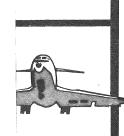
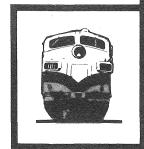
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NATIONAL **TRANSPORTATION** SAFETY **BOARD**



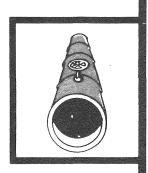


WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS



BRIEF FORMAT U.S. CIVIL AND FOREIGN AVIATION **ISSUE NUMBER 8, 1985 ACCIDENTS**



NTSB / AAB-86 / 22



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UNITED STATES GOVERNMENT

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15. Supplementary Notes		1
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16.Abstract

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

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FOREWORD

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

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

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

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

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

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

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

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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.

<u>Fatal</u> <u>Injury</u>

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 8

CALENDAR YEAR 1985

File Order Listing - Issue No. 8, 1985

File Number	Aircraft Regist.	Date	Location	Aircr Make 	aft Model	Injury Index	Page
1401	3502M	060785	DES MOINES, IA	PIPER	PA-28-181	NONE	148
1402	2267E	060885	CURTIS, NE	CESSNA	172	NONE	244
1403	8688D	072485	PALMER, AK	PIPER	PA-18	NONE	10
1404	CGIBB	061185	KISSIMMEE, FL	LAKE AIRCRAF	LA-4-200	NONE	90
1405	2603C	061185	WABASSO, FL	PIPER	PA-38-112	MINOR	88
1406	83678	061585	BARNARDSVILLE, NC	CHAMPION	7AC	NONE	230
1408	6102ป	090685	SHUFFLETOWN, NC	PIPER	PA-28R-200	SERIOUS	234
1409	CFFLC	060685	CLEVELAND, OH	BEECH	E18S	FATAL	298
1410	20QN	020285	SHREVEPORT, LA	SWEARINGEN	SA-226T	NONE	180
1413	13954	010385	MANHATTAN, MT	POLLIWAGEN	2 PLACE	FATAL	224
1414	3559Y	020585	ASHLAND, OR	CESSNA	182-F	FATAL	312
1415	28428	051885	COLUMBIANA, AL	LUSCOMBE	8-A	NONE	26
1415	NONE	051885	COLUMBIANA, AL	UP FLIGHT DE	GLIDER TRY	NONE	28
1416	58395	021485	HILO, HI	HUGHES	369-D	NONE	144
1418	5481Q	052585	NECEDAH, WI	CESSNA	150L	NONE	366
1419	25678	071385	AMERICAN FALLS, ID	PIPER	PA-38-112	NONE	158
1420	5829P	070585	MCCALL, ID	PIPER	PA-24-250	NONE	156
1421	200AW	070 685	RENO, NV	MEYERS	2000	NONE	274
1422	3601D	071685	HOONAH, AK	AEROSPATIAL	AS350D	NONE	8
1423	8341L	071285	BAHAMAS, OF	PIPER	PA-32R-301	FATAL	294
1424	52197	051985	HOOKSETT, NH	CESSNA	180J	NONE	252
1425	5621Z	061685	CHAMPLAIN, NY	PIPER	PA-22-108	NONE	286
1426	82126	061285	OLD TOWN, ME	PIPER	PA-18-150	NONE	190
1427	55490	061585	RED HOOK, NY	PIPER	PA-28-140	NONE	284
1428	5288G	060285	TOUGHKENAMON, PA	CESSNA	305A	NONE	314

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1429	5694Y	060985	S.WOODSTOCK, VT	ENSTROM	280C	NONE	350
1430	9748P	082385	YANKTON, SD	PIPER	PA-25-235	MINOR	340
1431	9455D	073085	EVANSTON, WY	CESSNA	172RG	NONE	378
1432	7559F	090185	ALABASTER, AL	BELLANCA	CHAMPION 7	NONE	30
1433	5269Q	091285	OLATHE, KS	CESSNA	152	NONE	176
1434	1756R	090785	LINCOLN, NE	CESSNA	A 185F	NONE	246
1435	1290D	091385	EDEN PRAIRIE, MN	CESSNA	170	MINOR	208
1436	9909P	070585	MT. CARMEL, IL	PIPER	PA-36-285	NONE	162
1437	82CG	070885	PULLMAN, WA	RAND/ROBINSO	KR2	SERIOUS	354
1438	52142	100285	CRIVITZ, WI	CESSNA	172	NONE	372
1439	7346Z	060985	FILLMORE, UT	PIPER	PA-25-235	NONE	348
1440	8966W	052985	BATAVIA, NY	PIPER	PA-28-235	NONE	282
1441	2611G	071685	DENIO, NV	CESSNA	182	NONE	276
1442	9557K	090685	OXFORD, IA	PIPER	PA-28-181	NONE	150
1443	6388A	030385	FREDERICK, MD	CESSNA	182	SERIOUS	186
1444	53982	082985	GERMANTOWN, OH	BELLANCA	8KCAB	NONE	308
1445	66550	083185	WABASH, IN	CESSNA	150M	MINOR	174
1446	5783G	080385	ROMEO, MI	CESSNA	150K	NONE	200
1447	1CK	072885	HOBART, IN	BEECH	C33-A	NONE	172
1448	4460U	072285	LINCOLN, IL	CESSNA	150D	NONE	166
1449	63258	083085	SANTA FE, NM	CESSNA	150M	NONE	270
1450	8864N	090585	UNDERWOOD, ND	PIPER	PA-28-140	MINOR	240
1451	51261	061285	NEW SMYRNA BCH, FL	CESSNA	150J	SERIOUS	92
1452	8026R	072485	TUSCARORA, NV	BEECHCRAFT	A-24-R	MINOR	278
1453	36137	071685	MOSES LAKE, WA	BELLANCA	7GCBC	NONE	356

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1454	598Y	090585	OPP, AL	GRUMMAN	G-164	NONE	32
1455	6573S	061385	WAIPAHU, HI	CESSNA	150H	SERIOUS	146
1456	8262U	091585	WHAT CHEER, IA	PIPER	PA-28-181	SERIOUS	152
1458	5867L	032285	OKEECHOBEE, FL	GRUMMAN	AA-5	NONE	84
1460	732VU	061485	LINDEN, NJ	CESSNA	210M	NONE	258
1461	2961L	02 1085	PORTSMOUTH, OH	MOONEY	M2OC	FATAL	296
1463	92240	090585	ALAMOSA, CO	CESSNA	182N	MINOR	74
1464	911JM	052585	MILLVILLE, NJ	GULFSTREAM	681	NONE	256
1465	48251	063085	HARTFORD, CT	CESSNA	152	NONE	80
1466	44250	061685	PERU, NY	TAYLORCRAFT	BC-12D	NONE	288
1467	291CC	060285	NEWBURY, MA	PIPER	PA-28RT-20	MINOR	184
1468	4AS	102585	PLATTSBURG, MO	SILVAGGIO	CASSUTT 11	SERIOUS	218
1469	53925	060885	PANAMA CITY, FL	BELLANCA	8GCBC	NONE	86
1470	4203Y	070785	TATUM, NM	ROLLADEN-SCH	LS-4	SERIOUS	266
1471	5317Q	020985	ACWORTH, GA	CESSNA	152	SERIOUS	124
1472	40TE	012085	CARSON, NM	BELL	206 L-1	FATAL	260
1473	1644P	060885	OSCEOLA, WI	PIPER	PA-22-150	MINOR	368
1474	4349K	071685	SCHAUMBURG, IL	PIPER	PA-28-161	NONE	164
1475	7841G	070785	AKRON, OH	CESSNA	172L	NONE	300
1476	42RB	070785	HOUGHTON LAKE, MI	BURCH	PITTS S-1	NONE	194
1477	29008	070685	DETROIT, MI	CESSNA	210MII	NONE	192
1478	8403K	092285	MCGREGOR, MN	UNIVAIR	108-1	MINOR	210
1479	67463	090885	ST. CHARLES, MO	CESSNA	152	NONE	214
1480	83855	083185	FREDERICKTOWN, MO	PIPER	PA-32-301	NONE	212
1481	8561H	071585	GRIFFITHVILLE, AR	GRUMMAN	G-164A	SERIOUS	34

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1482	6951A	091985	SHIRLEYVILLE, AK	CESSNA	172	NONE	16
1483	5744W	062685	DAYTONA BEACH, FL	PIPER	PA-28-160	NONE	98
1484	2198T	062785	DAYTONA BEACH, FL	PIPER	PA-44-180	NONE	100
1485	1423E	091385	BLOCK ISLAND, RI	CESSNA	172N	FATAL	332
1486	8704N	060285	KENNESAW, GA	PIPER	PA-28-140	FATAL	128
1487	5219A	052585	INDIANAPOLIS, IN	HUGHES	369E	SERIOUS	170
1488	59BC	070785	FARIBAULT, MN	CHAMBERLAIN	VIKING DRA	FATAL	204
1489	44340	062885	MUNDELEIN, IL	TAYLORCRAFT	BC12-D1	FATAL	160
1490	18717	082585	LEWISTON, NY	CESSNA	150L	FATAL	290
1491	61010	031285	ELI, NE	CESSNA	T210R	FATAL	242
1492	18316	101585	SULLIVAN, MO	BEECH	V35B	FATAL	216
1493	96365	042085	COLLINSVILLE, MS	CHAMPION	7GCA	FATAL	220
1494	49550	061385	SILVER SPRINGS, FL	AEROSPATIALE	SA316B	NONE	94
1495	4925M	011985	CANON CITY, CO	CESSNA	152	MINOR	68
1496	2578V	100685	ASPEN, CO	CESSNA	177RG	SERIOUS	78
1497	25RN	081085	COLORADO SPRGS, CO	SCHEMPP-HIRT	VENTUS B	SERIOUS	72
1498	123BC	041685	GALLUP, NM	BEECH	58TC	NONE	262
1499	9893	090685	TUNICA, MS	GRUMMAN	G-164A	NONE	222
1500	30S	061285	KNOXVILLE, TN	CESSNA	T337G	NONE	344
1501	176MS	062085	DILLINGHAM, AK	GRUMMAN	G-44	MINOR	2
1502	91150	111285	RAINBOW LAKE, AK	CESSNA	150	NONE	24
1503	35851	101685	TANANA, AK	CESSNA	206	NONE	20
1504	2500G	090485	ENGLISH BAY, AK	CESSNA	182B	FATAL	14
1505	2491D	101685	TOK, AK	CESSNA	170B	NONE	22
1506	4941G	072085	FROSTPROOF, FL	CESSNA	172N	NONE	112

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1508	8784H	063085	COOPER CITY, FL	NORTH AMERIC	NAVION	NONE	102
1509	28SE	063085	APALACHICOLA, FL	BEECH	65-A90	NONE	104
1510	92ER	070485	DAYTONA BEACH, FL	CESSNA	172P	MINOR	106
1511	9165P	062585	OPA LOCKA, FL	PIPER	PA-24-250	MINOR	96
1512	20541	063085	THEODORE RIVER, AK	CESSNA	172M	NONE	4
1513	37815	071785	LEESBURG, FL	CESSNA	172	MINOR	110
1514	13714	071485	CEDAR KEY, FL	CESSNA	177B	NONE	108
1515	586T	071885	MOULTRIE, GA	BELL	47D1	NONE	132
1516	21ML	062485	ATLANTIC OCEAN, OF	PIPER	PA-23-250	NONE	292
1517	3866Н	072285	DURANGO, CO	MOONEY	M2OK	MINOR	70
1518	53AT	101285	ANCHORAGE, AK	BELLANCA	7GCBC	NONE	18
1519	9383X	011485	FT MYERS, FL	CESSNA	182E	NONE	82
1520	21092	040585	GARNEILL, MT	PIPER	PA-32RT-30	SERIOUS	226
1521	6176M	011885	WENATCHEE, WA	MAULE	M-5-235C	NONE	352
1522	4716R	010785	CROSSVILLE, TN	CESSNA	R182	FATAL	342
1523	2669Z	060685	BUTLER, PA	CESSNA	340A	NONE	316
1524	1803Q	052485	PINEY POINT, MD	CESSNA	U206F	MINOR	188
1525	7934P	071485	TIOGA, PA	PIPER	PA-24-250	FATAL	318
1526	29015	082785	READING, PA	CESSNA	150G	NONE	328
1527	4349Q	070485	LORDSBURG, NM	CESSNA	172L	MINOR	264
1528	2906J	091185	DALTON, GA	CESSNA	150G	NONE	138
1529	909A	091585	SHINNSTON, WV	PIPER	PA-22-125	NONE	376
1530	85JP	080285	ZELIENOPLE, PA	JAMES POSTLE	RV-4	FATAL	324
1531	168FJ	080685	NEW OXFORD, PA	JONES /	MARQUART M	FATAL	326

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1535	6350K	072285	MT PLEASANT, MI	CESSNA	150M	NONE	198
1536	51405	072885	SHARONVILLE, OH	CESSNA	150J	MINOR	304
1537	67455	072785	ROCKFORD, IL	CESSNA	152	NONE	168
1538	7161S	052785	SENECA, SC	CESSNA	R182	FATAL	334
1539	6761Q	060785	RED LAKE FALLS, MN	SCHWEIZER	G-164A	FATAL	202
1541	5278A	091785	MULLEN, NE	CESSNA	210N	NONE	248
1542	78227	092085	KALONA, IA	CESSNA	172K	MINOR	154
1543	7685B	072385	LOGAN, NM	BELLANCA	14-19-3	NONE	268
1544	399KM	091185	GALLUP, NM	CESSNA	T210L	NONE	272
1546	201HU	071085	ANTIOCH, CA	MOONEY	M20J	FATAL	58
1548	5166W	050585	SPRINGVILLE, CA	PIPER	PA-28-160	NONE	48
1549	5658F	070285	CORONA, CA	MAULE	M-6-180	FATAL	56
1550	27716	062185	GHENT, WV	BELL	206L-1	NONE	374
1551	34672	073185	MACUNGIE, PA	CESSNA	C-177B	FATAL	322
1552	38942	071285	PAGE, AZ	BELL	206-B	FATAL	42
1553	8275P	042385	SHOW LOW, AZ	PIPER	PA32-301T	MINOR	38
1554	734PX	102785	ROCHESTER, NH	CESSNA	150B	FATAL	254
1555	5879B	081685	SANTA PAULA, CA	CESSNA	182A	NONE	64
1556	3169Q	081685	PIONEER, CA	CESSNA	-182K	NONE	66
1557	79504	081585	SANTA PAULA, CA	CESSNA	172K	SERIOUS	62
1558	8133K	072885	POSTON, AZ	GULFSTREAM-S	GULFSTREAM	NONE	44
1559	876C	072385	ANZA, CA	STINSON	108-3	MINOR	60
1560	3800F	062285	ANGWIN, CA	GREAT LAKES	2T-1A-2	NONE	50
1561	2451F	062385	MURRIETA, CA	CESSNA	180	NONE	52

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1563	18387	063085	THERMAL, CA	BEECH	95-B55	NONE	54
1564	323T	090185	HENDERSONVILLE, NC	PIPER	PA-18 105	NONE	232
1565	19JK	090785	STAR, NC	CESSNA	305A	NONE	236
1566	27476	081585	SPARKS, NV	PIPER	PA-31-350	NONE	280
1567	5913A	080385	UNKNOWN, UN	CESSNA	172	FATAL	346
1568	2JM	022285	MARANA, AZ	JIM MCKINSTR	ARESTIA GA	FATAL	36
1569	6156R	072985	WILSALL, MT	CESSNA	172RG	FATAL	228
1570	66H	043085	YUKON, OK	HOLDER	MIDGET MUS	FATAL	310
1571	6705T	022885	SHAFTER, CA	BEECH	76	FATAL	46
1573	902BH	050285	ATLANTA, GA	PIPER	PA-31	NONE	126
1574	190FK	100585	FALCON, CO	SKURICH	FOCKE-WULF	MINOR	76
1575	7503Q	101485	ATLANTA, GA	SCHWEIZER	HUGHES 269	NONE	142
1576	761R	042685	PRAIRIE DUSAC, WI	PIPER	PA-17	FATAL	364
1576	4707T	042685	PRAIRIE DUSAC, WI	CESSNA	R182	FATAL	362
1577	4253F	081785	WREN, OH	UNKNOWN	QUICKIE	SERIOUS	306
1578	73171	110385	MONCKS CORNER, SC	CESSNA	172 M	NONE	336
1579	9758K	101185	SALINA, KS	PIPER	PA-24	FATAL	178
1580	47734	102585	WEEPING WATER, NE	PIPER	PA-28-161	NONE	250
1581	7315V	072185	SHEBOYGAN, WI	BELLANCA	17-30	NONE	370
1582	5752G	030285	DEQUINCY, LA	CESSNA	A 188B	MINOR	182
1583	18505	012785	GRAND FORKS, ND	BEECH	76	SERIOUS	238
1584	4744C	080485	MELBOURNE, FL	CESSNA	210N	NONE	116
1585	717J	071685	MECHANICSTOWN, OH	JOHN H. MC C	RAND KR2	SERIOUS	302
1586	1243M	072885	DAVISVILLE, FL	CESSNA	182P	NONE	114

File Order Listing - Issue No. 8, 1985

File	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury	Page
Number	regist.		Location	make 		Index NONE NONE NONE NONE	
1587	3647X	073085	COLQUITT, GA	ROCKWELL INT	S-2R	NONE	134
1588	31FG	080185	QUITMAN, GA	BELL	TH-13T	NONE	136
1589	1752X	080585	LONGWOOD, FL	CESSNA	210L	NONE	118
1590	30018	081085	ST.PETERSBURG, FL	HUGHES	269C	NONE	120
1591	6522C	081285	JACKSONVILLE, FL	PIPER	PA-32RT-30	NONE	122
1592	9644H	092785	SAN JUAN ISLAND, WA	CESSNA	185	NONE	360
1593	5180D	051985	PLANKINTON, SD	CESSNA	182	NONE	338
1594	3714W	071885	SAN JUAN, PR	PIPER	PA-32-260	FATAL	330
1595	3642	071785	TROY, MI	ROBERT THIBO	JR ACE	NONE	196
1596	704JN	080585	EUREKA, AK	CESSNA	150M	MINOR	12
1597	1686U	070485	JAKOLOK BAY, AK	CESSNA	207	NONE	6
1598	61298	092385	EASTSOUND, WA	CESSNA	A 185F	NONE	358
1599	9 6 23Q	101085	MARIETTA, GA	CESSNA	305A(O-1A)	NONE	140
1600	7 1MA	071985	ERIE, PA	SMITH	AEROSTAR 6	FATAL	320

AIRCRAFT ACCIDENT REPORTS BRIEF FORMAT U.S. CIVIL AND FOREIGN AVIATION ISSUE NUMBER 8 OF 1985 ACCIDENTS

File No 1501 6/20	0/85 DILLII	NGHAM,AK	A/C F	Reg. No. M	1176MS	T	ime (Lc1)	- 1045 ADT	
-Basic Information Type Operating Certificate-	NONE (GENERA	L AVIATION)		t Damage		Fatal		ıries Minor	Nama
Type of Operation - Flight Conducted Under - Accident Occurred During -			Fire NONE	ANTIAL	Crew Pass	Fatal O O	Sertous 0 0	Minor 1 2	None 0 0
-Aircraft Information Make/Model - GRUMMAN G-4 Landing Gear - AMPHIBIAN Max Gross Wt - 5500 No. of Seats - 6	14	Eng Make/Mo Number Eng Engine Type Rated Power	ines - 2 e - Ri	2 ECIPROCATI)-480-B1D	Stal TOR	1 Warning	'Activated System - N	10
-Environment/Operations Inform Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC		Itinerary Last Departo ANCHORAGE, Destination SAME AS AG	, AK	t		Airport	Proximity RPORT/STRI		
Wind Dir/Speed- CALM Visibility - 5.0 Lowest Sky/Clouds -	500 FT SCAT 2000 FT OVER NONE RAIN	ATC/Airspace	ght Plan arance	- NONE	HT-IN	Runway Runway	/ Ident / Lth/Wid / Surface / Status		GLASSY
Personnel Information Pilot-In-Command		Age - 49		Medical	Certificat			VAIVERS/LIN	1IT
Certificate(s)/Rating(s) ATP SE LAND,ME LAND,SE SEA,		Biennial Flight Re Current Months Since Aircraft Type	- YES - 24	Make Ins	Fligh al - 1 e/Model- trument- UN ti-Eng - UN	400 K/NR	Last 2 Last 3 Last 9	24 Hrs - 30 Days- UN 90 Days- UN craft - UN	IK/NR IK/NR
Instrument Rating(s)	- AIRPLANE								

6/20/85 DILLINGHAM, AK A/C Reg. No. N176MS Time (Lc1) - 1045 ADT File No. - 1501 Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - RAIN 2. TERRAIN CONDITION - WATER, GLASSY 3. ALTITUDE - MISJUDGED - PILOT IN COMMAND 4. FLARE - IMPROPER - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING ----Probable Cause----

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

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

File No 1512 6/30/85 TI	HEODORE RIVER, AK	/C Reg. No. N20541	Т	ime (Lc1) -	2045 AD	Г
Basic Information				T		
Type Operating Certificate-COMMUTER		craft Damage	F-4-1	Injuri		
Name of Carrier -KENNETH	D. IKIPLETT SU	BSTANTIAL	Fatal			None
Type of Operation -NON SCHE	D,DOMESTIC,PASSENGER Fir			0	0	1
Flight Conducted Under -14 CFR 1:	35 NO	NE Pas:	5 0	0	0	3
Accident Occurred During -TAKEOFF						
Aircraft Information						
Make/Model - CESSNA 172M	Eng Make/Model	- LYCOMING 0-320-D2A	ELT	Installed/Ad	ctivated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines	- 1	S	tall Warning	y System	- YES
Max Gross Wt - 2300	Engine Type	- RECIPROCATING-CARBU	RETOR	_		
No. of Seats - 4	Rated Power	- 160 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure P	oint	OFF AI	RPORT/STRIP		
Method - ACFT RADIO	SAME AS ACC/IN	C				
Completeness - WEATHER NOT PERTI	NENT Destination		Airport D	ata		
Basic Weather - VMC	ANCHORAGE, AK		<			
Wind Dir/Speed- 200/008 KTS			Runway	Ident -	N/A	
Visibility - 30.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - 10000 FT	SCATTERED Type of Flight P	lan - COMPANY (VFR)	Runway	Surface -	N/A	
Lowest Ceiling - NONE	Type of Clearanc	e - NONE	Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT			-			
Personnel Information						
Pilot-In-Command	Age - 45	Medical Certific	ato - VALTE	MEDICAL-WAI	IVEDS/I TI	итт
Certificate(s)/Rating(s)	Riennial Flight Deview	F1 i	ant Time (F		LVENS/ EI	
COMMERCIAL	Age - 45 Biennial Flight Review Current - YE	S Total -		Last 24	Hne -	5
SE LAND.SE SEA	Months Since - 2			Last 30		_
JE LAND, JE JEA	Aircraft Type - M-			Last 90		224
	Aircraft Type - M-	Multi-Eng -		Last 90	Days-	224
		Multi-Eng -	1380			
Instrument Rating(s) - AIRPLAN						
Narrative						
AFTER LOADING THE ACFT TO ITS MAX GROSS W						
NUMEROUS DIPS & BUMPS. THE ROAD WAS ONLY	11 FT WIDE & WAS BORDERED B	Y HEAVY BRUSH. THE PL	T REPORTED	THAT PRIOR 1	го	
REACHING THE LIFT-OFF SPEED DURING TAKEOF	F, THE ACFT WENT OVER A HUM	P IN THE ROAD & BECAM	E AIRBORNE.	IT DRIFTED		•
SLIGHTLY TO THE RIGHT & THE RIGHT MAIN GE					JENTLY,	
THE ACFT SETTLED BACK TO THE ROAD & BRUSH	, SLID INTO A DITCH, ENCOUN	TERED SOFT TUNDRA & N	OSED OVER.			

6/30/85 A/C Reg. No. N20541 Time (Lc1) - 2045 ADT File No. - 1512 THEODORE RIVER, AK

Occurrence #1 Phase of Operation IN FLIGHT COLLISION WITH TERRAIN

TAKEOFF

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

- 2. TERRAIN CONDITION ROUGH/UNEVEN
- 3. LIFT-OFF PREMATURE -
- 4. TERRAIN CONDITION HIGH VEGETATION
- 5. CLEARANCE NOT MAINTAINED -
- 6. TERRAIN CONDITION DITCH
- 7. TERRAIN CONDITION SOFT

Occurrence #2 NOSE OVER

Phase of Operation TAKEOFF

----Probable Cause----

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

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

File No 1597 7/04/85		A/C Reg. No			ime (Lc1) -		
Basic Information Type Operating Certificate-ON-DEM	AND ATP TAXT	Aircraft Damag	70		Injur	ies	
Name of Carrier -COOK I	NLET AVIATION. INC.	SUBSTANTIAL	,	Fatal	Sertous		None
Name of Carrier -COOK II Type of Operation -NON SCI Flight Conducted Under -14 CFR	HED.DOMESTIC.PASSENGER	Fire	Crew			0	1
Flight Conducted Under -14 CFR	135	NONE	Pass	0 0	ŏ	ŏ	5
Accident Occurred During -LANDIN	g .				-		
Aircraft Information							
Make/Mode1 - CESSNA 207		del - CONTINEN					
Landing Gear - TRICYCLE-FIXED		nes - 1			tall Warnin	g System	- YES
Max Gross Wt - 3800		- RECIPROCA		TOR			
No. of Seats - 7	Rated Power	- 300 H					
Environment/Operations Information-							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Departu	re Point		OFF AI	RPORT/STRIP		
Method - IN PERSON	HOMER, AK						
Completeness - PARTIAL, LMTD BY				Airport Da			
Basic Weather - VMC	JAKOLOF BA	Y,AK		JAKOLOI			
Wind Dir/Speed- CALM	.== /				Ident -		
Visibility - 15.0 SM Lowest Sky/Clouds - 300 F	AIC/Airspace		(u==)		Lth/Wid -		40
Lowest Sky/Clouds - 300 F	I SCATTERED Type of Fing	nt Plan - COMP	ANY (VFR)		Surface -		
Lowest Ceiling - 4000 F Obstructions to Vision- NONE			CUT TAI	Runway	Status -	WEI	
	Type Apch/Ln	ag - SIKA	IGHI-IN				
Precipitation - NONE Condition of Light - DAYLIGH	T						
Personnel Information Pilot-In-Command	Age - 49	Medic	al Certificat	e - VALID	MEDICAL -WA	TVFDS/IT	MTT
Certificate(s)/Rating(s)	Biennial Flight Re	view	F1 iah	t Time (Ho	ours)	•	
COMMERCIAL	Current	- YES To	otal - 1	4600	Last 24	Hrs -	1
SE LAND, ME LAND, SE SEA	Current Months Since Aircraft Type	- 11 Ma	ake/Model- UN	K/NR	Last 30	Davs- L	INK/NR
HELICOPTER	Aircraft Type	- UNK/NR II	nstrument-	0	Last 90	Days- L	INK/NR
		M	ulti-Eng -	3420	Rotorcr	aft -	440
Instrument Rating(s) - AIRPL	ANE						
Narrative LANDED SHORT OF GRAVEL BEACH AND SU							

File No 15	97 7/0 4/85	JAKOLOK BAY,AK	A/C Reg. No. N1686U	Time (Lc1) - 1015 ADT	
Occurrence #i Phase of Operation	UNDERSHOOT Approach - VFR F	PATTERN - FINAL APPROACH			
Finding(s) 1. PROPER TOUCHDOW	/N POINT - MISJUDGE	ED - PILOT IN COMMAND	· 		
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS	SION WITH TERRAIN /TOUCHDOWN			
Probable Cause	·				

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

File No 1422 7/1	6/85 F	OONAH, AK	A/C Reg.	No. N3601D	Т	ime (Lc1) -	- 1730 PDT	•
-Basic Information Type Operating Certificate	-ON-DEMAN	D AIR TAXI	Aircraft Da	mage		Injur	·ies	
Name of Carrier			SUBSTANTIA	_	Fata1	Serious	Minor	None
Type of Operation	-NON SCHE	D.DOMESTIC.PASSENGER	Fire	Cre	w O	0	0	1
Flight Conducted Under			NONE	Pas	s 0	Ó	Ó	2
Accident Occurred During	-LANDING							
-Aircraft Information								
Make/Model - AEROSPATIA	L AS350D	Eng Make/Mo	odel - LYCOMI	NG LTS-101-60	OA2 ELT	Installed/	ctivated	- YES/NO
Landing Gear - FLOAT		Number Eng	ines - 1		S	tall Warnir	ng System	- UNK/NF
Max Gross Wt - 4300		Engine Type	 TURBOS 	HAFT				
No. of Seats - 6		Rated Power	531	HP				
-Environment/Operations Infor	mation	-						
Weather Data		Itinerary				Proximity		
Wx Briefing - UNK/NR		Last Departo	ure Point		OFF AI	RPORT/STRIF	•	
Method - UNK/NR		HOONAH, AK						
Completeness - UNK/NR		Destination			Airport D	ata		
Basic Weather - VMC		GUSTAVIS,	AK					
Wind Dir/Speed- 360/005	KTS				Runway	Ident ·	- N/A	
Visibility - 50.0	SM	ATC/Airspace			Runway	Lth/Wid -	- N/A	
Lowest Sky/Clouds -	CLEAR	Type of Flig	ght Plan - NO	NE	Runway	Surface -	- WATER	
Lowest Ceiling -	NONE	Type of Clea	arance - NO	NE	Runway	Status -	- WATER-CA	LM
Obstructions to Vision-	NONE	Type Apch/Li		RCED LANDING				
Precipitation -	NONE		•					
Condition of Light -	DAYLIGHT							
-Personnel Information								
Pilot-In-Command		Age - 29		ical Certific			WAIVERS/	LIMIT
Certificate(s)/Rating(s)		Biennial Flight Re			ght Time (H		•	
COMMERCIAL		Current	- UNK/NR	Total -		Last 24		. 6
SE LAND		Months Since		Make/Mode1-	1084	Last 30	Days- UN	IK/NR
HELICOPTER		Aircraft Type	- UNK/NR	Instrument-	486	Last 30 Last 90 Rotorci	Days-	144
				Multi-Eng -	UNK/NR	Rotorci	raft -	3920
Instrument Rating(s)	- HELICOF							
-Narrative								
ING A CFR 135 FLT THE PLT HEA	RD A LOUD	NOISE COMING FROM THE	REAR OF THE	ACFT WITH A C	ORRESPONDIN	G LEFT YAW.	. THE	
WAS SHUT DOWN IN-FLT AND A S								
FT OF CABLE HAD EXITED THE CA	RGO DOOR	WHEN IT CAME OPEN IN-F	LT. FAA INSPE	CTORS FOUND T	HE CARGO DO	OR AND IT'S	LATCH	
		- · · · · - · · · · · · · · · · · · · ·						
BE IN PROPER WORKING ORDER.								

	22 7/16/85 HOONAH,AK		Time (Lc1) - 1730 PDT
Occurrence #1 Phase of Operation	MISCELLANEOUS/OTHER CRUISE		
Finding(s) 1. DOOR,CARGO - OPE 2. AIRCRAFT PREFL	EN _IGHT - INADEQUATE - PILOT IN COMMAND)	
Occurrence #2 Phase of Operation	LOSS OF CONTROL - IN FLIGHT CRUISE		
Occurrence #3 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANIC CRUISE	CAL	
inding(s) 3. REMEDIAL ACTION	- PERFORMED - PILOT IN COMMAND		
	FORCED LANDING DESCENT - EMERGENCY		
	PERFORMED - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
inding(s) 5. TERRAIN CONDITIO			

Basic Information Type Operating Certificate-NONE (GENERAL	L AVIATION) Aircraf	t Damage		Injur	ries	
	SUBSTA		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Cre	•	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pas	ss O	0	0	0
Aircraft Information						
Make/Model - PIPER PA-18	Eng Make/Model - Ly			Installed/		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1750	Number Engines - 1 Engine Type - RE			itall Warnir	ng System	- YES
No. of Seats - 2	O J ,	150 HP	IKETUK			
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/STRIF	•	
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC					
Wind Dir/Speed- CALM	·		Runway	· Ident -	- N/A	
Visibility - 40.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance		Runway	Status -	- HIGH VE	GETATIO
Precipitation - NONE	Type Apch/Lndg	- NONE				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 40 Biennial Flight Review	Medical Certific	ate - VALIL ght Time (F) WAIVERS	LIMII
PRIVATE	Current - YES				4 Hrs -	1
SE LAND	Months Since - 1	Make/Mode1-	63	Last 30	Days-	
	Aircraft Type - PA-18		2	Last 90	Days-	30
		Multi-Eng -	UNK/NR	Rotorcr	raft - U	NK/NR
Instrument Rating(s) - NONE						
Varrative						
STATED, " ON THE GO-AROUND ATTEMPT I G	OT BEHIND THE POWER CURVE 8	COULD NOT CLEAR	THE TREES.	IT STALLED	& TURNED)
HE LEFT. HITTING THE TREES ABOUT 15 FT OF	E THE COOLIND WHICH CUCHIONS	THE FALL & THEN	NWOO OT IZ	TO THE GPOL	IND #	

File No 14	7/24/85	PALMER,AK	A/C Reg. No. N8688D	Time (Lc1) - 183	O ADT
Occurrence #1 Phase of Operation					
2. AIRSPEED - NOT (3. STALL/MUSH - NO	MAINTAINED - PILOT T IDENTIFIED - PILO	OT IN COMMAND	MMAND EXPERIENCE - PILOT IN COMMAN) 	
Occurrence #2 Phase of Operation	_				
Finding(s) 5. OBJECT - TREE(S					
Occurrence #3 Phase of Operation					
Probable Cause					
The National Transpois/are finding(s) 1,		rd determines that	the Probable Cause(s) of this	accident	
Factor(s) relating to	o this accident is,	/are finding(s) 4			

File No 1596	No 1596 8/05/85 EUREKA, AK			A/C Reg. No. N704JN			Time (Lcl) - 1230 ADT			
-Basic Information										
Type Operating Certific	ate-NUNE (ENERAL AVIATION)	Aircraft Damag SUBSTANTIAL	je	Fatal	Inju Serious				
Type of Operation	-INSTRUC	TIONAL	Fire	Crew	0	0	1	0		
Flight Conducted Under			NONE	Pass	0	0	0	0		
Accident Occurred Durin	g -LANDING	`								
-Aircraft Information										
Make/Mode1 - CESSNA			ke/Model - CONTINENI	AL 0-200A			Activated			
Landing Gear - TRICYCL	E-FIXED		Engines - 1			all Warni	ng Syst em	- YES		
Max Gross Wt - 1600		•	, · · · · · · · · · · · · · · · · · · ·	TING-CARBURET	OR					
No. of Seats - 2		Rated	Power - 100 HF	,						
-Environment/Operations In	formation									
Weather Data		Itinerary			Airport P					
Wx Briefing - FSS			parture Point		ON AIRP	DRT				
Method - TELEP	HONE		RAGE, AK							
Completeness - FULL		Destinat		A	Irport Da	ta				
Basic Weather - VMC		GULKA	NA, AK		EUREKA	• •				
Wind Dir/Speed- CALM	o 64	ATO /A !					- 03	60		
Visibility - 40. Lowest Sky/Clouds -		ATC/Airsp			Runway Runway	Lth/Wid	- 2600/ - Gravel	60		
Lowest Sky/Clouds -		SCATTERED Type of	Clearance - NONE		Runway		- DRY			
Obstructions to Visio				IC PATTERN	Rullway	Status	- UKI			
Precipitation		Type Ap		I AND GO						
Condition of Light		•	10001	AND GO						
		·								
Pilot-In-Command		Age - 34	Medica	1 Certificate	- VALID	MEDICAL-N	O WAIVERS	/LIMIT		
Certificate(s)/Rating(s)	Biennial Flig	nt Review	Flight	Time (Ho	urs)				
STUDENT		Current		otal -	36	Last 2		2		
		Months Si	nce - N/A Ma	ike/Mode1-	25	Last 3	O Days- U	NK/NR		
		Aircraft	Type - N/A Ir	nstrument-	0	Last 9	O Days-	10		
Instrument Rating(s) - NONE									
-Narrative										

File No 15	96 8/05/85 EUREKA,AK	A/C Reg. No. N704JN	Time (Lc1) - 1230 ADT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - IN FLIGHT LANDING - ROLL		
	SSIVE - PILOT IN COMMAND MAINTAINED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
Finding(s) 3. TERRAIN CONDITION	DN - DIRT BANK		
	NOSE OVER LANDING - ROLL		
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the 2	Probable Cause(s) of this accide	nt

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Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage		Injuri		
	DESTROYI		Fatal			None
Type of Operation -PERSONAL	Fire	Crew		0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -UNKNOWN	NONE	Pass	0	О	0	0
-Aircraft Information						
Make/Model - CESSNA 182B	Eng Make/Model CON	TINENTAL 0-470-L		Installed/Ad		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warning	g System	- UNK/N
Max Gross Wt - 2650	Engine_Type - REC		ETOR			
No. of Seats - UNK/NR	Rated Power - 2	230 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRIP		
Method - N/A	HOMER, AK					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	UNK/NR					
Wind Dir/Speed- 300/015 KTS					N/A	
Visibility - 30.0 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 - DUSK						
-Personnel Information Pilot-In-Command	Age - 41	Medical Certifica	to - VALID	MEDICAL -WAI	VEDS/LIM	tΤ
Certificate(s)/Rating(s)	Biennial Flight Review	Flia	ht Time (H		LVERS/ EIM	• '
COMMERCIAL, ATP, CFI	Current - YES	Flight Total -			Hrs -	2
SE LAND, ME LAND	Months Since - 4	Make/Mode1- U				
· · · · · · · · · · · · · · · · · · ·	Aircraft Type - UNK/NR		583	Last 90	Days- UN	K/NR
	• • • • • • • • • • • • • • • • • • • •	Multi-Eng -	1779	Rotorcra	aft - UNI	K/NR
Instrument Rating(s) - AIRPLANE						
-Narrative						
ITNESS STATED THAT HE SAW THE ACFT CRASH I						
THE PLT WERE RECOVERED; HOWEVER, SOME SMA	LL OBJECTS FROM THE ACFT WERI	RETRIEVED. THE	PLT WAS PR	ESUMED TO HA	VE	

File No. - 1504 9/04/85 ENGLISH BAY,AK A/C Reg. No. N2500G Time (Lc1) - 2145 ADT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED

2. LIGHT CONDITION - DUSK

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

----Probable Cause----

Basic Information							
Type Operating Certificate-N	IONE (GENERAL AV	/IATION) Aircraft SUBSTAN	t Damage	Fatal	Injur Serious		None
Type of Operation -F	PERSONAL	Fire	· · · · · · · ·	ew 0	0	0	1
Flight Conducted Under -1	4 CFR 91	NONE	Pa	ss 0	0	O	1
Accident Occurred During -L	ANDING						
Aircraft Information							.
Make/Model - CESSNA 172		Eng Make/Mode1 - CO			Installed/A		
Landing Gear - TRICYCLE-FIX	KED	Number Engines - 1			tall Warnin	g System	- YES
Max Gross Wt - 2200		Engine Type - REG		URETUR			
No. of Seats - 4		Rated Power -	145 HP				
Environment/Operations Informa	ition						
Weather Data		Itinerary			Proximity		
Wx Briefing - FSS Method - TELEPHONE		Last Departure Point		UFF AIR	RPORT/STRIP		
Completeness - FULL		CHILICHANTA RIV, AK Destination		Airport Da	***		
Basic Weather - VMC		SHIRLEYVILLE.AK		ATTPOTE	ata		
Wind Dir/Speed- CALM		SHIRLET VILLE, AR		Runway	Ident -	N/A	
Visibility - 12.0 S	:M	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 3			- NONE		Surface -		
Lowest Ceiling - NO		Type of Clearance			Status -		
Obstructions to Vision- NO	NE	Type Apch/Lndg		•			
Precipitation - NO	NE						
Condition of Light - DA	YLIGHT						
Personnel Information							
Pilot-In-Command	Age	e - 25 ennial Flight Review	Medical Certifi				
Certificate(s)/Rating(s)	B16	ennial Flight Review	FI	ight Time (Ho	ours)	11 116	uz /NID
PRIVATE		Current - UNK/NR Months Since - 27 Aircraft Type - C-150	lotal -	187	Last 24	Hrs - UN	IK/NK
SE LAND		Months Since - 2/	Make/Model-	19 LINIV/ND	Last 30	Days- UN	IK/NK IK/ND
		Aircraft Type - C-150	Instrument	UNK/NR UNK/NR	Potonon	aft - UN	IK/INK IK/ND
			Multi-Eng -	UNK/INK	ROTOFCE	alit - UN	IN/ INK
Instrument Rating(s) -	NONE	·					
Narrative ACFT NOSED OVER FOLLOWING A LO ING ROLL, THE RIGHT WING CAUGH ACTED A LOG RESULTING IN THE N	IT BRUSH ALONG						

File No. - 1482 9/19/85 SHIRLEYVILLE, AK A/C Reg. No. N6951A Time (Lcl) - 1430 ADT LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - HIGH VEGETATION 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) 1,2 Factor(s) relating to this accident is/are finding(s) 3

-Basic Information							
Type Operating Certificate-NONE (GENERAL				Injuries			
Time of OneseA/en DEDCOMAL	- -	ANTIAL	Fatal	Serious	Minor	None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Cre Pas		0	0	1	
Accident Occurred During -DESCENT	NUNE	Pas	s U	U	U	U	
Aircraft Information							
Make/Mode1 - BELLANCA 7GCBC	Eng Make/Model - L			Installed/			
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warnir	ng System	- YES	
Max Gross Wt - 1650	Engine Type - R		RETOR				
No. of Seats - 2	Rated Power -	150 HP					
Environment/Operations Information							
Weather Data	Itinerary			Proximity			
Wx Briefing - NO RECORD OF BRIEFING		t ·	OFF AI	RPORT/STRIF	•		
Method - N/A	SAME AS ACC/INC						
Completeness - N/A	Destination		Airport D	ata			
Basic Weather - VMC Wind Dir/Speed- 360/005 KTS	SAME AS ACC/INC		Pupwas	Ident -	N/A		
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -			
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -			
Lowest Ceiling - NONE	Type of Clearance			Status -			
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE		010100	,		
Precipitation - NONE	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 46	Medical Certific			WAIVERS/	LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	F1i	ght Time (F	•			
COMMERCIAL	Current - YES Months Since - 6	Total -	300	Last 24	Hrs -	1	
SE LAND, SE SEA	Months Since - 6	Make/Mode1-	70	Last 30	Days-	15	
	Aircraft Type - 7GCBC	Instrument-	0	Last 90	Days-	38	
Instrument Rating(s) - NONE							
Narrative JRING TAKEOFF FROM A GRAVEL BAR, THE ACFT FA JT OF CONTROL & CRASHED.	ILED TO CLEAR TREES. AFTER	COLLIDING WITH TH	E TREES, IT	DESCENDED			

File No 15	18 10/12/85 ANC	HORAGE,AK	A/C Reg. N	o. N53AT	Time (Lc1) - 1230 ADT	
	IN FLIGHT COLLISION W					
	NNING/PREPARATION - INA	MMAND				
	LOSS OF CONTROL - IN TAKEOFF - INITIAL CLI	MB				
	IN FLIGHT COLLISION W DESCENT - UNCONTROLLE					
Finding(s) 4. TERRAIN CONDITI						
Probable Cause						
The National Transpo is/are finding(s) 2,	rtation Safety Board de 3	termines that the P	robable Cause(s) of this acc	ident	
Factor(s) relating t	this accident is/are	finding(s) 1				

File No 1503 10/16/85 TANAM	NA,AK A/(C Reg. No. N35851	т	ime (Lc1) -	1245 AD	Г
-Basic Information						
Type Operating Certificate-ON-DEMAND A		raft Damage		Injur	ies	
Name of Carrier -AURORA AIR S Type of Operation -NON SCHED, DO	SERVICE, INC SUBS	STANTIAL	Fatal	Serious	Minor	None
Type of Operation -NON SCHED, DO	DMESTIC, PASSENGER Fire	Cre	w O	. 0	0	1
Flight Conducted Under -14 CFR 135	NON	E Pas	s 0	0	0	1
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA 206		CONTINENTAL IO-520		Installed/Ad		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warning	g System	~ YES
Max Gross Wt - 3500		RECIP-FUEL INJECTED				
No. of Seats - 6	Rated Power -	285 HP				
-Environment/Operations Information						· · ·
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	G Last Departure Po	int	OFF AI	RPORT/STRIP		
Method - N/A	ITUSLIA,AK					
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	FAIBANKS,AK					
Wind Dir/Speed- 180/020 KTS			Runway	Ident -	N/A	
Visibility - 5.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - 12000 FT THIM	N BKN Type of Flight Pla	an - VFR	Runway	Surface -	N/A	
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status -	N/A	
Obstructions to Vision- HAZE	Type Apch/Lndg	- FORCED LANDING	·			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 43	Medical Certific	ate - VALID	MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H	ours)		
COMMERCIAL,CFI	Current - YES	Total -	4500	Last 24	Hrs -	2
SE LAND, SE SEA	Months Since - 1	Make/Model-	1000	Last 30	Days-	75
	Aircraft Type - C-20	06 Instrument-	150	Last 90	Days-	125
Instrument Rating(s) - NONE						
Mannetius						
-Narrative LE EN ROUTE, THE ENG LOST POWER, SO THE PI	T MADE AN EMERGENCY LAND	THE ON A CRAVEL BAR	DUDING THE	LANDING T	ıe	
T NOSED OVER & CAME TO REST IN WATER. AN I						
	ENAM KEVEALED IMAI IHE FU	EL SUMPS & LINES WER	E FRUZEN &	ILEKE MAP 1	- C	
THE FUEL PUMP.						

10/16/85 A/C Reg. No. N35851 Time (Lc1) - 1245 ADT File No. - 1503 TANANA, AK LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 2. FLUID, FUEL - ICE 3. FUEL SYSTEM, DRAIN - FROZEN 4. FUEL SYSTEM, LINE - FROZEN 5. FUEL SYSTEM, PUMP - ICE 6. FLUID, FUEL - STARVATION Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY NOSE OVER Occurrence #3 Phase of Operation LANDING - ROLL Finding(s) 7. TERRAIN CONDITION - ROUGH/UNEVEN 8. TERRAIN CONDITION - WET ----Probable Cause----

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

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage			Injur		
		SUBSTANTIAL	_	Fatal			None
Type of Operation -PERSON Flight Conducted Under -14 CFR		Fire	Crew	0	0	0	1
Accident Occurred During -LANDIN		NONE	Pass	O	U	U	O
Aircraft Information							
Make/Model - CESSNA 170B		/Model - CONTINENTAL	C-145				
Landing Gear - TAILWHEEL-ALL FIX		ngines - 1			tall Warnir	ng System	- YES
Max Gross Wt - 2200		ype - RECIPROCATIN	G-CARBURE	IUR			
No. of Seats - 4	Rated Po	wer - 145 HP 					
Environment/Operations Inform <mark>atio</mark> n- Weather Data	Itinerary			Airport F) may imity		
Wx Briefing - NO RECORD OF BR	TEFING last Dena	rture Poi n t		ON AIRS			
Method - N/A	TOK, AK	i tare rome		ON AIN.	,,,,,,,		
Completeness - N/A	Destinatio	n		Airport Da	ata		
Basic Weather - VMC	LOCAL				CREEK		
Wind Dir/Speed- 300/004 KTS						- UNK/NR	
Visibility - 40.0 SM	ATC/Airspac				Lth/Wid -		
Lowest Sky/Clouds - 7000 F					Surface		
Lowest Ceiling - 12000 F Obstructions to Vision- NONE		learance - NONE /Lndg - UNK/NR		Runway	Status -	- UNK/NR	
Precipitation - NONE	Type Apch	/Lnag - UNK/NR					
Condition of Light - DAYLIGH	łT						
 Personnel Information							
Pilot-In-Command	Age - 33				MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review		nt Time (Ho			_
STUDENT	Current	- N/A Total	-	87	Last 24	Hrs -	4
	Months Sinc	e - N/A Make/ pe - N/A Instr	Mode I -	87	Last 24 Last 30 Last 90	Days-	20 71
	Aircraft Ty	pe - N/A Instr	ument-	U	Last 90	Days-	<i>,</i> ,
Instrument Rating(s) - NONE							
Narrative PLT ELECTED TO LAND ON AN AIRSTRIP	MEYT TO THE ALACKAN UT	OUWAY HE CTATED THAT	TUEBE W	LC PRIICH A	ONC THE ST	OCE	
	INFA I III IMP AIANKAN MI	UNWAI, HE SIAIEU IHAI	IMEKE WA	AD BKUDM AI	LUNG INE EL	JGE	

File No. - 1505 10/16/85 TOK,AK A/C Reg. No. N2491D Time (Lc1) - 1130 ADT

Occurrence IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN

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Finding(s)

- 1. TERRAIN CONDITION HIGH VEGETATION
- 2. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 3. OBJECT TREE(S)

----Probable Cause----

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

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

-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aincha	ft Damage		Iniu	nios	
Type operating certificate None (GENERA		ANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	• 0	0	0	1
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA 150	Eng Make/Model - C			Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warni	n g System	- YES
Max Gross Wt - 1600	J ,,	CIPROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power -	100 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•	t	OFF A1	RPORT/STRI	Р	
Method - N/A	ANCHORAGE, AK		A			
Completeness - N/A	Destination		Airport [ata		
Basic Weather - VMC Wind Dir/Speed- CALM	LOCAL		Dunway	Ident	- N/A	
Visibility - 50.0 SM	ATC/Airspace				- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- VFP			- N/A	
Lowest Ceiling - NONE	Type of Clearance				- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- UNK/NR		• • • • • • • • • • • • • • • • • • • •	,	
Precipitation - NONE	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 30	Medical Certifica			O WAIVERS	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	-	iht Time (F	-		
PRIVATE	Current - YES	Total -			4 Hrs -	2
SE LAND	Months Since - 3	•	80		O Days-	2
	Aircraft Type - C-150	Instrument-	3	Last 9	O Days-	4
Instrument Rating(s) - NONE						
Manager						
-Narrative	DOWN ON A CHON COVERED TO	37EN LAKE HE WAS 1	NIADIE TO !	101 D THE NO	c r	
PLT REPORTED THAT AFTER THE ACFT TOUCHED R UP, DUE TO THE DEPTH OF THE SNOW. WHEN T						

File No. - 1502 11/12/85 RAINBOW LAKE,AK A/C Reg. No. N9115U Time (Lc1) - 1545 AST

Occurrence NOSE OVER
Phase of Operation LANDING

Finding(s)
1. TERRAIN CONDITION - SNOW COVERED
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

----Probable Cause----

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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage		Injur	les	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	SUBSTAN		Fatal	_	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF		Other	0	0	0	1
-Aircraft Information						
Make/Model - LUSCOMBE 8-A	Eng Make/Mode1 - CON	TINENTAL C-65		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warnin	g System	- NO
Max Gross Wt - UNK/NR		PROCATING-CARBURE	TOR			
No. of Seats - 2	Rated Power -	65 HP				
Environment/Operations Information						
Weather Data	Itinerary		•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR	STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport Da			
Basic Weather - VMC	SHELBY COUNTY, AL		FLYING	X RANCH		
Wind Dir/Speed- VARIABLE					33	
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -		Runway	Surface -	GRASS/TU	RF
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	-	Medical Certificat			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		it Time (H			_
PRIVATE	Current - UNK/NR			Last 24		4
SE LAND	,	Make/Model-		Last 30		
GLIDER	Aircraft Type - UNK/NR	Instrument-		Last 90		
		Multi-Eng - UN	IK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE						
None Advis						
Narrative	T AND AT THE TIME OF THE AGO			WEDOL I ED DV	•	
AIRSTRIP IS USED PRIMARILY AS A GLIDERPOR						
RSON ON THE GROUND USING HANDSIGNALS. N2842						
CH. BOTH PLTS OBSERVED THE PERSON CONTROLLI						
EARING EACH TO PROCEED. N28428 WAS ON IT'S	TAKEUFF ROLL AS THE ULTRALIG	HI DESCENDED ONTO	II'S WING	. THE TAKEO	r r	

File No. - 1415 5/18/85 COLUMBIANA,AL A/C Reg. No. N28428 Time (Lc1) - 1455 CDT

Occurrence
Phase of Operation

ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

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

3. INADEQUATE SURVEILLANCE OF OPERATION, INADEQUATE PROCEDURE - OTHER INSTITUTION

4. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

5. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT OF OTHER AIRCRAFT

----Probable Cause----

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

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

File No 1415 5/18/85 COLU	MBIANA,AL A,	/C Reg. No.				- 1455 CD1	·
-Basic Information	LI AVIATION)	CA B					
Type Operating Certificate-NONE (GENERA		craft Damage		Fa4-1		ırles	None
Type of Operation -PERSONAL	MII Fir	NOR	Crew	Fatal O	Serious O	Minor O	None 1
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 103	NOI	-	Pass	Ö	Ö	ŏ	ó
Accident Occurred During -LANDING	NO	NE	Other	0	0	Ö	2
Accident occurred burning "LANDING							
-Aircraft Information							
Make/Model - UP FLIGHT DESIGN GLIDER	R TRYKE Eng Make/Model					'Activated	
Landing Gear - TRICYCLE-FIXED	Number Engines				tall Warni	ing System	- NO
Max Gross Wt - UNK/NR		- RECIPROCATI	ING-CARBURET	OR			
No. of Seats - 1	Rated Power	- 35 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		oint		ON AIR			
Method - N/A	SAME AS ACC/IN			G.,			
Completeness - N/A	Destination	-	A	irport D	ata		
Basic Weather - VMC	SAME AS ACC/IN	С			X RANCH		
Wind Dir/Speed- VARIABLE					Ident	- 33	
Visibility - 7.0 SM	ATC/Airspace			Runway	Lth/Wid	- 2400/	50
Lowest Sky/Clouds - CLEAR	Type of Flight P	lan - NONE		Runway	Surface	- GRASS/TU	JRF
Lowest Ceiling - NONE	Type of Clearance	e - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 37	Medical	Certificate	- NO ME	DICAL		
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		Flight	Time (H	lours)		
NONE	Current - N/	A Tota	al -	6	Last 2	24 Hrs - Ul	NK/NR
	Months Since - N/	A Make	e/Model- UNK	/NR	Last 3	30 Days- U	NK/NR
	Aircraft Type - N/	A Ins	trument- UNK	/NR	Last 9	0 Days- U	NK/NR
		Mu1	ti-Eng - UNK	/NR	Rotord	craft - Ul	NK/NR
Instrument Rating(s) - NONE							
-Narrative							
AIRSTRIP IS USED PRIMARILY AS A GLIDERPO							
SON ON THE GROUND USING HANDSIGNALS. N28.43							
H. BOTH PLTS OBSERVED THE PERSON CONTROLL							
ARING EACH TO PROCEED. N28428 WAS ON IT'S L WAS THEN ABORTED. INTENT OF THE CONTROL			ENDED ONTO I	T'S WING	. THE TAKE	OFF	

File No. - 1415 5/18/85 COLUMBIANA, AL A/C Reg. No. NONE Time (Lc1) - 1455 CDT

Occurrence

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

- 2. IMPROPER USE OF PROCEDURE, INATTENTIVE PILOT IN COMMAND
- INADEQUATE SURVEILLANCE OF OPERATION, INADEQUATE PROCEDURE OTHER INSTITUTION
- 4. VISUAL LOOKOUT INADEQUATE PILOT OF OTHER AIRCRAFT
- 5. IMPROPER USE OF PROCEDURE, INATTENTIVE PILOT OF OTHER AIRCRAFT

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

Basic Information Type Operating Certificate-NONE (GENERA)	L AVIATION) Aircraft	Damage		Injui	ries	
Type operating out the following (annual)	SUBSTAN		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 - BELLANCA CHAMPION 7GCAA		DMING 0-320-A2B		Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			itall Warnii	ng System -	YES
Max Gross Wt - 1650	Engine Type - REC		ETOR			
No. of Seats - 3	Rated Power -	150 HP				
Environment/Operations Information		_				
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR	PORT		
Method - N/A	MONTEVALLO, AL					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	LOCAL			X RANCH	-	
Wind Dir/Speed- 180/010 KTS	ATO / A d m m m m m m				- 01	75
Visibility - 15.0 SM	ATC/Airspace	NONE		Lth/Wid		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan -		•	Surface	- GRASS/IUN - DRY	(F
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance - Type Apch/Lndg -		Runway	Status ·	- DKT	
Precipitation - NONE	Type Apch/Lndg -	FOLL STOP				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 58	Medical Certifica	+o - VALTE	MEDICAL -W	ATVEDE /LTMI	-
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (F		41 ACK 2\ CIWI	. •
PRIVATE	Current - YES		•	•	4 Hrs -	1
SE LAND	Months Since - 5			Last 30		
GLIDER	Aircraft Type - UNK/NR	Instrument-			Days-	8
		2.10 (1 4.110.17)		2401 31	o Dayo,	Ū
Instrument Rating(s) - NONE						
Ionnotive						
Narrative	DURING A LANDING. THE ACFT N					

File No. - 1432 9/01/85 ALABASTER, AL A/C Reg. No. N7559F Time (Lc1) - 1400 CDT

Occurrence NOSE OVER Phase of Operation LANDING - ROLL

Finding(s)

- 1. WEATHER CONDITION GUSTS
- 2. COMPENSATION FOR WIND CONDITIONS INADEQUATE PILOT IN COMMAND
- 3. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND

----Probable Cause----

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

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

File No 1454	9/05/85 OP	P,AL	A/C R	eg. No. N598Y		Ti	me (Lc1) -	1100 CDT	
Basic Information Type Operating Certifica			SUBSTA			Fatal	Injur Serious	Minor	None
Type of Operation Flight Conducted Under Accident Occurred Durin			Fire NONE		Crew Pass	0	0	0	0
-Aircraft Information Make/Model - GRUMMAN Landing Gear - TAILWHEI Max Gross Wt - 3750 No. of Seats - 1			Eng Make/Model - P& Number Engines - 1 Engine Type - RE Rated Power -	CIPROCATING-CA		St	nstalled/Adall Warning		
Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 5.0 Lowest Sky/Clouds - Lowest Ceiling Obstructions to Vision	OSM 1500 FT S - 2500 FT O - HAZE - NONE	ING E A1 CATTERED VERCAST		- NONE - NONE		Airport Da Runway Runway Runway	PORT/STRIP ta Ident - Lth/Wid - Surface -	N/A N/A N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(COMMERCIAL SE LAND	s)	Cu Mo	40 lal Flight Review urrent - YES onths Since - 7 Ircraft Type - C-172		Flight - 4 el- 2 nt-	t Time (Ho 1000 2000 10	urs) Last 24 Last 30 Last 90	Hrs - Days-	3 50 150
Instrument Rating(s) - NONE 								
Narrative E PLT REPORTED THAT DURING A E PLT DUMPED THE CHEMICAL LO E ACFT TRAVELLED APRX 100 F E IMPELLER TO CONTACT THE R	DAD AND PERFO T THEN NOSED	RMED A FOR	RCED LANDING IN A FLD	WHICH CONTAIN	IED 6 1	TO 8 FT TA	LL VEGETAT	ION.	

