXIETY/APF	N COMMAND RENHENSION - PILOT I TENT - PILOT IN COMM		
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation				
Finding(s) 5. TERRAIN CONDITI	ON - ROUGH/UNEVEN			
Probable Cause				
The National Transpois/are finding(s) 1,		ard determines that t	the Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is	/are finding(s) 4,5		

Basic Information	DAL ANTATION)				•	,	
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious	nes Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	. 0
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - CHADWICK STITTS SA-3A		/Mode1 - CONTINENTAL	_ A-65		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED		ngines - 1	INC CARRIER		tall Warnir	ig System	- UNK/NE
Max Gross Wt - UNK/NR No. of Seats - 1	Rated Po	ype - RECIPROCATI wer - 65 HP	ING-CARBURE	IUR			
NO. Of Seats - I	Rated Po	wer - 65 us					
Environment/Operations Information	• 4 1						
Weather Data Wx Briefing - UNK/NR	Itinerary	untions Balant		ON AIR	Proximity		
Wx Briefing - UNK/NR Method - UNK/NR		rture Point ACC/INC		UN AIR	PURI		
Completeness - UNK/NR	Destinatio			Airport D	ata		
Basic Weather - VMC	LOCAL	••		METTET			
Wind Dir/Speed- CALM				Runway	Ident -	36	
Visibility - 15.0 SM	ATC/Airspac	e		Runway	Lth/Wid -	2550/	50
Lowest Sky/Clouds - CLEAR		light Plan - NONE			Surface -		
Lowest Ceiling - NONE		learance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch	/Lndg - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information	A CO	Madiaal	Certificat	- VAL TD	MEDICAL WA	TVEDC /L TM	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 69 Biennial Flight			t Time (H		IIVEKS/LIN	11 1
PRIVATE	Current	- YES Tota				Hrs - UN	IK/NR
SE LAND	• Months Sinc		e/Model-	1		Days- UN	
	Aircraft Ty		trument-	0		Days-	
		•					
Instrument Rating(s) - NONE							
Narrative							
PILOT STATED THAT THE TAKEOFF WAS MADE	AT TOO LOW AN AIRS	PEED. THE ACFT CONT	INUED DOWN	THE RWY A	T ABOUT 20		
GL IN A NOSE HIGH ATTITUDE. AT THE END							

File No. - 769 6/06/85 PLYMOUTH, MI A/C Reg. No. N1462 Time (Lc1) - 0820 EDT LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. LIFT-OFF - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 3. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND 4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND 5. ABORT - NOT PERFORMED - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. TERRAIN CONDITION - GROUND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

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

File No 682 6/07/85 FRA	NKENMUTH,MI	A/C Reg. No. N5347Q		Time (Lc1) - 1000 EDT				
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries				
Towns of Oursellian Thirty		ESTROYED		al Serious		None		
Type of Operation -INSTRUCTIO Flight Conducted Under -14 CFR 91		re our) 1	0	0		
Accident Occurred During -DESCENT	N	ONE	Pass (0	0	0		
-Aircraft Information								
		- CONTINENTAL 0-	200-A 1	ELT Installed	/Activated	- YES/Y		
Landing Gear - TRICYCLE-FIXED Number E		ingines - 1 Stall Warning System - YES						
Max Gross Wt - 1500	Engine Type	- RECIPROCATING-0	CARBURETOR					
No. of Seats - 2	Rated Power	- 100 HP						
-Environment/Operations Information								
Weather Data	Itinerary		Ainn	ort Proximity				
Wx Briefing - UNK/NR Last Depart		Point		AIRPORT				
Method - UNK/NR	SAME AS ACC/I		011	AIRIORI				
Completeness - UNK/NR Destin		110	Airpo	rt Data				
Basic Weather - VMC	LOCAL				FRANKENMUTH			
Wind Dir/Speed- UNK/NR	20072			nway Ident	- 09			
Visibility - 20.0 SM	ATC/Airspace			nway Lth/Wid		100		
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONF		nway Surface				
Lowest Ceiling - NONE	Type of Clearan			nway Status				
Obstructions to Vision- NONE		- TRAFFIC PA		ay otatas	51111, 1111			
Precipitation - NONE	. , , , , , , , , , , , , ,	TOUCH AND			,			
Condition of Light - DAYLIGHT								
Pilot-In-Command	Age - 42	Medical Cer	tificate - V	ALID MEDICAL-	NO WAIVERS	/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Revie							
STUDENT	Current - N			Last	24 Hrs - U	NK/NR		
	Months Since - N			Last				
	Aircraft Type - N	/A Instrum	ent- O	Last	90 Days- U	NK/NR		
Instrument Rating(s) - NONE		BOUNCE AFTER TOUCH						

File No. - 682 6/07/85 FRANKENMUTH, MI A/C Reg. No. N5347Q Time (Lc1) - 1000 EDT Occurrence #1 HARD LANDING Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 3. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT ~ UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3.4 Factor(s) relating to this accident is/are finding(s) 1,2

Basic Information Type Operating Certificate-NC	NE (GENERAL AVIAT	ION) Aircraft	Damage		Injur	ies	
Type operating our trividue in	THE COLUMN ATTAC	SUBSTAN		Fatal	Serious	Minor	None
	RSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14	CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LA	NDING						
Aircraft Information					_		
Make/Model - CESSNA 172		Eng Make/Mode1 - LYC			Installed/A		
Landing Gear - TRICYCLE-FIXE	:D	Number Engines - 1			tall Warning	g System	- YES
Max Gross Wt - 2300		Engine_Type - REC		ETOR			
No. of Seats - 4		Rated Power -	150 HP				
Environment/Operations Informat							
Weather Data		inerary			Proximity		
Wx Briefing - UNK/NR		Last Departure Point		ON AIR	PORT		
Method - UNK/NR		MUSKEGON, MI					
Completeness - UNK/NR	D	estination		Airport D			
Basic Weather - VMC		SAME AS ACC/INC		RIVERV		20	
Wind Dir/Speed- 240/010 KTS Visibility - 20.0 SM		C/Airspace			Ident - Lth/Wid -		46
Lowest Sky/Clouds - 100			NONE		Surface -		40
Lowest Ceiling - NON		Type of Clearance -		Runway		DRY	
Obstructions to Vision- NON		Type Apch/Lndg -		Ranway	514145		
Precipitation - NON	-	, ypo Apolly Ellag	FULL STOP				
Condition of Light - DAY	_		, 522 5.57				
-Personnel Information							
Pilot-In-Command	Age -	54	Medical Certifica	te - VALID	MEDICAL-WA	IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Bienni	al Flight Review	2	ht Time (H			
PRIVATE		rrent - YES	Total -	214	Last 24	Hrs - UN	K/NR
SE LAND	Mo	nths Since - 1 rcraft Type - UNK/NR	Make/Model- Instrument-	140	Last 30	Days- UN	K/NR
	Ai	rcraft Type - UNK/NR	Instrument-	33	Last 90	Days-	9
Instrument Rating(s) - N	NONE						
-Narrative							
PLT LEVELED THE WINGS DURING TH	HE LANDING FLARE I	N A X-WIND BUT FAILED		INPUT. TH SED OVER.	E ACFT DRIF	TED	

6/17/85 File No. - 681 JENISON.MI A/C Reg. No. N5267R Time (Lc1) - 2000 EDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. RUDDER - IMPROPER USE OF - PILOT IN COMMAND 2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND 4. TERRAIN CONDITION - DITCH

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

----Probable Cause----

File No 712 6/26/85 DA	VISON,MI	A/C Reg. No. N5970	В	T	ime (Lcl)	- 1715 ED1	Г
-Basic Information							
Type Operating Certificate-NONE (GEN	ERAL AVIATION) A	ircraft Damage			Inju	ries	
·		SUBSTANTIAL	l	atal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	F		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 182A		1 - CONTINENTAL 0-4					
Landing Gear - TRICYCLE-FIXED	Number Engine				tall Warni	ng System	- YES
Max Gross Wt - 2650		- RECIPROCATING-0	ARBURETO	₹			
No. of Seats - 4	Rated Power	- 230 HP					
-Environment/Operations Information							
Weather Data	Itinerary		Α	irport	Proximity		
Wx Briefing - NO RECORD OF BRIEF	ING Last Departure	Point		ON AIR	STRIP		
Method - N/A	STRONGSVILLE	, он					
Completeness - N/A	Destination		Aiı	port D	ata		
Basic Weather - VMC	DAVISON, MI						
Wind Dir/Speed- 170/004 KTS					Ident		
Visibility - 14.0 SM						- 1750 -L	
Lowest Sky/Clouds - 12000 FT S						- GRASS/TU	JRF
Lowest Ceiling - 25000 FT 0				Runway	Status	- UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PA	TERN				
Precipitation - NONE		FULL STOP					
Condition of Light - DAYLIGHT							
-Personnel Information						·	
Pilot-In-Command	Age - 51					AIVERS/LIN	/IT
Certificate(s)/Rating(s)	Biennial Flight Revi		Flight				
PRIVATE	Current -	YES Total	- 20	97	Last 2	!4 Hrs -	35
SE LAND	Months Since -	10 Make/Mod UNK/NR Instrume	del- 60	21	Last 3	O Days- UN O Days-	NK/NR
	Aircraft Type -	UNK/NR Instrume	ent-	45	Last 9	O Days-	123
Instrument Rating(s) - NONE							
-Narrative	•						
T TOUCHED DONW HARD AND BECAME AIRBORNE	ON THE SECOND GROUND C	ONTACT THE NOSE GE	D COLLAD	SED PI	T PDEVIOUS	I V	
RTED TWO LANDINGS BECAUSE OF EXCESSIVE		CIVIACI IIIL NOSE GEA	IN COLLAR	JLD. FL	1 1 KL V 1003		

File No. - 712 6/26/85 DAVISON, MI Time (Lc1) - 1715 EDT A/C Reg. No. N5970B Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. AIRSPEED - IMPROPER - PILOT IN COMMAND 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND 4. TOUCH-AND-GO LANDING - NOT PERFORMED - 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) 2,4 Factor(s) relating to this accident is/are finding(s) 1,3

-Basic Information							
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious	ies Minor	None
Type of Operation -TEST FLIGHT		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	Ö	ŏ	Ö	Ó
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CHAMPION 7EC		del - CONTINENTAL					
Landing Gear - TAILWHEEL-ALL FIXED	Number Engi				tall Warnir	ng System	- YES
Max Gross Wt - 1450 No. of Seats - 2	Engine Type Rated Power	- RECIPROCATI - 90 HP	.NG-CARBURE	: I UR			
NO. OF SeatS - 2	Rated Power	- 90 HP					
-Environment/Operations Information							
Weather Data Wx Briefing - FSS	Itinerary				Proximity		
Method - IN PERSON	Last Departu SAME AS AC			ON AIR	ORI		
Completeness - WEATHER NOT PERTINENT		C/ INC		Airport Da	ata		
Basic Weather - VMC	SAME AS AC	C/INC		LAKE EI			
Wind Dir/Speed- 210/015 KTS	S, 2 3	-,			Ident -	21	
Visibility - 25.0 SM	ATC/Airspace			Runway	Lth/Wid -	2500/	75
Lowest Sky/Clouds - CLEAR		ht Plan - NONE			Surface -		
Lowest Ceiling - NONE		rance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lr	dg - STRAIGH					
Precipitation - NONE Condition of Light - DAYLIGHT		FULL S1	UP				
-Personnel Information Pilot-In-Command	Age - 47	Modical	Contificat	to - VALTO	MEDICAL-WA	TVEDC/LTM	.T.T
Certificate(s)/Rating(s)	Biennial Flight Re			nt Time (Ho		IIVERS/LIM	111
PRIVATE			al -	707		Hrs -	1
SE LAND, SE SEA			e/Mode1-	155	Last 30		K/NR
	Months Since Aircraft Type	- UNK/NR Inst	rument-	46	Last 90	Days-	51
Instrument Rating(s) - AIRPLANE							
-Narrative							
TAKEOFF, AT ABOUT 150 FT AGL. ALL POWER WA	S LOST AND THE PILO	T EXECUTED A FORCE	ED LANDING	ON THE A	RPORT.		
T-ACCIDENT INSPECTION REVEALED CONTAMINATI			-				

File No. - 778 3/18/85 LAKE ELMO, MN A/C Reg. No. N7401B Time (Lc1) - 1545 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

FUEL SYSTEM - BLOCKED(TOTAL)

Occurrence #2 FORCED LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3

MAIN GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. LANDING GEAR, MAIN GEAR - OVERLOAD

3. LEVEL OFF - IMPROPER - PILOT IN COMMAND

----Probable Cause----

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

Type of Operation -PERSONAL Fire Crew 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA T210L Eng Make/Model - CONTINENTAL TSIO-520 ELT In Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Sta Max Gross Wt - 3400 Engine Type - RECIP-FUEL INJECTED Rated Power - 285 HP Environment/Operations Information Weather Data Itinerary Airport Provided Point ON AIRPORT ABERDEEN, SD Completeness - UNK/NR ABERDEEN, SD Destination Airport Date Saic Weather - VMC SAME AS ACC/INC FLYING Runway Statistically Same AS ACC/INC FLYING Runway Statistically Statistically Same AS ACC/INC Runway Statistically Statistically Substitutions to Vision- None Type of Flight Plan - None Runway Statistically Substructions to Vision- None Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - DUSK		Minor 0 0 ctivated g System	- YES
Type of Operation -PERSONAL Fire Crew O Flight Conducted Under -14 CFR 91 NONE Pass O Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA T210L Eng Make/Model - CONTINENTAL TSIO-520 ELT IN Number Engines - 1 Stem Max Gross Wt - 3400 Engine Type - RECIP-FUEL INJECTED Rated Power - 285 HP Environment/Operations Information Weather Data Itinerary Airport Provided Power - 285 HP Environment/Operations Information Weather Data Itinerary Airport Provided Power - 285 HP Environment/Operations Information Wather Data Itinerary Airport Provided Power - 285 HP Environment/Operations Information Wather Data Itinerary Airport Provided Power - 285 HP Environment/Operations Information Wather Data Itinerary Airport Provided Power - 285 HP Environment/Operations Information	0 0 	O O ctivated g System	1 O - YES-UNK - YES
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA T210L Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3400 No. of Seats - 6 Rated Power - 285 HP Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 030/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - Lowest Sky/Clouds - Lowest Ceiling - 6500 FT OVERCAST Type of Clearance - NONE Condition of Light - DUSK Personnel Information Pilot-In-Command Age - 57 Medical Certificate - VALID Method - VALID M	O stalled/Ac ll Warning 	O ctivated g System	O
Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA T210L Eng Make/Model - CONTINENTAL TSIO-520 ELT In Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Sta Max Gross Wt - 3400 Engine Type - RECIP-FUEL INJECTED No. of Seats - 6 Rated Power - 285 HP Environment/Operations Information Weather Data Itinerary Airport Provided Provid	stalled/Acll Warning	ctivated g System	- YES-UNK - YES
Make/Model - CESSNA T210L Eng Make/Model - CONTINENTAL TSIO-520 ELT In Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 State Max Gross Wt - 3400 Engine Type - RECIP-FUEL INJECTED No. of Seats - 6 Rated Power - 285 HP Environment/Operations Information Weather Data Itinerary Airport Provided Method - UNK/NR Last Departure Point ON AIRPORT ON AIRPORT Date Method - UNK/NR ABERDEEN,SD Destination Airport Date Basic Weather - VMC SAME AS ACC/INC FLYING ON AIRPORT Date State Departure Point ON AIRPORT Date SAME AS ACC/INC FLYING ON AIRPORT DATE SAME	11 Warning	g System	- YES
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3400 Engine Type - RECIP-FUEL INJECTED Rated Power - 285 HP Environment/Operations Information Weather Data Itinerary Airport Provided Method - UNK/NR Last Departure Point ON AIRPORT Date Basic Weather - VMC SAME AS ACC/INC FLYING Runway I Visibility - 15.0 SM ATC/Airspace Runway I Lowest Sky/Clouds - Type of Flight Plan - NONE Runway I Obstructions to Vision- NONE Type of Clearance - NONE Runway I Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN FULL STOP Personnel Information Pilot-In-Command Age - 57 Medical Certificate - VALID Methods	11 Warning	g System	- YES
Max Gross Wt - 3400 No. of Seats - 6 Rated Power - 285 HP Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 030/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - Type of Flight Plan - NONE Lowest Sky/Clouds - Type of Clearance - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK Personnel Information Pilot-In-Command Age - 57 Medical Certificate - VALID Medical	oximity		
No. of Seats - 6 Rated Power - 285 HP Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 030/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - Lowest Sky/Clouds - Lowest Ceiling - 6500 FT OVERCAST Type of Clearance - NONE Condition of Light - DUSK Personnel Information Pilot-In-Command Airport Proponed Information Water Power - 285 HP Airport Proponed Information Water Power - 285 HP Airport Proponed Information Age - 57 Rated Power - 285 HP Airport Proponed Information Page Apparture Point ON AIRPONE Apparture Point ON AIRPONE Type Apch/INC Airport Proponed Information Pilot-In-Command Airport Proponed Information Apparture Point ON AIRPONE Type Apch/INC Airport Proponed Information Apparture Point ON AIRPONE Type Apch/INC Airport Proponed Information Pilot-In-Command Airport Proponed Information Apparture Point ON AIRPONE Type Apch/INC Airport Proponed Information Apparture Point ON AIRPONE Type Apch/INC Airport Proponed Information Prilot-In-Command Apparture Point ON AIRPONE ON AIRPONE Airport Proponed Information Apparture Point ON AIRPONE Airport Proponed Information Apparture Point ON AIRPONE Airport Proponed Information Apparture Point Apparture Point ON AIRPONE Airport Proponed Information Apparture Point Appa	oximity		
Wx Briefing - UNK/NR			
Wx Briefing - UNK/NR			
Method - UNK/NR ABERDEEN,SD Completeness - UNK/NR Destination Airport Date Basic Weather - VMC SAME AS ACC/INC FLYING (Wind Dir/Speed- 030/010 KTS Runway I Visibility - 15.0 SM ATC/Airspace Runway I Lowest Sky/Clouds - Type of Flight Plan - NONE Runway I Lowest Ceiling - 6500 FT OVERCAST Type of Clearance - NONE Runway SObstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - DUSK Personnel Information Pilot-In-Command Age - 57 Medical Certificate - VALID Medical	'K I		
Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 030/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - Lowest Ceiling - 6500 FT OVERCAST Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK Personnel Information Pilot-In-Command Page - 57 Medical Certificate - VALID Note SAME AS ACC/INC FLYING O FLYING FLYING O FLYING O FLYING FLYING O FLYING FLYING			
Basic Weather - VMC SAME AS ACC/INC FLYING O Wind Dir/Speed- 030/010 KTS Runway I Visibility - 15.0 SM ATC/Airspace Runway I Lowest Sky/Clouds - Type of Flight Plan - NONE Runway I Lowest Ceiling - 6500 FT OVERCAST Type of Clearance - NONE Runway I Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - DUSK Personnel Information Pilot-In-Command Age - 57 Medical Certificate - VALID N	а		
Visibility - 15.0 SM ATC/Airspace Runway Lowest Sky/Clouds - Type of Flight Plan - NONE Runway State Lowest Ceiling - 6500 FT OVERCAST Type of Clearance - NONE Runway State Conditions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN FULL STOP Condition of Light - DUSK Personnel Information Pilot-In-Command Age - 57 Medical Certificate - VALID Medical Certif			
Lowest Sky/Clouds - Type of Flight Plan - NONE Runway State Lowest Ceiling - 6500 FT OVERCAST Type of Clearance - NONE Runway State Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN FULL STOP Condition of Light - DUSK Personnel Information Pilot-In-Command Age - 57 Medical Certificate - VALID Medical Certificat	dent -	36	
Lowest Ceiling - 6500 FT OVERCAST Type of Clearance - NONE Runway S Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - DUSK	.th/Wid -		75
Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - DUSK		ASPHALT	
Precipitation - NONE FULL STOP Condition of Light - DUSK	tatus -	DRY	
Condition of Light - DUSK			
Pilot-In-Command Age - 57 Medical Certificate - VALID N			
	IEDTONI MAI	WEDG /L IN	4
		.VERS/LIM	111
		Hrs -	5
SE LAND Months Since - 13 Make/Model - 4700	Last 24 Last 30	Days- UN	JK/NR
Aircraft Type - UNK/NR Instrument- 495	Last 90	Days-	105
Instrument Rating(s) - AIRPLANE			
renarrative FER LOWERING THE LANDING GEAR THE PILOT HEARD A LOUD TAN MP". A GEAR DOWN & LOCKED INDICATION WAS I		=D	
VEVER, THE MAIN GEAR APPEARED TO BE DOWN TO THE PILOT. UPON LANDING THE ACFT SWIRVED OFF THE SIDE OF	OT OBTAINE		
LY THE RIGHT MAIN GEAR WAS DOWN & LOCKED. THE RIGHT MAIN &EAR RETRACT ACTUATOR WAS FOUND SPLIT OPEN			

File No. - 793

4/26/85

MINNEAPOLIS.MN

A/C Reg. No. N29134

Time (Lc1) - 1946 CDT

Occurrence #1

AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - OVERLOAD

2. LANDING GEAR - MISJUDGED - PILOT IN COMMAND

3. FLUID, HYDRAULIC - LOSS, TOTAL

4. - INOPERATIVE

Occurrence #2 GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

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

The state of the state of the second

Basic Information							
Type Operating Certificate-NONE (ircraft Damage DESTROYED		Fatal	Inju Serious		None
Type of Operation -PERSON		ire	Crew	0	1 2	0	0
Type of Operation -PERSON Flight Conducted Under -14 CFR	91.	NONE	Pass	1	2	0	0
Accident Occurred During -TAKEOF	F 						
Aircraft Information							
Make/Model - REPUBLIC RC-3		1 - FRANKLIN 6A8 S	SERIES	ELT 1		Activated	
Landing Gear - AMPHIBIAN Max Gross Wt - 2980	Number Engine	s - 1 - RECIPROCATING-	CADDUDET		all warni	ng System	- YES
No. of Seats - 4	Rated Power		CARBORE				
Environment/Operations Information-							
Weather Data	Itinerary			Airport F	Proximity		
Wx Briefing - NO RECORD OF BR		Point			RPORT/STRI	P	
Method - N/A	SAME AS ACC	INC					
Completeness - N/A	Destination		Δ	irport Da	ata		
Basic Weather - VMC	LAC LACROIX,	MN			T -1 4	N1 / A	
Wind Dir/Speed- 170/014 KTS Visibility - 15.0 SM	ATC/Airspace				Ident Lth/Wid	- N/A	
Lowest Sky/Clouds - 4000 F		· Plan - NONE			Surface		
Lowest Ceiling - 25000 F					Status		
Obstructions to Vision- NONE	Type Apch/Lndg			•		•	
Precipitation - NONE							
Condition of Light - DAWN							
Personnel Information Pilot-In-Command	Age - 62	Medical Cer	.+:+:00+0	- VAL TD	MEDICAL -W	ATVEDS /I TA	A T T
Certificate(s)/Rating(s)	Biennial Flight Rev	Medical cer	Flight	Time (Ho		AIVER3/EIN	11.
PRIVATE	Current -	YES Total	- 2	022	Ĺast 2	4 Hrs -	1
SE LAND, SE SEA	Months Since -	YES Total 23 Make/Mc RC-3 Instrur	ode1-	121	Last 3	O Days-	5
	Aircraft Type -	RC-3 Instru	ment-	0	Last 9	O Days-	11
Instrument Rating(s) - NONE							
Nonnetive							
Narrative AKEOFF FROM ELY LAKE THE ACFT TURNE	D SHADD LEET AT AN ALTITUDE	: DE 80-100 ET AT	THIS POI	NT THE A	CET CEASED	RATED	
LIMB AND DECENDED INTO TREES AND A	LAKESIDE HOUSE. THE A CET W	AS IN EXCESS OF 40	OO LBS OV	ER GROSS	WEIGHT. T	HE LADING	
AND NOSE BALLAST WAS INSTALLED.							

Reg. No. N6121K Time (Lc1) - 1320 CDT File No. - 756 6/16/85 EVELETH, MN A/C Reg. No. N6121K Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. IGNITION SYSTEM, IGNITION HARNESS - CRACKED 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 3. IGNITION SYSTEM, SPARK PLUG - OUTPUT LOW 4. ALTITUDE - INADEQUATE - PILOT IN COMMAND 5. MANEUVER - EXCESSIVE - PILOT IN COMMAND 6. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND 7. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND 8. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 9. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - UNCONTROLLED Finding(s) 10. OBJECT - TREE(S) 11. OBJECT - RESIDENCE ----Probable Cause----

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

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

File No 669 3/09/85	WALDRON, MO	A/C Reg. I	No. N8078F 	۱۱ 	me (Lc1) -	1530 CS1	
-Basic Information	OFNERAL AVIATION)	Administra			T 1		
Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Da DESTROYED	nage	Fatal	Injuri Serious		None
Type of Operation -PERSON	Δι	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR		NONE		ó	1	Ö	Ö
Accident Occurred During -MANEUV				-			
-Aircraft Information							
Make/Model - CESSNA 150F	Eng Make	/Model - CONTIN	ENTAL 0-200		installed/Ad		
Landing Gear - TRICYCLE-FIXED		ngines - 1			all Warning	g System	- YES
Max Gross Wt - 1600			CATING-CARBURET	OR			
No. of Seats - 2	Rated Po	wer - 100	HP 				
-Environment/Operations Information-							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BR	•			OFF AIF	RPORT/STRIP		
Method - N/A	WALDRON	•					
Completeness - N/A	Destinatio	n	,	virport Da	ata		
Basic Weather - VMC Wind Dir/Speed- 210/008 KTS	LOCAL			Dunyay	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspac	0			Lth/Wid -		
Lowest Sky/Clouds -		e light Plan - NO	ME		Surface -		
	T OVERCAST Type of C					N/A	
Obstructions to Vision- NONE		/Lndg - NO		naay	514145	,	
Precipitation - NONE	1,750 ,750	, 2.1.0g	'-				
Condition of Light - DAYLIGH	IT						
Personnel Information							
Pilot-In-Command	Age - 44	Med	ical Certificate			WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Flight	t Time (Ho	ours)		
COMMERCIAL	Current	- YES	Total -	1850	Last 24	Hrs - UN	K/NR
SE LAND, ME LAND		e - UNK/NR	Make/Model- UN Instrument- UN	K/NR	Last 30	Days- UN	K/NR
	Aircraft Ty	pe - UNK/NR	Instrument- UN	K/NR	Last 90	Days- UN	K/NR
			Multi-Eng - UN	K/NR	Rotorcra	aft - UN	K/NR
Instrument Rating(s) - NONE							
LE MANEUVERING NORTHBOUND ON THE MIS							
PASSENGER STATED THE PLT TOLD HIM T							
SAW THE PICKUP TRUCK AND THE PLT MAD						RUCK.	
MECHANICAL DISCREPANCY WAS FOUND WIT						CKED	
VESTIGATION. THE TWO TRUCK OCCUPANTS		SAW THE ACET AP	PRUACHING THEM I	-KOM THE I	KEAR AND DU	CKED	
EN THE ACFT'S WING STRUCK THEIR TRUCK	· ·						

File No. - 669 3/09/85 WALDRON, MO A/C Reg. No. N8078F Time (Lc1) - 1530 CST Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 1. OBJECT - VEHICLE 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 4. VISUAL SEPARATION - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 5. TERRAIN CONDITION - DIRT BANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

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

Basic Information Type Operating Certificate-NONE (GENER)	AL AVIATION) Air	craft Damage		Inju	ries	
Type operating dertificate Mone (denem		BSTANTIAL	Fatal	•		None
Type of Operation -BUSINESS	Fir		rew 0	0	0	1
Flight Conducted Under -14 CFR 91	NO	NE P	ass 0	0	0	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA-39		- LYCOMING IO-320-B		Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines			Stall Warni	ng Syst em	YES
Max Gross Wt - 3600		- RECIP-FUEL INJECT	ED			
No. of Seats - 4	Rated Power	- 160 HP				
Environment/Operations Information	Thinns		A. J	Donald at the		
Weather Data Wx Briefing - FSS	Itinerary Last Departure P	o:nt		Proximity RSTRIP		
Method - TELEPHONE	GAGE.OK	oint	UN AI	KSIKIP		
Completeness - FULL	Destination		Airport	Nata		
Basic Weather - VMC	SAME AS ACC/IN	С	Amport	bata		
Wind Dir/Speed- CALM	5255, 5		Runwa	y Ident	- UNK/NR	
Visibility - 15.0 SM	ATC/Airspace			y Lth/Wid	- UNK/NR	
Lowest Sky/Clouds -	Type of Flight P	lan - NONE	Runwa	y Surface	- GRASS/TUI	₹F
	RCAST Type of Clearanc		Runwa	y Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-IN				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 61	Medical Certif	icato - VALT	n Mental	IATVEDS/LTM	
Certificate(s)/Rating(s)	Biennial Flight Review		light Time (AIVERS/ CIM.	• •
PRIVATE	Current - YE		- 3730	Last 2	4 Hrs -	7
SE LAND, ME LAND	Months Since - 11		- 484 - 84	Last 3	O Days- UN	(/NR
	Aircraft Type - PA	-39 Instrument	- 84	Last 9	O Days-	19
		Multi-Eng	- 484			
Instrument Rating(s) - AIRPLANE						
Narrative						
NG THE LANDING ROLL AT THE PLT'S PVT AIR	STRIP WITH A RUNWAY CON	SISTING OF WET SOD.	THE BRAKES	WERE APPLIE	D TO STOP	
ACFT. THE BRAKING WAS INEFFECTIVE AND TH						

File No. - 663 4/29/85 PECULIAR, MO A/C Reg. No. N8943Y Time (Lc1) - 1700 CDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - WET 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND GEAR COLLAPSED Occurrence #2 Phase of Operation LANDING - ROLL 3. TERRAIN CONDITION - GROUND

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

-Basic Information Type Operating Certificate-NONE (GENER Type of Operation -AERIAL OBSE	·	Aircraft D)amage					
Type of Operation -AFRIAL ORSE	RVATION	DESTROYED			Fatal	•	uries Minor	None
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Fire ON GROUND		Crew Pass	1 1	0	0	0
Aircraft Information								
Make/Model - BELL 47G Landing Gear - TRICYCLE-FIXED		Model - FRANK gines - 1	KLIN 6V-335	- Δ		Installed, tall Warn		d - NO -N/ m - NO
Max Gross Wt - 2350	Engine Ty	pe - RECIP	PROCATING-CA	ARBURETO		carr warm	ing syste	110
No. of Seats - 3	Rated Powe		OO HP					
Environment/Operations Information								
Weather Data	Itinerary			Α		Proximity		
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	G Last Depar COLUMBIA				OFF AI	RPORT/STR	ΙP	
Completeness - N/A Basic Weather - VMC	Destination LOCAL			Αi	rport D	ata		
Wind Dir/Speed- 230/013 KTS						Ident	- N/A	
Visibility - 20.0 SM	ATC/Airspace				Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR		ight Plan - N				Surface		
Lowest Ceiling - NONE	3.	earance - N			Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/	₋ndg - N	NONE					
Precipitation - NONE Condition of Light - DAYLIGHT								
Pilot-In-Command	Age - 24		edical Cert				WAIVERS/L	IMIT .
Certificate(s)/Rating(s)	Biennial Flight	Review		Flight				
COMMERCIAL, CFI	Current	- YES - O	Total		10		24 Hrs -	4
SE LAND					10		30 Days-	
HELICOPTER	Aircraft Typ	9 - BELL 4/	Instrume	nt-	0	Last Rotor	craft -	130 210
Instrument Rating(s) - NONE								
Narrative 51B CRASHED IN A WOODED AREA DURING A POWE	DITME DATED FLT W	ITOU INCLUDED	D DUOTOCDAD	UV OF TU	- DOW-D	ILTNE ACC	ODDING TO	
TNESSES, THE HELICOPTER WAS FLYING PARALLE								
THE WRECKAGE REVEALED THE TAIL ROTOR GEAR								• •
CATED APRX 50 YARDS FROM THE MAIN WRECKAGE								l
ECKAGE. METALLURGICAL EXAM OF THE BROKEN Y	OKE REVEALED A FAT	IGUE FRACTURE	WHICH PRO	GRESSED	FROM MU	LTIPLE OR	IGINS AT	
E ROOT OF THE INTERNAL THREADS OF THE SPLI								
IS WAS NOT A BELL HELICOPTER PART. THE PMA	, UNDER WHICH THIS	PART WAS MAN	NUFACTURED,	PROHIBI	TS NITR	IDE TREAT	MENT OF	
SPINDLE BORE & THREADS.								