File No 14	54 9/05/85 OPP,AL	A/C Reg. No. N598Y	Time (Lc1) - 1100 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - MECH FAIR MANEUVERING - AERIAL APPLICATION	LURE/MALFUNCTION	
Finding(s) 1. COMPRESSOR ASSE	MBLY,IMPELLER - FAILURE,TOTAL		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Finding(s) 2. WRONG RUNWAY			
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN	N	
Finding(s) 3. TERRAIN CONDITI	ON - HIGH VEGETATION	·	
Occurrence #4 Phase of Operation	LANDING - ROLL		
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines th	hat the Probable Cause(s) of this ac	cident

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

Type Operating Certificate-AGRICULTURAL	AIRCRAFT	Aircraft Damage	-	Injuries				
Type of Operation -AERIAL APPLI Flight Conducted Under -14 CFR 137 Accident Occurred During -DESCENT	CATION	SUBSTANTIAL Fire NONE		tal Serious 0 1 0 0		None 0 0		
Aircraft Information Make/Model - GRUMMAN G-164A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 6075 No. of Seats - 1	Number Engir	- RECIPROCATING		ELT Installed Stall Warr	i/Activated ning System			
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC Destination LOCAL ATC/Airspace Type of Fligh	c/INC nt Plan - NONE cance - NONE	OF Airpo Bi Ri Ri Ri Ri	port Proximity N AIRSTRIP Ort Data ELL'S AG STRIF Unway Ident Unway Lth/Wid Unway Surface Unway Status	- 09 - 2540 -U - UNK/NR	NK/NR		
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	Age - 26 Biennial Flight Rev Current Months Since Aircraft Type	/iew - YES Total - 6 Make/M - C-172 Instru	Flight Ti - 1703	Last Last	24 Hrs -	6 K/NR 422		
Instrument Rating(s) - NONE								
-Narrative PLT REPORTS THAT THE ACFT FISHTAILED DURI ARD A CANAL AND THE PLT ELECTED TO TRY TO								

File No. - 1481 7/15/85 GRIFFITHVILLE, AR A/C Reg. No. N8561H Time (Lc1) - 1400 CDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. LIFT-OFF - PERFORMED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 3. STALL - INADVERTENT - PILOT IN COMMAND 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) 1,2,3

PAGE 35

File No 1568 2/22/85 MARANA	A,AZ A/C RE	eg. No. N2JM		ime (Lc1) -	1540 MSI	
-Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL	. AVIATION) Aircraf DESTROV Fire	t Damage YED Crev	Fatal	Injur Serious O	ies Minor O	None 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	ON GROU			0	0	0
-Aircraft Information Make/Model - JIM MCKINSTRY ARESTIA GA Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - UNK/NR No. of Seats - 1	NADOR Eng Make/Model - LYO Number Engines - 1 Engine Type - REO Rated Power -			Installed/A tall Warnin		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point MARANA		Airport ON AIR	Proximity PORT		
Completeness - N/A Basic Weather - VMC	Destination LOCAL.		Airport D	ata /ALLEY		
Wind Dir/Speed- CALMABLE Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - 20000 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Plan	- NONE	Runway Runway Runway	/ Ident - / Lth/Wid - / Surface -		75
-Personnel Information Pilot-In-Command	Age - 56	Medical Certifica	*** - VALTE	MEDICAL -NO	WATVEDS /	ITMIT
	Biennial Flight Review	Flig	ght Time (F	lours)	•	
COMMERCIAL SE LAND,ME LAND,SE SEA,ME SEA GLIDER	Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Make/Model-	10 597	Last 30 Last 90		0
Instrument Rating(s) - AIRPLANE						
-Narrative AIRCRAFT WAS OBSERVED TO LAND FAST FROM A WENT OVER ON ITS BACK AT THE EDGE OF THE F PELLER HUB ASSEMBLY AND WAS NOT FOUND AT TH	RUNWAY WHERE IT BURNED. ONE				·,	

File No 156	2/22/85	MARANA,AZ	A/C Reg. No. N2JM	Time (Lc1) - 1540 MST
Occurrence #1 Phase of Operation	AIRFRAME/COMPONEI UNKNOWN	NT/SYSTEM FAILURE/N	MALFUNCTION	
Finding(s) 1. PROPELLER SYSTEM	M/ACCESSORIES,COUN	TERWEIGHT - FAILURE	E,TOTAL	
Occurrence #2 Phase of Operation				
Finding(s) 2. BRAKES(NORMAL) -	IMPROPER USE OF	- PILOT IN COMMAND		
Probable Cause			,	
The National Transpor is/are finding(s) 2	tation Safety Boa	rd determines that	the Probable Cause(s) of this acc	ident
Factor(s) relating to	this accident is,	/are finding(s) 1		

					ime (Lc1)		
ERAL AVIATION)	Aircraft [Damage			Inju	ıries	
•	DESTROYED	ס "		Fata1	Serious	Minor	None
	Fire		Crew	0	0	1	0
	NONE		Pass	0	0	1	0
			0ther	0	0		0
Eng Make/i	Model - LYCOM	MING TIO540S	1AD	ELT	Installed/	'Activated	- YES-UNK/I
Number En	gines - 1			S	tall Warni	ing System	- YES
Engine Ty	oe - RECIF	P-FUEL INJEC	TED				
Rated Pow	er - 30	00 HP					
Itinerary				Airport	Proximity		
	ture Point						
Destination				Airport D	ata		
GLOBE, AZ				SHOW L	OW MUNICIF	PAL	
·				Runway	Ident	- 03	
ATC/Airspace				Runway	Lth/Wid	- 3920/	60
Type of F1	ight Plan - I	NONE		Runway	Surface	- ASPHALT	
Type of C1	earance - I	NONE				- DRY	
				_			
, , , ,	•						
Age - 44	Me	edical Certi	ficat	e - VALID	MEDICAL-V	WAIVERS/LI	MIT
Biennial Flight							
Current	- UNK/NR	Total	÷ -	433	Last 2	24 Hrs -	1
Months Since	- 0	Make/Mode	1-	38	Last 3	30 Days-	26
Aircraft Typ	e - UNK/NR	Instrumen	ıt-	2	Last 9	O Days-	51
F ROLL. THE PILOT UN G GEAR IMPACTED THE	ABLE TO STOP	BEFORE IMPA	CT, A	TTEMPTED	TO TAKEOFF		
	Eng Make/I Number Eng Engine Typ Rated Power Itinerary ING Last Depar SHOWLOW, Destination GLOBE,AZ ATC/Airspace Type of Fl Type of Cl Type Apch/I Age - 44 Biennial Flight Current Months Since Aircraft Type VIA UNICOM, THE REFU	DESTROYER Fire NONE Eng Make/Model - LYCOU Number Engines - 1 Engine Type - RECIR Rated Power - 3d Itinerary Last Departure Point SHOWLOW, AZ Destination GLOBE, AZ ATC/Airspace Type of Flight Plan - I Type of Clearance - I Type Apch/Lndg - I Age - 44 M Biennial Flight Review Current - UNK/NR Months Since - O Aircraft Type - UNK/NR VIA UNICOM, THE REFUELER DROVE THE ROLL. THE PILOT UNABLE TO STOP IG GEAR IMPACTED THE REFUELING TA	DESTROYED Fire NONE Eng Make/Model - LYCOMING TIO540S Number Engines - 1 Engine Type - RECIP-FUEL INJECT Rated Power - 300 HP Itinerary Last Departure Point SHOWLOW,AZ Destination GLOBE,AZ ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Age - 44 Medical Certi Biennial Flight Review Current - UNK/NR Total Months Since - 0 Make/Mode Aircraft Type - UNK/NR Instrumer VIA UNICOM, THE REFUELER DROVE THE REFUELING FROLL. THE PILOT UNABLE TO STOP BEFORE IMPA IG GEAR IMPACTED THE REFUELING TANK AS THE AI	DESTROYED Fire Crew NONE Pass Other Eng Make/Model - LYCOMING TIO540S1AD Number Engines - 1 Engine Type - RECIP-FUEL INJECTED Rated Power - 300 HP Itinerary ING Last Departure Point SHOWLOW, AZ Destination GLOBE, AZ ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Age - 44 Medical Certificat Biennial Flight Review Fligh Current - UNK/NR Total - Months Since - 0 Make/Model- Aircraft Type - UNK/NR Instrument- VIA UNICOM, THE REFUELER DROVE THE REFUELING TRUC FROLL. THE PILOT UNABLE TO STOP BEFORE IMPACT, A IG GEAR IMPACTED THE REFUELING TANK AS THE AIRCRAF	DESTROYED Fire Crew 0 NONE Pass 0 Other 0 Eng Make/Model - LYCOMING TIO540S1AD ELT Number Engines - 1 Engine Type - RECIP-FUEL INJECTED Rated Power - 300 HP Itinerary ING Last Departure Point SHOWLOW,AZ Destination GLOBE,AZ ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Age - 44 Biennial Flight Review Current - UNK/NR Total - 433 Months Since - 0 Make/Model - 38 Aircraft Type - UNK/NR Instrument - 2 VIA UNICOM, THE REFUELER DROVE THE REFUELING TRUCK ACROSS FROLL. THE PILOT UNABLE TO STOP BEFORE IMPACT, ATTEMPTED GGEAR IMPACTED THE REFUELING TANK AS THE AIRCRAFT CLIMB.	DESTROYED Fire Crew O O O NONE Pass O O Other O O Other O O Eng Make/Model - LYCOMING TIO540S1AD Number Engines - 1 Engine Type - RECIP-FUEL INJECTED Rated Power - 300 HP Itinerary ING Last Departure Point SHOWLOW, AZ Destination GLOBE, AZ ATC/Airspace Type of Flight Plan - NONE Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Age - 44 Biennial Flight Review Flight Time (Hours) Current - UNK/NR Total - 433 Last Aircraft Type - UNK/NR Instrument - 2 Last STOWLOW, AZ Months Since - O Make/Model - 38 Last STOWLOW, AZ Months Since - O Make/Model - 38 Last STOWLOW, AZ Months Since - O Make/Model - 38 Last STOWLOW, AZ Months Type - UNK/NR Instrument - 2 Last STOWLOW, AZ Aircraft Type - UNK/NR VIA UNICOM, THE REFUELER DROVE THE REFUELING TRUCK ACROSS THE RUNWAY FROLL THE PILOT UNABLE TO STOP BEFORE IMPACT, ATTEMPTED TO TAKEOFF GGEAR IMPACTED THE REFUELING TANK AS THE AIRCRAFT CLIMB. AFTER THE	DESTROYED Fire Crew 0 0 0 1 NONE Pass 0 0 0 1 Other 0 0 0 1 Eng Make/Model - LYCOMING TIO540S1AD Number Engines - 1 Engine Type - RECIP-FUEL INJECTED Rated Power - 300 HP Itinerary ING Last Departure Point SHOWLOW, AZ Destination GLOBE, AZ ATC/Airspace Type of Flight Plan - NONE Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Age - 44 Biennial Flight Review Current - UNK/NR Total - 433 Months Since - 0 Make/Model - 38 Minor Fire Crew 0 0 0 1 Minor Stall Warning System ELT Installed/Activated Stall Warning System On AIRPORT Airport Proximity ON AIRPORT Airport Data SHOW LOW MUNICIPAL Runway Ident - 03 Runway Lth/Wid - 3920/ Runway Surface - ASPHALT Runway Status - DRY Age - 44 Biennial Flight Review Flight Time (Hours) Current - UNK/NR Total - 433 Months Since - 0 Make/Model - 38 Last 24 Hrs - 433 Months Since - 0 Make/Model - 38 Last 30 Days- Aircraft Type - UNK/NR Instrument - 2 Last 90 Days- VIA UNICOM, THE REFUELER DROVE THE REFUELING TRUCK ACROSS THE RUNWAY FROLL. THE PILOT UNABLE TO STOP BEFORE IMPACT, ATTEMETED TO TAKEOFF BEFORE GEAR IMPACTED THE REFUELING TANK AS THE AIRCRAFT CLIMB. AFTER THE

File No. - 1553 4/23/85 SHOW LOW, AZ A/C Reg. No. N8275P Time (Lc1) - 1710 MST

Occurrence

ON GROUND COLLISION WITH OBJECT

Phase of Operation

TAKEOFF - INITIAL CLIMB

Finding(s)

- 1. OBJECT VEHICLE
- 2. VISUAL LOOKOUT INADEQUATE AIRPORT PERSONNEL
- 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE AIRPORT PERSONNEL

----Probable Cause----

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

File No 1562 6/28/85 GRAND	CANYON, AZ A/C	A/C Reg. No. N2766Y Time (Lc1) - 0918 MS				Г
-Basic Information						
Type Operating Certificate-ON-DEMAND AI		aft Damage		Injuries		
		TANTIAL	Fatal	Serious 1	Minor	None
Type of Operation -OTHER WORK U		Crev		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	. 0	0	1	0
Accident Occurred During -						
-Aircraft Information						
Make/Model - BELL 206B3	Eng Make/Model - A	11 TSON 250-C20B	EI T	Installed/Act	ho+cvi	- VEC/VE
Landing Gear - SKID				tall Warning S		
Max Gross Wt - 3000	Number Engines - Engine Type - 1	LIDBOCHAET	3	tail warning .	sys tem	- NU
No. of Seats - 4						
NO. Of SeatS - 4	Rated Power -	317 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poir	nt	ON AIR	PORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	LOCAL		GRAND			
Wind Dir/Speed- 120/006 KTS	200/12			Ident - 2	1	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid - 8		150
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface - AS		150
Lowest Ceiling - NONE	Type of Clearance			Status - Di		
Obstructions to Vision- NONE	Type of Crearance Type Apch/Lndg		Rullway	Status - Dr	Κ1	
Precipitation - NONE	Type Apcil/ Lindg					
Condition of Light - DAYLIGHT		FULL STOP				
-Personnel Information						
Pilot-In-Command	Age - 37	Medical Certifica	ate - VALID	MEDICAL-NO WA	AIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ght Time (H	ours)		
COMMERCIAL, CFI	Current - YES	Total -	2750	Last 24 Hr	rs -	2
	Months Since - 1	Make/Mode1-	1500	Last 30 Da	avs-	20
HELICOPTER	Months Since - 1 Aircraft Type - 206	Instrument-	210	Last 90 Da	avs-	60
		21.00.000		Rotorcraf		
Instrument Rating(s) - HELICOPTER						
-Narrative						
ING A MOVIE FILMING FLIGHT, THE HELICOPTER	WAS ACTING AS THE CAMERA	PLATFORM AND FILMIN	IG A FIXED	WING		
CRAFT DURING A STRAIGHT IN APPRAOCH TO THE	AIRPORT, THE PLT OF THE H	HELICOPTER REQUESTED	A RIGHT 1	BO DEGREE		
RN AT MID FIELD TO LAND AT THE NORTH HELIPA	D RAMP AREA. WITNESSES SAV	THE HELICOPTER STA	ART AN 'ABR	UPT CLIMBING		
SHT TURN," THEN YAW AS IT DESCENDED INTO TH	E GROUND. THE HELICOPTER F	COLLED OVER ON TOUCH	DOWN WITH	THE SLOPING		
UND AT THE NORTH AIRPORT BOUNDARY. THE PIL	OT STATED THEREWERE NO MAI	FUNCTIONS OR FAILUR	RES OF THE	HELICOPTER		
THAT HE ENCOUNTERED A "LOSS OF TAIL ROTOR						
	PAGE40					

Time (Lc1) - 0918 MST File No. - 1562 6/28/85 GRAND CANYON, AZ A/C Reg. No. N2766Y Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 1. AIRCRAFT PERFORMANCE - EXCEEDED 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 3. PERFORMANCE DATA - NOT OBTAINED - PILOT IN COMMAND 4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 5. JUDGEMENT - POOR - PILOT IN COMMAND Occurrence #2 ROLL OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. TERRAIN CONDITION - DOWNHILL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,6 Factor(s) relating to this accident is/are finding(s) 2,3,5

DESTRO Fire NONE Eng Make/Model - AL Number Engines - 1	Cre Pas LISON 250-C20B	ELT 1	Injur Serious O O (Installed/Adatall Warning	Minor 0 0 	
Fire NONE Eng Make/Model - AL Number Engines - 1 Engine Type - TU Rated Power -	Cre Pas LISON 250-C20B RBOSHAFT	ew 1 es 1 	0 0 Installed/Ad	0 0 ctivated	0 0
NONE Eng Make/Mode1 - AL Number Engines - 1 Engine Type - TU Rated Power -	Pas LISON 250-C20B RBOSHAFT	ELT 1	0 [nstalled/Ac	0 ctivated	0 - YES/N
Eng Make/Mode1 - AL Number Engines - 1 Engine Type - TU Rated Power -	LISON 250-C20B RBOSHAFT	ELT I	Installed/Ac	ctivated	- YES/N
Number Engines - 1 Engine Type - TU Rated Power -	RBOSHAFT				
Number Engines - 1 Engine Type - TU Rated Power -	RBOSHAFT				
Engine Type - TU Rated Power	RBOSHAFT	St	tall Warnin	g System	- NO
Rated Power -					
Inerary	317 HP				
•					
•					
ast Departure Point		Airport F	roximity		
		OFF AIR	RPORT/STRIP		
PAGE,AZ					
estination		Airport Da	ata		
LOCAL					
				N/A	
		Runway	Status -	N/A	
Type Apch/Lndg	- NONE				
				IVERS/LIM	/IT
		•	•		
		-			2
=		UNK/NR	Last 30	Days-	52
rcraft Type - 206-B		UNK/NR	Last 90	Days-	194
	Multi-Eng -	UNK/NR	Rotorcr	aft -	2337
	C/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg 50 al Flight Review Type Apch - YES This Since - 3	C/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE 50 Medical Certific al Flight Review Flication Trent - YES Total - Total - Total Since - 3 Make/Model- Tocraft Type - 206-B Instrument	Runway C/Airspace Type of Flight Plan - NONE Runway Type of Clearance - NONE Type Apch/Lndg - NONE Medical Certificate - VALID The Flight Review Total - O Total - O Make/Model- UNIK/NP	Runway Ident - Runway Lth/Wid - Runway Surface - Runway Surface - Runway Status - Runway Ident - Runway Status - R	Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Surface - N/A Runway Status - N/A Runway Ident - N/A Runway Status - N/A Runway

File No. - 1552 7/12/85 PAGE.AZ A/C Reg. No. N38942 Time (Lc1) - 1636 MST IN FLIGHT COLLISION WITH OBJECT Occurrence #1 Phase of Operation CRUISE Finding(s) 1. LIGHT CONDITION - DAYLIGHT IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND IMPROPER DECISION, INATTENTIVE - PILOT IN COMMAND 4. VISUAL LOOKOUT - DISREGARDED - PILOT IN COMMAND 5. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND 6. JUDGEMENT - POOR - PILOT IN COMMAND IMPROPER DECISION, PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND 8. DISTANCE - MISJUDGED - 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) 2,4,8

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

File No 1558 7/28/85	POSTON, AZ	A/C Reg. No	, N8133K	T f	me (Lc1) -	2230 MS1	Г
Basic Information							
Type Operating Certificate-AGRIC	ULTURAL AIRCRAFT				Injur		
		SUBSTANTIAL		Fatal	_		
Type of Operation -AERIA		Fire	Crew		0	0	1
Flight Conducted Under -14 CF		NONE	Pass	0	0	0	0
Accident Occurred During -LANDI	NG						
Aircraft Information							
Make/Model - GULFSTREAM-SCHWE	IZER A/C GULFSTEng Make	/Model - P&W R-13	40-AN1	ELT I	nstalled/A	ctivated	- NO -N/
Landing Gear - TAILWHEEL-ALL FI					all Warnin		
Max Gross Wt - 4500	Engine T	vpe - RECIPROC	ATING-CARBUR	ETOR		y	
No. of Seats - 1			P				
Environment/Operations Information Weather Data	Itinerary			Airport P	roximity		
Wx Briefing - NO RECORD OF B		rture Point			PORT/STRIP		
Method - N/A	POSTON			011 721	, 511121		
Completeness - N/A	Destination			Airport Da	ta.		
Basic Weather - VMC	LOCAL	•		A II POI C DE			
Wind Dir/Speed- 335/015 KTS				Dunway	Ident -	N/A	
Visibility - 20.0 SM	_	_			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	ATC/Airspace				Surface -		
		light Plan - NONE				* .	
Lowest Ceiling - NONE		learance - NONE		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch	/Lndg - FORC	ED LANDING				
Precipitation - NONE							
Condition of Light - NIGHT(
Personnel Information							
Pilot-In-Command	Age - 29	Medic	al Certifica			WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	ht Time (Ho	ours)		
COMMERCIAL	Current	- YES T	otal -	3200	Last 24	Hrs -	7
SE LAND	Months Since	e - 12 M	ake/Mode1-	1000	Last 30	Days-	140
	Aircraft Ty	e - 12 M pe - A-36 I	nstrument-	14	Last 90	Days-	250
Instrument Rating(s) - NONE	:						
Instrument Rating(s) - NONE							
Narrative							
E PLT REPORTED WEATHER CONDITIONS DU	IRING THE NIGHT AFRIAL A	PPLICATION FLT WE	RE "CLEAR AN	D WINDS OF	15 KTS WIT	H GUSTS	
20 KTS. AFTER THREE UNSUCCESSFUL AT							
O LOW AND SLOW" WHILE TURNING FOR AN							
TTLED TOWARD THE GROUND, THE PLT TRI							
ETTLED TOWARD THE GROUND, THE PLT TRI							
THE DUMP GATE AFTER THE ACCIDENT RE					NACITONAL I	ESITING	
THE DUMP GATE AFTER THE ACCIDENT RE	VEALED THAT IT WURKED W	III FULL CUNIKUL	HANDLE MUVEM	CINI.			
		E44					
	-PAG	_ 					

File No 15	58 7/28/85 POSTON, AZ	A/C Reg. No. N8133K	Time (Lcl) - 2230 MST
	LOSS OF CONTROL - IN FLIGHT MANEUVERING - AERIAL APPLICATION		
2. AIRSPEED - NOT	T - NOT ATTAINED - PILOT IN COMMAND MAINTAINED - PILOT IN COMMAND T CORRECTED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Finding(s) 4. LOAD JETTISON -	NOT ATTAINED - PILOT IN COMMAND		
Occurrence #3 Phase of Operation	NOSE OVER LANDING - FLARE/TOUCHDOWN		
Probable Cause			
	rtation Safety Board determines that the	Probable Cause(s) of this accide	ent

 -Basic Information Type Operating Certificate-NONE (GENERA 		ft Damage		Inju		
	DESTRO		Fatal	Serious		None
Type of Operation -INSTRUCTIONA		Crew		0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	NONE	Pass	0	1	0	0
-Aircraft Information						
Make/Model - BEECH 76	Eng Make/Mode1 - Li			Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2			tall Warni	ng System	- YES
Max Gross Wt - 3900		CIPROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power -	180 HP				
-Environment/Operations Information	*******		4 4 3 3 3 3 3 3 3 3 3 3	D.,		
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point BAKERSFIELD,CA	ι	ON AIR	PURI		
Completeness - N/A	Destination		Airport D	2+2		
Basic Weather - VMC	LOCAL		MINTER			
Wind Dir/Speed- 240/007 KTS	EGGAE				- 30	
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid		150
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface		
Lowest Ceiling - NONE	Type of Clearance				- UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg					
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 61	Medical Certifica			O WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H	•	4 1100	•
COMMERCIAL,CFI SE LAND,ME LAND	Current - UNK/NF Months Since - O	Make/Model-			4 Hrs - O Davs-	3 74
SE LAND, ME LAND	Aircraft Type - UNK/NF			Last 9	-	142
	Africiant Type - UNK/N	Multi-Eng -		Last	O Days	142
		Marti Liig	3303			
Instrument Rating(s) - AIRPLANE						
-Narrative						
ACCIDENT OCCURRED DURING A MULTI-ENIGNE T	RAINING FLIGHT. A WITNESS	STATED HE OBSERVED	THE ACFT	INITIATED .	A	
GLE ENGINE GO AROUND AT ABOUT 50 FEET ABOV						
LIED TO THE RIGHT ENGINE. HE FURTHER STATE	D THAT THE AIRCRAFT CONTINU	JED WITH WINGS LEVE	L AND NO P	ITCH UP OR		

Time (Lc1) - 1435 PST File No. - 1571 2/28/85 SHAFTER, CA A/C Reg. No. N6705T Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI) 2. AIRCRAFT HANDLING - IMPROPER - DUAL STUDENT Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 3. OBJECT - BUILDING(NONRESIDENTIAL) 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

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

-Basic Information						
Type Operating Certificate-NONE (GENERAL		t Damage		Injur		
	SUBSTA		Fatal	Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew Pass	-	0	0	1 2
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	U	O	U	2
Make/Model - PIPER PA-28-160	Eng Make/Model - LY	COMING 0-320-B2B	ELT	Installed/	ctivated	- YES/N
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnir	ng System	- YES
Max Gross Wt - 2200	Engine Type - RE	CIPROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power -	160 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Point		OFF AI	RPORT/STRIF	•	
Method - TELEPHONE	PORTERVILLE, CA					
Completeness - WEATHER NOT PERTINENT	Destination		Airport Da			
Basic Weather - VMC	SPRINGVILLE, CA			RANCH	26	
Wind Dir/Speed- CALM	ATO /Admonoso				· 36	
Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Plan	_ VED		Lth/Wid - Surface -		. 8
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE		- TRAFFIC PATTERN	Rullway	Status	DKI	
Precipitation - NONE	Type Apcily Liliag	FULL STOP			•	
Condition of Light - DAYLIGHT		1022 3101				
Pilot-In-Command	Age - 20	Medical Certifica	te - VALID	MEDICAL -NO	WATVERS	/I TMTT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			,
PRIVATE	Current - YES	Total -		Last 24	Hrs -	2
SE LAND						25
	Months Since - 23 Aircraft Type - C-150	Make/Model- Instrument-	16	Last 90	Days-	75
Instrument Rating(s) - NONE						
Narrative TER OVERFLYING THE UNCHARTED, PRIVATE AIRST LY ABOUT 900 FT OF THE RWY WAS USABLE. AFTE MAINING AVAILABLE STRIP, SO HE ATTEMPTED TO RRAIN BEYOND A SMALL VALLEY AT THE END OF TH NDOW ABOUT 600 YARDS FROM THE LANDING AREA.	R TOUCHING DOWN, THE PLT RE GO AROUND. THE ACFT BECAME	ALIZED THE ACFT CO AIRBORNE, BUT IT	ULD NOT BE WOULD NOT (STOPPED ON OUTCLIMB R	N THE SING	

File No. - 1548 5/05/85 SPRINGVILLE, CA A/C Reg. No. N5166W Time (Lc1) - 1350 PDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 3. ABORTED LANDING 4. GO-AROUND - DELAYED - PILOT IN COMMAND 5. TERRAIN CONDITION - RISING 6. OBJECT - TREE(S) 7. CLEARANCE - NOT ATTAINED -Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 8. TERRAIN CONDITION - OPEN FIELD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

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

File No 1560 6/22/85	A/C Reg.	A/C Reg. No. N3800F Time (Lc1) - 1315				T 	
-Basic Information							
Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Da				uries	
		SUBSTANTIA	_	Fatal	Serious		None
Type of Operation -PERSON		Fire	Crew		0	0	1
Flight Conducted Under -14 CFF		NONE	Pass	0	0	0	1
Accident Occurred During -LANDIN	G 						
-Aircraft Information							
Make/Model - GREAT LAKES 2T-14	-2 Eng Make/I	Model - LYCOMI	NG AEI0-360			/Activated	
Landing Gear - TAILWHEEL-ALL FI)		gines - 1		S	tall Warn	ing System	- NO
Max Gross Wt - 1800	Engine Typ		FUEL INJECTED				
No. of Seats - 2	Rated Power	er - 180) HP				
-Environment/Operations Information-							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Depar	ture Point		ON AIR	PORT		
Method - TELEPHONE	HAYWARD,	CA					
Completeness - UNK/NR	Destination			Airport D	ata		
Basic Weather - VMC	UKIAH,CA			PARRET	T FIELD		
Wind Dir/Speed- 170/005 KTS				Runway	Ident	- 34	
Visibility - 15.0 SM	ATC/Airspace					- 3217/	
Lowest Sky/Clouds - CLEAR		ight Plan - VF				- ASPHALT	
	T OVERCAST Type of Cle			Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/		AFFIC PATTERN				
Precipitation - NONE		FL	ILL STOP				
Condition of Light - DAYLIGH	IT						
-Personnel Information							
Pilot-In-Command	Age - 26	Med	lical Certifica			NO WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight			ht Time (H			
PRIVATE	Current	- YES				24 Hrs -	. 2
SE LAND	Months Since	- 14	Make/Model- Instrument-	122	Last	30 Days- U	-
•	Aircraft Type	e - UNK/NR	Instrument-	0	Last	90 Days-	25
Instrument Rating(s) - NONE							
ING A VFR CROSS COUNTRY FLT, WX COND	ATTIONS ALONG THE BOLLTE	THOUSED THE DI	T TO DIVERT TO	THE ANGWE	N ADDT A	ETED AN	
RELT TO OBTAIN WIND INFORMATION FROM							
PROACH AND TOUCHDOWN. SHORTLY AFTER							
WINGTIP ON (A) RUNWAY LIGHT WHILE (
GREES AT 10 KTS WITH GUSTS TO 20 KTS.							
REES AT 5 KTS.	THE SESSEST STRICTAL W.	A REFORTING ST	712014 (10 14M W	LUIT KLIOK		170	
NEED AT O MID.							
	PAGE	50					
	PAGE	30			· · ·		

File No. - 1560 6/22/85 ANGWIN, CA A/C Reg. No. N3800F Time (Lc1) - 1315 PDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 2. OBJECT - RUNWAY LIGHT 3. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

----Probable Cause----

Basic Information Type Operating Certificate-NONE (G	PENEDAL AVITATION)	Admonast Doma			Tmds		
Type Operating Centificate-None (G	ENERAL AVIATION)	Aircraft Dama	ge	Fatal	Serious	ries Minor	None
Type of Operation -PERSONA		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR	91	NONE	Pass	0	0	0	2
Accident Occurred During -							
Aircraft Information							
Make/Model - CESSNA 180		Model - CONTINEN	TAL O-47OR		Installed/		
Landing Gear - TAILWHEEL-ALL FIXE		gines - 1	4.T.T.NO. O.4.D.D.N.D.		tall Warni	ng System	- YES
Max Gross Wt - 2800 No. of Seats - 4	Engine ly Rated Pow	pe - RECIPROC er - 230 H		ETUR			
NO. 01 Seats - 4	Rated POW	er - 230 n	r 				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRI Method - N/A		ture Point		ON AIR	PURI		
Completeness - N/A	APPLE VA Destination	•		Airport D	2+9		
Basic Weather - VMC	MURRIETA			THOMPS			
Wind Dir/Speed- 310/012 KTS	MORRIETA	, 0.1				- 18	
Visibility - 10.0 SM	ATC/Airspace	!			Lth/Wid		40
Lowest Sky/Clouds - 12000 F1		ight Plan - NONE		Runway	Surface	- DIRT	
Lowest Ceiling - 18000 F1		earance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/	Lndg - TRAF	FIC PATTERN				
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)			al Certifica	te - VALID ht Time (H		AIVERS/LI	MII
PRIVATE	Biennial Flight Current		otal -	•	•	24 Hrs -	2
SE LAND, ME LAND		- 1 M	ake/Mode1-		Last 3		15
GLIDER	Aircraft Typ		nstrument-		Last 9		25
			ulti-Eng -				
Instrument Rating(s) - AIRPLA	INE						
Narrative							
HE CONCLUSION OF A PERSONAL CROSS CO			DE 4 114BB 1.4	1.D. T. 1.O. A.F.T.F.	B WILLIAM T	· · · -	

File No. - 1561 6/23/85 A/C Reg. No. N2451F Time (Lc1) - 1701 PDT MURRIETA.CA

Occurrence #1

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

Finding(s)

- 1. GROUND LOOP/SWERVE INADVERTENT PILOT IN COMMAND
- 2. REMEDIAL ACTION INADEQUATE PILOT IN COMMAND

----Probable Cause----

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

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

Minor O O Activated ng System	None 1 0 I - YES/N 1 - YES
Minor 0 0	1 0
0 0 	1 0
Activated	 I - YES/N
Activated ng System	 I - YES/N I - YES
Activated ng System	I - YES/N I - YES
Activated ng System	I - YES/N I - YES
ng System	- YES
- 30	
- 5000/	
- ASPHALT	
- DRY	
AIVERS/LI	MIT
4 Hrs -	1
0 Days-	19
O Days-	27
	WAIVERS/LI 24 Hrs - 30 Days- 90 Days-

File No. - 1563

6/30/85 THERMAL, CA

A/C Reg. No. N18387

Time (Lc1) - 1955 PDT

Occurrence

MAIN GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

- 1. GEAR RETRACTION INADVERTENT USE PILOT IN COMMAND
- 2. IN-FLIGHT PLANNING/DECISION POOR PILOT IN COMMAND
- 3. PROCEDURES/DIRECTIVES NOT FOLLOWED PILOT IN COMMAND
- 4. JUDGEMENT POOR PILOT IN COMMAND

----Probable Cause----

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

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

File No 1549 7/02/85 CORON	A,CA	A/C Reg.	No. N5658F		Time (Lc1)	- 1545 F	TOT
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Da	nage	Fatal		uries Minor	None
Type of Operation -BANNER TOW		Fire	Cnow		Ser rous	Millior O	
Flight Conducted Under -14 CFR 91		ON GROUND	Crew Pass		0	0	0
Accident Occurred During -CRUISE		ON GROUND	0the	_	ő	1	2
Aircraft Information							
Make/Model - MAULE M-6-180			NG 0-360-C1F				d - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Eng				Stall Warn	ing Syste	m - YES
Max Gross Wt - 2400	Engine Type	e - RECIPR	CATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power	r - 180	HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departo CHINO,CA	ure Point		OFF A	IRPORT/STR	IP	
Completeness - N/A	Destination			Airport I	Data		
Basic Weather - VMC	CHINO, CA			•			
Wind Dir/Speed- 230/010 KTS				Runway	/ Ident	- N/A	
Visibility - 7.0 SM	ATC/Airspace				/ Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flig	ght Plan - NO	NE		Surface	* .	
Lowest Ceiling - NONE	, · · · · · · · · · · · · · · · · · · ·	arance - NO			/ Status	•	
Obstructions to Vision- HAZE	Type Apch/Li					,	
Precipitation - NONE	. , , , , , , , , , , , , , , , , , , ,		-				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 38	Med	ical Certifica	te - VALII	MEDICAL-	WAIVERS/L	.IMIT
Certificate(s)/Rating(s)	Biennial Flight Re	eview	Flig	ht Time (I	Hours)		
COMMERCIAL	Current	- YES	Total -	496	Last	24 Hrs -	4
SE LAND, ME LAND	Months Since	- 2	Make/Mode1-	79	Last	30 Davs-	UNK/NR
	Aircraft Type		Instrument-	38	Last	90 Days-	79
	, ,		Multi-Eng -	8		•	
Instrument Rating(s) - NONE							
RING A BANNER TOWING MISSION, THE ACFT WAS	ORSEDVED ELVING AT	LOW ALT NEAD	CALTEODNIA ST	ATE EDEEW	V of Acc	ODDING	
WITNESSES, THE BANNER COLLIDED WITH POWER							
PEED. THE BANNER & TOW CABLE/ROPE RELEASED F							
EPORTED THAT WHEN THE BANNER HIT THE POWER L							1
							•
FF TO ITS LEFT & DESCENDED INTO THE PATH OF							
HE DESCENT WHEN IT IMPACTED THE FREEWAY. THE							
EHICLE WITHOUT INJURY; HOWEVER, THEIR SON, w							
HE ACFT & TRACTOR WERE DESTROYED BY IMPACT & R TOWING EQUIPMENT PRIOR TO THE COLLISION WI			A MECHANICAL	MALFUNCIII	טו אדום ור	E ACFI	

File No 15	49 7/02/85	CORONA, CA	A/C Reg.	No. N5658F	Time (Lcl) - 1545 PDT
Occurrence #1 Phase of Operation		ION WITH OBJECT			
	ON - HIGH OBSTRUCT RANSMISSION DE - NOT MAINTAINE CISION,VISUAL/AURA	ION(S) D - PILOT IN COMMAN L PERCEPTION - PILO DT IN COMMAND	OT IN COMMAND		
Occurrence #2 Phase of Operation		ION WITH OBJECT			
Finding(s) 7. AIRSPEED(VMC) - 8. STALL - UNCONTR 9. REMEDIAL ACTION	OLLED -				
Occurrence #3 Phase of Operation	DESCENT - UNCONT	ROLLED			
Occurrence #4 Phase of Operation	ON GROUND COLLIS	ION WITH OBJECT			
Finding(s) 10. OBJECT - VEHICL					
Probable Cause					
The National Transpois/are finding(s) 4,		rd determines that	the Probable Cause	(s) of this acc	:1dent
Factor(s) relating t	o this accident is	/are finding(s) 1,2	2,3,5		

Flight Conducted Under Accident Occurred During	PERSONAL 14 CFR 91	N) Aircraft MINOR Fire NONE	Damage Crew Pass	Fatal 1 O	Injuri Serious O O		None 0 0
Type of Operation -F Flight Conducted Under - Accident Occurred During -TAircraft Information	PERSONAL 14 CFR 91	MINOR Fire	Crew	1	Serious O	Minor O	0
Flight Conducted Under Accident Occurred DuringAircraft Information	14 CFR 91	Fire		1	0	0	0
Flight Conducted Under Accident Occurred DuringAircraft Information	14 CFR 91				-		-
Accident Occurred During			1 433	Ü	· ·	0	
							Ŭ
	Er	ng Make/Model - LYCO	MING 10-360-A3B6D	ELT In	stalled/Ac	tivated ·	- YES/N
Landing Gear - TRICYCLE-RET		umber Engines - 1			11 Warning		
Max Gross Wt - 2740		ngine Type - RECI	P-FUEL INJECTED		J	•	
No. of Seats - 4	Ra	ated Power - 2	00 HP				
Environment/Operations Informa	ation						
Weather Data	Itine	erary		Airport Pr	oximity		
9		st Departure Point		OFF AIRP	ORT/STRIP		
Method - N/A	:	SAME AS ACC/INC					
Completeness - N/A		tination		Airport Dat	а		
Basic Weather - VMC		AUBURN, CA		ANTIOCH			
Wind Dir/Speed- 200/013 K					dent -		
Visibility - 20.0		Airspace			th/Wid -		33
Lowest Sky/Clouds - 19					urfac e -		
Lowest Ceiling - No		pe of Clearance -		Runway S	tatus -	N/A	
Obstructions to Vision- NO		pe Apch/Lndg -	NONE				
Precipitation - NO	ONE						
Condition of Light - N:	IGHT(DARK)						
Personnel Information							
Pilot-In-Command	Age -		edical Certificat				
Certificate(s)/Rating(s)	Biennial	Flight Review	Fligh	t Time (Hou	rs)		
PRIVATE		ent - UNK/NR					
SE LAND	Monti	ns Since - UNK/NR	Make/Model- UN	K/NR	Last 30	Days- UNI	C/NR
	Airc	raft Type - UNK/NR	Instrument-	U	Last 90	Days- UNI	K/NR
Instrument Rating(s) -	AIRPLANE						
SE LAND Instrument Rating(s) -	Airc	hs Since - UNK/NR raft Type - UNK/NR	Make/Model- UN Instrument-	K/NR O	Last 30 Last 90	Days- UNI Days- UNI	

File No. - 1546 7/10/85 ANTIOCH,CA A/C Reg. No. N2O1HU Time (Lc1) - 2220 PDT

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF

Finding(s)

1. LIGHT CONDITION - DARK NIGHT

- 2. VISUAL LOOKOUT POOR -
- IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION PILOT IN COMMAND
- 4. 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) 3,4

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

File No 1559 7/23/85 ANZA,	CA A/C Reg	. No. N876C		Time (Lc1)	- 1400 P	DT
-Basic Information Type Operating Certificate-NONE (GENERA					uries	
	SUBSTANT		Fatal			
Type of Operation -PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	. 0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - STINSON 108-3	Eng Make/Model - FRAN	KLIN 6A4-165-B3	EL1	Installed	i/Activate	d - YES/YE
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			Stall Warr	ing Syste	m - YES
Max Gross Wt - 2200	Engine Type - RECI	PROCATING-CARBURE				
No. of Seats - 4	Rated Power - 1	65 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	t Proximity	,	
Wx Briefing - NO RECORD OF BRIEFING	•			IRPORT/ST		
Method - N/A	CORONA.CA		• • • • •			
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	BORREGO VALLEY,CA		хро. с			
Wind Dir/Speed- 320/008 KTS	BORNEGO TALLET, OA		Runwa	av Ident	- N/A	
Visibility - 5.0 SM	ATC/Airspace			v Lth/Wid		
Lowest Sky/Clouds - PART OBS	Type of Flight Plan -	NONE		y Surface		
Lowest Ceiling - NONE	Type of Clearance -			y Status		
Obstructions to Vision- HAZE		FORCED LANDING	Kulline	y status		EGETATION
Precipitation - NONE	Type Apcily Eliag	ORCED EARDING			rizari v	EGETATION
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command		edical Certifica			-NO WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	nt Time (
PRIVATE	Current - YES				24 Hrs -	2
SE LAND	Months Since - 2	Make/Mode1-			30 Days-	9
	Aircraft Type - 108-3	Instrument-	2	Last	90 Days-	30
Tmatmumant Dation(a) NONE						
Instrument Rating(s) - NONE						
	IDCDAFT EXPEDIENCED FILE EXUA	HETTON FOR HINDER	TERMINER	DEACONS AL	ID NOSED	
						т
	A SOFT SAND AND SCRUB BRUSH C	OVERED AREA. PRI	OR TO DE	PARTURE OF	THE FLIGH	т
	A SOFT SAND AND SCRUB BRUSH C THE PILOT SAID HE CONFIRMED A	OVERED AREA. PRIC	OR TO DEF F 37 GALI	PARTURE OF LONS. ACCO	THE FLIGH	
Narrative PING A CROSS COUNTRY PERSONAL FLIGHT, THE A RE DURING THE SUBSEQUENT FORCED LANDING IN MEASURED STRAIGHT LINE DISTANCE OF 75 NM) PLT, THE FLT WAS AIRBORNE FOR ABOUT 50 MI	A SOFT SAND AND SCRUB BRUSH C THE PILOT SAID HE CONFIRMED A NUTES WHEN THE "ENGINE QUIT."	OVERED AREA. PRIO FUEL QUANTITY OF DOCUMENTS PRODUC	DR TO DEF F 37 GALI CED BY TH	PARTURE OF LONS. ACCO HE PILOT ES	THE FLIGH RDING TO STABLISHED	
	A SOFT SAND AND SCRUB BRUSH C THE PILOT SAID HE CONFIRMED A NUTES WHEN THE "ENGINE QUIT." DEPARTURE AIRPORT ON THE DAY	OVERED AREA. PRICE FUEL QUANTITY OF DOCUMENTS PRODUCTOR THE ACCIDENT	OR TO DEF F 37 GALI CED BY TH . EXAMINA	PARTURE OF LONS. ACCO HE PILOT ES ATION OF TI	THE FLIGH RDING TO STABLISHED HE AIRCRAF	
Narrative RING A CROSS COUNTRY PERSONAL FLIGHT, THE A ER DURING THE SUBSEQUENT FORCED LANDING IN MEASURED STRAIGHT LINE DISTANCE OF 75 NM) PLT, THE FLT WAS AIRBORNE FOR ABOUT 50 MI AT 19 GALLONS OF FUEL WERE PURCHASED AT THE THE ACCIDENT SITE BY FAA INSPECTORS REVEAL	A SOFT SAND AND SCRUB BRUSH C THE PILOT SAID HE CONFIRMED A NUTES WHEN THE "ENGINE QUIT." DEPARTURE AIRPORT ON THE DAY ED NO FUEL IN THE TANKS AND O	OVERED AREA. PRIC FUEL QUANTITY OF DOCUMENTS PRODUC OF THE ACCIDENT NLY ABOUT A TEAS	OR TO DEF F 37 GALI CED BY TH . EXAMINA POON FULI	PARTURE OF LONS. ACCO HE PILOT ES ATION OF TI L IN THE S	THE FLIGH RDING TO STABLISHED HE AIRCRAF YSTEM	т
-Narrative ING A CROSS COUNTRY PERSONAL FLIGHT, THE A R DURING THE SUBSEQUENT FORCED LANDING IN MEASURED STRAIGHT LINE DISTANCE OF 75 NM) PLT, THE FLT WAS AIRBORNE FOR ABOUT 50 MI T 19 GALLONS OF FUEL WERE PURCHASED AT THE	A SOFT SAND AND SCRUB BRUSH C THE PILOT SAID HE CONFIRMED A NUTES WHEN THE "ENGINE QUIT." DEPARTURE AIRPORT ON THE DAY ED NO FUEL IN THE TANKS AND O NSPECTORS REPORTED NO EVIDENC	OVERED AREA. PRIC FUEL QUANTITY OF DOCUMENTS PRODU OF THE ACCIDENT NLY ABOUT A TEAS E OF FUEL LEAKAG	OR TO DEF F 37 GALI CED BY TH . EXAMINA POON FULI E OR STA	PARTURE OF LONS. ACCOI HE PILOT ES ATION OF TI L IN THE SI INS ON THE	THE FLIGH RDING TO STABLISHED HE AIRCRAF YSTEM UNDERLYIN	т

File No 15	59 7/23/85 ANZA,CA	A/C Reg. No. N876C	Time (Lc1) - 1400 PDT
	LOSS OF POWER(TOTAL) - NON-MECHANICAL CRUISE - NORMAL		
Finding(s) 1. FLUID,FUEL - EXP	HAUSTION		
Occurrence #2 Phase of Operation			
Finding(s) 2. TERRAIN CONDITION	ON - NONE SUITABLE		
Probable Cause	•-		
The National Transports/are finding(s) 1,2	rtation Safety Board determines that the	Probable Cause(s) of this accide	ent

Eng Make/Mode Number Engine Engine Type Rated Power Itinerary Last Departure OXNARD,CA INENT Destination LOCAL ATC/Airspace SCATTERED Type of Flight		Crew Pass 	O O ELT In: Sta OR Airport Pro	stalled/Acili Warning oximity ORT/STRIP	Minor 0 2 	0 0 YES/YE
Eng Make/Mode Number Engine Engine Type Rated Power Itinerary Last Departure OXNARD,CA INENT Destination LOCAL ATC/Airspace SCATTERED Type of Flight	SUBSTANTIAL ire NONE	Crew Pass 	O O O ELT In: Sta OR Airport Pro OFF AIRPO	Serious 1 1 1 stalled/Ac 11 Warning oximity ORT/STRIP	Minor 0 2 	0 0 YES/YE
Eng Make/Mode Number Engine Engine Type Rated Power Itinerary Last Departure OXNARD,CA INENT Destination LOCAL ATC/Airspace SCATTERED Type of Flight	NONE 1 - LYCOMING (1 - RECIPROCAT - 150 HP	Pass)-320-E2D TING-CARBURET	ELT In: Sta OR Airport Pro OFF AIRPO	i stalled/Ac il Warning covimity ORT/STRIP	2 :tivated -	O YES/YE
Eng Make/Mode Number Engine Engine Type Rated Power Itinerary Last Departure OXNARD,CA INENT Destination LOCAL ATC/Airspace SCATTERED Type of Flight	1 - LYCOMING (s - 1 - RECIPROCAT - 150 HP)-320-E2D TING-CARBURET	ELT Ins Sta OR Airport Pro OFF AIRPO	stalled/Ac 11 Warning oximity ORT/STRIP	:tivated -	 YES/YE
Eng Make/Mode Number Engine Engine Type Rated Power Itinerary Last Departure OXNARD,CA INENT Destination LOCAL ATC/Airspace SCATTERED Type of Flight	- LYCOMING (s - 1 - RECIPROCAT - 150 HP)-320-E2D TING-CARBURET	ELT In: Sta OR Airport Pro OFF AIRPO	stalled/Acili Warning oximity ORT/STRIP	tivated -	
Number Engine Engine Type Rated Power Itinerary Last Departure OXNARD,CA INENT Destination LOCAL ATC/Airspace SCATTERED Type of Flight	S - 1 - RECIPROCAT - 150 HP	ING-CARBURET	Sta OR Airport Pro OFF AIRPO	ll Warning oximity ORT/STRIP		
Number Engine Engine Type Rated Power Itinerary Last Departure OXNARD,CA INENT Destination LOCAL ATC/Airspace SCATTERED Type of Flight	S - 1 - RECIPROCAT - 150 HP	ING-CARBURET	Sta OR Airport Pro OFF AIRPO	ll Warning oximity ORT/STRIP		
Engine Type Rated Power Itinerary Last Departure OXNARD,CA INENT Destination LOCAL ATC/Airspace SCATTERED Type of Flight	- RECIPROCAT	ING-CARBURET	OR Airport Pro OFF AIRPO	oximity ORT/STRIP		
Rated Power Itinerary Last Departure OXNARD,CA INENT Destination LOCAL ATC/Airspace SCATTERED Type of Flight	- 150 HP		Airport Pro	ORT/STRIP		
Itinerary Last Departure OXNARD,CA INENT Destination LOCAL ATC/Airspace SCATTERED Type of Flight			OFF AIRP	ORT/STRIP		
Itinerary Last Departure OXNARD,CA INENT Destination LOCAL ATC/Airspace SCATTERED Type of Flight	Point		OFF AIRP	ORT/STRIP		
Last Departure 0XNARD,CA INENT Destination LOCAL ATC/Airspace SCATTERED Type of Flight	Point		OFF AIRP	ORT/STRIP		
OXNARD,CA INENT Destination LOCAL ATC/Airspace SCATTERED Type of Flight		A				
INENT Destination LOCAL ATC/Airspace SCATTERED Type of Flight		A	irport Data	a		
LOCAL ATC/Airspace SCATTERED Type of Flight						
ATC/Airspace SCATTERED Type of Flight				-		
SCATTERED Type of Flight			Runway I	dent -	N/A	
SCATTERED Type of Flight				th/Wid -		
	Plan - NONE			urface -		
Type of Cleara	nce - NONE			tatus -		
Type Apch/Lndo	- NONE				.,	
. , po po , z as						
Age - 50	Medical	Certificate	- VALID M	EDICAL-WAI	VERS/LIMI	Т
Piennial Elight Davi	6 1.2	E1 iab+	Time (Herri	nn)		
Current -	YES Tot	tal -	667 .	Last 24	Hrs -	2
Months Since -	18 Mak	ke/Mode1-	54	Last 30	Davs-	2
Aircraft Type -	150 Ins	strument-	40	Last 90	Days-	3
NE						
NE 						
	Age - 50 Biennial Flight Revi Current - Months Since - Aircraft Type - NE	Age - 50 Medical Biennial Flight Review Current - YES Tot Months Since - 18 Mak Aircraft Type - 150 Ins	Age - 50 Medical Certificate Biennial Flight Review Flight Current - YES Total - Months Since - 18 Make/Model- Aircraft Type - 150 Instrument-	Age - 50 Medical Certificate - VALID M Biennial Flight Review Flight Time (Hou Current - YES Total - 667 Months Since - 18 Make/Model - 54 Aircraft Type - 150 Instrument - 40 NE	Age - 50 Medical Certificate - VALID MEDICAL-WAI Biennial Flight Review Flight Time (Hours) Current - YES Total - 667 Last 24 Months Since - 18 Make/Model - 54 Last 30 Aircraft Type - 150 Instrument - 40 Last 90 NE	Age - 50 Medical Certificate - VALID MEDICAL-WAIVERS/LIMI Biennial Flight Review Flight Time (Hours) Current - YES Total - 667 Last 24 Hrs - Months Since - 18 Make/Model - 54 Last 30 Days- Aircraft Type - 150 Instrument - 40 Last 90 Days-

File No. - 1557 8/15/85 SANTA PAULA.CA A/C Reg. No. N79504 Time (Lc1) - 1245 PDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 2. JUDGEMENT - IMPROPER - PILOT IN COMMAND 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT Finding(s) 5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5 Factor(s) relating to this accident is/are finding(s) 2,3

Basic Information	NONE (CENERAL A	VIATION)	A	4 Domino			7 1		_	
Type Operating Certificate	-NUNE (GENERAL A	VIAIIUN)	SUBSTA	t Damage		Fatal		uries	s Minor	None
Type of Operation	-PERSONAL		Fire	111111	Crew	0	0	,	0	1
• • • • • • • • • • • • • • • • • • • •	-14 CFR 91		NONE		Pass	Ö	ŏ		ŏ	ó
Aircraft Information										
Make/Model - CESSNA 182	A	Eng Make/	Model - CO	NTINENTAL O-	470 SERI					
Landing Gear - TRICYCLE-F	IXED		gines - 1				tall Warn	ing S	Syst em	- YES
Max Gross Wt - 2650		Engine Ty	•	CIPROCATING-	CARBURET	OR				
No. of Seats - 4		Rated Pow	er -	230 HP			. 			
Environment/Operations Infor	mation									
Weather Data		Itinerary					Proximity			
Wx Briefing - FSS Method - IN PERSO	N	Last Depar PASO ROB				OFF AII	RPORT/STR	IP		
Completeness - WEATHER Basic Weather - VMC	NOT PERTINENT	Destination SANTA PA			A	irport Da	ata			
Wind Dir/Speed- UNK/NR						Runway	Ident	- N/	'Α	
Visibility - 10.0	SM	ATC/Airspace				Runway	Lth/Wid	- N/	'Α	
Lowest Sky/Clouds -		ED Type of F1	ight Plan	- NONE		Runway	Surface	- GR	RAVEL	
Lowest Ceiling -	NONE	Type of C1	earance	- NONE		Runway	Status	- DR	₹Y	
Obstructions to Vision- Precipitation - Condition of Light -	NONE	Type Apch/	Lndg	- FORCED LAN	DING			SN	10W - C	DRY
Personnel Information										
Pilot-In-Command Certificate(s)/Rating(s)		e - 43 ennial Flight		Medical Cer		- VALID Time (Ho		NO WA	\IVERS/	/LIMIT
PRIVATE		Current	- YES			505	Last			2
SE LAND		Months Since Aircraft Typ	- 5	Make/Mo			Last	30 Da	ays-	13
		Aircraft Typ	e - 182A	Instrum	ent-	8	Last	90 Da	ays-	29
Instrument Rating(s)	- NONE									
 Narrative										
NG A CROSS COUNTRY FLT THE A EQUENT FORCED LANDING IN A R FUELING OF THE ACFT. AT THE	IVER BED. THE PL	T SAID 4 HRS A	ND 20 MNS	OF ENGINE RU	N TIME H	AD ELAPSI	D SINCE			
ALLY CHECK THE FUEL LEVEL PR S INDICATED ONE-QUARTER OF A	IOR TO DEPARTURE	. AT THE TIME	OF THE ENG	INE POWER LO	SS, THE	PLT SAID	BOTH FUE			
THE LEFT SYSTEM WAS INCORRE										

File No 1555	8/16/85 	SANTA PAULA,CA	A/C Reg. No. N58798	Time (Lc1) - 1120 PDT
Occurrence #1 Phase of Operation		NT/SYSTEM FAILURE/MALFU	NCTION	
Finding(s) 1. ENGINE INSTRUMENT	S,FUEL QUANTITY	GAGE - FALSE INDICATION		
	CRUISE G/PREPARATION - CALCULATIONS - II - PILOT IN COMMA	IMPROPER - PILOT IN COM MPROPER - PILOT IN COMM ND	AND	
Occurrence #3 Phase of Operation				
Finding(s) 5. OBJECT - TREE(S) 6. TERRAIN CONDITION				
Probable Cause				
The National Transport is/are finding(s) 2	ation Safety Boa	rd determines that the	Probable Cause(s) of this accide	ent ·
Factor(s) relating to	this accident is	/are finding(s) 1,3,4,5	,6	

Basic Information Type Operating Certificate-NONE (G							
Type Operating Certificate-NONE (G							
	ENERAL AVIATION)	Aircraft Damage				ries	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONA		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 182K	Eng Make/Mo	odel - CONTINENT	AL 0-470 SER	IES ELT I	nstalled/	Activated	- YES/YES
Landing Gear - TRICYCLE-FIXED		ines - 1				ng System	
Max Gross Wt - 2800		- RECIPROCA					
No. of Seats - 4	Rated Power			,			
Environment/Operations Information							
Weather Data	Itinerary			Airport F	Provimity		
Wx Briefing - FSS	Last Departi				PORT/STRI	D	
Method - TELEPHONE	MINDEN,NV			OFF AIR	COKI/ SIKI	Г	
Completeness - WEATHER NOT PERT	INENT Destination			Airport Da	+-		
Basic Weather - VMC	WATSONVIL	LE CA		A I POPT D	ita		
Wind Dir/Speed- 220/006 KTS	WAISONVIL	LE, CA		Bunyay	Ident	- N/A	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid		
		what Diam MONE					
Lowest Sky/Clouds - 25000 FT	SCATTERED Type of FIT	gnt Plan - NUNE				- ASPHALT	
Lowest Ceiling - NONE	Type of Clea	arance - NUNE		Runway	Status		
ubstructions to vision- NUNE	Type Apch/Li	ndg - FORCEI	D LANDING			ROUGH	
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 70 Biennial Flight Re	Medica	1 Certificat			/AIVERS/LIM	IT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Re	eview		t Time (Ho			
PRIVATE	Current	- YES To	tal -	819	Last 2	!4 Hrs -	2
SE LAND	Months Since	- 7 Mai	ke/Model- strument-	225	Last 3	O Days-	3
	Current Months Since Aircraft Type	- 182 In:	strument-	123	Last 9	O Days-	6
Instrument Rating(s) - AIRPLA	NF						
Instrument Rating(s) - AIRPLA							
Narrative CUMENTS PROVIDED BY THE PLT ESTABLISHE	D THAT 45.5 GALLONS OF I	FUEL WERE LOADED	ON THE AIRC	RAFT PRIO	2 TO		
PARTURE FROM WATSONVILLE, CALIFORNIA, RAIGHT LINE DISTANCE OF 170 NM, WHERE	THE DAY PRIOR TO THEACC	IDENT. THE FLT F	LEW DIRECT T	O MINDEN,	NEVADA, A		
RMAL PREFLIGHT BUT DID NOT VISUALLY CH							
OST POWER AND STRUCK TREES DURING THE F							
STEM INTEGRITY AND ONLY 2 GALLONS OF F					·		

File No. - 1556 8/16/85 PIONEER,CA

A/C Reg. No. N31690

Time (Lc1) - 1430 PDT

Occurrence #1

LOSS OF POWER(TOTAL) - NON-MECHANICAL

Phase of Operation CRUISE

Finding(s)

1. FUEL SUPPLY - IMPROPER - PILOT IN COMMAND

- . 2. PREFLIGHT PLANNING/PREPARATION IMPROPER PILOT IN COMMAND
- 3. FUEL CONSUMPTION CALCULATIONS IMPROPER PILOT IN COMMAND
- 4. JUDGEMENT POOR PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 5. TERRAIN CONDITION NONE SUITABLE
- 6. OBJECT TREE(S)

----Probable Cause----

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

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

File No 1495 1/19/85	CANON CITY,CO	A/C Reg. No.	N4925M	Tin	ne (Lc1) - 	1850 MST	
Basic Information							
Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage			Injuri		
T == 0.0		SUBSTANTIAL			Serious	Minor	None
Type of Operation -PERSONA		Fire		0	0	1	0
Flight Conducted Under -14 CFR Accident Occurred During -CLIMB	91	NONE	Pas s	.0	0	1	0
Accident occurred buring -climb							
Aircraft Information							•
Make/Model - CESSNA 152	Eng Make	/Model - LYCOMING (7-235-L2C	ELT Ir	nstalled/Ac	tivated -	YES/YES
Landing Gear - TRICYCLE-FIXED	Number E	ngines - 1		Sta	all Warning	System -	- YES
Max Gross Wt - 1670	Engine T	ype - RECIPROCA	ING-CARBURETO			,	
No. of Seats - 2	Rated Po	wer - 110 HP					
Environment/Operations Information							
Weather Data	Itinerary		Δ	irport Pr	roximity		
Wx Briefing - MILITARY	,	rture Point	^	•	PORT/STRIP		
Method - TELEPHONE	•	O SPRNGS.CO		011 7211	OK17		
Completeness - FULL	Destinatio	•	Δi	rport Dat	ta		
Basic Weather - IMC	LOCAL	•					
Wind Dir/Speed- 160/011 KTS				Runway 1	(dent -	N/A	
Visibility - 6.0 SM	ATC/Airspac	e			th/Wid -		
Lowest Sky/Clouds - 1500 FT	Type of F	light Plan - NONE		Runway S	Surface -	N/A	
Lowest Ceiling - 1500 FT	OVERCAST Type of C	learance - NONE		Runway S	Status -	N/A	
Obstructions to Vision- NONE	Type Apch	/Lndg - NONE					
Precipitation - NONE							
Condition of Light - DUSK							
Personnel Information							
Pilot-In-Command	Age - 26	Medica	l Certificate	- VALID N	MEDICAL-NO	WAIVERS/	IMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Flight	Time (Hou	urs)	·	
PRIVATE, COMMERCIAL	Current	- YES To	tal - 19	00	Last 24	Hrs - UN	(/NR
SE LAND	Months Sinc	e - 2 Mai pe - C-152 In:	ke/Model-	15	Last 30	Days- UN	C/NR
HELICOPTER	Aircraft Ty	pe - C-152 In:	strument- UNK/	NR	Last 90	Days- UN	C/NR
		Mu	<e model-<br="">strument- UNK/ lti-Eng - UNK/</e>	NR	Rotorcra	ift -	1860
Instrument Rating(s) - HELICO	PTFR						
Narrative							
E ACFT CONTACTED TREES ON MOUNTAINOUS	TERRAIN AFTER ENCOUNT	ERING IFR WX EN RO	JTE. THE PLT R	EPORTED 1	THAT UPON A	RRIVING	
THE COLORADO SPRINGS AREA AN UNDERCAS	T PREVAILED. HE CONTA	CTED PUEBLO APCH A	ND DENVER CENT	ER AND WA	S ADVISED	THAT	
AMOSA, CO, WAS REPORTING VFR CONDITION							
E PLT SPOTTED AN APRX 5 MILE AREA WHIC							
OUDS WERE ENCOUNTERED. THE PLT THEN AP							
MOUNTAIN.							
	PAG						

File No. - 1495 1/19/85 CANON CITY, CO A/C Reg. No. N4925M Time (Lc1) - 1850 MST IN FLIGHT ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation CRUISE Finding(s) 1. WEATHER CONDITION - CLOUDS 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 3. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation CLIMB Finding(s) 5. OBJECT - TREE(S) 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) 2.3.6

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

Type Operating Certificate-NONE (GENERAL Type of Operation -FERRY Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTA Fire NONE	NTIAL Cre Pas		Serious O		None
Tight Conducted Under -14 CFR 91 Accident Occurred During -LANDING			•	0		
Accident Occurred During -LANDING Craft Information Make/Model - MOONEY M20K	NONE	Pas	s 0	_	1	0
rcraft Information Make/Model - MOONEY M20K				0	0	0
Make/Model - MOONEY M2OK						
• • • • • • • • • • • • • • • • • • • •						
	Eng Make/Model - CO					
anding Gear - TRICYCLE-RETRACTABLE	Number Engines - 1			tall Warni	ing System	- YES
Max Gross Wt ~ 2900		CIP-FUEL INJECTED				
lo. of Seats - 4	Rated Power -	210 HP				
vironment/Operations Information						
ather Data	Itinerary			Proximity		
x Briefing - NO RECORD OF BRIEFING			ON AIR	PORT		
Method - N/A	SANTE FE,NM					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC Wind Dir/Speed- 020/005 KTS	SAME AS ACC/INC		ANIMAS	, Ident	0.4	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid	- 01 - 5000/	50
Lowest Sky/Clouds - 5000 FT	Type of Flight Plan	- NONE	•	•	- ASPHALT	
Lowest Ceiling - 5000 FT BROW			•		- DRY	
Obstructions to Vision- NONE		- TRAFFIC PATTERN		Jacas	D.C.	
Precipitation - NONE	Type Apolly Ellag	FULL STOP	'			
Condition of Light - DAYLIGHT		, , , , , , , , , , , , , , , , , , , ,				
rsonnel Information						
llot-In-Command	Age - 61	Medical Certific	ate - VALID	MEDICAL-V	WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H	lours)		
COMMERCIAL, ATP	Current - YES	Total -	15185	Last 2	24 Hrs -	2
SE LAND, ME LAND	Months Since - 2	Make/Mode1-		Last 3	30 Days- U	NK/NR
	Aircraft Type - UNK/NR			Last 9	90 Days-	103
		Multi-Eng -	10185			
Instrument Rating(s) - AIRPLANE						
rative						
REPORTED THAT PRIOR TO LANDING, THE						
& WAS GUSTY. ALSO, HE SAID THAT WHILE						
RETRACTED THE FLAPS TO ARREST THE SINK						
RWY, DAMAGED THE LANDING GEAR, COLLID						
N THE RWY. AN EXAM OF THE WRECKAGE REV FUEL WAS STILL REMAINING IN THE LEFT :						
FUEL WAS STILL REMAINING IN THE LEFT B MI EAST-SOUTHEAST AT THE LA PLATA ARI						

File No 151	7 7/22/85	DURANGO, CO	A/C Reg. No. N3866H	Time (Lc1) - 1512 MDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TO APPROACH - VFR P	TAL) - NON-MECHANIC ATTERN - BASE TURN	CAL	
Finding(s) 1. WEATHER CONDITIO 2. FLUID, FUEL - STA 3. FUEL TANK SELE	RVATION			
Occurrence #2 Phase of Operation	MANEUVERING - TU	RN TO LANDING AREA	(EMERGENCY)	
Occurrence #3 Phase of Operation				
Finding(s) 4. WEATHER CONDITIO 5. WEATHER CONDITIO 6. TERRAIN CONDITIO 7. TERRAIN CONDITIO	N - HIGH DENSITY N - GROUND N - RUNWAY			
Occurrence #4 Phase of Operation		ION WITH OBJECT		
Finding(s) 8. OBJECT - RUNWAY	LIGHT			
Probable Cause				
The National Transporis/are finding(s) 2,3		rd determines that	the Probable Cause(s) of this accide	ent
Factor(s) relating to	this accident is	/are finding(s) 1.4	1,5,8	

Basic Information Type Operating Certificate-NONE (GENERAL AVIATION) Type of Operation Type of Flight Plan - NONE Type of Clearance - NONE	Minor 0 0 	0 0 - NO -N
Type of Operation -PERSONAL Fire Crew 0 1 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 Accident Occurred During -TAKEOFF Aircraft Information Make/Model - SCHEMPP-HIRTH VENTUS B Eng Make/Model - N/A ELT Installed/A Landing Gear - UNK/NR Number Engines - N/A Stall Warnin Max Gross Wt - 700 Engine Type - N/A No. of Seats - 1 Rated Power - N/A Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Assic Weather - VMC Completeness - N/A Destination Airport Data Basic Weather - VMC Wind Dir/Speed- 180/015 KTS Visibility - 15.0 SM ATC/Airspace Runway Ident - Vysibility - 15.0 SM ATC/Airspace Runway Ident - Cheest Ceiling - NONE Type of Flight Plan - NONE Runway Status - Obstructions to Vision- NONE Type Apch/Lndg - NONE	Minor 0 0 	0 0 - NO -N
Type of Operation -PERSONAL Fire Crew 0 1 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 Accident Occurred During -TAKEOFF Aircraft Information Make/Model - SCHEMPP-HIRTH VENTUS B Eng Make/Model - N/A ELT Installed/A Stall Warnin Max Gross Wt - 700 Engine Type - N/A No. of Seats - 1 Rated Power - N/A No. of Seats - 1 Rated Power - N/AEnvironment/Operations Information Weather Data Itinerary Last Departure Point ON AIRPORT Method - N/A SAME AS ACC/INC Completeness - N/A Destination Destination Basic Weather - VMC LOCAL BLACK FOREST GLID Wind Dir/Speed - 180/015 KTS Visibility - 15.0 SM ATC/Airspace Runway Ident - VISIbility - 15.0 SM ATC/Airspace Runway Ident - Runway Lth/Wid - Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Status - Obstructions to Vision - NONE Type Apch/Lndg - NONE Type Apch/Lndg - NONE Type Apch/Lndg - NONE	0 0 Activated -	0 0 - NO -N
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF Aircraft Information Make/Model - SCHEMPP-HIRTH VENTUS B Landing Gear - UNK/NR Max Gross Wt - 700 No. of Seats - 1 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/015 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Usest Ceiling - NONE Obstructions to Vision- NONE Fing Make/Model - N/A Number Engines - N/A Number Engines - N/A ELT Installed/A Number Engines - N/A Stall Warnin Engine Type - N/A Rated Power - N/A Linerary Last Departure Point SAME AS ACC/INC Destination LOCAL BLACK FOREST GLID Runway Ident - Runway Surface - Runway Surface - Runway Status - Type of Clearance - NONE Runway Status - Type Apch/Lndg - NONE	 Activated -	0 - NO -N
-Aircraft Information Make/Model - SCHEMPP-HIRTH VENTUS B		
Make/Model - SCHEMPP-HIRTH VENTUS B Landing Gear - UNK/NR Number Engines - N/A No. of Seats - 1 Reted Power - N/A No. of Seats - 1 Reted Power - N/A No. of Seats - 1 Reted Power - N/A Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/015 KTS Visibility - 15.0 SM Local Local Local Local Richard Airport Proximity ON AIRPORT Airport Data Local BLACK FOREST GLID Runway Ident - Visibility - 15.0 SM Local Local Local Richard Airport Data Airport Data Local Runway Ident - Visibility - 15.0 SM Local Local Local Runway Ident - Visibility - NONE Type of Flight Plan - NONE Runway Surface - Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - Type Apch/Lndg - NONE		
Landing Gear - UNK/NR Max Gross Wt - 700 No. of Seats - 1 Engine Type - N/A No. of Seats - 1 Rated Power - N/A Penvironment/Operations Information Weather Data Weather Data Wethod - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/015 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Number Engines - N/A Rated Power - N/A Rated Power - N/A Rated Power - N/A Rated Power - N/A Airport Proximity ON AIRPORT SAME AS ACC/INC Destination LOCAL Runway Ident - Type of Flight Plan - NONE Runway Surface - Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - Obstructions to Vision- NONE Type Apch/Lndg - NONE		
Max Gross Wt - 700 No. of Seats - 1 Rated Power - N/A Ritport Proximity ON AIRPORT SAME AS ACC/INC Destination Rinport Data LOCAL BLACK FOREST GLID Runway Ident - Identify Identify Ident - Identify Identif	ng System -	- NO
No. of Seats - 1 Rated Power - N/A Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC Destination Airport Data Basic Weather - VMC LOCAL BLACK FOREST GLID Wind Dir/Speed- 180/015 KTS Visibility - 15.0 SM ATC/Airspace Runway Ident - Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - Obstructions to Vision- NONE Type Apch/Lndg - NONE		
Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL BLACK FOREST GLID Wind Dir/Speed- 180/015 KTS Runway Ident - Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - Obstructions to Vision- NONE Type Apch/Lndg - NONE		
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/015 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Usition- NONE Usest Ceiling - NONE Uset Ceiling - NONE Usest Ceiling - NONE		
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL BLACK FOREST GLID Wind Dir/Speed- 180/015 KTS Runway Ident - Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - Obstructions to Vision- NONE Type Apch/Lndg - NONE		
Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL BLACK FOREST GLID Wind Dir/Speed- 180/015 KTS Runway Ident - Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - Obstructions to Vision- NONE Type Apch/Lndg - NONE		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/015 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Destination LOCAL LOCAL BLACK FOREST GLID Runway Ident - Runway Ident - Runway Lth/Wid - Runway Surface - Type of Clearance - NONE Type Apch/Lndg - NONE		
Basic Weather - VMC LOCAL BLACK FOREST GLID Wind Dir/Speed- 180/015 KTS Runway Ident - Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - Obstructions to Vision- NONE Type Apch/Lndg - NONE		
Wind Dir/Speed- 180/015 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Runway Ident - ATC/Airspace ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Runway Status - Type Apch/Lndg - NONE		
Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - Obstructions to Vision- NONE Type Apch/Lndg - NONE		
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - Obstructions to Vision- NONE Type Apch/Lndg - NONE	- 17	
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - Obstructions to Vision- NONE Type Apch/Lndg - NONE		20
Obstructions to Vision- NONE Type Apch/Lndg - NONE		
	· DRY	
Precipitation - NONF		
Condition of Light - DAYLIGHT		
Personnel Information		
Pilot-In-Command Age - 58 Medical Certificate - VALID MEDICAL-WA	IVERS/LIMI	ĮΤ
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)		
COMMERCIAL Current - YES Total - 1620 Last 24	Hrs - UNK	C/NR
SE LAND Months Since - 3 Make/Model - 28 Last 30		
GLIDER Aircraft Type - UNK/NR Instrument- 12 Last 90) Days-	28
Instrument Rating(s) - NONE		
RING TAKEOFF THE GLIDER LEFT WING TOUCHED THE GROUND. THE GLIDER THEN CARTWHEELED SUSTAINING SUBSTANTIAL DAMA		

File No. - 1497 8/10/85 COLORADO SPRGS,CO A/C Reg. No. N25RN Time (Lc1) - 1430 MDT

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

Finding(s)

1. AIRSPEED - UNCONTROLLED - PILOT IN COMMAND

2. ALTITUDE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

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

File No 1463 9/05/85 ALAMOS	A,CO A/C Reg	J. No. N92240	Time (Lc1) - 1800 MD1	
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft	Damage	Injuries Serious Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE		0 1 0	0 2
Aircraft Information Make/Model - CESSNA 182N Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2950 No. of Seats - 4	Eng Make/Model - CONI Number Engines - 1 Engine Type - RECI	INENTAL 0-470-R EL PROCATING-CARBURETOR 130 HP	T Installed/Activated Stall Warning System	
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 - 15000 FT SCATT	Itinerary Last Departure Point HOLLY,CO Destination ALAMOSA,CO ATC/Airspace ERED Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	Airpor OFF Airport Run Run NONE Run NONE Run	vay Ident - N/A vay Lth/Wid - N/A vay Surface - DIRT vay Status - DRY	
		Medical Certificate - VAL Flight Time Total - 3040 Make/Model- 300 Instrument- UNK/NR	.ID MEDICAL-NO WAIVERS	4 NK/NR 250
Instrument Rating(s) - NONE				
THE ACFT CONTACTED TREES, A FENCE AND A DITCH APPROACHING HIS DESTINATION, THE ENG BEGAN RUN LAND ON THE ROAD AND NOT CONTINUE TO ALAMOSA. FAILURE/MALFUNCTION. LOCAL LAW ENFORCEMENT PER ACCIDENT SITE. THE PLT REFUSED TO SUBMIT TO A PERSONS WHO RESIDED IN A FARM HOUSE NEAR THE A	INING ROUGH AND HE WAS UNABLE POST ACCIDENT INSPECTION AND SOUNCE REPORTED THE PLT APPLIED ALCOHOL TEST. IT WAS ACCIDENT SITE.	E TO CORRECT THE PROBLEM. TESTS DID NOT REVEAL AND THE PROBLEM OF THE PLT NAME OF THE PROBLEM.	. HE THEN DECIDED TO NY MECHANICAL HEIR ARRIVAL AT THE WAS AQUAINTED WITH	
	PAGE74			

File No 146	63 9/05/8 5 ALAMOSA,CO	A/C Reg. No. N92240	Time (Lc1) - 1800 MDT
Occurrence #1 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT LANDING - ROLL		
4. JUDGEMENT - POOF	ON - FENCE LANDING - PERFORMED - PILOT IN COMMAND R - PILOT IN COMMAND H - MISJUDGED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	LOSS OF CONTROL - IN FLIGHT LANDING		
Finding(s) 6. DIRECTIONAL CON	ROL - NOT POSSIBLE - PILOT IN COMMAND		
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN LANDING - ROLL		
Finding(s) 7. TERRAIN CONDITIO			
Occurrence #4 Phase of Operation			
Finding(s) 8. LANDING GEAR - (
Probable Cause			
	rtation Safety Board determines that the F	Probable Cause(s) of this accide	nt

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraf	t Damage		Inj	uries	
•	SUBSTAI	NTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - SKURICH FOCKE-WULF 190					d/Activated	
Landing Gear - TAILWHEEL-RETRACTABLE				tall Warr	ning System	- NO
Max Gross Wt - 1000	Engine Type - RE		ETOR			
No. of Seats - 1	Rated Power -	125 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity	/	
Wx Briefing - UNK/NR	Last Departure Point		ON AIR	PORT		
Method - TELEPHONE	MCCOOK, NE					
Completeness - WEATHER NOT PERTINEN Basic Weather - VMC			Airport D MEADOW			
Wind Dir/Speed- UNK/NR	COLORADOSPRINGS, CO			Ident	- 15	
Visibility - UNK/NR	ATC/Airspace				- 4150/	30
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- VED			- ASPHALT	
Lowest Ceiling - NONE	Type of Clearance			Status	- DRY	
Obstructions to Vision- NONE		- GO AROUND		0 14 140		
Precipitation - NONE	Type Apolly Lines	FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 45	Medical Certifica			NO WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			_
PRIVATE	Current - YES	Total -	350		24 Hrs -	.2
SE LAND	Months Since - 6	Make/Model-	52		30 Days-	15
	Aircraft Type - UNK/NR	Instrument-	0	Last	90 Days-	52
Instrument Rating(s) - NONE						
-Narrative ACFT GROUNDLOOPED TO THE RT DURING AN AT	TEMPTED CO-APOLIND AFTER LAND	THE DIT WAS I	ANDING AT	A APPT WI	rtu	
CH HE WAS UNFAMILAR. HE THOUGHT HE SAW WI						
D-AROUND. THE ACFT FISHTAILED TO THE LEFT						

File No 1574	10/05/85 	FALCON, CO	A/C Reg. No. N190FK	Time (Lcl) - 1000 MDT
	OF CONTROL ING - ROLL	- ON GROUND		
Finding(s) 1. DIRECTIONAL CONTROL - 2. GROUND LOOP/SWERVE -			· ·· · · -	
	COLLAPSED ING - ROLL			
Finding(s) 3. LANDING GEAR,MAIN GEA	R - FAILURE,	PARTIAL		
Probable Cause				
The National Transportatio	n Safety Boa	rd determines that	the Probable Cause(s) of this accide	ent

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

File No 1496 10/06/85 ASPE	N,CO A/C Reg.	No. N2578V	Time (Lc	1) - 1246 MDT	
Basic Information Type Operating Certificate-ON-DEMAND A Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	IR TAXI Aircraft Da SUBSTANTIA Fire NONE		Fatal Serio O O O 2	1	None 0 0
Aircraft Information Make/Model - CESSNA 177RG Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2800 No. of Seats - 4	Eng Make/Model - LYCOMI Number Engines - 1 Engine Type - RECIP- Rated Power - 200			ed/Activated rning System	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINEN Basic Weather - VMC Wind Dir/Speed- 340/011 KTS Visibility - 30.0 SM Lowest Sky/Clouds - 18000 FT SCA Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point GLENWOOD SPRING,CO T Destination COLORADO SPRING,CO ATC/Airspace TTERED Type of Flight Plan - VF Type of Clearance - VF Type Apch/Lndg - FC	A 1 FR FR	Airport Proximi OFF AIRPORT/S Irport Data Runway Ident Runway Lth/Wi Runway Surfac Runway Status	TRIP - N/A d - N/A e - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 28 Med Biennial Flight Review Current - YES Months Since - 4 Aircraft Type - C-150	Total - Make/Model-	Time (Hours) 98 Las 8 Las	L-NO WAIVERS/ t 24 Hrs - t 30 Days- UN t 90 Days-	1
Instrument Rating(s) - NONE	AN ALT LOWER THAN THE SUMMIT, E	ENCOUNTERED DOWNDR	RAFT WIND CURRE	NTS AND WAS	

10/06/85 File No. - 1496 ASPEN, CO A/C Reg. No. N2578V Time (Lc1) - 1246 MDT LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation CLIMB Finding(s) 1. TERRAIN CONDITION - MOUNTAINOUS/HILLY 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 3. CLIMB - NOT POSSIBLE - PILOT IN COMMAND 4. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY IN FLIGHT COLLISION WITH TERRAIN Occurrence #3 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - MOUNTAINOUS/HILLY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4 Factor(s) relating to this accident is/are finding(s) 1.3

File No 1465 6/30/85 HARTF	ORD,CT A/C F	eg. No. N48251	Ti 	me (Lc1) -	1300 ES1	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Injur	ies	
	SUBSTA	NTIAL	Fatal	Serious	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						
Make/Model - CESSNA 152	Eng Make/Model - Li			nstalled/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			all Warnin	g System	- YES
Max Gross Wt - 1670	Engine Type - RE		ETOR			
No. of Seats - 2	Rated Power -	110 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport P	•		
Wx Briefing - NO RECORD OF BRIEFING			ON AIRP	ORT		
Method - N/A	HARTFORD, CT					
Completeness - N/A	Destination		Airport Da			
Basic Weather - VMC	LOCAL		BRAINAR		000	
Wind Dir/Speed- 010/009 KTS	ATO/Almanaga		Runway		20R	450
Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Plan	- NONE		Lth/Wid - Surface -		150
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Clearance				DRY	
Obstructions to Vision- NONE	Type Of Creat ande		Kariway	5 ta tas		
Precipitation - NONE	Type Apoli, Ling	STOP AND GO				
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 32	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (Ho	ours)	•	
STUDENT	Current - N/A	Total -	17	Last 24	Hrs - Ul	NK/NR
	Months Since - N/A	Make/Model-	17	Last 30	Days- U	NK/NR
	Aircraft Type - N/A	Instrument-	0	Last 90	Days-	12
Instrument Rating(s) - NONE						
Narrative						
E ACFT NOSED OVER FOLLOWING A LOSS OF CONTR	OI DURING LANDING THE STU	FNT PLT STATED THE	ACET ROUNC	ED THREE T	TMES	
TOUCHDOWN. THE PROPELLER THEN CONTACTED TH				1		
TOOCHDOWN: THE PROPEEEER THEN CONTACTED TH	IL NWI AND THE ACT HOSED O	LK.				

File No. - 1465 6/30/85 HARTFORD, CT A/C Reg. No. N48251 Time (Lc1) - 1300 EST Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. FLARE - IMPROPER - PILOT IN COMMAND 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT.LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND LOSS OF CONTROL - IN FLIGHT Occurrence #2 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND 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

File No 1519 1/14/85 F1	MYERS,FL	A/C Reg. I	No. N9383X	1	Time (Lcl) -	- 1415 EST	Γ
Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Dar			Injur		
-		SUBSTANTIA		Fatal		Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under 14 CFR 9		NONE	Pass	0	0	0	0
Accident Occurred During -TAXI							
Aircraft Information							
Make/Model - CESSNA 182E	Eng Make/	Model - CONTIN	ENTAL 0-470-R	ELT	Installed/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-FIXED		gines - 1			Stall Warnir		
Max Gross Wt - 2800	Engine Ty		DCATING-CARBURE			.9 -,	
No. of Seats - 4	Rated Pow			.,			
Environment/Operations Information							
Weather Data	Itinerary			Ainmont	Proximity		
Wx Briefing - NO RECORD OF BRIEF		tuna Daint		ON AIF			
Method - N/A				UN AIF	RFUKI		
- · · · · · · · · · · · · · · · · · · ·	FT. MYER	•			.		
Completeness - N/A	Destination			Airport [Jata		
Basic Weather - VMC	LOCAL			PAGE			
Wind Dir/Speed- 230/008 KTS						- N/A	
Visibility - 10.0 SM	ATC/Airspace				/ Lth/Wid -		
Lowest Sky/Clouds - 3500 FT		ight Plan - NO			Surface -		
	VERCAST Type of C1		NE	Runway	/ Status -	- N/A	
Obstructions to Vision- NONE	Type Apch/	Lndg - NOI	NE				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 68	Med	ical Certificat	TIAV - e	MEDICAL-WA	TVFRS/LTI	MIT
Certificate(s)/Rating(s)	Biennial Flight			nt Time (11 () () () ()	
PRIVATE	Current	- YES	Total -	511		4 Hrs - Ul	NK /ND
SE LAND	Months Since		Make/Model-	106	Lact 20	1 Davie - 11	NIZ /NID
JE CAND		e - UNK/NR	Instrument- UN	IV /ND	Last 90	Days- U	ALV IAK
	Aircraft Typ	e - UNK/NK		NK/NK	Last 90	Juays-	W AND
			Multi-Eng - UN	NK/NR	ROTORCI	raft - UI	NK/NR
Instrument Rating(s) - NONE							
Narrative						_	
E PLT REPORTED THAT AFTER HE HAD STARTE	THE ENG, THE ACFT B	EGAN MOVING OU	T OF THE TIE-DO	OWN POSIT	ION. WHEN HE	Ē	
PLIED BRAKES, THE RIGHT BRAKE FAILED. H	ATTEMPTED TO STOP B	Y USING THE PAR	RKING BRAKE, BL	JT THE PAI	RKING BRAKE		
NDLE BROKE OFF. SUBSEQUENTLY, THE ACFT I	HIT THREE PARKED ACFT	BEFORE COMING	TO A STOP. THE	OTHER A	CFT WERE A		
CKWELL COMMANDER, N1059J: A CESSNA 150.	N8387G: & A PIPER PA	28-140, N6915	W. AN EXAM OF T	THE BRAKE	SYS REVEALE	ED	
AT THE RIGHT BRAKE PADS WERE COMPLETELY	WORN.						
•							

1/14/85 ' A/C Reg. No. N9383X File No. - 1519 FT MYERS, FL Time (Lc1) - 1415 EST

Occurrence

AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation TAXI

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - WORN

- 2. LANDING GEAR, NORMAL BRAKE SYSTEM FAILURE, PARTIAL
- 3. LANDING GEAR, EMERGENCY BRAKE SYSTEM FAILURE, TOTAL
- 4. PARKING BRAKES
- 5. DIRECTIONAL CONTROL NOT POSSIBLE -

----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 1458 3/22/85 OKEEC	HOBEE,FL A/C Re	g. No. N5867L	Τ.	ime (Lc1) -	1855 EST	
Basic Information						
Type Operating Certificate-NONE (GENERA				Injur		
T 6 0 11	SUBSTAI		Fata1	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pass	0	0	0	1
Administration of the control of the						
Aircraft Information Make/Model - GRUMMAN AA-5	E Malla /Malla 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1		F. T.		_ 4 4 4 4	VEC /VEC
Landing Gear - TRICYCLE-FIXED	Eng Make/Model - LYO			Installed/A tall Warnin		
Max Gross Wt - 2200	Number Engines - 1 Engine Type - REG	:IPROCATING-CARBURE		tali warnin	g System	- YES
No. of Seats - 4		150 HP	IUK			
Environment/Operations Information						
Weather Data	Itinerary		Airport F	Proximity		
Wx Briefing - FSS	Last Departure Point			RPORT/STRIP		
Method - ACFT RADIO	LAKELAND.FL			, •		
Completeness - WEATHER NOT PERTINENT			Airport Da	ata		
Basic Weather - VMC	FORT PIERCE,FL					
Wind Dir/Speed- 240/006 KTS	, , , , , , , , , , , , , , , , , , , ,		Runway	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE		STRAIGHT-IN		_		
Precipitation - NONE	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	FORCED LANDING				
Condition of Light - DUSK						
Personnel Information						
Pilot-In-Command	Age - 66	Medical Certificat			IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	nt Time (Ho			
PRIVATE	Current - YES		O 7 /	Last 24	–	5
SE LAND	Months Since - 8	Make/Mode1-	163	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/NR		374	Last 30 Last 90 Rotorcr	Days-	24
		Multi-Eng - UN	IK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE						
Narrative						
ILE IN CRUISE FLT THE PLT PLACED THE ACFT I						
HE LIGHT WAS ACTUALLY A SPACE VEHICLE WHICH						
ROM THE ACFT'S POSITION. DURING THE DIVE THE						
JRFACES WHICH BEGAN TO FLUTTER AFTER LEVEL F		FULLUWING EMERGENC	Y LANDING	IN A FLD,	THE ACF	
TRUCK A FENCE POST AND NOSED UP, COLLAPSING	THE NUSE LANDING GEAR.					

File No. - 1458 3/22/85 OKEECHOBEE, FL A/C Reg. No. N5867L Time (Lc1) - 1855 EST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation DESCENT - EMERGENCY Finding(s) 1. IDENTIFICATION OF AIRCRAFT VISUALLY - IMPROPER - PILOT IN COMMAND 2. AIRSPEED(VMO) - EXCEEDED - PILOT IN COMMAND 3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND 4. FLIGHT CONTROL SURFACES/ATTACHMENTS - OVERLOAD 5. FLIGHT CONTROL SURFACES/ATTACHMENTS - FLUTTER Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 6. OBJECT - FENCE ----Probable Cause----

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

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

Landing Gear - TAILWHEEL-ALL FIXED Number End Max Gross Wt - 1800 Engine Ty No. of Seats - 2 Rated Power Environment/Operations Information Weather Data Itinerary	ngines - 1 ype - REC wer rture Point ACC/INC	TIAL	Crew Pass 2E RBURETOR Air	Sta	Serious 0 0 nstalled/ all Warni roximity DRT	0 0 	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF Aircraft Information Make/Model - BELLANCA 8GCBC Eng Make/ Landing Gear - TAILWHEEL-ALL FIXED Number Er Max Gross Wt - 1800 Engine Ty No. of Seats - 2 Rated Pow Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Depar Method - N/A SAME AS Completeness - N/A Destination	Fire NONE /Model - LYCO ngines - 1 ype - REC wer rture Point ACC/INC	 OMING 0-320-C IPROCATING-CA	Crew Pass 2E RBURETOR Air	O O ELT Ir Sta	O O O nstalled/ all Warni covimity ORT	0 0 	1 0
Accident Occurred During -TAKEOFF Aircraft Information Make/Model - BELLANCA 8GCBC Eng Make/ Landing Gear - TAILWHEEL-ALL FIXED Number Er Max Gross Wt - 1800 Engine Ty No. of Seats - 2 Rated Pow Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Depar Method - N/A SAME AS Completeness - N/A Destination	/Model - LYCOngines - 1 ype - RECower	 OMING 0-320-C IPROCATING-CA	2E RBURETOR 	ELT Ir Sta	nstalled/ all Warns roximity DRT	Activate	 ed - YES/N
Aircraft Information Make/Model - BELLANCA 8GCBC Eng Make/ Landing Gear - TAILWHEEL-ALL FIXED Number Er Max Gross Wt - 1800 Engine Ty No. of Seats - 2 Rated Pow Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Depar Method - N/A SAME AS Completeness - N/A Destination	ngines - 1 ype - REC wer rture Point ACC/INC	IPROCATING-CA	RBURETOR Air 0	Sta port Pr	all Warni		
Make/Model - BELLANCA 8GCBC Eng Make/ Landing Gear - TAILWHEEL-ALL FIXED Number Engine Ty Max Gross Wt - 1800 Engine Ty No. of Seats - 2 Rated Pow Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Depar Method - N/A SAME AS Completeness - N/A Destination	ngines - 1 ype - REC wer rture Point ACC/INC	IPROCATING-CA	RBURETOR Air 0	Sta port Pr	all Warni		
Landing Gear - TAILWHEEL-ALL FIXED Number Er Max Gross Wt - 1800 Engine Ty No. of Seats - 2 Rated Pow Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Depar Method - N/A SAME AS Completeness - N/A Destination	ngines - 1 ype - REC wer rture Point ACC/INC	IPROCATING-CA	RBURETOR Air 0	Sta port Pr	all Warni		
Max Gross Wt - 1800 Engine Ty No. of Seats - 2 Rated Pow Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Depar Method - N/A SAME AS Completeness - N/A Destination	ype - REC: wer - rture Point ACC/INC	IPROCATING-CA	RBURETOR Air 0	port Pr	oximity ORT	ing Syst	em - UNK/N
No. of Seats - 2 Rated Power R	wer - rture Point ACC/INC		Air 0	N AIRPO	DRT		
Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Depar Method - N/A SAME AS Completeness - N/A Destination	rture Point ACC/INC	160 HF	O	N AIRPO	DRT		
Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Depar Method - N/A SAME AS Completeness - N/A Destination	ACC/INC		O	N AIRPO	DRT		
Wx Briefing - NO RECORD OF BRIEFING Last Depar Method - N/A SAME AS Completeness - N/A Destination	ACC/INC		O	N AIRPO	DRT		
Method - N/A SAME AS Completeness - N/A Destination	ACC/INC		_				
Completeness - N/A Destination			Airp	ort Dat			
•	•		7 1 P				
			P	ANAMA C			
Wind Dir/Speed- 220/013 KTS					dent	- 32	
Visibility - 6.0 SM ATC/Airspace	e _.		R	lunway l	th/Wid	- 6008	/ 150
Lowest Sky/Clouds - 2500 FT SCATTERED Type of F1						- ASPHA	LT
	learance -		R	Runway S	Status	- DRY	
Obstructions to Vision- HAZE Type Apch/	/Lndg -	NONE					
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command Age - 50 Certificate(s)/Rating(s) Biennial Flight		Medical Certi	ficate - Flight Ti			WAIVERS/	CIMII
COMMERCIAL.ATP Current	- YES	Total				24 Hrs -	4
SE LAND, ME LAND Months Since		Make/Mode				30 Davs-	
Aircraft Typ		Instrumen				O Days-	
		Multi-Eng	- 2820)		-	
Instrument Rating(s) - AIRPLANE							
Narrative							
PLT STATED THAT WHILE TAKING OFF IN A X-WIND HE LOST CONTR	ROL OF THE A	CFT. THE ACFT	CONTACTE	D THE L	IP OF A	LARGE	
NAGE DITCH, CARTWHEELED 180 DEGS TO THE RIGHT AND CRASHED							

File No 146	9 6/0 8/8 5	PANAMA CITY, FL	A/C Reg. No. N53925	Time (Lcl) - 1302 EDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - TAKEOFF - GROUND			
		ED - PILOT IN COMMAND NOT MAINTAINED - PILO	T IN COMMAND	
Occurrence #2 Phase of Operation	ON GROUND COLLISI TAKEOFF - GROUND			
Finding(s) 3. TERRAIN CONDITIO	N - DITCH			
Probable Cause	-			
The National Transporis/are finding(s) 1,2		d determines that the	Probable Cause(s) of this accide	ent

File No 1405 6/11/85 WA	BASSO,FL A/C F	A/C Reg. No. N2603C Time (Lc1) - 1235 EDT				
Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION) Aircraí	t Damage		Injur	ies	
		INTIAL	Fatal	Serious		None
Type of Operation -INSTRUCTI		Crew	0	0	1	0
Flight Conducted Under -14 CFR 61	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA-38-112		COMING 0-235-L2C		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warning	g System	- YES
Max Gross Wt - 1670		CIPROCATING-CARBURE	TOR			
No. of Seats - 2	Rated Power -	112 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Point	t	OFF AI	RPORT/STRIP		
Method - TELEPHONE	VERO BEACH, FL					
Completeness - WEATHER NOT PERTIN			Airport Da	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 140/012 KTS					N/A	
Visibility - 7.0 SM	ATC/Airspace .			Lth/Wid -		
	CATTERED Type of Flight Plan			Surface -	•	
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	DRY	
Obstructions to Vision- UNK/NR Precipitation - UNK/NR	Type Apch/Lndg	- FURCED LANDING				
Condition of Light - DAYLIGHT						
Personnel Information	4	Maddan 1 0 1 6 1 1	- VAL TD	MEDICAL NO	WATVEDS /	****
Pilot-In-Command Certificate(s)/Rating(s)	Age - 23	Medical Certificat			WAIVERS/	LIMII
STUDENT	Biennial Flight Review Current - N/A	Total -	t Time (Ho	Last 24	Una -	3
STODENT	Months Since - N/A	Make/Model-		Last 30	–	
	Aircraft Type - N/A	Instrument-		Last 90		18
	ATTOTAL TYPE N/A	This cramerre	4	Last 50	bays	10
Instrument Rating(s) - NONE						
Narrative						
E ACFT NOSED OVER DURING A FORCED LANDIN						
AT WHEN PWR WAS REDUCED TO 1500 RPM IN P						
WAS NOT ABLE TO REGAIN PWR AND THE FORCE						
ICH WOULD HAVE RESULTED IN A PWR LOSS. T	HE IEMP WAS 90 DEG F AND THE [JEW PUINT WAS /5 DEG	D F WHEN	THE ACCIDEN	ı	
CURRED.						

File No 14	05 6/11/85 WABASSO,FL	A/C Reg. No. N2603C	Time (Lc1) - 1235 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHAN	ICAL	
	BURETOR - ICE NNING/DECISION - IMPROPER - PILOT II E OF PROCEDURE,LACK OF TOTAL EXPERI		
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation			
Finding(s) 4. TERRAIN CONDITI	ON - SOFT		
Probable Cause			
The National Transpois/are finding(s) 1,		t the Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is/are finding(s) 4		·

File No 1404 6/11/85	KISSIMMEE,FL	A/C Reg. No			1me (Lc1) - 		,
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Dama	ge		Injur		
T	••	SUBSTANTIAL	_	Fatal		Minor	None
Type of Operation -PERSON Flight Conducted Under -14 CFR		Fire	Crew	0	0	0	1
Accident Occurred During -LANDIN		NONE	Pass	.0	0		0
Aircraft Information							
Make/Mode1 - LAKE AIRCRAFT LA-		Model - LYCOMING	IO-360-A1B		Installed/A		
Landing Gear - TRICYCLE-RETRACTA		gines - 1		S	tall Warnin	g System	- UNK/N
Max Gross Wt - 2690	Engine Ty _l						
No. of Seats - 4	Rated Power	er - 200 H	p 				
Environment/Operations Information-							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BR				OFF AI	RPORT/STRIP		
Method - N/A	SAME AS						
Completeness - N/A	Destination			Airport D	a ta		
Basic Weather - VMC	SAVANNAH	,FL			-		
Wind Dir/Speed- 170/006 KTS						N/A	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 4000 F					Surface -		
Lowest Ceiling - 25000 F Obstructions to Vision- NONE		earance - NONE		Runway	Status -	DRY	
	Type Apch/	Lnag - FURC	ED LANDING				
Precipitation - NONE Condition of Light - DAYLIGH	7						
Personnel Information							
Pilot-In-Command	Age - 32		al Certificat				
Certificate(s)/Rating(s)	Biennial Flight			nt Time (H			
PRIVATE			otal -	852	Last 24	Hrs - U	NK/NR
SE SEA		- UNK/NR M		4	Last 30	Days- U	NK/NR
	Aircraft Typ		nstrument-				
		M	ulti-Eng - UN	NK/NR	Rotorcr	aft - U	NK/NR
Instrument Rating(s) - NONE							
-Narrative							
PLT STATED THAT JUST AFTER TAKEOFF.	AT ABOUT 800 FT ALT TH	E ENG LOST PWR.	HE THEN MADE	AN EMERG	LANDING IN	A FLD	
THE ACFT STRUCK A DITCH DURING THE	LANDING ROLL. POST ACCI	DENT EXAMINATION	REVEALED BOT	TH MAGNETO	CASES WERE	CRACKED	
THE #1 CLY FUEL INJECTOR NOZZLE WAS	CLOGGED.						

6/11/85	KISSIMMEE,FL	A/C Reg. No. CGIBB	Time (Lc1) - 1445 EDT
	RTIAL) - MECH FAILURE,	/MALF	
	AL)		
	ICY		
	ON WITH TERRAIN		
DN - DITCH			
	LOSS OF POWER(PAR CLIMB ,MAGNETO - CRACKED ECTOR - BLOCKED(TOT FORCED LANDING DESCENT - EMERGEN	LOSS OF POWER(PARTIAL) - MECH FAILURE, CLIMB MAGNETO - CRACKED ECTOR - BLOCKED(TOTAL) FORCED LANDING DESCENT - EMERGENCY ON GROUND COLLISION WITH TERRAIN LANDING - ROLL	LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF CLIMB MAGNETO - CRACKED ECTOR - BLOCKED(TOTAL) FORCED LANDING DESCENT - EMERGENCY ON GROUND COLLISION WITH TERRAIN LANDING - ROLL ON - DITCH

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

asic Information						_	
Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Dama		Fata1	Injur Serious		None
Type of Operation -BANNER T Flight Conducted Under -14 CFR 9	·OW	Fire	Crew	0	1 0	0	0
	11	NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT							
ircraft Information					_		
Make/Model - CESSNA 150J		Model - LYCOMING		ELT I	nstalled/A	ctivated	- YES/Y
Landing Gear - TRICYCLE-FIXED		gines - 1			all Warnin	g System ·	- YES
Max Gross Wt - 1600 No. of Seats - 2	Engine Ty Rated Pow	pe - RECIPROC ver - 150 H)R			
	Rated POW	rer - 150 n	r 				
nvironment/Operations Information							
eather Data	Itinerary		,		roximity		
Wx Briefing - NO RECORD OF BRIE Method - N/A				OFF AIR	PORT/STRIP		
Completeness - N/A	NEW SMYR Destination		A -	irport Da	+-		
Basic Weather - VMC	LOCAL	l	A	irport ba	ita		
Wind Dir/Speed- 270	EOGAL			Runway	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace	!			Lth/Wid -		
Lowest Sky/Clouds - 2000 FT					Surface -		
Lowest Ceiling - 10000 FT		earance - NONE			Status -		
Obstructions to Vision- NONE		'Lndg - NONE					
Precipitation - RAIN SHOW	IERS						
Condition of Light - DAYLIGHT							
ersonnel Information Pilot-In-Command	Age - 27	مالم وقف	ol Combisions	VAL TO	MEDICAL NO	WATVEDC/I	TMTT
Centificate(s)/Pating(s)	Biennial Flight		al Certificate Flight	Time (Ho		WAIVERS/	T IMIT I
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI	Current	- YFS T	otal - IINK	'NR	last 94	Hrs -	8
SE LAND, ME LAND, SE SEA, ME SEA	Months Since	- YES T - 10 M	otal - UNK, ake/Model- 14	170	Last 30	Days- UN	K/NR
,,,	Aircraft Typ	e - UNK/NR I	nstrument- UNK,	NR	Last 90	Days- UN	K/NR
		· M	ulti-Eng - UNK,	'NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLAN	I E						
arrative							
PERFORMING A BANNER TOWING FLIGHT T OL OF THE ACFT. HE STATED HE JETTISO							
	INIED THE RANNED JUST F	REFORE IMPACT BUT	STILL COULD NO	II CONTRO	H THE ACET	THE	

File No. - 1451 6/12/85 NEW SMYRNA BCH, FL A/C Reg. No. N51261 Time (Lc1) - 1230 EDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - TURBULENCE (THUNDERSTORMS) 2. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND 3. WEATHER CONDITION - HIGH WIND 4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

is/are finding(s) 2,4

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

 Basic Information Type Operating Certificat 		TAYT	Aircraft Dama	200		Injur	105	
Name of Carrier		COTERS	SUBSTANTIAL	age	Fatal			None
Type of Operation	-NON SCHED.DOME	STIC.PASSENGER	Fire	Crew	0		0	3
Type of Operation Flight Conducted Under	-14 CFR 135		NONE	Pass	ō	0 0	ō	1
Accident Occurred During								
-Aircraft Information								
Make/Model - AEROSPATI			lode1 - TURBO M	ECA ARTOUSTE 1				
Landing Gear - TRICYCLE-	FIXED	Number Eng		A F.T	Si	all Warnin	g System ·	- UNK/NI
Max Gross Wt - 4960 No. of Seats - 5		Rated Powe	e - TURBOSH					
NO. OF Seats - 5		Rated Powe	er - 562 l	7P 				
-Environment/Operations Info Weather Data	ormation	Itinerary			Airport F)navimitu		
Wx Briefing - FSS		Last Depart	una Baint			PORT/STRIP		
Method - TELEPHO	NF	SPRING HI			OFF AIR	CFURI/ SIRIF		
Completeness - FULL)/4L	Destination	LL, 1 L		Airport Da	ıta		
Basic Weather - VMC		GAINESVIL	LE.FI		A 11 por t ot			
Wind Dir/Speed- 200/005	KTS		,.		Runway	Ident -	N/A	
Visibility - 10.0	SM	ATC/Airspace			Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds -			ght Plan - NON			Surface -		
	- 10000 FT OVERCA				Runway	Status -	DRY	
Obstructions to Vision-		Type Apch/L	ndg - FOR	CED LANDING				
Precipitation								
Condition of Light	· NIGHI (DARK)							
-Personnel Information Pilot-In-Command	٨	ge - 33	Medi	cal Certificat	te - VALID	MEDICAL-NO	WATVERS/	ITMIT
Certificate(s)/Rating(s		iennial Flight R			nt Time (Ho			
COMMERCIAL			- YES	Total -	3861	Last 24	Hrs -	2
SE LAND		Months Since Aircraft Type	- 6	Make/Model- Instrument- Multi-Eng -	324	Last 30	Days- UN	K/NR
HELICOPTER		Aircraft Type	- 316B	Instrument-	120	Last 90	Days-	75
				Multi-Eng -	24	Rotorcr	aft -	3661
<pre>Instrument Rating(s)</pre>								
PLT OF THE HELICOPTER ON A	U ON DEMAND ATD T	AVI MEDEVAC ELT	ENCOUNTEDED DE	TEDIODATING W	(CONDITIO	MTTA CIAA SI	EDTEN	
			A TREE CAUSING					

File No. - 1494 6/13/85 SILVER SPRINGS,FL A/C Reg. No. N49550 Time (Lc1) - 0026 EDT

Phase of Operation

IN FLIGHT COLLISION WITH OBJECT CRUISE

Finding(s)

Occurrence #1

- 1. WEATHER CONDITION RAIN
- 2. FLIGHT INTO KNOWN ADVERSE WEATHER CONTINUED PILOT IN COMMAND
- 3. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND
- 4. TERRAIN CONDITION TREE(S)
- 5. DOOR, EXTERIOR CREW DISCONNECTED
- 6. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD FAILURE, TOTAL

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

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Dama	ıae		Injur	ies	
,,,p= op================================		SUBSTANTIAL	.9-	Fata1	•		None
Type of Operation -PERSONA		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR		 NONE 	Pass	0	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - PIPER PA-24-250		e/Model - LYCOMING	0-540-A1A5		Installed/A		
Landing Gear - TRICYCLE-RETRACTAB		Engines - 1			tall Warnin	g System	- YES
Max Gross Wt - 2800	Engine		CATING-CARBURET	JR .			
No. of Seats - 4	Rated P	ower - 250 H	1P ·				
Environment/Operations Information							
Weather Data	Itinerary		ļ		Proximity		
Wx Briefing - NO RECORD OF BRI		arture Point		ON AIR	PORT		
Method - N/A	SI. PE Destinati	TERSBURG, FL	A	irport D			
Completeness - N/A Basic Weather - IMC	=	S ACC/INC	А	OPA-LO			
Wind Dir/Speed- 230/009 KTS	SAME A	3 ACC/ INC				18L	
Visibility - 1.000 SM	ATC/Airspa	ce			Lth/Wid -		244
Lowest Sky/Clouds - 500 FT					Surface -		
Lowest Ceiling - 800 FT		Clearance - TRAI		Runway	Status -	WET	
Obstructions to Vision- UNK/NR		h/Lndg - STR/					
Precipitation - RAIN SHO	WERS	FULI	. STOP				
Condition of Light - NIGHT(DA	KK <i>)</i> 						
Personnel Information							
Pilot-In-Command	Age - 40		cal Certificate				
Certificate(s)/Rating(s) COMMERCIAL,ATP,FLT ENG	Biennial Fligh Current		Filght Total - 2	Time (H		Hrs -	4
SE LAND, ME LAND	Months Sin	- UNK/NR	Make/Model-IINK	/NR	last 30	Davs- UN	
SE EARD, ME EARD	Aircraft T	ice - UNK/NR I	Make/Model- UNK Instrument- UNK	/NR	Last 90	Days- UN	K/NR
			Multi-Eng - UNK	/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLA	NE						
Narrative							
PLT WAS LANDING AFTER A X-COUNTRY FL	T WHEN THE RIGHT WIN	IG & THE PROP CONTA	ACTED THE RWY.	THE PLT	STATED THAT		
GEAR HAD COLLAPSED DURING A GO-AROUN							
IT MAIN GEAR. NO GEAR MALFUNCTION OR							

File No. - 1511 6/25/85 OPA LOCKA,FL A/C Reg. No. N9165P Time (Lc1) - 0515 EDT

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. PROCEDURES/DIRECTIVES NOT FOLLOWED PILOT IN COMMAND
- 2. IMPROPER USE OF PROCEDURE, QUALIFICATION PILOT IN COMMAND
- 3. LIGHT CONDITION DARK NIGHT
- 4. FLARE IMPROPER PILOT IN COMMAND

----Probable Cause----

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

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

File No 1483 6/	26/85 DAYTONA	BEACH, FL A/C	Reg. No.	N5744W 	T	ime (Lc1)	- 1930 EDT	
Basic Information Type Operating Certificat	e-NONE (GENERAL A		aft Damage	.		Inju		
			TANTIAL		Fataî			None
Type of Operation	-PERSONAL	Fire		Crew	0	0	0	1
Flight Conducted Under Accident Occurred During		NONE		Pass	0	0	0	0
Aircraft Information								
Make/Model - PIPER PA-		Eng Make/Model - I		D-320-B		Installed/		
Landing Gear - TRICYCLE-	FIXED	Number Engines -				tall Warni	ng System	- YES
Max Gross Wt - 2200				TING-CARBURE	TOR			
No. of Seats - 4		Rated Power -	160 HP					
Environment/Operations Info	ormation							
Weather Data		Itinerary	_			Proximity		
<u> </u>	ORD OF BRIEFING	Last Departure Poi	nt		ON AIR	PORT		
Method - N/A		SAME AS ACC/INC			A	-4-		
Completeness - N/A Basic Weather - VMC		Destination SAME AS ACC/INC			Airport D	CREEK		
Wind Dir/Speed- 130/008	R KTC	SAME AS ACC/ INC			_		- 23	
Visibility - 15.0		ATC/Airspace				Lth/Wid		100
Lowest Sky/Clouds -			n - NONE				- ASPHALT	
		Type of Clearance					- DRY	
Obstructions to Vision-	- NONE	Type Apch/Lndg	- TRAFF	IC PATTERN	•			
Precipitation -			TOUCH	AND GO				
Condition of Light	· DAYLIGHT							
Personnel Information	_							
Pilot-In-Command		ge - 41	Medica	Certificat			AIVERS/LIM	11
Certificate(s)/Rating(s) STUDENT	В	iennial Flight Review Current - N/A	To	Filgr tal -	nt Time (F 48		4 Hrs -	1
STODENT		Months Since - N/A		ke/Mode1-	20	Last 2	4 mrs -	IK /NID
		Aircraft Type - N/A		strument-	4	Last 2 Last 3 Last 9	O Days ON O Days-	5
		All clair Type N/A	211.	o er amerre	•	2001 3	o bays	Ü
Instrument Rating(s)	- NONE							
Narrative								
STUDENT PLT HAD BEEN PRACTI	CING TOUCH AND G	D LANDINGS. ON HIS THIR	D LANDING	. HE PERMITT	ED TOO ST	EEP AN APC	H AND	
NOSE GEAR CONTACTED THE RWY								

File No. - 1483 6/26/85 DAYTONA BEACH,FL A/C Reg. No. N5744W Time (Lc1) - 1930 EDT

Occurrence #1
Phase of Operation

HARD LANDING

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TAILWIND

- 2. FLARE DELAYED PILOT IN COMMAND
- 3. GO-AROUND NOT PERFORMED PILOT IN COMMAND
- 4. RECOVERY FROM BOUNCED LANDING IMPROPER PILOT IN COMMAND

Occurrence #2 NOSE 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) 2,3,4

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

Type of Operation -INSTRUCTIONAL Fire Crew 0 0 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 O Accident Occurred During -DESCENT Aircraft Information Make/Model - PIPER PA-44-180 Englines - 2 Stall Warning System - YES Max Gross Wt - 3800 Engline Type - RECIPROCATING-CARBURETOR Stall Warning System - YES Max Gross Wt - 3800 Engline Type - RECIPROCATING-CARBURETOR Stall Warning System - YES Max Gross Wt - 3800 Engline Type - RECIPROCATING-CARBURETOR Stall Warning System - YES Max Gross Wt - 3800 Engline Type - RECIPROCATING-CARBURETOR Stall Warning System - YES Stall Warn	Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damag	je		Injur	ries	
Flight Conducted Under			SUBSTANTIAL				Minor	None
Accident Occurred During	Type of Operation -INSTRUCTI	ONAL		Crew	O	0	O	2
Aircraft Information Make/Model - PIPER PA-44-180 Landing Gear - TRICYCLE-RETRACTABLE Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3800 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 - 300/006 KTS Wisibility - 10.0 SM Lowest Sky/Clouds - 10000 FT SCATTERED Type of Flight Plan - NONE Lowest Sky/Clouds - NONE Obstructions to Vision- NONE Obstructions to Vision- Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND, ME LAND Eng Make/Model - LYCOMING 0-360-E1A6D ELT Installed/Activated - YES Stall Warning System - YES Airport Proximity ON AIRPORT Airport Data Airport Data Airport Data Airport Data Airport Data Airport Data DAYTONA BEACH REGIONAL Punway Lth/Wid - 7500/ 150 Runway Lth/Wid - 7500/ 150 Runway Lth/Wid - 7500/ 150 Runway Status - DRY Obstructions to Vision- NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type of Clearance - NONE Runway Status - DRY Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT OCHING (CHING) Flight Time (Hours) Commission - None Flight Time (Hours) Airport Poximity ON AIRPORT			NONE	Pass	0	0	0	0
Make/Model - PIPER PA-44-180 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3800 No. of Seats - 4 Engines - 2 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Engines - 2 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed - 300/006 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 10000 FT SCATTERED Type of Clearance Obstructions to Vision- NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL, CFI SE LAND, ME LAND Eng Make/Model - LYCOMING 0-360-E1A6D ELT Installed/Activated - YES Stall Warning System - YES Stall W								
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3800 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 300/006 KTS Usibility - 10.0 SM Lowest Sky/Clouds - 10000 FT SCATTERED Type of Flight Plan - NONE Lowest Sky/Clouds - 10000 FT SCATTERED Type of Flight Plan - NONE Obstructions to Vision- NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND Instrument Rating(s) - AIRPLANE Stall Warning System - YES Engine Type - RECIPROCATING-CARBURETOR Rated Power - 180 HP Airport Proximity ON AIRPORT		Ena Make	-/Model - LYCOMING	U-360-E146D	FIT	Installed//	lctivated	- VES/I
Max Gross Wt - 3800		Number I	Engines - 2	U-300 E 1A0D	LL'S	tall Warnir	na System	- YES
Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A Daytona BEACH,FL Completeness - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC DAYTONA BEACH REGIONAL Wind Dir/Speed 300/006 KTS Visibility - 10.0 SM ATC/Airspace Runway Ident - 11 Lowest Sky/Clouds - 10000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type Of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN Presonnel Information Pilot-In-Command Age - 26 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review COMMERCIAL, CFI Current - YES Total - 1358 Last 24 Hrs - 2 SE LAND, ME LAND Months Since - 8 Make/Model 190 Last 30 Days 92 Aircraft Type - PA-44 Instrument 180 Last 90 Days 300 Multi-Eng - 234 Instrument Rating(s) - AIRPLANE							.g c,c.c	0
Weather Data We Briefing - NO RECORD OF BRIEFING Last Departure Point DAYTONA BEACH, FL Completeness - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 300/006 KTS Wisibility - 10.0 SM Lowest Sky/Clouds - 10000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL, GFI SE LAND, ME LAND Months Since - 8 Make/Model - 190 Mairport Proximity ON AIRPORT ON AIRPOR ON AIRPORT	No. of Seats - 4	Rated Po	ower - 180 HP	•				
Wx Briefing - NO RECORD OF BRIEFING Method - N/A DAYTONA BEACH, FL Completeness - N/A Destination DayTONA BEACH, FL Basic Weather - VMC SAME AS ACC/INC DAYTONA BEACH REGIONAL Wind Dir/Speed - 300/006 KTS Visibility - 10.0 SM ATC/Airspace Runway Ident - 11 Lowest Sky/Clouds - 10000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE TOUCH AND GO Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI1 Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL.CFI Current - YES Total - 1358 Last 24 Hrs - 2 SE LAND, ME LAND Months Since - 8 Make/Model - 190 Last 30 Days - 92 Aircraft Type - PA-44 Instrument 180 Last 90 Days - 300 Multi-Eng - 234 Instrument Rating(s) - AIRPLANE	Environment/Operations Information							
Method - N/A Completeness - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC DAYTONA BEACH REGIONAL Wind Dir/Speed- 300/006 KTS Wisibility - 10.0 SM ATC/Airspace Runway Ident - 11 Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - 7500/ 150 Lowest Sky/Clouds - 10000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1358 Last 24 Hrs - 2 Months Since - 8 Make/Model - 190 Last 30 Days - 92 Aircraft Type - PA-44 Instrument - 180 Last 90 Days - 300 Multi-Eng - 234 Instrument Rating(s) - AIRPLANE								
Completeness - N/A Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed - 300/006 KTS Visibility - 10.0 SM ATC/Airspace Lowest Sky/Clouds - 10000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND Months Since - 8 Aircraft Type - PA-44 Instrument Rating(s) - AIRPLANE AIrport Data DAYIONA BEACH REGIONAL Runway Ident - 11 Runway Status - DRY Runway Status - DRY ODSE Runway Status - DRY ODSE Runway Status - DRY Runway Status - DRY ODSE Runway Status - DRY ODS					ON AIR	PORT		
Basic Weather - VMC SAME AS ACC/INC DAYTONA BEACH REGIONAL Wind Dir/Speed - 300/006 KTS Runway Ident - 11 Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - 7500/ 150 Lowest Sky/Clouds - 10000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Runway Surface - ASPHALT Runway Surface - ASPHALT Runway Surface - ASPHALT Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN TOUCH AND GO Personnel Information Personnel Information Pilot-In-Command Age - 26 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1358 Last 24 Hrs - 2 SE LAND,ME LAND Months Since - 8 Make/Model 190 Last 30 Days- 92 Aircraft Type - PA-44 Instrument- 180 Last 90 Days- 300 Multi-Eng - 234 Instrument Rating(s) - AIRPLANE	·							
Wind Dir/Speed- 300/006 KTS Visibility - 10.0 SM ATC/Airspace Runway Ident - 11 Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - 7500/ 150 Lowest Sky/Clouds - 10000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1358 Last 24 Hrs - 2 SE LAND,ME LAND Months Since - 8 Make/Model - 190 Last 30 Days - 92 Aircraft Type - PA-44 Instrument 180 Last 90 Days - 300 Multi-Eng - 234 Instrument Rating(s) - AIRPLANE				,			STONAL	
Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - 7500/ 150 Lowest Sky/Clouds - 10000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE TOUCH AND GO Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1358 Last 24 Hrs - 2 SE LAND,ME LAND Months Since - 8 Make/Model - 190 Last 30 Days - 92 Aircraft Type - PA-44 Instrument 180 Last 90 Days - 300 Multi-Eng - 234 Instrument Rating(s) - AIRPLANE		SAME A:	S ACC/INC					
Lowest Sky/Clouds - 10000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN TOUCH AND GO Precipitation - NONE TOUCH AND GO Personnel Information Pilot-In-Command Age - 26 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1358 Last 24 Hrs - 2 SE LAND,ME LAND Months Since - 8 Make/Model - 190 Last 30 Days - 92 Aircraft Type - PA-44 Instrument 180 Last 90 Days - 300 Instrument Rating(s) - AIRPLANE		ATC/Airspac	ne ne					150
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Certificate(s)/Rating(s) Biennial Flight Review COMMERCIAL,CFI Current - YES Total - 1358 Last 24 Hrs - 2 SE LAND,ME LAND Months Since - 8 Make/Model- 190 Last 30 Days- 92 Aircraft Type - PA-44 Instrument 180 Last 90 Days- 300 Multi-Eng - 234 Instrument Rating(s) - AIRPLANE	1							
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 26 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1358 Last 24 Hrs - 2 SE LAND,ME LAND Months Since - 8 Make/Model - 190 Last 30 Days - 92 Aircraft Type - PA-44 Instrument - 180 Last 90 Days - 300 Multi-Eng - 234 Instrument Rating(s) - AIRPLANE	Lowest Ceiling - NONE	Type of (Clearance - NONE					
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command		Type Apcl	. •					
Personnel Information Pilot-In-Command Age - 26 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1358 Last 24 Hrs - 2 SE LAND,ME LAND Months Since - 8 Make/Model - 190 Last 30 Days - 92 Aircraft Type - PA-44 Instrument - 180 Last 90 Days - 300 Multi-Eng - 234 Instrument Rating(s) - AIRPLANE	Precipitation - NONE		TOUCH	I AND GO				
Pilot-In-Command Age - 26 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1358 Last 24 Hrs - 2 SE LAND,ME LAND Months Since - 8 Make/Model - 190 Last 30 Days - 92 Aircraft Type - PA-44 Instrument - 180 Last 90 Days - 300 Multi-Eng - 234 Instrument Rating(s) - AIRPLANE	Condition of Light - DAYLIGHT							
Certificate(s)/Rating(s) Biennial Flight Review COMMERCIAL,CFI CUrrent - YES SE LAND,ME LAND Months Since - 8 Aircraft Type - PA-44 Instrument - 180 Multi-Eng - 234 Instrument Rating(s) - AIRPLANE		Ago - 26	Modica	1 Contificat	S - VALTO	MEDICAL -NO	. WATVEDS	/
COMMERCIAL,CFI Current - YES Total - 1358 Last 24 Hrs - 2 SE LAND,ME LAND Months Since - 8 Make/Model - 190 Last 30 Days - 92 Aircraft Type - PA-44 Instrument - 180 Last 90 Days - 300 Multi-Eng - 234 Instrument Rating(s) - AIRPLANE							, walvers,	CIMI
SE LAND, ME LAND Months Since - 8 Make/Model - 190 Last 30 Days - 92 Aircraft Type - PA-44 Instrument - 180 Last 90 Days - 300 Multi-Eng - 234 Instrument Rating(s) - AIRPLANE		O	VEC T-	. 4 - 1	1050		4 Hrs -	2
Instrument Rating(s) - AIRPLANE	SE LAND, ME LAND	Months Sind	ce - 8 Ma	ke/Model-	190	Last 30	Days-	92
Instrument Rating(s) - AIRPLANE		Aircraft T	ype - PA-44 In	strument-	180	Last 90	Days-	300
			Mu	ılti-Eng -	234			
No. web-live	Instrument Rating(s) - AIRPLANE	•						
NAMPATIVE ACFT SETTLED GEAR UP ONTO THE RWY DURING AN ATTEMPTED GO AROUND FROM A SIMULATED SINGLE ENGINE APCH. THE STUDENT					ENGTHE A		FUDENT	

File No. - 1484 6/27/85 DAYTONA BEACH,FL A/C Reg. No. N2198T Time (Lc1) - 1000 EDT

Occurrence

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT

Finding(s)

- 1. FLARE PREMATURE DUAL STUDENT
- 2. GO-AROUND IMPROPER DUAL STUDENT
- 3. GEAR RETRACTION PREMATURE DUAL STUDENT
- 4. RAISING OF FLAPS PREMATURE DUAL STUDENT
- 5. JUDGEMENT POOR PILOT IN COMMAND(CFI)

----Probable Cause----

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

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

Basic Information	JONE (OFNEDAL A	VYATYON) Adminis	4 Bawasa		7 m 2		
Type Operating Certificate-	NUNE (GENERAL A	SUBSTA	t Damage	Fatal	Inju Serious		None
Type of Operation -I	PERSONAL	Fire	Cre		0	0	1
Flight Conducted Under -		NONE	Pas	s 0	0	0	3
Accident Occurred During -	_ANDING						
Aircraft Information							
Make/Model - NORTH AMERIC		Eng Make/Model - CO			Installed/		
Landing Gear - TRICYCLE-RE Max Gross Wt - 2750	TRACTABLE	Number Engines - 1 Engine Type - RE			tall Warnii	ng System	- NU
No. of Seats - 4		Rated Power -					
Environment/Operations Inform	 ation						
Weather Data		Itinerary			Proximity		
Wx Briefing - FSS		Last Departure Point		OFF AI	RPORT/STRII	•	
Method - TELEPHONE		STUART, FL			- •		
Completeness - FULL Basic Weather - VMC		Destination HOLLYWOOD.FL		Airport D	ata		
Wind Dir/Speed- 230/010 K	T S	HOLLY WOOD, FL		Punway	Ident	- N/A	
Visibility - 8.0		ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - 1		Type of Flight Plan	- NONE		Surface	•	
Lowest Ceiling - 1	5000 FT OVERCAS	Type of Clearance	- NONE	Runway	Status	- N/A	
Obstructions to Vision- N		Type Apch/Lndg	- FORCED LANDING				
Precipitation - N							
Condition of Light - D.	AYLIGHI 						
Personnel Information Pilot-In-Command	Ac	ge - 31	Medical Certific	ate - VALID	MEDICAL-N	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>		ennial Flight Review	Fli	ght Time (H	ours)		
PRIVATE		Current - NO	Total -	15 6	Last 2	4 Hrs -	4
SE LAND		Current - NO Months Since - 23 Aircraft Type - C-172	Total - Make/Model- Instrument-	20	Last 3	Days-	6
		Aircraft Type - C-172	Instrument-	3	Last 9	Days-	23
Instrument Rating(s) -	NONE						
-Narrative							
PLT REPORTED THAT THE ENG LOS	T POWER DURING	A DESCENT ABOUT 5 MT FRO	M THE ARPT. SURSE	QUENTLY. TH	E LEFT WIN	3 &	
MAIN GEAR WERE DAMAGED DURIN							
EALED THAT THE FUEL TANKS CONT.							

File No. - 1508 6/30/85 A/C Reg. No. N8784H COOPER CITY,FL Time (Lc1) - 1900 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation DESCENT - NORMAL Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. FLUID, FUEL - EXHAUSTION FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 4. TERRAIN CONDITION - NONE SUITABLE Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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

File No 1509 6/30/85 APALAG	CHICOLA,FL	A/C Reg. No. N	28SE	т	ime (Lc1) -	1830 EDT	
Basic Information							
Type Operating Certificate-NONE (GENERAL	_ AVIATION)	Aircraft Damage			Injuri	es	
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF							
Aircraft Information							
Make/Model - BEECH 65-A90	Eng Make/M	odel - P&W PT <mark>6A-2</mark> 0		ELT	Installed/Ac	tivated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng	ines - 2		S	tall Warning	System	- YES
Max Gross Wt - 8800	Engine Typ			-	ŭ	•	
No. of Seats - 8	Rated Powe	r - 550 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Depart	ure Point		•	RPORT/STRIP		
Method - IN PERSON	TALLAHASS			OII AI	RI OKI/ SIKIF		
Completeness - WEATHER NOT PERTINENT		CC,FL		Admond D	-+-		
Basic Weather - VMC		540U 51		Airport D			
	DAYTONA B	EACH, FL			RGE ISLAND	00	
Wind Dir/Speed- 210/009 KTS					Ident -		
Visibility - 4.000 SM	ATC/Airspace				Lth/Wid -		65
Lowest Sky/Clouds - 25000 FT		ght Plan - NONE			Surface -		
Lowest Ceiling - 25000 FT BROKE		arance - NONE		Runway	Status -	DRY	
Obstructions to Vision- HAZE	Type Apch/L	ndg - TOUCH A	ND GO				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 33	Medical	Certifica ⁻	te - VALID	MEDICAL-WAI	VERS/LIM	IT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight R			nt Time (H			
ATP	Current	- YES Tota			Last 24	Hrs -	3
SE LAND, ME LAND, SE SEA	Months Since		/Model-	300	Last 30		40
co enterna enterna den	Aircraft Type		rument-	900	Last 90		145
	All Clair Type		i-Eng -		Rotorcra		30
		Marc	i crig	4030	KU LUI CI'a		50
Instrument Rating(s) - AIRPLANE							
Narrative							
N ATP PLT (PIC) SAID HE WAS CHECKING OUT ANOT							
AKEOFF FROM A TOUCH-&-GO LANDING, THE ACFT LO	OST ALTITUDE & COL	LIDED WITH WATER.	THE COMME	RCIAL PLT	STATED THAT	HE	
AS LOOKING FOR THE FLAP CONTROL WHEN THE ACC	IDENT OCCURRED. R	EPORTEDLY, THE PIC	WAS LOOK	NG FOR SO	ME CHARTS IN	SIDE	
IS FLT BAG & DID NOT REALIZE THE ACFT WAS LOS							
ISIBILITY WAS 3 MI WITH HAZE.							
	DACE						

File No. - 1509 6/30/85 APALACHICOLA,FL A/C Reg. No. N28SE Time (Lc1) - 1830 EDT

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

- 1. TOUCH-AND-GO LANDING PERFORMED COPILOT
- 2. WEATHER CONDITION HAZE
- 3. PROPER CLIMB RATE NOT MAINTAINED COPILOT
- 4. IMPROPER USE OF PROCEDURE DIVERTED ATTENTION COPILOT
- 5. SUPERVISION INADEQUATE PILOT IN COMMAND
- IMPROPER USE OF PROCEDURE, COMPLACENCY PILOT IN COMMAND
- 7. TERRAIN CONDITION WATER, ROUGH

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damag	e		Injuri	es	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		SUBSTANTIAL		atal S	erious		None
Type of Operation -INSTRUCTI Flight Conducted Under -14 CFR 14 Accident Occurred During -LANDING	ONAL 1	Fire NONE	Crew Pass	0	0	1 0	0
Aircraft Information							
Make/Model - CESSNA 172P	Eng Make	Model - LYCOMING	n-220-n2.I	FIT Inc	talled/Ac	teveted	_ VEC/VE
Landing Gear - TRICYCLE-FIXED		ngines - 1	0-320-020		1 Warning		
Max Gross Wt - 2400		pe - RECIPROCA	TING -CARRIDETOR		· wai ii ii ig	, system	163
No. of Seats - 4		ver - 160 HP	•				
Environment/Operations Information							
Weather Data	Itinerary		Δi	rport Pro	ximity		
Wx Briefing - FSS		ture Point		ON AIRPOR			
Method - TELEPHONE		BEACH.FL		ON AIRIOR	•		
Completeness - UNK/NR	Destination		Ain	port Data			
Basic Weather - VMC	LOCAL	ı		DAYTONA B			
Wind Dir/Speed- 110/010 KTS	LUCAL			Runway Id		06L	
Visibility - 9.0 SM	ATC/Airspace			Runway Lt			150
layert Sky/Claude 20000 FT S				Runway Su			130
Lowest Sky/Clouds - 30000 FT S	CALLERED Type of F	ight Plan - VFR					
Lowest Ceiling - NONE		earance - NONE		Runway St	atus -	DRT	
Obstructions to Vision- NONE	Type Apch	'Lndg - TRAFF					
Precipitation - NONE Condition of Light - DAYLIGHT		FULL	STUP				
Condition of Light - DAYLIGHT							
Personnel Information		Madle	1.01.511-	WALTE ME	DIGAL NO	WATVEDS /	
Pilot-In-Command	Age - 31	Medica	ıl Certificate - Flight T			WAIVERS/	CIMIII
Certificate(s)/Rating(s)	Biennial Flight	Review	Flight I	ime (Hour	5)	11	
STUDENT	Current	- N/A To e - N/A Ma be - N/A Ir	otal - 11 uke/Model- 4 ustrument- UNK/N	2	Last 24	Hrs -	1
	Months Since	e - N/A Ma	ike/modei- 4	9	Last 30	Days- UN	K/NK
	Aircraft Typ	oe-N/A Ir	istrument- UNK/N	K .	Last 90	Days-	24
		Mu	ılti-Eng - UNK/N	R	Rotorcra	aft - UN	K/NR
Instrument Rating(s) - NONE							
Narrative							
STUDENT PLT ENTERED THE TRAFFIC PATTER							
ERN, HE REDUCED THE THE THROTTLE INCRE							
IT 50 FT AGL, THE PROPELLER SLOWED DOWN	I & THE ACFT'S RATE (OF DESCENT INCREAS	SED RAPIDLY. SUB	SEQUENTLY VELY. ACC	, THE ACF	- 1	

File No. - 1510 7/04/85 DAYTONA BEACH, FL A/C Reg. No. N92ER Time (Lc1) - 1700 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND 3. FUEL SYSTEM, CARBURETOR - ICE 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) 2,3

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

File No 1514 7/14/85 C	EDAR KEY,FL	A/C Reg. N	o. N13714	Т	ime (Lc1) -	15 51 EDT	•
-Basic Information							
Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Dam			Injur		
		SUBSTANTIAL		Fatal	Sertous	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 9	11	NONE	Pass	0	0	0	3
Accident Occurred During -LANDING					•		
-Aircraft Information							
Make/Model - CESSNA 177B	Eng Make	/Model - LYCOMIN	G 0-360-A1F6D	ELT	Installed/Ad	ctivated	- YES/NO
Landing Gear - TRICYCLE-FIXED					tall Warning	g System	- YES
Max Gross Wt - 2500	Engine T	ype - RECIPRO	CATING-CARBURE		`		
No. of Seats - 4	Rated Po						
-Environment/Operations Information	-						
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIE	•	rture Point			RPORT/STRIP		
Method - N/A	CEDAR K			OII AI	KFOKI/ SIKIF		
Completeness - N/A	Destination			Airport D	-4-		
Basic Weather - VMC .				Airport	ata		
Wind Dir/Speed- 120/007 KTS	UACKSUN	VILLE,FL		S	T -1 4	A1 / A	
	170/1					N/A	
Visibility - 10.0 SM	ATC/Airspace		_		Lth/Wid -		
Lowest Sky/Clouds - 4000 FT					Surface -		
Lowest Ceiling - NONE		learance - NON		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch	/Lndg - FOR	CED LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 40	Medi	cal Certificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Fliah	nt Time (H	ours)	•	
PRIVATE	Current		Total -	408	Last 24	Hrs -	4
SE LAND	Months Since	e - 1	Make/Model-	4	Last 30	Days- UN	IK/NR
	Aircraft Ty		Instrument-	52	Last 90	Days-	63
Instrument Rating(s) - AIRPLAN	ıc						
Thatrument Kathig(a) - AIRPLAN							
-Narrative							
PLT REPORTED THAT SHORTLY AFTER TAKIN	G OFF. WHILE FLYING	AT 1400 FT. THER	E WAS A STRONG	ODOR OF	FUEL IN THE		
IN, THEN THE ENG LOST POWER. HE WAS UN							
ICO ABOUT 1/4 MI SOUTH OF CEDAR KEY, F						vi	
THE ENG, FUEL SYS & RELATED COMPONENTS							
RE WAS CONSIDERABLE IMPACT DAMAGE FROM					,	,	
JUNIOLDENADEL IN AUT DAMAGE I NOM	. 51,5111141						

File No 15	14 7/14/85	CEDAR KEY,FL	A/C Reg. No. N13714	Time (Lc1) - 1551 EDT
Occurrence #1 Phase of Operation				
Finding(s) 1. MISCELLANEOUS -	UNDETERMINED	·		
Occurrence #2 Phase of Operation	DESCENT - EMERGE	ENCY		
Occurrence #3 Phase of Operation		/TOUCHDOWN		
Finding(s) 2. TERRAIN CONDITI	ON - WATER, ROUGH			
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boa	ard determines that th	e Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is	s/are finding(s) 2		

Basic Information						
Type Operating Certificate-NONE (GENERAL					ıries	
	DESTROY		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	2
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model ~ CESSNA 172	Eng Make/Model - CON			Installed		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			Stall Warn	ing System	- YES
Max Gross Wt - 2150	3	CIPROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power -	145 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AI	RPORT		
Method - N/A	LEESBURG, FL					
Completeness - N/A	Destination		Airport I			
Basic Weather - VMC	LOCAL		LEESBI			
Wind Dir/Speed- 180/006 KTS	_			y Ident	- 13	
Visibility - 10.0 SM	ATC/Airspace			y Lth/Wid		
Lowest Sky/Clouds - 8000 FT	Type of Flight Plan			y Surface		
Lowest Ceiling - 8000 FT BROK			Runwa	y Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg					
Precipitation - NONE		FULL STOP				
Condition of Light - NIGHT(DARK)						
-Personnel Information						
Pilot-In-Command	Age - 52	Medical Certifica			VAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (I			_
PRIVATE	Current - YES	Total -		Last :		1
SE LAND	Months Since - 20 Aircraft Type - C-182	Make/Model-	96	Last	30 Days- U	
	Aircraft Type - C-182	Instrument-	0	Last	BO Days-	3
Instrument Rating(s) - NONE						
-Narrative						
PLT EXPERIENCED AN ELECTRICAL FAILURE WHI						
RADIO. HE ELECTED TO LAND ON THE UNLIGHTE						
PLT STATED THAT DURING THE APCH TO LAND,						
EMPTED TO CORRECT THE ACFT'S ALIGNMENT WITH	HINE RWY, THE RIGHT WING "I	LUSI LIFI" & STRUC	K THE GRO	UND. LAW I	NEURCEMENT	
SONNEL REPORTED THAT THE PLT HAD A SLIGHT F						
RIETY TEST. HE HAD MADE ONLY ONE NIGHT LAN	DING WITHIN THE PRECEDING 90	JUATS; IHUS, HE D	TO NOT WE	ET THE KEQU	TKWEN12	
FAR 61.57 FOR NIGHT RECENCY OF EXPERIENCE.						