File No 6	79 5/09/85	CALWOOD, MO	A/C Reg.	No. N951B	Time (Lc1) - 1330 CDT
Occurrence #1 Phase of Operation	AIRFRAME/COMPONE CRUISE - NORMAL	ENT/SYSTEM FAILURE/	MALFUNCTION		
Finding(s) 1. ROTOR SYSTEM,TA 2. TAIL ROTOR - 3. MATERIAL DE	IMPROPER - MANUFAC		ANUFACTURER		
Occurrence #2 Phase of Operation		- IN FLIGHT			
Occurrence #3 Phase of Operation					
Finding(s) 4. 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

File No 633 5/14/85 OSAG	GE BEACH, MO	A/C Reg	. No. N4362F	٦	ime (Lcl) -	- 1030 CDT	-
Basic Information	 						
Type Operating Certificate-ON-DEMAND A		Aircraft [Injur		
Name of Carrier -KITTY HAWK		SUBSTANT	[AL	Fatal	Serious	Minor	None
Type of Operation -NON SCHED,[OMESTIC, PASSENGER	Fire	Cı	rew O	0	0	1
Flight Conducted Under -14 CFR 135		NONE	Pa	ass O	0	0	4
Accident Occurred During ~LANDING							
Aircraft Information							
Make/Model - PIPER PA-46	Eng Make/M	lode1 - CONT:	INENTAL TSIO-	540 ELT	Installed/A	ctivated	- YES/YE
Landing Gear - TRICYCLE-RETRACTABLE	Number End	ines - 1		9	stall Warnir	na System	- YES
Max Gross Wt - 3650	Engine Typ		-FUEL INJECT			5 ,	
No. of Seats - 6	Rated Powe		D1 HP				
Environment/Operations Information							
Weather Data	Itinerar∨			Airport	Proximity		
Wx Briefing - FSS	Last Depart	ure Point		ON AIF			
Method - TELEPHONE	ADDISON, T			0.1 AT			
Completeness - FULL	Destination	,,		Airport [12+2		
Basic Weather - VMC	OSAGE BEA	CH MO			REEK/GRAND	CLATZE	
Wind Dir/Speed- 200/010 KTS	USAGE BEA	ICIT, MO			/ Ident -		
Visibility - 10.0 SM	ATC/Airspace				/ Lth/Wid -		60
Lowest Sky/Clouds - UNK/NR		what Diam is					80
		ght Plan -			Surface -		
Lowest Ceiling - BROKEN		arance - :			/ Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/L	.nag -	TRAFFIC PATTE	RN			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							·
Pilot-In-Command	Age - 31		edical Certif) WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight R			light Time (F			
ATP	Current	- YES	Total			Hrs - UN	
SE LAND, ME LAND	Months Since		Make/Model		Last 30		
	Aircraft Type	- PA-32	Instrument	- 293	Last 90	Days-	155
			Multi-Eng	- 850			
Tundersmand Badding(-)							
Instrument Rating(s) - AIRPLANE							
Narrative E PLT LANDED THE ACFT MID-FIELD ON THE 320 DE TO CONTINUE THE LANDING INSTEAD OF GOIN E RWY. THE PLT STATED HE SHOULD HAVE MADE PORTED AS LIGHT AND VARIABLE AT THE ARPT.	IG AROUND FOR ANOTHE	R ATTEMPT.	THE PLT APPLI	ED BRAKES & 1	HE ACFT SKI	DDED OFF	

File No. - 633 5/14/85 OSAGE BEACH, MO A/C Reg. No. N4362F Time (Lc1) - 1030 CDT Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND 2. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND 3. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - GROUND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,2

5740E 3e3

File No 743 2/11/85 THC	OMPSON FALLS,MT A/C I	Reg. No. N3777P	Ti	me (Lc1) -	1030 MST	
Basic Information Type Operating Certificate-NONE (GENE Type of Operation -AERIAL OBS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTA SERVATION Fire NONE	ft Damage ANTIAL Cre Pas	ss 0	Injurio Serious O O	es Minor O O	None 2 1
Aircraft Information Make/Model - PIPER PA-18 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1750 No. of Seats - 2	Eng Make/Model - L' Number Engines - Engine Type - RI	1	ELT I	nstalled/Ac all Warning		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFI Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 090/005 KTS Visibility - 5.0 SM Lowest Sky/Clouds - 4000 FT SC Lowest Ceiling - 4000 FT ON Obstructions to Vision- NONE Precipitation - SNOW SHOWER Condition of Light - DAYLIGHT	THOMAS FALLS,MT Destination LOCAL ATC/Airspace CATTERED Type of Flight Plan /ERCAST Type of Clearance Type Apch/Lndg	- NONE	Airport Da UNKNOWN Runway Runway	PORT/STŔIP ta Ident - Lth/Wid - Surface -		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND,SE SEA	Age - 40 Biennial Flight Review Current - YES Months Since - 23 Aircraft Type - UNK/N	Fl [.] Total - Make/Model-	ight Time (Ho 1710	urs) Last 24 Last 30	Hrs - Davs- UNA	1
Instrument Rating(s) - UNK/NR						

File No. - 743 2/11/85 THOMPSON FALLS, MT A/C Reg. No. N3777P Time (Lc1) - 1030 MST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation MANEUVERING Finding(s) 1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 4. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - SNOW COVERED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Brief of Accident

File No 699 7/09/85 SH	ELBY,NC	A/C Reg.	No. N9718T	Т	ime (Lc1) -	1330 ED1	Ī
Basic Information							· ·
Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft D	amage		Injur	ies	
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -TEST FLIG	HT .	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91		ON GROUND	Pass	0	0	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA T303	Eng Make/	Model - CONTI	NENTAL TSIO-520	-AE ELT	Installed/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE		aines - 2			tall Warnin		
Max Gross Wt - 2100	Engine Tv		-FUEL INJECTED	~		9 0,0	0
No. of Seats - 4	Rated Pow		O HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEF		ture Point			RPORT/STRIP		
Method - N/A	SHELBY,N			011 AI	IN SKI/ STRIP		
Completeness - N/A	Destination			Airport D	12+2		
Basic Weather - VMC	LOCAL				MUNICIPAL		
Wind Dir/Speed- 240/008 KTS	LUCAL					0.0	
• • • • • • • • • • • • • • • • • • • •				•		23	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		75
	CATTERED Type of F1				Surface -		
Lowest Ceiling - NONE		earance - N		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/	Lndg - F	ORCED LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 51	Me	dical Certifica	te - VALID	MEDICAL-NO	WAIVERS	/I IMIT
Certificate(s)/Rating(s)	Biennial Flight			ht Time (F		,	
COMMERCIAL	Current	- YES	Total -		· ·	Hrs - Ui	JK/NR
SE LAND, ME LAND	Months Since	_	Make/Model-	80		Days- U	
SE EAND, ME EAND	Aircraft Typ		Instrument-	70	Last 90		75
	Aircraft Typ	e - UNK/NK			Last 90	Days-	75
			Multi-Eng -	500			
Instrument Rating(s) - AIRPLANE							
	22 HE NOTICED CT	CONTNO EDGM T	THE LEFT END THE		A TUDNI TO	I AND CHA	
PLT STATED THAT AFTER TAKEOFF FROM RWY							
OS BUT WAS UNABLE TO LINE UP WITH THE	KWT. HE ELECTED TO G	U-ARUUNU AND	WHEN HE ADDED F	ULL PUWER	THE LEFT EN	G UIL	
SSURE WENT TO ZERO PSI. THE PLT FEATHER	ED THE LEFT ENG AND	A SINGLE ENG	GU-ARUUND WAS A	TIEMPIED.	THE LANDING	GEAR	
FLAPS WERE NOT RETRACTED AND THE ACFT				RA BOST (RASH FIRE.		
ORIGIN OF THE OIL LEAK COULD NOT BE DE	TERMINED DUE TO THE	EXTENT OF THE	FIRE DAMAGE.				

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File No 6	99 7/09/85 SHELBY,NC	A/C Reg. No. N9718T	Time (Lc1) - 1330 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF TAKEOFF - INITIAL CLIMB		
Finding(s) 1. FLUID,OIL - LEAN 2. UNDETERMINED	<		
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN		
Finding(s) 3. OBJECT - TREE(S) 		
Occurrence #4 Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
Finding(s) 4. TERRAIN CONDITION			
Probable Cause			
The National Transports/are finding(s) 2	rtation Safety Board determines that the Prob	pable Cause(s) of this accide	ent

Basic Information				*		
Type Operating Certificate-NONE (GENERA		t Damage NTIAL	Fatal	Inju Serious		None
Type of Operation -CLOUD SEDDINF Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Cre	, 0	0	0	1
Aircraft Information Make/Mode1 - PIPER PA-30/A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3725 No. of Seats - 4	Eng Make/Model - L Number Engines - Engine Type - R Rated Power -	2		Installed//		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/015 KTS Visibility - 15.0 SM Lowest Sky/Clouds - SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poin BOWMAN,ND Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	ON AIR Airport D BOWMAN Runway Runway Runway Runway	ata Ident Lth/Wid Surface		75
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL ME LAND Instrument Rating(s) - AIRPLANE	Age - 23 Biennial Flight Review Current - YES Months Since - 8 Aircraft Type - UNK/N	Total - Make/Model-	ght Time (H 647 123 679	ours) Last 2	4 Hrs - O Days- UN	22
Instrument Rating(s) - AIRPLANENarrative FARDING THE THROTTLE(S) ON FINAL PRODUCED I LANDING, THE CIRCUIT BREAKER ON THE GEAR OF THAT SHE HAD TO LEARN TO IGNORE DISTRAC	NO WARNING HORN SO THE PLT WAS FOUND "POPPED" WHICH EX	ASSUMED THAT THE G PLAINED TTHE LACK	EAR WAS DOW	N. AFTER T	HE GEAR	

File No. - 751 8/16/85 BOWMAN, ND A/C Reg. No. N7126Y Time (Lc1) - 1930 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. CHECKLIST INADEQUATE PILOT IN COMMAND
- IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION PILOT IN COMMAND
- 3. PROCEDURES/DIRECTIVES DISREGARDED PILOT IN COMMAND
- 4. IMPROPER USE OF PROCEDURE, COMPLACENCY PILOT IN COMMAND
- 5. WHEELS UP LANDING PERFORMED PILOT IN COMMAND

----Probable Cause----

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

Flight Conducted Under -14 CFR 91 NONE PACCIDENT -Aircraft Information Make/Model - AERONCA 058B Eng Make/Model - CONTINENTAL 65-A Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Max Gross Wt - 1620 Engine Type - RECIPROCATING-CARI No. of Seats - 2 Rated Power - 65 HP	Airpo OFF Airpor Run	O O O TINSTALLE STALL Warr TT Proximity AIRPORT/STI T Data way Ident	O O d/Activated ning System	- NO
Flight Conducted Under -14 CFR 91 NONE PAccident Occurred During -DESCENT -Aircraft Information Make/Model - AERONCA 058B Eng Make/Model - CONTINENTAL 65-A Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Max Gross Wt - 1620 Engine Type - RECIPROCATING-CARL No. of Seats - 2 Rated Power - 65 HP -Environment/Operations Information Weather Data Itinerary Wx Briefing - TV WX Last Departure Point Method - UNK/NR SAME AS ACC/INC Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - SCATTERED Type of Flight Plan - NONE Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE	Pass O EBURETOR Airpo OFF Airpor Run	O LT Installed Stall Warn rt Proximity AIRPORT/STI t Data way Ident	O d/Activated ning System	O - YES/N - NO
Accident Occurred During -DESCENT -Aircraft Information Make/Model - AERONCA 058B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1620 No. of Seats - 2 Rated Power - 65 HP -Environment/Operations Information Weather Data Wx Briefing - TV WX Method - UNK/NR Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 15.0 SM Lowest Sky/Clouds - SCATTERED Lowest Sky/Clouds - SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Eng Make/Model - CONTINENTAL 65-A Number Engines - 1 Eng Make/Model - CONTINENTAL 65-A Number Engines - 1 Eng Make/Model - CONTINENTAL 65-A Number Engines - 1 Eng Make/Model - CONTINENTAL 65-A Number Engines - 1 Engine Type - RECIPROCATING-CARI Rated Power - 65 HP Itinerary Last Departure Point SAME AS ACC/INC Destination FLEMMING,MN ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE	EI RBURETOR Airpo OFF Airpor Run	LT Installed Stall Warn rt Proximity AIRPORT/STI t Data way Ident	d/Activated ning System	- YES/N - NO
-Aircraft Information Make/Model - AERONCA 058B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1620 No. of Seats - 2 -Environment/Operations Information Weather Data Wx Briefing - TV WX Method - UNK/NR Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 15.0 SM Lowest Sky/Clouds - SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE - Make/Model - CONTINENTAL 65-A Number Engines - 1 Engine Type - RECIPROCATING-CARI Number Engines - 1 Engine Type - RECIPROCATION Number Engi	Airpo OFF Airpor Run	Stall Warr rt Proximity AIRPORT/STI t Data way Ident	ning System	- NO
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1620 No. of Seats - 2 -Environment/Operations Information Weather Data Wx Briefing - TV WX Method - UNK/NR Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 15.0 SM Lowest Sky/Clouds - SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Number Engines - 1 Engine Type - RECIPROCATING-CARI Rated Power - 65 HP Itinerary Last Departure Point SAMÉ AS ACC/INC Destination FLEMMING,MN ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type of Clearance - NONE	Airpo OFF Airpor Run	Stall Warr rt Proximity AIRPORT/STI t Data way Ident	ning System	- NO
Max Gross Wt - 1620 No. of Seats - 2 Engine Type - RECIPROCATING-CARN Rated Power - 65 HP -Environment/Operations Information Weather Data Wx Briefing - TV WX Method - UNK/NR Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 15.0 SM Lowest Sky/Clouds - SCATTERED Lowest Sky/Clouds - SCATTERED Obstructions to Vision- NONE Obstructions to Vision- NONE Precipitation Engine Type - RECIPROCATING-CARN Rated Power - 65 HP Linerary Last Departure Point SAMÉ AS ACC/INC Destination FLEMMING,MN ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type of Clearance - NONE	Airpo OFF Airpor Run Run	rt Proximity AIRPORT/STI t Data way Ident	 /	
No. of Seats - 2 Rated Power - 65 HP -Environment/Operations Information Weather Data Wx Briefing - TV WX Method - UNK/NR Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 15.0 SM Lowest Sky/Clouds - SCATTERED Lowest Sky/Clouds - SCATTERED Ubstructions to Vision- NONE Precipitation - NONE Rated Power - 65 HP Attinerary Last Departure Point SAMÉ AS ACC/INC Destination FLEMMING,MN ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE	Airpo OFF Airpor Run Run	rt Proximity AIRPORT/STI t Data way Ident	/	
Weather Data Wx Briefing - TV WX Method - UNK/NR Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 15.0 SM Lowest Sky/Clouds - SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Itinerary Last Departure Point SAMÉ AS ACC/INC Destination FLEMMING,MN ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE	Airpo OFF Airpor Run Run	rt Proximity AIRPORT/STI t Data way Ident	/	
Wx Briefing - TV WX Method - UNK/NR Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Visibility - 15.0 SM Lowest Sky/Clouds - SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Last Departure Point SAMÉ AS ACC/INC Destination FLEMMING,MN ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE	OFF Airpor Run Run	AIRPORT/ST t Data way Ident		
Method - UNK/NR SAME AS ACC/INC Completeness - WEATHER NOT PERTINENT Basic Weather - VMC FLEMMING,MN Wind Dir/Speed- CALM Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE	Airpor Run Run	t Data way Ident	KIP	
Completeness - WEATHER NOT PERTINENT Basic Weather - VMC FLEMMING,MN Wind Dir/Speed- CALM Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE	Run Run	way Ident		
Basic Weather - VMC FLEMMING,MN Wind Dir/Speed- CALM Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE	Run Run	way Ident		
Wind Dir/Speed- CALM Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE	Run			
Lowest Sky/Clouds - SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE			- N/A	
Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE	Dun	way Lth/Wid		
Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE		way Surface		
Precipitation - NONE	Run	way Status	- N/A	
-Personnel Information				
Pilot-In-Command Age - 64 Medical Certif Certificate(s)/Rating(s) Biennial Flight Review F	liaht Time	(Hours)		WII
PRIVATE Current - YES Total	- 1410	Last Last Last	24 Hrs -	5
SE LAND, ME LAND, SE SEA Months Since - 12 Make/Model Aircraft Type - PA-23 Instrument	- 1200	Last	30 Days-	67 67
Aircraft Type - PA-23 Instrument Multi-Eng		Last	90 Days-	67
Instrument Rating(s) - NONE				
-Narrative				
LE DEPARTING A STUBBLE FIELD, THE AIRCRAFT'S TIRE RAN INTO A SOFT SPOT IN THE GROUND			MED AND	

File No. - 752 8/19/85 MOTT,ND A/C Reg. No. N47500 Time (Lc1) - 0700 MDT

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

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. TERRAIN CONDITION - SOFT
4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED TAKEOFF - GROUND RUN

Finding(s)
6. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

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

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

Brief of Accident

Basic Information				.			
Type Operating Certificate-ON-DEMAND	AIR TAXI Aircraf SUBSTA	t Damage	Fatal	Injuries Fatal Serious Minor			
Type of Operation -PERSONAL	Fire	Crev			0	None 1	
Flight Conducted Under -14 CFR 91	IN FLI	GHT Pass	6 0	0	0	2	
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - BEECH 65-88	Eng Make/Model - LY			Installed/A			
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 8800	Number Engines - 2 Engine Type - RE		5	tall Warnin	g System	- YES	
No. of Seats - 9	Rated Power -						
Environment/Operations Information							
Weather Data	Itinerary		Airport	Proximity			
Wx Briefing - FSS	Last Departure Point			RPORT/STRIP			
Method - UNK/NR	OMAHA, NE						
Completeness - WEATHER NOT PERTIN			Airport D	ata			
Basic Weather - VMC Wind Dir/Speed- 180/007 KTS	TULSA, OK		Punway	Ident -	N/A		
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -			
Lowest Sky/Clouds - 5000 FT S	CATTERED Type of Flight Plan		Runway	Surface -			
	ROKEN Type of Clearance		Runway	Status -	N/A		
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 39	Medical Certifica	ate - VALID	MEDICAL-NO	WATVERS/	TMTT	
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H		WAITENS,		
ATP,CFI	Current - YES	10.0.	4964	Last 24	Hrs -		
SE LAND, ME LAND	Months Since - 2		43	Last 30	Days- UN	K/NR	
	Aircraft Type - 65	Instrument- Multi-Eng -	407 2989	Last 90	Days-	139	
Instrument Rating(s) - AIRPLANE							
REPORTED THAT THE RT ENG BEGAN TO RUN	ROUGH AND BACKFIRE AS THE FLT	WAS CLIMBING THRU	400 FT AGL	AFTER TAKE	OFF.		
ENTS LATER THE RT ENG FIRE WARNING LIGH	T ILLUMINATED AND THE PLT SECU	IRED THE ENG AND LA	ANDED. THE	FIRE WARNIN	G LIGHT		
TOUT PRIOR TO LANDING AND THERE WAS IN							
A SEPARATED INDUCTION MANIFOLD COUPLIN	G AT THE #2 CYL. THE EXAMINAT	ION ALSO REVEALED	FIRE DAMAG	E TO RIGHT	ENG MOUNT		

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File No. - 763 5/24/85 OMAHA, NE A/C Reg. No. N8833B Time (Lc1) - 2030 CDT

Occurrence #1

FIRE/EXPLOSION

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

- 1. ENGINE ASSEMBLY, CYLINDER BURNED
- 2. EMERGENCY PROCEDURE PERFORMED PILOT IN COMMAND
- 3. EMERGENCY PROCEDURE PERFORMED PILOT IN COMMAND
- 4. ENGINE ASSEMBLY, CYLINDER DISTORTED
- 5. ENGINE ASSEMBLY, CYLINDER DISCONNECTED
- 6. ENGINE ASSEMBLY, MOUNT BURNED
- 7. REMEDIAL ACTION PERFORMED PILOT IN COMMAND

Occurrence #2

FORCED LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) A	Aircraft Damage			Injur	ies	
		SUBSTANTIAL			Serious		None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91		ire	Crew	0	0	0	1
		NONE	Pass	0	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - LUSCOMBE 8A	Eng Make/Mode	1 - CONTINENTAL		ELT	Installed/A	ctivated	- YES/N
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1200	Number Engine	s - 1 - RECIPROCATIN			tall Warnin	g System	- YES
No. of Seats - 2	Rated Power		NG-CARBURE	IUK			
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Departure WEST POINT.N			ON AIR	PURI		
Completeness - PARTIAL,LMTD BY FCS	TR Destination	<u>=</u>		Airport D	ata		
Basic Weather - VMC	HARRISON.NE				DN SKYRANCH		
Wind Dir/Speed- 270/040 KTS				Runway	Ident -	30	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		50
Lowest Sky/Clouds - 8000 FT SC					Surface -		
Lowest Ceiling - NONE	Type of Cleara			Runway	Status -	DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	- CONTACT TRAFFIC					
Condition of Light - DAYLIGHT		FULL STO					
Personnel Information Pilot-In-Command	Age - 30	Medical (Certificat	e - VALID	MEDICAL-NO	WATVERS:/	LIMIT
Certificate(s)/Rating(s)	Age - 30 Biennial Flight Revi	ow.	Fliah	t Time (H	ours)		
PRIVATE	Current -	YES Total	1 -	480	Last 24	Hrs -	5
SE LAND	Current - Months Since - Aircraft Type -	13 Make/	/Model-	50	Last 30	Days- UN	IK/NR
	Aircraft Type -	C-150 Instr	rument-	2	Last 90	Days-	30
Instrument Rating(s) - NONE							
Narrative		THE CO ADDITION :-		DIIIO IO	LAND ON SUN	20	
ACFT STALLED DURING AN ATTEMPTED GO-ARC							

File No. - 659 5/30/85 HARRISON, NE A/C Reg. No. N71407 Time (Lc1) - 1230 CDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. WEATHER CONDITION - HIGH WIND 3. JUDGEMENT - POOR - PILOT IN COMMAND 4. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 6. STALL - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3.5

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

File No 665 6/13/85 BINGH	AM,NE A/C	Reg. No. N80747	Т	ime (Lcl)	- 1225 M	DT
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	ft Damage		Inju	ıries	
	SUBST	ANTIAL	Fatal			None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 172M		YCOMING 0-320-E2D	ELT	Installed/	'Activate	d - YES-UNK/N
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warni	ng Syste	m - YES
Max Gross Wt - 2300	3 1 1	ECIPROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power -	150 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t	ON AIR	STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		_			
Wind Dir/Speed- 180/005 KTS	ATO/Almana				- 18	LINUX /NIP
Visibility - 10.0 SM	ATC/Airspace	NONE		Lth/Wid		
Lowest Sky/Clouds - CLEAR Lowest Ceilina - NONE	Type of Flight Plan			Surface Status		TURF
Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg		Runway	Status	- DRI	
Precipitation - NONE	Type Apcil/Lilidg	- TRAFFIC PATTERN				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 39	Medical Certifica	te - VALID	MEDICAL -W	ATVERS/I	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flia	ht Time (F		AITENO, E	27.12.1
PRIVATE	Current - VES	Total -	85	Last 2	24 Hrs -	UNK/NR
SE LAND	Months Since - 12	Make/Model-	85	Last 3	30 Davs-	UNK/NR
	Aircraft Type - C-172	M Instrument-	0	Last 9	0 Days-	
Instrument Rating(s) - NONE						
Manuellin						
Narrative	WHITE ON STAND ADOLUSED !	AND THE FOUR POSTS	WAC ADDITE	D DUT TUE	ACET	
THE PLT REPORTS THAT THE ACFT BEGAN TO SETTLE CONTINUED TO SETTLE. THE ACFT HIT NOSE GEAR C						10
CONTINUED TO SETTLE. THE ACFT HIT NOSE GEAR C PRIVATE PLT CERTIFICATE A YEAR PRIOR TO THE A		U UVER. THE PLT HAD	FLUWN 11	HK2 SINCE	KECEIVIN	lG .
RIVATE PLI CERTIFICATE A TEAR PRIUR TO THE A	COIDENI.					

File No 6	65 6/13/85 BINGHAM,NE	A/C Reg. No. N80747	Time (Lc1) - 1225 MDT
	LOSS OF CONTROL - IN FLIGHT APPROACH - VFR PATTERN - FIN	IAL APPROACH	
 REMEDIAL ACTION STALL - INADVER 	EQUATE - PILOT IN COMMAND - DELAYED - PILOT IN COMMAND TENT - PILOT IN COMMAND E OF PROCEDURE,LACK OF RECENT	TOTAL EXPERIENCE - PILOT IN COMMAND	
	NOSE GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN		
Finding(s) 5. LANDING GEAR,NO			
Occurrence #3 Phase of Operation			
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determine	es that the Probable Cause(s) of this acc	ident
Factor(s) relating t	o this accident is/are finding	y(s) 4	

Basic Information	TAIFDAL ANTATTOWN	A /					
Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Dar DESTROYED	mage	Fatal	Inju Serious	nies Minor	None
Type of Operation -PERSONA		Fire	Crew	ratai 1		M 17101	0
Flight Conducted Under -14 CFR		NONE	Pass	1	0	0	0
Accident Occurred During -APPROAC	4			•	Ŭ	Ŭ	Ü
Aircraft Information							
Make/Model - PIPER PA-28-140	Eng Make	/Model - LYCOMIN	NG 0-320-E2A		Installed/		
Landing Gear - TRICYCLE-FIXED		ngines - 1			Stall Warnii	ng Syste	m - YES
Max Gross Wt - 2150	Engine T	, .	CATING-CARBURE	TOR			
No. of Seats - 4	Rated Po	wer - 150	HP 				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRI Method - N/A	FING Last Depa LAWRENC	rture Point E,MA		ON AIF	RPORT		
Completeness - N/A	Destinatio	n		Airport [Data		
Basic Weather - VMC	N.HAMPT	ON,NH		HAMPTO	ON AIRFIELD		
Wind Dir/Speed- 160/008 KTS					/ Ident		
Visibility - 30.0 SM	ATC/Airspac				/ Lth/Wid		
Lowest Sky/Clouds - 100 FT	SCATTERED Type of F	light Plan - NO	NE		/ Surface		TURF
Lowest Ceiling - NONE	Type of C	light Plan - NOM learance - NOM /Lnda - GO	NE .	Runway	/ Status		
Obstructions to Vision- NONE	Type Apch	/Lndg - GO	AROUND			HIGH V	EGETATION
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 26	Med	ical Certificat	e - VALTI	MEDICAL-N) WATVED	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight			t Time (J WAIVER	3/ LIMI 1
STUDENT	Current		Fligh Total -			4 Hrs -	UNK/NR
31032111	Months Sinc			K/NR	Last 3	Davs-	UNK/NR
	Aircraft Ty	pe - N/A	Make/Model- UN Instrument-	0	Last 9	Days-	UNK/NR
Instrument Rating(s) - NONE							
·Narrative							
NAMMATIVE NPRIL 20, 1985, A PIPER PA-28-140, FL	DWN DV A CTUDENT DIT	CDACHED DURING	AN ATTEMPTED C	O = A DOUND	AT NODTH		
PTON, NH, WHILE ON A PLEASURE FLT. TH						V THE	
GH RWY IS 2050 FT LONG AND 300 FT WID							
RWY AND AT ABOUT TE MIDFIELD POINT,							
THE LEFT, THE BANK INCREASED TO 90 DE							
FIELD, NONE OF THE WITNESSES HEARD							
AL FLYING TIME AND HAD NOT FLOWN INTO							
THER AIRFIELD LOCATED 20 MILES AWAY.							

File No. - 738 4/20/85 NO. HAMPTON, NH A/C Reg. No. N95043 Time (Lc1) - 1320 EST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND 4. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND 5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 6. GO-AROUND - ATTEMPTED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 7. STALL - INADVERTENT - PILOT IN COMMAND 8. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND ----Probable Cause----

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

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

File No 645 3/16/85 PRINC	ETON,NJ A/C F	eg. No. N62541	T	ime (Lc1)	- 1615 ES	T ,
-Basic Information Type Operating Certificate-NONE (GENERA		t Damage		Inju		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTA Fire NONE	Orew Pass	-	Serious O O	Minor O O	None 1 1
Aircraft Information Make/Model - CESSNA 172P Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Eng Make/Model - Ly Number Engines - 1 Engine Type - RE Rated Power -		S ETOR	Installed/ tall Warni	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- UNK/NR Visibility - 15.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point UNK/NR Destination UNK/NR ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	Airport ON AIR Airport D PRINCE Runway Runway Runway	Proximity PORT ata TON Ident Lth/Wid Surface	- 28 - 3100/	60
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 30 Biennial Flight Review Current - YES Months Since - UNK/NF Aircraft Type - UNK/NF	Medical Certifica Flig Total - Make/Model- Instrument-	ht Time (H	ours)		
Instrument Rating(s) - NONE						
Narrative HE ACFT EXPERIENCED NOSE GEAR DAMAGE FOLLOWI HWN ON THE MAIN GEAR AND BOUNCED AS THE NOSE HS ABLE TO REGAIN CONTROL AND THE ACFT SETTL	GEAR WAS BEING LOWERED. AF					

File No. - 645 3/16/85 PRINCETON,NJ A/C Reg. No. N62541 Time (Lc1) - 1615 EST

Occurrence
Phase of Operation

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND

2. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND

3. RECOVERY FROM BOUNCED LANDING - 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

<pre>-Basic Information Type Operating Certificate-NONE (</pre>	GENERAL AVIATION)	∆ircraft Da	ımaqe		Injur	ies	
rypo operating out throate name ((d2/12/1/2 /4/2///10/1/)	SUBSTANTIA		Fatal			None
Type of Operation -EXECUT	IVE/CORPORATE	Fire	Crev		0	2	0
Flight Conducted Under -14 CFR	2 91	NONE	Pass	0	0	2	0
Accident Occurred During -HOVER			Othe		1	0	0
-Aircraft Information							
Make/Model - SIKORSKY S76A		/Model - ALLISO	N 250-C30S		Installed/A		
Landing Gear - TRICYCLE-RETRACTA		ngines - 2		S	tall Warnir	ig System	- NO
Max Gross Wt - 10300		pe - TURBOS					
No. of Seats - 8	Rated Po	wer - 650) HP				
-Environment/Operations Information-							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BR				ON AIR	PORT		
Method - N/A	POINT PI	LEASANT,NJ					
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC	BELMAR,	IJ			TH CO.		
Wind Dir/Speed- 090/008 KTS						03	
Visibility - 7.0 SM	ATC/Atrspace				Lth/Wid -		
Lowest Sky/Clouds - 12000 F					Surface -		
Lowest Ceiling - 25000 F				Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch,	/Lndg - Fl	JLL STOP				
Precipitation - NONE Condition of Light - DAYLIGH	JT.						
-Personnel Information Pilot-In-Command	Age - 49	Med	dical Certifica	ate - VALID	MEDICAL-WA	IVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flic	ght Time (H	ours)		
COMMERCIAL, ATP, CFI	Current	- YES				Hrs -	37
SE LAND, ME LAND			Make/Model-	1055	Last 30	Davs- U	NK/NR
HELICOPTER	Aircraft Tv	e - 6 oe - UNK/NR	Make/Model- Instrument-	686	Last 90	Davs-	197
•	,	·	Multi-Eng -			aft -	
Instrument Rating(s) - AIRPL	_ANE,HELICOPTER						
-Narrative	. DDE COLO DI T THE OFT	CAU A UELTOORT	D 14765 1 ADI	DO A CLITAIO T	LIE ADDT NA	OECD AT	
ING TAKEOFF & LANDING PRACTICE FOR A							
TIME OF 1ST SIGHTING, WAS ON A LEFT TO CALLS AT THIS UNCONTROLLED ARPT.							
IWAY BY RWY 3. THE HELICOPTER WAS HO							
INAL DI NWI J. THE HELICUPTEK WAS HU							
RIGHT AND COLLIDED WITH THE HELICOP	OTED WHEN THE CET WAS I	DEMOVED EDOM TI					

File No. - 760 6/11/85 BELMAR.NJ A/C Reg. No. N176FJ Time (Lc1) - 1245 EDT Occurrence #1 MIDAIR COLLISION Phase of Operation HOVER Finding(s) 1. RADIO COMMUNICATIONS - NOT RECEIVED - PILOT IN COMMAND 2. VISUAL LOOKOUT - NOT RECEIVED - PILOT IN COMMAND 3. VISUAL SEPARATION - INADEQUATE - PILOT OF OTHER AIRCRAFT 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation DESCENT - UNCONTROLLED Finding(s) 5. ROTOR DRIVE SYSTEM - DISINTEGRATED REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #3 Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. TERRAIN CONDITION - OPEN FIELD 8. MANEUVER - UNCONTROLLED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4 Factor(s) relating to this accident is/are finding(s) 1,2,6

The Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage DESTROYED DESTROYED Fatal Serious Minor None DESTROYED Pass 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	File No 760 6/11/85 BELMA	AR,NU A/C Reg	. No. N4956B		Time (Lc1)	- 1245 EDT	Г
Part	Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION) Aircraft	Damage		Inju	ıries	
aft Information e/Model - CESSNA 152		DESTROYE	D	Fatal	Serious	Minor	None
aft Information e/Model - CESSNA 152	Type of Operation -INSTRUCTION/	AL Fire	Crew	1	1	0	0
aft Information e/Model - CESSNA 152	Flight Conducted Under -14 CFR 91		Pass	0	0	0	0
re/Model - CESSNA 152	Accident Occurred During -TAKEOFF			· 0	0	4	0
Number Engines - 1	Aircraft Information						
Engine Type - RECIPROCATING-CARBURETOR of Seats - 2	Make/Model - CESSNA 152	Eng Make/Model - LYCO					
of Seats - 2 Rated Power - 112 HP Connent/Operations Information ter Data Briefing - NO RECORD OF BRIEFING lethod - N/A Completeness Completeness - N/A Completeness - N/A Completeness - N/A Complet	Landing Gear - TRICYCLE-FIXED	Number Engines - 1			Stall Warni	ng System	- YES
of Seats - 2 Rated Power - 112 HP Connent/Operations Information ter Data Briefing - NO RECORD OF BRIEFING lethod - N/A Completeness Completeness - N/A Completeness - N/A Completeness - N/A Complet	Max Gross Wt - 1670	Engine Type - RECI	PROCATING-CARBURE	TOR			
Itinerary Airport Proximity Briefing - NO RECORD OF BRIEFING lethod - N/A lompleteness -	No. of Seats - 2	Rated Power - 1	12 HP				
Briefing - NO RECORD OF BRIEFING	Environment/Operations Information						
BELMAR,NU Destination Airport Data BELMAR MONMOUTH CO. Runway Ident - 03 Runway Ident - 03 Runway Lth/Wid - 3707/ 46 Runway Surface - ASPHALT Runway Status - DRY Destination Airport Data BELMAR MONMOUTH CO. Runway Ident - 03 Runway Lth/Wid - 3707/ 46 Runway Surface - ASPHALT Runway Surface - ASPHALT Runway Status - DRY Destination Runway Status - DRY Runway	Weather Data			Airport	Proximity		
Destination SAME AS ACC/INC BELMAR MONMOUTH CO. SAME AS ACC/INC BELMAR MONMOUTH CO. Runway Ident - 03 Runway Ident - 03 Runway Lth/Wid - 3707/ 46 Runway Surface - ASPHALT Runway Status - DRY Destination SAME AS ACC/INC BELMAR MONMOUTH CO. Runway Ident - 03 Runway Lth/Wid - 3707/ 46 Runway Surface - ASPHALT Runway Status - DRY Destination STORE ST	Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AI	RPORT		
SAME AS ACC/INC SAUNWAY Ident - 03 Runway Lth/Wid - 3707/ 46 SASPHALT SAPPHALT	Method - N/A	BELMAR, NJ					
Runway Ident - 03 Risibility - 7.0 SM ATC/Airspace Runway Lth/Wid - 3707/ 46 Rowest Sky/Clouds - 12000 FT THIN BKN Type of Flight Plan - NONE Runway Surface - ASPHALT Rowest Ceiling - 25000 FT OVERCAST Type of Clearance - NONE Runway Status - DRY Runway Ident - 03 Runway Ident - 04 Runway Status - DRY Runway Ident - 03 Runway Ident - 03 Runway Ident - 03 Runway Ident - 04 Runway Ident - 03 Runway Ident - 04 Runway	Completeness - N/A	Destination		Airport	Data		
Runway Ident - 03 Risibility - 7.0 SM ATC/Airspace Runway Lth/Wid - 3707/ 46 Rowest Sky/Clouds - 12000 FT THIN BKN Type of Flight Plan - NONE Runway Surface - ASPHALT Rowest Ceiling - 25000 FT OVERCAST Type of Clearance - NONE Runway Status - DRY Runway Ident - 03 Runway Ident - 04 Runway Status - DRY Runway Ident - 03 Runway Ident - 03 Runway Ident - 03 Runway Ident - 04 Runway Ident - 03 Runway Ident - 04 Runway	Basic Weather - VMC	SAME AS ACC/INC		BELMA	R MONMOUTH	CO.	
ATC/Airspace Runway Lth/Wid - 3707/ 46 Lowest Sky/Clouds - 12000 FT THIN BKN Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - 25000 FT OVERCAST Type of Clearance - NONE Runway Status - DRY Distructions to Vision- NONE Type Apch/Lndg - TOUCH AND GO Direcipitation - NONE Condition of Light - DAYLIGHT DAYLIGHT DAYLIGHT Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT DISTRICT COMMERCIAL, CFI Selection of Light - 1744 Last 24 Hrs - 5 SE LAND SE LAND Months Since - 18 Make/Model - 83 Last 30 Days- 55 Aircraft Type - UNK/NR Instrument - 66 Last 90 Days- 150 Multi-Eng - 20				Runwa	v Ident	- 03	
Lowest Sky/Clouds - 12000 FT THIN BKN Type of Flight Plan - NONE Runway Surface - ASPHALT Cowest Ceiling - 25000 FT OVERCAST Type of Clearance - NONE Runway Status - DRY Destructions to Vision- NONE Type Apch/Lndg - TOUCH AND GO Trecipitation - NONE Condition of Light - DAYLIGHT Tournel Information OCTION TOUCH AND GO Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Review Flight Time (Hours) COMMERCIAL, CFI Current - YES Total - 1744 Last 24 Hrs - 5 SE LAND Months Since - 18 Make/Model - 83 Last 30 Days - 55 Aircraft Type - UNK/NR Instrument - 66 Last 90 Days - 150 Multi-Eng - 20		ATC/Airspace					46
Nowest Ceiling - 25000 FT OVERCAST Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TOUCH AND GO Orecipitation - NONE Condition of Light - DAYLIGHT Onnel Information Ot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Orificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1744 Last 24 Hrs - 5 SE LAND Months Since - 18 Make/Model- 83 Last 30 Days- 55 Aircraft Type - UNK/NR Instrument- 66 Last 90 Days- 150 Multi-Eng - 20			NONE				. •
Type Apch/Lndg - TOUCH AND GO Precipitation - NONE Condition of Light - DAYLIGHT Tonnel Information ct-In-Command Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT crtificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1744 Last 24 Hrs - 5 SE LAND Months Since - 18 Make/Model- 83 Last 30 Days- 55 Aircraft Type - UNK/NR Instrument- 66 Last 90 Days- 150 Multi-Eng - 20							
Precipitation - NONE Condition of Light - DAYLIGHT Connel Information connel Informa				Kuliwa	y status	DRI	
condition of Light - DAYLIGHT connel Information control Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1744 Last 24 Hrs - 5 SE LAND Months Since - 18 Make/Model - 83 Last 30 Days - 55 Aircraft Type - UNK/NR Instrument - 66 Last 90 Days - 150 Multi-Eng - 20		Type Apch/ Lndg	TOUCH AND GO				
onnel Information pt-In-Command Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT prtificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1744 Last 24 Hrs - 5 SE LAND Months Since - 18 Make/Model - 83 Last 30 Days - 55 Aircraft Type - UNK/NR Instrument - 66 Last 90 Days - 150 Multi-Eng - 20							
Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT ertificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1744 Last 24 Hrs - 5 SE LAND Months Since - 18 Make/Model- 83 Last 30 Days- 55 Aircraft Type - UNK/NR Instrument- 66 Last 90 Days- 150 Multi-Eng - 20							
ertificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1744 Last 24 Hrs - 5 SE LAND Months Since - 18 Make/Model- 83 Last 30 Days- 55 Aircraft Type - UNK/NR Instrument- 66 Last 90 Days- 150 Multi-Eng - 20	Personnel Information	Ago - 20 M	lodical Cantificat	- VALT	D MEDICAL -W	JATVEDS / LTN	AT T
COMMERCIAL,CFI Current - YES Total - 1744 Last 24 Hrs - 5 SE LAND Months Since - 18 Make/Model - 83 Last 30 Days - 55 Aircraft Type - UNK/NR Instrument - 66 Last 90 Days - 150 Multi-Eng - 20						VAIVERS/ LIP	AT I
SE LAND Months Since - 18 Make/Model - 83 Last 30 Days - 55 Aircraft Type - UNK/NR Instrument - 66 Last 90 Days - 150 Multi-Eng - 20		Blennial Flight Review				3.4 . 1.1	-
Multi-Eng - 20	· · · · · · · · · · · · · · · · · · ·		lotal -	1/44	Last 2	24 Mrs -	
Multi-Eng - 20			Make/Model-	83	Last	BO Days-	55
	SE LANU	Aircraft Type - INK/NR	Instrument-		Last 9	30 Days-	150
Instrument Rating(s) - AIRPLANE	SE LAND	All clair Type Olinyin					
	SE LAND	ATTOTAL CTYPE DINN, INC.	Multi-Eng -	20			
itive	COMMERCIAL, CFI	Current - YES Months Since - 18	Total -	1744 83 66	Ĺast 2	24 Hrs - 30 Days- 90 Days-	
	Instrument Rating(s) - AIRPLANE	SOLO PLT THE CFI SAW A HELICOP	TER, N176FJ, APP				
OF 1ST SIGHTING, WAS ON A LEFT BASE FOR RWY 3. THE ROTORCRAFT APPARENTLY DID NOT SEE N4956B OR HEAR ANY	Instrument Rating(s) - AIRPLANE Narrative RING TAKEOFF & LANDING PRACTICE FOR A PRE- E TIME OF 1ST SIGHTING, WAS ON A LEFT BASE	SOLO PLT THE CFI SAW A HELICOP FOR RWY 3. THE ROTORCRAFT APP	TER, N176FJ, APPR	ROACHING SEE N4956	B OR HEAR	ANY	
LS AT THIS UNCONTROLLED ARPT. THE ROTORCRAFT CAME FROM THE SOUTH TO HOVER OVER A POSITION NEAR THE PARALLEL	Instrument Rating(s) - AIRPLANE Narrative RING TAKEOFF & LANDING PRACTICE FOR A PRE-S E TIME OF 1ST SIGHTING, WAS ON A LEFT BASE DIO CALLS AT THIS UNCONTROLLED ARPT. THE RO	SOLO PLT THE CFI SAW A HELICOP FOR RWY 3. THE ROTORCRAFT APP DTORCRAFT CAME FROM THE SOUTH	TER, N176FJ, APPR ARENTLY DID NOT S TO HOVER OVER A F	ROACHING SEE N4956 POSITION	B OR HEAR A	ANY Arallel	
	Instrument Rating(s) - AIRPLANE Narrative RING TAKEOFF & LANDING PRACTICE FOR A PRE-S E TIME OF 1ST SIGHTING, WAS ON A LEFT BASE DIO CALLS AT THIS UNCONTROLLED ARPT. THE RO	SOLO PLT THE CFI SAW A HELICOP FOR RWY 3. THE ROTORCRAFT APP DTORCRAFT CAME FROM THE SOUTH	TER, N176FJ, APPR ARENTLY DID NOT S TO HOVER OVER A F	ROACHING SEE N4956 POSITION	B OR HEAR A	ANY Arallel	
LS AT THIS UNCONTROLLED ARPT. THE ROTORCRAFT CAME FROM THE SOUTH TO HOVER OVER A POSITION NEAR THE PARALLEL BY RWY 3. THE HELICOPTER WAS HOVERING & N4956B WAS LIFTING OFF AFTER A TOUCH-&-GO LANDING WHEN IT VEERED TO	Instrument Rating(s) - AIRPLANENarrative RING TAKEOFF & LANDING PRACTICE FOR A PRE-! E TIME OF 1ST SIGHTING, WAS ON A LEFT BASE DIO CALLS AT THIS UNCONTROLLED ARPT. THE RE	SOLO PLT THE CFI SAW A HELICOP FOR RWY 3. THE ROTORCRAFT APP DTORCRAFT CAME FROM THE SOUTH G & N4956B WAS LIFTING OFF AFT	TER, N176FJ, APP ARENTLY DID NOT S TO HOVER OVER A F ER A TOUCH-&-GO I	ROACHING SEE N4956 POSITION LANDING W	B OR HEAR A NEAR THE PA HEN IT VEER	ANY ARALLEL RED TO	
LS AT THIS UNCONTROLLED ARPT. THE ROTORCRAFT CAME FROM THE SOUTH TO HOVER OVER A POSITION NEAR THE PARALLEL BY RWY 3. THE HELICOPTER WAS HOVERING & N4956B WAS LIFTING OFF AFTER A TOUCH-&-GO LANDING WHEN IT VEERED TO TAND COLLIDED WITH THE HELICOPTER. WHEN THE CFI WAS REMOVED FROM THE ACFT HE STATED THAT THEY WERE CAUGHT IN	Instrument Rating(s) - AIRPLANENarrative RING TAKEOFF & LANDING PRACTICE FOR A PRE-! E TIME OF 1ST SIGHTING, WAS ON A LEFT BASE DIO CALLS AT THIS UNCONTROLLED ARPT. THE RE	SOLO PLT THE CFI SAW A HELICOP FOR RWY 3. THE ROTORCRAFT APP DTORCRAFT CAME FROM THE SOUTH G & N4956B WAS LIFTING OFF AFT	TER, N176FJ, APP ARENTLY DID NOT S TO HOVER OVER A F ER A TOUCH-&-GO I	ROACHING SEE N4956 POSITION LANDING W	B OR HEAR A NEAR THE PA HEN IT VEER	ANY ARALLEL RED TO	

File No 7	60 6/11/85 BELMAR,NJ	A/C Re	g. No. N4956B	Time (Lc1) - 1245 EDT
	VORTEX TURBULENCE ENCOUNTERE TAKEOFF - INITIAL CLIMB			
	DN - INADEQUATE - PILOT IN COM R - PILOT IN COMMAND	MAND		
Occurrence #2 Phase of Operation	LOSS OF CONTROL - IN FLIGHT DESCENT - UNCONTROLLED			; " ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;
	MIDAIR COLLISION DESCENT - UNCONTROLLED			
Finding(s) 3. FLIGHT CONTROL	SURFACES/ATTACHMENTS - SEPARAT	ION		
	IN FLIGHT COLLISION WITH TER DESCENT - UNCONTROLLED	RAIN		
inding(s) 4. TERRAIN CONDITI				
Probable Cause				·

is/are finding(s) 1,2

File No 647 6/15/85 PL	AINSBORO,NJ A/C Re	eg. No. N49882	T	ime (Lcl) -	1430 ED	Г
-Basic Information Type Operating Certificate-AGRICULTU Type of Operation -AERIAL AP Flight Conducted Under -14 CFR 13 Accident Occurred During -LANDING	SUBSTAN PLICATION Fire	t Damage NTIAL Cre Pas		Injur Serious O O		None 1 0
-Aircraft Information Make/Model - BELL 47G-3 Landing Gear - SKID Max Gross Wt - 2600 No. of Seats - 3	Eng Make/Model - LY0 Number Engines - 1 Engine Type - RE0 Rated Power -	CIPROCATING-CARBU	S.	Installed/Adtall Warning		
Weather Data Wx Briefing - NO RECORD OF BRIEF Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary	- NONE - NONE	OFF AII Airport Da Runway Runway Runway	Ident - Lth/Wid - Surface -		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND,SE SEA HELICOPTER Instrument Rating(s) - UNK/NR	Age - 53 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Total - Make/Model-	ght Time (Ho 15420 3362	ours) Last 24 Last 30 Last 90	Hrs - Days- U	5 NK/NR

File No. - 647 6/15/85 PLAINSBORD.NJ A/C Reg. No. N49882 Time (Lc1) - 1430 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF Finding(s) 1. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 2. LOAD JETTISON - NOT POSSIBLE - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND ----Probable Cause----

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

Type of Operation -PERSONAL Fire Crew O O O 1	File No 718 4/09/85 GRAN	IT,NM A/C Reg	. No. N738LR	Т	ime (Lc1)	- 1715 M	ST
Type of Operation -PERSONAL Fire Crew 0 0 0 1 1				Fatal	-		None
-Aircraft Information Make/Model - CESSNA 172	Flight Conducted Under -14 CFR 91	· · · · -		-	-		1 2
Make/Model - CESSNA 172							
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 360/010 KTS Visibility - 60.0 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) PRIVATE Wx Briefing - NO RECORD OF BRIEFING Last Departure Point DAYLIGHT Last Departure Point DAYLIGHT Last Departure Point ON AIRSTRIP ON Airport Data Airport Data Airport Proximity ON AIRSTRIP ON AIRSTRIP ON Airport Data Airport Data Airport Data Airport Proximity ON AIRSTRIP ON AIRS	Make/Model - CESSNA 172 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300	Number Engines - 1 Engine Type - RECI	PROCATING-CARBURE	S			
Wind Dir/Speed- 360/010 KTS Visibility - 60.0 SM ATC/Airspace Runway Ident - 09 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 - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 465 Last 24 Hrs - 0	Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A	NG Last Departure Point SAME AS ACC/INC Destination		ON AIR	STRIP		
Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 465 Last 24 Hrs - O	Wind Dir/Speed- 360/010 KTS Visibility - 60.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE	ATC/Airspace Type of Flight Plan - Type of Clearance -	NONE	Runway Runway	Lth/Wid Surface	- 4500/ - DIRT	60
PRIVATE Current - YES Total - 465 Last 24 Hrs - 0		Age - 35 M	ledical Certificat	e - VALID	MEDICAL-N	O WAIVER	S/LIMIT
	<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Fligh	t Time (H	ours)		·
Aircraft Type - UNK/NR Instrument- 34 Last 90 Days- 0		Months Since - 10	Make/Model-	436	Last 3	O Days-	UNK/NR
Instrument Rating(s) - NONE	Instrument Rating(s) - NONE						

4/09/85 File No. - 718 GRANT, NM A/C Reg. No. N738LR Time (Lc1) - 1715 MST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND 2. WEATHER CONDITION - UNFAVORABLE WIND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 5. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

ines - 1 e - RECIP-		O	Serious O O 	uries Minor O O Activated ing System	
NONE Odel - LYCOMI ines - 1 e - RECIP-	Pass ING TIO-54O-S1A -FUEL INJECTED	Ö	0 Installed/	0 /Activated	4 - YES/YE
ines - 1 e - RECIP-	-FUEL INJECTED				
ure Point			Proximity RPORT/STRI	ΙP	
CC/INC UE,NM		·			
arance - NC	ONE	Runway Runway	Lth/Wid Surface		
				WAIVERS/LIM	ΙΤ
	Make/Model- Instrument-	242 20	Last 3	30 Days- UN	3 IK/NR 15
) i e - 2	ght Plan - Vienance - No earance - No Indg - No Med Review - YES - 20 e - UNK/NR	ght Plan - VFR earance - NONE Indg - NONE Medical Certifica Review Flig - YES Total 20 Make/Model- e - UNK/NR Instrument- Multi-Eng - GROSS WIEGHT AND AT HIGH DEN	Medical Certificate - VALID Review Flight Time (H - YES Total - 1501 - 20 Make/Model- 242 e - UNK/NR Instrument- 20 Multi-Eng - 2 GROSS WIEGHT AND AT HIGH DENSITY ALT CACK ON THE CONTROL YOKE. DIRECTIONAL C	Medical Certificate - VALID MEDICAL-Review Flight Time (Hours) - YES Total - 1501 Last Multi-Eng - 2 Multi-Eng - 2	Airport Data OUE.NM Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - GRAVEL Runway Status - DRY Medical Certificate - VALID MEDICAL-WAIVERS/LIM Review Flight Time (Hours) - YES Total - 1501 Last 24 Hrs 20 Make/Model - 242 Last 30 Days - UN - UNK/NR Instrument - 20 Last 90 Days - Multi-Eng - 2 GROSS WIEGHT AND AT HIGH DENSITY ALT CONDITIONS. ACK ON THE CONTROL YOKE. DIRECTIONAL CONTROL

6/27/85 File No. - 622 LORDSBURG.NM A/C Reg. No. N8180F Time (Lc1) - 1035 MDT LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. WEATHER CONDITION - TAILWIND 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 5. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND 6. ROTATION - NOT POSSIBLE - PILOT IN COMMAND 7. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND 8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND IMPROPER DECISION, COMPLACENCY - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 10. AIRPORT FACILITIES - LOOSE GRAVEL/SANDY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,8 Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7,9,10

E LYCOMING O- 1 RECIPROCAT: 160 HP	Crew Pass -320-B2B ING-CARBURETOR Air O Air	ELT Installer Stall Warr Pport Proximity ON AIRPORT COURT Data	0 0 d/Activated ning System	
1 RECIPROCAT: 160 HP	ING-CARBURETOR Air Aire T	Stall Ward	ning System	
	0 Airp T	ON AIRPORT	у	
an - NONE - NONE - NONE	R R	Runway Ident Runway Lth/Wid Runway Surface Runway Status		
Tota Make 72 Ins	Flight Ti al - 9850 e/Model- 870 trument- 250	ime (Hours)) Last) Last) Last	24 Hrs - 30 Days-	8 40 160
	- NONE Medical Tot Mak 72 Ins Mul D W. STALLI , NEW MEXIC PREVAILED A	- NONE Medical Certificate - Flight T- Total -' 9850 Make/Model - 870 72 Instrument - 250 Multi-Eng - 2530 D W. STALLINGS, DEPARTED 1 , NEW MEXICO. THE AIRCRAFT PREVAILED AT THAT TIME, AN	- NONE Medical Certificate - VALID MEDICAL Flight Time (Hours) Total - 9850 Last Make/Model- 870 Last 72 Instrument- 250 Last Multi-Eng - 2530 D W. STALLINGS, DEPARTED THE DESIGNATED, NEW MEXICO. THE AIRCRAFT WAS BEING TA	- NONE Medical Certificate - VALID MEDICAL-WAIVERS/LIM Flight Time (Hours) Total - 9850 Last 24 Hrs - Make/Model- 870 Last 30 Days- 72 Instrument- 250 Last 90 Days-

File No. - 750 7/04/85 TUCUMCARI,NM A/C Reg. No. N1754A Time (Lc1) - 1400 MDT

ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

- 1. TERRAIN CONDITION DITCH
- 2. VISUAL LOOKOUT INADEQUATE PILOT IN COMMAND
- AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN(STANDARD/REQUIREMENT), VISUAL RESTRICTION BY EQUIP/STRUCT PILOT IN COMMAND
- 4. PROCEDURES/DIRECTIVES NOT FOLLOWED PILOT IN COMMAND
- IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION PILOT IN COMMAND
- 6. CLEARANCE NOT MAINTAINED PILOT IN COMMAND

----Probable Cause----

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

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

File No 601 7/10/85 AZT	EC,NM A/C	Reg. No. N272CP	T	ime (Lc1) -	0830 MD	Т
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircra	ft Damage		Injur		
	SUBST	ANTIAL	Fatal		Minor	None
Type of Operation -PERSONAL	Fire	Crew	-	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - PETRACCA GLASAIR SH-2				Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			Stall Warnin	g Syst e m	- NO
Max Gross Wt - 1500		ECIPROCATING-CARBUR	TOR			
No. of Seats - 2	Rated Power -	150 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Poin	t	ON AIF	RPORT		
Method - TELEPHONE	SAME AS ACC/INC					
Completeness - FULL	Destination		Airport [
Basic Weather - VMC Wind Dir/Speed- 080/005 KTS	LEWISTON, ID			MUNICIPAL / Ident -	0.0	
Visibility - 40.0 SM	ATC/Airspace			/ Lth/Wid -		60
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		/ Surface -		
Lowest Ceiling - NONE	Type of Clearance			/ Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		,	_		
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 39	Medical Certifica	te - VALID	MEDICAL-WA	IVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	nt Time (F	Hours)		_
PRIVATE	Current - YES	Total - Make/Model - U Instrument -	1613	Last 24	Hrs - L	INK/NR
SE LAND	Months Since - 4 Aircraft Type - SH-2	Make/Model - U	NK/NR	Last 30	Days- L	INK/NR
	Aircraft Type - SH-2	Instrument-	4	Last 90	Days- L	INK/NR
Instrument Rating(s) - NONE						
That dillett kathig(a) - Noine						
Narrative						
ACFT SUSTAINED SUBSTANTIAL DAMAGE AFTER						
MADE WITH MINIMAL AIRSPEED AND THE RIGH RIGHT BANK. THE ACFT BANKED LEFT AND TH				CORRECTED FO	R	

File No. - 601 7/10/85 A/C Reg. No. N272CP AZTEC, NM Time (Lc1) - 0830 MDT

Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB

LOSS OF CONTROL - IN FLIGHT

Finding(s)

1. WEATHER CONDITION - CROSSWIND

- 2. LIFT-OFF PREMATURE PILOT IN COMMAND
- 3. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 4. REMEDIAL ACTION UNCONTROLLED 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) 4,5

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

-Basic Information Type Operating Certificate-NONE (GENE	Airce	aft Damage		Inju	ries	
Type operating our tri route none (dent		TANTIAL	Fatal			None
Type of Operation -PERSONAL	Fire				0	0
Flight Conducted Under -14 CFR 91	NONE	Pas	s 0	0	0	0
Accident Occurred During -DESCENT						
-Aircraft Information						
Make/Model - STAR DUSTER TOO SA-300	Eng Make/Model - I	_YCOMING IO-320 1	ELT 1	nstalled/	ctivate	ed - YES/YE
Landing Gear - TAILWHEEL-ALL FIXED				all Warni	ng Syste	∍m - NO
Max Gross Wt - UNK/NR No. of Seats - 2	Rated Power -	RECIPROCATING-CARBU	RETUR			
	kated Power	150 HP				
-Environment/Operations Information Weather Data	Itinonony		Airport F	novimit		
Wx Briefing - NO RECORD OF BRIEFI	Itinerary NG Last Departure Poi	n+	,	PORT/STRI	•	
Method - N/A	GRANTS.NM	10	OII AII	(1001)3101		
Completeness - N/A			Airport Da	ata		
Basic Weather - VMC	WINSLOW,AZ		,			
Wind Dir/Speed- CALM					- N/A	
Visibility - UNK/NR				Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Pla			Surface		
Lowest Ceiling - UNK/NR Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg		Runway	Status	- N/A	
Precipitation - NONE	Type Apcil/ Liliag	- NOINE				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 28 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type ~ SA-3	Medical Certific	ate - VALID	MEDICAL-N	WAIVE	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fli	ght Time (Ho	ours)		_
PRIVATE	Current - YES	Total -	- 210	Last 2	4 Hrs -	4
SE LAND	Months Since - 1	Make/Model-	65	Last 3	Days-	UNK/NK
	All Clait Type - 3A-3	50 This trainerit		Last 5	Days	UNK/ INK
Instrument Rating(s) - NONE						

8/06/85 A/C Reg. No. N65010 File No. - 749 GRANTS, NM Time (Lcl) - 1130 MDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation CLIMB - TO CRUISE Finding(s) 1. WEATHER CONDITION - HIGH DENSITY ALTITUDE 2. WEATHER CONDITION - DOWNDRAFT 3. ELEVATOR TRIM - IMPROPER USE OF - PILOT IN COMMAND 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 5. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND 6. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. TERRAIN CONDITION - HIGH TERRAIN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 3,4,5,6$ Factor(s) relating to this accident is/are finding(s) 1,2,7

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage DESTROYED Fatal Serious Minor Type of Operation Fire Crew ON GROUND Pass ON GROUND Conducted Under TAKEOFF Aircraft Information Make/Model CESSNA 421B Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 7450 No. of Seats - 6 Rated Power - 375 HP	
Type of Operation -BUSINESS Fire Crew 2 0 0 Flight Conducted Under -14 CFR 91 0N GROUND Pass 0 0 0 Accident Occurred During -TAKEOFF Aircraft Information Make/Model - CESSNA 421B Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 7450 No. of Seats - 6 Rated Power - 375 HP Eright Conducted Under - Crew 2 0 0 O 0 O 0 O 0 O 0 O 0 O 0 O 0 O 0 O 0	0 0 YES/NO
Flight Conducted Under -14 CFR 91 ON GROUND Pass 0 0 0 Accident Occurred During -TAKEOFF Aircraft Information Make/Model - CESSNA 421B Eng Make/Model - CONTINENTAL GTSIO-520-H ELT Installed/Activated - Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 2 Stall Warning System - Max Gross Wt - 7450 Engine Type - RECIP-FUEL INJECTED No. of Seats - 6 Rated Power - 375 HP	O YES/NO
Accident Occurred During -TAKEOFF Aircraft Information Make/Model - CESSNA 421B Eng Make/Model - CONTINENTAL GTSIO-520-H ELT Installed/Activated - Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 7450 No. of Seats - 6 Rated Power - 375 HP	YES/NO
Aircraft Information Make/Model - CESSNA 421B Eng Make/Model - CONTINENTAL GTSIO-520-H Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 7450 No. of Seats - 6 Rated Power - 375 HP	
Make/Model - CESSNA 421B Eng Make/Model - CONTINENTAL GTSIO-520-H ELT Installed/Activated - Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 2 Stall Warning System - Max Gross Wt - 7450 Engine Type - RECIP-FUEL INJECTED No. of Seats - 6 Rated Power - 375 HP	
Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 2 Stall Warning System - Max Gross Wt - 7450 Engine Type - RECIP-FUEL INJECTED No. of Seats - 6 Rated Power - 375 HP	
Max Gross Wt - 7450 Engine Type - RECIP-FUEL INJECTED No. of Seats - 6 Rated Power - 375 HP	YES
No. of Seats - 6 Rated Power - 375 HP	

Environment/Operations Information	
Weather Data Itinerary . Airport Proximity	
Wx Briefing - NWS Last Departure Point OFF AIRPORT/STRIP	
Method - TELEPHONE SAME AS ACC/INC	
Completeness - FULL Destination Airport Data	
Basic Weather - VMC TOLEDO,OH EDWIN A. LINK FIELD	
Wind Dir/Speed- 280/011 KTS Runway Ident - 28	
Visibility - 5.0 SM ATC/Airspace Runway Lth/Wid - 4999/ 15	5O
Lowest Sky/Clouds - 2000 FT SCATTERED Type of Flight Plan - IFR Runway Surface - ASPHALT	
Lowest Ceiling - 5500 FT OVERCAST Type of Clearance - IFR Runway Status - SNOW - WET	ī
Obstructions to Vision- BLOWING SNOW Type Apch/Lndg - NONE	
Precipitation - SNOW SHOWER	
Condition of Light - DAYLIGHT	
Personnel Information	
Pilot-In-Command Age - 25 Medical Certificate - EXPIRED	
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	
COMMERCIAL Current - UNK/NR Total - 1350 Last 24 Hrs - UNK/	/NR
SE LAND, ME LAND Months Since - UNK/NR Make/Model- 780 Last 30 Days- UNK/	/NR
Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/	/NR
Multi-Eng - 1050 Rotorcraft - UNK/	'NR
Instrument Rating(s) - AIRPLANE	
Narrative	
AFTER A HEAVY SNOW SHOWER PASSED OVER THE AIRPORT, THE ACCIDENT ACFT ATTEMPTED A DEPARTURE. IMMEDIATELY AFTER	
TAKEOFF THE PLT TRANSMITTED THAT HE WAS COMING BACK TO LAND. THE ACFT CRASHED SHORTLY THEREAFTER, 1 MILE SOUTHWEST	
OF THE AIRPORT, GROUND WITNESSES OBSERVED THE ACFT USE NEARLY ALL OF THE 4,999 FT RWY AND GRADUALLY DESCEND OUT	
OF SIGHT PRIOR TO THE CRASH. A CESSNA CONQUEST HAD DEPARTED THE SAME RWY MOMENTS PRIOR TO THE ACCIDENT ACFT AND EXPERIENCED DIRECTIONAL CONTROL PORBLEMS DUE TO SLUSH ON THE RWY AND AIRFRAME ICING ON THEIR ACFT.	
SAMERICANCED DIRECTIONAL CONTROL PORKLEMS DUE TO STOSH ON THE RWY AND ATREDAME ICING ON THEIR ACET	
THE RELEASE DEFECTIONAL CONTROL FORDERS DOE TO SECON ON THE RWY AND ATRICAME TOTAL ON THEIR ACT I.	

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4/02/85 Time (Lc1) - 1646 EST File No. - 642 JOHNSON CITY, NY A/C Reg. No. N5407J Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER Phase of Operation TAXI - TO TAKEOFF Finding(s) 1. WEATHER CONDITION - SNOW 2. WEATHER CONDITION - TEMPERATURE EXTREMES Occurrence #2 ON GROUND ENCOUNTER WITH WEATHER Phase of Operation TAKEOFF - GROUND RUN Finding(s) 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SLUSH COVERED 4. ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND 5. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND 6. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 7. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,8

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

Brief of Accident

File No 649 7/11/85 PENN	YAN,NY A/C	Reg. No. N6704L	Ti	me (Lc1) -	1955 EDT	
Type Operation GENERA Type of Operation INSTRUCTIONA Flight Conducted Under	SUBS1	aft Damage FANTIAL Crew Pass		Injur Serious O O		None 1 0
Aircraft Information Make/Model - BEECH C23 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 4	Number Engines - Engine Type - F	YCOMING 0-360-A4K 1 RECIPROCATING-CARBURI 180 HP	St	nstalled/Ac all Warning		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- CALM Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poir ROCHESTER,NY Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plar Type of Clearance Type Apch/Lndg	n - VFR - VFR	Runway Runway	ta N Ident - Lth/Wid - Surface -		50
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 34 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certifica Fligi Total - Make/Model- Instrument-	nt Time (Ho 57 57	urs) Last 24 Last 30	Hrs - UN	K/NR K/NR
Instrument Rating(s) - NONE						
Narrative HE PLT WAS FAMILIAR WITH THE ARPT, DURING THE HE ACFT WAS LANDED INTO THE SUN. DURING THE AY DOWN THE RWY, THE PLT DECIDED TO ABORT TH NABLE TO STOP PRIOR TO RUNNING OFF THE RWY, XTENDED THROUGHOUT THE LANDING AND ABORTED 1	LANDING ROLL, PWR WAS ADDI TE TAKEOFF AND ATTEMPTED TO ACROSS A ROAD AND COLLIDIT	ED FOR TAKEOFF. WHEN D STOP ON THE REMAIN	THE ACFT WING RWY. TH	AS APRX 2/3 E ACFT WAS		

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File No 6	49 7/11/85 PENN YAN,NY	A/C Reg. No. N6704L	Time (Lc1) - 1955 EDT
Occurrence #1 Phase of Operation			
2. ABORTED TAKEOFF	- ATTEMPTED - PILOT IN COMMAND - DELAYED - PILOT IN COMMAND UDGED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
Finding(s) 4. OBJECT - TREE(S)		
Probable Cause			
The National Transpois/are finding(s)	rtation Safety Board determines that t	the Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 1.2.	3.4	

File No 746 8/18/85 GOSHE	N,NY A/C R	eg. No. N35515	T 	ime (Lc1)	- 1810 EDT	
-Basic Information Type Operating Certificate-NONE (GENERA	•	t Damage		Inju	ries	
	SUBSTA		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	-	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	0
-Aircraft Information						
Make/Mode1 - PIPER J-3	Eng Make/Model - CO	NTINENTAL A-65	ELT	Installed/	Activated	- NO -N
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warni	ng System	- NO
Max Gross Wt - 1100	Engine Type - RE	CIPROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power -	65 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		UNK/NR			
Method - N/A	MONTGOMERY, NY					
Completeness - N/A Basic Weather - VMC	Destination		Airport D	ата		
Wind Dir/Speed- 180/006 KTS	LOCAL		Dunue	Idont	- N/A	
Visibility - 12.0 SM	ATC/Airspace			Ident Lth/Wid		
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan	- NONE		Surface		
Lowest Ceiling - 5000 FT BROK					- UNK/NR	
Obstructions to Vision- NONE	Type Of Creatance Type Apch/Lndg		Kuriway	Jiaius	OINK/ INK	
Precipitation - NONE	Type Apeny Endy	ONE NE				
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 34	Medical Certifica	+o - VALID	MEDICAL -W	ATVEDS/LTM	ATT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (F		AIVERS/ CIN	11.
PRIVATE	Current - YES	Total -			4 Hrs - UN	JK/NR
SE LAND	Months Since - 17		20	Last 3	O Days- UN	IK/NR
ou Ente	Aircraft Type - UNK/NR		5	Last 9	O Days-	20
	, , , , , , , , , , , , , , , , , , ,	27.0 () (1.10)	J		·,-	
Instrument Rating(s) - NONE						
-Narrative						
-narrative T RAN OUT OF FUEL WHILE PLT WAS RETURNING	TO OBANCE CO ABBT BUT ALMO	ST EDOZE ON CONTRO	I C WHEN AC	ET ENGINE		
PPED RUNNING. PLT OVERSHOT EMERG LANDING F		31 FRUZE UN CUNTRU	L3 WITEN AC	FI ENGINE		
FFED RUMBING. PLI UVERSMUI EMERG LANDING F	UU ANU MII IKEES.					

File No. - 746 8/18/85 GOSHEN, NY A/C Reg. No. N35515 Time (Lc1) - 1810 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 4. IMPROPER USE OF PROCEDURE, PANIC - PILOT IN COMMAND Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 5. OBJECT - TREE(S) 6. PLANNED APPROACH - POOR - PILOT IN COMMAND 7. AIRSPEED - MISJUDGED - PILOT IN COMMAND 8. DISTANCE - MISJUDGED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 2,3,6,7,8$

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

Basic Information Type Operating Certificate-NONE (GEN	IEDAL AVIATIONI)	Ainanaft Dama	~~		Indun	ioo	
Type operating certificate-none (GEN	NERAL AVIATION)	Aircraft Dama SUBSTANTIAL	ge	Fatal	Injur Serious		None
Type of Operation -PERSONAL		Fire	Crew	0			1
Flight Conducted Under -14 CFR 91	l	NONE	Pass			0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 172N		/Model - LYCOMING			Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150		ngines - 1			tall Warning	g System	- YES
No. of Seats - 4		ype - RECIPROC wer - 160 H		IUR			
NO. 01 Seats - 4	Rated PO	wer - 160 n					
Environment/Operations Information				Aimmant 1	3 m = 1 s d m d +1		
Weather Data Wx Briefing - NO RECORD OF BRIEF	Itinerary ING Last Depa	ntuna Daint		ON AIR	Proximity		
Method - N/A	CLEVELA			ON AIR.	SIRIF		
Completeness - N/A	Destinatio			Airport Da	ata		
Basic Weather - VMC		ILLE,OH		PLEASA	NT HILL AIR	STRIP	
Wind Dir/Speed- 020/010 KTS					Ident -		
Visibility - 10.0 SM	ATC/Airspac				Lth/Wid -		
Lowest Sky/Clouds - UNK/NR		light Plan - NONE			Surface -		RF
Lowest Ceiling - 9000 FT E Obstructions to Vision- NONE		/Lndg - NUNE		Runway	Status -	WEI	
Precipitation - NONE	Type Apcil	/ Lindy - Folk	. 3101				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 49	Medic	al Certificat	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review		nt Time (H			
PRIVATE	Current		otal -	310	Last 24	Hrs -	1
SE LAND	Months Sinc	e - UNK/NR M pe - C-172 I	lake/Model-	230	Last 30	Days- UN	K/NR
	Aircraft ly	pe - C-1/2 I	nstrument-	887	Last 90	Days-	21
Instrument Rating(s) - AIRPLANE	<u> </u>						
Narrative							
LANDED WITH QUARTERING TAILWIND. ACF	T TOUCHED DOWN. BALL	OONED AND TOUCHED	DOWN AGAIN V	VITH APRX	1000 FT DF	RWY	
		D A GROUNDLOOP TO					

File No. - 658 4/27/85 PERRYSVILLE, OH A/C Reg. No. N5102D Time (Lc1) - 1830 EST Occurrence #1 ABRUPT MANEUVER Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - TAILWIND 2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND 3. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND 4. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND 5. TERRAIN CONDITION - HIGH VEGETATION 6. TERRAIN CONDITION - WET 7. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND NOSE OVER Occurrence #2 Phase of Operation LANDING - ROLL The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 2,7

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

Type Operating Certificate-NONE (GENER	· ·	Damage	5-4-1	Inju		Mana
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTAN Fire NONE	Crew Pass	_	Serious O O	Minor O 1	None 1 0
Aircraft Information Make/Model - CESSNA 120 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1450 No. of Seats - 2	Eng Make/Model - CON Number Engines - 1 Engine Type - REC Rated Power -			Installed/ Stall Warni		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 250/016 KTS Visibility - 20.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 25000 FT OVE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan RCAST Type of Clearance Type Apch/Lndg	- NONE	ON AI Airport STRON Runwa Runwa Runwa	Data GSVILLE y Ident y Lth/Wid y Surface		36
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 39 Biennial Flight Review Current - YES Months Since - 13 Aircraft Type - UNK/NR	Total - Make/Model-	ht Time (408	Hours) Last 2 Last 3	4 Hrs -	3
Instrument Rating(s) - AIRPLANE						
Narrative E ON FINAL APCH THE HEADWIND CHANGED TO ACTED THE DISPLACED THRESHOLD AND WEATHE						

File No. - 629 5/05/85 STRONGSVILLE, OH A/C Reg. No. N89599 Time (Lc1) - 1700 EDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. WEATHER CONDITION - GUSTS 2. WEATHER EVALUATION - POOR - PILOT IN COMMAND 3. WEATHER CONDITION - WINDSHEAR 4. JUDGEMENT - POOR - PILOT IN COMMAND 5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 6. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 7. FLARE - NOT PERFORMED - PILOT IN COMMAND 8. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING Finding(s) 9. TERRAIN CONDITION - RUNWAY Occurrence #3 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING Finding(s) 10. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #4 NOSE OVER Phase of Operation LANDING Finding(s) 11. TERRAIN CONDITION - ROUGH/UNEVEN The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6.7

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

Basic Information Type Operating Certificate-NONE (GENERA)	. AVIATION)	Aircraft Dama	age		Injur	ies	
Type operating our triviale none (denema	7,17,10,17,	SUBSTANTIAL		Fatal	•		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	1
Aircraft Information							
Make/Model - PIPER PA-11-494 Landing Gear - TAILWHEEL-ALL FIXED		del - CONTINEI nes - 1	NTAL C-90	ELT :	installed/A tall Warnir	ctivate	d - NO -N/
Max Gross Wt - 1220			CATING-CARBURE		tali wariii	ig system	II UNK/IN
No. of Seats - 2	Rated Power						
Environment/Operations Information	7.1.1						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departu	no Point		Airport I ON AIRI	Proximity		
Method - N/A	AKRON, OH	re Point		ON AIR	PURI		
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	ALLIANCE, O	Н		TRI-CI			
Wind Dir/Speed- 290/006 KTS					Ident -		••
Visibility - 15.0 SM	ATC/Airspace	D1 NON	-		Lth/Wid -		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flig	nt Plan - NUN rance - NON			Surface - Status -		•
Obstructions to Vision- NONE		dg - G0		Ruilway	Jtatus	DKI	
Precipitation - NONE	, ypo npo.,, 2	~g					
Condition of Light - DAYLIGHT							
Personnel Information	1	M = -1 i	cal Certificat	- VALTO	MEDICAL -NO	. WATVED	C/LIMIT
Pilot-In-Command Certificate(s)/Rating(s)	Age - 39 Biennial Flight Re	wiew Mean		t Time (H		WAIVER	5/LIMII
PRIVATE	Current	- NO	Total -	198	Last 24	Hrs - I	UNK/NR
SE LAND	Current Months Since Aircraft Type	- UNK/NR	Make/Model-	36	Last 30	Days- I	UNK/NR
	Aircraft Type	- UNK/NR	Instrument-	36	Last 90) Days-	36
Instrument Rating(s) - NONE							
Narrative							
ACFT APPROACH WAS HIGH AND FAST. THE LAND	ING WAS MADE WITH 5	00-600 FT OF	RUNWAY REMAIN	NG. THE A	CFT BRAKES	WERE	
SUFFICIENT TO STOP ON THE RUNWAY. THE PIL							

File No. - 779 5/07/85 ALLIANCE, OH A/C Reg. No. N4707H Time (Lc1) - 1800 EDT Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND 2. ALTITUDE - EXCESSIVE - PILOT IN COMMAND 3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 5. GO-AROUND - DELAYED - PILOT IN COMMAND 6. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND 7. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, INADEQUATE RECURRENT TRAINING - PILOT IN COMMAND ON GROUND COLLISION WITH OBJECT Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 9. OBJECT - TREE(S) 10. DISTANCE - MISJUDGED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7,8,10 Factor(s) relating to this accident is/are finding(s) 9

File No 683 6/08/85 CLEV	'ELAND,OH A/C I	Reg. No. N9296F		Гіте (Lcl) -	1130 ED1	「
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircra	ft Damage		Injur	ies	
		ANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Cre		0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pas	5 0	0	0	0
Aircraft Information						
Make/Mode1 - HUGHES 269C	Eng Make/Model - L	COMING HIO-360-DIA	A ELT	Installed/A	ctivated	- YES-UNK/
Landing Gear - SKID	Number Engines -			Stall Warnir	g System	- NO
Max Gross Wt - 2100	Engine Type - R					
No. of Seats - 3	Rated Power -	190 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	IG Last Departure Poin SAME AS ACC/INC	t	UFF A	IRPORT/STRIP	•	
Completeness - N/A	Destination		Airport [12+2		
Basic Weather - VMC	SAME AS ACC/INC		Allpoit	Data		
Wind Dir/Speed- 200/005 KTS	3AME A3 A007 1110		Runway	/ Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace			/ Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runway	/ Surface -	N/A	
Lowest Ceiling - NONE	Type of Clearance		Runway	/ Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 53	Medical Certifica			IVERS/LIN	MIT
Certificate(s)/Rating(s)	Biennial Flight Review	F 1	ght Time (F	Hours)	11 116	IIZ /NID
PRIVATE SE LAND	Current - YES Months Since - 20	Total - Make/Model- U	2123 INIZ/ND	Last 24	Hrs - UN	NK/NR
HELICOPTER	Aircraft Type - UNK/N		אוילאונ	Last 30 Last 90	Days- UN	NK/NR
HELICOPTER	ATT CTATE Type ONN, N	1113 CI Gillett	O		aft -	
Instrument Rating(s) - NONE						
Narrative						
N TAKEOFF, A TACKEL BOX SLID FORWARD AND JA	MMED THE CYCLIC THE PLT A	TTEMPTED TO RETURN	TO THE LAN	NDING PAD +	INWEVER	
NE OF THE SKIDS MISSED THE PAD AND THE ACFI						
TE ST. THE SKIPS MISSED THE TAB AND THE ACT	DEGREE TO ROLL DITTLE THE MA	NOTON CONTROLLO				

File No. - 683 6/08/85 A/C Reg. No. N9296F Time (Lc1) - 1130 EDT CLEVELAND, OH Occurrence #1 CARGO SHIFT Phase of Operation TAKEOFF Finding(s) 1. ROTORCRAFT FLIGHT CONTROL, CYCLIC CONTROL - JAMMED 2. CONTROL INTERFERENCE Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation DESCENT - UNCONTROLLED Finding(s) 3. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND Occurrence #3 ROLL OVER Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,2

Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6300 No. of Seats - 10 No. of Proximity Off Airport Proximity	Type Operating Certificate-COMMUTER Name of Carrier - ALITUS AIRLINE. INC DESTROYED Type of Operation - SCHEDULED, DOMESTIC, PASSENGER Type of Operation - SCHEDULED, DOMESTIC, PASSENGER Type of Operation - SCHEDULED, DOMESTIC, PASSENGER Tire Crew 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	File No 666 2/06/85 ALTUS	,OK A/C	Reg. No. N5780M	Т	ime (Lc1) -	0943 CS	г
Make/Model	Make/Model - CESSNA 402B	Type Operating Certificate-COMMUTER Name of Carrier -ALTUS AIRLING Type of Operation -SCHEDULED,DOM Flight Conducted Under -14 CFR 135	E, INC DESTR	OYED Crew	1	Serious O	Minor O	0
Weather Data Wx Briefing - FSS	Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed - 080/009 KTS Visibility - 3.000 SM Lowest Sky/Clouds - 1100 FT Lowest Ceiling - 1100 FT BROKEN Obstructions to Vision- FOG Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND Wx Briefing - FSS Last Departure Point ALTUS, OK Destination ALTUS, OK ALTUS AB ALTUS AB Runway Ident - 17 Runway Ident - 17 Runway Lth/Wid - N/A ALTUS AB Runway Ident - 17 Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - DRY Type of Clearance - IFR Runway Status - DRY Type Apch/Lndg - STRAIGHT-IN Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Current - UNK/NR Months Since - 2 Make/Model - 643 Last 30 Days- V1 Multi-Eng - 3827	Make/Mode1 - CESSNA 402B Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6300	Number Engines - Engine Type - R	2 ECIP-FUEL INJECTED				
Pilot-In-Command Age - 43 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - UNK/NR Total - 4227 Last 24 Hrs - UNK/NR SE LAND Months Since - 2 Make/Model- 643 Last 30 Days- UNK/NR Aircraft Type - PA-32 Instrument- 966 Last 90 Days- 71	Pilot-In-Command Age - 43 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - UNK/NR Total - 4227 Last 24 Hrs - UNK/NR SE LAND Months Since - 2 Make/Model- 643 Last 30 Days- UNK/NR Aircraft Type - PA-32 Instrument- 966 Last 90 Days- 71 Multi-Eng - 3827	Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 080/009 KTS Visibility - 3.000 SM Lowest Sky/Clouds - 1100 FT Lowest Ceiling - 1100 FT BROKI Obstructions to Vision- FOG Precipitation - SNOW	Last Départure Poin ALTUS,OK Destination OKLAHOMA CITY,OK ATC/Airspace Type of Flight Plan EN Type of Clearance	- IFR - IFR	OFF AI Airport D ALTUS Runway Runway Runway	RPORT/STŔIF ata AFB Ident - Lth/Wid - Surface -	- 17 - N/A - N/A	
Multi-Eng - 3027	Instrument Rating(s) - AIRPLANE	Pilot-In-Command Certificate(s)/Rating(s) ATP	Biennial Flight Review Current - UNK/N Months Since - 2	Flig R Total - Make/Model- Instrument-	ht Time (H 4227 643 966	ours) Last 24 Last 3(4 Hrs - UI Days- UI	NK/NR NK/NR

File No. - 666 2/06/85 ALTUS.OK A/C Reg. No. N5780M Time (Lc1) - 0943 CST AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation UNKNOWN Finding(s) 1. EXHAUST SYSTEM, MANIFOLD - CORRODED MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE -3. PROCEDURE INADEQUATE - MANUFACTURER INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION) 5. EXHAUST SYSTEM, MANIFOLD - FAILURE, TOTAL 6. EXHAUST SYSTEM, MANIFOLD - LEAK Occurrence #2 FIRE Phase of Operation CLIMB - TO CRUISE Finding(s) 7. MISCELLANEOUS - FIRE Occurrence #3 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 8. UNDETERMINED 9. WEATHER CONDITION - CLOUDS 10. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND 11. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND 12. AIRCRAFT HANDLING - NOT MAINTAINED -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) 1,2,5,6,7,8

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

Brief of Accident

Type of Operation -PERSONAL	DESTRO						
		DAFD		Fatal	Serious	Minor	None
	Fire		Crew	1	0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE		Pass	3	0	0	0
ircraft Information							
Make/Model - PIPER PA-34-220T	Eng Make/Model - Co	ONTINENTAL	LTS10-360	KB ELT !	Installed/	Activate	d - YES/N
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	2		S⁴	tall Warnii	ng Syste	m - YES
Max Gross Wt - 4773	Engine Type - Ri	ECIP-FUEL	INJECTED				
No. of Seats - 7	Rated Power -	220 HP					
nvironment/Operations Information					,		
eather Data	Itinerary			Airport F	roximity		
Wx Briefing - FSS	Last Departure Point	t		OFF AIR	RPORT/STŔII	Ρ	
Method - IN PERSON	LUBBOCK, TX						
Completeness - FULL	Destination		,	Airport Da	ata		
Basic Weather - VMC	FT. SMITH, AR			•			
Wind Dir/Speed- 180/012 KTS	·			Runway	Ident	- N/A	
Visibility - 15.0 SM	ATC/Airspace			Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds -	Type of Flight Plan	- VFR		Runway	Surface	- N/A	
Lowest Ceiling - 1500 FT BRO	OKEN Type of Clearance	- VFR		Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE		•		•	
Precipitation - NONE							
Condition of Light - DAYLIGHT							
ersonnel Information							
Pilot-In-Command	Age - 41	Medical	Certificate	e - VALID	MEDICAL-N	O WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		F1 igh	t Time (Ho	ours)		
PRIVATE	Current - YES	Tota		238		4 Hrs - 1	UNK/NR
SE LAND	Months Since - 11	Make	/Model-	64	Last 30	O Days-	UNK/NR
•	Aircraft Type - PA3223	30 Inst	rument-	8	Last 9	O Days-	13
			i-Eng -	64		•	
Instrument Rating(s) - NONE							
CFT SUFFERED AN IN-FLT SEPARATION OF TH	HE ETRERGIASS NOSE ASSEMBLY	PORTIONS	OF THE SEP	ARATED NO	SE STRUCK	THE	
LATOR. A DAMAGED AREA ON THE RT STABILA							
USE POSITIVE BENDING IN THE WINGS. THE							
ENTERED A DESCENDING COUNTER-CLOCKWISE							

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3/03/85 File No. - 800 STIGLER.OK A/C Reg. No. N8160K Time (Lc1) - 1550 CST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE Finding(s) 1. FUSELAGE, CARGO COMPARTMENT - DISINTEGRATED 2. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED -Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 3. FLIGHT CONTROL, STABILATOR - FAILURE, TOTAL 4. GO-AROUND - EXCEEDED -Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 5. WING, SPAR - FAILURE, PARTIAL 6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED -Occurrence #4 LOSS OF CONTROL - IN FLIGHT Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. EMERGENCY PROCEDURE - NOT POSSIBLE - 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 $is/are\ finding(s)\ 1,2,3,4,5,6$ Pindengo updated AAB 87/02 p. 42-43 Factor(s) relating to this accident is/are finding(s) 7

File No 742 3/05/85 FOSS,	OK A/C Re	eg. No. N6310U	T	ime (Lc1)	- 0917 C	ST
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -FERRY Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	L AVIATION) Aircraf DESTROV Fire IN FLIC	Cre		Inju 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	Eng Make/Mode1 - LY(Number Engines - 2 Engine Type - RE(Rated Power -		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- VARIABLE Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	OKLAHOMA CITY,OK Destination ELK CITY,OK ATC/Airspace Type of Flight Plan Type of Clearance	- NONE	OFF AII Airport Da UNKNOW! Runway Runway Runway Runway	N Ident Lth/Wid Surface	- N/A - N/A - GRASS/ - DRY	TURF EGETATION
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND,SE SEA	Age - 54 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - UNK/NR	Total - Make/Model-	ght Time (Ho 21000 UNK/NR	ours)	4 Hrs - 30 Davs-	UNK/NR UNK/NR

File No. - 742 3/05/85 FOSS,OK A/C Reg. No. N6310U Time (Lc1) - 0917 CST Occurrence #1 FIRE Phase of Operation CRUISE - NORMAL Finding(s) 1. FUEL SYSTEM, LINE FITTING - LOOSE 2. MAINTENANCE, INSPECTION OF AIRCRAFT - POOR - PILOT IN COMMAND 3. PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND 4. FLUID, FUEL - LEAK 5. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. WING - SEPARATION 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) 1,4,6

Factor(s) relating to this accident is/are finding(s) 2.3.5

File No 606 3/17/85 LAW	TON,OK	A/C Reg. No.	N142ER	Т.	ime (Lc1) -	1635 CST	
Basic Information	DAL AVIATION)	A					
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damag	ge		Injur		• • • •
Ť C. O		DESTROYED	_	Fatal			None
Type of Operation -FERRY		Fire	Crew	0	0	3	0
Flight Conducted Under -14 CFR 91		IN FLIGHT	Pass	. 0	0	0	0
Accident Occurred During -CRUISE							
Aircraft Information							
Make/Model - DOUGLAS A-26B		Model - P&W R-280	00-79		[nstalled/Ad		
Landing Gear - TRICYCLE-RETRACTABLE		gines - 2		S.	tall Warning	g System ·	- YES
Max Gross Wt - 32000	Engine Ty	pe - RECIP-FUE	L INJECTED				
No. of Seats - 6	Rated Pow	er - 2000 HF	•				
Environment/Operations Information							
Weather Data	Itinerary			Airport A	Proximity		
Wx Briefing - UNK/NR		ture Point			RPORT/STŔIP		
Method - IN PERSON	ADA, OK	7,5 1115		- · · · · · -	,		
Completeness - WEATHER NOT PERTINE			Δ	irport Da	ata		
Basic Weather - VMC	FREDERIC		ſ	11 por c bo			
Wind Dir/Speed- CALM	TREBERTO	, 010		Dunway	Ident -	N/A	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds -		ight Plan - NONE			Surface -		
Lowest Sky/Clouds Lowest Ceiling -		earance - VFR			Status -		
Obstructions to Vision- NONE	Type Of Ci		D LANDING	Ruiway	Status	IV/ A	
	Type Apchy	Lindy - FURCE	D LANDING				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command			al Certificate			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review		Time (Ho			
COMMERCIAL	Current	- YES To	otal - 5	395	Last 24	Hrs - UN	
SE LAND, ME LAND	Months Since	- 4 Ma	ake/Model-	158	Last 30	Days- UN	K/NR
	Aircraft Typ	e - UNK/NR Ir	ake/Model- nstrument- UNK	/NR	Last 90	Days- UN	K/NR
			ulti-Eng -			aft - UNI	
Instrument Rating(s) - NONE							
Narrative							
N INTERMITTANT FIRE IN THE LEFT ENGINE ACC	ESSORY SECTION LED	TO LOSS OF FUEL 1	TO THE ENGINE.	THE RIGH	HT ENGINE		
NJESTED WATER AND QUIT. THE LANDING GEAR H							
REPORTED ON THE PREVIOUS FLIGHT. NEITHER PR	OPELLER WAS FEATHER	ED, BUT THE RESUL	TING HIGH RAT	E OF DESC	CENT LED TO	Α	
ORCED LANDING BEFORE THE LEFT TANK BLEW UP							
HREE OCCUPANTS ESCAPED WITHOUT SERIOUS INC							
,					;		
	24.05						

File No. - 606 3/17/85 LAWTON.OK A/C Reg. No. N142ER Time (Lc1) - 1635 CST Occurrence #1 MISCELLANEOUS/OTHER Phase of Operation STANDING - PRE-FLIGHT Finding(s) 1. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND Occurrence #2 FIRE Phase of Operation CRUISE - NORMAL Finding(s) 4. ACCESSORY DRIVE ASSY - FIRE Occurrence #3 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation DESCENT - EMERGENCY Finding(s) 5. FLUID.FUEL - WATER FORCED LANDING Occurrence #4 Phase of Operation DESCENT - EMERGENCY FORCED LANDING Occurrence #5 Phase of Operation LANDING Finding(s) 6. ENGINE ASSEMBLY - FIRE 7. NACELLE/PYLON - FIRE 8. WING - FIRE 9. HORIZONTAL STABILIZER SURFACE - FIRE 10. LANDING GEAR - OVERLOAD ----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

File No 625 3/23/85 FREDE	RICK,OK A/C Reg.	No. N9035Z	Т	ime (Lc1)	- 1530 CS	Т
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	AL AVIATION) Aircraft Da SUBSTANTIA Fire NONE	_	Fatal 0 0	Injo Serious O O	uries Minor O O	None 1 1
Aircraft Information Make/Model - NORTH AMERICAN AT-6G Landing Gear - TAILWHEEL-RETRACTABLE M Max Gross Wt - 5300 No. of Seats - 2	Engine Type - RECIP-	340-AN1 FUEL INJECTED			/Activated	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 130/005 KTS Visibility - 15.0 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 - NC Type of Clearance - NC Type Apch/Lndg - TR	INE	ON AIR Airport D FREDER Runway Runway Runway	ata ICK MUNI. Ident Lth/Wid	- 17 - 6000/ - ASPHALT - DRY	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 37 Med Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	dical Certificat Fligh Total - Make/Model- Instrument-	e - VALID t Time (H 490 25 3	lours) Last Last	NO WAIVERS 24 Hrs - 30 Days- L 90 Days-	3
Instrument Rating(s) - NONE						

File No 6	25 3/23/85	FREDERICK, OK	A/C Reg. No. N9035Z	Time (Lc1) - 1530 CST
Occurrence #1 Phase of Operation	LOSS OF CONTROL LANDING - ROLL	- ON GROUND		
Finding(s) 1. LANDING GEAR,TA 2. DIRECTIONAL C		NOT ENGAGED AINED - PILOT IN COMI	MAND	
Occurrence #2 Phase of Operation				
Finding(s) 3. LANDING GEAR,MA	IN GEAR ATTACHMENT	- OVERLOAD		
Probable Cause				
The National Transpo is/are finding(s) 1	rtation Safety Boa	rd determines that t	he Probable Cause(s) of this accide	ent
Factor(s) relating t	this accident is	/are finding(s) 2		

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf	Damage		Inju	ries	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	SUBSTAI		Fatal	Serious		Non
Type of Operation -DEMO FLIGHT	Fire	Crew		0	0	. 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	3
Aircraft Information						
Make/Model - CESSNA 172M	Eng Make/Model - LY		ELT	Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warni	ng System	- YES
Max Gross Wt - 2300 No. of Seats - 4	Engine Type - REG Rated Power -	150 HP				
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/STRI	P	
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		MULINO			
Wind Dir/Speed- CALM			Runway	Ident	- 12	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - 2500 FT	Type of Flight Plan		,	Surface		JRF
Lowest Ceiling - 2500 FT BROKE			Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE Condition of Light - DAYLIGHT	·					
Personnel Information						
Pilot-In-Command	Age - 50	Medical Certifica	te - VALID	MEDICAL-W	AIVERS/LIN	TIN
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H	ours)		
COMMERCIAL, CFI	Current - YES	Total -			4 Hrs -	. 2
SE LAND, ME LAND	Months Since - 6				O Days- UN	•
	Aircraft Type - UNK/NR	Instrument- Multi-Eng -		Last 9	O Days-	36
Instrument Rating(s) - AIRPLANE						
Narrative						
PLT PUSHED THE THROTTLE FORWARD TO ADD PO	WER DURING FINAL APPROACH A	ND THE ENGINE CEAS	ED OPERATI	NG. A FORC	ED	
ING WAS MADE ONTO A CABBAGE PATCH AND THE						

File No 6	40 4/07/85 MULINO,OR	A/C Reg. No. N80241	Time (Lc1) - 1720 PST
	LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF APPROACH - VFR PATTERN - FINAL APPROACH		
Finding(s) 1. THROTTLE/POWER	LEVER,CABLE - FAILURE,PARTIAL		
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation 2. TERRAIN CONDITI	ON - CROP		
Occurrence #4 Phase of Operation			
Probable Cause			
The National Transpo is/are finding(s) 1	rtation Safety Board determines that the Prob	able Cause(s) of this accident	
Factor(s) relating t	o this accident is/are finding(s) 2		

Type of Operation -PERSONAL	SUBSTAN					
				Serious		None
Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass	0 0	0	1	0
Accident Occurred During -LANDING	NONE	Pass	O	O	,	U
rcraft Information						
Make/Model - CESSNA 150 Landing Gear - TRICYCLE-FIXED	Eng Make/Model - CON Number Engines - 1	TINENTAL U-200-A	ELT	Installed/Æ tall Warnir	ctivated	- YES/
Max Gross Wt - 1670	Engine Type - REC			tari warini	ig system	163
No. of Seats - 2	J , ,	100 HP				
vironment/Operations Information						
ather Data Wx Briefing - NO RECORD OF BRIEFIN	Itinerary			Proximity RPORT/STRIF	,	
wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point PINE HALLOW.OR		UFF AI	KPURI/SIRIF		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		•			
Wind Dir/Speed- CALM					N/A	
Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Plan -	NONE		Lth/Wid - Surface -		
Lowest Sky/Crouds - CLEAR Lowest Ceiling - NONE	Type of Clearance -			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg -			0.10.10.0	,	
Precipitation - NONE						
Condition of Light - NIGHT(BRIGHT) 					
rsonnel Information ilot-In-Command	Age - 43	Medical Certificat	e - VALID	MEDICAL -NO	NATVEDS/	'I TMTT
Certificate(s)/Rating(s)	Biennial Flight Review	Fliah	t Time (H	ours)	•	
PRIVATE	Current - YES Months Since - O Aircraft Type - UNK/NR	Total -	121	Last 24	1 Hrs -	1
SE LAND	Months Since - 0	Make/Model-	106	Last 30	Days- UN	IK/NR
	Aircraft Type - UNK/NR	Instrument-	1	Last 90	Days-	8
Instrument Rating(s) - NONE						
ED LANDING WAS MADE FOLLOWING A LOSS O	DWD THE ACET CONTACTED TWO	FENCES A DITCH I	HEN NOSED	OVER DURIN	IG THE	

File No 6	95 5/26/85 WAMIC,OR	A/C Reg. No. N5914G	Time (Lc1) - 2025 PDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL CRUISE		
2. FLUID, FUEL - EX	INADEQUATE - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY	·	
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
Finding(s) 4. OBJECT - FENCE		/	
Occurrence #4 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
Finding(s) 5. TERRAIN CONDITI	ON - DITCH		
Occurrence #5 Phase of Operation	NOSE OVER LANDING - ROLL		
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the 3	Probable Cause(s) of this accid	ent

File No 697 5/30/85 ATHEN	A/C Reg	. No. N37HS		ime (Lc1) - 		!
Basic Information Type Operating Certificate-AGRICULTURAL	. AIRCRAFT Aircraft	Damage		Injuri	i e s	
., the sheet at this can the teach managed to make	DESTROYE		Fatal		Minor	None
Type of Operation -BUSINESS	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pa s s	0	. 0	0	0
Accident Occurred During -TAKEOFF						
Aircraft Information						
Make/Model - HILLER UH-12E	Eng Make/Model - LYCO	MING V0-435-C2A		Installed/Ad		
Landing Gear - SKID	Number Engines - 1	•	S	tall Warning	g System	- UNK/NR
Max Gross Wt - 3100	Engine Type - RECI					
No. of Seats - 4	Rated Power - 2	60 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR	STRIP		
Method - N/A	ATHENA, OR					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		_			
Wind Dir/Speed- CALM					N/A	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -			Surface -		
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE	. · ·			
Precipitation - NONE						
Condition of Light - DAYLIGHT						·
Personnel Information						4.
Pilot-In-Command		ledical Certifica			WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H			
COMMERCIAL	Current - YES			Last 24		1
SE LAND, ME LAND	Months Since - 17	Make/Model-	65	Last 30	Days- U	
HELICOPTER	Aircraft Type - UNK/NR	Instrument-	500	Last 90	Days-	106
		Multi-Eng -	800	Rotorcra	art -	65
Instrument Rating(s) - AIRPLANE						
Newselles						
Narrative	ETER TAKERES RESORS ASSISTANCE	TD41101 4T704****		DI T 1146		
ACFT SETTLED BACK TO THE GROUND SHORTLY A						
TEMPTING TO TEST A NEW SPRAY UNIT THAT HAD	BEEN INSTALLED. HE HAD PUT 80	GALLUNS OF WATE	K IN THE S	PRAY TANKS.		

File No. - 697 5/30/85 ATHENA,OR A/C Reg. No. N37HS Time (Lc1) - 1730 PDT

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

Finding(s)
1. LIFT-OFF - PREMATURE - PILOT IN COMMAND

----Probable Cause----

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

Type Operating Certificate	e-NONE (GENERA	AL AVIATION) Aircra	ft Damage		Injur	ies	
		•	ANTIAL	Fatal	Serious		None
Type of Operation	-PERSONAL	Fire		rew O	0	1	0
Flight Conducted Under		ON GRO	DUND F	ass 0	0	0	0
Accident Occurred During	-LANDING:	~					
ircraft Information							
Make/Model - CESSNA 310		Eng Make/Mode1 - Co		170-V EL1	Installed/A		
Landing Gear - TRICYCLE-F	RETRACTABLE	Number Engines - :			Stall Warnin	g System	- YES
Max Gross Wt - 5200			ECIP-FUEL INJECT	ED			
No. of Seats - 6		Rated Power -	200 HP				
nvironment/Operations Info	rmation						
leather Data		Itinerary			: Proximity		
Wx Briefing - FSS		Last Departure Poin	t	ON A	RPORT		
Method - UNK/NR		EUGENE, OR					
Completeness - UNK/NR		Destination		Airport			
Basic Weather - VMC		ALBANY, OR			NY MUNICIPAL	2.4	
Wind Dir/Speed- 320/005 Visibility - 10.0		ATC/Airspace			ny Ident - ny Lth/Wid -	34	75
Lowest Sky/Clouds -		TTERED Type of Flight Plan	- NONE		y Surface -		/5
	NONE	Type of Clearance			y Status -		
			- FULL STOP		., otatao		
UDSTRUCTIONS TO VISION~		,) p =p =g					
Obstructions to Vision- Precipitation -	NONE						
Precipitation -	DUSK						
Precipitation - Condition of Light -		· · · · · · · · · · · · · · · · · · ·					
Precipitation -		Age - 35	Medical Certif	icate - VAL	 D MEDICAL-WA		 IT
Precipitation - Condition of Light	DUSK	Age - 35 Biennial Flight Review		ficate - VALI		.IVERS/LIM	IT
Precipitation - Condition of Light - Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL	DUSK	Biennial Flight Review	Total	light Time (- 681	(Hours) Last 24	Hrs -	2
Precipitation - Condition of Light - Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	DUSK	Biennial Flight Review Current - YES Months Since - 13	Total Make/Mode	Flight Time (- 681 - 207	(Hours) Last 24 Last 30	Hrs - Days- UN	2 K/NR
Precipitation - Condition of Light - Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL	DUSK	Biennial Flight Review	Total Make/Mode R Instrumen	Flight Time (- 681 - 207 t- 38	(Hours) Last 24 Last 30 Last 90	Hrs - Days- UN Days-	2 K/NR 12
Precipitation - Condition of Light - Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL	DUSK	Biennial Flight Review Current - YES Months Since - 13	Total Make/Mode	Flight Time (- 681 - 207 t- 38	(Hours) Last 24 Last 30	Hrs - Days- UN Days-	2 K/NR
Precipitation - Condition of Light - Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL	DUSK	Biennial Flight Review Current - YES Months Since - 13	Total Make/Mode R Instrumen	Flight Time (- 681 - 207 t- 38	(Hours) Last 24 Last 30 Last 90	Hrs - Days- UN Days-	2 K/NR 12
Precipitation - Condition of Light - Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND Instrument Rating(s)	DUSK	Biennial Flight Review Current - YES Months Since - 13	Total Make/Mode R Instrumen	Flight Time (- 681 - 207 t- 38	(Hours) Last 24 Last 30 Last 90	Hrs - Days- UN Days-	2 K/NR 12
Precipitation - Condition of Light - Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND Instrument Rating(s)	- AIRPLANE	Biennial Flight Review Current - YES Months Since - 13 Aircraft Type - UNK/NI	Total Make/Mode R Instrumen Multi-Eng	Flight Time (- 681 - 207 t- 38 - 290	Hours) Last 24 Last 30 Last 90 Rotorcr	Hrs - Days- UN Days-	2 K/NR 12
Precipitation - Condition of Light - Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND Instrument Rating(s) Parrative E ON SHORT FINAL TO RWY 34,	- AIRPLANE	Biennial Flight Review Current - YES Months Since - 13	Total Total Make/Mode Instrumen Multi-Eng	Flight Time (- 681 - 207 t- 38 - 290	(Hours) Last 24 Last 30 Last 90 Rotorcr	Hrs - Days- UN Days-	2 K/NR 12

File No. - 735 6/24/85 ALBANY,OR A/C Reg. No. N222MR Time (Lc1) - 1950 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - DUSK