7/17/85 File No. - 1513 LEESBURG, FL A/C Reg. No. N3781S Time (Lcl) - 2245 EDT AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. ELECTRICAL SYSTEM - FAILURE, TOTAL 2. COMM/NAV EQUIPMENT - INOPERATIVE 3. LANDING LIGHT - INOPERATIVE Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 4. LIGHT CONDITION - DARK NIGHT PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND 7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 8. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED -9. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND 10. TERRAIN CONDITION - GROUND 11. CLEARANCE - MISJUDGED - PILOT IN COMMAND ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 7,11$

Factor(s) relating to this accident is/are finding(s) 1.4.6.9

	7/20/85 FROSTPR	OOF,FL A/C Reg	. No. N4941G	Ti	me (Lc1) -	1345 EDT	
Basic Information							
Type Operating Certific	ate-NONE (GENERAL	•			Injuri		
		SUBSTANT	IAL	Fatal		Minor	None
Type of Operation		Fire	Crew	_	0	0	2
Flight Conducted Under		NONE	Pass	0	0	0	1
Accident Occurred Durin							
Aircraft Information							
Make/Model - CESSNA	172N	Eng Make/Model - LYCO	MING 0-320-H2AD	ELT I	nstalled/Ac	tivated	- YES/NO
Landing Gear - TRICYCL	E-FIXED	Number Engines - 1			all Warning	System	- YES
Max Gross Wt - 2300		Engine Type - RECI	PROCATING-CARBUR		•	, - 3	
No. of Seats - 4		Rated Power - 10					
Environment/Operations In	formation						
Weather Data	101 1114 (101)	Itinerary		Airport P	roximity		
	CORD OF BRIEFING	Last Departure Point		•	PORT/STRIP		
Method - N/A	OORD OF BRIEFING	SEBRING, FL		OII AIN	0007 31021		
Completeness - N/A		Destination		Airport Da	+-		
Basic Weather - VMC		WINTER HAVEN, FL		All port ba	la		
Wind Dir/Speed- 180/0	1E VTC	WINIER HAVEN, FL		Dunway	Ident -	N/A	
Visibility - 7.0		ATC/Airspace		Runway	Lth/Wid -		
Lowest Sky/Clouds -		Type of Flight Plan - 1	NONE		Surface -		
Lowest Sky/Crouds -	3000 FT BBOKEN	Type of Clearance - (NONE			N/A	
Lowest Ceiling Obstructions to Vision	- SOUC FI BRUKEN	Type of Crearance - 1	NUNE		status -	N/ A	
		Type Apcn/Lndg -	PRECAUTIONARY LA	NDING			
Precipitation							
Condition of Light	- DAYLIGHT						
Personnel Information						_	
Pilot-In-Command			edical Certifica			VERS/LIM	IT
Certificate(s)/Rating(s) B	iennial Flight Review	Flig	ht Time (Ho			
COMMERCIAL, CFI		Current - YES			Last 24		10
SE LAND, ME LAND		Months Since - 10 Aircraft Type - UNK/NR	Make/Model-	455	Last 30	Days- UN	K/NR
SE LAND, ME LAND		Aircraft Type - UNK/NR	Instrument-	257	Last 90	Davs-	285
SE LAND, ME LAND							
SE LAND, ME LAND		,	Multi-Eng -		2001 00	,-	200

File No. - 1506 7/20/85 A/C Reg. No. N4941G Time (Lc1) - 1345 EDT FROSTPROOF, FL Occurrence #1 LOSS OF POWER Phase of Operation CRUISE - NORMAL Finding(s) 1. UNDETERMINED NOSE OVER Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND 3. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 4. WEATHER CONDITION - UNFAVORABLE WIND 5. TERRAIN CONDITION - LOOSE GRAVEL/SANDY 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

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

asic Information			lo. N1243M 				
Type Operating Certificate-NONE (GEN	RAL AVIATION)	Aircraft Dan	_		Injur		
Type of Openstion DERCONAL		SUBSTANTIAL		Fatai	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE	Crew Pass	0	0	0	1
Accident Occurred During -LANDING -	ROLL	NONE	Pass	U	U	O	3
Aircraft Information							
Make/Model - CESSNA 182P			NTAL 0-470 SERI				
Landing Gear - TRICYCLE-FIXED	Number Eng				tall Warnir	ng System	- YES
Max Gross Wt - 2950			CATING-CARBURET	OR			
No. of Seats - 4	Rated Powe	er - 230	HP				
Environment/Operations Information							
Weather Data	Itinerary			•	Proximity		
Wx Briefing - NO RECORD OF BRIEF				ON AIR	STRIP		
Method - N/A	PENSACOLA						
Completeness - N/A	Destination		<i>A</i>	irport D	ata		
Basic Weather - VMC	LITTLE RO	DCK, AR		_			
Wind Dir/Speed- 210/006 KTS	.== /					- UNK/NR	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - 2500 FT St						GRASS/TU	JRF
Lowest Ceiling - 6000 FT B Obstructions to Vision- NONE		earance - VFF		Runway	Status -	DRY	
Precipitation - NONE	Type Apcn/T	ndg - STF	KAIGHI-IN			·	
• • • • • • • • • • • • • • • • • • • •							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 37		ical Certificate			ITAEK2\FIR	11 1
Certificate(s)/Rating(s) PRIVATE	Biennial Flight I			: Time (H	ours) Last 24		IIZ /NID
SE LAND	Current						
SE LAND	Aincraft Type	- U	Make/Model - UNK Instrument -	O	Last 90	Days- UN	IK/INK IK/ND
	All'Clair Type	- O - UNK/NR	Tristi dillerit	U	Last st	Days U	IN/ INK
Instrument Rating(s) - NONE							
Narrative							
PILOT STATED THAT ON LANDING ROLL OUT : TO COLLAPSE.	AT THE AGRICULTURAL	AIRSTRIP, THE	AIRCRAFT STRUCK	A DITCH	CAUSING THE	NOSE	
oc.							

File No 15	86 7/28/85 D	AVISVILLE,FL	A/C Reg. No. N1243M	Time (Lc1) - 1000 CDT	
Occurrence #1 Phase of Operation	ON GROUND COLLISION LANDING - ROLL	WITH TERRAIN			
Finding(s) 1. TERRAIN CONDITI	ON - DITCH				
Occurrence #2 Phase of Operation	NOSE GEAR COLLAPSED LANDING - ROLL	2. 2.			
Finding(s) 2. IN-FLIGHT PLANN	ING/DECISION - POOR -	PILOT IN COMMAND			
Probable Cause					
The National Transpois/are finding(s) 2	rtation Safety Board	determines that the	Probable Cause(s) of this acci	dent	
Factor(s) relating t	o this accident is/ar	e finding(s) 1			

Basic Information		 		_					
Type Operating Certification	ate-NONE	(GENERAL AVIATION)	Aircraf SUBSTA	t Damage		Fatal		uries Minor	None
Type of Operation Flight Conducted Under	-PERSO	NAL	Fire		Crew	0	0		
			NONE		Pas s	0	0	0	1
Accident Occurred During									
Aircraft Information									
Make/Model - CESSNA			Make/Model - CO		IO 520 SE				
Landing Gear - TRICYCL	E-RETRACT		ber Engines - 1			S	tali Warn	ing System	- YES
Max Gross Wt - 3800 No. of Seats - 6			ine Type - RE ed Power -		NUECTED				
NO. OI Seats - 6		кат 	ea Power -	300 HP					
Environment/Operations In	formation								
Weather Data Wx Briefing - FSS		Itiner	•			•	Proximity	•	
Method - TELEPI	HONE	Last	Departure Point VANNAH, GA			ON AIR	PURT		
Completeness - WEATH			nation			Airport D	ata		
Basic Weather - VMC			ME AS ACC/INC				RNE REGIO	NAL	
Wind Dir/Speed- 020/0	11 KTS		,				Ident	- 09R	
Visibility - 10.0		ATC/A1	rspace					- 9481/	
Lowest Sky/Clouds -								- ASPHALT	
Lowest Ceiling			of Clearance			Runway	Status	- DRY	
Obstructions to Vision Precipitation		Type	Apch/Lndg	- VISUAL					
Condition of Light		нт							
Personnel Information Pilot-In-Command		Age -	56	Medical C	ertificat	e - VALID	MEDICAL -	NO WAIVERS	/LIMIT
Certificate(s)/Rating(s)		light Review	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		it Time (H			,
PRIVATE		Currer	t - YES		-	628	Last		6
SE LAND			Since - 1		Mode1-	174	Last	30 Days-	6
		Aircra	ft Type - 210		ument-		Last	90 Days-	28
				Multi	-Eng -	38			
Instrument Rating(s									
-Narrative SWERVED LEFT AFTER LANDIN	G AND CDA	SHED AT DOATNAGE D	TTC H ADDY SO ET	NODTH OF	DWV THE	DIINT STA	TED HE WA	SINARIF	
EFFECT A TIMELY RECOVERY F									
THIS SORT OF UNEXPECTED EV		C SWERTE AND THE		. C.A.L. LIVATIV	11.10 LI I OK	., 00020 3	TON LIA MI	KLA0120110	

File No 158	4 8/04/85	MELBOURNE, FL	A/C Reg.	No. N4744C	Time (Lc1) - 1309 EDT
Occurrence #1 Phase of Operation		- ON GROUND			
Finding(s) 1. GROUND LOOP/SWER 2. IMPROPER USE		PILOT IN COMMAND DEQUATE TRAINING -	PILOT IN COMMAND		
Occurrence #2 Phase of Operation		ION WITH TERRAIN			
Finding(s) 3. TERRAIN CONDITIO	N - DITCH				
Probable Cause	_				
The National Transporis/are finding(s) 1,3		rd determines that	the Probable Cause	(s) of this ac	cident

Basic Information									
Type Operating Certificate	-ON-DEMAND AII	TAXI	Airo	raft Damage		Eata1	Inju Serious	uries Minor	None
Name of Carrier Type of Operation Flight Conducted Under	-NON SCHED DO	MESTIC.CARG	O Fire	P	Crew			0	
Flight Conducted Under	-14 CFR 135	,	NON	IE	Pass	ō	0	Ö	0
Accident Occurred During	-DESCENT								
Aircraft Information									,
Make/Model - CESSNA 210	_		Make/Model -						
Landing Gear - TRICYCLE-F Max Gross Wt - 3400	RETRACTABLE		ber Engines -			\$	Stall Warn	ing System	- YES
No. of Seats - 1			ed Power -		INDECTED				
Environment/Operations Infor	mation								
• •		Itiner	arv			Airport	Proximity		
Weather Data Wx Briefing - FSS		Last	Départure Po	oint		OFF A	(RPORT/STŔ:	[P	
Method - TELEPHON	1E	AU	CKSONVILLE,FL	-					
Completeness - WEATHER	NOT PERTINENT		nation			Airport [Data		
Basic Weather - VMC	470	OR	LANDO,FL			-	- -• - · · •	** / *	
Wind Dir/Speed- 080/008 Visibility - 10.0		ATO /A 4					/ Ident	- N/A	
Lowest Sky/Clouds -			rspace	on - TED			/ Lth/Wid / Surface		
Lowest Ceiling -	NONE	Type	of Clearance	all - IFR			/ Status		GETATION
Obstructions to Vision-	NONE	Type	Apch/Lndg	- STRATG	HT - TN	Kariwa	Julius	SOFT	GETATION
Precipitation -		. , , , ,	,,p=,,, =,,=,g,		LANDING				
Condition of Light -	NIGHT(DARK)								
Personnel Information									
Pilot-In-Command		Age -			Certificat			VAIVERS/LI	MIT
Certificate(s)/Rating(s)			light Review			t Time (F		34 11	
COMMERCIAL SE LAND.ME LAND		Curren	t - YES Since - O) lota	1)	1820	Last	24 Hrs -	1 20
SE LAND, ME LAND		Months	ft Type - 210	make Inc	e/Model- UN trument-	109	Last .	O Days-	20 270
		AIICIA	it type 210		ti-Eng -		Last	Days	210
Instrument Rating(s)	- AIRPLANE								
Nonnetty									
Narrative	ARED FOR A VIC	IAL ADOLL DE	EN THE DIT DO	DODTED TOTAL	1000 05 5	NO DOWER	EVA 847514 T	CON	
ACFT WAS 12 MILES OUT & CLEA HE WRECKAGE DISCLOSED ABOUT	ECHO FUK A VIS	JAL APUH WE	EN IME PLI KE	EPURIEU IUIAI	LUSS OF E	ING PUWER.	. EXAMINAI.	LUN	
THE WALCHAGE DISCLUSED ABOUT	LOOK LEGID OO	NCES OF FUE	F KEMATINTING 1	NKS VISUALLY	O. ENIKT UN	• MATINIENY	AINCE		

File No 15	89 8/05/85 LONGWOOD,FL	A/C Reg. No. N1752X	Time (Lcl) - 2130 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL DESCENT - NORMAL		
_ -	HAUSTION LIGHT - INADEQUATE - PILOT IN COMMAND - LIGHT CONDITION		
Occurrence #3 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Finding(s) 4. TERRAIN CONDITI 5. LIGHT CONDITION 6. OBJECT - UTILIT	- LIGHT CONDITION		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Finding(s) 7. TERRAIN CONDITI	DN - GROUND		
Probable Cause			
The National Transpo is/are finding(s) 1	rtation Safety Board determines that the P	Probable Cause(s) of this acci d e	ent
Factor(s) relating t	o this accident is/are finding(s) 2		

Basic Information	(CENERAL AVIATION)	Admonast Domona			7 m d i i m d		
Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injuri Serious	es Minor	Non
Type of Operation -PERS	ONAL	Fire	Crew		0	0	1
Flight Conducted Under -14 C		NONE	Pass	0	0	0	1
Accident Occurred During -DESC	ENT						
Aircraft Information					_		
Make/Model - HUGHES 269C		Model - LYCOMING H	IO-360D1A		installed/Ad		
Landing Gear - TRICYCLE-FIXED		ngines - 1		51	tall Warning	, System	- NO
Max Gross Wt - 2050 No. of Seats - 2	Engine Rated Po	Type - RECIP-FUEL	INJECTED				
No. of Seats - 2	Rated Po	ower - 190 HP					
Environment/Operations Informatio							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF Method - N/A		arture Point		ON AIRF	ORT		
Method - N/A Completeness - N/A	TARPUN Destinatio	SPRINGS, FL		Airport Da			
Basic Weather - VMC		RSBURG.FL		ALBERT			
Wind Dir/Speed- 170/003 KTS	31.7616	KSBURG, FL				24	
Visibility - 12.0 SM	ATC/Airspac	20			Lth/Wid -		100
	FT SCATTERED Type of F				Surface -		
Lowest Ceiling - UNK/N		Clearance - NONE			Status -		
Obstructions to Vision- NONE	Type Apch						
Precipitation - NONE	• •						
Condition of Light - DAYLI	GHT						
Personnel Information							
Pilot-In-Command	Age - 52				MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight			ht Time (Ho			_
COMMERCIAL	Current	- YES Tot			Last 24		
SE LAND, SE SEA	Months Sind			123	Last 30		
HELICOPTER	Aircraft ly	/pe - UNK/NR Ins	trument-	0	Last 90	uays-	59
Instrument Rating(s) - NON	ır						
instrument kating(s) - Non	C						
Narrative							
PILOT OF THE HELICOPTER WAS EXECU						ł	
ROL, THE ROTOR RPM BLED DOWN. TH	IE PILOT STATED THAT HE :	INCREASED COLLECTIVE	PITCH TO	INCREASE RE	M AND THE		

8/10/85 ST.PETERSBURG,FL A/C Reg. No. N300JS Time (Lc1) - 1154 EDT File No. - 1590 MISCELLANEOUS/OTHER Occurrence #1 Phase of Operation MANEUVERING Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. COMPENSATION FOR WIND CONDITIONS - DISREGARDED - PILOT IN COMMAND 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND Occurrence #2 HARD LANDING Phase of Operation DESCENT - EMERGENCY ----Probable Cause----

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

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

File No 1591 8/12/85 JACKS	SONVILLE, FL A/C	Reg. No. N6522C	T	ime (Lc1) -	0842 EDT	
Basic Information Type Operating Certificate-NONE (GENER!	SUBS	aft Damage TANTIAL	Fatal		Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire None	Crew Pass	-	0	0	0
Aircraft Information Make/Model - PIPER PA-32RT-300T Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3600 No. of Seats - 7	Number Engines -	RECIP-FUEL INJECTED		Installed/Actall Warning		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - IMC Wind Dir/Speed- 050/004 KTS Visibility - 2.000 SM Lowest Sky/Clouds - 2000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Destination JACKSONVILLE,FL ATC/Airspace ITERED Type of Flight Pla Type of Clearance	ın - IFR	ON AIRF Airport Da JACKSON Runway Runway Runway	ata NVILLE INT'U	07 8000/ ASPHALT	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) CFI SE LAND,ME LAND,SE SEA	Age - 44 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - UNK/	Total - Make/Model-	ht Time (Ho 715 8 95	ours) Last 24	Hrs - Days- UN	12
Instrument Rating(s) - AIRPLANE						
Narrative PILOT STATED THAT WHILE ENROUTE HE EXPERIENC! COULD NOT GET THE LANDING GEAR TO EXTEND AND ACCIDENT THE LANDING GEAR EXTENDED AND LOCKE! GEAR SYSTEM REVEALED NO EVIDENCE OF FAILURE (HE MADE A GEAR UP LANDING D. POST CRASH INSPECTION O	. AS THE AIRCRAFT WA	S RAISED AI	FTER THE	NDING	

File No. - 1591 8/12/85 JACKSONVILLE, FL A/C Reg. No. N6522C Time (Lc1) - 0842 EDT

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

Finding(s)

1. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
2. GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND
-----Probable Cause----

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

Pass	ELT S	Serious 1 0	1	
Pass	0 0 ELT S	Serious 1 0	Minor 1 0 	0 0
Pass	0 0 ELT S	1 0 Installed/	1 0 	0 0
Pass	O ELT S	O Installed/	0 /Activated	0 - YES/NO
CARBURET	ELT S	Installed/	/Activated	- YES/NO
CARBURET	ELT S	Installed/	/Activated	
CARBURET	ELT S	Installed/	/Activated	
CARBURET	S			
CARBURET	S			
CARBURET	OR		0 ,	
	Airport	Proximity		
	•	RPORT/STRI	(P	
	0	5, 51	,•	
Δ	irport D	lata		
-		,		
	Runway	/ Ident	- N/A	
FORCED L				
-				
tificate	- VALID	MEDICAL-N	NO WAIVERS/	'LIMIT
Flight	: Time (F	Hours)		
-	325	Last 2	24 Hrs - UN	IK/NR
del- UNK	/NR	Last 3	30 Days- UN	JK/NR
ent- UNK	/NR	Last 9	30 Days- UN	JK/NR
ing - UNK	/NR	Rotoro	craft - UN	IK/NR
	tificate	Runway Runway Runway FORCED LANDING 	Runway Lth/Wid Runway Surface Runway Status FORCED LANDING tificate - VALID MEDICAL-N Flight Time (Hours) - 325 Last 2	FORCED LANDING tificate - VALID MEDICAL-NO WAIVERS/ Flight Time (Hours)

File No. - 1471 2/09/85 A/C Reg. No. N5317Q Time (Lc1) - 1700 EST ACWORTH, GA IN FLIGHT COLLISION WITH OBJECT Occurrence #1 Phase of Operation MANEUVERING Finding(s) 1. OBJECT - WIRE, TRANSMISSION 2. JUDGEMENT - POOR - PILOT IN COMMAND(CFI) 3. VISUAL LOOKOUT - INADEQUATE - DUAL STUDENT 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI) 5. ALTITUDE - INADEQUATE - PILOT IN COMMAND(CFI) 6. CLEARANCE - ATTEMPTED - PILOT IN COMMAND(CFI) Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. TERRAIN CONDITION - GROUND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5 Factor(s) relating to this accident is/are finding(s) 1

Basic Information Type Operating Certificate-0	ON-DEMAND ATD TA	ΥT	Aircraft	Damage			Inii	ıries	
Name of Carrier -		~1	SUBSTANT		Fa	tal	Serious		None
	NON SCHED.DOMEST.	IC.CARGO	Fire		rew	0	0		1
Type of Operation - Flight Conducted Under -	14 CFR 135	,	NONE		ass	Ŏ	Ö	ŏ	i
Accident Occurred During -					ther	Ō	Ō	0	1
Aircraft Information									
Make/Model - PIPER PA-31			Model - LYC0	MING TIO-540				Activated	
Landing Gear - TRICYCLE-RE	TRACTABLE		ngines - 2			St	ali Warni	ng System	- YES
Max Gross Wt - 6500			ype - RECI		ED				
No. of Seats - 2		Rated Po	ower - 3 	10 HP					
Environment/Operations Informations United Weather Data	ation	744			A 3				
Wx Briefing - UNK/NR		Itinerary	arture Point			PORT P N AIRP	roximity		
Method - UNK/NR		ATLANTA			U	N AIRP	UKI		
Completeness - UNK/NR		Destination	•		Ainn	ort Da	t a		
Basic Weather - IMC		SAVANNA				ARTSFI			
Wind Dir/Speed- 150/010 K	TS	SAVAINA	, un					- UNK/NR	
Visibility - 2.000		ATC/Airspac	e.					- UNK/NR	
Lowest Sky/Clouds -			light Plan -	TFR				- UNK/NR	
	400 FT BROKEN		Clearance -			•		- UNK/NR	
Obstructions to Vision- F			n/Lndg -				0.00.00	,	
Precipitation - R		. , , , , , , , , , , , , , , , , , , ,	,						
Condition of Light - D									.
Personnel Information									
Pilot-In-Command		- 27		ledical Certif				/AIVERS/LI	MIT
Certificate(s)/Rating(s)	Bie	nnial Flight			light Ti				_
COMMERCIAL, ATP		Current		Total				24 Hrs -	3
SE LAND, ME LAND		Months Sind		Make/Model Instrument	- 81		Last	30 Days- L	INK/NR
		Aircraft ly	/pe - UNK/NR	Instrument Multi-Eng			Last	00 Days-	102
				J					
Instrument Rating(s) -	NONE								
Narrative									
MAY 2, 1985, AT 0714 EDT, A PI	PER PA-31 NGCOR	H REGISEDER	TO PAIII M F	HIRNEE WAS ST	BIICK BY	V CDUII	ND VEHTO	F WHTIF	
ING FOR TAKE OFF AT HARTSFIEL	D TAITEDNATIONAL	ATDOODT ATI	ANTA CEODOTA	ON AN ATOTAY	T CARCO	FITCHT	TNICTOL	ACNIT	

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 (G	SENEDAL AVIATION)	Aircraft D	ama ao		Injur	105	
Type operating centrificate-NONE (SENERAL AVIATION)	SUBSTANTI	_	Fatal	Serious		None
Type of Operation -PERSONA		Fire	Crew		0	0	0
Flight Conducted Under -14 CFR		NONE	Pass	2	0	0	0
Accident Occurred During -LANDING							
Aircraft Information			_	-			
Make/Model - PIPER PA-28-140			ING 0-320-E2A		Installed/A		
Landing Gear - TRICYCLE-FIXED		igines - 1	DOCATING CARRIER		tall Warnin	g System	- YES
Max Gross Wt - 2150 No. of Seats - 4	Engine Ty Rated Pov	•	ROCATING-CARBUR! O HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NWS	Last Depar	ture Point			RPORT/STŔIP		
Method - TELEPHONE		KY					
Completeness - WEATHER NOT PERT				Airport D	ata		
Basic Weather - VMC	ATLANTA,	GA				_	
Wind Dir/Speed- 290/004 KTS	/					N/A	
Visibility - 7.0 SM	ATC/Airspace		-n		Lth/Wid -		
Lowest Sky/Clouds - 10000 FT Lowest Ceiling - NONE		earance - V			Surface - Status -		CETATION
Obstructions to Vision- NONE		'Lndg - F		Runway	Status -	HIGH VE	GETATION
Precipitation - NONE	Type Apelly	Lindy i	OROLD LANDING				
Condition of Light - NIGHT(DA	NRK)						
 Personnel Information							
Pilot-In-Command	Age - 34	Me	dical Certifica	te - VALID	MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight			ht Time (H			,
PRIVATE	Current	- YES				Hrs - U	NK/NR
SE LAND	Months Since	e - 11 De - PA-28	Make/Mode1-	136	Last 30	Days- U	NK/NR
	Aircraft Typ	e ~ PA-28	Total - Make/Model- Instrument-	7	Last 90	Days- U	NK/NR
Instrument Rating(s) - NONE							
	• • • • • • • • • • • • • • • • • • • •						
Narrative	D-TN-LAW ADDED 30 CALL	NIC OF AUTOMOT	TVE EUEL TO TUE	ACET FUEL	TANKS THE	LEVEL	
R TO TAKEOFF THE PLT AND HIS BROTHER HE FUEL, ACCORDING TO THE BROTHER-IN							
HE FOLE, ACCORDING TO THE BRUTHER-IN			S. AFTER ABOUT LESS THAN TWO M				

6/02/85 Time (Lc1) - 2335 EDT File No. - 1486 KENNESAW.GA A/C Reg. No. N8704N LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation CRUISE Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND 4. FUEL CONSUMPTION CALCULATIONS - POOR - PILOT IN COMMAND 5. REFUELING - MISJUDGED - PILOT IN COMMAND 6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 7. FLIGHT MANUALS - POOR - MANUFACTURER Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY Finding(s) 8. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

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

File No 1507 7.	/04/85 BLAKI	.EY,GA	A/C Reg. No	. N8429	Τ.	ime (Lc1) ·	1830 EDT	•
-Basic Information Type Operating Certifica	te-AGRICULTURAL	_ AIRCRAFT	Aircraft Dama	je		Inju		
			SUBSTANTIAL		Fatal	Serious		None
Type of Operation			Fire	Crew	0	0	0	1
Flight Conducted Under Accident Occurred During			NONE	Pass	0	0	0	0
-Aircraft Information								
	EL TOMCAT MK-5A			VO-435-A1D		Installed/		
Landing Gear - SKID		Number Engir				tall Warnir	ng System	- NU
Max Gross Wt - 500				ATING-CARBURET	DR			
No. of Seats - 1		Rated Power	- 240 HI	, 				
-Environment/Operations Inf	ormation							
Weather Data		Itinerary				Proximity	_	
Wx Briefing - NO REC Method - N/A	ORD OF BRIEFING	G Last Departur SAME AS ACC			OFF AII	RPORT/STRI	,	
Completeness - N/A		Destination		A	irport Da	ata		
Basic Weather - VMC		LOCAL						
Wind Dir/Speed- 190/01							- N/A	
Visibility - 7.0	SM	ATC/Airspace			Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds -						Surface ·		
Lowest Ceiling					Runway	Status	- N/A	
Obstructions to Vision		Type Apch/Lno	ig - FORC	ED LANDING				
Precipitation	- NONE							
Condition of Light	- DAYLIGHT							
-Personnel Information								
Pilot-In-Command		Age - 57		al Certificate			AIVERS/LIM	MIT
Certificate(s)/Rating(s)	Biennial Flight Rev			Time (H			
COMMERCIAL		Current -	YES T	otal - 20	000	Last 2	1 Hrs - UN	IK/NR
SE LAND		Months Since	· 4 M	ake/Model- 3	650	Last 3	Days- UN	IK/NR
HELICOPTER		Aircraft Type -	MK-5A I	ake/Model- 3 nstrument- UNK ulti-Eng - UNK	/NR	Last 9	Days-	150
			M	ulti-Eng - UNK	/NR	Rotorc	raft - 1	8000
Instrument Rating(s)	- NONE							
-Narrative LE EN ROUTE TO REPOSITION T OROTATION, THE MAIN ROTOR L N ON UNEVEN TERRAIN, THE MA HAD FAILED.	OST SOME RPM AS	S HE STRETCHED HIS GU	IDE TO AVOID	A FENCE. AS TH	E HELICO	PTER TOUCH	ED	

7/04/85 File No. - 1507 BLAKLEY, GA A/C Reg. No. N8429 Time (Lc1) - 1830 EDT Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY Finding(s) 2. AUTOROTATION - PERFORMED - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. OBJECT - FENCE 4. MANEUVER - PERFORMED - PILOT IN COMMAND 5. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

				A/C Reg. No. N586T Time (Lc1			I) - 0900 EDT		
-Basic Information Type Operating Certificate-A	GRICULTURAL AIRCRA	AFT Aircraft SUBSTAN		Fatal	Injuries Fatal Serious Minor No				
	ERIAL APPLICATION	Fire	Cre	w O	0	0	None 1		
Flight Conducted Under -14 Accident Occurred During -L		NONE	Pas	s 0	0	0	0		
Aircraft Information									
Make/Model - BELL 47D1		Eng Make/Model - LYC	OMING VO-435-A1B		Installed/A				
Landing Gear - SKID Max Gross Wt - 2200		Number Engines - 1 Engine Type - REC	IPROCATING-CARBU		Stall Warnin	g System	- NU		
No. of Seats - 3		9	200 HP	KLIOK					
-Environment/Operations Informa	tion								
Weather Data		tinerary			Proximity				
Wx Briefing - NO RECORD (Method - N/A	OF BRIEFING	Last Departure Point SAME AS ACC/INC		OFF A	TRPORT/STRIP				
Completeness - N/A	ı	Destination		Airport [Data				
Basic Weather - VMC		LOCAL		•					
Wind Dir/Speed- 070/004 KT						N/A			
Visibility - 7.0 S		TC/Airspace				N/A			
	EAR	Type of Flight Plan -				N/A			
Lowest Ceiling - NO		Type of Clearance -		Runwa	y Status -	N/A			
Obstructions to Vision- NO Precipitation - NO		Type Apch/Lndg -	FORCED LANDING						
Precipitation - NO Condition of Light - DA									
Personnel Information									
Pilot-In-Command Certificate(s)/Rating(s)	Age -	29 ial Flight Review	Medical Certific	ate - VALII ght Time (l		IAEK2/ LI	WITI		
COMMERCIAL		urrent - UNK/NR	Total -			Hrs - U	NIK /NID		
SE LAND	_	onths Since - UNK/NR	Make/Model-			Days- U			
HELICOPTER		ircraft Type - UNK/NR	Instrument-			Days- U			
		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Multi-Eng -			aft - U			
Instrument Rating(s) -	NONE								
PLT STATED THAT WHILE HE WAS O	N AN AERIAL APPLI	CATION MISSION, THE HE	LICOPTER RAN OUT	OF FUEL.	OURING AN				
DROTATION, THE MAIN ROTOR SEVER			•						

File No 15	15 7/18/85 MOULTRIE,GA	A/C Reg. No. N586T	Time (Lc1) - 0900 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL MANEUVERING - AERIAL APPLICATION		
2. FLUID, FUEL - EX	ON - IMPROPER - PILOT IN COMMAND HAUSTION INADEQUATE - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING LANDING		
	IN FLIGHT COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN		
Finding(s) 4. TERRAIN CONDITION	DN - OPEN FIELD		
Probable Cause			

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

Make/Model - ROCKWELL IN Landing Gear - TAILWHEEL-AI Max Gross Wit - 7000 No. of Seats - 1 	AERIAL APPLICATION 14 CFR 137 LANDING TERNATIONAL S-2R LL FIXED	SUBSTA I Fire ON GRO	Cre JND Pas & W R1340 SERIES	S O ELT S RETOR	Inju Serious O O This is a serious in the serious i	Minor O O 	
Flight Conducted Under - Accident Occurred During -I Aircraft Information Make/Model - ROCKWELL IN Landing Gear - TAILWHEEL-AI Max Gross Wt - 7000 No. of Seats - 1 Environment/Operations Informa	14 CFR 137 LANDING TERNATIONAL S-2R LL FIXED	Fire ON GRO Eng Make/Model - P Number Engines - 1 Engine Type - RE	Cre Pas W R1340 SERIES CIPROCATING-CARBU	W O S O ELT S RETOR	0 0 Installed/	0 0 Activated	1 0
Flight Conducted Under - Accident Occurred During -I Aircraft Information Make/Model - ROCKWELL IN Landing Gear - TAILWHEEL-AI Max Gross Wt - 7000 No. of Seats - 1 Environment/Operations Informations	14 CFR 137 LANDING TERNATIONAL S-2R LL FIXED	ON GRO Eng Make/Model - P Number Engines - 1 Engine Type - RE	JND Pas W R1340 SERIES CIPROCATING-CARBU	S O ELT S RETOR	0 Installed/	0 Activated	0
Accident Occurred During -I Aircraft Information Make/Model - ROCKWELL IN Landing Gear - TAILWHEEL-AI Max Gross Wt - 7000 No. of Seats - 1 Environment/Operations Information	LANDING TERNATIONAL S-2R LL FIXED	Eng Make/Model - P Number Engines - 1 Engine Type - RE	W R1340 SERIES	ELT S RETOR	Installed/	Activated	- NO -N
Make/Model - ROCKWELL IN Landing Gear - TAILWHEEL-AMMAX Gross Wit - 7000 No. of Seats - 1	LL FIXED	Number Engines - 1 Engine Type - RE	CIPROCATING-CARBU	S RETOR			
Landing Gear - TAILWHEEL-AI Max Gross Wt - 7000 No. of Seats - 1	LL FIXED	Number Engines - 1 Engine Type - RE	CIPROCATING-CARBU	S RETOR			
Max Gross Wt - 7000 No. of Seats - 1 Environment/Operations Informate Weather Data	ation	Engine Type - RE	CIPROCATING-CARBU	RETOR	tali Warni	ng System	- NO
No. of Seats - 1 Environment/Operations Information Weather Data							
Environment/Operations Informations Uperations Uperatio							
Weather Data							
		tinerary		Airport	Proximity		
WX Briefing - NU RECURD		Last Departure Point			RPORT/STRI	Р	
Method - N/A		SAME AS ACC/INC		-	•		
Completeness - N/A		Destination		Airport D	ata		
Basic Weather - VMC		SAME AS ACC/INC		_			
Wind Dir/Speed- 240/006 K Visibility - 7.0		TC/Airspace			Ident Lth/Wid	- N/A	
		Type of Flight Plan	- NONE		Surface		
Lowest Ceiling - 20					Status		ETATION
Obstructions to Vision- N		Type Apch/Lndg		,	•		
Precipitation - N	ONE						
Condition of Light - Da	AYLIGHT						
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)		· 48	Medical Certific	ate - VALID ght Time (H		AIVERS/LIM	11 1
COMMERCIAL		nial Flight Review Current - YES	Total -	9111 111111111111111111111111111111111	last 🤈	4 Hrs -	6
SE LAND			Make/Model-	1736	Last 2	O Davs- UN	IK/NR
HELICOPTER	Α	Months Since - 3 Nircraft Type - 172	Total - Make/Model- Instrument-	0	Last 9	O Days-	20
Instrument Rating(s) -	NONE						
Newselline							
-Narrative AIRCRAFT WAS SUBSTANTIALLY DAY	MAGED AND THE BILD	T UNITAL HIDED WHEN THE	ATDODAET ELIDDED	HIDSTRE DOWN	I TNI A ETEL	n	
ING A FORCED LANDING IN AN OPE							
NUMBER SEVEN CYLINDER FAILED.							

File No 15	37 7/30/ 85	COLQUITT,GA	A/C Reg. No.	N3647X	Time (Lc1) - 1330 EDT
Occurrence #1 Phase of Operation	•	TAL) - MECH FAILURE,	/MALFUNCTION		
Finding(s) 1. ENGINE ASSEMBLY					
Occurrence #2 Phase of Operation					
Occurrence #3 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 1588 8	/01/85	QUITMAN, GA	A/C Reg	. No. N31FG		Time (Lc1)	- 1240 EDT	
Basic Information								
Type Operating Certifica	te-AGRICU	LTURAL AIRCR					uries	
Type of Openshian	AFRIAL	ADDI TOATTON	SUBSTANT		Fata rew 0			None
Type of Operation Flight Conducted Under			Fire NONE		rew O ass O	_	0	1
Accident Occurred During	-LANDIN	G				_	U	'
·Aircraft Information								
Make/Model - BELL TH-	13T		Eng Make/Model - LYCO Number Engines - 1	MING 0-435	E	LT Installed,		
Landing Gear - SKID			Number Engines - 1			Stall Warn	ing System	- NO
Max Gross Wt - 2950			Engine Type - RECI	PROCATING-CAR	BURETOR			
No. of Seats - 3			Rated Power - 2	270 HP				
Environment/Operations Inf	ormation-							
Weather Data			tinerary			rt Proximity		
Wx Briefing - NO REC	ORD OF BR	IEFING	Last Departure Point		OFF	AIRPORT/STR	[P	
Method - N/A			SAME AS ACC/INC					
Completeness - N/A			Destination		Airpor	t Data		
Basic Weather - VMC			SAME AS ACC/INC					
Wind Dir/Speed- 230/00						way Ident		
Visibility - 5.0	SM SM	į.	TC/Airspace Type of Flight Plan - Type of Clearance -		Run	way Lth/Wid	- N/A	
Lowest Sky/Clouds -			Type of Flight Plan -	NONE	Run	way Surface	- GRASS/TU	IRF
Lowest Ceiling	- 2500 F	T BROKEN	Type of Clearance -	NONE	Run	way Status	- DRY	
Obstructions to Vision			Type Apch/Lndg -	PRECAUTIONARY	LANDING			
Precipitation	- NONE							
Condition of Light	- DAYLIGH	Т						
Personnel Information								
Pilot-In-Command		Age -		Medical Certif			WAIVERS/LIM	IIT
Certificate(s)/Rating(s	;)	Bienr	ilal Flight Review	F	light Time	(Hours)		
COMMERCIAL		C	current - YES	Total	- 1950	Last :	24 Hrs -	. 8
		N	lonths Since - 4	Make/Model	- 1950	Last	30 Days- UN	IK/NR
HELICOPTER		ı	current - YES lonths Since - 4 lircraft Type - UNK/NR	Instrument	- 0	Last	90 Days-	125
						Rotor	craft -	1950
Instrument Rating(s)	- NONE							
Manage 1 1								
-Narrative								
OT STATED THAT AFTER COMPLE								
THE YAW COULD NOT BE CONTR								
CRAFT AGAIN YAWED TO THE LE								
		COOLIND CALICI	NG THE ATDODACT TO DOLL	UNID SIL UIMU	- DUCT CD	ASH INSPECTI	IN DE	
.D THE MAIN ROTOR BLADES ST AIRCRAFT'S FLIGHT CONTROL								

File No. - 1588 8/01/85 QUITMAN.GA A/C Reg. No. N31FG Time (Lc1) - 1240 EDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #4 ROLL OVER Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1

File No 1528 9/11/85 DALTO	N,GA A/C F	leg. No. N2906J	Т	ime (Lc1)	- 1530 E	DT
Basic Information Type Operating Certificate-NONE (GENERAL	L AVIATION) Aircraí	t Damage NTIAL	Fatal	Inju Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0	0	0	1 1
Aircraft Information Make/Model - CESSNA 150G Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Eng Make/Model - CC Number Engines - ' Engine Type - RE Rated Power -		S	Installed/ tall Warni		d - YES/NO 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- 200/005 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 ROME,GA Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	ON AIR Airport D DALTON Runway Runway Runway	ata MUNI Ident Lth/Wid Surface	- N/A - N/A - ASPHAL - DRY	т
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 63 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certificat Fligh Total - Make/Model- Instrument-	it Time (H 70 70	ours) Last 2 Last 3	4 Hrs -	UNK/NR UNK/NR
Instrument Rating(s) - NONE						
Narrative URING ARRIVAL, THE STUDENT PLT ELECTED TO LA HAT HE MADE A NORMAL PATTERN, BUT WAS A LITT AXIWAY, THEN THE ACFT LANDED HARD. SUBSEQUEN CFT NOSED OVER.	LE HIGH ON FINAL APCH. HE F	REPORTED THAT HE FLA	RED ABOUT	20 FT ABO	VE THE	

File No. - 1528 9/11/85 DALTON, GA A/C Reg. No. N2906J Time (Lc1) - 1530 EDT HARD LANDING Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 3. FLARE - IMPROPER - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. LANDING GEAR, NOSE GEAR - OVERLOAD NOSE OVER Occurrence #3 Phase of Operation LANDING ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3 Factor(s) relating to this accident is/are finding(s) 2

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File No 1599 10/10/85 MARIE	TTA,GA A/C Reg	g. No. N9623Q	Tin	ne (Lc1) -	1405 EDT	
-Basic Information						
Type Operating Certificate-NONE (GENERA				Injuri		
_	SUBSTAN'		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA 305A(0-1A)	Eng Make/Model - CON	TINENTAL 0-470-11B		nstalled/Ad		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		Sta	all Warning	y System	- UNK/NR
Max Gross Wt - UNK/NR		[PROCATING-CARBURE	ror			
No. of Seats - 2	Rated Power - :	230 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport Pr	roximity		
Wx Briefing - FSS	Last Departure Point			ORT/STRIP		
Method - TELEPHONE	MARIETTEA, GA		OII AIN	J		
Completeness - WEATHER NOT PERTINENT			Airport Dat	ta .		
Basic Weather - VMC	LOCAL	•	MCCOLLUM			
Wind Dir/Speed- CALM	LOOAL		Runway		27	
Visibility - 7.0 SM	ATC/Airspace			th/Wid -		75
Lowest Sky/Clouds - 4000 FT SCAT		VFR		Surface -		
Lowest Ceiling - NONE	Type of Clearance -			Status -		
Obstructions to Vision- NONE		NONE	Kuillay .	,	DICT	
Precipitation - NONE	Type Apolly Ellag	110112				
Condition of Light - DAYLIGHT						
-Personnel Information	A 27	dedical Cambidiaek	VALTD I	AEDICAL -NO	WATVEDC	'I TMTT
Pilot-In-Command		Medical Certificat			WAIVERS/	LIMII
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Review Current - UNK/NR		t Time (Hou	Last 24	1100	1
SE LAND	Months Since - 0	Make/Model-		Last 30		-
HELICOPTER	Aircraft Type - UNK/NR		467	Last 90		124
HELICOPTER	All Chart Type - UNK/NK	Tris traillent-	407	Rotorcra		3504
				KO LOI CI A	A 1 C	3304
Instrument Rating(s) - AIRPLANE,HE	LICOPTER					
Mannetter						
-Narrative						
CRAFT WAS ON TOUCH AND GO LANDING. PILOT						
SED DURING GO AROUND AND PILOT STATED HE L						
CHED DOWN REPEATEDLY, WITH SECOND TOUCHDOWN						
THE AND STEEDED ATOCDART TO DICUT FET !	VING TIP STRUCK TREE YAWING A	LKCRAFT 180 DEGREE	S WHERE IT	CAME TO RI	:51.	
OT HAD 12 HOURS IN CONVENTIONAL GEAR AIRCR						

File No 1599	10/10/85	MARIETTA, GA	A/C Reg. N	o. N9623Q	Time (Lc1) - 1405 EDT
Occurrence #1 Phase of Operation					
Finding(s) 1. AIRCRAFT HANDLING 2. REMEDIAL ACTION 3. ABORTED TAKEOFF 4. DIRECTIONAL CONTR	- INADEQUATE - PIL - PERFORMED - PILO	OT IN COMMAND	AND		
Occurrence #2 Phase of Operation		ON WITH OBJECT			
Finding(s) 5. OBJECT - TREE(S)					
Probable Cause	· · · · · · · · · · · · · · · · · · ·				
The National Transportis/are finding(s) 1,2		d determines that	the Probable Cause(s) of this accident	

-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircra	t Damage		Injur	ies	
· / / · · · / · · · · · · · · · · · · ·	•	INTIAL	Fatal	Serious	Minor	None
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 -LANDING						
-Aircraft Information						
Make/Model - SCHWEIZER HUGHES 269C	Eng Make/Model - L'			Installed/A		
Landing Gear - SKID	Number Engines -		S	tall Warnin	g System	- NO
Max Gross Wt - 2050	Engine_Type - Ri					
No. of Seats - 3	Rated Power -	190 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t	OFF AI	RPORT/STRIP		
Method - N/A	ATLANTA, GA					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- CALM	LOCAL		B	T al a A	N1 / A	
Visibility - 7.0 SM	ATC/Airspace			Ident - Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		IDE
Lowest Sky/Crodds CLEAR Lowest Ceiling - NONE	Type of Clearance				DRY	JKI
Obstructions to Vision- NONE	Type Of Creat ance Type Apch/Lndg			Status -	DKT	
Precipitation - NONE	Type Apcil/Ling	- SIMULATED FORCED	LANDING			
Condition of Light - DAYLIGHT						
-Personnel Information	A 0.4	M	+- VAL 7D	MEDICAL NO	WATVEDC	/. TMTT
Pilot-In-Command Certificate(s)/Rating(s)	Age - 31 Biennial Flight Review	Medical Certifica	te - VALID ht Time (H		WAIVERS/	LTMII
COMMERCIAL	Current - YES	Total -		Last 24	Une	4
COMMERCIAL	Months Since - 3	Make/Model-				
HELICOPTER	Aircraft Type - UNK/NI	Instrument-	78	Last 30 Last 90	Days U	199
7122307 FER	Arrorare type only in	2115 CT GINCTIC	, 0			2473
Instrument Rating(s) - HELICOPTER					_	
-Narrative ING A PRACTICE AUTOROTATION THE ACFT EXPE	STENOED A HARD LDO WHEN THE	DIT FATIED TO ADDE	CT THE CIN	V DATE		

File No. - 1575 10/14/85 ATLANTA, GA A/C Reg. No. N7503Q Time (Lc1) - 1645 EDT

Occurrence Phase of Operation LANDING

HARD LANDING

Finding(s)

- 1. AUTOROTATION SIMULATED PILOT IN COMMAND
- 2. DESCENT CONTINUED PILOT IN COMMAND
- 3. FLARE DELAYED PILOT IN COMMAND

----Probable Cause----

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

File No 1416 2/14/85 HILO,	HI A/C Re	g. No. N58395	т	ime (Lc1)	- 1650 HS	Т
-Basic Information Type Operating Certificate-ON-DEMAND AI				Inju		
	SUBSTAN	TIAL	Fatal	_		None
Type of Operation -POSITIONING	Fire	Crew	-	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	• 0	0	0	1
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Mode1 - HUGHES 369-D	Eng Make/Model - ALL	ISON 250-C20B	ELT	Installed/	Activated	- YES/NO
Landing Gear - HIGH SKID	Number Engines - 1		S	tall Warnii	ng System	- NO
Max Gross Wt - 3000	Engine Type - TUR	BOSHAFT				
No. of Seats - 5		398 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point			RPORT/STRI	•	
Method - N/A	HILO,HI		011 41	K. OK., 5.KI.		
Completeness - N/A	Destination		Airport D	a+a		
Basic Weather - VMC	KAHULUI,HI		A II poi C b	ata		
Wind Dir/Speed- 030/010 KTS	KAHULUI,HI		Dimin	Ident	- N/A	
, .,	ATO /A : mam = = =				- N/A - N/A	
Visibility - 20.0 SM	ATC/Airspace	NONE				
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 -	FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command		Medical Certifica			D WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ıht Time (H			
COMMERCIAL, CFI	Current - YES	Total -			4 Hrs - L	
SE LAND, ME LAND	Months Since - 12	Make/Model-			Days- L	
HELICOPTER GYROPLANE	Aircraft Type - 369-D	Instrument-	190	Last 9	Days- L	INK/NR
		Multi-Eng -	100	Rotorc	raft -	8000
Instrument Rating(s) - AIRPLANE						
Narrative						
HELICOPTER TAIL BOOM WAS DAMAGED BY THE M	AIN ROTOR BLADES DURING A FO	RCED AUTOROTATIVE	LANDING.	THE PLT RE	PORTED	
AT SHORTLY AFTER TAKEOFF AT AN ALT OF 4500	FT MSL, THE ENG N2 DROPPED T	0 92% AND APRX 15	SECONDS L	ATER, THE	ENG	
AMED OUT. INVESTIGATION REVEALED THE HELICO						
E ENG OPERATING MANUAL APPROVES OF THIS FUE						
GAS IS USED, THE FUEL BOOST PUMP MUST BE LE	FI UN. IHE PLI WAS UNABLE IL	RECALL WHETHER C	וא וזטו וחב	PUMP WAS U	٧.	

File No. - 1416 2/14/85 HILO,HI A/C Reg. No. N58395 Time (Lc1) - 1650 HST LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation Finding(s) 1. FLUID, FUEL - OTHER 2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND FORCED LANDING Occurrence #2 DESCENT - EMERGENCY Phase of Operation Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. TERRAIN CONDITION - CROP ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1,3

File No 1455 6/13/85 WA	IPAHU,HI 	A/C Reg. No.	N6573S 	T 	ime (Lc1) - 	1145 H	ST
-Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damage SUBSTANTIAL		F-4-1	Injur Serious		Nama
Type of Operation -INSTRUCTI Flight Conducted Under -14 CFR 91		Fire NONE	Crew Pass	0	2 0	M11101 0 0	None 0 0
Accident Occurred During -DESCENT							
-Aircraft Information							
Make/Model - CESSNA 150H		Model - CONTINENTA	L 0-200-A				
Landing Gear - TRICYCLE-FIXED		gines - 1	TAIO CARRILIRE		tall Warnin	g Systei	n - YES
Max Gross Wt - 1600 No. of Seats - 2	Rated Pow	rpe - RECIPROCAT rer - 100 HP	ING-CARBURE	ETUK			
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wy Printing - Aluc	Laat Donen	ture Point			RPORT/STRIP		
Method - TELEPHONE	BARBERS	POINT, HI					
Completeness - WEATHER NOT PERTIN	ENT Destination	1		Airport Da	ata		
Basic Weather - VMC	LOCAL			•			
Wind Dir/Speed- 060/010 KTS				Runway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 4500 FT S	CATTERED Type of F1	ight Plan - VFR			Surface -		
Lowest Ceiling - NONE	Type of C1	earance - VFR		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/	Lndg - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							- /
Pilot-In-Command	Age - 60				MEDICAL-NO	WAIVER	S/LIMII
<pre>Certificate(s)/Rating(s) ATP.CFI</pre>	Biennial Flight Current			nt Time (H	Last 24	llee -	3
SE LAND, ME LAND	Current Months Since	- 165 10t e - 3 Mak	al - '	11/13	Last 24	nrs -	INIV /NID
SE LAND, ME LAND		e - C-150 Ins	tnument-	2842	Last 30 Last 90 Rotorcr	Days-	96
	ATTCTATE Typ	9e - C-150 INS	+1-Epg -	2042 5600	Potonon	Days-	INK \ND
		Mul	ti-Eng -	3600	ROTOFCI	ait - i	JINN/ INN
Instrument Rating(s) - AIRPLANE							
-Narrative K 1/2 HR INTO THIS DUAL INSTRUCTIONAL F CENT AND STRUCK THE GROUND. ONE OF THE FRUCTOR AND THE STUDENT PLT WERE SERIOU EDIATELY AFTER THE ACCIDENT. THE ENG OP	PURPOSES OF THE FLT SLY INJURED AND DO N	WAS TO PRACTICE EM NOT REMEMBER THE EV	ERGENCY APO	CH PROCEDU	RES. BOTH T DRE, DURING	HE OR	

File No. - 1455 6/13/85 WAIPAHU,HI A/C Reg. No. N6573S Time (Lc1) - 1145 HST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation UNKNOWN

Finding(s)

1. OBJECT - WIRE,TRANSMISSION

2. VISUAL LOOKOUT - INATTENTIVE - DUAL STUDENT

3. VISUAL LOOKOUT - INATTENTIVE - PILOT IN COMMAND(CFI)

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

Type Operating Certificate-ON-DEMAND AIR TAXI Type of Operation	Type of Operation -INSTRUCTIONAL Fire Crew 0 0 0 2 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 2 Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-28-181 Eng Make/Model - LYCOMING 0-360-A4M ELT Installed/Activated - YES/I Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2450 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Stall Warning System - YES Rated Power - 180 HP Environment/Operations Information Weather Data Varieting - NO RECORD OF BRIEFING Method - N/A Destination Destination Airport Data Basic Weather - VMC LOCAL DES MOINES, IA Basic Weather - VMC LOCAL DES MOINES Runway Ident - 30 Visibility - 15.0 SM ATC/Airspace Runway Ident - 30 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 FULL STOP Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 164 Last 24 Hrs - 1	Type Operating Certificate ON-DEMAND AIR TAXI SUBSTANTIAL Fatal Serious Minor Type of Operation -INSTRUCTIONAL Fire Crew 0 0 0 0 Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-28-181 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 4 Rated Power - 180 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VWC Wind Dir/Speed- 230/010 KTS Visibility - 15.0 SM Basic Weather - VWC Uowest Ceiling - NONE Uowest Ceiling - NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Priot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Aircraft Damage SUSTANTIAL SUSTANTIAL Fatal Serious Minor SUSTANTIAL Fire Crew 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	File No 1401 6/07/85 DES	MOINES, IA	A/C Reg. No. No.	3502M	T i	me (Lc1) -	1405 CDT	
SUBSTANTIAL Fatal Serious Minor None Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTANTIAL Fatal Serious Minor Non- Piper of Operation -INSTRUCTIONAL Fire Crew 0 0 0 0 2 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 0 Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-28-181 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 4 Eng Make/Model - LYCOMING 0-360-A4M Max Gross Wt - 2450 No. of Seats - 4 Eng Make/Model - LYCOMING 0-360-A4M Max Gross Wt - 2450 No. of Seats - 4 Eng Make/Model - LYCOMING 0-360-A4M Number Engines - 1 Eng Make/Model - LYCOMING 0-360-A4M Number Engines - 1 Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 180 HP	Type of Operation -INSTRUCTIONAL Fire Crew 0 0 0 0 Flight Conducted Under -14 CFR 91	··· -· ·· · · · · · · · · · · · ·							
Type of Operation	Type of Operation	Type of Operation -INSTRUCTIONAL Fire Crew 0 0 0 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Type Operating Certificate-ON-DEMAND	AIR TAXI A	ircraft Damage			Injur:	ies	
Fight Conducted Under -14 CFR 91	Fiight Conducted Under -14 CFR 91 Accident Occurred During -LANDING NONE Pass 0 0 0 0 0 Accident Occurred During -LANDING NONE Pass 0 0 0 0 0 0 Accident Occurred During -LANDING NONE Pass 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Filight Conducted Under			SUBSTANTIAL		Fatal	Serious		
Accident Occurred During -LANDING -Aircraft Information Make/Model - PIPER PA-28-181 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 4 -Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 -Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 -Engine Type - RECIPROCATING-CARBURETOR Rated Power - 180 HP -Environment/Operations Information Weather Data Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 230/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision-NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND -Aircraft Information - VYCOMING 0-360-A4M ELT Installed/Activated - YES/NI Number Engines - 1 Stall Warning System - YES Number Engines - 1 Stall Warning System - YES/NI Number Engines - 1 Stall Warning System - YES NI Stall Warning System - YES Name Procipitation ON AIRPORT	Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-28-181 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - NO RECORD DF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed 230/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Destination Obstructions to Vision- Obstructions to Vision- Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Accident Information Make/Model - PIPER PA-28-181 Eng Make/Model - LYCOMING 0-360-A4M ELT Installed/Activated - YES/ Number Engines - 1 Stall Warning System - YES Number Engine - 180 HP Stall Warning System - YES Number Engines - 1 Stall Warning System - YES Number Engines - 1 Stall Warning System - YES Number Engines - 1 Stall Warning System - YES Number Engines - 180 HP Stall Warning System - YES Number Engines - 180 HP St	Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-28-181 Landing Gear - TRICYCLE-FIXED No. of Seats - 2450 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 230/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Aircraft Information Make/Model - LYCOMING D-360-A4M ELT Installed/Activated - Number Engines - 1 Stall Warning System - Stall Warning System - Reciprocation of Airport Proximity ON AIRPORT ON Airport Data DES MOINES, IA Destination Airport Data DES MOINES, IA COCAL DES MOINES Runway Ident - 30 Runway Lth/Wid - 3202/ 10 Runway Status - DRY Medical Certificate - VALID MEDICAL-NO WAIVERS/LI Type Apch/Lndg - TRAFFIC PATTERN FULL STOP Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Aircraft Type r PA-28RT Instrument- UNK/NR Last 30 Days- UNK/ Aircraft Type r PA-28RT Instrument- UNK/NR Last 90 Days-			· · -				-	
-Aircraft Information Make/Model - PIPER PA-28-181 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 4 -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 230/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Completines to Vision- NONE Obstructions to Vision- NONE Completines to Vision- NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Eng Make/Model - LYCOMING 0-360-A4M ELT Installed/Activated - YES/NI Stall Warning System - YES Stall Warning System - YES Number Engines - 1 Stall Warning System - YES Number Engines - 1 Stall Warning System - YES Number Light Proximity Stall Warning System - YES Number Light Proximity Capture to Proximity Capture to No Airport Proximity ON AIRPORT ON AIRPORT ON Airport Proximity ON AIRPORT ON AIRPO	Aircraft Information Make/Model - PIPER PA-28-181 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 230/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Destination Destinati	Aircraft Information Make/Model - PIPER PA-28-181 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 230/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Destination Des MOINES Runway Ident Destination Des MOINES Runway Ident Destination Destination Destination Destination Destination Destination Des Moines Destination Destination Des Moines De			NONE	Pass	0	0	0	0
-Aircraft Information Make/Model - PIPER PA-28-181 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 4 -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Basic Weather - VMC Wind Dir/Speed- 230/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Destination Lowest Sky/Clouds - CLEAR Destination Precipitation - NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND - Engine Type - RECIPROCATING-CARBURETOR Number Engines - 1 Stall Warning System - YES/Number 180-360-A4M ELT Installed/Activated - YES/NU Stall Warning System - YES Number Engines - 1 Stall Warning System - YES/NUmber 180-A4M Stall Warning System - YES Number 180-A4M Stall Warning	Aircraft Information Make/Model - PIPER PA-28-181 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 230/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Aircraft Information Make/Model - PIPER PA-28-181 Landing Gear - TRICYCLE-FIXED No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 230/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Dobstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Make/Model - LYCOMING 0-360-A4M ELT Installed/Activated - Stall Warning System - Botall Warning System - Stall Warning System - Botall Warning System - Stall Warning System - Botall Warning S								
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 4	Landing Gear - TRICYCLE-FIXED Max Gross wt - 2450 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 230/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision - NONE Obstructions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Mumber Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 180 HP Itinerary Last Departure Point ON AIRPORT O	Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 4 Rated Power - 180 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 230/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Lowest Sy Occupant - 2450 Rated Power - 180 HP Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 180 HP Stall Warning System - Engine Type - RECIPROCATING-CARBURETOR Rated Power - 180 HP Stall Warning System - Engine Type - RECIPROCATING-CARBURETOR Rated Power - 180 HP Stall Warning System - Engine Type - RECIPROCATING-CARBURETOR Rated Power - 180 HP Stall Warning System - Engine Type - RECIPROCATING-CARBURETOR Rated Power - 180 HP Stall Warning System - Engine Type - RECIPROCATING-CARBURETOR Rated Power - 180 HP Stall Warning System - Engine Type - RECIPROCATING-CARBURETOR Rated Power - 180 HP Stall Warning System - Engine Type - RECIPROCATING-CARBURETOR Rated Power - 180 HP Stall Warning System - Engine Type - RECIPROCATING-CARBURETOR Rated Power - 180 HP Stall Warning System - Rated Power - 180 HP Stall Warning System - Rated Power - 180 HP Stall Warning System - Rated Power - 180 HP Airport Proximity ON AIRPORT ON A								
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Wind Dir/Speed- 230/010 KTS Visibility - 15.0 SM ATC/Airspace 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 SE LAND Wind Dir/Speed- 230/010 KTS ATC/Airspace Runway Ident - 30 Runway Lth/Wid - 3202/ 100 Runway Surface - ASPHALT Runway Status - DRY Runway Status - DRY Type of Clearance - NONE Runway Status - DRY Type Apch/Lndg - TRAFFIC PATTERN FULL STOP Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Review Flight Time (Hours) Current - YES Total - 164 Last 24 Hrs - 1 Months Since - 3 Make/Model - 1 Last 30 Days- UNK/NR Aircraft Type r PA-28RT Instrument- UNK/NR Last 90 Days- 9	Wind Dir/Speed- 230/010 KTS Visibility - 15.0 SM ATC/Airspace Runway Ident - 30 Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 3202/ 100 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 FULL STOP Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 164 Last 24 Hrs - 1 SE LAND Months Since - 3 Make/Model - 1 Last 30 Days- UNK/NR Aircraft Type r PA-28RT Instrument- UNK/NR Last 90 Days- 9	Wind Dir/Speed- 230/010 KTS Visibility - 15.0 SM ATC/Airspace Runway Ident - 30 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 FULL STOP Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-NO WAIVERS/LI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE SE LAND Months Since - 3 Make/Model - 1 Last 30 Days- UNK/ Aircraft Type r PA-28RT Instrument- UNK/NR Last 90 Days-	· · · · · · · · · · · · · · · · · · ·				•			
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Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 164 Last 24 Hrs - 1 SE LAND Months Since - 3 Make/Model - 1 Last 30 Days- UNK/NR Aircraft Type r PA-28RT Instrument- UNK/NR Last 90 Days- 9	Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 164 Last 24 Hrs - 1 SE LAND Months Since - 3 Make/Model - 1 Last 30 Days - UNK/NR Aircraft Type r PA-28RT Instrument - UNK/NR Last 90 Days - 9	Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-NO WAIVERS/LI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 164 Last 24 Hrs - SE LAND Months Since - 3 Make/Model - 1 Last 30 Days - UNK/ Aircraft Type r PA-28RT Instrument - UNK/NR Last 90 Days -	• • • • • • • • • • • • • • • • • • • •							
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Multi-Fna - HNK/NP Potononaft - HNK/NP	Multi-Eng - UNK/NR Rotorcraft - UNK/NR	Multi-Eng - UNK/NR Rotorcraft - UNK/	•	Aircraft Type F	PA-28RT Insti	rument- UN	K/NR	Last 90	Days-	9
MUTEL ETIES ONLY IN ROCOL CHAIL - UNKNINK					Mu1t	i-Eng - UN	K/NR	Rotorcra	aft - UN	
	Instrument Rating(s) - NONE	Instrument Rating(s) - NONE	Instrument Rating(s) - NONE							
			Certificate(s)/Rating(s) PRIVATE SE LAND	Biennial Flight Revi Current -	Medical (ew YES Tota 3 Make, PA-28RT Insti	Certificat Fligh I - /Model- rument- UN	e - VALID t Time (Ho 164 1 K/NR	MEDICAL-NO ours) Last 24 Last 30 Last 90	Hrs - Days- UNI Days-	</td
			VEERED SLOWLY TO THE LEFT WITHOUT SLOW FECT. THE ACFT CONTINUED OFF THE RUNY CED 140 FLT HOURS PRIOR TO THIS OCCURP SYSTEM SHOWED EXCESSIVE WEAR ON THE E	/ING DOWN. THE CHECK PLT /AY WHERE IT SUSTAINED S RENCE. THE ACFT IS USED	APPLIED HIS BRAUBSTANTIAL DAMAGEXTENSIVELY FOR	AKES TO AS Ge. THE AC STUDENT P	SIST THE F FT BRAKING LT TRAININ	PLT, BUT WI' S System was IG. The Acf	THOUT S T	
-Narrative ING A FULL STOP LANDING THE PLT APPLIED BRAKES TO ARREST THE LANDING ROLL AND UPON APPLICATION OF THE BRAKES, THE T VEERED SLOWLY TO THE LEFT WITHOUT SLOWING DOWN. THE CHECK PLT APPLIED HIS BRAKES TO ASSIST THE PLT, BUT WITHOUT EFFECT. THE ACFT CONTINUED OFF THE RUNWAY WHERE IT SUSTAINED SUBSTANTIAL DAMAGE. THE ACFT BRAKING SYSTEM WAS LACED 140 FLT HOURS PRIOR TO THIS OCCURRENCE. THE ACFT IS USED EXTENSIVELY FOR STUDENT PLT TRAINING. THE ACFT KE SYSTEM SHOWED EXCESSIVE WEAR ON THE BRAKE LININGS. THE BRAKE LINING PUCKS EXCEEDED THEIR EFFECTIVE LIMIT WHICH	RING A FULL STOP LANDING THE PLT APPLIED BRAKES TO ARREST THE LANDING ROLL AND UPON APPLICATION OF THE BRAKES, THE T VEERED SLOWLY TO THE LEFT WITHOUT SLOWING DOWN. THE CHECK PLT APPLIED HIS BRAKES TO ASSIST THE PLT, BUT WITHOUT TEFFECT. THE ACFT CONTINUED OFF THE RUNWAY WHERE IT SUSTAINED SUBSTANTIAL DAMAGE. THE ACFT BRAKING SYSTEM WAS PLACED 140 FLT HOURS PRIOR TO THIS OCCURRENCE. THE ACFT IS USED EXTENSIVELY FOR STUDENT PLT TRAINING. THE ACFT THE BRAKE SYSTEM SHOWED EXCESSIVE WEAR ON THE BRAKE LININGS. THE BRAKE LINING PUCKS EXCEEDED THEIR EFFECTIVE LIMIT WHICH	/ EFFECT. THE ACFT CONTINUED OFF THE RUNWAY WHERE IT SUSTAINED SUBSTANTIAL DAMAGE. THE ACFT BRAKING SYSTEM WAS PLACED 140 FLT HOURS PRIOR TO THIS OCCURRENCE. THE ACFT IS USED EXTENSIVELY FOR STUDENT PLT TRAINING. THE ACFT AKE SYSTEM SHOWED EXCESSIVE WEAR ON THE BRAKE LININGS. THE BRAKE LINING PUCKS EXCEEDED THEIR EFFECTIVE LIMIT WHICH	THE THE MACLIC FLUID BLEED-BY.							
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-Narrative ING A FULL STOP LANDING THE PLT APPLIED BRAKES TO ARREST THE LANDING ROLL AND UPON APPLICATION OF THE BRAKES, THE T VEERED SLOWLY TO THE LEFT WITHOUT SLOWING DOWN. THE CHECK PLT APPLIED HIS BRAKES TO ASSIST THE PLT, BUT WITHOUT EFFECT. THE ACFT CONTINUED OFF THE RUNWAY WHERE IT SUSTAINED SUBSTANTIAL DAMAGE. THE ACFT BRAKING SYSTEM WAS LACED 140 FLT HOURS PRIOR TO THIS OCCURRENCE. THE ACFT IS USED EXTENSIVELY FOR STUDENT PLT TRAINING. THE ACFT KE SYSTEM SHOWED EXCESSIVE WEAR ON THE BRAKE LININGS. THE BRAKE LINING PUCKS EXCEEDED THEIR EFFECTIVE LIMIT WHICH	RING A FULL STOP LANDING THE PLT APPLIED BRAKES TO ARREST THE LANDING ROLL AND UPON APPLICATION OF THE BRAKES, THE T VEERED SLOWLY TO THE LEFT WITHOUT SLOWING DOWN. THE CHECK PLT APPLIED HIS BRAKES TO ASSIST THE PLT, BUT WITHOUT TEFFECT. THE ACFT CONTINUED OFF THE RUNWAY WHERE IT SUSTAINED SUBSTANTIAL DAMAGE. THE ACFT BRAKING SYSTEM WAS PLACED 140 FLT HOURS PRIOR TO THIS OCCURRENCE. THE ACFT IS USED EXTENSIVELY FOR STUDENT PLT TRAINING. THE ACFT THE BRAKE SYSTEM SHOWED EXCESSIVE WEAR ON THE BRAKE LININGS. THE BRAKE LINING PUCKS EXCEEDED THEIR EFFECTIVE LIMIT WHICH TOWED HYDRAULIC FLUID BLEED-BY.	'EFFECT. THE ACFT CONTINUED OFF THE RUNWAY WHERE IT SUSTAINED SUBSTANTIAL DAMAGE. THE ACFT BRAKING SYSTEM WAS PLACED 140 FLT HOURS PRIOR TO THIS OCCURRENCE. THE ACFT IS USED EXTENSIVELY FOR STUDENT PLT TRAINING. THE ACFT NKE SYSTEM SHOWED EXCESSIVE WEAR ON THE BRAKE LININGS. THE BRAKE LINING PUCKS EXCEEDED THEIR EFFECTIVE LIMIT WHICH OWED HYDRAULIC FLUID BLEED-BY.								

File No. - 1401 6/07/85 DES MOINES, IA A/C Reg. No. N3502M Time (Lc1) - 1405 CDT LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND 2. LANDING GEAR, NORMAL BRAKE SYSTEM - NO PRESSURE 3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL 4. FLUID, HYDRAULIC - LEAK 5. LANDING GEAR, NORMAL BRAKE SYSTEM - WORN 6. MAINTENANCE, REPLACEMENT - DELAYED - COMPANY MAINTENANCE PSNL Occurrence #2 ON GROUND COLLISION WITH TERRAIN 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) 1,2

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

File No 1442 9/06/85 0XFOR	D,IA A/C R	eg. No. N9557K		ime (Lc1)	- 2015 CDI	
-Basic Information Type Operating Certificate-ON-DEMAND AI	R TAXI Aircraf SUBSTA	t Damage	Foto1	Inju Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	-	0 0	0 0	1 0
-Aircraft Information Make/Model - PIPER PA-28-181 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 4	Eng Make/Model - LY Number Engines - 1 Engine Type - RE	COMING 0-360-A4M	S	Installed/ tall Warni		
-Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 190/008 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Itinerary Last Departure Point MANKATO,MN Destination IOWA CITY,IA ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- VFR - NONE	OFF AI Airport D Runway Runway Runway		- N/A - N/A - N/A	4OITAT3
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND Instrument Rating(s) - AIRPLANE	SELECTOR WAS FOUND ON THE	Total - Make/Model- Instrument- Multi-Eng - T COLLIDED WITH ST LT FUEL TANK, THE	ht Time (H 307 13 60 6	ours) Last 2 Last 3 Last 9 Last 5 Last 5 The second sec	4 Hrs - O Days- UN O Days-	2

File No 14	42 9/06/85 OXFORD,IA	A/C Reg. No. N9557K	Time (Lcl) - 2015 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL CRUISE - NORMAL		
3. EMERGENCY PROCE	ARVATION RECTIVES - NOT FOLLOWED - PILOT IN COMMA DURE - NOT FOLLOWED - PILOT IN COMMAND TOR POSITION - IMPROPER - PILOT IN COMMA		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Finding(s) 5. LIGHT CONDITION	- ·····		
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
Finding(s) 6. TERRAIN CONDITION	ON - CROP		
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the 2,3,4	e Probable Cause(s) of this accide	ent

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

File No 1456 9/15/85 WHAT	CHEER, IA A/C F	Reg. No. N8262U	Т	ime (Lc1) -	1940 CD	т
Basic Information Type Operating Certificate-NONE (GENERAL	L AVIATION) Aircraí SUBST	ft Damage	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0	1 0	0	0
Accident occurred puring -LANDING						
Aircraft Information Make/Model - PIPER PA-28-181 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450	Eng Make/Model - Li Number Engines - : Engine Type - RE		S	Installed/A tall Warnir		
No. of Seats - 4	Rated Power -	180 HP				
Environment/Operations Information Weather Data	Itinerary			Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Departure Point DES MOINES,IA	t		RPORT/STRIP	ı	
Completeness - WEATHER NOT PERTINENT Basic Weather - VMC	Destination IOWA CITY,IA		Airport D			
Wind Dir/Speed- 140/008 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 25000 FT SCAT	ATC/Airspace TERED Type of Flight Plan	- VFR	Runway	· Ident - · Lth/Wid - · Surface -		
Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - NIGHT(DARK)	Type of Clearance Type Apch/Lndg	- NONE - STRAIGHT-IN PRECAUTIONARY LA	_	Status -	HIGH VE SOFT	GETATION
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 57 Biennial Flight Review	Medical Certifica	te - VALID nt Time (H		IVERS/LI	MIT
PRIVATE SE LAND	Current - YES Months Since - 1 Aircraft Type - PA-28	Total - Make/Model-		Last 24	Hrs - Days- U Davs-	
	, , , , , , , , , , , , , , , , , , ,	Multi-Eng - U	NK/NR		aft - U	NK/NR
Instrument Rating(s) - NONE						
THE ACFT WAS OBSERVED FLYING THROUGH THE TOP OWAS RELATIVELY FLAT IN A SOY-BEAN FIELD. THE OWAS RELATIVELY FLAT IN A SOY-BEAN FIELD. THE OWNER OF THE WAS IN A PIPER J-3 ACFT INSTEAD OF A MORE UNTIL HE FELT THE ACFT CRASHING. THE ACFT CONTINUING ON THRU A SMALL PWR LINE BEFORE MADELLY FOR 120 FT BEFORE STOPPING. THE ACFT WAS BATTERY HAD COME LOOSE FROM IT'S MOUNTING BOX THE FLOOR. THE PLT WAS FOUND WALKING OUTSIDE HIS HEAD. THE PLT ALSO HAD A HISTORY OF MEDICA	PLT LATER STATED THAT HE HA PIPER ARCHER. HE SAID HE MI T WAS OBSERVED BY WITNESSES KING A "PAN-CAKE" LANDING I S RELATIVELY INTACT AND THE IN THE BAGGAGE COMPARTMENT THE ACFT AFTER THE ACCIDENT	AD BECOME DISORIENT JST HAVE LOST CONTRI S FLYING THRU THE TO IN AN OPEN SOYBEAN O E ENG RAN WHEN TEST IT AND ENDED UP IN TO	ED IN FLT DL AS HE R DPS OF SOM FLD WHERE ED AFTER T HE RIGHT F	AND HALLUCI EMEMBERED N IE SMALL TRE IT SLID ON THE ACCIDENT RONT COCKPI	NATED OTHING ES AND IT'S . THE T ON	

File No 14	56 9/15/85	WHAT CHEER, IA	A/C Reg. No. N8262U	Time (Lc1) - 1940 CDT
Occurrence #1 Phase of Operation	MISCELLANEOUS/C	THER		
3. WEATHER CONDITI 4. WEATHER EVALU 5. IMPROPER US 6. JUDGEMENT - CON 7. IMPROPER US	ISORIENTED - INAC ON - HAZE JATION - IMPROPER E OF EQUIPMENT/AI JFLICTING - PILOT	IN COMMAND RCRAFT, PHYSICAL IMPAIRM	ONDITION - PILOT IN COMMAND	
Occurrence #2 Phase of Operation	IN FLIGHT COLLI DESCENT - EMERG	SION WITH OBJECT		
Finding(s) 9. DESCENT - PREMA	TURE - PILOT IN C			
Occurrence #3 Phase of Operation				
Finding(s) 10. TERRAIN CONDITI 11. TERRAIN CONDITI				
Probable Cause	·			
The National Transports/are finding(s) 4,	_	pard determines that the	e Probable Cause(s) of this accid	ent

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

File No 1542 9/20/85 KALC	DNA,IA A/C Re	g. No. N78227	Т	ime (Lc1) -	0812 CD	r
Basic Information Type Operating Certificate-NONE (GENER				Injur		
	SUBSTAN		Fata1	Serious	-	None
Type of Operation '-PERSONAL	Fire	Crev	-	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE	Pass	s 0	0	0	0
Aircraft Information						
Make/Model - CESSNA 172K	Eng Make/Model - LYC	OMING 0-320-E2D		Installed/		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300	Number Engines - 1 Engine Type - REC	IPROCATING-CARBUR		tall Warnir	ig System	- 155
No. of Seats - 4	9 7.	150 HP	RETUR			
NO. OI Seats	kated rower -	150 HF		-		
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	NG Last Départure Point		OFF AI	RPORT/STŘIF	•	
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	WASHINGTON, IA					
Wind Dir/Speed- VARIABLE					- N/A	
Visibility - 7.0 SM	ATC/Airspace	NONE		Lth/Wid - Surface -		
Lowest Sky/Clouds - 600 FT SC/ Lowest Ceiling - 2000 FT DVI	ATTERED Type of Flight Plan - ERCAST Type of Clearance -			-	SOFT	
Obstructions to Vision- NONE		NONE	Kuliway	Status	307 1	
Precipitation - RAIN SHOWERS		HONE				
Condition of Light - DAYLIGHT	-					
Personnel Information		M		MED 7 0 4 1 4 10		/. TMTT
Pilot-In-Command	Age - 27 Biennial Flight Review	Medical Certifica	ate - VALID ght Time (H		WAIVERS,	/ CIMII
Certificate(s)/Rating(s) COMMERCIAL	Current - YES	Total -		Last 24	l Hne -	4
SE LAND, ME LAND	Months Since - 0	Make/Model-	102		Days- U	
JE EAND, ME EAND	Aircraft Type - PA-44	Instrument-	150		Days-	
	A C. C	Multi-Eng -	16		,, .	
		J				
Instrument Rating(s) - AIRPLANE						
Narrative						
HE PLT REPORTED THAT ON THE INITIAL INDICA	TION OF RAIN, HE ELECTED TO TA	KEOFF FROM THE HA	ARVESTED SO	YBEAN FIELD)	
FORE IT BECAME MUDDY. THE FIELD WAS SOFT						
THE PLT BEGAN HIS TAKEOFF IN THAT DIRECT						
HALLOW TURN. THE ACFT BEGAN SETTLING DURING		IDED WITH THE GRO	DUND. AFTER	THE ACDNT	, THE	
IND WAS NOTED TO HAVE CHANGED & WAS BLOWING						

File No. - 1542 9/20/85 KALONA,IA A/C Reg. No. N78227 Time (Lcl) - 0812 CDT

Occurrence #1
Phase of Operation

LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

- 1. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- 2. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 3. TERRAIN CONDITION SOFT
- 4. TERRAIN CONDITION HIGH OBSTRUCTION(S)
- 5. WEATHER CONDITION RAIN
- 6. WEATHER CONDITION UNFAVORABLE WIND
- 7. STALL/MUSH INADVERTENT PILOT IN COMMAND

Occurrence #2

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

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

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

File No 1420 7/0	5/85 MCCALL, ID	A/C Reg. No.	N5829P	Time (Lcl) -	O830 MDT	
Basic Information Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damag		Injur	ies	
		SUBSTANTIAL	Fa	tal Serious	Minor	None
	-PERSONAL	Fire	Crew	0 0	0	1
Flight Conducted Under		NONE	Pass	0 0	0	3
Accident Occurred During	-LANDING					
Aircraft Information						
Make/Model - PIPER PA-2	4-250 Eng Mako/M	odel - LYCOMING	0-540-4145	ELT Installed/A	ctivated -	VEC-HNE/ND
Landing Gear - TRICYCLE-F			U-540-A TAS	Stall Warnin		
Max Gross Wt - 2900	Engine Type		I INJECTED	Starr Warring	y system -	163
No. of Seats - 4	Rated Power					
No. or Seats	Rated rower	230 116				
Environment/Operations Infor	mation					
Weather Data	Itinerary		Air	port Proximity		
Wx Briefing - UNK/NR	Last Depart	ure Point	0	FF AIRPORT/STRIP	•	
Method - UNK/NR	YELLOW PI	NE,ID				
Completeness - UNK/NR	Destination		Airp	ort Data		
Basic Weather - VMC	MCCALL, ID					
Wind Dir/Speed- CALM			R	unway Ident -	N/A	
Visibility - 50.0	SM ATC/Airspace		R	unway Lth/Wid -	N/A	
Lowest Sky/Clouds -	CLEAR Type of Fli	ght Plan - NONE	R	unway Surface -	N/A	
Lowest Ceiling -	NONE Type of Cle	arance - NONE	R	unway Status -	N/A	
Obstructions to Vision-	NONE Type Apch/L	ndg - FORCE	D LANDING			
Precipitation - 1	NONE					
Condition of Light -	DAYLIGHT	·			•	
Personnel Information Pilot-In-Command	Age - 32	Modico	1 Certificate -	VALTO MEDICAL -NO	WATVEDS/I	TMTT
Certificate(s)/Rating(s)			Flight Ti	me (Hours)	WAIVERS/	- TMT 1
PRIVATE	Current		tal - 806		Une -	4
SE LAND	Months Since					
SE LAND	Aircraft Type	- INK/ND To	ke/Model- 65 strument- UNK/NR	last 90	Days Olyn	24
	Anciait Type		iti-Eng - 134		aft - UNK	
		Ma	iti Liig 134	KO COI CI	arc on	N/ NN
Instrument Rating(s)	- NONE					
Narrative						
THE ACFT WAS DAMAGED DURING A FO	DOED LANDING IN A ELD EGILOWING	FUEL EVHALISTION	THE DIT BEDORT	ED HE DEDARTED		
YELLOW PINE, ID, WITH THE FUEL G					:1	
EXHAUSTION. THE RIGHT FUEL TANK						
OBTAIN FUEL, HOWEVER, FUEL WAS N						
1/4 FULL. AT AN ALT OF 6,500 FT, FORCED LANDING RESULTED.	S MILES FRUM MCCALL ARPI, THE	ENG GOTI ONCE VE	AIN DOE TO PUEL	EVUADOITON AND I	ПС	
CONSED CAMBING RESULTED.						
	PAGE-	156				
	1742					

File No. - 1420 7/05/85 MCCALL, ID A/C Reg. No. N5829P Time (Lc1) - 0830 MDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation DESCENT - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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Brief of Accident

Basic Information						
Type Operating Certificate-ON-DEM		aft Damage		Injur		
		TANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSON	· -		-	0	0	1
Flight Conducted Under -14 CFR		Pass	0	0	0	0
Accident Occurred During -LANDIN	IG					
Aircraft Information						
Make/Model - PIPER PA-38-112	Eng Make/Model -	LYCOMING 0-235-L2C	ELT	Installed/A	ctivated	- YES/YE
Landing Gear - TRICYCLE-FIXED	Number Engines -	1	S	tall Warnir	ng System	- YES
Max Gross Wt - 1670	Engine Type -	RECIPROCATING-CARBUR	ETOR		•	
No. of Seats - 2	Rated Power -	112 HP				
Environment/Operations Information-						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - FSS	Last Departure Poi	nt	•	RPORT/STRIP	•	
Method - UNK/NR	BLACKFOOT.ID			,		
Completeness - UNK/NR	Destination		Airport D	ata		
Basic Weather - VMC	TWIN FALLS, ID					
Wind Dir/Speed- 180/005 KTS	, with 1 Acco, 15		Runway	Ident -	N/A	
Visibility - 25.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	ın - VFR		Surface -		
Lowest Ceiling - NONE	Type of Clearance			-	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg		,	014145	.,,	
Precipitation - NONE	Type Apolly Lines	TOROLD LANDING				
Condition of Light - DAYLIGH	IT					
Pilot-In-Command	Age - 18	Medical Certifica	te - VALTO	MEDICAL-NO	WATVERS/	'I TMTT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			
STUDENT	Current - N/A	Total -	37	Last 24	l Hrs -	3
	Months Since - N/A	Make/Model-		Last 30		-
						•
Instrument Rating(s) - NONE	Aircraft Type - N/A	Instrument-		Last 90		8
	CODEN UT AT ADDY 4400 MDT AN	ID MADE A TOUGH E OO	AT DI 40K E	00T TD 47	ADDV	
E STUDENT SOLO X-COUNTRY FLT DEPARTED						
5 MDT. THE PLT STATED THE LANDING WAS						
EL EXHAUSTION OCCURRED AT 1345 MDT AN						
ATED A PRINTED EMERGENCY CHECKLIST WA		INSTRUCTED TO MEMORI	ZE A CHECK	LIST FOR EN	IG	
ILURE PROCEDURES WHICH INCLU DES SW ITC	HING FUEL TANKS.					

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File No 14	19 7/13/85	AMERICAN FALLS, ID	A/C Reg. No. N25678	Time (Lcl) - 1345 MDT
Occurrence #1 Phase of Operation	LOSS OF POWER(PA	RTIAL) - NON-MECHANICAL		
FUEL TANK SELEC	E OF PROCEDURE,IMP TOR POSITION - NOT	ROPER TRAINING - PILOT I FOLLOWED - PILOT IN COM STOOD - PILOT IN COMMAND	IMAND	
Occurrence #2 Phase of Operation	DESCENT - EMERGE	NCY		
Occurrence #3 Phase of Operation	NOSE OVER LANDING - ROLL			
Finding(s) 5. TERRAIN CONDITI	ON - ROUGH/UNEVEN			
Probable Cause				
The National Transpo is/are finding(s) 1,		rd determines that the P	robable Cause(s) of this accid	ent

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

File No 1489 6/	28/85 MUN	DELEIN, IL	A/C Re	g. No. N443	40	Т1	me (Lc1) ·	- 1030 CDT	
	e-NONE (GENE	RAL AVIATION)	Aircraft				Inju		
			DESTROY	ED		Fatal	_		None
Type of Operation		ERVATION	Fire		Crew	1	0	0	0
Flight Conducted Under			NONE		Pass	1	0	0	0
Accident Occurred During	-DESCENT								
Aircraft Information									
Make/Model - TAYLORCRA	FT BC12-D1	Eng	Make/Model - CON	TINENTAL AG	5-8F	ELT 1	nstalled/	ctivated	- YES-UNK/N
Landing Gear - TAILWHEEL	-ALL FIXED	Numb	er Engines - 1			St	all Warnir	ng System	- NO
Max Gross Wt - 1200		Engi	ne Type - REC	IPROCATING-	CARBURE	ΓOR			
No. of Seats - 2		Rate	d Power -	65 HP					
Environment/Operations Info	rmation								
Weather Data		Itinera	rv			Airport F	roximity		
Wx Briefing - UNK/NR		Last	Departure Point			OFF AIR	RPORT/STŘII	•	•
Method - UNK/NR			E AS ACC/INC				,		
Completeness - UNK/NR		Destin				Airport Da	nta		
Basic Weather - VMC			E AS ACC/INC		-				
Wind Dir/Speed- 120/010	KTS	J	2 45 455, 2115			Runway	Ident ·	- N/A	
Visibility - 10.0		ATC/Air	snace				Lth/Wid		
Lowest Sky/Clouds -				NONE			Surface		
Lowest Sky/Crodds Lowest Ceiling -			of Clearance -				Status		
Obstructions to Vision-				NONE		Kullway	Jiaius	N/ A	
		туре	Apen/ Lndg -	NUNE					
Precipitation -									
Condition of Light -	DAYLIGHI								
Personnel Information									
Pilot-In-Command		Age - 7		Medical Cer				AIVERS/LIM	IIT
Certificate(s)/Rating(s)			ight Review			t Time (Ho			
PRIVATE		Current		Total	- ;	3850	Last 2	1 Hrs - UN	IK/NR
SE LAND, ME LAND			Since - UNK/NR	Make/Mo	del- UNI	<td>Last 30</td> <td>Days- UN</td> <td>IK/NR</td>	Last 30	Days- UN	IK/NR
		Aircraf	t Type - UNK/NR	Instrum	ient- UNI	K/NR	Last 9) Days- UN	IK/NR
				Multi-E	ing - UNI	<td>Last 30 Last 90 Rotorci</td> <td>raft - UN</td> <td>IK/NR</td>	Last 30 Last 90 Rotorci	raft - UN	IK/NR
Instrument Rating(s)	- NONE								
Narrative E ACFT CONTACTED TERRAIN IN A WITNESSES TO THE ACCIDENT, H PORT ON THE PASSENGER DISCLOS THE LEFT CIRCUMFLEX ARTERY.	OWEVER, THE	ACFT WAS OBSER	VED FLYING AT LO	W ALTITUDES	PRIOR '	TO THE ACC	CIDENT. AN	AUTOPSY	

File No 148	9 6/28/85	MUNDELEIN,IL	A/C Reg.	No. N44340	Time (Lc1) - 1030 CDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL	- IN FLIGHT			
Finding(s) 1. CONTROL INTERFER 2. PHYSICAL IMP		T - PASSENGER ACK) - OTHER PERSON	NEL		·
Occurrence #2 Phase of Operation					
Finding(s) 3. TERRAIN CONDITION	N - GROUND				
Probable Cause	-				
The National Transports/are finding(s) 1,2		rd determines that	the Probable Cause(s) of this acc	eident

File No 1436 7/	V3/83 M	T. CARMEL,I	A/C	Reg. No. N		ا 	ime (Lc1) -		
Basic Information Type Operating Certificat	e-AGRICULT	URAL AIRCRA		aft Damage		F-4-3	Injur		
Type of Operation	-AFRTAL A	PPLICATION	SUBS Fire	TANTIAL	Crew	Fatal O	Serious O	Mino O	
Fiight Conducted Under	-14 CFR 1				Pass	ŏ	-	ŏ	
Accident Occurred During	-IAKEUFF								
Aircraft Information							/.		
Make/Model - PIPER PA- Landing Gear - TAILWHEEL		•	Eng Make/Model - Number Engines -				Installed/A Stall Warnir		
Max Gross Wt - 3800	-ALL FIXED	,	Engine Type -				tali warnir	ig Syst	em - 1ES
No. of Seats - 1			Rated Power -	285 HP	NG-CARBORE	IUR			
Environment/Operations Info	rmation								
Weather Data			inerary			Airport	Proximity		
	RD OF BRIE		Last Departure Poi	nt			RPORT/STRIP)	
Method - N/A			SAME AS ACC/INC				, -		
Completeness - N/A		C	estination			Airport D	ata		
Basic Weather - VMC			SAME AS ACC/INC			BECKER	MAN		
Wind Dir/Speed- 300/010	KTS					Runway	· Ident -	N/A	
Visibility - 15.0	SM	AT	C/Airspace			Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds -	4000 FT	SCATTERED	Type of Flight Pla	ın - NONE		Runway	Surface -	N/A	
Lowest Ceiling -	NONE		Type of Clearance Type Apch/Lndg	- NONE		Runway	Status -	N/A	
Obstructions to Vision-			Type Apch/Lndg	- NONE					
Precipitation -	NONE								
Condition of Light -	DAYLIGHT								
Personnel Information								_	
Pilot-In-Command		Age -					MEDICAL-WA	IVERS/	LIMIT
Certificate(s)/Rating(s)			al Flight Review		Fligh	t Time (F			_
COMMERCIAL			rrent - YES	Tota	.1 - :	3900	Last 24	Hrs -	5
SE LAND, ME LAND			onths Since - 4	Make	/Model-	800	Last 30	Days-	UNK/NR
HELICOPTER		Ai	rcraft Type - UNK/	NR Inst	rument-	150	Last 30 Last 90 Rotorcr	Days-	150
				Muit	1-Eng -	1450	Rotorcr	art -	300
Instrument Rating(s)	- AIRPLAN	IE .							
Narrative PLT STATED THAT HIS ACFT WA	C LOADED H	ITTU DOV EER	TILIZED FOLLOWING	TAMENTE EN	OM THE COD	CTDID U	EATLED TO	CLEAD	
RT BANK AT THE SOUTH END OF									
			SOLIUNG INSPECTOR I	1141 116 MWS	O * LNUNUJJE	O I OK I DE			
OWING THE ACCIDENT THE PLT					T WAS 93 D	FGS F			

File No. - 1436

7/05/85

MT. CARMEL,IL

A/C Reg. No. N9909P

Time (Lc1) - 1630 CDT

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

- 1. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY EXCEEDED
- 2. PREFLIGHT PLANNING/PREPARATION IMPROPER PILOT IN COMMAND
- 3. WEATHER CONDITION TEMPERATURE EXTREMES
- 4. AIRCRAFT WEIGHT AND BALANCE MISJUDGED PILOT IN COMMAND
- 5. TERRAIN CONDITION DIRT BANK
- 6. 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) 1,2,4,6

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

NONE (GENERAL PERSONAL 14 CFR 91 LANDING161 XED ation	SUBS Fire NONE Eng Make/Model - Number Engines - Engine Type - Rated Power -	_YCOMING 0-320 1 RECIPROCATING-CARBU	S O ELT : S	0	Minor 0 0	
14 CFR 91 LANDING161 XED	Fire NONE Eng Make/Model - Number Engines - Engine Type - Rated Power -	Cre PasYCOMING 0-320 1 RECIPROCATING-CARBU	w 0 s 0 ELT : S	0 0 Installed/	0 0 	1 0
14 CFR 91 LANDING161 XED	NONE Eng Make/Mode1 - Number Engines - Engine Type - Rated Power -	Pas YCOMING 0-320 1 RECIPROCATING-CARBU	S O	0 Installed/ <i>I</i>	0 	O - YES/N
LANDING -161 XED 	Eng Make/Mode1 - Number Engines - Engine Type - Rated Power - Itinerary	 LYCOMING O-320 1 RECIPROCATING-CARBU	ELT :		activated	 - YES/N
-161 XED ation	Eng Make/Model - Number Engines - Engine Type - Rated Power - Itinerary	_YCOMING 0-320 1 RECIPROCATING-CARBU	ELT :	[nstalled/ <i> </i>	ctivated	
XED ation	Engine Type - Rated Power - Itinerary	RECIPROCATING-CARBU	ELT : S [:] RETOR			
ation	Engine Type - Rated Power - Itinerary	RECIPROCATING-CARBU	S [.] RETOR	tall Warnin	ng System	- YES
	Engine Type - Rated Power - Itinerary	RECIPROCATING-CARBU	RETOR			
	Itinerary	160 HP				
OF BRIEFING						
OF BRIEFING				Proximity		
	Last Departure Poi	nt	OFF AI	RPORT/STRI	•	
	SAME AS ACC/INC				•	
	Destination		Airport Da			
	SAME AS ACC/INC		SCHAUM			
			Runway	Status	- N/A	
	Type Apch/Lndg	- FORCED LANDING				
					WAIVERS/	LIMIT
E	Biennial Flight Review	Fli	ght Time (H			
	Current - N/A	Total -	72			
	Months Since - N/A	Make/Model-	66	Last 3) Days- UN	K/NR
	Aircraft Type - N/A	Instrument-	0	Last 90	Days-	3
NONE						
NONE						
	NONE	ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING TONE Type Apch/Lndg - FORCED LANDING TONE AYLIGHT Age - 42 Medical Certific Biennial Flight Review Fli Current - N/A Total - Months Since - N/A Make/Model- Aircraft Type - N/A Instrument- NONE A FORCED LANDING FOLLOWING A LOSS OF PWR SHORTLY AFTER	Runway SM ATC/Airspace Runway SLEAR Type of Flight Plan - NONE Runway NONE Type of Clearance - NONE Runway NONE Type Apch/Lndg - FORCED LANDING NONE AYLIGHT Age - 42 Medical Certificate - VALID Biennial Flight Review Flight Time (He Current - N/A Total - 72 Months Since - N/A Make/Model - 66 Aircraft Type - N/A Instrument - O NONE A FORCED LANDING FOLLOWING A LOSS OF PWR SHORTLY AFTER TAKEOFF. THE	ATC/Airspace Runway Ident - SM ATC/Airspace Runway Lth/Wid - ELEAR Type of Flight Plan - NONE Runway Surface - NONE Type Apch/Lndg - FORCED LANDING NONE AYLIGHT Age - 42 Medical Certificate - VALID MEDICAL-NO Biennial Flight Review Flight Time (Hours) Current - N/A Total - 72 Last 24 Months Since - N/A Make/Model- 66 Last 30 Aircraft Type - N/A Instrument- 0 Last 90	Runway Ident - N/A SM ATC/Airspace Runway Lth/Wid - N/A LEAR Type of Flight Plan - NONE Runway Surface - N/A IONE Type of Clearance - NONE Runway Status - N/A IONE Type Apch/Lndg - FORCED LANDING IONE AYLIGHT Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/ Biennial Flight Review Flight Time (Hours) Current - N/A Total - 72 Last 24 Hrs - Months Since - N/A Make/Model - 66 Last 30 Days - UNI Aircraft Type - N/A Instrument - O Last 90 Days - NONE NONE

7/16/85 A/C Reg. No. N4349K File No. - 1474 SCHAUMBURG, IL Time (Lc1) - 2000 CDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation DESCENT - EMERGENCY Finding(s) 1. FLUID, FUEL - STARVATION 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. FUEL SYSTEM, SELECTOR VALVE - FAILURE, PARTIAL 4. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND 5. FUEL SUPPLY - REDUCED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----

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

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

File No 1448 7,	/22/85 LINC	DLN, IL A	/C Reg. No. N4460L	1	ime (Lc1) -	1910 CDT	
Basic Information Type Operating Certifica	te-NONE (GENERA	L AVIATION) Air	craft Damage		Injur	ies	
		SU	BSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fir	e	Crew O	0	0	1
Flight Conducted Under		NO	NE	Pass 0	0	0	1
Accident Occurred During	-LANDING						
Aircraft Information							
Make/Model - CESSNA 1			- CONTINENTAL 0-20		Installed/A		
Landing Gear - TRICYCLE	-FIXED	Number Engines			Stall Warnin	g System	- YES
Max Gross Wt - 1600			- RECIPROCATING-CA	RBURETOR			
No. of Seats - 2		Rated Power	- 100 HP				
Environment/Operations Info	ormation						
Weather Data		Itinerary			Proximity		
Wx Briefing - UNK/NR		Last Departure P		OFF A	RPORT/STRIP		
Method - UNK/NR		SAME AS ACC/IN	C				
Completeness - UNK/NR		Destination		Airport [
Basic Weather - VMC	4 1470	SAME AS ACC/IN	C		COUNTY	N/A	
Wind Dir/Speed- 030/01 Visibility - 15.0		ATC/Airspace			/ Ident - / Lth/Wid -	,	
Lowest Sky/Clouds -			lan - NONE		/ Surface -		
	- NONE	Type of Flight P Type of Clearand			/ Status -		
Obstructions to Vision		Type Apch/Lndg			Julius	11/ A	
	- NONE	Type Apelly Ellag	TORGED CANDI	.140			
Condition of Light							
Personnel Information		1	Maddan Could	Clasta MALTI	MEDICAL MA	TV506 /L TM	
Pilot-In-Command	`	Age - 61 Biennial Flight Review		ificate - VALII Flight Time (I		IAEK2\CIW	11
Certificate(s)/Rating(s PRIVATE	,	Current - YE		- 189	Last 24	Une -	f
SE LAND		Months Since - 2				Days- UN	•
SE LAND		Aircraft Type - C-			Last 90		52
		All Craft Type	113 Clumer		2001 30	24,5	-
Instrument Rating(s)	- NONE						
Narrative							
HEN THE PLT ADDED PWR ON FINA	ADON THE ENG	TO NOT DESPOND AN EN	IEDGENCY I ANDING W	S MADE IN A DE	NICH FID TH	F	
LATIVE HUMIDITY WAS APRX 60%						_	
THITTE HUMIDILL WAS ALKY ON	. NO MECHANICAL	- INTERKED/MMELONGITUND	MEVE DISCOREKED DE	WILL THE CA	AUSTIAN LIGHT.		

File No. - 1448 7/22/85 LINCOLN, IL A/C Reg. No. N4460U Time (Lc1) - 1910 CDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. UNDETERMINED 2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY ON GROUND COLLISION WITH TERRAIN Occurrence #3 Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1 Factor(s) relating to this accident is/are finding(s) 3

File No 1537 7/27/85	ROCKFORD, IL	A/C Reg. No.	N67455	т	ime (Lc1) -	1500 CDT	
-Basic Information Type Operating Certificate-NONE (6	GENERAL AVIATION)	Aircraft Damage	•		Injur		
T		SUBSTANTIAL		Fatal			None
Type of Operation -INSTRUC Flight Conducted Under -14 CFR		Fire NONE	Crew Pass	0	0	0	1 0
Accident Occurred During -LANDING		NOINE	rass		0	0	U
-Aircraft Information		/M- 1-2 / VOORTNO 6		F! T	· · · · · · · · · · · · · · · · · · ·	- 4 4 4	VEC /V
Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED		'Model - LYCOMING (ngines - 1	J-235-N2C		Installed/Ad tall Warning		
Max Gross Wt - 1670		pe - RECIPROCA1			tari warning	y system	- 123
No. of Seats - 2	Rated Pov	•	I ING-CARBORE	IUK			
-Environment/Operations Information					_		
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRI				OFF AI	RPORT/STRIP		
Method - N/A Completeness - N/A	GALESBUR	•		Airport D	-4-		
Basic Weather - VMC	Destination JANESVII		•	•	ata R ROCKFORD		
Wind Dir/Speed- 040/010 KTS	UANESVII	.ce, wi			Ident -	18	
Visibility - 15.0 SM	ATC/Airspace	.			Lth/Wid -		150
Lowest Sky/Clouds - 5000 F1					Surface -		
Lowest Ceiling - NONE		earance - VFR			Status -		
Obstructions to Vision- NONE		Lndg - STRAIC	GHT-IN				
Precipitation - NONE			LANDING			•	
Condition of Light - DAYLIGHT							
-Personnel Information	4	مالدمة	1 0	- VALTO	MEDICAL WAS	TVEDC /L TM	T T
Pilot-In-Command Certificate(s)/Rating(s)	Age - 32 Biennial Flight		l Certificate	e - VALID t Time (H		IVEKS/LIM	11
STUDENT	Current	- N/A To	tal -	26	last 24	Hrs -	4
5 · 65 £1 · 1	Months Since	e - N/A Mai	ke/Model-	26	Last 30	Davs- UN	K/NR
	Aircraft Typ	- N/A To- e - N/A Mak be - N/A Ins	tal - ke/Model- strument-	1	Last 90	Days-	8
Instrument Rating(s) - NONE							
-Narrative STUDENT PLT ORIGINALLY PLANNED A X-0 K TO JANESVILLE. THE TOTAL ROUTE OF F CHAMPAIGN, HE PURCHASED AN ADDITIONAL ING POWER & QUIT RUNNING DUE TO FUEL	FLT WAS APRX 390 MI. TH _ 5 GAL OF FUEL. HOWEVE EXHAUSTION. THE PLT TH	HE PLT HAD CALCULATER, ABOUT 26 MI SHO RIED TO REACH A NEW	TED THAT HE I DRT OF HIS D ARBY ARPT, B	NEEDED 3- ESTINATIO	3/4 HRS OF I N, THE ENG I	BEGAN	
CED LANDING, THE RIGHT WING TIP HIT A	A TREE WHICH RESULTED :	IN SUBSTANTIAL DAM	AGE.				
·							

File No 15	37 7/27/85	ROCKFORD, IL	A/C Reg. No. N67455	Time (Lcl) - 1500 CDT
Occurrence #1 Phase of Operation		TAL) - NON-MECHANIC	CAL	
Finding(s) 1. IN-FLIGHT PLANN 2. FLUID,FUEL - EX 3. FUEL SUPPLY -	HAUSTION			
Occurrence #2 Phase of Operation			·	
Occurrence #3 Phase of Operation		ION WITH OBJECT		
Finding(s) 4. OBJECT - TREE(S)			
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that	the Probable Cause(s) of this acc	cident
Factor(s) relating t	o this accident is	/are finding(s) 4		

File No 1487 5/25/85 INDI	ANAPOLIS,IN A/C R	eg. No. N5219A	Т	ime (Lc1)	- 1100 ES	iT
Basic Information						
Type Operating Certificate-NONE (GENER		t Damage		Inju		
	DESTRO		Fatal	Serious		None
Type of Operation -BUSINESS	Fire	Crew	-	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT						
Aircraft Information				_		
Make/Mode1 - HUGHES 369E	Eng Make/Model - AL			Installed/		
Landing Gear - SKID	Number Engines - 1		S	tall Warni	ng System	1 - NO
Max Gross Wt - 3550		RBOSHAFT				
No. of Seats - 5	Rated Power -	420 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	G Last Departure Point		OFF AI	RPORT/STRI	P	
Method - N/A	INDIANAPOLIS, IN					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	INDIANAPOLIS, IN					
Wind Dir/Speed- 210/009 KTS			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	,,	- NONE	•	-	- DRY	
Obstructions to Vision- NONE		- TRAFFIC PATTERN	Kanway	5.0.00	5	
Precipitation - NONE	Type Apcily Ling	FULL STOP				
Condition of Light - DAYLIGHT		FORCED LANDING				
Condition of Light - DATLIGHT						
Personnel Information	4.0	Medical Certifica	+- VAL TD	MEDICAL	O MATMERO	· /: TMTT
Pilot-In-Command	Age - 42				O WATVERS	5/ LIMII I
Certificate(s)/Rating(s)	Biennial Flight Review	Total -	ht Time (H 2325		4 Hrs -	3
COMMERCIAL	Current - YES					-
SE LAND	Months Since - 14	Make/Model-	980		O Days- L	
HELICOPTER	Aircraft Type - 500E	Instrument-	158		0 Days- l raft -	
Instrument Rating(s) - AIRPLANE, F	ELICOPTER					
Narrative						
THE HELICOPTER WAS ON DOWNWIND FOR THE HE	LIPORT, THE PLT EXPERIENCED	AN PWR INTERRUPTIO	N AND EVEN	TUALLY A E	NG	
LLURE. HE WAS ATTEMPTING AN AUTOROTATION T	O RAILROAD TRACKS WHEN HE SA	W WIRES. HE MANAGE	D TO MISS	THE WIRES	BUT BY	
ING SO HE EXPENDED THE ROTOR RPM AND CRASH	ED ONTO THE RAILROAD TRACKS	AND THE HELICOPTER	ROLLED OV	ER. INSPEC	TION	
/EALED THE BYPASS HOSE FROM THE ENG FUEL P						
THE FUEL FILTER WAS FOUND LOOSE AND COULD	DE TURNED WITH LINGER PRESS	UKE.				

5/25/85 Time (Lc1) - 1100 EST File No. - 1487 INDIANAPOLIS.IN A/C Reg. No. N5219A Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - DOWNWIND Finding(s) 1. FUEL SUPPLY - REDUCED - COMPANY MAINTENANCE PSNL 2. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL 3. MAINTENANCE, INSPECTION OF AIRCRAFT - POOR - COMPANY MAINTENANCE PSNL 4. MAINTENANCE, REPLACEMENT - IMPROPER - COMPANY MAINTENANCE PSNL 5. MAINTENANCE, INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 6. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S) 7. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND 8. OBJECT - WIRE, TRANSMISSION Occurrence #3 HARD LANDING 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) 1,4,5 Factor(s) relating to this accident is/are finding(s) 2,3,6,7,8

Basic Information							
Type Operating Certificate-N	IONE (GENERAL				Injur		
Turns of Openstian	FROMA	SUBSTAN'		Fatal	Serious	Minor	None
•	PERSONAL 14 CFR 91	Fire	Cre	-	0	. 0	1
Accident Occurred During -		NONE	Pass	5 0	0	0	1
Make/Model - BEECH C33-A		Eng Make/Model - CON	TINENTAL TO-520	FIT	Installed/	Activated -	- YES/N
Landing Gear - TRICYCLE-RET	RACTABLE	Number Engines - 1			tall Warnir		
Max Gross Wt - 1775			P-FUEL INJECTED	·		.9 0,000	J, 11
No. of Seats - 5		9	285 HP				
-Environment/Operations Informa	ation						
Weather Data		Itinerary		Airport	Proximity		
Wx Briefing - UNK/NR		Last Departure Point		OFF AI	RPORT/STRIF	•	
Method - UNK/NR		LUDINGTON, MI					
Completeness - UNK/NR		Destination		Airport Da	ata		
Basic Weather - VMC		LANSING, IL		•			
Wind Dir/Speed- 225/010 K	rs	·		Runway	Ident -	- N/A	
Visibility - 15.0	SM .	ATC/Airspace		Runway	Lth/Wid -	- N/A	
Lowest Sky/Clouds - Cl	.EAR	Type of Flight Plan -	NONE	Runway	Surface -	- ASPHALT	
Lowest Ceiling - No	NE	Type of Clearance -	NONE	Runway	Status -	- DRY	
Obstructions to Vision- No	ONE	Type Apch/Lndg -	FORCED LANDING	_			
Precipitation - NO	DNE	, , , ,					
Condition of Light - Da	AYLIGHT						
-Personnel Information							
Pilot-In-Command			Medical Certifica				
Certificate(s)/Rating(s)	В	iennial Flight Review		ght Time (H			
PRIVATE		Current - YES	Total -			4 Hrs -	1
SE LAND		Months Since - 15	Make/Mode1-			Days- UNI	
		Aircraft Type - UNK/NR	Instrument-	380	Last 90	Days- UN	K/NR
Instrument Rating(s) -	AIRPLANE						
-Narrative							
ENG LOST COMPLETE PWR DURING	RUISE. THE PL	T LANDED ON A ROAD AND THE	ACFT COLLIDED W	TH A PILE	OF GRAVEL.	FUEL	
FOUND IN BOTH TANKS, HOWEVER,							
BE REPLACED BUT WERE NOT AT THE							
	////-	··					

7/28/85 A/C Reg. No. N1CK Time (Lc1) - 0900 CDT File No. - 1447 HOBART, IN Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - STARVATION 2. FUEL SYSTEM, TANK - BUCKLED 3. FUEL SYSTEM, LINE - BLOCKED (TOTAL) 4. FUEL SYSTEM, CAP - WORN 5. MAINTENANCE, INSTALLATION - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

Basic Information Type Operating Certificate-	NONE (GENERAL AV	(ATION) Aircraf	t Damage		Injur	ies	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	, and , an	SUBSTA		Fatal	•		None
Type of Operation -:		Fire	Crew	0	0	1	0
Flight Conducted Under -		NONE	Pass	0	0	0	0
Accident Occurred During -l							
Aircraft Information							
Make/Model - CESSNA 150M		Eng Make/Model - CC			Installed/A		
Landing Gear - TRICYCLE-FIX	KED	Number Engines - 1			tall Warnin	g System	1 - YES
Max Gross Wt - 1600		Engine Type - RE		ETOR			
No. of Seats - 2		Rated Power -	100 HP				
Environment/Operations Informa	ation	Thimmun			3 m a co d and de c		
Weather Data		Itinerary			Proximity		
Wx Briefing - UNK/NR		Last Departure Point	•	UFF AI	RPORT/STRIP		
Method - UNK/NR Completeness - UNK/NR		STURGIS,MI Destination		Airport Da	-+-		
Basic Weather - VMC		SAME AS ACC/INC		Airport D	ala		
Wind Dir/Speed- 160/004 K	re	SAME AS ACC/INC		Dunway	Ident -	N/A	
Visibility - 7.0		ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 29	SOOO ET SCATTEDEI		- NONE		Surface -	•	
Lowest Ceiling - N		Type of Clearance			Status -		
Obstructions to Vision- N		Type Apch/Lndg		nanway	Status	.,, .,	
Precipitation - N		Type Apolly 21.dg	, 5,,,,,,				
Condition of Light - D	AYLIGHT						
Personnel Information							
Pilot-In-Command	J .	- 30	Medical Certifica			WAIVERS	S/LIMIT
Certificate(s)/Rating(s)	Bie	nnial Flight Review		ht Time (H			_
STUDENT		Current - N/A	Total -	48	Last 24	Hrs -	4
		Months Since - N/A	Make/Model- Instrument-	48	Last 30	Days- L	JNK/NR
		Aircraft Type - N/A	Instrument-	O	Last 90	Days-	38
.Instrument Rating(s) -	NONE						
-Narrative				•			
STUDENT PLT WAS ON A PLANNED							
OID NOT REFUEL AS HE THOUGH EN							
ACFT NOSED DOWN IN A FLD AT A	BOUT A 45 DEG AN	GLE FROM AN ALT OF APRX	(100 FT AGL DURING	THE FORCE	D LANDING.	NO FUEL	

File No. - 1445 8/31/85 WABASH, IN A/C Reg. No. N66550 Time (Lc1) - 1845 EST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4. FUEL SUPPLY - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation DESCENT - EMERGENCY Finding(s) 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. TERRAIN CONDITION - GROUND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5 Factor(s) relating to this accident is/are finding(s) 3

Basic Information	ONE (OFNERAL AVIATION)	Almonas	t Damage		Tedue	400	
Type Operating Certificate-NC	JNE (GENERAL AVIATION)	SUBSTA	t Damage NTIAL	Fatal	Injur Serious	Minor	None
Type of Operation -IM	NSTRUCTIONAL	Fire	Cre		0	0	1
Flight Conducted Under -14		NONE	Pas	s 0	0	0	0
Accident Occurred During -LA	ANDING						
Aircraft Information							
Make/Model - CESSNA 152			COMING 0-235-L2C		Installed/A		
Landing Gear - TRICYCLE-FIXE Max Gross Wt - 1670		er Engines - 1	CIPROCATING-CARBU		tall Warnin	g System	- YES
No. of Seats - 2			110 HP	RETUR			
Environment/Operations Informat Weather Data	tion Itinera	21		Ainnant	Proximity		
Wx Briefing - NO RECORD (ry Departure Point		ON AIR			
Method - N/A		E AS ACC/INC		ON AI	II OKT		
Completeness - N/A	Destina	•		Airport [ata		
Basic Weather - VMC	LOCA				N COUNTY EX	ECUTIVE	
Wind Dir/Speed- 100/009 KTS				Runway	Ident -	17	
Visibility - 7.0 SM	ATC/Air			Runway	Lth/Wid -	4099/	75
Lowest Sky/Clouds - 100	000 FT SCATTERED Type	of Flight Plan	- NONE		Surface -		•
Lowest Ceiling - 200					Status -	DRY	
Obstructions to Vision- NOM		Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NON			TOUCH AND GO				
Condition of Light - DAY	/LIGHT 						
Personnel Information						/	
Pilot-In-Command		4 iaht Review	Medical Certific	ate - VALII ght Time (F		I VERS/LI	MII
Certificate(s)/Rating(s) STUDENT	Current		Total -		Last 24	Wne - I	INIZ /NID
STODENT				33	Last 30		
		t Type - N/A	Make/Model- Instrument-	0	Last 90	Days- C	31
	Anciai	c . 3be 14/4	1110 CT GMCTTC	v	2001 30	24,0	•
Instrument Rating(s) - M	NONE	•					
Narrative							
	ONTROL OF THE ACFT WHILE	E PRACTICING TO	UCH & GO LANDINGS	. WINDS IN	THE LOCAL A	REA	
SIUDENI PLI LUSI DIRECTIONAL CI							
REPORTED BY FSS AS BEING FROM	110 DEGS AT 12 KTS. GU	STING TO 17 KTS	. THE PLT LOST CO	NTROL OF TH	HE ACFT DURI	NG A	

9/12/85 Time (Lc1) - 1831 CDT File No. - 1433 OLATHE, KS A/C Reg. No. N5269Q LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. WEATHER CONDITION - CROSSWIND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - SOFT 6. TERRAIN CONDITION - ROUGH/UNEVEN Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

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

File No 1579 10/11/85	SALINA,KS	A/C Reg	g. No. N	19758K	Т	ime (Lc1) -	- 0905 CI	OΤ
Basic Information Type Operating Certificate-ON-DE Type of Operation -PERSO		Aircraft DESTROYI Fire		Crew	Fatal 1	Injur Serious O	ries Minor O	None O
Flight Conducted Under -14 CF Accident Occurred During -DESCE	R 91	NONE		Pass		0	0	0
-Aircraft Information Make/Model - PIPER PA-24 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 4		Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -			S ETOR	Installed/A	ng System	m - YES
-Environment/Operations Information Weather Data W× Briefing - FSS Method - IN PERSON Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 070/004 KTS Visibility - 1.500 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 400 Obstructions to Vision- FOG Precipitation - DRIZZL Condition of Light - DAYLIG	It D AT FT OVERCAST E	inerary Last Departure Point SALINA,KS Destination NORTHPLATTE,NE TC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -			Airport OFF AI Airport D Runway Runway Runway	Proximity RPORT/STRIF ata Ident Lth/Wid Surface Status	- N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND	Cu M o	51 al Flight Review arrent - YES anths Since - 1 arcraft Type - 28-181	Tota Make		ht Time (H 1020 1005	Last 24 Last 30	WAIVER Hrs - Days- Days-	UNK/NR UNK/NR
Instrument Rating(s) - AIRP	LANE							
Narrative TER DEPARTING THE AIRPORT UNDER VERY TURE. THIS WAS FOLLOWED BY REPORTS O FT. AFTER THE INSTRUCTIONS WERE ISSU LFUNCTION OF CONTROLS. THE SEPARATED E FIELD 50 FEET FROM THE MAIN WRECKA THE ENGINE RUNNING AT FULL POWER. T ERHEAD. NO MECHANICAL DIFFICULTY WAS VEAL ANY PRIOR FAILURE.	F INSTRUMENT T ED THE ACFT DI WING DID NOT GE. WITNESSES HEY ALSO HEARD	ROUBLES. RADAR CONTRO SAPPEARED OFF RADAR. EXHIBIT ANY PRE-EXIST HEARD THE ACFT FLY OV THE ACFT HIT THE GRO	LLERS GA INSPECTI ANT CRAC ERHEAD A UND JUST	AVE THE PLION OF THE CKS AND WA AT A VERY F A VERY S	T A NO-GYR ACFT DID S FOUND LY LOW ALTITU HORT/TIME	O TURN TO T NOT REVEAL ING INVERTE DE AND THE AFTER THE A	THE ANY ED IN SOUND ACFT FLE	N

File No 15	79 10/11/85	SALINA,KS	A/C Reg.	No. N9758K	Time (Lc1) - 0905 CDT
Occurrence #1 Phase of Operation					
2. STALL - INADVER 3. IMPROPER US 4. IMPROPER US	TENT - PILOT IN CO E OF EQUIPMENT/AIR E OF EQUIPMENT/AIR	MMAND CRAFT,OVER CONFID CRAFT,LACK OF TOT	ORIENTATION - PILOT ENCE IN PERSONAL ABI AL INSTRUMENT TIME - ENT INSTRUMENT TIME	.ITY - PILOT IN PILOT IN COMMA	IND
Occurrence #2 Phase of Operation	AIRFRAME/COMPONE	NT/SYSTEM FAILURE	/MALFUNCTION		
Finding(s) 6. WING, WING ATTAC	HMENT FITTING - OV				
Occurrence #3 Phase of Operation					
Finding(s) 7. TERRAIN CONDITI					
Probable Cause					
The National Transpois/are finding(s) 1,		rd determines tha	t the Probable Cause	s) of this acc	eident
Factor(s) relating t	o this accident is,	/are finding(s) 3	.4,5,6,7		

File No 1410 2/02/85	SHREVEPORT, LA	A/C Reg. No	. N2OQN	Time (Lc1)	- 1540 CST	
Basic Information						
Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Dama	ıge	Inj	uries	
		SUBSTANTIAL	_	Fatal Serious		None
Type of Operation -BUSINES	S	Fire	Crew	0 0	0	2
Flight Conducted Under -14 CFR	91	NONE	Pass	0 0	0	2
Accident Occurred During -LANDING	l					
Aircraft Information						
Make/Model - SWEARINGEN SA-226T	Eng Make/N	Model - AIRESEAR	CH PTE331-3U-30	3 ELT Installed	/Activated -	YES-UNK
Landing Gear - TRICYCLE-RETRACTAB		gines - 2		Stall Warn	ing System -	UNK/NR
Max Gross Wt - 10062	Engine Tyr	e - TURBOPRO	IP .			
No. of Seats - 8	Rated Powe	er - 840 H	IP .			
Environment/Operations Information						
Weather Data	Itinerary		A	irport Proximity	•	
Wx Briefing - FSS	Last Depart	ture Point		ON AIRPORT		
Method - UNK/NR	CHATTANO					
Completeness - FULL	Destination	•	Δi	rport Data		
Basic Weather - VMC	ED DORADO		7.	SHREVEPORT REGI	ONAL	
Wind Dir/Speed- 350/006 KTS	ED DORADO	3, AK		Runway Ident	- 05	
Visibility - 12.0 SM	ATC/Airspace			Runway Lth/Wid		50
Lowest Sky/Clouds -		ight Plan - IFR		Runway Surface		30
		earance - IFR			- SNOW - WE	· -
Lowest Ceiling - 2300 FT			TOUT TH	Runway Status	- 2140M - MC	. 1
Obstructions to Vision- NONE	Type Apch/l	_nag - SIKA	IGHT-IN	•		
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 62			- VALID MEDICAL-	WAIVERS/LIMI	T
Certificate(s)/Rating(s)	Biennial Flight F	Review	Flight	Time (Hours)		
ATP,CFI	Current	- YES 1	「otal - 183	00 Last	24 Hrs - UNK	(/NR
SE LAND, ME LAND	Months Since	- 9 N	Make/Model- 2	00 Last	30 Days- UNK	(/NR
	Aircraft Type	e - UNK/NR]	[nstrument- UNK/	NR Last	30 Days- UNK 90 Days- UNK craft - UNK	C/NR
			Multi-Eng - UNK/	NR Rotor	craft - UNK	(/NR
Instrument Rating(s) - AIRPLA	NE .					
Narrative		ara:			000 0500	
E PLT LANDED ON RWY O5 WHICH WAS ICY A						
10 KTS. HE HAD BEEN INFORMED OF POOR						
RUST. THE ACFT DRIFTED OFF THE RIGHT S						
RFACE WHERE THE NOSE GEAR COLLAPSED AN E ON THE RWY.	ND THE NOSE SECTION IMP	ACTED THE GROUN). THE PLT STATE	D SNOW COVERED A	LAYER OF	
-						

File No 14	10 2/02/85	SHREVEPORT, LA	A/C Reg.	No. N2OQN	Time (Lcl) - 1540 CST
Occurrence #1 Phase of Operation		- ON GROUND			
Finding(s) 1. TERRAIN CONDITI 2. TERRAIN CONDITI 3. WEATHER CONDITI 4. WEATHER CONDITI 5. COMPENSATION FO	DN - SNOW COVERED DN - CROSSWIND DN - UNFAVORABLE W	IND - INADEQUATE - PILOT	IN COMMAND		
Occurrence #2 Phase of Operation	ON GROUND COLLIS	ION WITH TERRAIN			
Finding(s) 6. TERRAIN CONDITION	DN - SOFT				
Occurrence #3 Phase of Operation		SED			
Finding(s) 7. DESIGN STRESS L 8. LANDING GEAR,NO	SE GEAR - OVERLOAD				
Probable Cause					
The National Transpois/are finding(s) 5,		rd determines that t	he Probable Cause	(s) of this acci	dent
Factor(s) relating t	o this accident is,	/are finding(s) 1,2,	3,4,7		

File No 1582 3/02/85 DEQUI							
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Dam DESTROYED	age	Fatal.	Injur Serious		None
Type of Operation -AERIAL APPLI	CATION	Fire	Cre	Fatal w O	Serious	Minor 1	None 0
Flight Conducted Under -14 CFR 137	OATION	NONE	Pas	_	ŏ	ò	ő
Accident Occurred During -LANDING				- •	•		•
-Aircraft Information							
Make/Model - CESSNA A188B		Model - CONTINE	NTAL UNKNOWN		Installed/A		
Landing Gear - TRICYCLE-FIXED		ngines - 1			tall Warnir	ng System	- YES
Max Gross Wt - 3800		/pe - RECIPRO	CATING-CARBU	RETOR			
No. of Seats - 1	Rated Pov	ver - UNK/NR					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING		ture Point		OFF AI	RPORT/STRIP	•	
Method - N/A Completeness - N/A	SAME AS Destination			Airport D	-4-		
Basic Weather - VMC	LOCAL	1		Airport D	ата		
Wind Dir/Speed- 200/005 KTS	LUCAL			Runway	Ident -	N/A	
Visibility - 5.0 SM	ATC/Airspace	2			Lth/Wid -	•	
Lowest Sky/Clouds - 1000 FT SCAT			IE		Surface -		RF
Lowest Ceiling - NONE		learance - NON		Runway	Status -	DRY	
Obstructions to Vision- HAZE		[/] Lndg - FOR					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 41		cal Certific			WAIVERS/	LIMIT
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Current		Total -	ght Time (H		Hrs - UN	V/ND
SE LAND	Months Since	- 162	Make/Model-	UNK/NK HNIZ/ND	Last 24	Dave- UN	K/NK K/ND
SE CAND	Aircraft Tv		Instrument-	HNK/ND	Last 90	Days UN	K/NR
	Allerate Typ		Multi-Eng -	UNK/NR	Rotorcr	aft - UN	K/NR
			marti ziig	Ontry (the	NO COT OF	u	,
Instrument Rating(s) - NONE							,
-Narrative							
ROUTE BACK TO A PRIVATE AIR STRIP, ACCORDI	NG TO THE PLT. TH	HE ENGINE FAILED	. THE ENGINE	RE-STARTED	AND RAN FO)R	
O 3 SECONDS BEFORE STOPPING. THE AERIAL AP							
PENDED ABOVE THE GROUND. RECOVERY OF THE W PONENTS AND THE DATA PLATE WERE STOLEN.	RECKAGE WAS DELAY	PED FOR SEVERAL	WEEKS DURING	MHICH TIME	VARIOUS EN	IGINE	

File No 158	32 3/02/85	DEQUINCY, LA	A/C Reg. No. N5752	2G Time (Lc1) - 1715 CST	
Occurrence #1 Phase of Operation			·		
Finding(s) 1. ENGINE ASSEMBLY 2. UNDETERMINED					
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGE	NCY			
Occurrence #3 Phase of Operation					
Finding(s) 3. OBJECT - TREE(S)					
Probable Cause					
The National Transpor	tation Safety Boa	rd determines that	the Probable Cause(s) of thi	is accident	

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

File No 1467 6/02/85 NEWBU	RY,MA	A/C Reg.	No. N291CC	Т	ime (Lcl)	- 1430 EDT	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft D	amage		Inju	ries	
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	1	2
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - PIPER PA-28RT-201	Eng Make/Mo	del - LYCOM	ING IO-360-C1C6		Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engi			S	itall Warni	ng System	~ YES
Max Gross Wt - 2900	Engine Type	- RECIP	-FUEL INJECTED				
No. of Seats - 4	Rated Power	- 20	O HP				
Environment/Operations Information							
Weather Data	Itinerary			•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departu	ire Point		ON AIR	PORT		
Method - N/A	SAME AS AC	C/INC					
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	BAR HARBOR	R,ME		PLUM I	SLAND		
Wind Dir/Speed- 260/010 KTS				Runway	' Ident	- 28	
Visibility - 40.0 SM	ATC/Airspace				Lth/Wid	- 2520/	50
Lowest Sky/Clouds - CLEAR	Type of Flig	ht Plan - N	IONE		Surface		
Lowest Ceiling - NONE	Type of Clea			-		- DRY	
Obstructions to Vision- NONE	Type Apch/Lr		IONE		0		
Precipitation - NONE	. ypc Apo.,, 2.		.0.12				
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Acc - 45	Ma	dical Certifica	+0 - VALTE	MEDICAL -N	O WATVEDS	/I TMTT
	Age - 45			ht Time (F		U WAIVERS/	CIMII
Certificate(s)/Rating(s)	Biennial Flight Re					A 11	•
COMMERCIAL		- YES	Total -			4 Hrs -	0
SE LAND, ME LAND, SE SEA	Months Since		Make/Model-			O Days- UN	
	Aircraft Type	- UNK/NR	Instrument-		Last 9	O Days-	15
			Multi-Eng -	1283			
Instrument Rating(s) - AIRPLANE							
Narrative							
CORDING TO A PASSENGER, AFTER A LONG GROUND							
WERING THE PITCH ATTITUDE. AS THE ACFT APPR							
T AGAIN ATTEMPTED TO LEVEL OFF AND INCREASE							
T ATTEMPTED TO LAND ON AN INTERSECTING RWY.							
OT APPEAR READY TO FLY AND VISUALLY MUSHED I	NTO THE AIR. THE AC	FT BANKED T	O THE RIGHT, CO	NTACTED SO	ME TREES A	ND	
UMBLED TO THE GROUND. ONE WITNESS, AN AIR TR		STATED THE W	INDS SHIFTED FR	OM OUT OF	THE EAST	UST PRIOR	
THE TAKEOFF AND THE TAKEOFF WAS ATTEMPTED	WITH A TAILWIND.						