2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

Type of Operation - EXECUTIVE/CORPORATE Fire Crew 2 0 0 Accident Occurred During - APPROACH	File No 670 1/31/85 SADSB	URYVILLE, PA	A/C Reg. No.	N1994G	7	Time (Lcl) -	- 1310 ES	т
Type of Operation -EXECUTIVE/CORPORATE Fire Crew 2 0 0 Accident Occurred During -A4 CFR 91 0N GROUND Pass 2 0 0 Accident Occurred During -A4 CFR 91 0N GROUND Pass 2 0 0 Accident Occurred During -APPROACH Aircraft Information		L AVIATION))	Fa4-1			Name
Fiight Conducted Under -14 CFR 91 ON GROUND Pass 2 O O Accident Occurred During -APPROACH Arcnaft Information Make/Model - CESSNA 414 Eng Make/Model - CONTINENTAL TSI0-520-J ELT Installed/Activated - YES Max Gross Wt - 6350 Engine Type - RECIP-FUEL INJECTED No. of Seats - UNK/NR Rated Power - 310 HP Environment/Operations Information Weather Data Wx Briefing - FSS Last Departure Point OFF AIRPORT/STRIP Method - TELEPHONE LATROBE, PA Basic Weather - IMC COATESVILLE, PA CHESTER COUNTY Wind Dir/Speed 100/007 KTS Wisbility - 4.000 SM ATC/Airspace Runway Lth/wid - 4600/ 100 Lowest Sky/Clouds - 400 FT Type of Flight Plan - IFR Runway Surface - ASPHALT Lowest Ceiling - A00 FT Type of Clearance - IFR Runway Surface - ASPHALT Lowest Ceiling - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP.CFI Current - YES Total - 2200 Last 24 Hrs - UNK/NR Instrument Rating(s) - AIRPLANE Narrative CFT WAS ON ITS RWY 29 APCH WHEN IT COLLIDED WITH GND 1 MILE FROM THE ARPT. A WITNESS SAW HE ACFT FLY OVER THE ARPT TO THE WEST BETWEEN 500 TO 1500 FT. WITNESSES NEAR THE ACCIDENT SITE SAW THE ACFT MAKING ABRUPT MANEUVERS AT LOW ALITITUDE RIGHT TO THE ACCIDENT. ENGINE SOUNDS WAS DESCRIBED AS "RACING", "UNEVERN", & "LOUD", WEATHER COUNDITION WAS DESCRIBED AS "RACING", "UNEVERN", & "LOUD", WEATHER COUNDITION WAS DESCRIBED AS "RACING", "UNEVERN", & "LOUD", WEATHER COUNDITION WAS DESCRIBED AS "RACING", "UNEVERN", & "LOUD", WEATHER COUNDITION WAS DESCRIBED AS "RACING", "UNEVERN", & "LOUD", WEATHER CONDITION AND A PER VERTICAL AND NEVER SHOW AND A PARY PERTICAL RACIC TO THE ACCIDENT. ENGINE SOUNDS WAS DESCRIBED AS "RACING", "UNEVERN", & "LOUD", WEATHER CONDITION WAS DESCRIBED AS "RACING", "UNEVERN", & "LOUD", WEATHER CONDITION AND RESYNICAL THERE RICH TO THE ACCIDENT. ENGINE SOUNDS WAS DESCRIBED AS "RACING", "UNEVERN", & "LOUD", WEATHER CONDITION AND RESYNICAL	Time of Branchian EVECUTIVE (00	DDODATE		0				None
Accident Occurred During -APPROACHAircraft Information Make/Model - CESNA 414 Landing Gear - TRICVCLE-RETRACTABLE Max Gross Wt - 6350 No. of Seats - UNK/NR Rated Power - 310 HPEnvironment/Operations Information Weather Data Wx Briefing - FS Last Departure Point Completeness - UNK/NR Destination Completeness - UNK/NR Destination Contesting - FS Completeness - UNK/NR Destination Contesting - FS Completeness - UNK/NR Destination Contesting - FS Contesting - FS Contesting - FS Completeness - UNK/NR Completeness - UNK/NR Destination Contesting - FS Contesting		RPURATE				_		0
Aircraft Information Make/Model - CESSNA 414			ON GROUND	Pass	2	O	O	0
Aircraft Information Make/Model - CESSNA 414	Accident Occurred During -APPROACH							
Make/Model - CESSNA 414	Aironaft Information							
Landing Gear - TRICYCLE-RETRACTABLE		Eng. Make /N	ladal CONTINENTA	U TCTO E40		Inntolled/	+ + +	. VEC /NO
Max Gross Wt - 6350 No. of Seats - UNK/NR Rated Power - 310 HP Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - 1MC Completeness - UNK/NR Basic Weather - 1MC COATESTILE, PA COATESTICE COATESTILE COATESTILE COATESTICA CHESTER CONTY CHESTER C				AL 1510-520-				
No. of Seats - UNK/NR Rated Power - 310 HP Environment/Operations Information Weather Data Wx Briefing - FSS		_		THUESTED	3	stall warnir	ng system	1 - YES
Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Departure Point OFF AIRPORT/STRIP Method - TELEPHONE Completeness - UNK/NR Destination Basic Weather - IMC COATESVILLE,PA COMPLETE Wind Dir/Speed- 100/007 KTS Visibility - 4.000 SM ATC/Airspace Lowest Sky/Clouds - 400 FT Lowest Sky/Clouds - 400 FT Lowest Ceiling - 400 FT Coatesville,PA Completeness - UNK/NR Destination Airport Data Chester County Runway Ident - 29 Runway Ident - 29 Runway Lth/Wid - 4600/ 100 Lowest Sky/Clouds - 400 FT Type of Flight Plan - IFR Runway Surface - ASPHALT Cobstructions to Vision- FOG Type Apch/Lndg - ILS-COMPLETE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) ATP,CFI Current - YES Total - 2200 Last 24 Hrs - UNK/NR Months Since - 2 Make/Model - 49 Last 30 Days- UNK/NR Aircraft Type - C-404 Instrument Rating(s) - AIRPLANE Instrument Rating(s) - AIRPLANE Narrative CPT WAS ON ITS RWY 29 APCH WHEN IT COLLIDED WITH GND 1 MILE FROM THE ARPT. A WITNESS SAW HE ACFT FLY OVER THE ARPT TO HE WEST BETWEEN 500 TO 1500 FT. WITNESSES NEAR THE ACCIOENT SITE SAW THE ACFT MAKING ABRUPT MANEUVERS AT LOW ALITITUDE RIOR TO THE ACCIDENT. ENGINE SOUNDS WAS DESCRIBED AS "RACING", "UNEVER", & "UNEVER", & "ULOUD". WEATHER CONDITION WAS DESCRIBED AS BOOK, LOW CEILING, AND LIGHT RAIN. ANOTHER PILOT IN SAME TYPE ACFT WAS UNABLE TO LAND DUE TO WEATHER. EXAMINATION OF HE MEST BETWEEN 500 TO 1500 FT. WITNESSES NEAR THE ACCIDENT SITE SAW THE ACFT MAKING ABRUPT MANEUVERS AT LOW ALITITUDE RIOR TO THE ACCIDENT. ENGINE SOUNDS WAS DESCRIBED AS "RACING", "UNEVER", & "UNEVER", & "ULOUD". WEATHER CONDITION WAS DESCRIBED AS BOOK, LOW CEILING, AND LIGHT RAIN. ANOTHER PILOT IN SAME TYPE ACFT WAS UNABLE TO LAND DUE TO WEATHER. EXAMINATION OF HE ACET DID NOT DISCLOSED EVIDENCE OF MALFUNCTION. FIT APCH NAVAID FACILITIES FLT CHECKED TO BE OPERATIONAL. THERE AND EVIDENCE OF PIT PHYSICAL IMPAIRMENT OR INCA				INDECTED				
Weather Data We shiefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - IMC Configure -	NO. OF Seats - UNK/NK	Rated Powe	r - 310 HP					
Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - IMC COATESVILLE,PA Airport Data Chester County Wind Dir/Speed- 100/007 KTS Visibility - 4.000 SM Lowest Sky/Clouds - 400 FT Lowest Ceiling - 400 FT Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP,CFI Current - YES ATP,CFI Current - YES ATP,CFI Current - YES Total - 2200 Last 24 Hrs - UNK/NR Aircraft Type - C-404 Instrument Rating(s) - AIRPLANE Narrative PIT WAS ON ITS RWY 29 APCH WHEN IT COLLIDED WITH GND 1 MILE FROM THE ARPT. A WITNESS SAW HE ACFT FLY OVER THE ARPT TO BE WEST BETWEEN 500 TO 1500 FT. WITNESSES NEAR THE ACCIDENT SITE SAW THE ACFT MAKING ABRUPT MANEUVERS AS DESCRIBED AS RACING". "UNEVEN", & "LOUD". WEATHER. EXAMINATION OF BE ACFT OLAND UIT APCH AND UIT FAIL THER EXAMINATION OF BE ACFT OLAND UIT APCH AND UIT FAIL THER EXAMINATION OF BE ACFT OLAND UIT APCH AND UIT FAIL APCH AND UIT APCH AND UIT FAIL APCH AND UIT FAIL APCH AND UIT OF BE OPERATIONAL. THERE SAMINATION OF BE ACFT OLAND UIT OF BE OPERATIONAL. THERE SAMINATION OF BE ACFT OLAND UIT OF BE OPERATIONAL. THERE SAMINATION OF BE ACFT OLD NOT DISCLOSED EVIDENCE OF MACHONICAL IMPAIRMENT OR INCAPACITATION. THE ACFT COLLIDED WITH THE ROUND IN A NEAR VERTICAL.	Environment/Operations Information							
Wx Briefing - FSS		Itinerary			Airport	Proximity		
Method - TELEPHONE LATROBE,PA Completeness - UNK/NR Destination Airport Data Basic Weather - IMC COATESVILLE,PA CHESTER COUNTY Wind Dir/Speed- 100/007 KTS Runway Ident - 29 Visibility - 4.000 SM ATC/Airspace Runway Lth/Wid - 4600/ 100 Lowest Sky/Clouds - 400 FT Type of Flight Plan - IFR Runway Surface - ASPHALT Lowest Ceiling - 400 FT Type of Clearance - IFR Runway Status - N/A Obstructions to Vision- FOG Type Apch/Lndg - ILS-COMPLETE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP,CFI Current - YES Total - 2200 Last 24 Hrs - UNK/NR SE LAND,ME LAND Months Since - 2 Make/Model - 49 Last 30 Days- UNK/NR Aircraft Type - C-404 Instrument - 200 Last 90 Days- UNK/NR Instrument Rating(s) - AIRPLANE Narrative CFT WAS ON ITS RWY 29 APCH WHEN IT COLLIDED WITH GND 1 MILE FROM THE ARPT. A WITNESS SAW HE ACFT FLY OVER THE ARPT TO HE WEST BETWEEN 500 TO 1500 FT. WITNESSES NEAR THE ACCIDENT SITE SAW THE ACFT MAKING ABRUPT MANEUVERS AT LOW ALTITUDE RIOR TO FEACURE CONDITION WAS DESCRIBED AS REACING*, WILDVENS*, & "LOUD". WEATHER CONDITION WAS DESCRIBED AS OG, LOW CEILING, AND LIGHT RAIN. ANOTHER PILOT IN SAME TYPE ACFT WAS UNABLE TO LAND DUE TO WEATHER. EXAMINATION OF HE ACFT DID NOT DISCLOSED EVIDENCE OF MALFUNCTION. FLT APCH MAVAID FACILITIES FLT CHECKED TO BE OPERATIONAL. THERE AS NO EVIDENCE OF PLT PHYSICAL IMPAIRMENT OR INCAPACITATION. THE ACFT COLLIDED WITH THE GROUND IN A NEAR VERTICAL		,	ure Point				•	
Completeness - UNK/NR Basic Weather - IMC Wind Dir/Speed - 100/007 KTS Vistbility - 4.000 SM ATC/Airspace Lowest Sky/Clouds - 400 FT Lowest Ceiling - 400 FT Obstructions to Vision-F0G Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP,CFI SE LAND, ME LAND ATP,CFI SE LAND, ME LAND ATP,CFI SE LAND, ME LAND AIRPLANE Narrative CET WAS ON ITS RWY 29 APCH WHEN IT COLLIDED WITH GND 1 MILE FROM THE ARPT. A WITNESS SAW HE ACFT FLY OVER THE ARPT TO HE WEST BETWEEN 500 TO 1500 FT. WITNESSES NEAR THE ACCIDENT SITE SAW THE ACFT MAN UNABLE TO LAND DUE TO WEATHER. EXAMINATION OF HE ACFT DID NOT DISCLOSED EVIDENCE OF PLT PHYSICAL IMPRIMENTATION. THE ACFT COLLIDED WITH HERE OG, LOW CEILING, AND LIGHT RAIN. ANOTHER PILOT IN SAME TYPE ACFT WAS UNABLE TO LAND DUE TO WEATHER. EXAMINATION OF HE ACFT DID NOT DISCLOSED EVIDENCE OF PLT PHYSICAL IMPRIMENTATION. THE ACFT COLLIDED WITH THE GROUND IN A NEAR VERTICAL.		•			011 42	5117 51111		
Basic Weather - IMC COATESVILLE,PA CHESTER COUNTY Wind Dir/Speed- 100/007 KTS Runway Ident - 29 Visibility - 4.000 SM ATC/Airspace Runway Lth/wid - 4600/ 100 Lowest Sky/Clouds - 400 FT Type of Flight Plan - IFR Runway Surface - ASPHALT Lowest Celling - 400 FT OVERCAST Type of Clearance - IFR Runway Status - N/A Obstructions to Vision- FOG Type Apch/Lndg - ILS-COMPLETE Precipitation - NONE Condition of Light - DAVLIGHTPersonnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review ATP, CFI Current - YES Total - 2200 Last 24 Hrs - UNK/NR SE LAND,ME LAND Months Since - 2 Make/Model- 49 Last 30 Days- UNK/NR Aircraft Type - C-404 Instrument - 200 Last 90 Days- UNK/NR Instrument Rating(s) - AIRPLANENarrative CFT WAS ON ITS RWY 29 APCH WHEN IT COLLIDED WITH GND 1 MILE FROM THE ARPT. A WITNESS SAW HE ACFT FLY OVER THE ARPT TO HE WEST BETWEEN 500 TO 1500 FT. WITNESSES NEAR THE ACCIDENT SITE SAW THE ACFT MAKING ABRUPT MANEUVERS AT LOW ALTITUDE RIOR TO THE ACCIDENT. ENGINE SOUNDS WAS DESCRIBED AS RACKING", "UNEVEN", & "LOUD". WEATHER CONDITION WAS DESCRIBED AS OG, LOW CEILING, AND LIGHT RAIN. ANOTHER PILOT IN SAME TYPE ACFT WAS UNABLE TO LAND DUE TO WEATHER CONDITION OF HE ACFT DID NOT DISCLOSED EVIDENCE OF MALFUNCTION. FLT APCH NAVAUD FACILITIES FLT CHECKED TO BE OPERATIONAL. THERE AS NO EVIDENCE OF PLT PHYSICAL IMPAIRMENT OR INCAPACITATION. THE ACFT COLLIDED WITH THE GROUND IN A NEAR VERTICAL					Airport [la+a		
Wind Dir/Speed - 100/007 KTS Visibility - 4.000 SM	,		I E DA					
Visibility - 4.000 SM ATC/Airspace Runway Lth/Wid - 4600/ 100 Lowest Sky/Clouds - 400 FT Type of Flight Plan - IFR Runway Surface - ASPHALT Lowest Ceiling - 400 FT Type of Clearance - IFR Runway Status - N/A Obstructions to Vision- FOG Type Apch/Lndg - ILS-COMPLETE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP, CFI Current - YES Total - 2200 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 2 Make/Model 49 Last 30 Days - UNK/NR Aircraft Type - C-404 Instrument 200 Last 90 Days - UNK/NR Instrument Rating(s) - AIRPLANE Narrative CFT WAS ON ITS RWY 29 APCH WHEN IT COLLIDED WITH GND 1 MILE FROM THE ARPT. A WITNESS SAW HE ACFT FLY OVER THE ARPT TO HE WEST BETWEEN 500 TO 1500 FT. WITNESSES NEAR THE ACCIDENT SITE SAW THE ACFT MAKING ABRUPT MANEUVERS AT LOW ALTITUDE RIOT TO THE ACCIDENT. ENGINE SOUNDS WAS DESCRIBED AS "RACING", "UNEVER", & "LOUD". WEATHER CONDITION WAS DESCRIBED AS OG, LOW CEILING, AND LIGHT RAIN. ANOTHER PILOT IN SAME TYPE ACFT WAS UNABLE TO LAND DUE TO WEATHER. EXAMINATION OF HE ACFT DID NOT DISCLOSED EVIDENCE OF MALFUNCTION. FLT APCH NAVAID FACILITIES FLT CHECKED TO BE OPERATIONAL. THERE AS NO EVIDENCE OF PLT PHYSICAL IMPAIRMENT OR INCAPACITATION. THE ACFT COLLIDED WITH THE GROUND IN A NEAR VERTICAL		COATESVIE	, , ,				- 20	
Lowest Ský/Clouds - 400 FT Type of Flight Plan - IFR Runway Surface - ASPHALT Lowest Ceiling - 400 FT OVERCAST Type of Clearance - IFR Runway Status - N/A Obstructions to Vision- FOG Type Apch/Lndg - ILS-COMPLETE Type of Clearance - IFR Runway Status - N/A Type Apch/Lndg - ILS-COMPLETE Type - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP.CFI Current - YES Total - 2200 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 2 Make/Model - 49 Last 30 Days- UNK/NR Aircraft Type - C-404 Instrument - 200 Last 90 Days- UNK/NR Aircraft Type - C-404 Instrument - 200 Last 90 Days- UNK/NR Instrument Rating(s) - AIRPLANE Narrative CFT WAS ON ITS RWY 29 APCH WHEN IT COLLIDED WITH GND 1 MILE FROM THE ARPT. A WITNESS SAW HE ACFT FLY OVER THE ARPT TO HE WEST BETWEEN 500 TO 1500 FT. WITNESSES NEAR THE ACCIDENT SITE SAW THE ACFT MAKING ABRUPT MANEUVERS AT LOW ALTITUDE RIOR TO THE ACCIDENT. ENGINE SOUNDS WAS DESCRIBED AS "RACING", "UNEVEN", & "LOUD". WEATHER CONDITION WAS DESCRIBED AS OG, LOW CEILLING, AND LIGHT RAIN. ANOTHER PILOT IN SAME TYPE ACFT WAS UNABLE TO LAND DUE TO WEATHER. EXAMINATION OF HE ACFT DID NOT DISCLOSED EVIDENCE OF MALFUNCTION. FLT APCH NAVAID FACILITIES FLT CHECKED TO BE OPERATIONAL. THERE AS NO EVIDENCE OF PLT PHYSICAL IMPAIRMENT OR INCAPACITATION. THE ACFT COLLIDED WITH THE GROUND IN A NEAR VERTICAL		ATC / Ainchaso						100
Lowest Ceiling - 400 FT OVERCAST Type of Clearance - IFR Runway Status - N/A Obstructions to Vision- FOG Type Apch/Lndg - ILS-COMPLETE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP.CFI Current - YES Total - 2200 Last 24 Hrs - UNK/NR SE LAND,ME LAND Months Since - 2 Make/Model- 49 Last 30 Days- UNK/NR Aircraft Type - C-404 Instrument- 200 Last 90 Days- UNK/NR Instrument Rating(s) - AIRPLANENarrative CFT WAS ON ITS RWY 29 APCH WHEN IT COLLIDED WITH GND 1 MILE FROM THE ARPT. A WITNESS SAW HE ACFT FLY OVER THE ARPT TO HE WEST BETWEEN 500 TO 1500 FT. WITNESSES NEAR THE ACCIDENT SITE SAW THE ACFT MAKING ABRUPT MANEUVERS AT LOW ALTITUDE RIOR TO THE ACCIDENT. ENGINE SOUNDS WAS DESCRIBED AS "RACING", "UNEVEN", & "LOUD". WEATHER CONDITION WAS DESCRIBED AS OG, LOW CETLING, AND LIGHT RAIN. ANOTHER PILOT IN SAME TYPE ACFT WAS UNABLE TO LAND DUE TO WEATHER. EXAMINATION OF HE ACFT DID NOT DISCLOSED EVIDENCE OF MALFUNCTION. FLT APCH NAVAID FACILITIES FLT CHECKED TO BE OPERATIONAL. THERE AS NO EVIDENCE OF PLT PHYSICAL IMPAIRMENT OR INCAPACITATION. THE ACFT COLLIDED WITH THE GROUND IN A NEAR VERTICAL			abt Dian - IED					
Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP.CFI Current - YES Total - 2200 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 2 Make/Model - 49 Last 30 Days- UNK/NR Aircraft Type - C-404 Instrument - 200 Last 90 Days- UNK/NR Instrument Rating(s) - AIRPLANE Narrative CFT WAS ON ITS RWY 29 APCH WHEN IT COLLIDED WITH GND 1 MILE FROM THE ARPT. A WITNESS SAW HE ACFT FLY OVER THE ARPT TO HE WEST BETWEEN 500 TO 1500 FT. WITNESSES NEAR THE ACCIDENT SITE SAW THE ACFT MAKING ABRUPT MANEUVERS AT LOW ALTITUDE RIOR TO THE ACCIDENT. ENGINE SOUNDS WAS DESCRIBED AS "RACING", "UNEVEN", & "LOUD". WEATHER CONDITION WAS DESCRIBED AS OG, LOW CEILING, AND LIGHT RAIN. ANOTHER PILOT IN SAME TYPE ACFT WAS UNABLE TO LAND DUE TO WEATHER. EXAMINATION OF HE ACFT DID NOT DISCLOSED EVIDENCE OF MALFUNCTION. FLT APCH NAVAID FACILITIES FLT CHECKED TO BE OPERATIONAL. THERE AS NO EVIDENCE OF PLT PHYSICAL IMPAIRMENT OR INCAPACITATION. THE ACFT COLLIDED WITH THE GROUND IN A NEAR VERTICAL								
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP,CFI Current - YES Total - 2200 Last 24 Hrs - UNK/NR SE LAND,ME LAND Months Since - 2 Make/Model - 49 Last 30 Days- UNK/NR Aircraft Type - C-404 Instrument - 200 Last 90 Days- UNK/NR Instrument Rating(s) - AIRPLANE Narrative CFT WAS ON ITS RWY 29 APCH WHEN IT COLLIDED WITH GND 1 MILE FROM THE ARPT. A WITNESS SAW HE ACFT FLY OVER THE ARPT TO HE WEST BETWEEN 500 TO 1500 FT. WITNESSES NEAR THE ACCIDENT SITE SAW THE ACFT MAKING ABRUPT MANEUVERS AT LOW ALTITUDE RIOR TO THE ACCIDENT. ENGINE SOUNDS WAS DESCRIBED AS "RACING", "UNEVEN", & "LOUD". WEATHER CONDITION WAS DESCRIBED AS OG, LOW CEILING, AND LIGHT RAIN. ANOTHER PILOT IN SAME TYPE ACFT WAS UNABLE TO LAND DUE TO WEATHER. EXAMINATION OF HE ACFT DID NOT DISCLOSED EVIDENCE OF MALFUNCTION. FLT APCH NAVAID FACILITIES FLT CHECKED TO BE OPERATIONAL. THERE AS NO EVIDENCE OF PLT PHYSICAL IMPAIRMENT OR INCAPACITATION. THE ACFT COLLIDED WITH THE GROUND IN A NEAR VERTICAL				MDICTC	Runway	y Status -	- N/A	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command		Type Apcn/L	.ridg - 115-00	DIMPLETE				
Personnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP,CFI Current - YES Total - 2200 Last 24 Hrs - UNK/NR SE LAND,ME LAND Months Since - 2 Make/Model - 49 Last 30 Days- UNK/NR Aircraft Type - C-404 Instrument - 200 Last 90 Days- UNK/NR Instrument Rating(s) - AIRPLANE Narrative CFT WAS ON ITS RWY 29 APCH WHEN IT COLLIDED WITH GND 1 MILE FROM THE ARPT. A WITNESS SAW HE ACFT FLY OVER THE ARPT TO HE WEST BETWEEN 500 TO 1500 FT. WITNESSES NEAR THE ACCIDENT SITE SAW THE ACFT MAKING ABRUPT MANEUVERS AT LOW ALTITUDE RIOR TO THE ACCIDENT. ENGINE SOUNDS WAS DESCRIBED AS "RACING", "UNEVEN", & "LOUD". WEATHER CONDITION WAS DESCRIBED AS BE ACFT DID NOT DISCLOSED EVIDENCE OF MALFUNCTION. FLT APCH NAVAID FACILITIES FLT CHECKED TO BE OPERATIONAL. THERE AS NO EVIDENCE OF PLT PHYSICAL IMPAIRMENT OR INCAPACITATION. THE ACFT COLLIDED WITH THE GROUND IN A NEAR VERTICAL								
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TTITUDE		INCAPACITATION. 1	HE ACE I COLLIDED	WITH THE GR	א אז מאטטא	A NEAR VERT	LUAL	
TTITUDE.	ITTIODE.							

File No. - 670 1/31/85 SADSBURYVILLE, PA A/C Reg. No. N1994G Time (Lc1) - 1310 EST

Occurrence

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation APPROACH

Finding(s)

- 1. WEATHER CONDITION LOW CEILING
- 2. WEATHER CONDITION FOG
- 3. WEATHER CONDITION RAIN
- 4. AIRCRAFT HANDLING INADEQUATE PILOT IN COMMAND
- 5. IFR PROCEDURE IMPROPER PILOT IN COMMAND
- 6. AIRSPEED NOT MAINTAINED PILOT IN COMMAND
- 7. STALL INADVERTENT PILOT IN COMMAND

----Probable Cause----

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

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

File No 646 2/27/85	READING, PA	A/C Reg.	No. N66RA	Т	ime (Lcl)	- 1105	EST
Basic Information							
Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Da	mage		Inju	ıries	
		SUBSTANTIA	L	Fatal	Serious	Mino	r None
Type of Operation -BUSINESS	5	Fire	Crev	<i>,</i> 0	0	0	1
Flight Conducted Under -14 CFR	91	NONE	Pass	9 0	0	0	0
Accident Occurred During -TAXI							
-Aircraft Information							
Make/Mode1 - PIPER PA-22-108	Eng Make/N	Model - LYCOMI	NG 0-235-C1B	ELT	Installed	/Activate	ed - YES/NO
Landing Gear - TRICYCLE-FIXED	Number End	gines - 1		S	tall Warn	ina Syste	em - NO
Max Gross Wt - 1650			OCATING-CARBUR			J - ,	
No. of Seats - 2	Rated Powe	er - 108					
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRI		ure Point		ON AIR			
Method - N/A	SAME AS A			214 71214			
Completeness - N/A	Destination	100/ 1110		Airport D	ata		
Basic Weather - VMC	LANCASTER	DA		READIN			
Wind Dir/Speed- 310/020 KTS	LANGASTER	, r m				- UNK/N	D
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds -		lght Plan - NO	NIT		Surface		
Lowest Ceiling - 3700 FT		earance - NO		Runway	Status	- UNK/IN	к
Obstructions to Vision- NONE	Type Apch/L	ndg - NC	NE				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	5		ical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight F	Review	Flig	ght Time (H	ours)		
COMMERCIAL	Current Months Since	- YES	Total -	1951	Last 2	24 Hrs -	. 1
SE LAND, ME LAND	Months Since	- 1	Make/Mode1-		Last	30 Days-	UNK/NR
	Aircraft Type	e - UNK/NR	Instrument- Multi-Eng -		Last 9	0 Days	113
Total Control Deliver (-)	ue.		Multi-Eng -	1214			
Instrument Rating(s) - AIRPLA	Vt. 						
Narrative							
E ACFT OVERTURNED WHILE AWAITING TAKEO							
KTS. AFTER ENGINE UP THE TOWER ADVISE							
S GIVEN AS 310 KTS AT 27 KTS. AFTER TH							
ILE CROSSING THE HOLDING LINE A GUST O							
O RIGHT WING. THE PLT WAS UNABLE TO RE	COVER, TURNED OFF THE A	ACFT AND EVACU	ATED. A FEW M	INUTES LATE	R ANOTHER	GUST	
WIND PUSHED THE ACFT INVERTED.							
	PAGE	-320					

File No. - 646 2/27/85 READING,PA A/C Reg. No. NGGRA Time (Lc1) - 1105 EST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. WEATHER CONDITION - GUSTS
2. PLANNING-DECISION - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER Phase of Operation STANDING
-----Probable Cause----

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

Brief of Accident

File No 651 3/10/85 PERKAS	SIE,PA A/C Reg.	No. N170AS	Time (Lc	1) - 1445 EST	
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL	. AVIATION) Aircraft D SUBSTANTI Fire		Ir Fatal Seriou O O		None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0 0	•	0
Aircraft Information Make/Model - CESSNA 170A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2050 No. of Seats - 4	Eng Make/Model - CONTI Number Engines - 1	NENTAL 0-300-A1	Stall War	ed/Activated rning System	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 320/015 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 PENNRIDGE,PA Destination LOCAL ATC/Airspace Type of Flight Plan - N Type of Clearance - V Type Apch/Lndg - N	ONE FR	Airport Proximi ON AIRPORT irport Data PENNRIDGE Runway Ident Runway Lth/Wid Runway Surface Runway Status	- 26 d - 4000/ e - ASPHALT	60
	Age - 40 Me Biennial Flight Review Current - YES Months Since - 2 Aircraft Type - UNK/NR	Total - 2 Make/Model-	Time (Hours) 205 Las [.] 122 Las [.]	L-WAIVERS/LIM t 24 Hrs - UN t 30 Days- UN t 90 Days-	IK/NR IK/NR
Instrument Rating(s) - NONE			•		
Narrative HE PILOT STATED THAT THE AIRCRAFT GROUND LOOP PUN TO THE LEFT.	PED TO THE RIGHT AFTER TOUCHDO	WN. THE LEFT GEAR	COLLAPSED AND	THE AIRCRAFT	

PAGE 322

File No. - 651 3/10/85 PERKASIE, PA A/C Reg. No. N170AS Time (Lc1) - 1445 EST LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 3. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1

File No 644 3/10/85 WAYN	ESBURG, PA	A/C Reg.	No. N1339J	Т.	ime (Lc1) -	1400 EST	
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Da	amage		Injur	ies	
		SUBSTANTI	AL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Cre	w 0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	5 0	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Mode1 - ROCKWELL INTERNATIONAL		lodel - LYCOM			Installed/A		
Landing Gear - TRICYCLE-FIXED		ines - 1			tall Warnin	g System -	YES
Max Gross Wt - 2650			-FUEL INJECTED				
No. of Seats - 4	Rated Powe	r - 18) HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFIN				OFF AIR	RPORT/STRIP		
Method - N/A	SAME AS A	CC/INC					
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	SAME AS A	.CC/INC		_			
Wind Dir/Speed- 270/010 KTS					Ident -		
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR		ght Plan - N			Surface -		
Lowest Ceiling - NONE		arance - V		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/L	.ndg - F	DRCED LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information					MEDICAL NO	. WATUEDS /	*****
Pilot-In-Command	Age - 47 Biennial Flight R	Me	dical Certific	ate - VALID	MEDICAL-NU	WAIVERS/	TMII
<pre>Certificate(s)/Rating(s) ATP</pre>	Bienniai Flight R	(eview	Total -	gnt iime (H	ours)	Una -	2
ME LAND	Months Since	- UNK/NR	Moke/Medel-	16000	Last 24	N Dave- UNI	
ME LAND	Aircraft Type	- UNK/NR - UNK/NR	Make/Model- Instrument-	8000	Last 30	Days- UN	·/ NR
	Aircraft Type	e - UNK/NK	Multi-Eng -		Last 90	Days-	U
Instrument Rating(s) - NONE							
This is different Racting(s) NONE							
Narrative							
E ACFT WAS LANDED GEAR-UP IN A FLD FOLLOW:							
CHECK THE ENG AS IT HAD BEEN DISASSEMBLE							
SPECTION OF THE ENG DISCLOSED THE #1, #2							
D CERAMIC POSTS. THE RESPECTIVE CYLINDER 1							
IGHTLY MARKED AND PEENING WAS BISIBLE ON			UST PIPES SHOW	ED SCRAPE M	ARKS WHEN R	REMOVED.	
1/8 INCH PIECE OF ALUMINUM PIPE WAS FOUND	INSIDE THE #4 INTAK	KE PIPE.					
	PAGE-	394					
	1 AGE	~ - ¬					

File No 6	44 3/10/85	WAYNESBURG, PA	A/C Reg. No. N1339J	Time (Lc1) - 1400 EST
Occurrence #1 Phase of Operation		L CLIMB		
Finding(s) 1. ENGINE ASSEMBLY 2. MAINTENANCE,M		TENTIVE - PILOT IN COMM	1AND	
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation				
Finding(s) 3. GEAR EXTENSION 4. TERRAIN CONDITI 5. TERRAIN CONDITI	ON - WET			
Probable Cause				

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

File No 648 3/24/85 ZELIE	NOPLE,PA A/C Reg. No. N8429T Time (Lc1) - 0530 EST			A/C Reg. No. N8429T Time (Lc1) - 0530 EST				
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Dam SUBSTANTIAL		Fatal	Inju Serious		None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Fire NONE	Crew Pass	-	0	0	1	
Aircraft Information Make/Model - PIPER PA-32R-301 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3600 No. of Seats - 4			UEL INJECTED		Installed/ Stall Warni		d - YES-UNK/NR m - YES	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 250/015 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 3800 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - RAIN Condition of Light - DAWN	COLUMBUS ATC/Airspace TERED Type of F1	LE,PA ,OH ight Plan - NON earance - NON		OFF AI Airport C Runway Runway Runway	/ Ident / Lth/Wid / Surface	- N/A		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 28 Biennial Flight Current Months Since Aircraft Typ	Review - UNK/NR - UNK/NR e - UNK/NR	cal Certifica Fligl Total - Make/Model- Instrument- Multi-Eng -	ht Time (F	lours) Last 2 Last 3	AIVERS/L 4 Hrs - O Days- O Days-	3 UNK/NR	
Instrument Rating(s) - NONE								
THE ACFT COLLIDED WITH TREES SHORTLY AFTER TAFOR THE CABIN DOOR WAS BROKEN. UPON REACHING THE DOOR AFTER ACTIVATING THE AUTOPILOT. THE WAS MADE IN AN ATTEMPT TO RETURN TO THE ARPT. ATTEMPTED TO SET-UP FOR A LANDING WHILE TRYIN HEAVY RAIN WAS REPORTEDLY PRESENT AT THE TIME	AN ALT OF 1800 FT PLT STATED AN ELE AFTER VIEWING LI NG TO HOLD THE DOO	, THE CABIN DOO CTRICAL FAILURE GHTS, WHICH THE R SHUT. THE ACF	R POPPED OPEN WAS THEN EXP PLT BELIEVED	. THE PLT ERIENCED. TO BE RWY	ATTEMPTED A 180 DEG (LIGHTS, H	TO SECUR TURN E	E	

File No. - 648 3/24/85 ZELIENOPLE, PA A/C Req. No. N8429T Time (Lc1) - 0530 EST AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation CLIMB - TO CRUISE Finding(s) 1. DOOR, PASSENGER - OPEN 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND 3. ELECTRICAL SYSTEM - FAILURE, TOTAL 4. ELECTRICAL SYSTEM - UNDETERMINED Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation DESCENT Finding(s) 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND 7. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - UNCONTROLLED Finding(s) 8. OBJECT - TREE(S) 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) 2,4,5,6 Factor(s) relating to this accident is/are finding(s) 1 Findings updated AAB 87/02 p. 48-49

File No 739 4/07/85 LOC	K HAVEN, PA	A/C Reg. N	o. N5764D	1	ime (Lc1) -	1709 ES	Т
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Dam	age		Injur	ies	
		DESTROYED	•	Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew		0	0	0
Flight Conducted Under -14 CFR 91		ON GROUND	Pass	4	0	0	0
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - MOONEY MO-20J		odel - LYCOMIN	G IO-360-A3B6		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng			5	tall Warnin	g System	- YES
Max Gross Wt - 2740		e - RECIP-F					
No. of Seats - 4	Rated Powe	r - 200	HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Depart			OFF A	RPORT/STRIP		
Method - TELEPHONE	JAMESTOWN	, NY					
Completeness - FULL	Destination			Airport [
Basic Weather - IMC	NEWPORT N	EWS,VA		LOCK H		•	
Wind Dir/Speed- 030/004 KTS						27	
Visibility - 5.0 SM	ATC/Airspace				Lth/Wid -		
	RT OBS Type of Fli				Surface -		
Lowest Ceiling - OBSCURED		arance - IFR		Runway	Status -	WEI	
Obstructions to Vision- FOG	Type Apcn/L	ndg - FOR	CED LANDING				
Precipitation - SNOW Condition of Light - DUSK							
					·		
Personnel Information	A	M = al :	1 0+16:	+- EVDI	urn.		
Pilot-In-Command Certificate(s)/Rating(s)	Age - 32 Biennial Flight R	Medi	cal Certifica	te - EXPIR ht Time (F			
PRIVATE	Current	eview	Total -			Hrs -	10
SE LAND	Months Since	- UNK/NR			Last 30		
SE LAND	Aircraft Type		Instrument-		Last 90		
Instrument Rating(s) - AIRPLANE Narrative EFLT WX BRIEFINGS WERE ISSUED TO THE PLT ROSS THE PLANNED ROUTE. AN IFR FLT PLAN W	THAT FORECASTED MODE	RATE ICING & T	: URBULENCE FRO T REPORTED EN	M 3000 TO	14000 FT EMS AT 1100		
MSL. DURING VECTORS TO CLOSEST ARPT PLT							
MSL. DURING VECTORS TO CLOSEST ARPT PLT ARPT PLT REPORTED RIME ICE FORMING ON AC	FT & FNG FAILURE AT	9000 FT MSL T	HE ACET WAS V	ECTORED TO) THE CLOSET		
MSL. DURING VECTORS TO CLOSEST ARPT PLT ARPT PLT REPORTED RIME ICE FORMING ON AC PT. RADAR CONTACT & COMMUNICATIONS WERE L	FT & ENG FAILURE AT	9000 FT MSL. T				•	

File No 739 4/07/85 LOCK HAVEN, PA	A/C Reg. No. N5764D	Time (Lc1) - 1709 EST
Occurrence #1 LOSS OF POWER Phase of Operation CRUISE - NORMAL Finding(s)		
1. MISCELLANEOUS - UNDETERMINED		
Occurrence #2 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation DESCENT - EMERGENCY		
Finding(s) 2. MISCELLANEOUS - UNDETERMINED 3. PLANNING-DECISION - POOR - PILOT IN COMMAND 4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT	IN COMMAND	
Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY		
Finding(s) 5. MISCELLANEOUS - UNDETERMINED 6. OBJECT - TREE(S)		
Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED		
Finding(s) 7. TERRAIN CONDITION - MOUNTAINOUS/HILLY		
Probable Cause		
The National Transportation Safety Board determines that this/are finding(s) 1,3	ne Probable Cause(s) of this acciden	t
Factor(s) relating to this accident is/are finding(s) 2,4		

Brief of Accident

File No 650 7/11/85 BLOCK	ISLAND,RI A/C Reg	. No. N71359	٦	Time (Lc1) -	1350 ED	Т
Basic Information Type Operating Certificate-NONE (GENERA				Injur		
	SUBSTANT		Fatal	Serious	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/Mode1 - CESSNA 182M	Eng Make/Model - CONT	INENTAL 0-470-R	ELT	Installed/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		ç	Stall Warnir	ng System	- YES
Max Gross Wt - 2800	Engine Type - RECI	PROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power - 2	30 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR	•		
Method - N/A	ISLIP, NY					
Completeness - N/A	Destination		Airport [)ata		
Basic Weather - VMC	SAME AS ACC/INC			ISLAND		
Wind Dir/Speed- 250/009 KTS	5 555				- 28	
Visibility - UNK/NR	ATC/Airspace			Lth/Wid		100
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE			ASPHALT	
Lowest Ceiling - NONE	Type of Clearance -				- DRY	
Obstructions to Vision- NONE		TRAFFIC PATTERN				
Precipitation - NONE	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 54 M	edical Certifica	te - VALI	MEDICAL-NO) WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			•
COMMERCIAL	Current - YES	Total -		Last 24	1 Hrs -	1
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model-		Last 30	Days- U	NK/NR
GLIDER	Aircraft Type - UNK/NR	Instrument-	500		Days-	201
		Multi-Eng -			,	
Instrument Rating(s) - AIRPLANE						
Namakiya						
Narrative	0 400E 440 440 ELOUN TUTO 40	ET 500 4 UD TN T	DDE./.T.O.	IC VEAD DU	TNO	
E PLT WAS CHECKED OUT IN THE C-182 ON JULY						
NORMAL POWER OFF LANDING WITH TEN DEGREES O						•
E ACFT TOUCHED DOWN AND BOUNCED. THE PLT AC						
RX 2000 FT FROM THE BEGINNING OF THE RWY. 1		NO WENT OFF THE	KMA TUIO	HE BRUSH.	HE	
T STATED THAT THERE IS A DROP AND A ROAD AT	THE END OF THE RWY.					