File No 14	67 6/02/85	NEWBURY, MA	A/C Reg.	No. N291CC	Time (Lci) - 1430 EDT
Occurrence #1 Phase of Operation						
 ABORTED TAKEOFF DIRECTIONAL CON 	T ATTAINED - PILOT - NOT PERFORMED -	PILOT IN COMMAND NED - PILOT IN COMMAND				
Occurrence #2 Phase of Operation			EMERGENCY)			
Finding(s) 6. OBJECT - TREE(S						
Occurrence #3 Phase of Operation						
Finding(s) 7. TERRAIN CONDITI						
Probable Cause						
The National Transpois/are finding(s) 2,		d determines that t	he Probable Cause	(s) of this a	accident	
Factor(s) relating t	o this accident is/	are finding(s) 1,5				

	3/03/85	FREDERICK	(,MD	A/C Reg.	No. N6388A	T	ime (Lc1)	- 2117 EST	
Basic Information Type Operating Certific	cate-NONE	(GENERAL AV	/IATION)	Aircraft D		Fatal	Inju Serious	ries Minor	None
Type of Operation	-PERSO	ALA (Fire	Crew	га (а ; О	3er 10us	M11101	1
Flight Conducted Under				NONE	Pass	0	i	1	2
Accident Occurred Durin				NUNE	Pass	U		ı	2
Aircraft Information									
Make/Model - CESSNA	182		Eng Make/Mod	lel - CONTI	NENTAL 0-470-L	ELT	Installed/	Activated	- YES/YES
Landing Gear - TRICYCL	LE-FIXED		Number Engin			S	tall Warnii	na System	- YES
Max Gross Wt - 2550			Engine Type	- RECIP	ROCATING-CARBUR			•	
No. of Seats - 4			Rated Power	- 23	O HP				
Environment/Operations In	nformation)							
Weather Data			Itinerary			Airport	Proximity		
Wx Briefing - NO RE Method - N/A	ECORD OF B	RIEFING	Last Departur OAKLAND.MD	e Point		OFF AI	RPORT/STRI	•	
Completeness - N/A Basic Weather - VMC			Destination GAITHERSBUR	C MD		Airport D	ata		
Wind Dir/Speed- CALM			GATTTERSBOR	,		Punway	Ident	- N/A	
Visibility - 15			ATC/Airspace					- N/A	
Lowest Sky/Clouds -		KN	Type of Fligh	+ Plan - N	ONE	•		- N/A	
Lowest Ceiling		FT BROKEN	Type of Clear		ONE		-	- N/A	
Obstructions to Visio		I I BROKEN	Type Apch/Lnd		ORCED LANDING	Kuriway	Jacus	14/ A	
Precipitation			Type Apcil/Life	19	ORCED LANDING				
Condition of Light		BRIGHT)							
Personnel Information	-								
Pilot-In-Command		Age			dical Certifica			AIVERS/LIM	IIT
Certificate(s)/Rating	(s)	Bie	ennial Flight Rev		_	nt Time (F			_
PRIVATE				NO .	Total -		Last 2		. 5
			Months Since -	UNK/NR	Make/Model-			Days- UN	IK/NR
SE LAND			Aircraft Type -	· IINK/ND	Instrument-	17	Last 90	Days-	20
SE LAND			All Clair Type	Oldky Idik					
SE LAND Instrument Rating(:	s) - NONE		All Clart Type	Oracy rain					
Instrument Rating(s) - NONE	:							
Instrument Rating(:									
Instrument Rating(: Narrative JRING CRUISE FLT AT 7500 FT	THE RPM S	STARTED TO D	DECREASE UNTIL TH	HE PLT STAT	ED THAT "IT WAS			JT	
Instrument Rating(: Narrative JRING CRUISE FLT AT 7500 FT F GAS." THE ACFT COLLIDED W	THE RPM S	STARTED TO D	DECREASE UNTIL THE POLE DURING THE	HE PLT STAT	ED THAT "IT WAS	E TO REST	INVERTED.		
Instrument Rating(s	THE RPM S ITH A WOOD 20 GALLON	STARTED TO D DEN PWRLINE IS OF RED AV	DECREASE UNTIL TH POLE DURING THE /GAS IN THE RT TA	HE PLT STAT NIGHT FORC	ED THAT "IT WAS ED LNDG AND CAM ALLON IN THE LE	E TO REST FT TANK. A	INVERTED. APRX 3 OZS (OF LIQUID	
Instrument Rating(s	THE RPM S ITH A WOOD 20 GALLON	STARTED TO D DEN PWRLINE IS OF RED AV	DECREASE UNTIL TH POLE DURING THE /GAS IN THE RT TA	HE PLT STAT NIGHT FORC	ED THAT "IT WAS ED LNDG AND CAM ALLON IN THE LE	E TO REST FT TANK. A	INVERTED. APRX 3 OZS (OF LIQUID	
Instrument Rating(s	THE RPM S ITH A WOOD 20 GALLON HICH ANALY	STARTED TO D DEN PWRLINE US OF RED AV SIS CONCLUD	DECREASE UNTIL TH POLE DURING THE /GAS IN THE RT TA DED THE MAJORITY	HE PLT STAT NIGHT FORC NK AND 1 G OF IT TO B	ED THAT "IT WAS ED LNDG AND CAM ALLON IN THE LE E WATER. MAINTE	E TO REST FT TANK. A NANCE RECO	INVERTED. APRX 3 OZS (ARDS REVEAL)	OF LIQUID ED THAT	
Instrument Rating(s	THE RPM S ITH A WOOD 20 GALLON HICH ANALY EN INSTALL LDS IN THE	STARTED TO DEN PWRLINE US OF RED AV 'SIS CONCLUD LED IN MAY C	DECREASE UNTIL TH POLE DURING THE /GAS IN THE RT TA DED THE MAJORITY DF 1983 AND AND TO DERS HAD BEEN SIG	HE PLT STAT NIGHT FORC NNK AND 1 G OF IT TO B THE AD DEAL GNED OFF IN	ED THAT "IT WAS ED LNDG AND CAM ALLON IN THE LE E WATER. MAINTE ING WITH WATER	E TO REST FT TANK. A NANCE RECO CONTAMINAT . THE MECH	INVERTED. APRX 3 OZS (APRX 3 OZS (APRX 3 OZS (APRX 3 OZS (APRX 4	OF LIQUID ED THAT FUEL	
Instrument Rating(sNarrative URING CRUISE FLT AT 7500 FT F GAS." THE ACFT COLLIDED WI NVESTIGATION REVEALED ABOUT ERE DRAINED FROM THE CARB WI ING TANK SUMP DRAINS HAD BEI YSTEM CAUSED BY WRINKLES/FOI HE WORK WAS CONTACTED AND S	THE RPM S ITH A WOOD 20 GALLON HICH ANALY EN INSTALL LDS IN THE TATED HE F	STARTED TO DEN PWRLINE WAS OF RED AVECTOR SIS CONCLUDIA ED IN MAY OF TANK BLADE TOUND NO WRI	DECREASE UNTIL THE POLE DURING THE JOBON THE RESERVENCE OF THE MAJORITY OF 1983 AND AND TO THE POLE THAT WOULD THAT WOULD THAT WOULD THAT WOULD THAT WOULD THE POLE THAT THE POLE THAT WOULD THE POLE THAT THE POLE THE POLE THAT THE POLE THAT THE POLE THAT THE POLE THAT THE POLE T	HE PLT STAT NIGHT FORC NNK AND 1 G OF IT TO B THE AD DEAL SNED OFF IN	ED THAT "IT WAS ED LNDG AND CAM ALLON IN THE LE E WATER. MAINTEI ING WITH WATER SEPTEMBER 1984 NSTALLATION OF	E TO REST FT TANK. A NANCE RECO CONTAMINAT . THE MECH	INVERTED. PRX 3 OZS (PRDS REVEAL) TON OF THE MANIC THAT (ODRAIN KIT	OF LIQUID ED THAT FUEL PERFORMED	
Instrument Rating(sNarrative URING CRUISE FLT AT 7500 FT F GAS." THE ACFT COLLIDED WINVESTIGATION REVEALED ABOUT ERE DRAINED FROM THE CARB WING TANK SUMP DRAINS HAD BEI YSTEM CAUSED BY WRINKLES/FO	THE RPM S ITH A WOOD 20 GALLON HICH ANALY EN INSTALL LDS IN THE TATED HE F	STARTED TO DEN PWRLINE WAS OF RED AVECTOR SIS CONCLUDIA ED IN MAY OF TANK BLADE TOUND NO WRI	DECREASE UNTIL THE POLE DURING THE JOBON THE RESERVENCE OF THE MAJORITY OF 1983 AND AND TO THE POLE THAT WOULD THAT WOULD THAT WOULD THAT WOULD THAT WOULD THE POLE THAT THE POLE THAT WOULD THE POLE THAT THE POLE THE POLE THAT THE POLE THAT THE POLE THAT THE POLE THAT THE POLE T	HE PLT STAT NIGHT FORC NNK AND 1 G OF IT TO B THE AD DEAL SNED OFF IN	ED THAT "IT WAS ED LNDG AND CAM ALLON IN THE LE E WATER. MAINTEI ING WITH WATER SEPTEMBER 1984 NSTALLATION OF	E TO REST FT TANK. A NANCE RECO CONTAMINAT . THE MECH	INVERTED. PRX 3 OZS (PRDS REVEAL) TON OF THE MANIC THAT (ODRAIN KIT	OF LIQUID ED THAT FUEL PERFORMED	
Instrument Rating(sNarrative F GAS." THE ACFT COLLIDED WINVESTIGATION REVEALED ABOUT ERE DRAINED FROM THE CARB WING TANK SUMP DRAINS HAD BEITSTEM CAUSED BY WRINKLES/FOR	THE RPM S ITH A WOOD 20 GALLON HICH ANALY EN INSTALL LDS IN THE TATED HE F SE84-9. EX	STARTED TO DEN PWRLINE WAS OF RED AVECTOR SIS CONCLUDIA ED IN MAY OF TANK BLADE TOUND NO WRI	DECREASE UNTIL THE POLE DURING THE JOBON THE RESERVENCE OF THE MAJORITY OF 1983 AND AND TO THE POLE THAT WOULD THAT WOULD THAT WOULD THAT WOULD THAT WOULD THE POLE THAT THE POLE THAT WOULD THE POLE THAT THE POLE THE POLE THAT THE POLE THAT THE POLE THAT THE POLE THAT THE POLE T	HE PLT STAT NIGHT FORC NNK AND 1 G OF IT TO B THE AD DEAL SNED OFF IN	ED THAT "IT WAS ED LNDG AND CAM ALLON IN THE LE E WATER. MAINTEI ING WITH WATER SEPTEMBER 1984 NSTALLATION OF	E TO REST FT TANK. A NANCE RECO CONTAMINAT . THE MECH	INVERTED. PRX 3 OZS (PRDS REVEAL) TON OF THE MANIC THAT (ODRAIN KIT	OF LIQUID ED THAT FUEL PERFORMED	

3/03/85 FREDERICK, MD A/C Reg. No. N6388A Time (Lc1) - 2117 EST File No. - 1443 Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FUEL SYSTEM, TANK - DISTORTED 2. PREFLIGHT PLANNING/PREPARATION - PERFORMED - PILOT IN COMMAND AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN(STANDARD/REQUIREMENT), AIRCRAFT COMPONENT - MANUFACTURER 4. FLUID, FUEL - CONTAMINATION 5. FLUID, FUEL - WATER Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 6. LIGHT CONDITION - NIGHT Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY Finding(s) 7. OBJECT - UTILITY POLE Occurrence #4 LOSS OF CONTROL - IN FLIGHT Phase of Operation DESCENT - EMERGENCY 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 $is/are\ finding(s)\ 1,3,4,5,7$ Factor(s) relating to this accident is/are finding(s) 2.6

Brief of Accident

File No 1524 5/24/85 PINE	Y POINT, MD	A/C Reg. No. N1803Q		Т	Time (Lc1) - 0740 EDT		
Basic Information							
Type Operating Certificate-NONE (GENER	RAL AVIATION)	Aircraft Dama SUBSTANTIAL	age	Foto1	Injur Serious	ies Minor	None
Type of Operation -BUSINESS		Fire	Crew	Fatal O	5er 10us 0	Minor 1	None O
Flight Conducted Under -14 CFR 91		NONE	Pass	-	0	ó	0
Accident Occurred During -LANDING		110112	, 450		ŭ	Ŭ	Ŭ
-Aircraft Information							
Make/Model - CESSNA U206F		/Model - CONTINE	NTAL IO-520-F	ELT	Installed/A	ctivated	- YES-UNK/NI
Landing Gear - TRICYCLE-FIXED		ingines - 1		S	Stall Warnir	ng System	- YES
Max Gross Wt - 3600	Engine T	ype - RECIP-Fl	JEL INJECTED				
No. of Seats - 6	Rated Po	wer - 300 h	1P				
Environment/Operations Information							
Weather Data	Itinerary	•		Airport	Proximity		
Wx Briefing - FSS	Last Depa	rture Point		OFF AI	[RPORT/STRIP)	
Method - TELETYPE	SPRINGF	IELD,OH					
Completeness - FULL	Destinatio	on		Airport D)ata		
Basic Weather - VMC	PATUXEN	IT RIVER,MD		PATUXE	ENT RIVER NA		
Wind Dir/Speed- 045/012 KTS						N/A	
Visibility - 5.0 SM	ATC/Airspac				/ Lth/Wid -		
Lowest Sky/Clouds - 1000 FT		light Plan - IFR			/ Surface -		
Lowest Ceiling - 1000 FT BRO		learance - IFR		Runway	/ Status -	· N/A	
Obstructions to Vision- FOG	Type Apch	n/Lndg - FORG	CED LANDING				
Precipitation - RAIN							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 47		cal Certifica) WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight			iht Time (F			
ATP,CFI,FLT ENG	Current		Total -		Last 24		3
SE LAND, ME LAND, SE SEA	Months Sinc		Make/Mode1-		Last 30	•	16
GLIDER	Aircraft Ty		Instrument-		Last 90	•	56
		•	Multi-Eng -	1543	Rotorc	aft -	15
Instrument Rating(s) - AIRPLANE							
· · · · · · · · · · · · · · · · · · ·							
Narrative LE DESCENDING IN IFR CONDITIONS NEAR THE	DESTINATION THE	ENC LOST DOWER AT		POLIT 2000	TO 4000 ET	THE	
T REQUESTED VECTORS TOWARD LAND & THE NEAR							
E ACFT WAS STILL OVER WATER. UNABLE TO REA							
4 MI FROM SHORE. AN EXAM OF THE ENG, REVEA							
& #2 CYLINDERS. A TEAR DOWN OF THE ENG RE							
BRICATION. THE CONNECTING ROD BEARINGS HAD				TIVE CRANK	COMAFI UUURN	NALS	
OWED SIGNS OF HEAT & WEAR. ALSO, THE OIL F	OMP CAVITY & WALL	.5 WERE SCRAICHED	& GALLED.				

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5/24/85 Time (Lc1) - 0740 EDT File No. - 1524 PINEY POINT, MD A/C Reg. No. N1803Q LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Occurrence #1 Phase of Operation DESCENT - NORMAL Finding(s) 1. FLUID, OIL - STARVATION 2. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 DITCHING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. WEATHER CONDITION - LOW CEILING 4. TERRAIN CONDITION - WATER, ROUGH

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

----Probable Cause----

Basic Information	AVIATION) Admonds	t Damage		Tmille		
Type Operating Certificate-NONE (GENERAL	SUBSTA	t Damage	Fatal	Injur Serious	nes Minor	None
Type of Operation -INSTRUCTIONAL		Crew		0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass	Ö	Ó	Ó	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - PIPER PA-18-150	Eng Make/Mode1 - LY					
Landing Gear - FLOAT	Number Engines - 1			tall Warnir	ng System	- NO
Max Gross Wt - 1760 No. of Seats - 2	Engine Type - RE	CIPROCATING-CARBUR	ETUR			
NO. OT Seats - 2	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		OFF AI	RPORT/STRIP	,	
Completeness - N/A	Destination		Airport Da	a+a		
Basic Weather - VMC	LOCAL		ATTPOTE	ata		
Wind Dir/Speed- 040/008 KTS	EGGAE		Runway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		
	Type of Flight Plan	- NONE	Runway	Surface -	- WATER	
Lowest Ceiling - 4500 FT BROKE	N Type of Clearance	- NONE	Runway	Status -	- WATER-CA	\LM
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						/·
	Age - 46	Medical Certifica) WAIVERS/	LIMII
Certificate(s)/Rating(s) COMMERCIAL.CFI	Biennial Flight Review Current - YES		ht Time (H	ours) Last 24	· Une -	6
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 4	Make/Model-			Davs- UN	-
JE LAND, ME LAND, JE JEA, ME JEA	Aircraft Type - UNK/NR			Last 90		252
	ATTOTAL CTYPE ONN/IN	Multi-Eng -		2000	,-	
Instrument Rating(s) - AIRPLANE						
-Narrative						
ING A PWR OFF LANDING. THE INSTRUCTOR NOTIC	EN THAT THE ATDSDEEN WAS I	OW THE INSTRUCTOR	APPLIED F	III PWR - HO	WEVER.	

File No. - 1426 6/12/85 OLD TOWN,ME A/C Reg. No. N82126 Time (Lc1) - 1435 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - ROLL

Finding(s)

- 1. TERRAIN CONDITION WATER, GLASSY
- 2. IN-FLIGHT PLANNING/DECISION INADEQUATE DUAL STUDENT
- 3. AIRSPEED IMPROPER DUAL STUDENT
- 4. REMEDIAL ACTION DELAYED PILOT IN COMMAND(CFI)
- 5. STALL INADVERTENT -

----Probable Cause----

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

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

File No 1477 7/06/85 DETRO	IT,MI A/C R	eg. No. N29008	Time (Lcl) - 1430 EDT			
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTA Fire None	Crew Pass	Ō	0	Minor O	None 1 3
Aircraft Information Make/Model - CESSNA 210MII Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3800 No. of Seats - 6	Eng Make/Model - CC Number Engines - 1 Engine Type - RE Rated Power -	CIP-FUEL INJECTED	ELT I	Installed/A		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 270/014 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 3000 FT Lowest Ceiling - 3000 FT BROK Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	DETROIT,MI ATC/Airspace Type of Flight Plan	- NONE - NONE	Airport Da DETROIT Runway Runway Runway	RPORT/STRIF ata CCITY Ident - Lth/Wid - Surface -	- N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 41 Biennial Flight Review Current - NO Months Since - UNK/NR Aircraft Type - UNK/NR	Flig Total - Make/Model-	ht Time (Ho 1500 1030	ours) Last 24	l Hrs -) Days- UNI	6
Instrument Rating(s) - AIRPLANENarrative HE ACFT CONTACTED A TREE DURING A FORCED LAN NSPECTION REVEALED THE RIGHT FUEL TANK CONTA ACKWARDS AND THE FUEL SELECTOR HAD 15 DEGS O JMP AND FUEL STRAINER WERE ALSO DRY. THE ENG-	INED FUEL AND THE LEFT TANK F MOVEMENT WHEN A TANK WAS	FOLLOWING A LOSS O WAS DRY, THE LEFT SELECTED. THE FUEL	F PWR. POST WING FUEL DISTRIBUTE	F ACCIDENT VENT WAS I	INSTALLED FUEL	

File No. - 1477 7/06/85 A/C Reg. No. N29008 DETROIT, MI Time (Lc1) - 1430 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL Finding(s) 1. FUEL SYSTEM, VENT - IMPROPER 2. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND 3. FUEL SYSTEM SELECTOR VALVE - LOOSE 4. MAINTENANCE, 100 HOUR INSPECTION - NOT CORRECTED - FBO PERSONNEL 5. FLUID, FUEL - STARVATION 6. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - FBO PERSONNEL Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 7. TERRAIN CONDITION - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5 Factor(s) relating to this accident is/are finding(s) 1,3,4,6

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft D	amage		Inju	ries	
,, ,	•	SUBSTANTI		Fatal	Serious	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							
Make/Model - BURCH PITTS S-1			ING AEIO-360-B4		Installed/		
Landing Gear ~ TAILWHEEL-ALL FIXED		Engines - 1		S	tall Warni	ng System	- NO
Max Gross Wt - 1150		Type - RECIP					
No. of Seats - 1	Rated P	ower - 18	O HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		arture Point		OFF AI	RPORT/STRI	P	
Method - N/A	LAKE C						
Completeness - N/A	Destinati			Airport D			
Basic Weather - VMC	SAME A	S ACC/INC		ROSCOM			
Wind Dir/Speed- 010/003 KTS	470/41					- 27	~ -
Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspa		ONE		Lth/Wid		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE		Flight Plan - N Clearance - N			Surface Status	- ASPHALI - DRY	
Obstructions to Vision- NONE			RAFFIC PATTERN	Runway	Status	יאט -	
Precipitation - NONE	Type Apo		ULL STOP				
Condition of Light - DAYLIGHT		•	OLL STOP				
Personnel Information Pilot-In-Command	Age - 57	Me	dical Certifica	+o - VALTD	MEDICAL -W	ATVEDS /I TI	MIT
Certificate(s)/Rating(s)	Biennial Fligh			ht Time (H		AIVERS/ LII	MIII
PRIVATE	Current	- NO	Total -			4 Hrs -	1
SE LAND	* -··· · -·· ·	ce - UNK/NR		92		0 Da∨s- Ul	NK/NR
GLIDER		ype - UNK/NR			Last 9		3
Instrument Rating(s) - NONE							
Narrative	DUDTNO 4 1 4410		DEDODTED		04N TO 00:-		
ACFT NOSED DOWN FOLLOWING A GROUND LOOP							
CTIONAL CONTROL OF THE ACFT WAS LOST AND E THE LEFT WING DUG INTO THE TERRAIN AND							

File No. - 1476 7/07/85 HOUGHTON LAKE, MI A/C Reg. No. N42RB Time (Lc1) - 0855 EDT LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. LANDING GEAR, TAILWHEEL ASSEMBLY - SEPARATION 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND 3. LANDING GEAR, TAILWHEEL ASSEMBLY - VIBRATION NOSE DOWN Occurrence #2 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

Type Operating Certificate-NONE (GENERA		t Damage		Injur		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	SUBSTA Fire NONE	NTIAL Crew Pass		Serious O O	Minor O O	None 1 0
Aircraft Information Make/Model - ROBERT THIBODEAU JR ACE Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 839 No. of Seats - 1	Number Engines -	 	S.	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- O5O/OO8 KTS Visibility - UNK/NR Lowest Sky/Clouds - 25000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	TROY,MI Destination SAME AS ACC/INC ATC/Airspace TERED Type of Flight Plan Type of Clearance	- NONE	ON AIRS Airport Da OAKLANI Runway Runway Runway	ata D-TROY Ident - Lth/Wid - Surface -		50
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 48 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certifica Flig Total - Make/Model- Instrument-	ht Time (Ho 80	ours) Last 24 Last 30	IVERS/LIM Hrs - Days- UN Days- UN	1 IK/NR
Instrument Rating(s) - NONE	AU JR ACE N3642, REGISTEREI OFF AT TROY OAKLAND AIRPOR	Γ, TROY,ΜICHIGAN, W	HILE ON A	ODEAU, LOST PERSONAL FL S SUBSTANTI	IGHT.	

7/17/85 A/C Reg. No. N3642 Time (Lc1) - 1015 EDT File No. - 1595 TROY.MI Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. AIRSPEED(VLOF) - IMPROPER - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, QUALIFICATION - PILOT IN COMMAND 3. ABORTED TAKEOFF - UNCONTROLLED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT.LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND ON GROUND COLLISION WITH OBJECT Occurrence #2 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 6. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND IMPROPER USE OF FACILITY - PILOT IN COMMAND 8. IMPROPER USE OF FACILITY, PSYCHOLOGICAL CONDITION - PILOT IN COMMAND 9. IMPROPER USE OF FACILITY, 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) 1,2,6

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

-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Airce	raft Damage		Injur	ies	
Type operating our tribute none (dentity		STANTIAL	Fatal			None
Type of Operation -INSTRUCTION	IAL Fire	Crew	0	-	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	0
-Aircraft Information Make/Model - CESSNA 150M	Eng Make/Model -	CONTINENTAL 0-200-A	EIT	Installed/A	ctivated	_ VES/VE
Landing Gear - TRICYCLE-FIXED		1		tall Warnin		
Max Gross Wt - 1600		RECIPROCATING-CARBURE			y -,	
No. of Seats - 2		100 HP				
-Environment/Operations Information Weather Data	Thimmen		Ainmont	Proximity		
Wx Briefing - FSS	Itinerary Last Departure Po	int		RPORT/STRIP		
Method - TELEPHONE	FOWLERVILLE.MI		011 71	KI OKI/ SIKII		
Completeness - FULL	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC			ASANT MUNI		
Wind Dir/Speed- 260/007 KTS					27	
Visibility - 10.0 SM	ATC/Airspace	- MONE		Lth/Wid - Surface -		75
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Pla Type of Clearance			Status -		
Obstructions to Vision- NONE	Type of Crear ance		Kullway	Status	DICT	
Precipitation - NONE	, , , , , , , , , , , , , , , , , , , ,	FORCED LANDING				
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Acro 20	Medical Certifica	ho - VALTO	MEDICAL -NO	WATVEDS /	TMTT
Certificate(s)/Rating(s)	Age - 36 Biennial Flight Review		nt Time (H		WAIVERS/	CIMI
STUDENT	Current - N/A	Total -	49	Last 24	Hrs -	1
	Months Since - N/A	Make/Mode1-	49	Last 30	Days- UN	K/NR
	Aircraft Type - N/A		NK/NR	Last 90	Days-	9
		Multi-Eng - U	NK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE						
-Narrative STUDENT PLT WAS ON A SOLO X-COUNTRY FLT UESTED RADAR ASSISTANCE TO LOCATE HOUGHTO T, SHE WAS ADVISED TO LAND THERE. WHILE O B BY MISTAKE & STARVED THE ENG OF FUEL. I ED SURFACE OF THE RWY. THE TERRAIN AT THE	ON LAKE. DUE TO HER SOLO S ON A SHORT FINAL APPROACH THIS RESULTED IN A FORCED	TUDENT STATUS & THE CI TO RWY 27 AT MT PLEAS/ LANDING IN A FIELD API	LOSE PROXI ANT, SHE P RX 200 FT	MITY OF MT ULLED THE M SHORT OF TH	PLEASANT IXTURE	

File No. - 1535 7/22/85 MT PLEASANT.MI A/C Reg. No. N6350K Time (Lc1) - 1130 EDT LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND 2. RADAR ASSISTANCE TO VFR AIRCRAFT 3. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND 4. FLUID, FUEL - STARVATION 5. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE OVER Phase of Operation LANDING Finding(s) 6. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1.6

Basic Information Type Operating Certificate	-NONE (GENERAL	AVIATION)	Aircra	ft Damage			Inj	uries	
Type special mg sector react		GENERAL	AVIA (1011)		ANTIAL		Fatal	-		None
Type of Operation Flight Conducted Under Accident Occurred During	-14 CFF			Fire NONE		Crew Pass	0	0	0	1 0
·Aircraft Information										
Make/Model - CESSNA 150	OK .		Eng Make/N	Model - C	ONTINENTAL	D-200-A	ELT	Installed	/Activated	- YES/Y
Landing Gear - TRICYCLE-			Number Eng			· ·			ing System	
Max Gross Wt - 1600			Engine Tyr		ECIPROCATIN	NG-CARBURE		-	J - ,	
No. of Seats - 2			Rated Powe	er -	100 HP			•		
Environment/Operations Info	mation-									
Weather Data			Itinerary					Proximity		
Wx Briefing - UNK/NR			Last Depart		t		ON AI	RPORT		
Method - UNK/NR			SAME AS A							
Completeness - UNK/NR			Destination				Airport	Data		
Basic Weather - VMC			LOCAL				ROMEO			
Wind Dir/Speed- 180/005								y Ident	- 18	
Visibility - 30.0			ATC/Airspace						- 4170/	
Lowest Sky/Clouds - Lowest Ceiling -	CLEAR		Type of Flor Type of Cle						- ASPHALT	
Obstructions to Vision-			Type Apch/l			DATTERN	Runway	y Status	- DRT	
Precipitation -			Type Apcil/	riug	TOUCH AN					
Condition of Light -		łT			TOOCH A	ND GO				
Personnel Information										
Pilot-In-Command		Δ	ge - 33		Medical (Certificat	e - VALII	MEDICAL-	NO WAIVERS	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>		В	iennial Flight F	Review		Fligh	nt Time (F	Hours)		
STUDENT			Current			1 -	21	Last :	24 Hrs -	1
			Months Since	- N/A	Make,	/Mode1-	21	Last :	30 Days- UI 90 Days-	NK/NR
			Aircraft Type	e - N/A	Inst	rument-	0	Last	90 Days-	21
Instrument Rating(s)	- NONE									
M										
-Narrative										
ACFT NOSED OVER AFTER CONTAC	CTING A	DITCH DL	RING A LANDING F	ROLL. THE	STUDENT PI	LT, ON HIS	SECOND S	SOLO FLT,	WAS	
CTICING TOUCH & GO LANDINGS	WHEN THE	: ACCIDEN	IT OCCURRED. HE S ST AND HARD, VE	STATED HE	RUSHED ON	FINAL APO	H BECAUS	E UTHER AC	FI WERE	

File No 14	46 8/03/85 RG	OMEO,MI	A/C Reg. No. N5783G	Time (Lc1) - 1145 EDT
Occurrence #1 Phase of Operation	HARD LANDING LANDING - FLARE/TOUG	CHDOWN		
 IMPROPER US FLARE - IMPROPE 	R - PILOT IN COMMAND	FT, SELF-INDUCED	PRESSURE - PILOT IN COMMAND	
Occurrence #2 Phase of Operation	LOSS OF CONTROL - OF LANDING - ROLL	N GROUND		
	TROL - NOT ATTAINED -		ND	
Occurrence #3 Phase of Operation	ON GROUND COLLISION LANDING - ROLL	WITH TERRAIN		
Finding(s) 5. TERRAIN CONDITI				
Occurrence #4 Phase of Operation	LANDING - ROLL			
Probable Cause				
The National Transpois/are finding(s) 3,		determines that	the Probable Cause(s) of this accide	nt
Factor(s) relating t	o this accident is/are	e findina(s) 1.2	2.5	

File No 1539	6/07/85	RED LAKE FALL	S,MN A/C Re	eg. No. N6761Q		Time (Lc1)	- 2010 CI)T
Basic Information Type Operating Certific	ate-AGRICU	_TURAL AIRCRAF	T Aircraf	t Damage	Fatal	Inju Serious	ries Minor	None
Type of Operation Flight Conducted Under Accident Occurred Durin	-14 CFR		Fire ON GRO	Cr	rew 1 ass 0	0 0	0 0	0 0
Aircraft Information Make/Model - SCHWEIZ Landing Gear - TAILWHE Max Gross Wt - 4500 No. of Seats - 1	ER G-164A EL-ALL FIX	ED	Eng Make/Model - P&I Number Engines - 1 Engine Type - REG Rated Power -	CIPROCATING-CARE		Installed/ Stall Warni	ng Syster	
Environment/Operations In Weather Data Wx Briefing - UNK/N Method - UNK/N Completeness - UNK/N Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 10. Lowest Sky/Clouds - Lowest Ceiling Obstructions to Vision Precipitation Condition of Light	R R R O SM CLEAR - NONE n- NONE	Iti L De ATC T T	nerary ast Departure Point SAME AS ACC/INC stination SAME AS ACC/INC //Airspace ype of Flight Plan ype of Clearance ype Apch/Lndg	- NONE - NONE	Airport OFF A Airport Runwa Runwa Runwa	Proximity IRPORT/STRI Data	- N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(COMMERCIAL SE LAND,ME LAND HELICOPTER Instrument Rating(s	s)	Cur Mon	35 I Flight Review rent - UNK/NR Iths Since - UNK/NR craft Type - UNK/NR	Total - Make/Model-	light Time (- 4300 - UNK/NR - UNK/NR	Hours) Last 2 Last 3 Last 9	4 Hrs - l O Days- l	JNK/NR JNK/NR JNK/NR

File No. - 1539 6/07/85 RED LAKE FALLS,MN A/C Reg. No. N6761Q Time (Lc1) - 2010 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

- 1. LIGHT CONDITION SUNGLARE
- 2. VISUAL LOOKOUT INADEQUATE PILOT IN COMMAND
- IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE PILOT IN COMMAND
- 4. OBJECT WIRE, TRANSMISSION

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

----Probable Cause----

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

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

-Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION)	Aircraft Damage			Injur	ries	
		DESTROYED		Fatal	Serious		None
Type of Operation -PERSONAL		ire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91		ON GROUND	Pass	1	0	0	0
Accident Occurred During -DESCENT							
-Aircraft Information					_		
Make/Model - CHAMBERLAIN VIKING DRAG		el - VOLKSVAGEN	AS41		Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engin				tall Warnir	ng System	- NO
Max Gross Wt - 1150		- RECIPROCATI	NG-CARBURE	FOR			
No. of Seats - 2	Rated Power	- 60 HP					
-Environment/Operations Information					_		
Weather Data	Itinerary				Proximity	_	
Wx Briefing - NO RECORD OF BRIEFING				OFF AI	RPORT/STRIE	•	
Method - N/A	ST. LOUIS,M)		44mman4 D			
Completeness - N/A Basic Weather - VMC	Destination	MAI	•	Airport D	ata		
Wind Dir/Speed- 270/014 KTS	MINNEAPOLIS	, MIN		Dunway	Ident ·	- N/A	
Visibility - 12.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - SCATTERED	Type of Fligh	t Plan - NONE			Surface		
Lowest Ceiling - NONE	Type of Clear					- N/A	
Obstructions to Vision- NONE		- FORCED	LANDING	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	• • • • • • • • • • • • • • • • • • • •		
Precipitation - NONE	, , ,	_					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 36	Medical	Certificat	e - VALID	MEDICAL-W	AIVERS/LII	TIP
Certificate(s)/Rating(s)	Biennial Flight Rev	iew		t Time (F			
PRIVATE		UNK/NR Tota	al - e/Model-	125	Last 2	4 Hrs - Ul	
SE LAND	Months Since -	UNK/NR Make	e/Mode1-	100	Last 30	Days- U	
	Aircraft Type -	UNK/NR Inst	rument- UN	K/NR	Last 90	Days- UI	
		Mult	:i-Eng - UN	K/NR	Rotorci	raft - UI	NK/NR
Instrument Rating(s) - NONE							
ACFT COLLIDED WITH TREES AND BURST INTO	LAMES DURING A FORCE	D LANDING. ON TH	HE PLT'S SE	COND RADI	O CONTACT	WITH	
IBAULT MUNICIPAL AIRPORT UNICOM HE DECLAR							
PECTION OF THE WRECKAGE DISCLOSED LARGE QU	MAITTITE OF BUCT AND	DEPOTE THE THE	HEL STRATM	ED BOWL	THE CARRIED	ETOD	

File No 14	88 7/07/85	FARIBAULT,MN	A/C Reg. No. N59BC	Time (Lc1) - 1215 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TO	OTAL) - NON-MECHANICAL	-	
5. MAINTENANCE, ANN	TER - CONTAMINATION BURETOR - CONTAMINERVICE OF AIRCRAFIUAL INSPECTION - I	ON NATION - INADEQUATE - PILOT NOT FOLLOWED - PILOT 1		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGI	ENCY		
		DR - PILOT IN COMMAND		
Occurrence #3 Phase of Operation				
Finding(s) 7. TERRAIN CONDITI				
Occurrence #4 Phase of Operation	DESCENT - UNCON	ROLLED		•
Probable Cause			·	
The National Transpois/are finding(s) 1,	-	ard determines that th	ne Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is	s/are finding(s) 2,3,6	5.7	

Brief of Accident

Time (Lc1) - 0725 CDT	. N5279S	A/C Reg. No.	LLS,MN	/19/85 BIG FAL	No 1534 7/
Injuries		Aircraft Damag	. AVIATION)	te-NONE (GENERAL	formation perating Certificat
atal Serious Minor None O O 1	Fatal Crew O	SUBSTANTIAL Fire		-PERSONAL	f Operation
0 0 0 2		NONE			Conducted Under
	1 455	110,112			nt Occurred During
					Information
	0-320-E2A EL	e/Model - LYCOMING			odel - PIPER PA-
Stall Warning System - YES		Engines - 1		-FIXED	g Gear - TRICYCLE-
	ATING-CARBURETOR		Engine		oss Wt - 2050
		ower - 150 HP	Rated		Seats - 4
				ormation	ent/Operations Info
rport Proximity			Itinerary		Data
OFF AIRPORT/STRIP	OFF	arture Point			efing - FSS
manut. Data	A !	S ACC/INC			od - UNK/NR
port Data	·		Destinat		leteness - FULL
BIG FALLS Runway Ident - 29		FALLS,MN	INT	= VTC	Weather - VMC Dir/Speed- 270/005
Runway Ident - 29 Runway Lth/Wid - 2602/ 200			ATC/Airsp		oility - 10.0
Runway Surface - GRASS/TURF		Flight Plan - NONE		314	st Sky/Clouds -
Runway Status - N/A		Clearance - NONE		- 1000 FT BROKE	
Railway Status 14/ A		h/Lndg - NONE			ructions to Vision-
		.,,,,ag	1,700 //	- NONE	
				•	ition of Light -
					l Information
VALID MEDICAL-NO WAIVERS/LIMIT	al Certificate - VAL	Medica	Age - 54		n-Command
	Flight Time	t Review	Biennial Flig) [ficate(s)/Rating(s)
		- YES To	Current		IVATE
		ce - 5 Ma	Months Si		LAND
2 Last 90 Days- 18	nstrument- 2	ype - UNK/NR In	Aircraft		
2 Last 24 Hrs - 2 Last 30 Days- U	otal - 162	- YES To ce - 5 Ma	Current Months Si		IVATE

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File No. - 1534 7/19/85 BIG FALLS,MN A/C Reg. No. N5279S Time (Lcl) - 0725 CDT

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

Finding(s)

- 1. LIFT-OFF PREMATURE PILOT IN COMMAND
- 2. WEATHER CONDITION UNFAVORABLE WIND
- AIRSPEED NOT ATTAINED PILOT IN COMMAND
- 4. STALL/MUSH INADVERTENT PILOT IN COMMAND
- 5. OBJECT TREE(S)

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

----Probable Cause----

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

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

Basic Information Type Operating Certificate-	NONE (GENERA	_ AVIATION) A	ircraft Damage			Injur	ies	
ypo operating the tri reads	(SUBSTANTIAL		Fatal		Minor	None
	PERSONAL	F	ire	Crew	0	0	1	0
Flight Conducted Under -			NONE	Pass	0	0	0	0
Accident Occurred During -	LANDING							
Aircraft Information								
Make/Model - CESSNA 170			1 - CONTINENTAL (0-300		nstalled/A		
Landing Gear - TAILWHEEL-A	LL FIXED	Number Engine				all Warnin	g System	- UNK/NF
Max Gross Wt - 2200			- RECIPROCATING	G-CARBURET	OR			
No. of Seats - 4		Rated Power	- 145 HP					
Environment/Operations Inform	ation							
Weather Data		Itinerary				Proximity		
Wx Briefing - UNK/NR		Last Departure			ON AIRF	PORT		
Method - UNK/NR		SAME AS ACC/	INC		_			•
Completeness - UNK/NR		Destination		А	irport Da			
Basic Weather - VMC		LOCAL			FLYING		000	
Wind Dir/Speed- 150/015 K Visibility - 15.0		ATC/Airspace				Ident - Lth/Wid -	09R	75
		TERED Type of Flight	Dian - NONE			Surface -		75
Lowest Ceiling - N		Type of Cleara					DRY	
Obstructions to Vision- N			- FULL STO	5	Kariway	Julia	DKI	
Precipitation - N		Type Apeny Enag	, , , , , , , , , , , , , , , , , , , ,					
Condition of Light - D								
Personnel Information								
Pilot-In-Command		Age - 27	Medical Co	ertificate	- VALID	MEDICAL-WA	IVERS/LIM	IIT
<pre>Certificate(s)/Rating(s)</pre>		Biennial Flight Revi	ew	Flight	Time (Ho	ours)	•	
STUDENT			N/A Total	- ŬNK	/NR	Last 24	Hrs - UN	
		Months Since -	N/A Make/I	Mode1-	112	Last 30 Last 90	Days- UN	IK/NR
		Aircraft Type -						
		11	Multi	-Eng - UNK	:/NR	Rotorcr	aft - UN	IK/NR
Instrument Rating(s)	- NONE							
Narrative								
STUDENT LANDED ON RWY 9R WITH	TOWER WINES	DEDORTED FROM 150 DE	CORES AT 15 MAIOT	E DUDING	THE LAND	NC POLL TA	I THE	

File No. - 1435 9/13/85 EDEN PRAIRIE,MN A/C Reg. No. N1290D Time (Lc1) - 1056 CDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

File No 1478 9/22/85 MCGR	EGOR, MN	A/C Reg. No. N840	3 K	T	ime (Lc1) -	1715 CD	Т
-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) 4	ircraft Damage			Injur	ies	
, , p = opo , a o , , , g = o , , , , , a = o , , a = o , , a = o , a		SUBSTANTIAL		Fatal	•	Minor	None
Type of Operation -PERSONAL	F	ire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - UNIVAIR 108-1		1 - FRANKLIN 6A4-1	65-83		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engine				tall Warnir	g System	- NO
Max Gross Wt - 2330		- RECIPROCATING-	CARBURE	TOR			
No. of Seats - 4	Rated Power	- 165 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Departure	Point		OFF AI	RPORT/STRIP	1	
Method - TELEPHONE	MCGREGOR, MN						
Completeness - FULL	Destination			Airport D			
Basic Weather - VMC	LINO LAKES,N	IN		BUB JO			
Wind Dir/Speed- 210/010 KTS						18	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 1600 FT	Type of Flight				Surface -		URF
Lowest Ceiling - 1600 FT BRO				Runway	Status -	WET	
Obstructions to Vision- NONE	Type Apch/Lndg	FORCED LAN	DING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 34	Medical Cer					
Certificate(s)/Rating(s)	Biennial Flight Revi		_	t Time (H			/
STUDENT		N/A Total				Hrs - U	
	Months Since -				Last 30	Days- U	
	Aircraft Type -	N/A Instrum	ent-	0	Last 90	Days- U	NK/NR
Instrument Rating(s) - NONE							
-Narrative							
ACFT CONTACTED TREES OFF THE DEPARTURE E							
T ACCIDENT INSPECTION REVEALED THE FUEL S	ELECTOR WAS POSITIONED) FOR THE LEFT TANK	AND TH	E LEFT TA	NK CONTAINE	D NO	
L. THE CARBURETOR DID NOT CONTAIN FUEL NO							

File No 14	78 9/22/85 MCGREGOR,MN	A/C Reg. No. N8403K	Time (Lc1) - 1715 CDT
	LOSS OF POWER(TOTAL) - NON-MECHANICAL TAKEOFF - INITIAL CLIMB		
	ARVATION LIGHT - INATTENTIVE - PILOT IN COMMAND TOR POSITION - IMPROPER - PILOT IN COMMA	ND	
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT LANDING		
Finding(s) 4. TERRAIN CONDITI	ON - TREE(S)		
Probable Cause			

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

ONE (GENERAL								
one (denemal	AVIATIUN)	Aircraft				Inju		A1
FRONIAL				O	Fatal	Serious		None
					-	-	_	1 0
ANDING		NUNE	'	rass	U	U	0	
			MING 10-540-1	K1G5				
ED					S.	tall Warni	ng System	- YES
				TED				
	Rated Power	- 3 	800 HP					
tion				•				
OF BRIEFING					ON AIR	PORT		
		C/INC						
				А			NITOTOAL	
	LUCAL							
	ATC /Aimemann							65
	•	h+ D1-m	NONE					05
				EDNI	Runway	Status	- טאו	
	Type Apcn/Ln	ag -	TRAFFIC PATT	EKIN				
1 L I G								
	.ae - 39		Medical Certi	ficate	- VALTO	MEDICAL -N	IATVEDS/LTM	IT T
							AIVENS/ CIN	
	Current	- YFS	Total				4 Hrs -	1
	Months Since	- UNK/NR	Make/Mode			Last 3	O Davs- UN	
	Aircraft Type	- PA-28	Instrumen	+-	0	last 9	O Days-	20
NONE						Last 9	00 Days-	IK/NR 20
ZZZ SE . T C SPECTS.	S M EAR NE NE YLIGHT	4 CFR 91 ANDING 301 Eng Make/Mod Number Engine Engine Type Rated Power tion Itinerary OF BRIEFING Last Departum SAME AS ACC Destination LOCAL SM ATC/Airspace Type of Fligh Type of Clean Type of Clean Type Apch/Lnd NE Type Apch/Lnd Age - 39 Biennial Flight Recurrent Months Since Aircraft Type NONE TIONAL CONTROL DURING THE LAND	ERSONAL Fire 4 CFR 91 NONE ANDING 301 Eng Make/Model - LYCC ED Number Engines - 1 Engine Type - RECI Rated Power - 3 tion Itinerary OF BRIEFING Last Departure Point SAME AS ACC/INC Destination LOCAL S M ATC/Airspace EAR Type of Flight Plan - NE Type of Clearance - NE Type of Clearance - NE Type Apch/Lndg - NE YLIGHT Age - 39 Biennial Flight Review Current - YES Months Since - UNK/NR Aircraft Type - PA-28 NONE TIONAL CONTROL DURING THE LANDING ROLL.	ANDING Eng Make/Model - LYCOMING IO-540- ED Number Engines - 1 Engine Type - RECIP-FUEL INJEC Rated Power - 300 HP tion Itinerary OF BRIEFING Last Departure Point SAME AS ACC/INC Destination LOCAL SM ATC/Airspace EAR Type of Flight Plan - NONE NE Type of Clearance - NONE NE Type Apch/Lndg - TRAFFIC PATT NE YLIGHT Age - 39 Medical Certi Biennial Flight Review Current - YES Total Months Since - UNK/NR Make/Mode Aircraft Type - PA-28 Instrumen NONE TIONAL CONTROL DURING THE LANDING ROLL. THE ACFT SWE	ERSONAL 4 CPR 91 NONE Pass ANDING 301 Eng Make/Model - LYCOMING IO-540-K1G5 ED Number Engines - 1 Engine Type - RECIP-FUEL INJECTED Rated Power - 300 HP tion Itinerary OF BRIEFING Last Departure Point SAME AS ACC/INC Destination A LOCAL S M ATC/Airspace EAR Type of Flight Plan - NONE NE Type of Clearance - NONE NE Type Apch/Lndg - TRAFFIC PATTERN NE YLIGHT Age - 39 Medical Certificate Biennial Flight Review Flight Current - YES Total Months Since - UNK/NR Make/Model- Aircraft Type - PA-28 Instrument- NONE TIONAL CONTROL DURING THE LANDING ROLL. THE ACFT SWERVED O	ERSONAL 4 CFR 91 NONE Pass O 4 CFR 91 NONE Pass O ANDING 301 Eng Make/Model - LYCOMING IO-540-K1G5 ELT ED Number Engines - 1 S Engine Type - RECIP-FUEL INJECTED Rated Power - 300 HP Tion Itinerary Airport I ON AIRI SAME AS ACC/INC Destination Airport D LOCAL FREDER Runway M ATC/Airspace Runway EAR Type of Flight Plan - NONE Runway NE Type of Clearance - NONE Runway NE Type Apch/Lndg - TRAFFIC PATTERN NE YLIGHT Age - 39 Medical Certificate - VALID Biennial Flight Review Flight Time (House Current - YES Total - 365 Months Since - UNK/NR Make/Model - 126 Aircraft Type - PA-28 Instrument - O	### Fire	### STATE Fire Crew O O O O ### ANDING Pass O O O O ### ANDING Pass O O O O ### ANDING Days O O O ### Anding Days O Days O ### Anding Days O ### An

File No 148	8/31/85	FREDERICKTOWN, MO	A/C Reg. No. N8385S	Time (Lcl) - 1400 CDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL LANDING - ROLL	- ON GROUND		
Finding(s) 1. DIRECTIONAL CON	ROL - NOT MAINTAI	NED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	ON GROUND COLLIS	ION WITH OBJECT		
Finding(s) 2. OBJECT - FENCE				
Probable Cause	·-			

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

	ARLES,MO A/C F	Reg. No. N67463	!	ime (Lc1) -	1505 CD	T
-Basic Information Type Operating Certificate-NONE (GENERAL	SUBSTA	ft Damage	Fatal		Minor	None
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	Fire NONE	Crew Pass		0	0	0
-Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Eng Make/Model - Li Number Engines - 1 Engine Type - RE Rated Power -	1	S	Installed/A Stall Warnin		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 210/008 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 4000 FT SCATT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clearance	- NONE	ON AIR Airport D ST. Ch Runway Runway Runway	-	27 3500/ ASPHALT	
	Age - 49 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certifica Flig Total - Make/Model- Instrument-	ght Time (F 13 13	lours) Last 24 Last 30	IVERS/LII Hrs - UI Days- UI	NK/NR NK/NR
Instrument Rating(s) - NONE						

File No 14	79 9/08/85	ST. CHARLES,MO	A/C Reg. No. N67463	Time (Lc1) - 1505 CDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL TAKEOFF - INITIA	- IN FLIGHT L CLIMB		
	NT - NOT MAINTAIN	ED - PILOT IN COMMAND CRAFT,LACK OF TOTAL E	XPERIENCE - PILOT IN COMMAND	
Occurrence #2 Phase of Operation		ION WITH TERRAIN		
Finding(s) 4. TERRAIN CONDITI 5. ALTITUDE - NO		DT IN COMMAND		
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transpois/are finding(s) 2,		rd determines that th	ne Probable Cause(s) of this accid	dent
Factor(s) relating t	this accident is	/are finding(s) 1		

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Dam	age		Injur	ies	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		DESTROYED	- 3 -	Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91		ON GROUND	Pass	0	0	0	0
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - BEECH V35B		Model - CONTINE	NTAL IO-520-BA		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE		gines - 1		\$	Stall Warnin	g System	- YES
Max Gross Wt - 3400	Engine Ty		UEL INJECTED				
No. of Seats - 6	Rated Pow	er - 2 85 	HP 				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING				UFF A.	RPORT/STRIP		
Method - N/A Completeness - N/A	ST. CLAI Destination			Airport [12+2		
Basic Weather - VMC	LOCAL			Amport	Jata		
Wind Dir/Speed- 210/010 KTS	LUCAL			Punway	/ Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace				/ Lth/Wid -		
Lowest Sky/Clouds - 25000 FT SCAT			IE		Surface -		
Lowest Ceiling - NONE	Type of C1	earance - NON	iE			N/A	
Obstructions to Vision- NONE	Type Apch/	Lnda - NON	ΙE	•		•	
Precipitation - NONE	, , , , , , , , , , , , , , , , , , ,	•					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 70		cal Certificat			IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight			nt Time (i			
COMMERCIAL	Current	- YES	Total -	4700	Last 24	Hrs - UN	K/NR
SE LAND	Months Since		Make/Model - U	NK/NR	Last 30	Days- UN	K/NR
	Aircraft Typ		Instrument- U	NK/NR	Last 90	Days-	30
			Multi-Eng - Ul	NK/NR	KOTOPCP	aft - UN	K/NK
Instrument Rating(s) - NONE							
 Narrative							
ACFT WAS OBSERVED GOING FROM LEVEL FLT TO	STRAIGHT UP REFO	RE STALLING TO	IRNING OVER AN	SPIRAL TE	NG STRAIGHT	DOWN.	
ULL THROTTLE, TOWARD THE GROUND, IMPACT M							
. IMPACT WAS IN A WOODED AREA BUT THERE W							

File No 1	492 10/15/85	SULLIVAN, MO	A/C Reg. No. N18316	Time (Lc1) - 1515 CDT	
Occurrence Phase of Operation	IN FLIGHT COLLIS	ION WITH TERRAIN			
Finding(s) 1. UNDETERMINED					
Probable Cause-					

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

	BURG,MO A/C Re	A/C Reg. No. N4AS Time (Lc1) - 1810 CDT)T
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft	t Damage		Intu	ries	
· jpe operating our tri route mani (alinema	SUBSTAN		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Mode1 - SILVAGGIO CASSUTT 111M	Eng Make/Model - CO			[nstalled/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warni	ng Syster	n - NO
Max Gross Wt - 750		CIPROCATING-CARBUR	ETOR			
No. of Seats - 1	Rated Power -	80 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIR	PORT		
Method - N/A	CAMERON, MO					
Completeness - N/A	Destination		Airport Da			
Basic Weather - VMC	LOCAL		PLATTS		00	
Wind Dir/Speed- 140/009 KTS	ATO / A + n = n = n =				- 36	24
Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Plan	NONE		Lth/Wid Surface		
	Type of Clearance			Status		ļ
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Crearance Type Apch/Lndg		Kuriway	Status	- 061	
Precipitation - NONE	Type Apcil/ Elidy	FUNCED LANDING				
Condition of Light - DAYLIGHT						
Personnel Information						
	Age - 41	Medical Certifica	te - VALID	MEDICAL-N	O WAIVERS	S/LIMIT
	Biennial Flight Review	Flia	nt Time (H	ours)		
PRIVATE			•		4 Hrs - l	JNK/NR
SE LAND	Current - YES Months Since - 4 Aircraft Type - 111M	Make/Model-	61	Last 3	O Days- l	JNK/NR
	Aircraft Type - 111M	Instrument-	15	Last 9	O Days-	16

	68 10/25/85 PLATTSBURG,MO	A/C Reg. No. N4AS	Time (Lcl) - 1810 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF	• • • • • • • • • • • • • • • • • • • •	
	PISTON - FAILURE, PARTIAL CYLINDER - FAILURE, PARTIAL		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY	· <u>-</u>	
	IN FLIGHT COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN		
inding(s) 3. OBJECT - FENCE			
	IN FLIGHT COLLISION WITH TERRAIN 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

Basic Information						
Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage DESTROYED	Fata		uries Minor	None
Type of Operation -PERSONA	L	Fire		0		0
Flight Conducted Under -14 CFR	91	NONE	Pass 1	0	0	0
Accident Occurred During -DESCENT						
Aircraft Information					•	
Make/Model - CHAMPION 7GCA	Eng Make	Model - LYCOMING 0-3				
Landing Gear - TAILWHEEL-ALL FIXE Max Gross Wt - 2650	D Number E	Engines - 1 Type - RECIPROCATIN	IC-CARRIDETOR	Stall Warn	ing System	- NU
No. of Seats - 2	Rated Po	ower - 160 HP	IG-CARBORE FOR			
Environment/Operations Information						
Weather Data	Itinerary			rt Proximity		
Wx Briefing - NO RECORD OF BRI			OFF	AIRPORT/STR	IP	
Method - N/A	MERIDIA			4 Da4a		
Completeness - N/A Basic Weather - VMC	Destinatio LOCAL	on	Airpor	τυατα		
Wind Dir/Speed- 120/007 KTS	EOCAL		Run	wav Ident	- N/A	
Visibility - 7.0 SM	ATC/Airspac	ce		way Lth/Wid		
Lowest Sky/Clouds - SCATTERE		light Plan - NONE		way Surface		
Lowest Ceiling - UNK/NR			Run	way Status	- N/A	
Obstructions to Vision- NONE Precipitation - NONE	Type Apcr	n/Lndg - NONE				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 31 Biennial Flight	t Review	ertificate - VA Flight Time	(Hours)		LIMIT
COMMERCIAL	Current	- YES Total	- 1200	Last	24 Hrs -	12
SE LAND, ME LAND	Months Sind	ce	Model- 500 cument- UNK/NR	Last	30 Days- UN	IK/NR
	Aircraft Ty	/pe - A4 Instr	-ument- UNK/NR -Eng - UNK/NR	Last	90 Days- craft - UN	42 IV/ND
		March	-Eng - UNK/NK	ROTO	Craft ON	IN/ INK
Instrument Rating(s) - AIRPLA	NE					
-Narrative						
NESSES, FRIENDS OF THE PLT, REPORTED	SEEING THE ACFT ENGAG	GED IN AEROBATICS AT	LTITUDES BETWEE	N 500 FT AGL	AND	
FT AGL, APRX 1/4 MILE FROM THEIR OU						

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

File No 1499	9/06/85 T	JNICA, MS	A/C Reg. No. N9893			Т	Time (Lcl) - 1230 CDT			
-Basic Information										
Type Operating Certific	ate-AGRICULT	JRAL AIRCRAFT	Aircraft				•	uries	••	
Type of Openation	-AEDTAL AL	ODI TOATTON	SUBSTAN	IIAL	C===:	Fatal	Serious			
Type of Operation Flight Conducted Under	-14 CFD 1	PPLICATION R7	Fire NONE		Crew Pass	0	0	0		
Accident Occurred Durin		<i>,</i>	NONE		F 433	Ū	· ·	J	· ·	
-Aircraft Information										
Make/Mode1 - GRUMMAN			ake/Model - P&W	R-1340-AN1					ed - NO -N	
Landing Gear - TAILWHE	EL-ALL FIXED		r Engines - 1				tall Warn	ing Syst	em - YES	
Max Gross Wt - 4500			e_Type - REC		ARBURET	OR				
No. of Seats - 1		Rated	Power -	600 HP	. .					
-Environment/Operations In	formation									
Weather Data		Itinerar	,		,		Proximity			
Wx Briefing - NO RE Method - N/A	CORD OF BRIE		eparture Point			OFF AI	RPORT/STR	IP		
Completeness - N/A		Destina	AS ACC/INC		Α.	irport Da	2+2			
Basic Weather - VMC		LOCA				ii poi c b	ata			
Wind Dir/Speed- 180/0	05 KTS	2007	-			Runway	Ident	- N/A		
Visibility - 10.		ATC/Airs	pace				Lth/Wid			
Lowest Sky/Clouds -	3000 FT	SCATTERED Type of	f Flight Plan -	NONE		Runway	Surface	- N/A		
<u> </u>	- NONE		f Clearance -	NONE		Runway	Status	- N/A		
Obstructions to Visio		Type A	pch/Lndg -	NONE						
Precipitation										
Condition of Light										
-Personnel Information										
Pilot-In-Command	- \	Age - 25		Medical Cert				WAIVERS/	LIMIT	
Certificate(s)/Rating(COMMERCIAL	5)	Biennial Fli Current	gnt keview - YES	Total		Time (H 802		24 Hrs -	5	
SE LAND			ince - 5	Make/Mode		250	Last last	30 Dave-	HNK/ND	
SE EARLO			Type - UNK/NR	Instrume		90	Last Last Last	90 Days-	200	
		.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		Multi-Eng		2				
Instrument Rating(s) - AIRPLAN	E								
-Narrative						 -	 			
PLT STATED THAT DURING AE	RIAL APPLICA	TION MANEUVER HE	ALLOWED THE ATR	SPEED TO GET	T00 L0	W AND TH	E ACET SE	TTLED		
O A SOY BEAN FIELD. THE LE										
				-						

File No 149	99 9/06/85 TUNICA,MS	A/C Reg. No. N9893	Time (Lc1) - 1230 CDT
	LOSS OF CONTROL - IN FLIGHT MANEUVERING - AERIAL APPLICATION		
2. AIRSPEED(VS) - N	ING/DECISION - IMPROPER - PILOT IN COMM NOT MAINTAINED - PILOT IN COMMAND FENT - PILOT IN COMMAND	IAND	
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Finding(s) 4. TERRAIN CONDITION	ON - CROP		
Probable Cause			
The National Transports/are finding(s) 1,2	rtation Safety Board determines that th	e Probable Cause(s) of this accid	lent

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	ΓΤΑΝ, ΜΤ 	A/C Reg. N			ime (Lc1) 	- 0500 M	51
-Basic Information Type Operating Certificate-NONE (GENERA)	AVIATION)	Aircraft Dam	200		Inii	ıries	
Type operating der till reate none (deneka	AVIATION)	DESTROYED	age	Fatal			None
Type of Operation -PERSONAL		Fire	Crew		0	0	0
Flight Conducted Under -14 CFR 91		ON GROUND		-	ŏ	_	ŏ
Accident Occurred During -DESCENT			,	•	•	•	•
-Aircraft Information							
Make/Model - POLLIWAGEN 2 PLACE	Eng Make/Mo	odel - REVMAST	ER 2100D	ELT	Installed/	'Activate	d - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Eng	ines - 1		S	tall Warni	ng Syste	m - NO
Max Gross Wt - UNK/NR	Engine Type	- RECIPRO	CATING-CARBUR				
No. of Seats - 2	Rated Power	- UNK/NR					•
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departi	ure Point		UNK/NR	•		
Method - N/A	SAME AS A	CC/INC		•			
Completeness - N/A	Destination	•		Airport D	ata		
Basic Weather - VMC	HELENA.MT			•			
Wind Dir/Speed- 150/005 KTS				Runway	Ident	- N/A	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR		ght Plan - NON	F		Surface		
Lowest Ceiling - NONE		arance - NON			Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Li			Karmay	514145	11, -	
Precipitation - NONE	1,460 4601,721	log Olik	,				
Precipitation - NONE Condition of Light - NIGHT(DARK)							
-Personnel Information							
Pilot-In-Command	Age - 28		cal Certifica			AIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Ro			ht_Time (H			_
PRIVATE	Current	- UNK/NR	Total -	500	Last 2	24 Hrs -	_
SE LAND	Months Since	- UNK/NR	Make/Mode1-	51	Last 3	30 Days- 1	
HELICOPTER	Aircraft Type	- UNK/NR	Instrument-	2	Last 9	00 Days- 1	•
					Rotoro	craft -	400
Instrument Rating(s) - NONE							
-Narrative							
ACFT CRASHED IN AN OPEN FLT SHORTLY AFTER	TAKEOFF AND WAS D	ESTROYED BY FI	RE. THERE WER	E NO WITNE	SSES TO TH	łE	
IDENT. THE PLT REPORTEDLY STATED HE NEEDED	TO DEPART MANHATTA	AN BY 0500 MST	TO ARRIVE IN	HELENA BE	FORE 0600	MST	
N THE ATC TWR OPENED AS HIS ACFT WAS NOT R	ADIO EQUIPPED. THE	WRECKAGE WAS	DISCOVERED AT	1430 MST	BY ANOTHER	ACFT.	
: PRIVATE AIRSTRIP AT MANHATTAN WAS NOT EQU	IPPED WITH ANY RWY	LIGHTING. INS	PECTION OF TH	E ACFT AND	ENG DID N	1OT	
CLOSE ANY MECHANICAL FAILURE/MALFUNCTION.							