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File No. - 650 7/11/85 BLOCK ISLAND, RI A/C Reg. No. N71359 Time (Lc1) - 1350 EDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL
Finding(s)

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION

- 2. RECOVERY FROM BOUNCED LANDING IMPROPER PILOT IN COMMAND
- 3. ABORTED LANDING IMPROPER PILOT ÎN COMMAND
- 4. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 5. PLANNED APPROACH POOR PILOT IN COMMAND

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1.5

File No 620 5/19/85 CHEST	ER,SC A/C Re	A/C Reg. No. N5724S Time (Lc1) - 1330 F			N5724S Time (Lc1) - 1330 EDT	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage	·	Injur	ies	
	SUBSTAN	TIAL	Fata1	Serious	Minor	None
Type of Operation -INSTRUCTIONA	L Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - SWIETZER SGS-233	Eng Make/Mode1 - N/A			Installed/A		
Landing Gear - HULL	Number Engines - N/A		S	tall Warnin	g Syst em	- YES
Max Gross Wt - 1040	Engine Type - N/A					
No. of Seats - 2	Rated Power - N/A					
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		CHESTE	R MUNICIPAL		
Wind Dir/Speed- CALM					N/A	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE	Runway	Surface -	GRASS/TU	RF
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command		Medical Certifica				
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H	•		
COMMERCIAL	Current - YES	Total -		Last 24		3
	Months Since - 1	Make/Model-		Last 30		K/NR
GLIDER	Aircraft Type - UNK/NR	Instrument-	0	Last 90	Days-	32
Instrument Rating(s) - NONE						
INSTRUCTOR PILOT CUT LOOSE FROM THE TOW F	LANE AT 200 ET ACL DURING TA	VENEE TO STMILLATE	A DODE DO	EAV THE		
COLLIDED WITH TREES WHILE CIRCLING TO LA						
THE RWY.	IND. CET STATED THAT STUDENT	FLI WAS TOO SLOW	TIN KETUKNI	ING TO LAND		

File No 6	20 5/19/85	CHESTER, SC	A/C Reg. No. N5724S	Time (Lcl) - 1330 EDT
Occurrence #1 Phase of Operation		RN TO LANDING AREA	(EMERGENCY)	
Finding(s) 1. GLIDER LAUNCH/T 2. EMERGENCY PRO		CONNECTED - PILOT IN COMMAND	(CFI)	
Occurrence #2 Phase of Operation				
Finding(s) 3. OBJECT - TREE(S 4. REMEDIAL ACTI	•			
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transpois/are finding(s) 4	rtation Safety Boa	rd determines that	the Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is,	/are finding(s) 2		

File No 774 6/15/85 ABB	EVILLE, SC	A/C Reg. No.	N47071	Т	ime (Lc1) -	0950 E	т
-Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damag	ie	F-4-7	Injur		N
Type of Operation -PERSONAL		SUBSTANTIAL	0	Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE	Crew Pass	0	0	0	1
Accident Occurred During -LANDING		NONE	Pa55	U	· .	U	O
-Aircraft Information							
Make/Model - CESSNA 152		Model - LYCOMING	0-235-L2C		Installed/A		•
Landing Gear - TRICYCLE-FIXED		ngines - 1			tall Warnir	ng System	ı - YES
Max Gross Wt - 1670		pe - RECIPROCA		TOR			
No. of Seats - 2	Rated Pow	rer - 110 HP					
-Environment/Operations Information							
Weather Data	Itinerary			•	Proximity		
Wx Briefing - NO RECORD OF BRIEFI		ture Point		ON AIR	PORT		
Method - N/A	ABBEVILL						
Completeness - N/A	Destination	1		Airport D			
Basic Weather - VMC Wind Dir/Speed- 280/003 KTS	LOCAL			DAVIS		00	
Visibility - 6.0 SM	ATC/Airspace				Ident - Lth/Wid -	. 08	40
Lowest Sky/Clouds - 6500 FT SC					Surface -		
Lowest Ceiling - NONE		earance - NONE			Status -		
Obstructions to Vision- HAZE		Lndg - TOUCH	I AND CO	Runway	Status -	DRI	
Precipitation - NONE	Type Apcil/	Lindy - 100CH	AND GO				
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command			ıl Certificat			IVERS/L	MIT
Certificate(s)/Rating(s)	Biennial Flight		Fligh	t Time (F			
STUDENT				18	Last 24	Hrs - L	INK/NR
	Months Since		ke/Model-		Last 30		
	Aircraft Typ	pe - N/A In	strument-	0	Last 90	Days-	8
Instrument Rating(s) - NONE							
Monnottvo							
-Narrative LE PRACTICING TOUCH & GO LANDINGS THE ST THE RWY. THE ACFT FLIPPED TO AN INVERTED							
	, ALLIUUDE WHEN THE	DUISE WHEEL DUIG IN	IIU THE SUFT	SUIL, IHE	PIUDENI		

File No. - 774 6/15/85 ABBEVILLE, SC A/C Reg. No. N47071 Time (Lc1) - 0950 EDT Occurrence #1 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 1. RUDDER - IMPROPER USE OF - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND 5. TOUCH-AND-GO LANDING - ATTEMPTED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL 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) 1,2,3,4 Factor(s) relating to this accident is/are finding(s) 5

Basic Information Type Operating Certificate-NONE (GENER)	L AVIATION)	Aircraft Damage			Inju	ıries	
	,	MINOR		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	1	0	1
Accident Occurred During -LANDING							
Aircraft Information					_		
Make/Model - BARNES FF-7	Eng Make/Mo					Activated	
Landing Gear - N/A	Number Engi			S	tali Warni	ng System	- UNK/N
Max Gross Wt - 900 No. of Seats - UNK/NR	Engine Type Rated Power						
NO. OT Seats - UNK/NR	Rated Power	- N/A 					
Environment/Operations Information					.		
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Departu			OFF AIR	RPORT/STRI	.Р	
Method - TELEPHONE Completeness - WEATHER NOT PERTINEN	SAME AS AC Destination	3/ INC		Airport Da	.+-		
Basic Weather - VMC	SAME AS AC	C/TNC		A Import Da	ata		
Wind Dir/Speed- 040/002 KTS	SAME AS AC	5/ 1140		Runway	Ident	- N/A	
Visibility - 25.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR		nt Plan - NONE		Runway	Surface	- GRASS/TI	JRF
Lowest Ceiling - NONE		rance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Ln	dg - FULL STO)P				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information				No Me			
Pilot-In-Command	Age - 48			e - NO MEI t Time (He			
<pre>Certificate(s)/Rating(s) COMMERCIAL</pre>	Biennial Flight Re			795		24 Hrs - Ul	NK/ND
COMMERCIAL	Months Since	- 12 Make/	Mode1-		Last 2		6
FREE BALLOON	Aircraft Type	- FF-7 Instr		0		O Days-	11
Instrument Rating(s) - NONE							
Narrative							
PLT NOTICED A POWER LINE EXTENDING ACROS							
THE ENVELOPE FOR AN EMERGENCY DESCENT.	S THE BASKET TOUCHE	D DOWN, THE ENVELO	PE DRIFTE	D INTO TH	E LINE. A	PASSENGER	

File No. - 621 5/08/85 FRANKLIN,TN A/C Reg. No. N4O49Y Time (Lc1) - 1830 CDT

Occurrence Phase of Operation LANDING - FLARE/TOUCHDOWN

ON GROUND COLLISION WITH OBJECT

Finding(s) 1. OBJECT - WIRE, TRANSMISSION

2. CLEARANCE - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

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

File No 691 5/09/85	DOVER, TN	A/C Reg. No. No.	3937D	Tin	ne (Lc1) -	1830 CDT	
Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage			Injur	ies	
	•	SUBSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONA		Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING	•						
Aircraft Information							
Make/Model - CESSNA 182A	Eng Make/	Model - CONTINENTAL	0-470-L	ELT Ir	stalled/A	ctivated	- YES-UNK/N
Landing Gear - TRICYCLE-FIXED		gines - 1			11 Warnin		
Max Gross Wt - 2650	Engine Ty	_	G-CARBURETO			3	
No. of Seats - 4	Rated Pow	er - 230 HP					
Foreign and American August 1							
Environment/Operations Information							
Weather Data	Itinerary	De Les	Д	irport Pr	•		
Wx Briefing - NO RECORD OF BRI				ON AIRST	KIP		
Method - N/A Completeness - N/A	SAME AS				_		
•	Destination		Αı	irport Dat	a		
Basic Weather - VMC Wind Dir/Speed- 110/003 KTS	LOCAL			D	1 4	00	
Visibility - 7.0 SM	470/41			Runway 1		09	5 0
	ATC/Airspace SCATTERED Type of F1				th/Wid -		50
	SCATTERED Type of FI	ight Plan - NUNE			urface -	· ·	KF
Lowest Ceiling - 10000 FT		earance - NONE	D.4.T.T.D.1.	Runway S	status -	DRY	
Obstructions to Vision- NONE	Type Apcn/	Lndg - TRAFFIC					
Precipitation - NONE		TOUCH AN	ND GO				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 40	Medical (Certificate	- VALID N	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Flight	Time (Hou	ırs)	·	
STUDENT	Current			50		Hrs - UN	K/NR
	Months Since	- N/A Make/				Days- UN	K/NR
	Aircraft Typ	e - N/A Instr	[/] Model- UNK/ rument- UNK/	NR	Last 90	Davs- UN	K/NR
	- 1		i-Eng - UNK/			aft [°] - UNI	
Instrument Rating(s) - NONE							
Narrative							
THE STUDENT PLT AND HIS PAX, A PRIVATE P	IT FIEW TO AMOTHED AD	DT AND MADE SEVERAL	TAVENEES AN	ID LANDING	S THEN		
RETURNED TO THE PRIVATE AIRSTRIP WHERE T	HEID ELICHT HAD ODICIN	ATED THE STUDENT DI	T WAS AT TE	JE CONTON	S ON THIS		
APCH. AFTER TOUCHDOWN THE ACFT BECAME AI							
ACFT WAS LANDED AGAIN AND THE BRAKES WER							
ACFT SWERVED INTO A TREE STUMP THEN NOSE			- DAMALS FUL	10 IF	IL RIGIII A		
THE STATE THE A TREE STORM THEN NOSE	D 11110 A BANK ALONG 31	DE THE RONWALL					

	2405	000					

File No. - 691 5/09/85 DOVER, TN A/C Reg. No. N3937D Time (Lc1) - 1830 CDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND 2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 3. OBJECT - TREE(S) 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. 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) 1,3,5

File No 690 7/19/85 MEMPH	IS,TN A/C Reg. No. N89634 Time (Lc1) - 2					2252 CD1	·
Basic Information Type Operating Certificate-NONE (GENERAL	DEST	aft Damage ROYED		Fatal	Injur Sertous	Minor	None
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	- Fire NONE		Crew Pass	0	1 0	1 O	0
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	5 ,,			TOR S	Installed/A	ng System	- YES
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 110/004 KTS Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Itinerary Last Departure Poi MEMPHIS,TN Destination WEST MEMPHIS,AR ATC/Airspace Type of Flight Pla Type of Clearance Type Apch/Lndg	n - NONE		Airport OFF AI Airport D GEN DE Runway Runway Runway	Proximity RPORT/STRIF Data WITT SPAIN Ident Lth/Wid - Surface -	· 34 · 3800/	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 20 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - C-15	Tota Make, 2 Insti	Fligh	e - VALIC it Time (F 554 228 56 45	Last 24 Last 30		3
Instrument Rating(s) - AIRPLANE							
Narrative THE ACFT NOSED OVER DURING A FORCED LANDING FOUNT AND LANDINGS. ON THE FIFTH TAKEOFF, AT APRX 20 EMBANKMENT DURING THE FORCED LANDING, THE NOSHE HAD A PROBLEM WITH PWR DURING TAKEOFF IN NOTELEW IT AFTER THE INCIDENT BUT WAS UNABLE TO AND ENGINE FAILED TO DISCLOSE ANY MECHANICAL	OO FT AGL, A TOTAL LOSS O E GEAR COLLAPSED AND THE 39634 ON THE PREVIOUS DAY DETERMINE CAUSE OF THE PW	F PWR WAS EX ACFT NOSED (. AN A&P MEG	XPERIENCED OVER. THE CHANIC INS	THE ACF STUDENT P PECTED TH	T CONTACTED PLT ON BOARD HE ACFT AND	AN REPORTE TEST	

File No 6	90 7/19/85 MEMPHIS,TN	A/C Reg. N	o. N89634	Time (Lc1) - 2252 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER TAKEOFF - INITIAL CLIMB			
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY			
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH TERR LANDING - ROLL	RAIN		
Finding(s) 2. LIGHT CONDITION 3. TERRAIN CONDITI				
Occurrence #4 Phase of Operation	NOSE GEAR COLLAPSED LANDING - ROLL			
Finding(s) 4. LANDING GEAR,NO	SE GEAR ASSEMBLY - OVERLOAD			
Occurrence #5 Phase of Operation	LANDING - ROLL			
Probable Cause				
The National Transpo	rtation Safety Board determines	s that the Probable Cause(s) of this accident	
Factor(s) relating t	o this accident is/are finding((s) 2		

File No 772 8/14/85 DYERS	BURG, IN A/C R	eg. No. N8295G	No. N8295G Time (Lc1) - 1000 CST					
Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircraf SUBSTA	t Damage NTIAL	Fat a l	Injur Serious	ies Minor	None		
Type of Operation -AERIAL APPLI Flight Conducted Under -14 CFR 137		Crew Pass	0	0	0	1 0		
Accident Occurred During -TAKEOFF								
Aircraft Information	<u>.</u>							
Make/Model - CESSNA 188	Eng Make/Model - CO			Installed/A				
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3250	Number Engines - 1 Engine Type - RE		5	tall Warnin	g System -	162		
No. of Seats - 1	Rated Power -							
• • • • • • • • • • • • • • • • • • • •								
Environment/Operations Information	**!		A. I	D				
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point			Proximity RPORT/STRIP				
Method - N/A	SAME AS ACC/INC		OII AI	KFUKI/ SIKIF				
Completeness - N/A	Destination		Airport D	ata				
Basic Weather - VMC	SAME AS ACC/INC		AG STR					
Wind Dir/Speed-					27			
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -				
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan			Surface -	DRY	₹ F		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg	- NONE - NONE	Runway	Status -	DRT			
Precipitation - NONE	Type Apcil/Eliag	NONE						
Condition of Light - DAYLIGHT					•			
Personnel Information Pilot-In-Command	Age - 22	Medical Certifica		MEDICAL -NO	WATVEDS /	TMTT		
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (H		WAIVERS	_ 1 1411 1		
COMMERCIAL	Current - YES	Total -	900	last 24	Hrs -	5		
SE LAND	Months Since - 12	Make/Model-	580	Last 30	Days- UN			
	Aircraft Type - C-172	Instrument- U		Last 90				
		Multi-Eng - U	NK/NR	Rotorcr	aft - UN	C/NR		
Instrument Rating(s) - AIRPLANE								
RING THE THIRD TAKEOFF THE PILOT FAILED TO	OBTAIN AND MAINTAIN FLYING	SPEED AND CRASHED	IN A FIELD	OFF THE DE	PARTURE			
OF THE AG STRIP.								

File No	772 	8/14/85 	DYERSBURG, TN	A/C Reg. No. N8295G	Time (Lc1) - 1000 CST	
Occurrence #1 Phase of Operation						
Finding(s) 1. LIFT-OFF - PRE 2. STALL - UNCONT 3. AIRSPEED - NOT	ROLLED - F	PILOT IN CO	DMMAND			
Occurrence #2 Phase of Operation						
Finding(s) 4. TERRAIN CONDIT	ION - CROF)				
Probable Cause-						
The National Transpis/are finding(s) 1		Safety Boar	rd determines that the	e Probable Cause(s) of this acc	dent	

File No 668 1/29/85 VICT	ORIA,TX	A/C Reg. No	D. N8204A	Т	ime (Lc1)	- 2350 CS	ST
-Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION)	Aircraft Dama	age		Inju	ries	
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -ILLEGAL		Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	1	0	0
Accident Occurred During -MANEUVERING	; ·						
-Aircraft Information							
Make/Model - PIPER PA-34-220T		Model - CONTINE	NTAL TSIO-360-K				
Landing Gear - TRICYCLE-RETRACTABLE		gines - 2		S	tall Warni	ng Syster	n - YES
Max Gross Wt - 4570	Engine Ty		JEL INJECTED				
No. of Seats - 2	Rated Pow	er - 220 h	HP 				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		ture Point		OFF AI	RPORT/STRI	P	
Method - N/A	UNK/NR		_				
Completeness - N/A	Destination		. Δ	virport D	ata		
Basic Weather - IMC	UNK/NR			_			
Wind Dir/Speed- 130/004 KTS	.== /					- N/A	
Visibility250 SM	ATC/Airspace		-		Lth/Wid		
Lowest Sky/Clouds -		ight Plan - NONI			Surface	* .	
Lowest Ceiling - 200 FT OBS Obstructions to Vision- FOG				Runway	Status	- N/A	
Precipitation - NONE	Type Apch/	Lnag - UNK,	/ NR				
Condition of Light - NIGHT(DARK)							
-Personnel Information Pilot-In-Command	A	Maratta	1 016/		MEDICAL N	o Waturd	7 /
Certificate(s)/Rating(s)	Age - 55 Biennial Flight		cal Certificate	: - VALID : Time (H		U WAIVERS	2\ LIMIII
PRIVATE	Current		Total - UNK			4 Hrs - l	INIZ /ND
SE LAND			Make/Model- UNK		Last 3		
JE LAND	Aircraft Typ		Instrument- UNK	/ NR	Last S	O Days- (INIK/ND
	AllClait Typ		Multi-Eng - UNK	/ND	Last 9	raft - l	INIK/ND
			WIGHT I PENG - UNK	() INK	ROTONC	rait - t	JINK/ INK
Instrument Rating(s) - NONE							
Alexandra							
-Narrative	1005 VITTU BOUTE OF						
PLT HAD RENTED THE ACET ON JANUARY 28,							•
ACFT IMPACTED THE SURFACE DURING HOURS (
DIT WAS EATALLY THINDTED. THE DASSERVED				- DUANII	IY UP MARI		
PLT WAS FATALLY INJURIED. THE PASSENGER M THE WRECKAGE.	RECEIVED SERIOUS I	NOURIES. PULICE	KEMOVED A EARC	1L WONITI		OUAIVA	

File No. - 668 1/29/85 VICTORIA,TX A/C Reg. No. N8204A Time (Lc1) - 2350 CST

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

Finding(s)

1. WEATHER CONDITION - FOG

2. WEATHER CONDITION - LOW CEILING

3. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND

4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

----Probable Cause----

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

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

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damag	ge		Injur	ies	
, , , , , , , , , , , , , , , , , , ,	,	SUBSTANTIAL	y -	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTI		Fire	Crew	0	1	1	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT							
-Aircraft Information							
Make/Model - HUGHES 269C		e/Mode1 - LYCOMING	HIO-360-D1A		Installed/A		
Landing Gear - SKID		Engines - 1		51	tall Warning	g System -	NO
Max Gross Wt - 2050 No. of Seats - 2	Engine Rated P	Type - RECIP-FUI					
No. of Seats - 2	Rated P	ower - 190 H	, 				
-Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEF Method - N/A		arture Point ITONIO.TX		ON AIRE	ואטי		
Completeness - N/A	Destinati	•	,	Airport Da	.+.		
Basic Weather - VMC		S ACC/INC	,	STINSON			
Wind Dir/Speed- 120/010 KTS	SAME A	13 ACC/ INC				UNK/NR	
Visibility - 8.0 SM	ATC/Airspa	ice			Lth/Wid -		
Lowest Sky/Clouds -		Flight Plan - NONE			Surface -		?F
Lowest Ceiling - 2500 FT E		Clearance - NONE				WET	
Obstructions to Vision- NONE		:h/Lndg - SIMUI		ANDING			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 36		al Certificate			WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Fligh			t Time (Ho			/ND
ATP, CFI	Current		otal - : ake/Model- UNK	2800	Last 24	Hrs - UNK	(/NR
SE LAND,ME LAND HELICOPTER			ake/model- UNP nstrument- UNP	K/NR K/ND	Last 30	Days- UN	400
HELICOPTER	ATTCTATE		ulti-Eng - UN	(/NR	Last 90 Rotorcr	aft - UNK	/ ND
		lalı	arti-Eng - UN	C/ IVR	ROTOFCE	arc - Olvr	K/ INK
Instrument Rating(s) - HELICOP1							
ACCIDENT OCCURRED DURING A ZERO GROUND	SPEED DRACTICE AL	ITODOTATION A HIGH	STAIL DEVELODE	ED AFTED	AN ATTEMET	TO	
RECT FOR DECREASING ROTOR RPM, THE HELD							
ERED THE TAIL BOOM. AN EXPERIENCED HELE							
MINATED ABRUPTLY WITH AN EXTREMELY NOSE					- · · · · · · · · · · · · · · · · ·	_	

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File No. - 628 3/02/85 SAN ANTONIO.TX A/C Reg. No. N9664F Time (Lc1) - 1800 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND(CFI)

2. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND(CFI)

3. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND(CFI)

4. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND(CFI)

Occurrence #2 ROLL OVER Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

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

Type Operating Certificate-NONE (GENERAL		t Damage		Injur		
	SUBSTA		Fatal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	Crev	-	0	0	1
Accident Occurred During -LANDING	NONE	Pass	0	0	0	1
Aircraft Information						
Make/Model - CESSNA 172N Landing Gear - TRICYCLE-FIXED	Eng Make/Model - LY Number Engines - 1	COMING 0-320-H2AD	ELT :	(nstalled/ <i>E</i> tall Warnir	ctivated	- UNK/I
Max Gross Wt - 2150	Engine Type - RE			tali warnin	ig system	- 163
No. of Seats - 4	9 7,	160 HP	CION			
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary		Airport I ON AIRI			
Method - N/A	Last Departure Point UNK/NR		UN AIRI	PURI		
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - UNK/NR	UNK/NR		TEMPLE			
Wind Dir/Speed- UNK/NR					UNK/NR	
Visibility - UNK/NR	ATC/Airspace	Never		Lth/Wid		
Lowest Sky/Clouds - UNK/NR Lowest Ceiling - UNK/NR	Type of Flight Plan Type of Clearance			Surface - Status -	· ASPHALI · UNK/NR	
Obstructions to Vision- UNK/NR	Type Of Crearance Type Apch/Lndg		Runway	Status	UNK/INK	
Precipitation - UNK/NR	Type Apolly Elling	FULL STOP				
Condition of Light - UNK/NR						
Personnel Information Pilot-In-Command	Age - UNK/NR	Medical Certifica	LINIIZ /NII	,		
Certificate(s)/Rating(s)	Biennial Flight Review		aht Time (H			
STUDENT	Current - N/A				Hrs - UN	K/NR
	Months Since - N/A	Total - l Make/Model- l	JNK/NR	Last 30	Days- UN	K/NR
	Aircraft Type - N/A	Instrument- l	JNK/NR	Last 90	Days- UN	K/NR
	-	Multi-Eng - l	JNK/NR	Rotorc	raft - UN	K/NR
Instrument Rating(s) - NONE						
Narrative						
	ER DURING A NIGHT FLIGHT. N	ADE A HARD LANDING	ON THE MUI	NICIPAL AIR	RPORT AT	
STUDENT PILOT, WHO WAS CARRYING A PASSENG LE, TX. THIS RESULTED IN SUBSTANTIAL DAMA						

A/C Reg. No. N733AN Time (Lc1) - 2300 CST File No. - 627 3/09/85 TEMPLE,TX

Occurrence HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

----Probable Cause----

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

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

-Basic Information	EDAL AVIATION)	4 :	_ = =		T 2		
Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Dam SUBSTANTIAL		Fatal	•	uries Minor 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							- 4
Make/Model - CESSNA 305E			NTAL 0-470-15		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2800	Number Engil		CATING-CARBUR		tall Warnin	g System	- YES
No. of Seats - 2	Rated Power			LIOK			
-Environment/Operations Information	*******						
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEF	•			ON AIR	PORT		
Method - N/A	SAME AS ACC Destination	C/INC		Airmont D			
Completeness - N/A Basic Weather - VMC	LOCAL			Airport Da			
Wind Dir/Speed- 090/015 KTS	LOCAL					17	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		40
Lowest Sky/Clouds - 20000 FT S					Surface -	ASPHALT	
Lowest Ceiling - NONE	Type of Clea			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Ln	dg - FOR	CED LANDING				
Precipitation - NONE Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 52	Med i	cal Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Re Current	view		ht Time (Ho			
COMMERCIAL	Current	- YES	Total -				6
SE LAND, ME LAND, SE SEA	Months Since	- 7	Make/Model-				
HELICOPTER ,GLIDER	Aircraft Type	- UNK/NR	Instrument- Multi-Eng -	310	Rotorcr	Days-	76 675
			Multi-Eng -	2000	ROTOFCE	art -	0/3
Instrument Rating(s) - AIRPLANE							
-narrative ENGINE QUIT SHORTLY AFTER TAKEOFF. THE				TUE . T DOD . I			

File No 6	19 3/15/85 	MCKINNEY,TX	A/C Reg. No. N3946K	Time (Lc1) - 1110 CST
Occurrence #1 Phase of Operation				
Finding(s) 1. FLUID, FUEL - WATE - WATE - WATE - PREFI		- PILOT IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGEN	ICY		
Occurrence #3 Phase of Operation	NOSE OVER LANDING - ROLL			
Finding(s) 3. TERRAIN CONDITION				
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 (GENERA	I AVIATION)	Aircraft Damage			Inju	nios	
Type operating certificate None (GENERA	L AVIATION)	SUBSTANTIAL		Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire	Crew	0	0	0	1
		NONE	Pass	0	О	0	1
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - CESSNA 150F		Model - CONTINENTAL					
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600		gines - 1			tall Warnii	ng System	- YES
No. of Seats - 2	Rated Power	be - RECIPROCATIN er - 100 HP	NG-CARBURE	TUR			
Environment/Operations Information							
Weather Data	Itinerary			Airport F	Provimity		
Wx Briefing - NO RECORD OF BRIEFING		ture Point		ON AIR	•		
Method - N/A	FRITCH, TX			011	J		
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	LOCAL			FRITCH			
Wind Dir/Speed- CALM	/					- 35	4
Visibility - 10.0 SM	ATC/Airspace					- 4500 -UI	
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE		ight Plan - NONE earance - NONE				- GRASS/TUI - DRY	K F
Obstructions to Vision- NONE		ndg - GO AROUN	MD	Runway	Status	- 081	
Precipitation - NONE	Type Apelly I	inag do Akoor	10				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 32					O WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight			t Time (H		4 11	•
STUDENT	Current Months Since		1 - /Model-	53	Last 2	4 Hrs ~	2 v /ND
	Aircraft Type	- N/A Make/	rument-	0	Last St	O Days- UN O Days-	3
	A Trondite Type	11136	dilette	Ŭ	2401 3	o bayo	Ŭ
Instrument Rating(s) - NONE							
Narrative							
STUDENT PILOT TOUCHED DOWN SHORT OF THE R	WY WHILE ATTEMPTI	NG TO LAND DOWNWIND	. HE THEN	ATTEMPTED	A GO-AROU	ND BUT	
CONTROL DUE TO INADEQUATE AIRSPEED. THE							

File No. - 624 3/23/85 FRITCH, TX A/C Reg. No. N6928F Time (Lc1) - 1908 CST Occurrence #1 UNDERSHOOT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 2. WEATHER CONDITION - TAILWIND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 3. WEATHER CONDITION - TAILWIND 4. AIRSPEED - INADEQUATE - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 5. OBJECT - AIRCRAFT PARKED 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) 4 Factor(s) relating to this accident is/are finding(s) 1,2,3,5

File No 626 3/25/85 ROANO	KE,TX	A/C Reg. No. No.	52690	Т 1	ime (Lc1)	- 1520 C	ST
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	F	ircraft Damage SUBSTANTIAL ire NONE	Cr ew Pass	Fatal O O	Inju Serious O O		None O O
Aircraft Information Make/Model - CESSNA 177 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2800 No. of Seats - 4	Number Engine	- RECIP-FUEL 1			Installed/ tall Warni		d - YES/YES m - YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 100/008 KTS Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	MC KINNEY,T) Destination SAME AS ACC/ ATC/Airspace Type of Flight Type of Cleara	INC : Plan - NONE	А	OFF AIR irport Da AERO VA Runway Runway Runway Runway	ALLEY	- 15 - 3500/ - ASPHAL	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 67 Biennial Flight Revi Current - Months Since - Aircraft Type -	ew UNK/NR Total	1 - 4	Time (Ho	ours) Last 2	4 Hrs -	UNK/NR
Instrument Rating(s) - NONENarrative HE AIRCRAFT'S ENGINE QUIT ON DOWNWIND LEG. U FF THE APCH END OF THE RWY. THE LEFT MAIN GE LID TO A STOP. SUBSEQUENT INVESTIGATION REVE NSECTS.	AR COLLAPSED IN THE S	OFT TERRAIN AND	THE NOSE W	HEEL BRO	KE OFF AS	THE ACFT	! !

File No. - 626 3/25/85 ROANOKE.TX A/C Reg. No. N52690 Time (Lc1) - 1520 CST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - DOWNWIND Finding(s) 1. FUEL SYSTEM - CONTAMINATION Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 MAIN GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. TERRAIN CONDITION - SOFT 3. LANDING GEAR.MAIN GEAR - OVERLOAD Occurrence #4 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - SOFT 5. LANDING GEAR, WHEEL - SEPARATION ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Type Operating Certificate-ON-DEMAND							
Type operating centrificate-on-Demand	AIR TAXI	Aircraft Da	amage		Injur	ies	
		DESTROYED		Fatal			None
Type of Operation -AERIAL OBS		Fire	Cre		1	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		NONE	Pas	s 0	1	0	0
ircraft Information	Fig. 18-11-1/84-	-1-1 LV00M	TNO 0 005 100	F. T	T 1 - 3 3 1 / A		VEC /5
Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED			ING 0-235-L2C				
Max Gross Wt - 1670	Number Engi		ROCATING-CARBU		tall Warnin	g System	- YES
No. of Seats - 2	Rated Power			KETUK			
	Nated Fower						
nvironment/Operations Information							
eather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFI		re Point		OFF AI	RPORT/STRIP		
Method - N/A	DALLAS, TX						
Completeness - N/A Basic Weather - VMC	Destination			Airport D			
Wind Dir/Speed- 160/014 KTS	LOCAL			UNKNOW		N/A	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -	•	
Lowest Sky/Clouds -	Type of Flig	ht Plan - Ni	ONF	,	Surface -	•	
Lowest Ceiling - 1600 FT BF					Status -		
Obstructions to Vision- NONE	Type Apch/Ln				• • • • • • • • • • • • • • • • • • • •	,	
Precipitation - NONE		3					
Condition of Light - DAYLIGHT							
ersonnel Information							
Pilot-In-Command	Age - 22	Me	dical Certific	ate - VALID	MEDICAL-WA	IVERS/LIM	IT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Re Current	view	Fli	ght Time (H	ours)		
COMMERCIAL	Current	- YES	Total -		Last 24		
SE LAND	Months Since	- 1	Make/Model-	191	Last 30	Days- UN	K/NR
	Aircraft Type	- C-152	Instrument-	78	Last 90	Days-	109
			Multi-Eng -	11			
Instrument Rating(s) - AIRPLANE							
ON TRAFFIC PATROL WATCH WAS OBSERVED F	FOR SEVERAL MINUTES RE	FORE CRASH	AT LOW ALTITUE	F DOING SLO	W FLT AND F	LYING	
IC PRIOR TO ACFT STALLING ANS SPINNING							
CFT WAS FOUND.							

File No. - 799 4/10/85 A/C Reg. No. N49831 ARLINGTON, TX Time (Lc1) - 1730 CST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 3. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT 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 766 3/15/85 LEES	BURG, VA A/C Re	A/C Reg. No. N7586G			Time (Lc1) - 2035 EST				
Basic Information Type Operating Certificate-NONE (GENERA				Injur					
	SUBSTAN		Fata1			None			
Type of Operation -PERSONAL	Fire	Crew		0	0	1			
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE	Pass	0	0	0	3			
Aircraft Information									
Make/Model - CESSNA 172L	Eng Make/Model - LYC			Installed/A					
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnin	g System	- YES			
Max Gross Wt - 2300	Engine Type - REC		ETUR						
No. of Seats - 4	Rated Power	150 HP 							
Environment/Operations Information									
Weather Data	Itinerary		•	Proximity					
Wx Briefing - FSS	Last Departure Point		ON AIR	PORT					
Method - TELEPHONE	SAME AS ACC/INC								
Completeness - FULL	Destination		Airport Da						
Basic Weather - VMC	ATLANTIC, NJ		LEESBUI						
Wind Dir/Speed- 310/008 KTS					17				
Visibility - 25.0 SM	ATC/Airspace	NONE		Lth/Wid ~		75			
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -			Surface -					
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance - Type Apch/Lndg -		Runway	Status -	UKT				
Precipitation - NONE	Type Apch/ Lndg -	NUNE							
Condition of Light - NIGHT(BRIGHT	`								
Condition of Light - Nighi(BRIGH)	<i>,</i> 								
-Personnel Information					T./==== /! T.				
Pilot-In-Command		Medical Certifica			IVERS/LIM	11			
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	Filg	ht Time (H 363	urs) Last 24	11	1			
PRIVATE SE LAND	Current - YES	Total -				2			
SE LAND	Months Since - 5 Aircraft Type - C-172L	Thetrument-	3	Last 30 Last 90	Days-	2			
Instrument Rating(s) - NONE	BECAME APPARENT TO THE PLT T E END OF THE RWY HE ADDED PWR	HAT THE ACFT WOUL IN ORDER TO FLY	D NOT ROTA OVR A DRAI	TE. THE PLT NAGE DITCH					
	IDMIN ON THE OFFUSITE SIDE OF	THE DITION THE MOS	L GLAR OUL	LAI JEU AND					
ACFT SLID APPROX 50FT BFR NOSING OVR.									