File No 14	1/03/85	MANHATTAN, MT	A/C Reg. No. N13954	Time (Lc1) - 0500 MST	
Occurrence Phase of Operation	IN FLIGHT COLLISI DESCENT - UNCONTR				
Finding(s) 1. UNDETERMINED					
Probable Cause					

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

Basic Information Type Operating Certificate	e-NONE (GENERAL	AVIATION)	Aircraft [)amage		Inju	uries	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			DESTROYED		Fatal	Serious		· None
Type of Operation	-PERSONAL		Fire	Crew	•	1	0	0
Flight Conducted Under			NONE	Pass	0	0	0	0
Accident Occurred During	-CRUISE							
Aircraft Information								
Make/Model - PIPER PA-				ING 10-540-K1G5				ed - YES/Y
Landing Gear - TRICYCLE-	RETRACTABLE		gines - 1		S	tall Warn	ing Syste	em - YES
Max Gross Wt - 3600			•	P-FUEL INJECTED				
No. of Seats - 7		Rated Pow	er - 30	OO HP				
Environment/Operations Info	rmation							
Weather Data		Itinerary	5-1-1			Proximity		
Wx Briefing - FSS Method - TELEPHO	ME	•	ture Point		OFF AII	RPORT/STR	IP	
Method - TELEPHO Completeness - FULL	NE	BOZEMAN, Destination			Airport Da	a+a		
Basic Weather - UNK/NR		HAVRE, MT			A II poi t D	ala		
Wind Dir/Speed- 190/004	KTS	HAVE, MI			Runway	Ident	- N/A	
Visibility - 8.0		ATC/Airspace	•			Lth/Wid		
Lowest Sky/Clouds -			ight Plan - N	NONE		Surface		
Lowest Ceiling -	UNK/NR OVERCA	AST Type of C1	earance - M	IONE	Runway	Status	- N/A	
Obstructions to Vision-		Type Apch/	'Lndg - M	IONE				
Precipitation -								
Condition of Light -	NIGHT(DARK)							
Personnel Information								
Pilot-In-Command		Age - 42		edical Certifica			WAIVERS/L	_IMIT
Certificate(s)/Rating(s)		Biennial Flight			ht Time (H		0.4 11	
PRIVATE		Current	- YES	Total - Make/Model-	1385		24 Hrs - 30 Days-	1
SE LAND		Months Since	e - D e - PA-32RT	-	135		90 Days-	31
		All Chart Typ	Je - PA-SZRI	Tris traillent.	14	Last	oo Days	31
Instrument Rating(s)	- NONE							
Nonnotivo								
Narrative PLT REPORTED THAT DURING A	NITCHT V.COUNTRY	ELT HE ENCOUNT	EDED MADOTNA	(OBSCHBED) WY	e DEVEDSED	COURSE TO	n DETUDN	
HE DEPARTURE POINT. HE STAT								
				BUT THE ACFT PAN				

File No. - 1520 4/05/85 GARNEILL, MT A/C Reg. No. N21092 Time (Lc1) - 1915 MST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE Finding(s) 1. TERRAIN CONDITION - HIGH TERRAIN 2. WEATHER CONDITION - CLOUDS 3. WEATHER CONDITION - OBSCURATION 4. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND Occurrence #2 MISCELLANEOUS/OTHER Phase of Operation CRUISE Finding(s) 5. LIGHT CONDITION - DARK NIGHT 6. AIRCRAFT HANDLING - INATTENTIVE - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE (CIRCADIAN RHYTHM) - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #3 Phase of Operation CRUISE Finding(s) 8. TERRAIN CONDITION - MOUNTAINOUS/HILLY 9. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND 10. TERRAIN CONDITION - RISING ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6.9

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,7,8,10

File No 1569 7/29/85 WILS	LL,MT	A/C Reg. No. N6156R Time (Lc1) - 1010 MDT				TΟ		
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries				
Type of Openation DEDCOMAL		DESTROYED		Fatal				
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE	Crew Pass		1	0	0	
Accident Occurred During -DESCENT		NONE	Pass	'	O	U	O	
Aircraft Information								
Make/Mode1 - CESSNA 172RG			ING 0-360-FIA6				d - YES/YES	
Landing Gear - TRICYCLE-RETRACTABLE	Number Engi				itall Warnii	ng Syste	m - YES	
Max Gross Wt - 2200	Engine Type		ROCATING-CARBUR	ETOR				
No. of Seats - 4	Rated Power	- 18	O HP					
Environment/Operations Information	_							
Weather Data	Itinerary				Proximity			
Wx Briefing - FSS	Last Departu	re Point		OFF AI	RPORT/STRI	Þ		
Method - TELEPHONE	POLSON,MT							
Completeness - FULL	Destination			Airport D				
Basic Weather - IMC	POWELL, WY			WILSAL		_		
Wind Dir/Speed- UNK/NR				,		- N/A		
Visibility - UNK/NR	ATC/Airspace					- N/A		
Lowest Sky/Clouds - UNK/NR	Type of Flig					- N/A		
<u> </u>	RCAST Type of Clea			Runway	/ Status	- N/A		
Obstructions to Vision- FOG	Type Apch/Lr	ndg - N	ONE					
Precipitation - DRIZZLE								
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 57		dical Certifica			AIVERS/L	IMIT	
Certificate(s)/Rating(s)	Biennial Flight Re			ht Time (F				
PRIVATE		- YES	Total -		Last 2			
SE LAND	Months Since				Last 3			
	Aircraft Type	- 172RG	Instrument-	4	Last 9	O Days-	. 3	
Instrument Rating(s) - NONE								
Narrative E PLT OBTAINED A WX BRIEFING THAT FORECAST 30 EN ROUTE TO POWELL, WYOMING. THE PLT SA ST PAST HELENA, MONTANA BUT HE CONTINUED. T E ACFT AND STARTED A LEFT TURN. THE ACFT CO	ID HE ENCOUNTERED LOTHE PLT SAID WHEN HE	W CEILINGS, THOUGHT HE	LOW VISIBILITY	ES, AND DE	RIZZLE SŁOWED			

T ENCOUNTER WITH WEATHER NORMAL EILING ICE - PERFORMED - PILOT IN COMMANTANT OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PILOT IN COMMAND	MAND T IN COMMAND	
ICE - PERFORMED - PILOT IN COM RATION ARATION - POOR - PILOT IN COMM SE WEATHER - INITIATED - PILOT SION - POOR - PILOT IN COMMAND LOT IN COMMAND JDGED - PILOT IN COMMAND FINUED - PILOT IN COMMAND	MAND T IN COMMAND	
T COLLISION WITH ORJECT		
ING - TURN TO REVERSE DIRECTION	ON	
AINOUS/HILLY		
	PILOT IN COMMAND - PILOT IN COMMAND CONTROL - IN FLIGHT - UNCONTROLLED T COLLISION WITH TERRAIN - UNCONTROLLED AINOUS/HILLY	- PILOT IN COMMAND CONTROL - IN FLIGHT - UNCONTROLLED T COLLISION WITH TERRAIN - UNCONTROLLED

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4.6.11

File No 1406 6/15/85 BARNAN	6/15/85 BARNARDSVILLE,NC A/C Reg. No. N83678			Time (Lc1) - 1200 EDT				
-Basic Information Type Operating Certificate-NONE (GENERAL			F-1-1	Inju		Nac-		
Type of Operation -INSTRUCTIONAL	SUBSTAI Fire	ITIAL Crew	Fatal O	Serious O	Minor	None 1		
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	ŏ	0	0			
-Aircraft Information								
Make/Model - CHAMPION 7AC Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 2	Eng Make/Model - COI Number Engines - 1 Engine Type - REG Rated Power -	ITINENTAL C-65-8 IPROCATING-CARBURE 65 HP	S	Installed/ tall Warni				
-Environment/Operations Information Weather Data	Itinerary		Airport	Proximity				
Wx Briefing - NO RECORD OF BRIEFING Method - N/A				RPORT/STRI	P			
Completeness - N/A Basic Weather - VMC	Destination MARION,NC	Airport Data						
Wind Dir/Speed- 170/010 KTS	MAN 2011, 110		Runway	Ident	- N/A			
Visibility - 20.0 SM	ATC/Airspace		Runway	Lth/Wid	- N/A			
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface				
Lowest Ceiling - NONE	Type of Clearance	•	Runway	Status	- N/A			
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/Lndg	NONE						
-Personnel Information								
Pilot-In-Command	Age26	Medical Certificat			O WAIVERS	/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (H		4 Hrs -	0		
STUDENT	Current - N/A Months Since - N/A	Total - Make/Model-			4 Ars - O Days- Ui			
		Instrument-		Last 9		11		
Instrument Rating(s) - NONE								
-Narrative								
FING A SUPERVISED SOLO X-COUNTRY FLT, THE STOCK POINT, THE STOCK POINT, THE STOCK POINT, THE STOCK POINT, THE PUR LOSS WAS STOCK WHEN HE WAS UNABLE TO MAINTAIN ALTITUDE THE ACCIDENT SITE. THEREFORE, AN EXAMINA	USE HE DEPARTED ON THE WRON: UCH THAT HE COULD NOT CLEAR DE HE MADE AN EMERGENCY LAN:	G HEADING. BEFORE R THE HIGH TERRAIN. DING INTO TREES. TH	EACHING T HE ELECTE IE ACFT HA	HE FIRST C D TO REMAI S NOT BEEN	HECK N IN THE			

File No 14	06 6/15/85	BARNARDSVILLE, NC	A/C Reg. No. N83678	Time (Lc1) - 1200 EDT
Occurrence #1 Phase of Operation				
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation				
Finding(s) 2. OBJECT - TREE(S)			
Probable Cause				
The National Transpo is/are finding(s) i	rtation Safety Boa	rd determines that the	Probable Cause(s) of this accide	ent

-Basic Information Type Operating Certificate-NONE (GENERA	AVIATION) Aircraft Damage		Injuries					
ype specially government (assume	SUBSTA		Fata1					
Type of Operation -INSTRUCTIONA		Cr	ew 0	0	0	1		
Flight Conducted Under -14 CFR 91	NONE	Pa	iss 0	0	0	1		
Accident Occurred During -LANDING								
-Aircraft Information						_		
Make/Model - PIPER PA-18 105	Eng Make/Mode1 - LY			Installed/#				
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			Stall Warnir	ng System	- YES		
Max Gross Wt - 1500 No. of Seats - 2	Engine Type - RE Rated Power -	CIPRUCATING-CARB	UKETUK					
NO. Of Seats - 2	Rated Power -	115 HP						
-Environment/Operations Information								
Weather Data	Itinerary			Proximity				
Wx Briefing - NO RECORD OF BRIEFING			ON AIF	RPURT				
Completeness - N/A	Method - N/A HENDERSONVILLE,NC Completeness - N/A Destination			12+2				
Basic Weather - VMC	SAME AS ACC/INC		Airport Data HENDERSONVILLE					
Wind Dir/Speed- VARIABLE	5/11/2 /X5 /H55/ 2/15			-	- 14			
Visibility - 10.0 SM	ATC/Airspace		Runway	/ Lth/Wid -	3075/	40		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			/ Surface -				
Lowest Ceiling - NONE	Type of Clearance		Runway	/ Status -	- DRY			
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE						
Precipitation - NONE Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command Certificate(s)/Rating(s)	ge - 45 Medical Certificate - VALID MEDICAL-WAI iennial Flight Review Flight Time (Hours)				ITAEK2\ LIW	11		
COMMERCIAL, CFI	Current - YES	Total -		Last 24	1 Hrs -	4		
SE LAND, ME LAND	Months Since - 5	Make/Model-			Days- UN	•		
• • • • • • • • • • • • • • • • • • •	Aircraft Type - UNK/NR			Last 90		95		
		Multi-Eng -	19					
Instrument Rating(s) - NONE								
PING THE TAKEOFF PHASE OF A TOUCH & GO LAND	ING THE CER AND PRIVATE PI	IOT LOST DIRECTI	ONAL CONTROL	AND RAN OF	FF THE			
E OF THE RUNWAY.	ind, the ork and third the	LO. LOSI DINLOII	C.I.AL CONTROL					

File No. - 1564 9/01/85 HENDERSONVILLE,NC A/C Reg. No. N323T Time (Lc1) - 1330 EDT

Occurrence
Phase of Operation

ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION

- 2. TOUCH-AND-GO LANDING PERFORMED PILOT IN COMMAND
- 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) 3

-Basic Information Type Operating Certificate-NONE (GENE	DAL AVIATION)	Aircraft I	Jamane		Injur	ies	
Type operating certificate NONE (GENE	RAL AVIATION)	DESTROYE		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Cro		0	1	0
Flight Conducted Under -14 CFR 91		NONE	Pa	ss 0	2	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - PIPER PA-28R-200			MING IO-360-C1		Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng				itall Warnir	ng System	- YES
Max Gross Wt - 2650	Engine Type	_	P-FUEL INJECTE	D			
No. of Seats - 4	Rated Powe	r - 20	00 HP				
-Environment/Operations Information Weather Data	Itinerary			Ainmont	Proximity		
Wx Briefing - FSS	Last Depart	ino Point			RPORT/STRIF	•	
Method - TELEPHONE	ADRAIN.MI			OFF AI	Kroki/ Sikir		
Completeness - FULL	Destination	•		Airport D	ata		
Basic Weather - VMC	CHARLOTTE	. NC			TTE/DULLES	INT'L	
Wind Dir/Speed- 240/006 KTS	OHANEO! IE	,,,,,			•	- 18R	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid	10000/	150
	ATTERED Type of Fli	ght Plan - I	NONE	Runway	Surface -	CONCRETE	Ε
Lowest Ceiling - NONE			TRAFFIC ADVISO	RY Runway	Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/L		STRAIGHT-IN				
Precipitation - NONE		•	SIMULATED FORC	ED LANDING			
Condition of Light - DAYLIGHT							
-Personnel Information	4			+-	MEDICAL N	. WATVEDC	/: TMTT
Pilot-In-Command	Age - 48 Biennial Flight R		edical Certifi	cate - VALIL ight Time (F) WAIVERS/	/ CIMIII
<pre>Certificate(s)/Rating(s) COMMERCIAL.CFI</pre>	Current	- YES	Total -		Last 24	1 Hre -	4
SE LAND, ME LAND	Months Since		Make/Model-		Last 3		7
SE EAND, ME EAND	Aircraft Type		Instrument-		Last 90		7
	All clart Type	Olaky lak	Multi-Eng -		Last	Juys	•
			warti ziig	, 5			
Instrument Rating(s) - AIRPLANE							
-Narrative							
ACFT CONTACTED A FENCE DURING A FORCED	LANDING FOLLOWING A	LOSS OF PWR	. THE FLT ORGI	NATED AT GRA	ND LEDGE, I	MI,	
A AGG FOR AND AND UNIGOUEDING FOR A AND THIS HARD	MADE AT ADRIAN. MI.	BECAUSE OF	WX. THE FLT DE	PARTED ADRIA	N, MI, AT	1320 EDT.	
1100 EST AND AN UNSCHEDULED LANDING WAS PLT REPORTED THAT DURING THE DESCENT IN	MADE AT ADMITANT, MILE						

9/06/85	SHUFFLETOWN,NC	A/C Reg.	No. N6102J	Time (Lcl) - 1635 EDT
170				
NING/PREPARATION - WIND CONDITIONS -	- INADEQUATE - PILOT IN			
	NCY		· ··	
ON GROUND COLLIST	ION WITH OBJECT			
-	LOSS OF POWER(TO DESCENT - NORMAL AUSTION NING/PREPARATION WIND CONDITIONS PERFORMED - PILOT FORCED LANDING DESCENT - EMERGE	LOSS OF POWER(TOTAL) - NON-MECHANICAL DESCENT - NORMAL AUSTION NING/PREPARATION - INADEQUATE - PILOT IN WIND CONDITIONS - INADEQUATE - PILOT IN PERFORMED - PILOT IN COMMAND	LOSS OF POWER(TOTAL) - NON-MECHANICAL DESCENT - NORMAL AUSTION NING/PREPARATION - INADEQUATE - PILOT IN COMMAND WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND PERFORMED - PILOT IN COMMAND FORCED LANDING DESCENT - EMERGENCY	LOSS OF POWER(TOTAL) - NON-MECHANICAL DESCENT - NORMAL AUSTION NING/PREPARATION - INADEQUATE - PILOT IN COMMAND WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND PERFORMED - PILOT IN COMMAND FORCED LANDING DESCENT - EMERGENCY

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

File No 1565 9/07/85 STAR	,NC A/C Re	g. No. N19JK	т	ime (Lc1)	- 1745 EDT	
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraft	: Damage		 Inju	ries	
·,,, · · · · · · · · · · · · · · · · ·	SUBSTAN	_	Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Mode1 - CESSNA 305A	Eng Make/Model - CON				Activated	
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warni	ng System	- YES
Max Gross Wt - 2100		CIPROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power -	213 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN			ON AIR	PORT		
Method - N/A	STAR, NC			_		
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	SAME AS ACC/INC			MERY CO.	- 20	
Wind Dir/Speed- 070/004 KTS Visibility - 5.0 SM	ATC/Airspace			Ident Lth/Wid		60
	ATC/ATTSpace ATTERED Type of Flight Plan -	NONE		Surface		00
Lowest Ceiling - NONE	Type of Clearance				- DRY	
Obstructions to Vision- NONE		- NONE	Kanway	Status	DIC!	
Precipitation - NONE	Type Apolly Ellag	110112				
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 38	Medical Certifica	te - VALID	MEDICAL-N	O WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H		,	
COMMERCIAL	Current - YES	Total -			4 Hrs -	2
SE LAND, ME LAND	Months Since - 2	Make/Mode1-	50	Last 3	O Days- UN	IK/NR
	Aircraft Type - UNK/NR	Instrument-	250	Last 9	O Days-	25
		Multi-Eng -	500			
Instrument Rating(s) - AIRPLANE						
	DED AND THE DIGHT ANDING OF AD	CEDADATED EDON TO	E ATROPACT	THE DITE	T CTATED	
	'EU ANU IME KIGMILANDING GEAK	SEPAKAIEU PKUM IP	IE AIKUKAFI	. INE PILU	I SIAIEU	
ING LANDING ROLL THE AIRCRAFT GROUND LOOP T THE RIGHT BRAKE LOCKED CAUSING THE AIRC			E MALEINOT	TON WAS FO		

File No. - 1565 9/07/85 STAR,NC A/C Reg. No. N19JK Time (Lc1) - 1745 EDT

Occurrence #1

ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - RUNWAY

- 2. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 3. LANDING GEAR, MAIN GEAR ATTACHMENT FAILURE, TOTAL
- 4. GROUND LOOP/SWERVE UNCONTROLLED PILOT IN COMMAND

----Probable Cause----

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

File No 1583 1/27/85 GRAND	FORKS, ND	A/C Reg. No.	N1850S	T	ime (Lc1)	- 0849 MS	Т
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Damag SUBSTANTIAL	je	Fatal	Inju Serious	ries Minor	None
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Fire NONE	Crew Pass	0 0	0 2	2 0	0
Aircraft Information Make/Model - BEECH 76 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3900 No. of Seats - 4	Number Eng	e - RECIPROCA	O-360-A1GGD	ELT S	Installed// tall Warnir	Activated	
Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 330/015 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 3500 FT SCATI Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		ACC/INC ight Plan - NONE earance - VFR		ON AIR Airport D MARK A Runway Runway Runway	ata NDREWS INT	- 35R - 3400/ - CONCRET	
	Age - 51 Biennial Flight F		l Certifica Flig	te - VALID nt Time (H) WAIVERS,	/LIMIT
COMMERCIAL, CFI SE LAND, ME LAND		- YES To - 16 Ma - 201 Ir	otal - lke/Model- lstrument- llti-Eng -	6430 200 472	Last 24 Last 30 Last 90	Days-	6 25 100
Instrument Rating(s) - AIRPLANE							
Instrument Rating(s) - AIRPLANENarrative SUNDAY 1/27/85 AT APPROXIMATELY 0849 MST, A FER TAKEOFF FROM THE GRAND FORKS AIRPORT, GR JURED. TWO PASSENGERS IN THE BACK SEATS RECE PRELIMINARY INVESTIGATION REVEALED THAT THE OT INITIATED THE FLIGHT ON RUNWAY 34R. AT A GGHT INSTRUCTOR SIMULATED AN ENGINE FAILURE LURE AND THE AIRSPEED DROPPED BELOW VMC. THE OTHER SPEED BY INCREASING BOTH ENGINES TO FUE PACT.	RAND FORKS, ND. THE TIVED SERIOUS INJU HIS FLIGHT WAS A T IN ALTITUDE OF APP RETARDING THE LEI HE FLIGHT INSTRUCT	HE STUDENT PILOT JRIES. THERE WAS TRAINING FLIGHT I PROXIMATELY 150 F FT THROTTLE. THE TOR TOOK CONTROL	AND CERTIFI NO FLIGHT PI N A MULTI-EI T. ABOVE GRO STUDENT PILO OF THE AIRC	ED FLIGHT LAN FILED NGINE AIRC DUND LEVEL DT WAS SLO RAFT AND A	INSTRUCTORI AND VMC PRI RAFT. THE S (AGL) THE W TO REACT TTEMPTED TO	E WERE NOTEVAILED. STUDENT TO THE D REGAIN	т

File No 15	1/27/85	GRAND FORKS,ND	A/C Reg. No. N1850S	Time (Lc1) - 0849 MST
Occurrence #1 Phase of Operation		RTIAL) - NON-MECHANICAL L CLIMB		
Finding(s) 1. EMERGENCY PROCE	EDURE - SIMULATED -	PILOT IN COMMAND(CFI)		
Occurrence #2 Phase of Operation				
3. REMEDIAL ACTION	NG - IMPROPER - DU N - DELAYED - PILOT RRECTED - PILOT IN	IN COMMAND(CFI)		
Occurrence #3	IN FLIGHT COLLIS DESCENT - UNCONT			

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

Basic Information Type Operating Certificate-NONE (GENER Type of Operation -PERSONAL	AL AVIATION) 'Ainonaft				1000 CDT	
	AL AVIATION) 'Ainonof+					
Type of Operation -PERSONAL		Damage		Injur		
Type of Operation -PERSONAL	SUBSTANT		Fatal			
	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	0
Make/Model - PIPER PA-28-140	Eng Make/Model - LYCO	MING 0-320-E24	FIT 1	nstalled/A	ctivated	- VES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnin		
Max Gross Wt - 2050	Engine Type - RECI			Lati Wallin	ig system	11.3
No. of Seats - 4	Rated Power - 1		TOR			
Environment/Operations Information						
Weather Data	Itinerary		Airport F	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	G Last Départure Point		OFF AIR	RPORT/STŔIP	•	
Method - N/A	MERCER, ND					
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	BEULAH, ND		•			
Wind Dir/Speed- 150/014 KTS			Runway	Ident -	N/A	
Visibility - 1.500 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - 500 FT PAR		NONE		Surface -		
Lowest Ceiling - 500 FT OVE	RCAST Type of Clearance -	NONE		Status -		
Obstructions to Vision- NONE	Type Apch/Lndg -		•		ROUGH	
Precipitation - NONE		FORCED LANDING				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command		edical Certificat			WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		t Time (Ho			
COMMERCIAL	Current - YES	Total -	701	Last 24	Hrs -	1
SE LAND	Months Since - 23 Aircraft Type - PA-28	Make/Model-	330	Last 30	Days-	2
	Aircraft Type - PA-28	Instrument-	70	Last 90	Days-	4
		Multi-Eng - UN	K/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE						

File No 14	50 9/05/85 UNDERWOOD,ND	A/C Reg. No. N8864N	Time (Lc1) - 1000 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(PARTIAL) - NON-MECHANICAL MANEUVERING		
	ON - CARBURETOR ICING CONDITIONS AT - NOT USED - PILOT IN COMMAND BURETOR - ICE		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
Finding(s) 4. TERRAIN CONDITI	ON - ROUGH/ÚNEVEN		
Occurrence #4 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
Probable Cause			
The National Transpo	rtation Safety Board determines that the Pro 3	obable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 1,4		

File No 1491 3/12/85 ELI,N	E A/C Re	eg. No. N6101U	T	ime (Lc1)	- UNK/NR	
Basic Information Type Operating Certificate-NONE (GENERA	DESTRO		Fatal		Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire NONE	Crew Pass	1	0	0	0 0
Aircraft Information Make/Model - CESSNA T210R Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4100 No. of Seats - 6	Eng Make/Model - COM Number Engines - 1 Engine Type - REC Rated Power -	NTINENTAL TSIO-520-0 CIP-FUEL INJECTED 325 HP		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- UNK/NR Visibility - 3.000 SM Lowest Sky/Clouds - 5000 FT Lowest Ceiling - 5000 FT Obstructions to Vision- BLOWING SNOW	SAME AS ACC/INC Destination UNK/NR ATC/Airspace Type of Flight Plan Type of Clearance	- NONE	OFF AII Airport Da Runway Runway Runway		- N/A - N/A - N/A	•
Precipitation - SNOW SHOWER Condition of Light - NIGHT(DARK)	Type Apolly Lindy					
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 34 Biennial Flight Review Current - YES Months Since - 14 Aircraft Type - PA-32R	Total - Make/Model-	e - VALID t Time (Ho 531 24 87 23	ours) Last 2 Last 30	4 Hrs - UN	
Instrument Rating(s) - AIRPLANE						
THERE WERE NO WITNESSES TO THE TAKEOFF OR THE THE OWNER OF NG101U ESTIMATED THE TAKEOFF TIM THE WRECKAGE OF NG101U WAS FOUND AT 1500 CST, SITE IS 180 NM N OF A DIRECT ROUTE FROM THE DOVER AN AREA 400' X 150' SE OF AN IMPACT CRAT RUDDER WERE FOUND BETWEEN 1 AND 2 MI S OF THE EVENING OF MAR. 12 AND EARLY MORNING OF MAR. IN THE PAST TWO YEARS AND 2 HOURS OF INSTRUME YEAR.	E TO BE 2130 CST, MAR. 12 AI MAR. 13 IN A SPARSLEY POPU EPARTURE ARPT AND THE PROBAI ER WHICH WAS 3' DEEP AND 10 MAIN WRECKAGE. METEOROLOGI 13 INCLUDED LOW CLOUDS AND	ND THE PLT TOLD THE LATED SANDHILL AREA BLE DESTINATION. THE 'IN DIAMETER. THE U CAL CONDITIONS FOR T SNOW SHOWERS. THE PU	OWNER HE OF NW NEI E MAIN WRI LEFT HING THE ACCID LT HAD LO	WAS GOING BRASKA. TH ECKAGE WAS ED WINDOW. ENT AREA F GGED 18 HR	TO UTAH. E ACCIDENT SCATTERED AND THE DR THE S FLT TIME	T)

Time (Lc1) - UNK/NR File No. - 1491 3/12/85 ELI.NE A/C Reg. No. N6101U Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE Finding(s) 1. WEATHER CONDITION - SNOW 2. WEATHER CONDITION - CLOUDS METEOROLOGICAL SERVICE - NOT USED - PILOT IN COMMAND 4. LIGHT CONDITION - DARK NIGHT 5. IFR PROCEDURE - NOT USED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation CRUISE Finding(s) 6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #3 Phase of Operation DESCENT - UNCONTROLLED Finding(s) 8. WINDOW, DOOR - SEPARATION 9. AIRSPEED(VMO) - EXCEEDED - PILOT IN COMMAND 10. FLIGHT CONTROL.RUDDER - SEPARATION IN FLIGHT COLLISION WITH TERRAIN Occurrence #4 Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7,9

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

Basic Information Type Operating Certificate	-NONE (GENERAL AV	/IATION) Aircraf	t Damage		Injur	ies	
-	(==::::::::::::::::::::::::::::::::::::	SUBSTA		Fatal	Serious	Minor	None
	-PERSONAL	Fire	Cre		0	0	1
Flight Conducted Under Accident Occurred During		NONE	Pas	ss O	0	0	2
Aircraft Information					*		~~~~~
Make/Model - CESSNA 172 Landing Gear - TRICYCLE-F		Eng Make/Model - LY Number Engines - 1			Installed/A Stall Warnin		
Max Gross Wt - 2150	INCO		CIPROCATING-CARBU		otali walilii	g Jystem	163
No. of Seats - 4		Rated Power -					
Environment/Operations Infor	mation						
Weather Data	D OF BBIFFING	Itinerary			Proximity		
Wx Briefing - NO RECOR Method - N/A	D OF BRIEFING	Last Departure Point UTICA.NE		ON AIR	RPURI		
Completeness - N/A		Destination		Airport [)ata		
Basic Weather - VMC		CURTIS, NE		CURTIS			
Wind Dir/Speed- 030/018	KTS			Runway	/ Ident -	17	
Visibility - 15.0	_	ATC/Airspace			/ Lth/Wid -		
Lowest Sky/Clouds -					Surface -		RF
Lowest Ceiling -		Type of Clearance			/ Status -	DRY	
Obstructions to Vision- Precipitation -		Type Apch/Lndg	FULL STOP	V			
Condition of Light -			TOLL STOP				
Personnel Information							
Pilot-In-Command	Age	e - 32	Medical Certific	cate - VALII	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Bie	ennial Flight Review		ight Time (I			
PRIVATE		Current - YES		296	Last 24	Hrs -	2
SE LAND		Months Since - 22 Aircraft Type - C-172		240 2	Last 30	Days- UN	IK/NR
		Aircraft Type - C-1/2	Multi-Eng -	LINIZ /ND	Last 90	aft - UN	
			Marti Liig	ONK/ NK	KO (O) C)	art or	IN / INN
Instrument Rating(s)	- NONE						
Narrative							
PLT STATED HE MISDEAD THE WI	NOSOCK AND MADE	A DOWNWIND LANDING RESUL	TED. THE ACET OV	ERRAN THE EI	ND OF THE GR	ASS	
AND NOSED OVER WHEN THE NOSE							

File No. - 1402 6/08/85 CURTIS, NE A/C Reg. No. N2267E Time (Lc1) - 1620 CDT Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND 2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND 3. WEATHER CONDITION - TAILWIND 4. WIND INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND 5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - OPEN FIELD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5 Factor(s) relating to this accident is/are finding(s) 2,3

File No 1434 9/07/85 LINCO	LN,NE A/C Re	eg. No. N1756R	Т	ime (Lcl)	- 1900 CDT	
Basic Information Type Operating Certificate-NONE (GENERA		t Damage		-	ries	
·	SUBSTAN		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	2
Aircraft Information						
Make/Model - CESSNA A185F	Eng Make/Model - COM			Installed/		
Landing Gear - AMPHIBIAN	Number Engines - 1		S	tall Warni	ng System	- YES
Max Gross Wt - 3350	Engine Type - REC	CIP-FUEL INJECTED				
No. of Seats - 6	Rated Power -	300 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRI	P	
Method - N/A	LINCOLN,NE					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	WINNIPEG, CD		•			
Wind Dir/Speed- 160/010 KTS			Runway	Ident	- N/A	
Visibility - 12.0 SM	ATC/Airspace		Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- IFR	Runway	Surface	- WATER	
Lowest Ceiling - NONE	Type of Clearance		Runway	Status	- WET	
Obstructions to Vision-NONE	Type Apch/Lndg	- TRAFFIC PATTERN	•		WATER-CA	LM
Precipitation - NONE	,, , , ,	PRECAUTIONARY LA	NDING			
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 44	Medical Certifica			AIVERS/LIM	IT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	9	ht Time (H			
PRIVATE	Current - YES	Total -			4 Hrs -	0
SE LAND, SE SEA	Months Since - 5		908		O Days- UN	IK/NR
	Aircraft Type - UNK/NR	Instrument-	409	Last 9	O Days-	79
Instrument Rating(s) - AIRPLANE						
Narrative ORTLY AFTER TAKEOFF IN AN ACFT WITH AMPHIBI NDING GEAR. HE THEN MADE A PRECAUTIONARY LA TRACTED AT TOUCHDOWN AND THE ACFT VEERED SH GHT WING AND STRUT AND RIGHT HORIZONTAL STA	NDING IN A LAKE WITH THE WHI ARPLY TO THE LEFT. THERE WAS	EELS RETRACTED. ON S SUBSTANTIAL DAMA	E WHEEL WA GE TO THE	S NOT FULL LANDING GE	Y AR/FLOATS,	

File No. - 1434 9/07/85 LINCOLN,NE A/C Reg. No. N1756R Time (Lc1) - 1900 CDT

Occurrence DRAGGED WING, ROTOR, POD, OR FLOAT Phase of Operation LANDING

Finding(s)

1. LANDING GEAR, MAIN GEAR ATTACHMENT - FAILURE, PARTIAL
2. GEAR RETRACTION - NOT POSSIBLE - PILOT IN COMMAND

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

----Probable Cause----

File No 1541	9/17/85	MULLEN, NE	A/(C Reg. No. N	15278A	T ·	ime (Lc1)	- 1830 MDT	
-Basic Information Type Operating Certific	cate-NONE (GENERAL A	/IATION) Airc	raft Damage			Inju	ıries	
-			SUB:	STANTIAL		Fatal	Serious	Minor	None
Type of Operation			Fire		Crew	0			1
Flight Conducted Under			NON	E	Pass	0	0	0	1
Accident Occurred Duri	ng -TAKEOF	:F 							
-Aircraft Information									
Make/Mode1 - CESSNA			Eng Make/Model -		IO-520-L			'Activated	
Landing Gear - TRICYC		BLE	Number Engines -			S.	tall Warni	ng System	- YES
Max Gross Wt - 3800			Engine Type -		INJECTED				
No. of Seats - 6			Rated Power -	300 HP					
-Environment/Operations I	nformation-								
Weather Data			Itinerary				Proximity		
	ECORD OF BR	RIEFING	Last Departure Po			OFF AI	RPORT/STRI	P	
Method - N/A			SAME AS ACC/INC						
Completeness - N/A			Destination			Airport Da			
Basic Weather - VMC			BROKEN BOW, NE			MULLEN			
Wind Dir/Speed- 170/0								- N/A	
Visibility - 15			ATC/Airspace	NONE			Lth/Wid		
		SCATTERI	D Type of Flight Pla					- GRASS/TU	IRF
Lowest Ceiling			Type of Clearance			Runway	Status	- 50+1	
Obstructions to Visio			Type Apch/Lndg	- NUNE					
Precipitation Condition of Light		ı T							
-Personnel Information Pilot-In-Command	=	Age	e - 46	Medical	Certifica	te - VALID	MEDICAL-W	/AIVERS/LIM	ITT
Certificate(s)/Rating	(s)		ennial Flight Review			ht Time (He		,	
COMMERCIAL	,		Current - YES	Tota	.1 -	4000	Last 2	24 Hrs -	1
SE LAND			Current - YES Months Since - 18 Aircraft Type - 210	Make	/Model-	393	Last 3	80 Davs- UN	K/NR
HELICOPTER			Aircraft Type - 210	N Inst	rument-	178	Last 9	0 Days-	17
			,,,-				Rotoro		3300
Instrument Rating(s) - AIRPL	ANE							
Namaativa				ENT DATME T	HE DOODED	TV OWNED C	AID THE FI	ELD	
-Narrative	DOM A MAY M	AEADOW THAT	T WAS SOFT DUE TO DEC						
TAKEOFF WAS BEING MADE FI									
	ALT WAS CA	LCULATE TO	D BE 5600 FT. THE PLT						

File No. - 1541 9/17/85 MULLEN, NE A/C Reg. No. N5278A Time (Lc1) - 1830 MDT Occurrence #1 OVERRUN Phase of Operation TAKEOFF Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE 3. TERRAIN CONDITION - SOFT 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 5. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 6. OBJECT - FENCE 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) 2,3,6

Type of Operation -PERSONAL Fire Crew O O O O O Accident Occurred During -LANDING -Aircraft Information Make/Model - PIPER PA-28-161	 -Basic Information Type Operating Certificate-NONE (GENERAL 	AVIATION) Aircraf	t Damage		Inju	ries	
Fight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Type operating our trivials none (denemal			Fatal			None
Accident Occurred During -LANDING -Aircraft Information Make/Model - PIPER PA-28-161 Landing Gear - TRICYCLE-FIXED Mover Seats - 4 -Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 -Environment/Operations Information Weather Data Wx Briefing - FSS Method - IN PERSON Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed-180/O15 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Destructions to Vision- Obstructions to Vision- Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Accident Make/Model - LYCOMING 0-320-D3G ELT Installed/Activated - YI Number Engines - 1 Eng Make/Model - LYCOMING 0-320-D3G ELT Installed/Activated - YI Number Engines - 1 Stall Warning System - YI Stall Warning System - YI Number Engines - 1 Stall Warning System - YI Stall Warning System - YI Number Engines - 1 Stall Warning System - YI Stall Warning Stall Pig Stall Warning Stall Pig Stall Warning Stall Pig Stall Warning Stall Pig		Fire	Crew	0	0	0	1
-Aircraft Information Make/Model - PIPER PA-28-161 Landing Gear - TRICYCLE-FIXED		NONE	Pass	0	0	0	1
Make/Model - PIPER PA-28-161 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4 Max Gross Wt - 2150 No. of Seats - 4 Method - IN PERSON Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 180/015 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR CLEAR CLEAR CLEAR Completions to Vision- NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Max Gross Wt - 2150 Number Engines - 1 Stall Warning System - Yi Number Engines - 1 Number Engines - 1 Stall Warning C-320-D3G ELT Installed/Activated - Yi Stall Warning System - Yi Stall Warning System - Yi Stall Warning System - Yi Number Engines - 1 Stall Warning C-8EBURETOR Rated Power - 160 HP LincalN, NE Last Departure Point LincolN, NE Destination WEEPING WATER, NE WEEPING WATER, NE BROWNS Runway Ident - 17 Runway Lth/Wid - 2200/ 60 Rated Power - 160 HP Airport Proximity ON AIRPORT Airport Proximity ON AIRP	Accident Occurred During -LANDING						- -
Landing Gear - TRICYCLE-FIXED							
Max Gross Wt - 2150 No. of Seats - 4 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 160 HP -Environment/Operations Information Weather Data Wx Briefing - FSS Method - IN PERSON Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 180/015 KTS Wind Dir/Speed- 180/015 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Lowest Ceiling - NONE Combitation - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Months Since - 6 Make/Model - 173 Months Since - 6 Make/Model - 173 Months Since - 6 Make/Model - 173 Make/Model - 173 Months Since - 6 Make/Model - 173 Mak							
No. of Seats - 4 Rated Power - 160 HP -Environment/Operations Information Weather Data Wx Briefing - FSS Method - IN PERSON Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 180/015 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Airport Proximity ON AIRPORT LIKOLN,NE Destination Destination - NAIRPORT WEEPING WATER,NE BROWNS Runway Ident - 17 WEEPING WATER,NE Runway Status - 17 WEEPING WATER,NE BROWNS Runway Status - 17 WEEPING WATER,NE BROWNS Runway Status - DRY Type of Clearance - NONE Type of Clearance - NONE Type Apch/Lndg - FULL STOP Presonnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Months Since - 6 Make/Model- 173 Last 30 Days- 16 Multi-Eng - 18					tall Warnir	ng System	- YES
-Environment/Operations Information Weather Data Wx Briefing - FSS Method - IN PERSON Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed - 180/O15 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Destination Obstructions to Vision - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND				ETOR			
Weather Data Wx Briefing - FSS Method - IN PERSON Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed - 180/015 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Weather PSS Last Departure Point Lincoln, NE Last Departure Point Lincoln, NE Louest Departure Point Lincoln, NE Louest Sky/Clouds - WEATHER NOT PERTINENT Destination WEEPING WATER, NE WEEPING WATER, NE WEEPING WATER, NE WEEPING WATER, NE Runway Ident - 17 Runway Lth/Wid - 2200/ 60 Runway Surface - GRASS/TURF Runway Status - DRY Type of Clearance - NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Flight Time (Hours) Months Since - 6 Make/Model- 173 Last 30 Days- UNK/NI Multi-Eng - 18	No. of Seats - 4	Rated Power -	160 HP				
Wx Briefing - FSS	• •						
Method - IN PERSON				•	•		
Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 180/015 KTS Wisibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Destination WEEPING WATER,NE BROWNS Runway Ident - 17 Runway Lth/Wid - 2200/ 60 Runway Surface - GRASS/TURF Runway Status - DRY Type of Clearance - NONE Type Apch/Lndg - FULL STOP PAPER Apch/Lndg - FULL STOP Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Flight Time (Hours) Current - YES Months Since - 6 Make/Model - 173 Last 30 Days- UNK/NI Multi-Eng - 18				ON AIR	PORT		
Basic Weather - VMC WEEPING WATER, NE BROWNS Wind Dir/Speed- 180/015 KTS Visibility - 20.0 SM ATC/Airspace Runway Ident - 17 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) Biennial Flight Review SE LAND Current - YES Total - 292 Last 24 Hrs - UNK/NI Months Since - 6 Make/Model- 173 Last 30 Days- UNK/NI Aircraft Type - PA-28 Instrument- 11 Last 90 Days- 16 Multi-Eng - 18		•					
Wind Dir/Speed- 180/015 KTS Visibility - 20.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FULL STOP ATC/Airspace Runway Ident - 17 Runway Lth/Wid - 2200/ 60 Runway Surface - GRASS/TURF Runway Status - DRY Runway Ident - 17 R	·			•			
Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - 2200/ 60 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Current - YES Total - 292 Last 24 Hrs - UNK/NI Months Since - 6 Make/Model - 173 Last 30 Days- UNK/NI Aircraft Type - PA-28 Instrument 11 Last 90 Days- 10 Multi-Eng - 18		WEEPING WATER, NE				47	
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 292 Last 24 Hrs - UNK/NI Months Since - 6 Make/Model - 173 Last 30 Days- UNK/NI Aircraft Type - PA-28 Instrument - 11 Last 90 Days - 16 Multi-Eng - 18		ATO /Aimanaga					60
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review PRIVATE SE LAND Current - YES Total - 292 Last 24 Hrs - UNK/NI SE LAND Months Since - 6 Make/Model 173 Last 30 Days- UNK/NI Aircraft Type - PA-28 Instrument 11 Last 90 Days- 10 Multi-Eng - 18			NONE				
Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 292 Last 24 Hrs - UNK/NI SE LAND Months Since - 6 Make/Model 173 Last 30 Days- UNK/NI Aircraft Type - PA-28 Instrument 11 Last 90 Days- 10 Multi-Eng - 18							K F
Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 292 Last 24 Hrs - UNK/NI SE LAND Months Since - 6 Make/Model - 173 Last 30 Days- UNK/NI Aircraft Type - PA-28 Instrument 11 Last 90 Days- 10 Multi-Eng - 18				Kullway	Status	DKI	
Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 292 Last 24 Hrs - UNK/NI SE LAND Months Since - 6 Make/Model - 173 Last 30 Days- UNK/NI Aircraft Type - PA-28 Instrument 11 Last 90 Days 10 Multi-Eng - 18		Type Apelly Elling	1022 3101				
-Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 292 Last 24 Hrs - UNK/NI SE LAND Months Since - 6 Make/Model- 173 Last 30 Days- UNK/NI Aircraft Type - PA-28 Instrument- 11 Last 90 Days- 10 Multi-Eng - 18	· · · · · · · · · · · · · · · · · · ·						
Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 292 Last 24 Hrs - UNK/NI SE LAND Months Since - 6 Make/Model - 173 Last 30 Days - UNK/NI Aircraft Type - PA-28 Instrument - 11 Last 90 Days - 10 Multi-Eng - 18							
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 292 Last 24 Hrs - UNK/NI SE LAND Months Since - 6 Make/Model- 173 Last 30 Days- UNK/NI Aircraft Type - PA-28 Instrument- 11 Last 90 Days- 10 Multi-Eng - 18		Age - 32	Medical Centifica	te - VALID	MEDICAL -W	ATVEDS/ITM	тT
PRIVATE Current - YES Total - 292 Last 24 Hrs - UNK/NI SE LAND Months Since - 6 Make/Model - 173 Last 30 Days - UNK/NI Aircraft Type - PA-28 Instrument - 11 Last 90 Days - 10 Multi-Eng - 18						AIVENS/ EIM	- '
SE LAND Months Since - 6 Make/Model- 173 Last 30 Days- UNK/NI Aircraft Type - PA-28 Instrument- 11 Last 90 Days- 10 Multi-Eng - 18		_	•	292	last 2	4 Hrs - UN	K/NR
Aircraft Type - PA-28 Instrument- 11 Last 90 Days- 10 Multi-Eng - 18				173	Last 3	Days- UN	K/NR
Multi-Eng - 18	<u> </u>		• • •	11	Last 9	Days-	10
Instrument Rating(s) - NONE		•	Multi-Eng -	18		•	
	Instrument Rating(s) - NONE						
-Narrative PILOT STATED THAT HE WAS GOING TOO FAST WHEN HE TOUCHED DOWN ON THE SHORT RUNWAY AND SHOULD HAVE MADE A GO		IEN DE TOUGUED DOWN ON THE	CHORT BUILDAY AND C	UOLII D. 1141/2	MADE 4 CC		

File No. - 1580 10/25/85 WEEPING WATER, NE A/C Reg. No. N47734 Time (Lc1) - 1100 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
3. DISTANCE - NOT CORRECTED - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - DOWNHILL
5. TERRAIN CONDITION - DIRT BANK

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

----Probable Cause----

		eg. No. N52197 		ime (Lc1) -		
Type Operating Certificate-NONE (GENERAL		t Damage		Injur		
Type of Operation -FERRY	SUBSTAI Fire	NTIAL Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass	Ö	0	Ö	Ó
Accident Occurred During -LANDING	110112	1 400	Ü	Ū	Ŭ	ŭ
-Aircraft Information						
Make/Model - CESSNA 180J	Eng Make/Mode1 - CO			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warning	g System	- YES
Max Gross Wt - 2950	Engine Type - RE		ETOR			
No. of Seats - 6	Rated Power -	230 HP				
Environment/Operations Information Weather Data	Thimpun		A	Daniel milite		
Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point			Proximity RPORT/STRIP		
Method - N/A	MANCHESTER, NH		OFF AI	KPUKI/SIKIP		
Completeness - N/A	Destination		Airport D	a+a		
Basic Weather - VMC	SAME AS ACC/INC		A TI POT C D	a tu		
Wind Dir/Speed- 310/012 KTS	571712 775 77507 INC		Runway	Ident -	N/A	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -	N/A	
Lowest Sky/Clouds - 2000 FT	Type of Flight Plan	- NONE	Runway	Surface -	N/A	
Lowest Ceiling - 2000 FT BROKE	N Type of Clearance	- NONE	Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information	A 55	M-41-1 0-1161-1		MEDICAL NO	WATERS /	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 55 Biennial Flight Review	Medical Certifica	te - VALID nt Time (H		WAIVERS/	LIMII
PRIVATE	Current - YES	Total -	•		Hrs - UN	k /ND
SE LAND, SE SEA	Months Since - 5					
01 2/mb, 01 01A	Aircraft Type - UNK/NR	Instrument- U	NK/NR	Last 90	Days- UN	K/NR
		Multi-Eng - U	NK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE						
PLT WAS FERRYING THE ACFT TO A FLD WHERE F	FINATS WERE TO BE INSTALLED	WHILE ON THE APC	H THE ACE	T ENCOUNTED	FD A	
SSWIND AND DRIFTED 20 FT OFF THE INTENDED (
IDING WITH A SMALL BUSH AND NOSING OVER.			- · · · · ·	·		

File No. - 1424 5/19/85 HOOKSETT,NH A/C Reg. No. N52197 Time (Lc1) - 1100 EDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
2. WEATHER CONDITION - CROSSWIND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

Updated AAB 87/02 p.38-39

	ROCHESTER, NH	A/C Reg. No. N	734PX 	Time (Lc1)	- 1655 EST	
-Basic Information	IF (CENERAL AVIATION)	Advances Demons		Indi		
Type Operating Certificate-NOM	NE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fa	tal Serious	ries Minor	None
Type of Operation -PER	SONAL	Fire	Crew	1 0		0
Flight Conducted Under -14		ON GROUND		1 0	ŏ	ŏ
Accident Occurred During -APF						
-Aircraft Information						
Make/Model - CESSNA 150B		/Model - LYCOMING O-:		ELT Installed/		
Landing Gear - TRICYCLE-FIXED				Stall Warni	ng System	- YES
Max Gross Wt - 2300		pe - RECIPROCATII	NG-CARBURETOR			
No. of Seats - 4	Rated Pov	ver - 150 HP				
-Environment/Operations Informat						
Weather Data	Itinerary			oort Proximity	_	
Wx Briefing - NO RECORD OF			OI	FF AIRPORT/STRI	Р	
Method - N/A	SAME AS					
Completeness - N/A	Destination		Airpo	ort Data		
Basic Weather - VMC		ACC/INC	n.	unway Ident	- 22	
Wind Dir/Speed- 260/008 KTS Visibility - 30.0 SM		_		unway Ident unway Lth/Wid		60
Lowest Sky/Clouds - 500				unway Eth/wid unway Surface		90
Lowest Sky/Crouds - 500		learance - NONE		unway Status		
Obstructions to Vision- NONI		/Lndg - GO AROUI		unway Status	- DK1	
		rinag - GU ARUUI	עוי			
Precipitation - NONI Condition of Light - DAYI						
Personnel Information Pilot-In-Command	Age - 40	Medical	Certificate - Y	VALID MEDICAL-N	O WAIVERS	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Flight Ti	me (Hours)		
PRIVATE	Current	- YES Tota	1 - 217	Last 2	24 Hrs - Ul	NK/NR
SE LAND	Months Since	e - 22 Make	/Model- UNK/NR	Last 3	30 Days- U	NK/NR
	Aircraft Typ	review - YES Tota - YES Make - 22 Make - UNK/NR Inst	rument- O	Last 9	00 Days-	3

File No. - 1554 10/27/85 ROCHESTER,NH A/C Reg. No. N734PX Time (Lc1) - 1655 EST

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

Finding(s)

- 1. GO-AROUND DELAYED PILOT IN COMMAND
- 2. AIRSPEED NOT MAINTAINED PILOT IN COMMAND
- 3. PROPER TOUCHDOWN POINT INADVERTENT PILOT IN COMMAND

----Probable Cause----

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

NE (GENERAL AVIATION) RSONAL CFR 91 NDING	Aircraft Damage SUBSTANTIAL Fire NONE	Crew Pass	Fatal Seri	Injuries ous Minor O O	None 1 4
RSONAL CFR 91	SUBSTANTIAL Fire		Fatal Seri	ous Minor O O	1
CFR 91	Fire		0	0 0	1
CFR 91				-	
	NONE	Pass	0	0 0	4
NDING					-
	odel - GARRETT TPE-	-331-151K		led/Activated	
			Stall W	arning System	- YES
Engine Type	∍ - TURBOJET				
Rated Power	- 575 HP				
:1on					
		1	Airport Proxim	ity	
	ure Point		ON AIRPORT	•	
•			= =		
	,	Α.	irport Data		
	.NJ ·				
	,			- 10	
					150
	nht Plan - TFR		Runway Surfa	ce - CONCRET	F
					_
		PATTERN	mannay others	• • • • • • • • • • • • • • • • • • • •	
, , ,	iag ikaii10				
LIGHT					
Age - 48	Medical (Certificate	- VALID MEDIC	AL-WAIVERS/LI	MIT
Biennial Flight R	eview	Flight	Time (Hours)		
Current	- YES Total	1 - 10)92 La	st 24 Hrs -	4
Months Since	- 2 Make	/Mode1- 10)92 La	st 30 Days- U	NK/NR
Aircraft Type	- UNK/NR Instr	rument-	96 La	st 90 Days-	41
	Mult	i-Eng -	110 Ro	torcraft - U	NK/NR
IRPLANE					
	ACTABLE Number Eng Engine Type Rated Power Property Rated Power Property Rated Power Property Rated Power Property Rated Power Rated Power Property Rated Power Rated Property Rated Prop	ACTABLE Number Engines - 2 Engine Type - TURBOJET Rated Power - 575 HP Tion Itinerary Last Departure Point N. MYRTLE,NC Destination MILLVILLE,NJ ATC/Airspace FAR Type of Flight Plan - IFR IE Type of Clearance - NONE IE Type Apch/Lndg - TRAFFIC IE ILIGHT Age - 48 Medical (Biennial Flight Review Current - YES Total Months Since - 2 Make, Aircraft Type - UNK/NR Instr	ACTABLE Number Engines - 2 Engine Type - TURBOJET Rated Power - 575 HP Tion Itinerary Last Departure Point N. MYRTLE,NC Destination MILLVILLE,NJ ATC/Airspace FAR Type of Flight Plan - IFR JE Type of Clearance - NONE JE Type Apch/Lndg - TRAFFIC PATTERN JE LIGHT Age - 48 Biennial Flight Review Flight Current - YES Months Since - 2 Make/Model- 10 Aircraft Type - UNK/NR Instrument- Multi-Eng -	ACTABLE Number Engines - 2 Engine Type - TURBOJET Rated Power - 575 HP Tion Itinerary F BRIEFING Last Departure Point N. MYRTLE,NC Destination MILLVILLE,NJ MILLVILLE Runway Ident Runway Ident Runway Lth/W ATC/Airspace AT Type of Flight Plan - IFR Runway Surfa Runway Surfa Runway Statu Runway Ident Runway I	Number Engines - 2

File No 14	64 5/25/85	MILLVILLE,NJ	A/C Reg. No. N911JM	Time (Lc1) - 1115 EDT
Occurrence #1 Phase of Operation	GEAR COLLAPSED LANDING - ROLL			
Finding(s) 1. UNDETERMINED	·			
Occurrence #2 Phase of Operation	LOSS OF CONTROL LANDING - ROLL	- IN FLIGHT		
Finding(s) 2. DIRECTIONAL CON	TROL - NOT POSSIBL	E - 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						
Type Operating Certificate-NONE (GE		t Damage		Injur		
Time of Occupation DEDCOMAL		ANTIAL	Fatal	Serious		None
Type of Operation -PERSONAL		Crew	0	0	0	1
Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	1 NUNE	Pass	U	O	U	U
Aircraft Information						v=0 /v
Make/Model - CESSNA 210M	Eng Make/Model - CC			nstalled/A		
Landing Gear - TRICYCLE-RETRACTABL			St	all Warnin	g System ·	- YES
Max Gross Wt - 3800	Engine Type - RI					
No. of Seats - 6	Rated Power -	300 HP				
Environment/Operations Information	-					
Weather Data	Iti ne rary		Airport P			
Wx Briefing - NO RECORD OF BRIE	FING Last Departure Point	t	OFF AIR	PORT/STRIP	•	
Method - N/A	LINDEN,NJ					
Completeness - N/A	Destination		Airport Da	ta		
Basic Weather - VMC	SAME AS ACC/INC		LINDEN			
Wind Dir/Speed- 270/010 KTS			Runway	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - 4000 FT	SCATTERED Type of Flight Plan	- NONE	Runway	Surface -	N/A	
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING	-			
Precipitation - NONE						
Condition of Light - NIGHT(BRI	GHT)					
Personnel Information						
Pilot-In-Command	Age - 50	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (Ho		····	
PRIVATE	Current - YES			Last 24	Hrs -	2
SE LAND	Months Since - 13	Make/Model-				
	Months Since - 13 Aircraft Type - UNK/NI	R Instrument-	132	Last 90	Days-	30
Instrument Rating(s) - AIRPLAN	F					
	- 					
Narrative						
NG THE PREFLT INSPECTION, THE PLT VIS						
THE FUEL SELECTOR ON THE LEFT WING T						
MPTED TO RESTART THE ENG, HOWEVER, HE						
T FUEL TANK. DURING AN INSPECTION OF						
	T FUEL OAGE MAG GERWINER REGENT		T THINTOATT	NO FUEL TI	IDOLIGIJAT	
T TANK. ACCORDING TO THE PLT, THE LEF	I FUEL GAGE WAS SERVICED RECEN	TLY AND FAILED IN F	TI INDICALI	NG FUEL IF	IKUUGHUU I	

6/14/85 File No. - 1460 LINDEN, NJ A/C Reg. No. N732VU Time (Lc1) - 2055 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - BASE TURN Finding(s) 1. FLUID, FUEL - STARVATION 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 3. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INOPERATIVE 4. FUEL CONSUMPTION CALCULATIONS - POOR - PILOT IN COMMAND 5. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND 6. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND 7. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 8. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 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 1s/are finding(s) 1,2,4,7

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

Brief of Accident

Basic Information Type Operating Certificate-ON-DEMAI Name of Carrier -EMS Type of Operation -NON SCHI Flight Conducted Under -14 CFR Accident Occurred During -DESCENTAircraft Information Make/Model - BELL 206 L-1 Landing Gear - SKID	ED,DOMESTIC,PASSENGER 135	Aircraft Da DESTROYED Fire UNK/NR	Crew	Fata1 1 2	Injur Serious O		None
Type of Operation -NON SCHI Flight Conducted Under -14 CFR Accident Occurred During -DESCENT	135	Fire	Crew	1	0		
Flight Conducted Under -14 CFR Accident Occurred During -DESCENTAircraft Information Make/Model - BELL 206 L-1	135					0	
Accident Occurred During -DESCENT 		UNK/NR	Pass	2	n	-	0
Aircraft Information Make/Model - BELL 206 L-1					•	0	0
Make/Model - BELL 206 L-1	Eng Make/Mo						
	Eng Make/Me						
Landing Gear - SKID		del - ALLISO	ON 250C-28B		Installed/A		
	Number Engi			S	itall Warnin	g System -	- NO
Max Gross Wt - 4150	Engine Type						
No. of Seats - UNK/NR	Rated Power	- 43!	5 LBS THRUST				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Departu	re Point		OFF AI	RPORT/STRIP		
Method - ACFT RADIO	ALBUQUERQU	IE,NM					
Completeness - FULL	Destination			Airport D	ata		
Basic Weather - VMC	TAOS,NM			UNKNOW	N		
Wind Dir/Speed- 140/007 KTS				Runway	Ident -	N/A	
Visibility - 3.000 SM	ATC/Airspace			Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - 100 FT	Type of Flig	ht Plan - No	ONE		Surface -		
Lowest Ceiling - 100 FT	OVERCAST Type of Clea	rance - N	ONE	Runway	Status -	N/A	
Obstructions to Vision- FOG	Type Apch/Lr	nda - Ni	ONE	•			
Precipitation - NONE	21	J					
Condition of Light - NIGHT(DA	RK)						
Personnel Information							
Pilot-In-Command	Age - 52	Med	dical Certifica	te - VALID	MEDICAL-WA	IVERS/LIM!	ſΤ
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Re	eview	Fliq	nt Time (H	iours)	•	
ATP		- YES	Total -	14000	last 24	Hrs -	1
ME LAND, SE SEA	Months Since	- 3	Make/Mode1-	1500	Last 30	Davs-	13
HELICOPTER	Aircraft Type				Last 90		
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		Multi-Eng - U	NK/NR		aft - 14	
Instrument Rating(s) - HELICO	PTER						
Narrative							
E HELICOPTER CRASHED IN OPEN TERRAIN D	URING A TURN TO REVERSE	DIRECTION.	WITNESSES STATE	THE ACFT	WAS HEADIN	G NORTH	
D WAS ON A CONVERGING COURSE WITH HIGH	TENSION LINES THAT WERE	ABOUT 80 TO	O 100 FT HIGH A	ND THE BEL	LY COUNTED		
OTLIGHT WAS ILLUMINATED WHEN IT PASSED	OVERHEAD. THE HELICOPTE	R IMPACTED	SNOW COVERED TE	RRAIN IN A	STEEP DESC	ENDING	
NK TO THE RIGHT AT A HIGH RATE OF SPEE	D ON A SOUTHERLY HEADING	. THE POWER	LINES SHOWED N	D EVIDENCE	OF HAVING	BEEN	
RUCK. THE ACCIDENT SITE WAS 300 FT EAS	T OF THE POWER LINES.						

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File No. - 1472 1/20/85 CARSON, NM A/C Reg. No. N4OTE Time (Lc1) - 2315 MST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. WEATHER EVALUATION - POOR - PILOT IN COMMAND 3. WEATHER CONDITION - FOG 4. LIGHT CONDITION - DARK NIGHT Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. TERRAIN CONDITION - SNOW COVERED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

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

Basic Information						
Type Operating Certificate-NONE (GENER		raft Damage	P	Injur		
Type of Operation -BUSINESS	SUB Fire	STANTIAL Crei	Fatal v O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91	NON		-	Õ	ŏ	i
Accident Occurred During -LANDING				•	•	•
Aircraft Information						
Make/Model - BEECH 58TC		CONTINENTAL TSIO-520		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -		S.	tall Warnin	g System	- YES
Max Gross Wt - 6100 No. of Seats - 6	3 ,,	RECIP-FUEL INJECTED 310 HP				
	rated Fower -	310 HF				
Environment/Operations Information Weather Data	Itinerary		Ainmont I	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		int	ON AIR			
Method - N/A	ALBUQUERQUE.NM	1111	ON AIR	OKI		
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	SAME AS ACC/INC		GALLUP			
Wind Dir/Speed- CALM			,		24	
Visibility - 25.0 SM	ATC/Airspace			Lth/Wid -		100
Lowest Sky/Clouds - 10000 FT SCA				Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg		Runway	Status -	DRY	
Precipitation - NONE	Type Apcil/ Endg	- FULL STUP				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 52	Medical Certifica			IVERS/LI	TIN
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ght Time (H	ours)		
ATP	Current - YES	Total -	6025	Last 24	Hrs -	2
SE LAND, ME LAND	Months Since - 3 Aircraft Type - 58-	Total - Make/Model- TC Instrument- U	38	Last 30	Days- U	NK/NR
	Africiant Type - 38-	Multi-Eng -	2000	Rotorcr	aft - U	
		Martin 211g	2000		.	, ,
Instrument Rating(s) - AIRPLANE						
Narrative						

File No. - 1498 4/16/85 GALLUP,NM A/C Reg. No. N123BC Time (Lc1) - 0715 MST

Occurrence GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. GEAR RETRACTION INADVERTENT PILOT IN COMMAND
- 2. IMPROPER USE OF PROCEDURE, INATTENTIVE PILOT IN COMMAND

----Probable Cause----

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

-Basic Information Type Operating Certificate-N	DNE (GENERAL AV	(IATION) Aircraí	ft Damage			Ini	uries	
Type upor a ting cor tin reads in	(ANTIAL		Fatal			None
	ERSONAL	Fire		Crew	0	0	0	1
Flight Conducted Under -1		NONE		Pass	0	0	1	2
Accident Occurred During -T								
-Aircraft Information								
Make/Model - CESSNA 172L		Eng Make/Model - L'		2D			/Activated	
Landing Gear - TRICYCLE-FIX	ED	Number Engines -				t a ll Warr	ing System	- YES
Max Gross Wt - 2300		Engine Type - RI		KROKE	UK			
No. of Seats - 4		Rated Power -	150 HP					
-Environment/Operations Informa	tion							
Weather Data		Itinerary				Proximity	•	
Wx Briefing - NO RECORD	OF BRIEFING	Last Departure Poin	t		ON AIR	PURT		
Method - N/A		WILCOX,AZ		Ā	b			
Completeness - N/A Basic Weather - VMC		Destination EL PASO.TX		А	irport D			
Wind Dir/Speed- 030/011 KT	e	EL PASU, IX				Ident	- UNK/NR	
Visibility - 60.0 S		ATC/Airspace					- UNK/NR	
Lowest Sky/Clouds - 5			- VFR			Surface	•	•
Lowest Ceiling - NO		Type of Clearance				Status	- DRY	
Obstructions to Vision- NO	NE	Type Apch/Lndg	- UNK/NR		•			
Precipitation - NO								
Condition of Light - DA	YLIGHT 							
-Personnel Information								
Pilot-In-Command		9 - 42	Medical Certi				WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Bie	ennial Flight Review	Total		Time (H		0.4 Una	A
PRIVATE SE LAND		Current - YES Months Since - 5	iotai Maka/Mada	- 	129 /ND	Last	24 Hrs - 30 Days-	4 2 4
SE LAND		Aircraft Type - C-150	Instrumer	SI- UNK	/ NR	Last	90 Days-	24 39
		Afficiant Type - C-150	Tris trumer	Ι (-	v	Last	30 Days	33
Instrument Rating(s) -	NONE							
								
PLT SAID HE HAD ENCOUNTERED MO	DERATE TURBULEN	ICE WHILE EN ROUTE & HT	S PASSENGERS BE	ECAME A	IR SICK.	HE DECID	ED TO	
AT THE NEAREST SUITABLE ARPT.								
		S A "WHIRL WIND" OR "D						

File No 15	27 7/04/85	LORDSBURG,NM	A/C Reg. No. N4349Q	Time (Lc1) - 1552 MDT
Occurrence #1 Phase of Operation	ON GROUND ENCOUNT TAXI - FROM LANDI			
Finding(s) 1. WEATHER CONDITI	ON - UNFAVORABLE W	:ND		
Occurrence #2 Phase of Operation	NOSE OVER TAXI - FROM LANDI	:NG		
Probable Cause				

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

Eng Make/Model Number Engines Engine Type Rated Power	SUBSTANT ire NONE i - N/A s - N/A - N/A	C P	rew Pass		Serious 1 0	/Activat	0 0 0
Eng Make/Model Number Engines Engine Type Rated Power	ire NONE I - N/A s - N/A - N/A	C P	rew Pass	0 0 ELT I	1 0 	((/ /Activat	0 0 0
Eng Make/Model Number Engines Engine Type Rated Power	NONE 1 - N/A 5 - N/A - N/A	P	ass	O ELT I	0 installed	/Activat	0 :ed - NO -N
Eng Make/Model Number Engines Engine Type Rated Power	1 - N/A 5 - N/A - N/A			ELT I	nstalled	/ /Activat	:ed - NO -N
Number Engines Engine Type Rated Powertinerary	s - N/A - N/A						
Number Engines Engine Type Rated Powertinerary	s - N/A - N/A						
Number Engines Engine Type Rated Powertinerary	s - N/A - N/A						
Engine Type Rated Powertinerary	- N/A						
Engine Type Rated Powertinerary	- N/A						
Rated Power							
- · ·							
- · ·							
- · ·			Airr	ort P	roximity		
Last Departure	Point						
7	FOIIIC		O.	I MIN	FUKI/JIK	1.	
			Ainne	m+ Da	.+-		
			ATPPC	n't Da	ita		
LUCAL	•		-				
				•	-		S/TURF
			Ru	ınway	Status	- DRY	
Type Apch/Lndg							
		FORCED LANDIN	IG				
58		Medical Certif	icate - V	/ALID	MEDICAL-	WAIVERS	'LIMIT
ial Flight Revie	∍w	F	light Tin				
urrent - Y	YES	Total	- 1300		Last	24 Hrs -	- 6
onths Since - 1	16	Make/Model	- 41		Last	30 Davs	- UNK/NR
			- 0		Last	90 Days	108
							·
SUN) FOR A LANDI D ONE OF THE FEN	ING IN A	A FLD. DURING ES WOULD CUT T	THE LANDI THROUGH TH	NG FL	ARE, THE	PLT E PLT	Ē
	HOBBS,NM Destination LOCAL TC/Airspace Type of Flight Type of Clearar Type Apch/Lndg 58 Hal Flight Revieurent Lonths Since Lircraft Type - L	Destination LOCAL TC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg - 58 Hal Flight Review Surrent - YES Inths Since - 16 Ircraft Type - UNK/NR A OF "SINK" WAS ENCOUNTSUN) FOR A LANDING IN A D ONE OF THE FENCE WIRL	HOBBS,NM Destination LOCAL TC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FULL STOP FORCED LANDIN 58 Medical Certification for the Force - 16 Make/Model for the Force WIRES WOULD CUT 1	HOBBS,NM Destination LOCAL TC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FULL STOP FORCED LANDING S8 Medical Certificate - NONE Current - YES Contained - 1300 Conths Since - 16 Contract Type - UNK/NR Make/Model - 41 Current Type - UNK/NR Medical Certificate - NO Current Type - UN	HOBBS,NM Destination LOCAL Runway TC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FULL STOP FORCED LANDING S8 Medical Certificate - VALID Rial Flight Review Flight Time (Hobert Flight Time) Forced Land - 1300 Roths Since - 16 Make/Model - 41 Richard Type - UNK/NR Instrument - O A OF "SINK" WAS ENCOUNTERED AND INSUFFICIENT ALT FOR SUN) FOR A LANDING IN A FLD. DURING THE LANDING FLD ONE OF THE FENCE WIRES WOULD CUT THROUGH THE COO	HOBBS,NM Destination LOCAL TC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FULL STOP FORCED LANDING Medical Certificate - VALID MEDICAL- Fial Flight Review Flight Time (Hours) Forcent - YES	HOBBS,NM Destination LOCAL Runway Ident - N/A Runway Lth/Wid - N/A Type of Flight Plan - NONE Runway Surface - GRASS Type of Clearance - NONE Runway Status - DRY Type Apch/Lndg - FULL STOP FORCED LANDING Medical Certificate - VALID MEDICAL-WAIVERS/ PROSECULAN Flight Time (Hours) Runway Status - DRY FORCED LANDING Medical Certificate - VALID MEDICAL WAIVERS/ Flight Time (Hours) Runway Status - DRY FORCED LANDING Medical Certificate - VALID MEDICAL WAIVERS/ Flight Time (Hours) Runway Ident - N/A Runway Status - DRY FORCED LANDING

File No. - 1470 7/07/85 TATUM, NM A/C Reg. No. N4203Y Time (Lc1) - 1750 MDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. OBJECT - FENCE 2. LIGHT CONDITION - SUNGLARE 3. CLEARANCE - ATTEMPTED - PILOT IN COMMAND 4. PULL-UP - EXCESSIVE - PILOT IN COMMAND 5. STALL - UNCONTROLLED - 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) 4

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

File No 1543 7/23/85 LOGAN,N	m A/C Re	g. No. N7685B		Time (Lc1) - 0800 MDT			
-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft SUBSTAN		Injuries Fatal Serious Mino			or None	
Type of Operation -BUSINESS	Fire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	O	0	0	0	
-Aircraft Information	5 /					VEC (1)	
Make/Model - BELLANCA 14-19-3 Landing Gear - TAILWHEEL-RETRACTABLE MAI Max Gross Wt - 2700	Eng Make/Model - CON' NS Number Engines - 1 Engine Type - REC		S		Activated ng System		
No. of Seats - 4		285 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Proximity			
Wx Briefing - TV WX Method - TV/RADIO	Last Departure Point SANTA ROSA,NM		OFF AI	RPORT/STRI	P		
Completeness - WEATHER NOT PERTINENT	Destination		Airport D	ata			
Basic Weather - VMC	SAME AS ACC/INC		•				
Wind Dir/Speed- VARIABLE				Ident	- N/A		
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid			
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -			Surface			
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status	- DRY		
Obstructions to Vision- NONE	Type Apch/Lndg -	SIRAIGHI-IN					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information	26	Medical Certificat		MEDICAL -	IO WATVEDS	/I TMTT	
	ige - 36 Biennial Flight Review		t Time (F		IU WAIVERS/	LIMII	
PRIVATE	Current - YES	Total -	140		4 Hrs -	1	
SE LAND	Months Since - 0	Total - Make/Model-	74	Last 2 Last 3	O Days-	28	
,	Aircraft Type - 14-19-2	Instrument-	5		O Days-	49	
Instrument Rating(s) - NONE							
-Narrative PLT LOST DIRECTIONAL CONTROL WHILE LANDING	ON A GRAVEL ROAD. SUBSEQUE	NTLY, THE ACFT WAS	DAMAGED	WHEN IT VE	ERED		
THE RIGHT & WENT INTO A DITCH.							

7/23/85 A/C Reg. No. N7685B Time (Lc1) - 0800 MDT File No. - 1543 LOGAN, NM Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 2. TERRAIN CONDITION - LOOSE GRAVEL/SANDY 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND ON GROUND COLLISION WITH TERRAIN Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - DITCH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3 Factor(s) relating to this accident is/are finding(s) 1,2,5

Type Operating Certificate	e-NONE (GENERAL	AVIATION) Aircrai	ft Damage			Inju	ries	
		SUBSTA	ANTIAL		Fatal	Serious	Mino	r None
Type of Operation	-INSTRUCTIONAL			Crew	0	0	0	
Flight Conducted Under Accident Occurred During		NONE		Pass	0	0	0	О
Aircraft Information								
Make/Model - CESSNA 15		Eng Make/Mode1 - CC		200-A		installed/		
Landing Gear - TRICYCLE-	FIXED	Number Engines -				all Warni	ng Syst	em - YES
Max Gross Wt - 1600			ECIPROCATING-	CARBURE	TOR			
No. of Seats - 2		Rated Power -	100 HP					
Environment/Operations Info	rmation	* * ! • • • • • • • • • • • • • • • • • • •						
Weather Data Wx Briefing - NO RECO	RD OF BRIEFING	Itinerary Last Departure Point	L		Airport F			
Method - N/A	KU OF BRIEFING	TAOS, NM	L		UN AIRI	UKI		
Completeness - N/A		Destination			Airport Da	ata		
Basic Weather - VMC		SANTA FE.NM				E COUNTY	MUNIC	
Wind Dir/Speed- 120/008	KTS	S					- 15	
Visibility - 40.0	SM	ATC/Airspace			Runway	Lth/Wid	- 6304	/ 6
Lowest Sky/Clouds -		RED Type of Flight Plan				Surface		LT
	NONE	Type of Clearance			Runway	Status	- DRY	
Obstructions to Vision-	—	Type Apch/Lndg	- TRAFFIC PA	TTERN				
Precipitation -			GO AROUND					
Condition of Light -	DAYLIGHT		FULL STOP					
Personnel Information Pilot-In-Command	,	Age - 18	Medical Cer	tificat	e - VALID	MEDICAL -N	n WATVE	DS/LIMIT
Certificate(s)/Rating(s)		Biennial Flight Review	medical cer		nt Time (Ho		0 1171	KS/ CIMIT
STUDENT	-	Current - N/A	Tota1	-	23	Ĺast 2		UNK/NR
		Months Since - N/A	Make/Mo	de 1 -	22	Last 3	O Days-	UNK/NR
		Aircraft Type - N/A	Instrum	ent-	1	Last 9	O Days-	UNK/NR
Instrument Rating(s)	- NONE							
	- NONE							
Instrument Rating(s) Narrative PLT EXPERIENCED A HARD LAND	·	2010 X 60UNTDY ELT. TUE D	T DEDODIES T		UAD DEEN	NELAVED UN	TT!	