File No 7	66 3/15/85	LEESBURG, VA	A/C Reg. I	No. N7586G	Time (Lc1) - 2035 EST
Occurrence #1 Phase of Operation		ION WITH TERRAIN			
 IMPROPER US WEATHER CONDITI WRONG RUNWAY ABORTED TAKEOFF 	HT AND BALANCE - N E OF PROCEDURE,OVE ON - TAILWIND - SELECTED - PILOT - ATTEMPTED - PIL	R CONFIDENCE IN AIR IN COMMAND OT IN COMMAND	RCRAFT'S ABILITY - P		ND
Occurrence #2 Phase of Operation	NOSE GEAR COLLAP				
Finding(s) 7. TERRAIN CONDITE					
Occurrence #3 Phase of Operation					
Finding(s) 8. TERRAIN CONDITI					
Probable Cause					
The National Transpois/are finding(s) 2,		rd determines that	the Probable Cause(s) of this ac	cident

Brief of Accident

Type of Operation -PERSONAL Fire Crew 0 0 1 Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 150J Eng Make/Model - CONTINENTAL 0-200-A ELT Installed/Activated - YES Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 1600 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 100 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Was Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A JOHNSON CITY, TN Completeness - N/A Destination Airport Data Basic Weather - WWC Wind Dir/Speed - 180/005 KTS Wind Dir/Speed - 180/005 KTS ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 7500 FT SCATTERED Type of Flight Plan - NONE Runway Surface - GRASS/TURF Condition of Light - DAYLIGHT Personnel Information Plot-In-Command Age - 29 Percipitation - NONE Signal Flight Review Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) SELAND Months Since - 1 Aske/Model - 1910 Certificate(s)/Rating(s) SELAND Months Since - 1 Aske/Model - 39 Last 30 Days - 102 Multi-Eng - UNK/NR Rotocraft - 1726 Narrative EACT NOSED OVER DURING A FORCED LANDING FOLLOWING A LOSS OF PWR WHICH RESULTED FROM FUEL EXHAUSTION. ON THE DAY ICOR THE ACCIDENT THE ACFT HAD EXPERIENCED A TOTAL ELECTRICAL FAILURE. THE PLT STATED THAT ON THE DAY OF THE CIDENT, HE LOWERD A ROPE INTO THE FUEL TANKS TO CHECK THE FUEL WAS IN THE TANKS TO COMPLETE THE Narrative EACT NOSED OVER DURING A FORCED LANDING FOLLOWING A LOSS OF PWR WHICH RESULTED FROM FUEL EXHAUSTION. ON THE DAY ICOR TO THE ACCIDENT THE ACFT HAD EXPERIENCED A TOTAL ELECTRICAL FAILURE. THE PLT STATED THAT ON THE DAY OF THE CIDENT, HE LOWERD A ROPE INTO THE FUEL TANKS TO CHECK THE FUEL WAS IN THE TANKS TO COMPLETE THE	File No 638 5/12/85 ATK	INS, VA A/C Reg	g. No. N5 1347	Τ.	ime (Lc1) -	0907 EDT	
Type of Operation -PERSONAL Fire Crew 0 0 0 0 1 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 1 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 1500 Eng Make/Model - CONTINENTAL D-200-A ELT Installed/Activated - YES Max Gross Wt - 1600 Engines - 1 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 100 HP Environment/Operations Information Weather Data Itineary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC MARION,VA Basic Weather - VMC MARION,VA Wind Dir/Speed - 180/005 KTS Visibility - 12.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 7500 FT SCATTERED Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Surface - GRASS/TURF Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT SE LAND Months Since - 1 Make/Model - 39 Last 30 Days - 102 Multi-Eng - UNK/NR Rotocraft - 1726 Instrument Rating(s) - NONE Narrative EL ACFT NOSED OVER DURING A FORCED LANDING FOLLOWING A LOSS OF PWR WHICH RESULTED FROM FUEL EXHAUSTION. ON THE DAY IIOR TO THE ACCIDENT THE ACFT HAD EXPERIENCED A TOTAL ELECTRICAL FAILURE. THE PLT STATED THAT ON THE DAY OF THE CIDENT, HE LOWERD A ROPE INTO THE FUEL TANKS TO CHECK THE FUEL QUANTITY (FUEL GAGES INDP DUE TO ELECTRICAL FAILURE). 72 2 NONEE OF NOTE WAS MOISTENED BY FUEL AND THE FUEL UNDOED THAT ENDURED HEL WAS IN THE TANKS TO COMPLETE THE		RAL AVIATION) Aircraft	Damage		Iniur	ies	
Filght Conducted Under -14 CFR 91				Fata1	•		None
Accident Occurred During -LANDING Aircraft Information Make/Model - CESNA 150J	Type of Operation -PERSONAL	Fire	Crew	0	0	1	0
	Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Make/Model - CESSNA 150J Eng Make/Model - CONTINTAL 0-200-A ELT Installed/Activated - YES Aundor Engines - 1 Stall Warning System - YES Mumber Engines - 1 Stall Warning System - YES Mumber Engines - 1 Stall Warning System - YES Mumber Engines - 1 Stall Warning System - YES Mumber Engines - 1 Stall Warning System - YES Aundor Engine Type - RECIPROCATING-CARBURETOR Rated Power - 100 HP - 1							
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Max Gross Wt - 1600 No. of Seats - 2 Rated Power - 100 HP	Aircraft Information						
Max Gross Wt - 1600	Make/Model - CESSNA 150J	Eng Make/Mode1 - CON	INENTAL 0-200-A	ELT :	Installed/A	ctivated	- YES/NO
No. of Seats - 2 Rated Power - 100 HP Environment/Operations Information Weather Data Weather Data Itinerary Weather Data Itinerary Weather Data Itinerary Last Departure Point JOHNSON CITY, TN Basic Weather - VMC Wind Dir/Speed- 180/005 KTS Visibility - 12.0 SM Lowest Sky/Clouds - 7500 FT SCATTERED Type of Flight Plan - NONE Lowest Sky/Clouds - 7500 FT SCATTERED Type of Clearance - NONE Destination NONE Type of Clearance - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) SE LAND HELICOPTER Age - 29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Current - YES Total - 1910 Last 24 Hrs - 7 Months Since - 1 Make/Model - 39 Last 30 Days UNK/NR Aircraft Type - C-150J Instrument Rating(s) - NONE Instrument Rating(s) - NONE Narrative E ACFT NOSED OVER DURING A FORCED LANDING FOLLOWING A LOSS OF PWR WHICH RESULTED FROM FUEL EXHAUSTION. ON THE DAY IOR TO THE ACCIDENT THE ACFT HAD EXPERIENCED A TOTAL ELECTRICAL FAILURE. THE PLT STATED THAT ON THE DAY OF THE CIDENT, HE LOWERD A ROPE INTO THE FUEL TANKS TO CHECK THE FUEL QUANTITY (FUEL GAGES INOP DUE TO ELECTRICAL FAILURE). RETURN THE ACTION THE FUEL TANKS TO CHECK THE FUEL QUANTITY (FUEL GAGES INOP DUE TO ELECTRICAL FAILURE). RETURN THE ACCIDENT THE ACFT HAD EXPERIENCED A TOTAL ELECTRICAL FAILURE. THE PLT STATED THAT ON THE DAY OF THE CIDENT, HE LOWERD A ROPE INTO THE FUEL TANKS TO CHECK THE FUEL QUANTITY (FUEL GAGES INOP DUE TO ELECTRICAL FAILURE). RETURN THE ACCIDENT THE ACFT HAD EXPERIENCED A TOTAL ELECTRICAL FAILURE. THE PLT STATED THAT ON THE DAY OF THE CIDENT, HE LOWERD A ROPE WAS MOISTENED BY FUEL AND THE PLT JUGGED THAT ENDUGH FUEL WAS IN THE TANKS TO COMPLETE THE	Landing Gear - TRICYCLE-FIXED	Number Engines - 1		S.	tall Warnir	g System	- YES
Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Destination Basic Weather - VMC Wind Dir/Speed 180/005 KTS Wisbility - 12.0 SM Lowest Sky/Clouds - 7500 FT SCATTERED Type of Flight Plan - NONE Lowest Sky/Clouds - 7500 FT SCATTERED Type of Flight Plan - NONE Runway Lth/Wid - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - WET Obstructions to Vision- GROUND FOG Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review COMMERCIAL COMMERCIAL Current - YES Total - 1910 Last 24 Hrs - 7 SE LAND Months Since - 1 Make/Model- 39 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - C-150J Instrument Rating(s) - NONE Instrument Rating(s) - NON	Max Gross Wt - 1600	Engine Type - REC:	[PROCATING-CARBURE]	ror			
Weather Data	No. of Seats - 2	Rated Power -	100 HP				
Wx Briefing - NO RECORD OF BRIEFING Last Départure Point Method - N/A JUNNSON CITY, TN JUNNSON CITY, TN Completeness - N/A Destination Airport Data Basic Weather - VMC MARION, VA RING DITY, Speed - 180/005 KTS Runway Ident - N/A AIRON, VA RING DITY, Speed - 180/005 KTS Runway Lth/Wid - N/A AIRON, VA Wind Dir/Speed - 180/005 KTS Runway Lth/Wid - N/A AIRON, VA AIRO	Environment/Operations Information						
Method - N/A Destination Airport Data Basic Weather - VMC MARION, VA Wind Dir/Speed - 180/005 KTS ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 7500 FT SCATTERED Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - WET Obstructions to Vision- GROUND FOG Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1910 Last 24 Hrs - 7 SE LAND Months Since - 1 Make/Model - 39 Last 30 Days - UNK/NR HELICOPTER Aircraft Type - C-150J Instrument - 13 Last 90 Days - 102 Instrument Rating(s) - NONE Instrument Rating(s) - NONE Narrative EACFT NOSED OVER DURING A FORCED LANDING FOLLOWING A LOSS OF PWR WHICH RESULTED FROM FUEL EXHAUSTION. ON THE DAY LICOR TO THE ACCIDENT THE ACFT HAD EXPERIENCED A TOTAL ELECTRICAL FAILURE. THE PLT STATED THAT ON THE DAY OF THE CIDENT, HE LOWERD A ROPE INTO THE FUEL TANKS TO CHECK THE FUEL QUANTITY (FUEL GAGES INDP DUE TO ELECTRICAL FAILURE). WAR 2 INCHES OF ROPE WAS MOISTENED BY FUEL AND THE PLT JUDIGED THAT ENOUGH FUEL WAS IN THE TANKS TO COMPLETE THE				Airport	Proximity		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed 180/005 KTS Wisibility - 12.0 SM ATC/Airspace Lowest Sky/Clouds - 7500 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Obstructions to Vision- GROUND FOG Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) SE LAND HELICOPTER Months Since - 1 SE LAND HELICOPTER Months Since - 1 Instrument Rating(s) - NONE Instrument Rating(s) - NONE Instrument Rating(s) - NONE Instrument Rating(s) - NONE ARION, VA MARION, VA Manyay Ident - N/A Runway Ident - N/A Runway Status - WET Runway Status - WET Runway Status - WET MARAS/TURF Runway Status - WET MARAS/TURF Runway Status - WET Make/Model - 4 Munical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) COMMERCIAL Current - YES Total - 1910 Last 24 Hrs - 7 SE LAND Months Since - 1 Make/Model - 39 Last 30 Days - UNK/NR Aircraft Type - C-150J Multi-Eng - UNK/NR Rotorcraft - 1726 Instrument Rating(s) - NONE Narrative E ACFT NOSED OVER DURING A FORCED LANDING FOLLOWING A LOSS OF PWR WHICH RESULTED FROM FUEL EXHAUSTION. ON THE DAY UNCORDANT THE ACCIDENT THE ACFT HAD EXPERIENCED A TOTAL ELECTRICAL FAILURE. THE PLT STATED THAT ON THE DAY OF THE CIDENT, HE LOWERED A ROPE INTO THE FUEL TANKS TO CHECK THE FUEL QUANTITY (FUEL GAGES INDP DUE TO ELECTRICAL FAILURE). RY 2 INCHES OF ROPE WAS MOISTENED BY FUEL AND THE PLT UJUDGED THAT ENOUGH FUEL WAS IN THE TANKS TO COMPLETE THE	Wx Briefing - NO RECORD OF BRIEFI	NG Last Departure Point		OFF AI	RPORT/STRIP	•	
Basic Weather - VMC Wind Dir/Speed- 180/005 KTS Wistbility - 12.0 SM ATC/Airspace ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 7500 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Obstructions to Vision- Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL COMMERCIAL COMMERCIAL COMMERCIAL Age - 29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Current - YES COMMERCIAL Current - YES Total - 1910 Last 24 Hrs - 7 Months Since - 1 Make/Model- 39 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - C-150J Instrument Rating(s) - NONE Instrument Rating(s) - NONE Narrative EACFT NOSED OVER DURING A FORCED LANDING FOLLOWING A LOSS OF PWR WHICH RESULTED FROM FUEL EXHAUSTION. ON THE DAY EIGR TO THE ACCIDENT THE ACFT HAD EXPERIENCED A TOTAL ELECTRICAL FAILURE. EIGR TO THE ACCIDENT THE ACFT HAD EXPERIENCED A TOTAL ELECTRICAL FAILURE. EIGR TO THE ACCIDENT THE ACFT HAD EXPERIENCED A TOTAL ELECTRICAL FAILURE. EIGR TO THE ACCIDENT THE ACFT HAD EXPERIENCED A TOTAL ELECTRICAL FAILURE. EIGR TO THE ACCIDENT THE ACFT HAD EXPERIENCED BY FUEL AND THE FUEL UQANTITY (FUEL GAGES INDP DUE TO ELECTRICAL FAILURE). EIGR TO THE ACCIDENT THE ACFT HAD EXPERIENCED BY FUEL AND THE FUEL UQANTITY (FUEL GAGES INDP DUE TO ELECTRICAL FAILURE).	Method - N/A	JOHNSON CITY, TN					
Wind Dir/Speed- 180/005 KTS Visibility - 12.0 SM ATC/Airspace Runway Ident - N/A Runway Lth/Wid - N/A Runway Startor - 7500 FT SCATTERED Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - WET Obstructions to Vision- GROUND FOG Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1910 Last 24 Hrs - 7 SE LAND Months Since - 1 Make/Model - 39 Last 30 Days - UNK/NR HELICOPTER Aircraft Type - C-150J Instrument - 13 Last 90 Days - 102 Instrument Rating(s) - NONE Instrument Rating(s) - NONE Narrative ME ACFT NOSED OVER DURING A FORCED LANDING FOLLOWING A LOSS OF PWR WHICH RESULTED FROM FUEL EXHAUSTION. ON THE DAY OF THE ACCIDENT THE ACFT HAD EXPERIENCED A TOTAL ELECTRICAL FAILURE. THE PLT STATED THAT ON THE DAY OF THE CIDENT, HE LOWERED A ROPE INTO THE FUEL TANKS TO CHECK THE FUEL QUANTITY (FUEL GAGES INOP DUE TO ELECTRICAL FAILURE). PRICE TO THE ACCIDENT THE ACFT HAD EXPERIENCED A TOTAL ELECTRICAL FAILURE. THE PLT STATED THAT ON THE DAY OF THE CIDENT, HE LOWERED A ROPE INTO THE FUEL TANKS TO CHECK THE FUEL QUANTITY (FUEL GAGES INOP DUE TO ELECTRICAL FAILURE).	Completeness - N/A	Destination	,	Airport Da	ata		
Visibility - 12.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 7500 FT SCATTERED Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - WET Obstructions to Vision- GROUND FOG Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1910 Last 24 Hrs - 7 SE LAND Months Since - 1 Make/Model 39 Last 30 Days - UNK/NR HELICOPTER Aircraft Type - C-150J Instrument 13 Last 90 Days - 102 Multi-Eng - UNK/NR Rotorcraft - 1726 Instrument Rating(s) - NONE Narrative RE ACFT NOSED OVER DURING A FORCED LANDING FOLLOWING A LOSS OF PWR WHICH RESULTED FROM FUEL EXHAUSTION. ON THE DAY STORM TO THE ACCIDENT THE ACFT HAD EXPERIENCED A TOTAL ELECTRICAL FAILURE. THE PLT STATED THAT ON THE DAY OF THE COLDENT, HE LOWERED A ROPE WAS MOISTENED BY FUEL AND THE PLT JUDGED THAT ENOUGH FUEL WAS IN THE TANKS TO COMPLETE THE PURC AND THE PLT JUDGED THAT ENOUGH FUEL WAS IN THE TANKS TO COMPLETE THE PURC AND THE PLT JUDGED THAT ENOUGH FUEL WAS IN THE TANKS TO COMPLETE THE PURC AND THE PLT JUDGED THAT ENOUGH FUEL WAS IN THE TANKS TO COMPLETE THE	Basic Weather - VMC	MARION, VA		•			
Lowest Ský/Clouds - 7500 FT SCATTERED Type of Flight Plan - NONE Runwaý Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - WET Obstructions to Vision- GROUND FOG Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1910 Last 24 Hrs - 7 SE LAND Months Since - 1 Make/Model - 39 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - C-150J Instrument - 13 Last 90 Days - 102 Multi-Eng - UNK/NR Rotorcraft - 1726 Instrument Rating(s) - NONE Narrative E ACFT NOSED OVER DURING A FORCED LANDING FOLLOWING A LOSS OF PWR WHICH RESULTED FROM FUEL EXHAUSTION. ON THE DAY 10R TO THE ACCIDENT THE ACFT HAD EXPERIENCED A TOTAL ELECTRICAL FAILURE. THE PLT STATED THAT ON THE DAY 0F THE CIDENT, HE LOWERED A ROPE INTO THE FUEL TANKS TO CHECK THE FUEL QUANTITY (FUEL GAGES INOP DUE TO ELECTRICAL FAILURE). RX 2 INCHES OF ROPE WAS MOISTENED BY FUEL AND THE PLT JUDGED THAT ENOUGH FUEL WAS IN THE TANKS TO COMPLETE THE	Wind Dir/Speed- 180/005 KTS	•		Runwa∨	Ident	N/A	
Lowest Sky/Clouds - 7500 FT SCATTERED Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - WET Obstructions to Vision- GROUND FOG Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Commercial Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Last 24 Hrs - 7 SE LAND Months Since - 1 Make/Model - 39 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - C-150J Instrument - 13 Last 90 Days - 102 Multi-Eng - UNK/NR Rotorcraft - 1726 Instrument Rating(s) - NONE Narrative E ACFT NOSED OVER DURING A FORCED LANDING FOLLOWING A LOSS OF PWR WHICH RESULTED FROM FUEL EXHAUSTION. ON THE DAY 10R TO THE ACCIDENT THE ACFT HAD EXPERIENCED A TOTAL ELECTRICAL FAILURE. THE PLT STATED THAT ON THE DAY 0F THE CIDENT, HE LOWERED A ROPE INTO THE FUEL TANKS TO CHECK THE FUEL QUANTITY (FUEL GAGES INOP DUE TO ELECTRICAL FAILURE). RX 2 INCHES OF ROPE WAS MOISTENED BY FUEL AND THE PLT JUDGED THAT ENOUGH FUEL WAS IN THE TANKS TO COMPLETE THE	Visibility - 12.0 SM	ATC/Airspace		Runwav	Lth/Wid -	N/A	
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - WET Obstructions to Vision- GROUND FOG Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1910 Last 24 Hrs - 7 SE LAND Months Since - 1 Make/Model- 39 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - C-150J Instrument- 13 Last 90 Days- 102 Multi-Eng - UNK/NR Rotorcraft - 1726 Instrument Rating(s) - NONE Narrative HE ACFT NOSED OVER DURING A FORCED LANDING FOLLOWING A LOSS OF PWR WHICH RESULTED FROM FUEL EXHAUSTION. ON THE DAY SIOR TO THE ACCIDENT THE ACFT HAD EXPERIENCED A TOTAL ELECTRICAL FAILURE. THE PLT STATED THAT ON THE DAY OF THE CIDENT, HE LOWERED A ROPE INTO THE FUEL TANKS TO CHECK THE FUEL QUANTITY (FUEL GAGES INOP DUE TO ELECTRICAL FAILURE). PRX 2 INCHES OF ROPE WAS MOISTENED BY FUEL AND THE PLT JUDGED THAT ENOUGH FUEL WAS IN THE TANKS TO COMPLETE THE	Lowest Sky/Clouds - 7500 FT SC		NONE				JRF
Obstructions to Vision- GROUND FOG Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1910 Last 24 Hrs - 7 SE LAND Months Since - 1 Make/Model- 39 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - C-150J Instrument - 13 Last 90 Days- 102 Multi-Eng - UNK/NR Rotorcraft - 1726 Instrument Rating(s) - NONE Narrative HE ACFT NOSED OVER DURING A FORCED LANDING FOLLOWING A LOSS OF PWR WHICH RESULTED FROM FUEL EXHAUSTION. ON THE DAY RITOR TO THE ACCIDENT THE ACFT HAD EXPERIENCED A TOTAL ELECTRICAL FAILURE. THE PLT STATED THAT ON THE DAY OF THE COLDENT, HE LOWERED A ROPE INTO THE FUEL TANKS TO CHECK THE FUEL QUANTITY (FUEL GAGES INOP DUE TO ELECTRICAL FAILURE).				,		•	
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1910 Last 24 Hrs - 7 SE LAND Months Since - 1 Make/Model - 39 Last 30 Days - UNK/NR HELICOPTER Aircraft Type - C-150J Instrument - 13 Last 90 Days - 102 Multi-Eng - UNK/NR Rotorcraft - 1726 Instrument Rating(s) - NONE Narrative HE ACFT NOSED OVER DURING A FORCED LANDING FOLLOWING A LOSS OF PWR WHICH RESULTED FROM FUEL EXHAUSTION. ON THE DAY RIOR TO THE ACCIDENT THE ACFT HAD EXPERIENCED A TOTAL ELECTRICAL FAILURE. THE PLT STATED THAT ON THE DAY OF THE COLIDENT, HE LOWERED A ROPE INTO THE FUEL TANKS TO CHECK THE FUEL QUANTITY (FUEL GAGES INOP DUE TO ELECTRICAL FAILURE).					• • • • • • • • • • • • • • • • • • • •		
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1910 Last 24 Hrs - 7 SE LAND Months Since - 1 Make/Model- 39 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - C-150J Instrument- 13 Last 90 Days- 1026 Multi-Eng - UNK/NR Rotorcraft - 1726		Type Apolly Ellag	7 311 32 27 11 11 11 11 11 11 11 11 11 11 11 11 11				
Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1910 Last 24 Hrs - 7 SE LAND Months Since - 1 Make/Model- 39 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - C-150J Instrument- 13 Last 90 Days- 102 Multi-Eng - UNK/NR Rotorcraft - 1726 Instrument Rating(s) - NONE Narrative HE ACFT NOSED OVER DURING A FORCED LANDING FOLLOWING A LOSS OF PWR WHICH RESULTED FROM FUEL EXHAUSTION. ON THE DAY RIOR TO THE ACCIDENT THE ACFT HAD EXPERIENCED A TOTAL ELECTRICAL FAILURE. THE PLT STATED THAT ON THE DAY OF THE CCIDENT, HE LOWERED A ROPE INTO THE FUEL TANKS TO CHECK THE FUEL QUANTITY (FUEL GAGES INOP DUE TO ELECTRICAL FAILURE).							
Pilot-In-Command Certificate(s)/Rating(s) Biennial Flight Review COMMERCIAL COMMERCIAL SE LAND Months Since - 1 Make/Model - 39 Last 30 Days - UNK/NR HELICOPTER Aircraft Type - C-150J Instrument Rating(s) - NONE Narrative EE ACFT NOSED OVER DURING A FORCED LANDING FOLLOWING A LOSS OF PWR WHICH RESULTED FROM FUEL EXHAUSTION. ON THE DAY COMMERCIAL COMMERCIA							
Certificate(s)/Rating(s) COMMERCIAL CUrrent - YES Total - 1910 Last 24 Hrs - 7 SE LAND Months Since - 1 Aircraft Type - C-150J Instrument Rating(s) - NONE Narrative EL ACFT NOSED OVER DURING A FORCED LANDING FOLLOWING A LOSS OF PWR WHICH RESULTED FROM FUEL EXHAUSTION. ON THE DAY RIOR TO THE ACCIDENT THE ACFT HAD EXPERIENCED A TOTAL ELECTRICAL FAILURE. THE PLT STATED THAT ON THE DAY OF THE COIDENT, HE LOWERD A ROPE INTO THE FUEL TANKS TO CHECK THE FUEL QUANTITY (FUEL GAGES INOP DUE TO ELECTRICAL FAILURE). PRX 2 INCHES OF ROPE WAS MOISTENED BY FUEL AND THE PLT JUDGED THAT ENOUGH FUEL WAS IN THE TANKS TO COMPLETE THE							
COMMERCIAL SE LAND Months Since - 1 Months Since - 1 Months Since - 1 Make/Model - 39 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - C-150J Instrument - 13 Last 90 Days- 102 Multi-Eng - UNK/NR Rotorcraft - 1726 Instrument Rating(s) - NONE Narrative E ACFT NOSED OVER DURING A FORCED LANDING FOLLOWING A LOSS OF PWR WHICH RESULTED FROM FUEL EXHAUSTION. ON THE DAY FIOR TO THE ACCIDENT THE ACFT HAD EXPERIENCED A TOTAL ELECTRICAL FAILURE. THE PLT STATED THAT ON THE DAY OF THE CCIDENT, HE LOWERED A ROPE INTO THE FUEL TANKS TO CHECK THE FUEL QUANTITY (FUEL GAGES INOP DUE TO ELECTRICAL FAILURE). PRX 2 INCHES OF ROPE WAS MOISTENED BY FUEL AND THE PLT JUDGED THAT ENOUGH FUEL WAS IN THE TANKS TO COMPLETE THE			Medical Certificate	e - VALÍD	MEDICAL-NO	WAIVERS/	LIMIT
SE LAND Months Since - 1 Make/Model- 39 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - C-150J Instrument- 13 Last 90 Days- 102 Multi-Eng - UNK/NR Rotorcraft - 1726 Instrument Rating(s) - NONE Narrative E ACFT NOSED OVER DURING A FORCED LANDING FOLLOWING A LOSS OF PWR WHICH RESULTED FROM FUEL EXHAUSTION. ON THE DAY IOR TO THE ACCIDENT THE ACFT HAD EXPERIENCED A TOTAL ELECTRICAL FAILURE. THE PLT STATED THAT ON THE DAY OF THE CIDENT, HE LOWERED A ROPE INTO THE FUEL TANKS TO CHECK THE FUEL QUANTITY (FUEL GAGES INOP DUE TO ELECTRICAL FAILURE). RX 2 INCHES OF ROPE WAS MOISTENED BY FUEL AND THE PLT JUDGED THAT ENOUGH FUEL WAS IN THE TANKS TO COMPLETE THE							
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Multi-Eng - UNK/NR Rotorcraft - 1726 Instrument Rating(s) - NONE Narrative BE ACFT NOSED OVER DURING A FORCED LANDING FOLLOWING A LOSS OF PWR WHICH RESULTED FROM FUEL EXHAUSTION. ON THE DAY LIOR TO THE ACCIDENT THE ACFT HAD EXPERIENCED A TOTAL ELECTRICAL FAILURE. THE PLT STATED THAT ON THE DAY OF THE CCIDENT, HE COWERED A ROPE INTO THE FUEL TANKS TO CHECK THE FUEL QUANTITY (FUEL GAGES INOP DUE TO ELECTRICAL FAILURE). PRX 2 INCHES OF ROPE WAS MOISTENED BY FUEL AND THE PLT JUDGED THAT ENOUGH FUEL WAS IN THE TANKS TO COMPLETE THE				39	Last 30	Days- UN	IK/NR
Instrument Rating(s) - NONE Narrative EE ACFT NOSED OVER DURING A FORCED LANDING FOLLOWING A LOSS OF PWR WHICH RESULTED FROM FUEL EXHAUSTION. ON THE DAY IOR TO THE ACCIDENT THE ACFT HAD EXPERIENCED A TOTAL ELECTRICAL FAILURE. THE PLT STATED THAT ON THE DAY OF THE CIDENT, HE LOWERED A ROPE INTO THE FUEL TANKS TO CHECK THE FUEL QUANTITY (FUEL GAGES INOP DUE TO ELECTRICAL FAILURE). RX 2 INCHES OF ROPE WAS MOISTENED BY FUEL AND THE PLT JUDGED THAT ENOUGH FUEL WAS IN THE TANKS TO COMPLETE THE	HELICOPTER	Aircraft Type - C-150J				,	
			Multi-Eng - UN	<td>Rotorcr</td> <td>aft -</td> <td>1726</td>	Rotorcr	aft -	1726
HE ACFT NOSED OVER DURING A FORCED LANDING FOLLOWING A LOSS OF PWR WHICH RESULTED FROM FUEL EXHAUSTION. ON THE DAY FIOR TO THE ACCIDENT THE ACFT HAD EXPERIENCED A TOTAL ELECTRICAL FAILURE. THE PLT STATED THAT ON THE DAY OF THE CCIDENT, HE LOWERED A ROPE INTO THE FUEL TANKS TO CHECK THE FUEL QUANTITY (FUEL GAGES INOP DUE TO ELECTRICAL FAILURE). PRX 2 INCHES OF ROPE WAS MOISTENED BY FUEL AND THE PLT JUDGED THAT ENOUGH FUEL WAS IN THE TANKS TO COMPLETE THE	Instrument Rating(s) - NONE						
E ACFT NOSED OVER DURING A FORCED LANDING FOLLOWING A LOSS OF PWR WHICH RESULTED FROM FUEL EXHAUSTION. ON THE DAY IOR TO THE ACCIDENT THE ACFT HAD EXPERIENCED A TOTAL ELECTRICAL FAILURE. THE PLT STATED THAT ON THE DAY OF THE CIDENT, HE LOWERED A ROPE INTO THE FUEL TANKS TO CHECK THE FUEL QUANTITY (FUEL GAGES INOP DUE TO ELECTRICAL FAILURE). RX 2 INCHES OF ROPE WAS MOISTENED BY FUEL AND THE PLT JUDGED THAT ENOUGH FUEL WAS IN THE TANKS TO COMPLETE THE	Narrative						
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PRX 2 INCHES OF ROPE WAS MOISTENED BY FUEL AND THE PLT JUDGED THAT ENOUGH FUEL WAS IN THE TANKS TO COMPLETE THE							
COUNTRY. PUST ACCIDENT INSPECTION REVEALED 1 GALLON OF FUEL WAS FUUND IN THE ACFT.				I CANA	COMPLETE IF	16	
	COUNTRY. PUST ACCIDENT INSPECTION REVEALE	U 1 GALLUN UF FUEL WAS FOUND IN	N THE ACET.				

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File No. - 638 5/12/85 ATKINS, VA A/C Reg. No. N51347 Time (Lc1) - 0907 EDT LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation CRUISE Finding(s) 1. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND 4. ELECTRICAL SYSTEM.ALTERNATOR - INOPERATIVE 5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 HARD LANDING Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

File No 610 3/17/85 DORSE	T,VT A/C Reg	. No. N12CQ	1	ime (Lc1) -	· 2015 ES	T
-Basic Information Type Operating Certificate-NONE (GENERA				Injur	ies	
	DESTROYE	:D	Fata1	Serious	Minor	None
Type of Operation -EXECUTIVE/CO	DRPORATE Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -CRUISE	NONE	Pass	0	0	0	0
-Aircraft Information						
Make/Model - CESSNA 401A	Eng Make/Model - CONT	INENȚAL TSIO-520	ELT	Installed/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2		9	stall Warnir	na System	- YES
Max Gross Wt - 6300	Engine Type - RECI	P-FUEL INJECTED				
No. of Seats - 6	3 3,	800 HP				1
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING				RPORT/STŔIF	•	
Method - N/A	CALDWELL,NJ					
Completeness - N/A	Destination		Airport [)ata		
Basic Weather - VMC	RUTLAND.VT			ND STATE		
Wind Dir/Speed- 340/005 KTS	ROTEAND, VI				N/A	
Visibility - 5.0 SM	470/4/					
	ATC/Airspace	NONE		/ Lth/Wid -		
Lowest Sky/Clouds -	Type of Flight Plan -				- N/A	
Lowest Ceiling - 1500 FT BROW			Runway	/ Status -	- N/A	
Obstructions to Vision- FOG	Type Apch/Lndg -	NONE				
Precipitation - SNOW						
Condition of Light - NIGHT(DARK)						
-Personnel Information						
Pilot-In-Command	Age - 45 N	Medical Certifica	ite - VALIO	MEDICAL-NO) WAIVERS	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flic	tht Time (H	Hours)		
ATP, CFI	Current - YES	Total -			Hrs - U	NK/NR
SE LAND, ME LAND	Months Since - 7	Make/Model-		Last 30		
or ring in ring	Aircraft Type - C-401A	Instrument-			Days- U	
	Artistate type 0 40th	Multi-Eng -		2431 30	, bayo o	1117
Instrument Rating(s) - AIRPLANE						
	HE BADTOED THE ABBT FOR HEATH	IED THEO HE WAS	THEODMED	THAT OLDUDG	WEDE	
PLT WAS ABOUT 30 MILES FROM RUTLAND WHEN						
O FT BROKEN AND 2700 FT OVERCAST WITH SNOW						
IN WHEN HE GOT CLOSER TO THE ARPT. THERE V						
SET MT, LOCATED ABOUT 18 MILES SOUTH OF TH						
CET NT TO GE IF ET LITOLL EVANTALATION OF THE	- ACET DID NOT DICCLOSE EVIDEN	ICE OF MALEUNICETO	NO FIT	DIAN WAS FI	II ED	
SET MT IS 3515 FT HIGH. EXAMINATION OF THE	E ACEL DID NOT DISCEOSE ENIDER	NCE OF MALFONCIIL	14. 140 ([]	FLAN WAS I	LLLU.	

File No. - 610 3/17/85 DORSET,VT A/C Reg. No. N12CQ Time (Lc1) - 2015 EST

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

Finding(s)

- 1. PREFLIGHT BRIEFING SERVICE NOT OBTAINED PILOT IN COMMAND
- 2. WEATHER CONDITION LOW CEILING
- VFR FLIGHT INTO IMC INITIATED PILOT IN COMMAND
- 4. WEATHER CONDITION SNOW
- 5. WEATHER CONDITION FOG
- 6. JUDGEMENT POOR PILOT IN COMMAND

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

Finding(s)

- 7. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 8. VISUAL LOOKOUT NOT POSSIBLE PILOT IN COMMAND
- 9. CLEARANCE NOT MAINTAINED PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3.8.9

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

	/85 WAITSFIELD,VT	A/C Reg. No. N240WT	eg. No. N240WT Time (Lc1) - 1510 EDT			
-Basic Information Type Operating Certificate-N	NONE (GENERAL AVIATION)	Aircraft Damage		Injuri		
Time of Openstian	PERCONAL	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -F Flight Conducted Under -1	= · · · · =	Fire Cre		0 0	0	0
Accident Occurred During -A		NONE Pas	ss 0	O	U	O
-Aircraft Information						
Make/Model - SCHEMPP-HIRT				Installed/Ac		
Landing Gear - HULL	Number Engin		S	itall Warning	System	- NO
Max Gross Wt - 1102	Engine Type					
No. of Seats - 1	Rated Power	- N/A				
-Environment/Operations Informa						
Weather Data	Itinerary			Proximity		
Wx Briefing - UNK/NR	Last Departur	e Point	OFF AI	RPORT/STRIP		
Method - IN PERSON						
Completeness - FULL	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		_			
Wind Dir/Speed- 200/010 KT				/ Ident -		
	SM ATC/Airspace			Lth/Wid -		
	4500 FT SCATTERED Type of Fligh			Surface -		
	4500 FT BROKEN Type of Clear			Status -	N/A	
Obstructions to Vision- NO		g - PRECAUTIONARY	LANDING			
Precipitation - NC						
Condition of Light - DA	AYLIGHT					
-Personnel Information						
	Age - 30	Medical Certific				
Pilot-In-Command	Biennial Flight Rev	itew FI	ight Time (F			_
<pre>Certificate(s)/Rating(s)</pre>			286	Last 24	Hrs -	2
		YES Total -			_	
Certificate(s)/Rating(s) PRIVATE	Months Since -	13 Make/Model-	198	Last 30		15
<pre>Certificate(s)/Rating(s)</pre>		13 Make/Model-	198	Last 30 Last 90		15 15

File No 797	6/19/85 WAITSFIELD,VT	A/C Reg. No. N240WT	Time (Lc1) - 1510 EDT	
	S OF CONTROL - IN FLIGHT ROACH			
Finding(s) 1. AIRSPEED - NOT MAINTA	AINED - PILOT IN COMMAND			
Probable Cause				

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

-Basic Information	- ON DEM	AND ATD TAVE	A	D		T m i	- 1	
Type Operating Certificat	e-UN-DEM	AND AIR IAXI	Aircraft SUBSTAN		Fatal	Inju Serious		None
Type of Operation	-AERIAL	OBSERVATION		Cre		0	0	2
Flight Conducted Under	-14 CFR	91	NONE	Pas	s 0	0	0	1
Accident Occurred During		F.						
-Aircraft Information								
Make/Model - HUGHES 26			Eng Make/Model - LYC	DMING HID-360 D1		Installed/		
Landing Gear - TRICYCLE-	FIXED		Number Engines - 1			tall Warni	ng System	- UNK/NE
Max Gross Wt - 2050			Engine Type - REC					
No. of Seats - 3			Rated Power -	190 HP				
-Environment/Operations Info	rmation-					D	•	
Weather Data	·	I	tinerary			Proximity		
Wx Briefing - UNK/NR -Method - UNK/NR			Last Departure Point UNK/NR		ON AIR	PURT		
Method - UNK/NR Completeness - UNK/NR			Destination		Airport D	ata		
Basic Weather - VMC			CHEHALIS RIVER, WA			UNICIPAL		
Wind Dir/Speed- 090/010	KTS		CHETALIS RIVER, WA				- UNK/NR	
Visibility - 12.0		A	TC/Airspace			Lth/Wid		
Lowest Sky/Clouds -	5	,	Type of Flight Plan -	NONE		Surface		
	2000 F	T BROKEN	Type of Clearance -				- UNK/NR	
Obstructions to Vision-	NONE		Type Apch/Lndg -	NONE	•			
Precipitation -								
Condition of Light -	DAYLIGH	T						
-Personnel Information								
Pilot-In-Command		Age -		Medical Certific			O WAIVERS/	LIMIT
Certificate(s)/Rating(s)			nial Flight Review	F11	ght Time (F			_
COMMERCIAL, CFI			Current - YES Months Since - 15	Total -	1126	Last 2 Last 3	4 Hrs -	2
SE LAND					56	Last 3	O Days- UN	K/NR
HELICOPTER		,	Nircraft Type - UNK/NR	Instrument-	0		o bayo	274 828
						Rotorc	raft -	828
Instrument Rating(s)	~ NONE							
-Narrative								
T PRIOR TO LIFT-OFF A VIBRAT	ION ACCO	MPANIED BY I	ATERAL ROCKING OCCURRE	D. ALTHOUGH THE	PLT BROUGHT	THE POWER	TO IDLE.	
HELICOPTER HAD ALREADY STAR								
URRED DUE TO UNDER TO RO WIN								
S ACCIDENT.								

File No. - 745 3/20/85 ELMA,WA A/C Reg. No. N9592F Time (Lc1) - 1215 PST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)
1. ROTOR SYSTEM, MAIN ROTOR HUB DAMPER - UNDERTORQUED
2. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
----Probable Cause----

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

File No 696 5/19/85 WEN	IATCHEE, WA A/C	Reg. No. N65907	Time (Lc1) - 1700 PDT			
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircra	aft Damage		Ini	uries	
-	SUBS1	TANTIAL O	Fatal	Serious	Mino	r None
Type of Operation -PERSONAL	Fire	Crev	, 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -APPROACH						
-Aircraft Information						
Make/Model - SCHWEIZER SGS 2-33A	Eng Make/Model - N					ed - NO -N/
Landing Gear - HULL	Number Engines - N	• .	S	tall Warn	ing Syst	em - UNK/NF
Max Gross Wt - 1040	Engine Type - N					
No. of Seats - 2	Rated Power - N	N/A 				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFI Method - N/A	NG Last Departure Poir WENATCHEE, WA	nt	OFF AI	RPORT/STR	ΙP	
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		•			
Wind Dir/Speed- 300/015 KTS			Runway	Ident	- N/A	
Visibility - 30.0 SM	ATC/Airspace		Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plar	n - NONE	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						
Pilot-In-Command	Age - 36	Medical Certifica				
Certificate(s)/Rating(s)	Biennial Flight Review	•	ght Time (H	•		
PRIVATE	Current - YES	Total -			24 Hrs -	
a	Months Since - 9 Aircraft Type - UNK/N	Make/Model-	200		30 Days-	
GLIDER	Aircraft Type - UNK/N	NR Instrument-	0	Last	90 Days-	UNK/NR
Instrument Rating(s) - NONE						
-Narrative						

5/19/85 A/C Reg. No. N65907 Time (Lc1) - 1700 PDT File No. - 696 WENATCHEE, WA Occurrence #1 FORCED LANDING Phase of Operation DESCENT - NORMAL Finding(s) 1. WEATHER CONDITION - DOWNDRAFT Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL Finding(s) 2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND 3. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND

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

----Probable Cause----

Brief of Accident

File No 759 5/20/8	5 CHEWELAH, WA	A/C Reg. No. N	1125ZL	Time (Lcl) -	0930 PDT	
Basic Information Type Operating Certificate-NO Type of Operation -PE Flight Conducted Under -14 Accident Occurred During -MA	RSONAL CFR 91	Aircraft Damage DESTROYED Fire ON GROUND	Fat Crew	Injur al Serious 1 O 2 O		None O O
Aircraft Information Make/Model - CESSNA 205 Landing Gear - TRICYCLE-FIXE Max Gross Wt - 3300 No. of Seats - 6	D Number Eng Engine Typ	Model - CONTINENTAL gines - 1 be - RECIP-FUEL er - 260 HP		ELT Installed/A Stall Warnin		
Weather Data Wx Briefing - NO RECORD O Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 170/005 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 42 Lowest Ceiling - NON Obstructions to Vision- NON Precipitation - NON Condition of Light - DAY	Itinerary F BRIEFING Last Depar- COLVILLE Destination LOCAL ATC/Airspace OO FT SCATTERED Type of F1 E Type of C10 E Type Apch/	, WA	OF Airpo Ru Ru Ru	ort Proximity F AIRPORT/STRIP rt Data nway Ident - nway Lth/Wid - nway Surface - nway Status -	N/A N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 40 Biennial Flight I Current Months Since Aircraft Type	Medical Review - YES Tota - UNK/NR Make e - UNK/NR Inst	Certificate - V Flight Tim al - UNK/NR e/Model- UNK/NR trument- UNK/NR ti-Eng - UNK/NR	Last 24 Last 30 Last 90	WAIVERS/I Hrs - UNI Days- UNI Days- UNI aft - UNI	
Instrument Rating(s) - ANarrative HE ACFT WAS OBSERVED FLYING UP A C URROUNDING TERRAIN SLOPE. SHORTLY REES IN A LEFT WING HIGH AND NOSE OWERPLANT MALFUNCTION. THE WIFE OF HE TERRAIN NEAR THE ACCIDENT AREA.	ANYON AT LOW ALTITUDE WHILE THEREAFTER THE ACFT ENCOUNT! UP ATTITUDE WHILE STILL UND! THE PLT REPORTED THAT HE D	ERED STEEPLY UPSLOP ER POWER. THERE WAS ID NOT POSSESS ANY	PING TERRAIN AND S NOT EVIDENCE O EXPERIENCE FLYI	BEGAN IMPACTIN F ANY NG IN AND AROUN	D	

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File No. - 759 5/20/85 CHEWELAH,WA A/C Reg. No. N125ZL Time (Lc1) - 0930 PDT

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN
MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

- 1. CLEARANCE INADEQUATE PILOT IN COMMAND
- 2. TERRAIN CONDITION RISING
- 3. CLIMB MISJUDGED PILOT IN COMMAND
- 4. WEATHER CONDITION HIGH DENSITY ALTITUDE
- 5. IN-FLIGHT PLANNING/DECISION INACCURATE PILOT IN COMMAND
- IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA PILOT IN COMMAND
- 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT.OVER CONFIDENCE IN PERSONAL ABILITY PILOT IN COMMAND

----Probable Cause----

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

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

File No 729 5/24/85 SPOKANE, WA	A/C Reg. No. N	N3778Q	Time (Lc1)) - 1300 PDT	
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION) Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Aircraft Damage DESTROYED Fire NONE	Fa ⁻ Crew Pass	Ing tal Serious 2 O 1 O	juries s Minor O O	None O O
Accident Occurred During -DESCENT					
Landing Gear - TRICYCLE-RETRACTABLE Numb Max Gross Wt - 3400 Engi	Make/Model - CONTINENTAL er Engines - 1 ne Type - RECIP-FUEL d Power - 285 HP		ELT Installed Stall Warr	d/Activated ning System	
Method - IN PERSON SAM Completeness - WEATHER NOT PERTINENT Destin Basic Weather - VMC KAM Wind Dir/Speed- 220/007 KTS Visibility - 12.0 SM ATC/Air Lowest Sky/Clouds - 6000 FT SCATTERED Type Lowest Ceiling - 12000 FT BROKEN Type	Departure Point E AS ACC/INC ation LOOPS space	Ol Airpo Ul Ro Ro Ro Ro Ro Ro Ro Ro Ro Ro Ro Ro Ro	port Proximity FF AIRPORT/STF Ort Data NKNOWN Unway Ident Unway Lth/Wid Unway Status	- N/A - N/A	
PRIVATE Current SE LAND Months	ight Review - UNK/NR Tota Since - UNK/NR Make	Certificate - V Flight Tin al - 2380 e/Model- UNK/NR trument- O	me (Hours) Last Last	24 Hrs - UN	
Instrument Rating(s) - AIRPLANE				-	
AFTER WHAT APPEARED TO BE A NORMAL TAKEOFF AND INITIAL CLAGL AND SOME HEARD SOUNDS OF POWER CESSATION. ACFT WAS OB INCREASED TO AN EXCESSIVE ANGLE. THE ACFT PITCHED NOSE DO AREA OF THE CITY. INVESTIGATION REVEALED THE ENGINE-DRIVE POINT DUE TO BINDING OF THE PUMP BLADES AGAINST THE BORE. SILVER OF BLACK RUBBER WAS FOUND ON THE PUMP RELIEF VALVE THIS FLIGHT. BOOST PUMP SWITCH FOUND IN "OFF" POSITION. PLOCATED IN DIFFERENT POSITION IN COCKPIT. PLT/OWNER AT COCURRENT IN MAKE/MODEL.	ERVED TO COMMENCE A LEFT WN AND CRASHED IN A GRAV N FUEL PUMP SHAFT HAD FA NO FOREIGN MATERIAL WAS POPPET. ENGINE FUEL HOS REVIOUS ACFT OWNED BY PU	T TURN DURING WI VEL PARKING LOT AILED AT THE MAI S FOUND IN THE I SES HAD BEEN REI LT HAD FUEL BOO!	HICH THE BANK IN AN INDUSTE NUFACTURED SHE BORE BUT A SME PLACED PRIOR ST PUMP SWITCE	RIAL EAR ALL TO	

File No. - 729 5/24/85 A/C Reg. No. N3778Q Time (Lc1) - 1300 PDT SPOKANE.WA Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FUEL SYSTEM, PUMP - FAILURE, TOTAL 2. FUEL BOOST PUMP SELECTOR POSITION - NOT PERFORMED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE.LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND. 4. MANEUVER - IMPROPER - PILOT IN COMMAND 5. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING (EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND FORCED LANDING Occurrence #2 Phase of Operation TAKEOFF - INITIAL CLIMB Occurrence #3 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Finding(s) 6. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND 7. MANEUVER - EXCESSIVE - PILOT IN COMMAND 8. STALL - UNCONTROLLED - 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 $is/are\ finding(s)\ 2,3,4,5,6,7,8$ Factor(s) relating to this accident is/are finding(s) 1

File No 731 6/25/85 WENATO	CHEE, WA A/C Reg	g. No. N7396Z	· T	ime (Lc1) -	1200 PDT	
Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircraft	Damage		Injur		
	SUBSTANT	TIAL	Fata1	Sertous	Minor	None
Type of Operation -AERIAL APPLI	CATION Fire	Cre	w 0	0	0	t
Flight Conducted Under -14 CFR 137	ON GROU	ND Pas:	s 0	0	0	. 0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA-25-235-C	Eng Make/Model - LYC	MING 0-540-B25-	5 ELT	Installed/A	ctivated	- NO -N/
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		5	tall Warnin	a System	- YES
Max Gross Wt - 2900	Engine Type - REC	PROCATING-CARBU	RETOR	•	. ,	
No. of Seats - 1		235 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING				RPORT/STRIP		
Method - N/A	WENATCHEE, WA		C A1	3, 3		
Completeness - N/A	Destination		Airport D)ata		
Basic Weather - VMC	WENATCHEE, WA		UNKNOW			
Wind Dir/Speed- CALM	WEIGHT CHIEL, WA				N/A	
Visibility - 40.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance -			Status -		
			Runway	status -	N/ A	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg -	FURCED LANDING				
Condition of Light - DAYLIGHT						
Personnel Information			Nov. v	ID MEDIOA		
Pilot-In-Command		Medical Certific			L	
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (F		1.1.	
COMMERCIAL, ATP	Current - YES	Total -	6551	Last 24	Hrs -	4
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model-	600	Last 30	Days- UN	NK/NR
HELICOPTER ,GLIDER	Aircraft Type - UNK/NR	Instrument-	230	Last 30 Last 90 Rotorcr	Days-	175
		Multi-Eng -	100	Rotorcr	aft -	4123
Instrument Rating(s) - AIRPLANE						
Narrative RING AN AERIAL APPLICATIONS MANEUVER THE EN BETWEEN APPLE TREE ROWS. ENGINE AND AIRCRA VERY DIRTY, PARTIALLY CLOGGED MAIN FUEL FIL E ACCIDENT.	FT INSPECTION COULD NOT REVE	AL ANY ABNORMALI	TIES WITH 1	THE EXCEPTIO	N OF	

File No 7	31 6/25/85 	WENATCHEE, WA	A/C Reg. No. N7396Z	Time (Lc1) - 1200 PDT
Occurrence #i Phase of Operation			MALFUNCTION	
Finding(s) 1. FUEL SYSTEM,FIL 2. FUEL SYSTEM,SCR				
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation				
Finding(s) 3. OBJECT - TREE(S)			
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that t	he Probable Cause(s) of this accid	dent

File No 737 8/07/85	VANCOUVER, WA	A/C Reg. No	o. N824CB	Т.	ime (Lcl) -	1653 PDT	
Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Dama	age		Injuri		
Tune of Openstical DEDCOMA		DESTROYED	0	Fatal	-		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR		Fire	Crew		0	0	0
Accident Occurred During -MANEUVE		ON GROUND			-	•	
Aircraft Information	VED 5 M. 1 - //						VEC /NO
Make/Model - BEACHNER QUICK SIL' Landing Gear - TAILWHEEL-RETRACTA		Model - GMC V-8 gines - 1			Installed/Ac tall Warninc		- •
Max Gross Wt - 1350		pe - RECIP-FU		3	tari warning	j system	- 110
No. of Seats - 2	Rated Pow	er - 125 H	HP				
Environment/Operations Information				A /	5 m = 1 1 d m d d 1 1		
Weather Data Wx Briefing - NO RECORD OF BRI Method - N/A	Itinerary EFING Last Depar SAME AS				Proximity RPORT/STRIP		
Completeness - N/A	Destination	•		Airport Da	a+a		
Basic Weather - VMC	TACOMA.W			UNKNOW			
Wind Dir/Speed- 300/006 KTS	TAGGINA, W				Ident -	N/A	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		
	SCATTERED Type of F1		=		Surface -		
Lowest Ceiling - 6000 FT					Status -		
Obstructions to Vision- NONE	Type Apch/					•	
Precipitation - NONE		5					
Condition of Light - DAYLIGHT							
Personnel Information							
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 37 Biennial Flight	Review	cal Certifica Fliq	te - VALID ht Time (H		WAIVERS/	LIMIT
PRIVATE	Current	- YES	Total -	2800	Last 24	Hrs - UN	IK/NR
SE LAND	Months Since	- 1	Make/Model-	1000	Last 30	Days-	25
	Aircraft Typ	e - PA38	Instrument-	0	Last 90	Days-	75
Instrument Rating(s) - NONE							
Instrument Rating(s) - NONENarrative							
_T WAS OBSERVED WORKING ON ENGINE DISTR ALES PROMOTION. WITNESSES NOTED ENGINE ETRACTED AND ACFT CLIMBED TO ABOUT 200	SOUND ON TAKEOFF SEEME	D LESS THAN NOR	MAL. ACFT LIF	TED OFF, G	EAR WERE	1	
EAR 60 DEG, NOSE DROPPED THROUGH AND AC JSELAGE. INVESTIGATION SHOWED DISTRUBUT	FT COLLIDED WITH TERRA OR CAP AND ROTOR SHATT	IN. FIRE BROKE (ERED ON GROUND	OUT ON IMPACT IMPACT, NO DE	, CONSUMIN	G N MADE OF	,	
DSS MALFUNCTION. EXCEPT FOR UNEVEN COLO	·						
	PAGE	-376					

File No. - 737 8/07/85 VANCOUVER, WA

Occurrence #1 LOSS OF POWER Phase of Operation TAKEOFF

Finding(s)

- 1. IGNITION SYSTEM, DISTRIBUTOR UNDETERMINED
- 2. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY DETERIORATED
- 3. ABORT NOT PERFORMED PILOT IN COMMAND
- IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT

Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

- 5. ALTITUDE INADEQUATE PILOT IN COMMAND
- 6. MANEUVER EXCESSIVE PILOT IN COMMAND
- IMPROPER DECISION, SELF-INDUCED PRESSURE PILOT IN COMMAND
- 8. AIRCRAFT HANDLING NOT MAINTAINED PILOT IN COMMAND
- 9. STALL/MUSH INADVERTENT -

----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

File No 727 8/11/85 VASHO	N, WA	A/C Reg. No. N6	162M	1	ime (Lc1)	- 1235 PI	T
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage			Inju	ıries	
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		ON GROUND	Pass	0	0	1	2
Accident Occurred During -DESCENT				· ·			
-Aircraft Information							
Make/Model - STINSON 108-3		el - FRANKLIN 6A4	165 SERIES		Installed,		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engin				Stall Warn	ing Syst e r	n - YES
Max Gross Wt - 2400	Engine_Type		G-CARBURE	ror			
No. of Seats - 4	Rated Power	- 165 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING				OFF A	RPORT/STR	[P	
Method - N/A	SAME AS ACC	/INC					
Completeness - N/A	Destination			Airport [
Basic Weather - VMC	BREMERTON, W	A		UNKNO			
Wind Dir/Speed- 210/004 KTS	170/11				/ Ident	- N/A	
Visibility - 50.0 SM	ATC/Airspace	I DI - NONE			/ Lth/Wid	•	
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Fligh				/ Surface		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clear Type Apch/Lnd			Runwas	Status	- N/A	
	Type Apch/ Lnd	g - None					
Precipitation - UNK/NR Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 41	Medical C	ertificate	e - VALII	MEDICAL-	WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Rev	iew	Fliah.	t Time (I	Hours)		
PRIVATE	Current -	UNK/NR Total	-	163	Last :	24 Hrs -	2
SE LAND	Months Since -	UNK/NR Total UNK/NR Make/ UNK/NR Instr	Model-	49	Last	30 Days- I	JNK/NR
	Aircraft Type -	UNK/NR Instr	ument-	0	Last	00 Days-	35
		,				•	
Instrument Rating(s) - NONE							
-Narrative							
REPORTED A LOSS OF POWER ON INITIAL CLIMB	EDOM TAKEGEE STALL	ED ACET WHILE MAN	IIVEDING E	D REST	NDG PLACE		
ORCHARD. FIRE BROKE OUT AS OCCUPANTS EVACU						N FATIFO	
REVEAL CAUSE OF POWER LOSS.	ATED THE ACT. CONSON	THE COST OF THE C	ADIN/I USE	LAGE. IN	LJIIGAIIU		
REVEAL GAUGE OF FUWER LUGG.							

File No. - 727 8/11/85 VASHON.WA A/C Reg. No. N6162M Reg. No. N6162M Time (Lc1) - 1235 PDT Occurrence #1 LOSS OF POWER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND 4. TERRAIN CONDITION - HIGH VEGETATION 5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - NONE SUITABLE 6. 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) 2,6 Factor(s) relating to this accident is/are finding(s) 1,3,4,5

File No 781 5/08/85 WEST	BEND, WI	A/C Reg. No. N	4799A	т	ime (Lc1) -	1300 CDT	
Basic Information Type Operating Certificate-NONE (GENERA		ircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		ire NONE	Crew Pass	0	0	0	1 0
Aircraft Information							
Make/Model - CESSNA A152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Engine	- RECIPROCATIO		S	Installed/A tall Warnir		- YES-UNK/NR - YES
Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	Itinerary Last Departure MANITOWOA,WI Destination				Proximity RPORT/STRIF ata	•	
Basic Weather - VMC Wind Dir/Speed- 130/009 KTS Visibility - 7.0 SM	WEST BEND,WI					N/A	
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Flight Type of Cleara	nce - NONE - FORCED (LANDING	Runway Runway	Surface - Status -	- GRASS/TL	
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 29 Biennial Flight Revi			e - VALID t Time (H	MEDICAL-NO	WAIVERS/	LIMIT
COMMERCIAL SE LAND		YES Tota UNK/NR Make,		1500	Last 24 Last 30 Last 90	Hrs - Days- UN Days-	107 NK/NR 1032
Instrument Rating(s) - AIRPLANE							
PLT DEPARTED FONDULAC, WI, WITH FULL FUEL (24 WERE SPENT TAKING AERIAL PHOTOGRAPHS. FLT THE DEPARTURE WAS THEN MADE WITH APRX 9 GALLONS O ENGINE QUIT. FORCED LANDING MADE IN SOFT TERR OUT OF ACFT WHEN TURNED OVER. ADDITIONAL 3 OZENGINE OPERATED WITHOUT DIFFICULTY.	N PROCEEDED APRX 60 M F FUEL ONBOARD FOR WE AIN AND NOSE GEAR COL	ILES TO MANITOW ST BEND, WI (API LAPSED. ACFT NO: UEL WAS ADDED TO	OC, WI WHE RX 48 MILE SED OVER O ACFT AND	RE A LAND S AWAYS). APRX 1 QT TEST RUN	ING WAS MAD ON FINAL A FUEL DRAIN WAS PERFOR	APCH NED RMED.	

File No. - 781 5/08/85 WEST BEND, WI A/C Reg. No. N4799A Time (Lc1) - 1300 CDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND 3. REFUELING - DISREGARDED - PILOT IN COMMAND 4. FLUID, FUEL - EXHAUSTION Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - SOFT 6. LANDING GEAR, NOSE GEAR - OVERLOAD Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,3

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

-Basic Information Type Operating Certificate-	NONE (GENERAL AV		aft Damage			Inju	ries	
Flight Conducted Under - Accident Occurred During -		ATE Fire		Crew Pass	atal O O	Serious O O	Minor O O	None 2 4
-Aircraft Information Make/Model - DASSAULT-BR Landing Gear - TRICYCLE-RE Max Gross Wt - 26450 No. of Seats - 10	REGUET FALCON 50 TRACTABLE	Eng Make/Model - Number Engines - Engine Type - Rated Power -	3 TURBOFAN				Activated ng System	
-Environment/Operations Inform Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 250/018 k Visibility - 10.0 Lowest Sky/Clouds - L Lowest Ceiling - Obstructions to Vision- N Precipitation - N Condition of Light - D	CTS SM JNK/NR 3500 FT BROKEN JONE JONE	Itinerary Last Departure Poi WHEELIN,IL Destination SAME AS ACC/INC ATC/Airspace Type of Flight Pla Type of Clearance Type Apch/Lndg	ın - IFR		ON AIRP port Da AMERICA Runway Runway	ata NA Ident Lth/Wid Surface	- 23 - 4050/ - ASPHALT - DRY	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND	Age Bie	- 53 nnial Flight Review Current - YES Months Since - 1 Aircraft Type - UNK/	Total Make/Mode	Flight 920 - 920 1- 109	Time (Ho 00 50 45	ours) Last 2 Last 3	AIVERS/LIM 4 Hrs - O Days- UM O Days-	3
Instrument Rating(s) -Narrative H SINK RATE DEVELOPED ON SHORT DING GEAR COLLAPSED AFTER CONT ACFT CAUGHT FIRE JUST PRIOR TO OUT OF THE ARPT STATED, WIND	FINAL. ACFT TOU ACTING EDGE OF R COMING TO A COM	WY WHICH IS 7 INCHES PLETE STOP 2900 FT DO	HIGHER THAN SURE	OUNDING	TERRAIN FREQUENT	N. TAIL SE TLY FLY IN	CTION	-

File No 6	30 5/12/85 LAKE GENEVA,WI	A/C Reg. No. N1181G	Time (Lc1) - 1700 CDT
Occurrence #1 Phase of Operation	UNDERSHOOT LANDING - FLARE/TOUCHDOWN		
2. WEATHER CONDITI 3. JUDGEMENT - POO 4. PROPER DESCENT 5. REMEDIAL ACTION	R - PILOT IN COMMAND RATE - UNCONTROLLED - PILOT IN COMMAND - ATTEMPTED - PILOT IN COMMAND N POINT - NOT OPTAINED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
Finding(s) 7. TERRAIN CONDITI	DN - RUNWAY		
Occurrence #3 Phase of Operation			
Finding(s) 8. LANDING GEAR -	DVERLOAD		
Occurrence #4 Phase of Operation	FIRE LANDING - ROLL		
Probable Cause		·	
The National Transpois/are finding(s) 3,	rtation Safety Board determines that the Pr 4	obable Cause(s) of this accident	
Factor(s) relating t	o this accident is/are finding(s) 1,2,6,7		

File No 631 5/19/85 MILWA	UKEE,WI A/C F	A/C Reg. No. N39628 Time (Lc1)			1) - 1100 CDT		
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircrat	ft Damage		Inju	ries		
	•	ANTIAL	Fatal	Serious		None	
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2	
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - PIPER PA-32T-300	Eng Make/Model - L				Activated ·		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -		S	tall Warni	ng System ·	- YES	
Max Gross Wt - 3600	Engine Type - RI						
No. of Seats - 6	Rated Power -	300 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Proximity			
Wx Briefing - NO RECORD OF BRIEFING	•	t	ON AIR	PORT			
Method - N/A	BURLINGTON, WI						
Completeness - N/A	Destination		Airport D				
Basic Weather - VMC	SAME AS ACC/INC		TIMMER				
Wind Dir/Speed- 260/015 KTS	/				- 22L		
Visibility - 10.0 SM	ATC/Airspace				- 2859/		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan				- GRASS/TUI	₹F	
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 - 45	Medical Certifica	to - VALTE	MEDICAL -W	ATVEDE /LIM		
Certificate(s)/Rating(s)	Biennial Flight Review		tht Time (F		AIVENS/ LIM	1 1	
PRIVATE	Current - YES	Total -			4 Hrs -	1	
SE LAND	Months Since - 22				O Days- UNI		
	Aircraft Type - UNK/NI	R Instrument-	60	last 9	O Days-	2	
Instrument Rating(s) - AIRPLANE	. AND FLOWN AT 90 KIAS. HE		ACFT LAND	ED HARD ON			

File No. - 631

5/19/85

MILWAUKEE.WI

A/C Reg. No. N39628

Time (Lcl) - 1100 CDT

Occurrence

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND

- 2. ALTITUDE EXCESSIVE PILOT IN COMMAND
- 3. PROPER DESCENT RATE EXCEEDED PILOT IN COMMAND

----Probable Cause----

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

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

-Basic Information	· · · · · · · · · · · · · · · · · · ·	C		•			
Type Operating Certificate-NONE (G		ft Damage ANTIAL	Fatal	Injur Serious	ies Minor	None	
Type of Operation -PERSONA	_ Fire	Crew		0	0	1	
Flight Conducted Under -14 CFR	91 NONE	Pass	0	0	0	1	
Accident Occurred During -TAKEOFF							
-Aircraft Information							
Make/Model - CESSNA 152	Eng Make/Model - L	YCOMING 0-235	ELT	Installed/A	ctivated	- YES/I	
Landing Gear - TRICYCLE-FIXED		1		tall Warnin	g System	- YES	
Max Gross Wt - 1670 No. of Seats - 2	Rated Power -	ECIPROCATING-CARBUR	EIUK				
NO. Of Seats - 2	Rated Power -	110 HP					
-Environment/Operations Information				D			
Weather Data Wx Briefing - UNK/NR	Itinerary Last Departure Poin	4		Proximity RPORT/STRIP			
Method - UNK/NR	MARSHFIELD.WI	·	OFF A1	KPUKI/SIKIP			
Completeness - UNK/NR	Destination		Airport Data				
Basic Weather - VMC	LOCAL		A por				
Wind Dir/Speed- 180/010 KTS			Runway	Ident -	N/A		
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -			
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -			
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	N/A		
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE Condition of Light - DAYLIGHT							
Condition of Light - DAYLIGHT							
-Personnel Information	A	Madda-1 0		MEDICAL MA	TVEDC / L ***		
Pilot-In-Command Certificate(s)/Rating(s)	Age - 26 Biennial Flight Review	Medical Certifica	ite - VALID jht Time (H		INFK2/FIW	11	
PRIVATE	Current - YES	Total -		Last 24	Hrs -	3	
SE LAND	Months Since - 2	Make/Model-	120	Last 30	Days- UN		
	Months Since - 2 Aircraft Type - UNK/N	R Instrument-	0	Last 30 Last 90	Days-	14	
	, , , , , , , , , , , , , , , , , , ,			•	•		
Instrument Rating(s) - NONE							
-Narrative				· 			
PILOT MADE A PRECAUTIONARY LANDING I	N A FIELD. AFTER CHECKING THE A	CFT FUEL TANKS HE A	TTEMPTED T	O TAKEOFF			
A GRAVEL ROAD. DURING THE GROUND RUN							

File No. ~ 767 5/27/85 MARSHFIELD, WI A/C Reg. No. N67955 Time (Lc1) - 1400 CDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

- 1. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- 2. OBJECT TREE(S)
- 3. JUDGEMENT POOR PILOT IN COMMAND

----Probable Cause----

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

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

File No 753 8/09/85 RAWLI	NS, WY	A/C Reg. No.	N39RW	Т	ime (Lc1) -	0925 MDT	
Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	_ AVIATION)	Aircraft Damag DESTROYED Fire NONE	e Crew Pass	Fatal 1	Injur Serious O O	ies Minor O O	None O O
Aircraft Information Make/Model - RICHARD A. WHITE GLASAII Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - UNK/NR No. of Seats - 2		gines - 1 pe - RECIP-FUE	L INJECTED		Installed/A Stall Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - IN PERSON Completeness - FULL Basic Weather - UNK/NR Wind Dir/Speed- 320/010 KTS Visibility - 30.0 SM Lowest Sky/Clouds - THIN BKN Lowest Ceiling - 4000 FT OVERO Obstructions to Vision- NONE Precipitation - RAIN SHOWERS Condition of Light - DAYLIGHT	ATC/Airspace Type of Fl	UFF,NE BUCHANA,CA ight Plan - NONE earance - NONE		OFF AI irport D Runway Runway Runway	/ Ident - / Lth/Wid - / Surface -	N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND,SE SEA		Review - UNK/NR To - UNK/NR Ma	l Certificate Flight tal - 2 ke/Model- UNK strument-	Time (F 000 /NR	lours) Last 24 Last 30	IVERS/LIM Hrs - UN Days- UN Days- UN	IK/NR IK/NR
Instrument Rating(s) - UNK/NRNarrative E ACFT CRASHED IN A SLIGHTLY NOSE LOW HIGH TO THE RADAR PLOT SHOWS THAT THE FLIGHT DE NTINUED TO DESCEND IN A HIGH SPEED HIGH RAT PACT AS NDICATED BY GRND CONTACT MARKS AND TENDS OF THE PLT DO NOT BELIEVE THAT HE WOU CONCLUSION OF PLT INCAPACITATION PRIOR TO THE FERED THE ACFT PERFORMANCE AFTER PIC INCAPAMAINS DURING ATUOPSY. THE FLT PATTERN IS THE	SCENDED FROM APRX E OF DESCENT SP WRECKAGE CLUES T LD HAVE CONSCIOUS HE CLIMB AND CRAS CITATION. DUE TO	15000 FT TO ABOU TRAL WHICH CHANGE HERE WAS A BROKEN LY CLIMBED TO ABO H. ATTEMPTED CONT THE ACC TRAUMA NO	T 10000 FT IN D TO A HIGH S CLOUD DECK A VE 15000 FT W ROL INPUTS FR CONCUSIONS W	APRX 1 PEED STA T APRX 4 ITHOUT C OM THE W ERE DRAW	MINUTE. THE ALL JUST PRI 4000 FT AGL. XYGEN, LEAD VIFE COULD H VN FROM THE	ACFT OR TO ING TO AVE PLTS A	 L

File No. - 753 8/09/85 RAWLINS,WY A/C Reg. No. N39RW Time (Lc1) - 0925 MDT

Occurrence LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. SUPERVISION - NOT POSSIBLE - PILOT IN COMMAND
2. INCAPACITATION(HEART ATTACK) - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INCAPACITATION(LOSS OF CONSCIOUSNESS) - PILOT IN COMMAND

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

NTSB-AAB-86-18

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