File No. - 1449 8/30/85 SANTA FE,NM A/C Reg. No. N63258 Time (Lc1) - 1459 MDT

Occurrence HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND

- 2. COMPENSATION FOR WIND CONDITIONS INADEQUATE PILOT IN COMMAND
- 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION PILOT IN COMMAND
- 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) 2,4

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

Basic Information							
Type Operating Certificate-NONE (GEN	IERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious	ies Minor	None
Type of Operation -INSTRUCT: Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0	0 0	0	1 0
Aircraft Information Make/Model - CESSNA T210L Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3800 No. of Seats - 6		•			Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTIN Basic Weather - VMC Wind Dir/Speed- 190/020 KTS Visibility - 25.0 SM Lowest Sky/Clouds - 20000 FT.1 Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Depar FARMINGT Destination SAME AS ATC/Airspace HIN BKN Type of F1	ON,NM ACC/INC ight Plan - VFR earance - NONE	: PATTERN	ON AIRI Airport Da GALLUP Runway Runway Runway	ata MUNI Ident - Lth/Wid - Surface -	O6 6300/ ASPHALT DRY	100
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 42 Biennial Flight Current Months Since Aircraft Typ	Review - N/A Tota - N/A Make	Certificate Flight 1 - /Model- rument-	t Time (Ho 65 65	ours) Last 24 Last 30	Hrs - Days- U	4
Instrument Rating(s) - NONE							
Narrative STUDENT PLT WAS RETURNING FROM A SOLO WAS FROM 190 DEG & WAS GUSTY. AS HE I							

File No. - 1544 9/11/85 GALLUP, NM A/C Reg. No. N399KM Time (Lc1) - 1100 MDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - GUSTS 2. WEATHER CONDITION - CROSSWIND 3. WEATHER CONDITION - TAILWIND 4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 7. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation TAXI - TO TAKEOFF Finding(s) 8. OBJECT - RUNWAY LIGHT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6.7 Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,8

Type Operating Certificate-NONE (GE	NERAL AVIATION) Aircraft	Damage		Injur	ies	
	SUBSTANT	TIAL	Fatal	Serious		None
Type of Operation -PERSONAL		Crew	_	O	O	1
Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	1 NONE	Pass	0	0	0	2
Aircraft Information Make/Mode1 - MEYERS 2000	Eng Make/Model - CONI	TINENTAL TO-ECO-A	ELT	Installed/A	attvated.	_ VEC/A
Landing Gear - TRICYCLE-RETRACTABL		INENIAL IU-520-A		tall Warnin		
Max Gross Wt - 3000	Engine Type - RECI	D-ELLEL TALLECTED	3	tari wariiii	g system	163
No. of Seats - 4		285 HP				
Environment/Operations Information	_					
Weather Data	Itinerary		Ainmont	Proximity		
Wx Briefing - UNK/NR	Last Departure Point		ON AIR			
Method - UNK/NR	FALLEN.NV		UN AIR	PURI		
Completeness - UNK/NR	Destination		Airport Da	a+a		
Basic Weather - VMC	RENO.NV		RENO	a (a		
Wind Dir/Speed- 320/008 KTS	KENO, NV			Ident -	34R	
Visibility - 30.0 SM	ATC/Airspace			Lth/Wid -		150
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		Surface -		•
Lowest Ceiling - NONE	Type of Clearance -				DRY	
Obstructions to Vision- NONE		FULL STOP		•		
Precipitation - NONE	31 , , , , , ,					
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 52 M	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H	ours)		
certificate(s)/kating(s)	Current - YES	Total -	1416	Last 24	Hrs -	7
COMMERCIAL		Make/Model-		Last 30		
	Months Since - 14					
COMMERCIAL	Months Since - 14 Aircraft Type - UNK/NR			Last 90		85
COMMERCIAL SE LAND,ME LAND,SE SEA			77 15	Last 90 Rotorcr		85 26

A/C Reg. No. N200AW Time (Lc1) - 0950 PDT File No. - 1421 7/06/85 RENO, NV Occurrence #1 LOSS OF POWER Phase of Operation APPROACH - VFR PATTERN - DOWNWIND Finding(s) 1. UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 UNDERSHOOT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND ----Probable Cause----

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

Brief of Accident

File No 1441 7/16/85 DEN	IO,NV A/C Re	g. No. N2611G	Т	ime (Lc1) -	- 0850 PD	г
Basic Information						
Type Operating Certificate-NONE (GENE	· · · · · · · · · · · · · · · · · · ·			Injur		
	SUBSTAN		Fatal			None
Type of Operation -PERSONAL	Fire	Crew	0	O	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	3
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 182	Eng Make/Model - CON	TINENTAL 0-470-L	ELT	Installed/	ctivated	- YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnir		
Max Gross Wt - 2950		IPROCATING-CARBURE			.5 -,	
No. of Seats - 4	, , , , , , , , , , , , , , , , , , ,	230 HP				
Environment/Operations Information						
Weather Data	Itinerary		Ainmont	Proximity		
Wx Briefing - UNK/NR	Last Departure Point			RPORT/STRIF		
Method - UNK/NR	MALIN.OR		OFF AI	KPUKI/ SIKIF		
Completeness - UNK/NR	Destination		Airport D	-+-		
Basic Weather - VMC	LOCAL		A Import D	ala		
Wind Dir/Speed- CALM	LUCAL		Dumum	Ident -	- N/A	
Visibility - 50.0 SM	ATC/Airspace				- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		Surface -		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Clearance -			Status -		
Obstructions to Vision- NONE	Type of Creamance -		Ruriway	Status	- IV/ A	
	Type Apch/ Lndg -	FURCED LANDING				
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command		Medical Certifica			D WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fligl	nt Time (H			
PRIVATE	Current - YES		700	Last 24	4 Hrs -	2
SE LAND	Months Since - 23 Aircraft Type - UNK/NR	Make/Model-	300	Last 30	Days- U	NK/NR
	Aircraft Type - UNK/NR	Instrument-	0	Last 90	Days-	10
Total managed Ball Starfal Nove						
Instrument Rating(s) - NONE						
Narrative LOSS OF PWR OCCURRED WHILE CRUISING ABOVE HE ACFT NOSED OVER. THE ENG HAD JUST BEEN RIOR TO THE ACCIDENT THE ENG CEASED OPERAT BED IN THIS ACFT. THE MECHANIC DISCOVERED RICCOVERED DURING THE EXAMINATION.	REBUILT LESS THAN 37 HRS PRIOR ING DURING A TAKEOFF RUN. THE	TO THE ACCIDENT. PLT OMITTED THE F	THE PLT S ACT THAT A	TATED THAT UTOMOTIVE !	A WEEK FUEL WAS	

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File No 14	41 7/16/85 DENIO,NV	A/C Reg. No. N2611G	Time (Lc1) - 0850 PDT
Occurrence #1 Phase of Operation			
Finding(s) 1. FLUID.FUEL - IM 2. UNDETERMINED	PROPER	·	
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
	NOSE GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN		
Occurrence #4 Phase of Operation			
Probable Cause			
The National Transpo is/are finding(s) 2	rtation Safety Board determines that the	Probable Cause(s) of this accide	ent

File No 1452	7/24/85	TUSCARORA, NV	RA,NV A/C Reg. No. N8026R			Time (Lcl) - 1735 PDT			
Basic Information Type Operating Certific	ate-NONE (GENERAL AVIATION)	Aircraft Damage			Injur			
	,		DESTROYED	1	Fatal	Serious	Minor	None	
Type of Operation	-PERSON	IAL	Fire	Crew	0	0	0	1	
Flight Conducted Under	-14 CFF	? 91	NONE	Pass	0	0	1	0	
Accident Occurred Durin	ng -APPROA	CH							
Aircraft Information									
Make/Mode1 - BEECHCR	RAFT A-24-F		/Model - LYCOMING I	0-360-A1B		Installed/A			
Landing Gear - TRICYCL	.E-RETRACTA	BLE Number E	ngines - 1		S	tall Warnin	ng System	- YES	
Max Gross Wt - 2750		Engine T	ype - RECIP-FUEL	INJECTED					
No. of Seats - 4		Rated Po	wer - 200 HP						
Environment/Operations Ir	nformation-								
Weather Data		Itinerary		A	irport	Proximity			
			rture Point	OFF AIRPORT/STRIP					
Method - UNK/N	JR	PALO AL	TO,CA						
Completeness - UNK/N	NR .	Destinatio	'n	Ai	rport D	ata			
Basic Weather - VMC			ACC/INC		•				
Wind Dir/Speed- 240/0	D15 KTS	<u>-</u>			Runway	Ident -	· N/A		
Visibility - 50.		ATC/Airspac	e:e		Runwav	Lth/Wid -	· N/A		
Lowest Sky/Clouds -			light Plan - VFR				N/A		
	- NONE		learance - NONE				N/A		
Obstructions to Visio			/Lndq - FULL S	TOP		010100	.,, .,		
Precipitation	- NONE	Type Apo.	,						
Condition of Light		łT							
ersonnel Information									
Pilot-In-Command		Age - 41	Medical	Certificate	- VALID	MEDICAL-NO	WAIVERS/	LIMIT	
Certificate(s)/Rating((s).	Biennial Flight	Review	Flight	Time (H	ours)			
PRIVATE		Current	- YES Tot		32			4	
SE LAND		Months Sinc	e - 6 Mak	e/Model- 8	00	Last 30 Last 90 Rotorcr	Days- UN	K/NR	
		Aircraft Ty	pe - UNK/NR Ins	trument- 1	56	Last 90	Days-	48	
				ti-Eng - UNK/	NR	Rotorcr	`aft [°] - UN	K/NR	
Instrument Rating(s	s) - AIRPL	.ANE							
Narrative									
E PLT WAS ATTEMPTING TO LAN	ID ON A DIE	T DOAD UDUTLI AT ABOUT	. 6 200 ET WITH CEAR	AND ELADE DO	WAL A CO	-ADDUMD WAS	•		
TEMPTED AT ABOUT 50 FT AGL									
				WAS IFFI IN I	ne JUWN	MIND LUCKEL			
THE GROUND. THE DENSITY ASSITION DURING THE ATTEMPTED		TIME WAS APRX 8,000 FT	. THE LANDING GEAR	#A5 EE1 1 111 11			•		

File No. - 1452 7/24/85 TUSCARORA, NV A/C Reg. No. N8026R Time (Lc1) - 1735 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT

Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

- 1. OBJECT BUILDING(NONRESIDENTIAL)
- 2. TERRAIN CONDITION RISING
- 3. FUEL TANK SELECTOR POSITION NOT PERFORMED PILOT IN COMMAND
- 4. IN-FLIGHT PLANNING/DECISION POOR PILOT IN COMMAND
- 5. WEATHER CONDITION HIGH DENSITY ALTITUDE
- 6. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY EXCEEDED

----Probable Cause----

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

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

Basic Information								
Type Operating Certificate-(XI		age		Injur		
Name of Carrier -	VILLIAM HUTT		DESTROYED		Fatal	Serious		None
Type of Operation -N Flight Conducted Under -	NON SCHED, DOMEST	IC, PASSENGER	Fire NONE	Crew Pass		0	0	1 2
Accident Occurred During -	ANDING		NUNE	Pass	U	U	U	2
Aircraft Information								
Make/Model - PIPER PA-31-			del - LYCOMIN	G T10540J2VD	ELT 1	nstalled/A		
Landing Gear - TRICYCLE-RE1	RACTABLE	Number Eng		_	St	all Warnir	ıg System	- YES
Max Gross Wt - 7000			- RECIP-F					
No. of Seats - 8		Rated Power	· - 350 I	ЧР 				
Environment/Operations Informa Weather Data	ation	Itinerary			Airport F	Provimity		
Wx Briefing - NO RECORD	OF BRIFFING	Last Departu	re Point			PORT/STRIP	,	
Method - N/A	Or BRIEFING	ELY,NV			0 41.	., 5117, 511121		
Completeness - N/A		Destination			Airport Da	ıta		
Basic Weather - VMC		RENO, NV						
Wind Dir/Speed- 280/007 K		_				Ident -		
Visibility - 12.0		ATC/Airspace		_		Lth/Wid -		
Lowest Sky/Clouds - Cl			ght Plan - NON			Surface -		
Lowest Ceiling - NO Obstructions to Vision- NO			arance - NON ndq - FOR		Runway	Status -	N/A	
Precipitation - NO		Type Apcn/L	iag - ruki	CED CANDING				
Condition of Light - N	GHT (DARK)							
Personnel Information								
Pilot-In-Command	Age	- 50 nnial Flight Re	Medi	cal Certifica			IVERS/LI	MIT
Certificate(s)/Rating(s)	Bie	nnial Flight Re	eview	Flig	ht Time (Ho	ours)		Nuc /815
ATP		Current Months Since	- YES	Total -	5244	Last 24	Hrs - U	•
SE LAND, ME LAND		Months Since Aircraft Type	- UNK/NR I	Make/Model- Instrument-	105	Last 30	Days-	0 199
		All Chart Type	- UNK/NK	Multi-Eng -	2172	Rotorcr	aft -	1
Instrument Rating(s) -	AIRPLANE							
-narrative r EXHAUSTED FUEL ENROUTE TO DES	STINATION DUDING	CDOSS COUN TO	/ NIGHT FLGT	DIT ADVISED A	TOT OF LOS	OF FNGINE	: <	
JT 20 MILES OUT. PLT MADE DEADS							. •	
PECTION DISCLOSED DRY FUEL TANK								

File No. - 1566 8/15/85 SPARKS,NV A/C Reg. No. N27476 Time (Lc1) - 2247 PDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

2. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN

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

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

-Basic Information Type Operating Certificate-NONE (GENERA		ft Damage	F-4-1	Injur		Nam
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	ANTIAL Crew Pass	_	Serious O O	Minor O O	None 1 1
-Aircraft Information Make/Model - PIPER PA-28-235 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2900 No. of Seats - 4	Number Engines -	ECIPROCATING-CARBUR	St	installed/A tall Warnir		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Itinerary Last Departure Poin ROCHESTER,NY Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	Runway Runway	PORT ata E CO Ident Lth/Wid - Surface -		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 - UNK/N	Total - Make/Model-	ht Time (Ho 137 14	ours) Last 24	4 Hrs - Days- UN	o
Instrument Rating(s) - NONE	THE ENG QUIT OPERATING. A F	ORCED LANDING WAS M	ADE 100 YR	S OFF THE	END	

File No 14	40 5/29/85 BATAVIA,NY	A/C Reg. No. N8966W	Time (Lc1) - 2210 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER TAKEOFF - INITIAL CLIMB		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
Finding(s) 2. TERRAIN CONDITI	ON - ROUGH/UNEVEN		
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that the	e Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 2		

Basic Information	A			• •	•	
Type Operating Certificate-NONE (GENER	RAL AVIATION) Aircraf SUBSTA	t Damage NTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass		Ö	Ō	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA-28-140	Eng Make/Model - LY			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnir	ng System	- YES
Max Gross Wt - 2150	Engine Type - RE Rated Power -		IUR			
No. of Seats - 4	Rated Power -	150 nr				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN			ON AIR	PORT		
Method - N/A	PISECO, NY		Administration D	- 4 -		
Completeness - N/A Basic Weather - VMC	Destination SAME AS ACC/INC		Airport Da			
Wind Dir/Speed- 240/010 KTS	SAME AS ACC/INC		_	Ident -	. 19	
Visibility - UNK/NR	ATC/Airspace			Lth/Wid -		30
Lowest Sky/Clouds - 4000 FT SCA		- 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 - 62 Biennial Flight Review	Medical Certifica	te - UNK/N	R		
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flig	nt Time (H	ours)		
PRIVATE	Current - UNK/NR	Total -	307	Last 24	Hrs -	3
SE LAND	Months Since - UNK/NR	Make/Model- U				
	Aircraft Type - UNK/NR	Instrument-	13	Last 90	Days-	9
Instrument Rating(s) - AIRPLANE						

File No 14	27 6/15/85 	RED HOOK, NY	A/C Reg. No. N55490	Time (Lc1) - 1730 EDT
Occurrence #1 Phase of Operation	_	ON GROUND		
Finding(s) 1. DIRECTIONAL CON	TROL - NOT MAINTAIN	ED - PILOT IN COMMAN	ND	
Occurrence #2 Phase of Operation		ON WITH OBJECT		
Finding(s) 2. OBJECT - TREE(S)			
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boar	d determines that th	ne Probable Cause(s) of this accide	ent
Factor(s) relating to	this accident is/	are finding(s) 2		

Type of Operation -PERSONAL Fire Crew O O O O 1 Flight Conducted Under -14 CFR 91 NONE Pass O O O O CAccident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-22-108 Eng Make/Model - LYCOMING 0-235-C1B ELT Installed/Activated - YES- Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - NO Max Gross Wt - 1250 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 108 HP	Basic Information	AVIATION) Aimon	aft Damage		Tmdii		
Type of Operation -PERSONAL Fire Crew 0 0 0 0 1 1 1 NONE Pass 0 0 0 0 1 1 Accident Occurred During -LAMDING Pass 0 0 0 0 0 0 1 1 Accident Occurred During -LAMDING Pass 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Type operating certificate-none (GENERA)			Fatal			None
Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-22-108 Landing Gear - TAILWHEEL-ALL FIXED No. of Seats - 2 Rated Power - 108 HP Environment/Operations Information Weather Data We Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 170/004 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Lowest Sky/Clouds - CLEAR Dobtructions to Vision - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Eng Make/Model - LYCOMING 0-235-C1B ELT Installed/Activated - YES- Number Engines - 1 Stall Warning System - NO EAGL - LYCOMING 0-235-C1B ELT Installed/Activated - YES- Number Engines - 1 Stall Warning System - NO EAGL - VISON Stall Warning System - NO Airport Proximity Last Departure Point OFF AIRPORT/STRIP HIGHGATE.,VT Destination OFF AIRPORT/STRIP HIGHGATE.,VT Destination Airport Data LOCAL Runway Ident - N/A Runway Ident - N/A Runway Surface - GRASS/TURF Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Surface - GRASS/TURF Type Apch/Lndg - STRAIGHT-IN SOFT Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) PRIVATE Current - YES Total - 249 Last 24 Hrs - 1 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT OFF AIRPORT/STRIP Michology Airport Proximity Last Departure Point OFF AIRPORT/STRIP Airport Proximity Airport Prox	Type of Operation -PERSONAL						1
-Aircraft Information Make/Model - PIPER PA-22-108 Landing Gear - TAILWHEEL-ALL FIXED Max Gross wt - 1250 No. of Seats - 2 Rated Power - 108 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 170/004 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Lowest Sky/Clouds - CLEAR Description - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Eng Make/Model - LYCOMING 0-235-C1B ELT Installed/Activated - YES Number Engines - 1 Stall Warning System - NO Stall Warning System - NO Airport Proximity Opf AIRPORT/STRIP HIGHGATE, VT Destination Stall Warning System - NO Stall Warning System - NO Stall Warning System - NO Airport Proximity Opf AIRPORT/STRIP OF AIRPORT/STRIP HIGHGATE, VT Destination Opf AIRPORT/STRIP Airport Data Airport Proximity Opf AIRPORT/STRIP Of		NONE	P	Pass 0	0	0	0
Make/Model - PIPER PA-22-108 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1250 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- 170/004 KTS Visibility - 15.0 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) PRIVATE SE LAND Eng Make/Model - LYCOMING 0-235-C1B Stall Warning System - NO Number Engines - 1 Stall Warning System - NO Engine Type - RECIPROCATING-CARBURETOR Number Engines - 1 Stall Warning System - NO Stall Warning System - NO Engine Type - RECIPROCATING-CARBURETOR Number Engines - 1 Stall Warning System - NO Engine Type - RECIPROCATING-CARBURETOR No HE HIGH Proximity Airport Proximity OFF AIRPORT/STRIP Destination	Accident Occurred During -LANDING						
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1250 No. of Seats - 2 Rated Power - 108 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 170/004 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Dobstructions to Vision- NONE Condition - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Number Engines - 1 Stall Warning System - NO Engine Type - RECIPROCATING-CARBURETOR Rated Power - 108 HP Airport Proximity OFF AIRPORT/STRIP Airport Data Litinerary Last Departure Point OFF AIRPORT/STRIP HIGHGATE, VT Destination Of Light - N/A Airport Data LocaL Runway Ident - N/A Runway Ident - N/A Runway Ident - N/A Runway Surface - GRASS/TURF Type of Clearance - NONE Type of Clearance - NONE Runway Status - HIGH VEGETATION SOFT Type Apch/Lndg - STRAIGHT-IN Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) PRIVATE SE LAND Months Since - 16 Make/Model - 119 Last 24 Hrs - 1 Make/Model - 119 Last 30 Days- UNK/NR							
Max Gross Wt - 1250 No. of Seats - 2 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 108 HP Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 170/004 KTS Visibility - 15.0 SM Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Lowest Ceiling - NONE Type of Clearance - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE PRIVATE SE LAND Engine Type - RECIPROCATING-CARBURETOR Rated Power - 108 HP - Retion - 108 HP - Retion - 108 HP - Retion - 108 HP - Riciprocation - 108 HP - 108 HP - Reciprocation - 108 HP - 108 HP - 108 HP - 108 HP - RECIPROCATING-CARBURETOR - 108 HP - RECIPROCATING-CARBURETOR - 108 HP - Airport Proximity OFF AIRPORT/STRIP - Airport Proximity OFF							
No. of Seats - 2 Rated Power - 108 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Destination Basic Weather - VMC Wind Dir/Speed- 170/004 KTS Visibility - 15.0 SM Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Dostructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND NO. Record Proximity OFF AIRPORT/STRIP Airport					Stall Warni	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- 170/004 KTS Visibility - 15.0 SM Local Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Lowest Ceiling - NONE Destination Type of Flight Plan - NONE Runway Ident - N/A Runway Ident - N/A Runway Ident - N/A Runway Status - GRASS/TURF Runway Surface - GRASS/TURF Type of Clearance - NONE Runway Status - HIGH VEGETATIO Distructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Itinerary Airport Proximity OFF AIRPORT/STRIP Airport Data Airport Data Airport Data Airport Data Airport Proximity OFF AIRPORT/STRIP Airport OFF AIRPORT/STRIP OFF				RBURETUR			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	No. of Seats - 2	Rated Power -	108 HP				
Wx Briefing - NO RECORD OF BRIEFING Method - N/A							
Method - N/A Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- 170/004 KTS Visibility - 15.0 SM ATC/Airspace Runway Ident - N/A Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 2700 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - HIGH VEGETATION Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN SOFT Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 249 Last 24 Hrs - 1 SE LAND Months Since - 16 Make/Model- 119 Last 30 Days- UNK/NR						_	
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 170/004 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Destination Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE PRIVATE SE LAND Destination Airport Data Aura - N/A AIrport Data Aura - N/A Airport Data Auraca - N/A Auraca - NONE Auraca - STRAIGHT-IN Auraca - NONE Auraca - STRAIGHT-IN Auraca - NONE Auraca - STRAIGHT-IN Auraca - NONE Auraca - NONE Auraca - NONE Auraca - STRAIGHT-IN Auraca - NONE Auraca - N			nt	UFF A	TRPORT/STRI	Р	
Basic Weather - VMC LOCAL Wind Dir/Speed- 170/004 KTS Runway Ident - N/A Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 2700 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - HIGH VEGETATION Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN SOFT Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 249 Last 24 Hrs - 1 SE LAND Months Since - 16 Make/Model- 119 Last 30 Days- UNK/NR				Ainmont	Da+a		
Wind Dir/Speed- 170/004 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Distructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type of Clearance - NONE Type Apch/Lndg - STRAIGHT-IN SOFT Type Apch/Lndg - STRAIGHT-IN Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Months Since - 16 Make/Model- 119 Last 30 Days- UNK/NR	,			ATTPOT	Data		
Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 2700 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - HIGH VEGETATION Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN SOFT Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 249 Last 24 Hrs - 1 SE LAND Months Since - 16 Make/Model- 119 Last 30 Days- UNK/NR		EGGAL		Runwa	v Ident	- N/A	
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - HIGH VEGETATION Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN SOFT Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 249 Last 24 Hrs - 1 SE LAND Months Since - 16 Make/Model- 119 Last 30 Days- UNK/NR		ATC/Airspace					
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - HIGH VEGETATION Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN SOFT Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 249 Last 24 Hrs - 1 SE LAND Months Since - 16 Make/Model- 119 Last 30 Days- UNK/NR	Lowest Sky/Clouds - CLEAR	Type of Flight Pla	n - NONE	Runwa	y Surface	- GRASS/TU	RF
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 249 Last 24 Hrs - 1 SE LAND Months Since - 16 Make/Model- 119 Last 30 Days- UNK/NR	Lowest Ceiling - NONE	Type of Clearance	- NONE				
Condition of Light - DAYLIGHT		Type Apch/Lndg	- STRAIGHT-IN			SOFT	
Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 249 Last 24 Hrs - 1 SE LAND Months Since - 16 Make/Model- 119 Last 30 Days- UNK/NR							
Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 249 Last 24 Hrs - 1 SE LAND Months Since - 16 Make/Model- 119 Last 30 Days- UNK/NR	Condition of Light - DAYLIGHT						
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 249 Last 24 Hrs - 1 SE LAND Months Since - 16 Make/Model- 119 Last 30 Days- UNK/NR							
of this strict to make, hours to take the take to buy the		Age - 41	Medical Certif			O WAIVERS/	LIMIT
of this street to make hours of the fact of bays street		Biennial Flight Review	T-4-1			4.11	4
Therefore to make, modern the case of buy's string the		Current - YES	lotal Maka/Madal				
ATTOTALL Type DIAN/AN THIS CAME THE CASE SO Days 21	SE LAND	1.0116110 011100 10	marcy mode.	- 11 9 - 11	Last S	O Days- UN O Days-	27
		Arrestate type only	The Comment		East 3	o bays	
Instrument Rating(s) - NONE	Instrument Rating(s) - NONE						

File No. - 1425 6/16/85 CHAMPLAIN,NY A/C Reg. No. N5621Z Time (Lc1) - 1600 EDT

Occurrence #1 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

-----Probable Cause----

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

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

Basic Information	L AVIATION)	t Damage		7	-4	
Type Operating Certificate-NONE (GENERA	L AVIATION) ATECTAT	t Damage NTIAL	Fatal	Inju Serious		None
Type of Operation -PERSONAL	Fire			-	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	1
Aircraft Information						
Make/Model - TAYLORCRAFT BC-12D Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Model - CO			Installed/ Stall Warni		
Max Gross Wt - 1200	Number Engines - ' Engine Type - RE			stall warnii	ng system	- NU
No. of Seats - 2	Rated Power -	65 HP	LIOK			
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		:	ON AIF	RSTRIP		
Method - N/A	PERU, NY					
Completeness - N/A	Destination		Airport [ата		
Basic Weather - VMC Wind Dir/Speed- 180/005 KTS	SAME AS ACC/INC		D	. Talama	N1 / A	
Visibility - 30.0 SM	ATC/Airspace			/ Ident / Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface		DE
Lowest Sky/Crouds - CLEAR Lowest Ceiling - NONE	Type of Clearance			Status		
Obstructions to Vision- NONE	Type Apch/Lndg		Kuriway	Status	- HIGH VEG	EIAIION
Precipitation - NONE	Type Apcil/Ling	- FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 42	Medical Certifica	te - VALID	MEDICAL-W	AIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (F			
PRIVATE	Current - UNK/NF	? Total -	203	Last 2	4 Hrs -	3
SE LAND	Months Since - UNK/NF Aircraft Type - UNK/NF	Make/Model-	203	Last 3	O Days- UN	K/NR
	Aircraft Type - UNK/NF	R Instrument-	0	Last 9	O Days-	14
Instrument Rating(s) - NONE						
Name A Jose						
Narrative	E SOD AIRSTRIP. THE PLT REF					

File No. - 1466 6/16/85 PERU, NY Time (Lc1) - 1030 EDT A/C Reg. No. N44250

Occurrence Phase of Operation LANDING - ROLL

NOSE OVER

Finding(s)

- 1. TERRAIN CONDITION HIGH VEGETATION
- 2. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 3. PROPER ALIGNMENT NOT MAINTAINED PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage			Injur	ios	
Type operating certificate-none (denta	AL AVIATION)	DESTROYED		Fatal	Serious		Non
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire	Crew	1	0	0	
Flight Conducted Under -14 CFR 91		ON GROUND	Pass	0	0	0	0
Accident Occurred During -DESCENT							
-Aircraft Information							
Make/Model - CESSNA 150L		/Mode1 - CONTINENTAL	. 0-200-A	ELT :	Installed/A	ctivate	d - UNK/
Landing Gear - TRICYCLE-FIXED		ingines - 1	NO CARRURE		tall Warnin	g Syste	m - YES
Max Gross Wt - 1600 No. of Seats - 2	Engine i Rated Po	ype - RECIPROCATI wer - 100 HP	NG-CARBURE	IUR			
NO. 01 Jeats - 2	Rated FC	- 100 Hr					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	ig Last Depa LOCKPOR	rture Point		UFF AI	RPORT/STRIP		
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - IMC	LOCAL	••		po			
Wind Dir/Speed- 080/010 KTS Visibility - 5.0 SM				Runway	Ident -	N/A	
					Lth/Wid -		
Lowest Sky/Clouds - 700 FT		light Plan - NONE			Surface -		
Lowest Ceiling - 700 FT BRO Obstructions to Vision- FOG		learance - NONE /Lndg - NONE		Runway	Status -	N/A	
Precipitation - NONE	Type Apci	i/ Lindy - None					
Condition of Light - DAYLIGHT							
Danaga Tufangakka							
-Personnel Information Pilot-In-Command	Age - 37	Medical	Certificat	e - VALID	MEDICAL-WA	IVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight			nt Time (H	ours)		
STUDENT	Current		1] -	400	Last 24	Hrs -	UNK/NR
	Months Sind	ce - N/A Make	e/Mode1-	400	Last 30 Last 90	Days-	UNK/NR
	Aircraft Ty	/pe - N/A Inst	rument-	O	Last 90	Days-	UNK/NK
Instrument Rating(s) - NONE							
-Narrative							
NESSES REPORTED SEEING THE ACFT CIRCLING	AT LOW ALTITUDES	UP TO 30 MINUTES PRE	OR TO THE	ACCIDENT.	ONE WITNES	S	
TED THE PLT APPEARED TO BE PERFORMING POV	JED STALLS AT AN A	IT OF ADDY 500 ET AC	THE ACE	T THEN EN	TEDEN A SPT	N AND	

File No. - 1490 8/25/85 LEWISTON, NY A/C Reg. No. N18717 Time (Lc1) - 1950 EDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. ALTITUDE - INADEQUATE - PILOT IN COMMAND 2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND 3. STALL/SPIN 4. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

File No 1516 6/24/85 ATLAN	NTIC OCEAN, A/C Reg	. No. N21ML	T	ime (Lc1) -	1750 AST	
Basic Information						
Type Operating Certificate-NONE (GENERA				Injur		
	DESTROYE	D	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	IN FLIGH	T Pass	0	0	0	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA-23-250	Eng Make/Model - LYCO	MING IO-540-C4B5	ELT :	Installed/#	ctivated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2		S.	tall Warnir	a System	- YES
Max Gross Wt - 5200	Engine Type - RECI	P-FUEL INJECTED				
No. of Seats - 6	3 ,,	50 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport I	Proximity		
Wx Briefing - NO RECORD OF BRIEFING				RPORT/STRIF	•	
Method - N/A	SAN JUAN, PR		011 71	(1 OK1 / O1 K1		
Completeness - N/A	Destination		Airport Da	***		
Basic Weather - VMC	FT.LAUDERDALE,FL		A Irport D	ala		
	FI.LAUDERDALE, FL		D	T -1 4	/.	
Wind Dir/Speed- 090/012 KTS					N/A	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		
	TTERED Type of Flight Plan -			Surface -		
Lowest Ceiling - 30000 FT BROW			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 - 37 M	edical Certificat	e - VALID	MEDICAL-WA	IVERS/LIM	ΙT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		it Time (H			
COMMERCIAL	Current - YES	Total -		Last 24	Hrs - UN	k/NR
SE LAND, ME LAND, SE SEA	Months Since - 14	Make/Model- UN		Last 30		
HELICOPTER	Aircraft Type - UNK/NR		,	Last 90	Days- UN	K/NR
TREE GOT TEN	ATT CT AT C TYPE ONLY THE	Multi-Eng -			aft -	•
Instrument Rating(s) - AIRPLANE,H	ELICOPTER					
There is a second of the secon	. A SIDE DEGAN IN THE SPONT O		T 10171 F 11	E MAC OBUTO	TNO	
E PLT REPORTED THAT DURING AN OVERWATER FL						
10,500 FT. HE RADIOED HIS POSITION ON THE						
ANSPONDER. SUBSEQUENTLY, HE DITCHED THE AC						
TER. THE ACFT SANK IN THE OCEAN & WAS NOT		E OF THE FIRE COL	ILD NOT BE	DETERMINED). THE	
T SUSPECTED THAT IT WAS AN ELECTRICAL FIRE	•					

File No. - 1516 6/24/85 ATLANTIC OCEAN. A/C Reg. No. N21ML Time (Lc1) - 1750 AST Occurrence #1 FIRE Phase of Operation CRUISE Finding(s) 1. UNDETERMINED FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY Occurrence #3 DITCHING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. TERRAIN CONDITION - WATER, ROUGH ----Probable Cause----

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

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

Crew Pass D-K1G5D	Airport OFF A	Inj Serious O O Installed Stall Warn Proximity IRPORT/STR	O O d/Activated ning System	
Pass D-K1G5D CTED	ELT S Airport OFF A	0 0 Installed Stall Warn	O O d/Activated ning System	0 0
Pass D-K1G5D CTED	ELT S Airport OFF A	O Installed Stall Warn Proximity	O d/Activate ning System	0 d d - UNK/NI
CTED	Airport OFF A	Stall Warn	ning System	
CTED	Airport OFF A	Stall Warn	ning System	
CTED	Airport OFF A	Stall Warn	ning System	
	Airport OFF A	 Proximity	· · ·	m - UNK/NI
	OFF A			
		TKPURI/SIK	(1P	
•	Airport (Data		
	a ir por c i	Data		
	Runway	y I de nt	- N/A	
		y Lth/Wid		
		y Surface		
		y Status	- N/A	
			NO WAIVER	S/LIMIT
_				
	_			
	K/NR	Last	30 Days-	UNK/NR
	K/NR K/ND	Last	90 Days-	UNK/NK
ig - UN	K/NK	ROTOR	·craft -	UNK/ NK
1 = 1	Fligh - el- UNI nt- UNI g - UNI 	Flight Time (- 225 el- UNK/NR nt- UNK/NR g - UNK/NR 	Flight Time (Hours) - 225 Last el- UNK/NR Last nt- UNK/NR Last g - UNK/NR Rotor	- 225 Last 24 Hrs - e1- UNK/NR Last 30 Days- nt- UNK/NR Last 90 Days-

File No 14	23 7/12/85	BAHAMAS,	A/C Reg. No. N8341L	Time (Lc1) - UNK/NR	
Occurrence Phase of Operation	MISSING AIRCRAFT UNKNOWN				
Finding(s) 1. UNDETERMINED					
Probable Cause			·		

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

File No 1461 2/10/85 PORTSM	MOUTH,OH A/C Re	g. No. N2961L	T	ime (Lc1) -	1325 EST	
-Basic Information						
Type Operating Certificate-NONE (GENERAL				Injur		
	DESTROY	ED	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONAL	. Fire	Crew	2	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT						
-Aircraft Information						
Make/Model - MOONEY M2OC	Eng Make/Model - LYC	OMING 0-360-A1D	ELT	Installed/A	ctivated	- YES/N
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		S	tall Warnin	g System	- YES
Max Gross Wt - 2575	Engine Type - REC	IPROCATING-CARBUR	ETOR		•	
No. of Seats - 4	Rated Power -	180 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - FSS	Last Departure Point			RPORT/STŔIP		
Method - TELEPHONE	PORTSMOUTH, OH			,		
Completeness - FULL	Destination		Airport D	ata		
Basic Weather - VMC	CHEASAPEAKE, OH					
Wind Dir/Speed- 150/008 KTS	onenon enne, on		Punway	Ident -	N/A	
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 10000 FT	Type of Flight Plan -	NONE		Surface -		
Lowest Ceiling - 10000 FT BROKE				Status -		
Obstructions to Vision- NONE		NONE	Kuriway	Jacus	147.4	
	Type Apcil/ Lindy	NOME				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 46	Medical Certifica	+ VALTE	MEDICAL -WA	TVEDC /L TM	T T
			ht Time (F		I V L K 3/ L I M	1.
COMMEDCIAL CET	Biennial Flight Review Current - YES	Total -			Hrs - UN	V /ND
		IOTAI -				
SE LAND, ME LAND	Months Since - UNK/NR		NK/NK	Last 30	Days- UN	K/NK
	Aircraft Type - UNK/NR	Instrument- U	NK/NR	Last 90 Rotorcr	Days- UN	K/NR
		Multi-Eng - U	NK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE						
ACFT WAS MANEUVERING AT ABOUT 500 FT AGL N	WHEN WITNESSES REPORTED WHAT	THEY BELIEVED TO	BE AN ENG	MALFUNCTIO	N. THE	
T THEN ENTERED A SPIN AND IMPACTED IN AN O						
DETERMINED DURING THE INVESTIGATION.	1 12 001 0. 00			3 0		

File No 14	61 2/10/85	PORTSMOUTH,OH	A/C Reg.	No. N2961L	Time (Lc1) - 1325 EST
Occurrence #1 Phase of Operation					
Finding(s) 1. UNDETERMINED					
Occurrence #2 Phase of Operation		- IN FLIGHT			
Finding(s) 2. AIRSPEED - NOT 3. STALL/MUSH - UN		·			
Occurrence #3 Phase of Operation					
Finding(s) 4. TERRAIN CONDITI	ON - OPEN FIELD				
Probable Cause					
The National Transpois/are finding(s) 1,		ard determines that t	he Probable Cause	(s) of this acci	dent

File No 1409 6/06/85 CLEVE	LAND,OH A/C Re	g. No. CFFLC	T	ime (Lc1) -	0015 ED	T
Basic Information Type Operating Certificate-ON-DEMAND AIR	R TAXI Aircraft DESTROY	Damage	Fatal	Injur Serious		None
Type of Operation -POSITIONING	Fire	Cre		0	0	0
Flight Conducted Under -14 CFR 91		Pas			ŏ	Ô
Accident Occurred During -UNKNOWN	Sittly ritt	, 40		J	ŭ	ŭ
Aircraft Information						
Make/Model - BEECH E18S	Eng Make/Model - P&w	R985-AN14B	ELT :	Installed/A	ctivated	- UNK/N
Landing Gear - TAILWHEEL-ALL RETRACTAB	LE Number Engines - 2		S.	tall Warnin	g System	- YES
Max Gross Wt - 9700	Engine Type - REC	IPROCATING-CARBU	JRETOR			
No. of Seats - UNK/NR	Rated Power -	450 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - UNK/NR	Last Departure Point		OFF AI	RPORT/STRIP		
Method - UNK/NR	OSHAWA, CD					
Completeness - UNK/NR	Destination		Airport Da	ata		
Basic Weather - VMC	CLEVELAND, OH		_			
Wind Dir/Speed- 210/004 KTS	/			Ident -		
Visibility - 20.0 SM Lowest Sky/Clouds -	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds -	Type of Flight Plan -			Surface -		
Lowest Ceiling - 25000 FT BROKE Obstructions to Vision- NONE	iype of Clearance -	VFR	Runway	Status -	N/A	
	Type Apch/Lndg -	UNK/NR				
Precipitation - NONE Condition of Light - NIGHT(DARK)						
Personnel Information Pilot-In-Command	Age - 29	Medical Certific	ato - VALID	MEDICAL -NO	WATVEDS	/ TMTT
	Riennial Flight Deview	F14	ight Time (H		WAIVERS	CIMII
ATP	Current - YES	Total -			Hrs -	3
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model-	340	Last 30	Days- U	NK/NR
or entry the entry	Aircraft Type - DC-3	Instrument-	HNK /ND	Last 90	Days of	219
	Months Since - UNK/NR Aircraft Type - DC-3	Multi-Eng -	4807	Potorcr	aft - III	NK /ND
		Marti Liig	4007	KO LOI CI	u	AIN / IAIN
Instrument Rating(s) - AIRPLANE						
Narrative HE FLIGHT DEPARTED & PROCEEDED EN ROUTE WITHO FOR LAKE ERIE. THE FLT DID NOT ARRIVE AT IT'S DENTIFIABLE 3 FT X 4 FT SECTION OF FLOOR PANIS AY HAVE BEEN PORTIONS OF CFFIC.	OUT INCIDENT. RADAR & RADIO S DESTINATION. THE ACFT IS F	CONTACT WAS MAIN	TAINED UNTI	L THE FLT P LAKE ERIE.	ONE	

File No 14	09	6/06/85	CLEVELAND, OH	A/C Reg. No. CFFLC	Time (Lc1) - 0015 EDT
Occurrence Phase of Operation	MISSING	AIRCRAFT			
Finding(s) 1. UNDETERMINED					
Probable Cause					

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

Type of Operation -PERSONAL Fire Crew 0 0 0 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -LANDING -LANDI	Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf	t Damage		Injur		
Fiight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 172L Eng Make/Model - LYCOMING 0-320-E2D ELT Installed/Activated - Number Engines - 1 Stall Warning System - Make/Model - CESSNA 172L Number Engines - 1 Stall Warning System - Make/Model - Value - Stall Warning System - Make/Model - Value - Stall Warning System - Make/Model - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - Make/Model - Value - Stall Warning System - Make/Model - Value - Val			NTIAL				None
Accident Occurred During -LANDING Aircraft Information			*· -·		-	_	1
Aircraft Information Make/Model - CESSNA 172L		NONE	Pass	6 0	0	0	1
Make/Model - CESSNA 172L	Accident Occurred During -LANDING						
Landing Gear - TRICYCLE-FIXED							
Max Gross Wt - 2300 No. of Seats - 4 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 150 HP							
No. of Seats - 4 Rated Power - 150 HP Environment/Operations Information Weather Data Wx Briefing - FSS Last Departure Point NORFOLK, VA Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed - 300/010 KTS Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - 50000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND No. Aircaft Type - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Airport Proximity OFF AIRPORT/STRIP OFF AI					tall Warnir	ng System -	YES
Environment/Operations Information Weather Data Itinerary				RETUR			
Weather Data Wx Briefing - FSS	No. of Seats - 4	Rated Power -	150 HP 				
Wx Briefing - FSS	· ·						
Method - TELEPHONE NORFOLK, VA Completeness - WEATHER NOT PERTINENT Destination Airport Data Basic Weather - VMC AKRON, OH Wind Dir/Speed- 300/010 KTS Visibility - 15.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 50000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE FORCED LANDING Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-NO WAIVERS/LII Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - NO Total - 90 Last 24 Hrs - SE LAND Months Since - UNK/NR Make/Model- 90 Last 30 Days- UNK/NA Aircraft Type - UNK/NR Instrument- 2 Last 90 Days-		•				_	
Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 300/010 KTS Visibility - 15.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 50000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-NO WAIVERS/LII Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - NO Total - 90 Last 24 Hrs - SE LAND Months Since - UNK/NR Make/Model- 90 Last 30 Days- UNK/N Aircraft Type - UNK/NR Instrument- 2 Last 90 Days-	Wx Briefing - FSS	•		OFF AI	RPORT/STRIF	•	
Basic Weather - VMC Wind Dir/Speed- 300/010 KTS Visibility - 15.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 50000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) Biennial Flight Review Flight PRIVATE Current - NO Total - 90 Last 24 Hrs - SE LAND Months Since - UNK/NR Make/Model- 90 Last 30 Days- UNK/N Aircraft Type - UNK/NR Instrument- 2 Last 90 Days-				Admmand D			
Wind Dir/Speed- 300/010 KTS Visibility - 15.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 50000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE FORCED LANDING Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-NO WAIVERS/LII Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - NO Total - 90 Last 24 Hrs - SE LAND Months Since - UNK/NR Make/Model- 90 Last 30 Days- UNK/N Aircraft Type - UNK/NR Instrument- 2 Last 90 Days-				A Triport D	ala		
Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 50000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - GRASS/TURF Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE FORCED LANDING Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIGHT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - NO Total - 90 Last 24 Hrs - Months Since - UNK/NR Make/Model - 90 Last 30 Days - UNK/NA Aircraft Type - UNK/NR Instrument - 2 Last 90 Days -		AKKON, OF		Punway	Ident -	- N/A	
Lowest Sky/Clouds - 50000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN FORCED LANDING Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIGHT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - NO Total - 90 Last 24 Hrs - Months Since - UNK/NR Make/Model- 90 Last 30 Days- UNK/NA Aircraft Type - UNK/NR Instrument- 2 Last 90 Days-		ATC/Airspace					
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE FORCED LANDING Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - NO Total - 90 Last 24 Hrs - SE LAND Months Since - UNK/NR Make/Model- 90 Last 30 Days- UNK/NA Aircraft Type - UNK/NR Instrument- 2 Last 90 Days-	Lowest Sky/Clouds - 50000 FT SCATI		- NONE				!F
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - NO Total - 90 Last 24 Hrs - SE LAND Months Since - UNK/NR Make/Model- 90 Last 30 Days- UNK/NA Aircraft Type - UNK/NR Instrument- 2 Last 90 Days-				Runway	Status -	- DRY	
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - NO Total - 90 Last 24 Hrs - SE LAND Months Since - UNK/NR Make/Model- 90 Last 30 Days- UNK/NA Aircraft Type - UNK/NR Instrument- 2 Last 90 Days-	Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-IN	-			
Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-NO WAIVERS/LI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - NO Total - 90 Last 24 Hrs - SE LAND Months Since - UNK/NR Make/Model- 90 Last 30 Days- UNK/N Aircraft Type - UNK/NR Instrument- 2 Last 90 Days-			FORCED LANDING				
Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIC Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - NO Total - 90 Last 24 Hrs - SE LAND Months Since - UNK/NR Make/Model- 90 Last 30 Days- UNK/N Aircraft Type - UNK/NR Instrument- 2 Last 90 Days-	Condition of Light - DAYLIGHT						
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - NO Total - 90 Last 24 Hrs - SE LAND Months Since - UNK/NR Make/Model- 90 Last 30 Days- UNK/N Aircraft Type - UNK/NR Instrument- 2 Last 90 Days-	Personnel Information						
PRIVATE Current - NO Total - 90 Last 24 Hrs - SE LAND Months Since - UNK/NR Make/Model- 90 Last 30 Days- UNK/N Aircraft Type - UNK/NR Instrument- 2 Last 90 Days-) WAIVERS/L	IMIT
SE LAND Months Since - UNK/NR Make/Model- 90 Last 30 Days- UNK/NA Instrument- 2 Last 90 Days-							
Aircraft Type - UNK/NR Instrument- 2 Last 90 Days-							4 : /ND
	SE LAND		Make/Model-	90	Last 30	Days- UNK	31
Instrument Rating(s) - NONE		Aircraft Type - UNK/NK	Instrument-	2	Last 90	D Days-	31
Instrument Rating(s) - NONE							
	Instrument Rating(s) - NONE						
Narrative	Narrative						
E ACFT CONTACTED TREES DURING A FORCED LANDING IN A CEMETERY FOLLOWING A LOSS OF PWR WHILE ON FINAL APCH AT		ING IN A CEMETERY FOLLOWING	A LOSS OF PWR WHI	LE ON ETNA	L APCH AT		
RON FULTON ARPT. AFTER THE ACCIDENT, 10 GALLONS OF FUEL WERE ADDED TO THE ACFT AND THE ENG OPERATED NORMALLY WHEN						WHEN	
ARTED. AN A&P MECHANIC INSPECTED THE ACFT AND REPORTED THE GROUND FOR THE TRANSFER PUMP FROM THE REAR AUX TANK TO THE	ARTER AN ARR MECHANIC THERESTER THE ACET AS	ND DEBUBTED THE GROUND FOR	THE TRANSFER PLIMP	FROM THE R	EAR AUX TAN	NK TO THE	

File No 14	75 7/07/85	AKRON, OH	A/C Reg.	No. N7841G	Time (Lcl) - 1640 EDT
Occurrence #1 Phase of Operation					
4. AIRCRAFT PREF 5. FLUID, FUEL - ST 6. MAINTENANCE, INS	IMPROPER - PILOT NTS,FUEL QUANTITY LIGHT - INADEQUATE ARVATION	GAGE - INOPERATIVE - PILOT IN COMMAN	ER MAINTENANCE PSNL		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGE	NCY			·
Occurrence #3 Phase of Operation		SION WITH OBJECT			
Finding(s) 7. TERRAIN CONDITI	ON - TREE(S)				
Probable Cause					
The National Transpois/are finding(s) 1,		rd determines that	the Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is	s/are finding(s) 2,0	6		

Type Operating Certificate	e-NONE (GENERAL A	VIATION) Aircraf	t Damage		Injur	ies	
.,,,		SUBSTA		Fatal	Serious		None
• • • • • • • • • • • • • • • • • • • •	-PERSONAL	Fire	Cre		1	0	0
Flight Conducted Under Accident Occurred During		NONE	Pas	s 0	0	0	0
Aircraft Information							
Make/Model - JOHN H. Mo Landing Gear - TAILWHEEL	C CLAIN, JR. RAND	KR2 Eng Make/Model - RE	MASTER 2100D	ELT	Installed/A Stall Warnin	ctivated	- NO -N
Max Gross Wt - 1100	-KEIKACIABLE MAIN	Engine Type - RE			stari warnin	ig system	- 110
No. of Seats - 2		<u> </u>	100 HP	KLIOK			
Environment/Operations Info	rmation						
Weather Data		Itinerary			Proximity		
	RD OF BRIEFING	Last Departure Point		OFF A	[RPORT/STRIP		
Method - N/A Completeness - N/A		SAME AS ACC/INC Destination		Airport [12+2		
Basic Weather - VMC		SAME AS ACC/INC		MCCLA:			
Wind Dir/Speed- 320/010	KTS	5AME A5 A55, 1115			- · ·	06	
Visibility - 15.0		ATC/Airspace			Lth/Wid -	2000/	50
Lowest Sky/Clouds -	3500 FT SCATTER	ED Type of Flight Plan			y Surface -		RF
cowest sky/crodus		Type of Clearance	- NONE	Runway	/ Status -	DRY	
Lowest Ceiling -					,		
Lowest Ceiling - Obstructions to Vision-	NONE	Type of Crearance Type Apch/Lndg	- STRAIGHT-IN		,		
Lowest Ceiling - Obstructions to Vision- Precipitation -	NONE NONE				,		
Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light -	NONE NONE		- STRAIGHT-IN				
Lowest Ceiling - Obstructions to Vision- Precipitation -	NONE NONE DAYLIGHT	Type Apch/Lndg e - 66	- STRAIGHT-IN FULL STOP Medical Certific	ate - VALIU	O MEDICAL-WA		 IT
Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light - Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	NONE NONE DAYLIGHT	Type Apch/Lndg e - 66 ennial Flight Review	- STRAIGHT-IN FULL STOP Medical Certific Fli	ate - VALII	O MEDICAL-WA		
Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light	NONE NONE DAYLIGHT	Type Apch/Lndg e - 66 ennial Flight Review	- STRAIGHT-IN FULL STOP Medical Certific Fli	ate - VALII	O MEDICAL-WA		
Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light	NONE NONE DAYLIGHT	Type Apch/Lndg e - 66 ennial Flight Review	- STRAIGHT-IN FULL STOP Medical Certific Fli	ate - VALII	O MEDICAL-WA		
Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light	NONE NONE DAYLIGHT	Type Apch/Lndg e - 66	- STRAIGHT-IN FULL STOP Medical Certific Fli	ate - VALII	O MEDICAL-WA		
Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light	NONE NONE DAYLIGHT Ag B1	Type Apch/Lndg e - 66 ennial Flight Review	- STRAIGHT-IN FULL STOP Medical Certific Fli	ate - VALII	O MEDICAL-WA		
Lowest Ceiling Obstructions to Vision- Precipitation Condition of Light Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND GLIDER Instrument Rating(s)	NONE NONE DAYLIGHT Ag B1	Type Apch/Lndg e - 66 ennial Flight Review	- STRAIGHT-IN FULL STOP Medical Certific Fli	ate - VALII	O MEDICAL-WA		
Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light - Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND GLIDER	NONE NONE DAYLIGHT Ag Bi	Type Apch/Lndg e - 66 ennial Flight Review Current - NO Months Since - O Aircraft Type - UNK/NR	- STRAIGHT-IN FULL STOP Medical Certific Fli Total - Make/Model- Instrument-	ate - VALII ght Time (F 2909 85 O	D MEDICAL-WA Hours) Last 24 Last 30 Last 90	IVERS/LIM Hrs - Days- UN Days-	

File No 15	85 7/16/85 MECHANICSTOWN,OH	A/C Reg. No. N717J	Time (Lcl) - 1154 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL APPROACH - VFR PATTERN - FINAL APPROACH		
	DN - CARBURETOR ICING CONDITIONS - NOT USED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	UNDERSHOOT LANDING - FLARE/TOUCHDOWN		
Probable Cause			

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

File No 1536 7/28/85 SHARO	NVILLE,OH	A/C Reg. No. N	N 5 1405	Т	ime (Lc1)	- 1930 EDT		
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries Fatal Serious Minor None				
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0	o 0	1	0 0	
Aircraft Information								
Make/Mode1 - CESSNA 150J Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600	Eng Make/Mod Number Engin Engine Type	e1 - CONTINENTAL es - 1 - RECIPROCATI		S	Installed/ tall Warnii			
No. of Seats - 2	Rated Power	- 100 HP	ING CARBONE	·				
Environment/Operations Information								
Weather Data Wx Briefing - FSS Method - ACFT RADIO	Itinerary Last Departure Point BELLAIRE.MI			Airport Proximity OFF AIRPORT/STRIP				
Completeness - WEATHER NOT PERTINENT Basic Weather - VMC	Destination		,	Airport D				
Wind Dir/Speed- CALM	CINCINNATI,	UH			Ident	- N/A		
Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Fligh	+ Dlan - VED			Lth/Wid Surface	- N/A - N/A		
Lowest Ceiling - NONE	Type of Clear					- N/A - N/A		
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/Lnd	FULL S						
Personnel Information								
Pilot-In-Command Certificate(s)/Rating(s)	Age - 36 Biennial Flight Rev		Certificate Flight	e - VALID t Time (H		O WAIVERS/	'LIMIT	
PRIVATE		YES Tota		176		4 Hrs -	4	
SE LAND	Months Since - Aircraft Type -		e/Model- trument-	39 3		Days- UND Days-	11	
Instrument Rating(s) - NONE								
Narrative ACCORDING TO THE PLT, THE ENG QUIT 4 HRS INTO TRAFFIC PATTERN INSTEAD OF GOING TO HIS ORIGI AS HE HAD EXPECTED. THE ENG STOPPED IN THE TR THE PLANE INTO THE TREES & IT FELL TO THE GRO WHICH CALLED FOR AN ENDURANCE TIME OF OVER 5 HANDBOOK SAID TO INCREASE FUEL CONSUMPTION 10	NAL DESTINATION BECA AFFIC PATTERN AT 800 UND AFTER TREE IMPAC HRS AT 45% POWER. TH % FOR EVERY 8 DEG AB	USE HIS FUEL GAG FEET AGL. DURIN T. HE PLANNED HI E AMBIENT TEMPEN OVE STANDARD DAY	GES READ 1/8 NG A FORCED IS FUEL ON I RATURE WAS	B FULL IN LANDING, DATA IN T 12 DEG AB	ISTEAD OF 1, THE PLT S THE PLT'S H	/4 FULL TALLED ANDBOOK		
	PAGE-30	4						

File No. - 1536 7/28/85 SHARONVILLE, OH A/C Reg. No. N51405 Time (Lc1) - 1930 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - DOWNWIND Finding(s) 1. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND 2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION 3. FLUID, FUEL - EXHAUSTION 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 5. TERRAIN CONDITION - NONE SUITABLE Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. OBJECT - TREE(S) Occurrence #4 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) 1,3,4 Factor(s) relating to this accident is/are finding(s) 2,5,6

Brief of Accident

File No 1577 8/17/85 W	REN,OH A/C Re	g. No. N42 5 3F	Time (Lc1) - 1430 E	EDT
Basic Information Type Operating Certificate-NONE (GEN Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9- Accident Occurred During -DESCENT	DESTROY Fire		Injuries atal Serious Minor O 1 O O O O	None O O
Aircraft Information Make/Model - UNKNOWN QUICKIE Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - UNK/NR No. of Seats - 1	Number Engines - 1	N UNKNOWN ENG IPROCATING-CARBURETOR 18 HP	ELT Installed/Activate Stall Warning Syste	
Environment/Operations Information	Itinerary FING Last Departure Point LIMA,OH Destination VAN WERT,OH ATC/Airspace Type of Flight Plan - DVERCAST Type of Clearance -	Airp NONE	rport Proximity DFF AIRPORT/STRIP DORT Data VAN WERT MUNICIPAL Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - GRASS/ Runway Status - DRY	'TURF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 36 Biennial Flight Review Current - YES Months Since - 21 Aircraft Type - UNK/NR	Total - 55 Make/Model - 4	ime (Hours)	3 7 7
Instrument Rating(s) - NONENarrative ON AUGUST 17,1985 AT ABOUT 1442 EDT, A Q2 BY KEITH W. MOSER CRASHED WHILE PERFORMING VFR METEOROLOGICAL CONDITIONS PREVAILED AN SERIOUS INJURY. THE FLIGHT ORIGINATED FROM SEVERAL WITNESSES REPORTED THE AIRCRAFT FR	G MANEUVERS 1/2 MILE SOUTHEAST O ND NO FLIGHT PLAN WAS FILED. THE M THE VAN WERT AIRPORT, VAN WERT	F WREN, OHIO, WHILE ON AIRPLANE WAS DESTROYE	N A PERSONAL FLIGHT. ED AND THE PILOT RECEIVE	 ED

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File No. - 1577 8/17/85 WREN,OH A/C Reg. No. N4253F Time (Lc1) - 1430 EDT

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. LOW PASS - PERFORMED - PILOT IN COMMAND
3. MANEUVER - MISJUDGED - PILOT IN COMMAND
4. STALL - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

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

Basic Information Type Operating Certificate	e-NONE (GENERA	AL AVIATION) Airc	raft Damage			Injur	ries	
3	,		STANTIAL		Fatal	Serious		None
Type of Operation	-PERSONAL	Fire		Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NON	E	Pass	0	0	0	0
Accident Occurred During	-LANDING							
Aircraft Information								
Make/Model - BELLANCA		Eng Make/Model -		20		installed/		
Landing Gear - TAILWHEEL	-ALL FIXED	Number Engines -		IFOTED	S.	tall Warnir	ng Syste	em - UNK/NF
Max Gross Wt - 1800 No. of Seats - 2			RECIP-FUEL INJ	JECTED				
NO. OF SeatS - 2		Rated Power -	150 HP					
Environment/Operations Info	rmation							
Weather Data Wx Briefing - UNK/NR		Itinerary	J 4			Proximity		
Wx Briefing - UNK/NR Method ~ UNK/NR		Last Departure Po SAME AS ACC/INC			OFF AII	RPORT/STRIF	,	
Completeness - UNK/NR		Destination			Airport Da	+-		
Basic Weather - VMC		LOCAL			HUMMEL			
Wind Dir/Speed- CALM		EGOAL					- N/A	
Visibility - 10.0	SM	ATC/Airspace			Runway		- N/A	
Lowest Sky/Clouds -	CLEAR	Type of Flight Pl	an - NONE				- N/A	
	NONE	Type of Clearance	- NONE		Runway	Status -	- N/A	
Obstructions to Vision-		Type Apch/Lndg		ATTERN				
Precipitation -	NONE		FULL STOP					
Condition of Light -	DAYLIGHT							
Personnel Information Pilot-In-Command		4	Maddaal Oa	6	- VALTO	WEDTON AV	. WATWEE	NC / L TMTT
Certificate(s)/Rating(s)		Age - 37 Biennial Flight Review	Medical Cer		te - VALID nt Time (Ho) WAIVER	(2) CIMII
PRIVATE		Current - YES	Total		676		4 Hrs -	IINK/NR
SE LAND		Months Since - 6	Make/Mo	ode1-	16	Last 30		
4 2 		Aircraft Type - UNK		nent- UN		Last 90		
		· ·		Eng - UN			raft -	
Instrument Rating(s)	- NONE							
ETURN TO THE AIRFIELD, THE	ACET LOST PWP	IN THE TURN TO FINAL APO	H THE PLT THE	VED TO A	N INPREDA	RED FID IN	ORDER	
VOID OBSTACLES. DURING THE								
D HAVE BEEN AVOIDED BY MAKI						AUUIDEN	•	

File No 144	8/29/85	GERMANTOWN, OH	A/C Reg. No. N53982	Time (Lc1) - 1930 EDT
Occurrence #1 Phase of Operation		PATTERN - BASE TO FINAL	-	
Finding(s) 1. FLUID,FUEL - EXH 2. IN-FLIGHT PLAN		NADEQUATE - PILOT IN C	COMMAND	
Occurrence #2 Phase of Operation		:NCY		
Occurrence #3 Phase of Operation		SION WITH OBJECT		
Finding(s) 3. OBJECT - FENCE				
Probable Cause		·		

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

File No 1570 4/30/85 YUKON,	OK A/C R	eg. No. N66H	Т	ime (Lcl)	- 1330 CDT	-
Type of Operation	DESTRO Fire	Crew	Fata1 1 0	Inju Serious O O	ries Minor O	None 0 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pass	O	O	O	O
Aircraft Information						
Make/Model - HOLDER MIDGET MUSTANG I Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1095 No. of Seats - 1	3 ,,		S	Installed// tall Warnin		
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point SAME AS ACC/INC		OFF AI	Proximity RPORT/STRII	P	
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport D	ata		
Wind Dir/Speed- 310/010 KTS					- 35	
Visibility - 15.0 SM Lowest Sky/Clouds -	ATC/Airspace Type of Flight Plan	- NONE		Lth/Wid Surface		75
Lowest Sky/Clouds Lowest Ceiling - 3000 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	N Type of Clearance				- DRY	
Personnel Information						
	Age - 27 Biennial Flight Review	Medical Certifica	te - VALID nt Time (H		AIVERS/LIM	411
PRIVATE	Current - YES	Total -	99		4 Hrs -	1
SE LAND	Months Since - 13 Aircraft Type - 152	Make/Model- Instrument-	1	Last 30 Last 90	O Days- O Days-	2 1
Instrument Rating(s) - NONE						
Narrative IE RELATIVELY LOW TIME PILOT (99 TOTAL HOURS) IRCHASED THE MIDGET MUSTANG AND HAD PRACTICED WAS OBSERVED TO MAKE ONE TAKEOFF AND LANDIN S THIRD LANDING WHEN IT STALLED AND THE PILO ID IMPACTED THE GROUND BEFORE RECOVERY COULD) BOTH LOW AND HIGH SPEED T IGS JUST PRIOR TO THE CRASH IT LOST CONTROL. THE AIRCRA	AXI RUNS ON TWO OCO. THE AIRCRAFT APP.	CASIONS IN ARENTLY WA	THE AIRCRAST TURING BA	AFT. ASE FOR	

File No. - 1570 4/30/85 YUKON,OK A/C Reg. No. N66H Time (Lc1) - 1330 CDT

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

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

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

----Probable Cause----

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

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

F	File No.	- 1414		ASHLAND,		A/C Reg		N3559Y		Time (Lc1) - 0732 PS	T
 Basi	ic Informa								_			
Ту	ype Opera	ting Certifi	cate-NONE	(GENERAL AV	/IATION)	Aircraft				In	juries	
						DESTROYE	D		Fatal			None
		eration				Fire		Crew	1	0	_	0
		ducted Under				NONE		Pass	3	0	0	0
Ac	ccident O	ccurred Duri	ng -DESCE	ENT								
 Airc	craft Info	ormation										
Ma	ake/Model	- CESSNA	182-F		Eng Make/M	odel - CONT	INENTA	L 0-470-R	EL.	Γ Installe	d/Activated	- YES/NO
La	anding Gea	ar - TRICYC	LE-FIXED		Number Eng	ines - 1					ning System	
		wt - 2800			Engine Typ			ING-CARBURE			0 ,	
		ts - 4			Rated Powe	r - 2						
	ironment/0	Operations I	nformation									
	ther Data			•	Itinerary				Airpor	t Proximit	v	
	x Briefing				Last Depart	ure Point				AIRPORT/ST		
		- IN P			MEDFORD.O				J	1211, 0111, 01		
		ness - FULL			Destination	•		,	Airport	Data		
		her - VMC			REDDING, C	Δ						
		/Speed- 320/	003 KTS			•			Runwa	av Ident	- N/A	
		ty - 5			ATC/Airspace					av Lth/Wid		
		ky/Clouds -		>	Type of Fli	nht Plan -	TED			ay Surface		
					Type of Cle					ay Status		
		ions to Visi		I I OVEROAS	Type Apch/L				11011111	ay Status	.,, ~	
		ation			Type Apcill L	ilag	140142					
	•	n of Light	_	GHT								
	sonnel In	 formation										
	lot-In-Cor			Age	e - 43	м	ledica1	Certificate	e - VAL	ID MEDICAL	-WAIVERS/LI	MIT
		te(s)/Rating	(s)		ennial Flight R					(Hours)		
	PRIVATI		()		Current	- YES	Tota				24 Hrs -	1
					Months Since	- 18	Make	e/Model- UN	K/NR	Last	30 Days-	43
	or eart				Aircraft Type	- C-182F	Ins	trument-	184	Last	90 Days-	67
					All or all trypo	0 .02.	Mu1	ti-Eng - UNI	K/NR	Roto	rcraft - U	NK/NR
	Instru	ment Rating(s) - AIRF	PLANE								
	SE LANI Instru	D ment Rating(s) - AIRF	PLANE	Months Since Aircraft Type	- 18 - C-182F	Make Ins Mul	e/Model- UNI trument- ti-Eng - UNI	K/NR 184 K/NR	Last Last Roto	30 Days- 90 Days- rcraft - U	NK/:

File No 14	14 2/05/85	ASHLAND, OR	A/C Reg. No. N3559Y	Time (Lc1) - 0732 PST
Occurrence #1 Phase of Operation				
Finding(s) 1. WEATHER CONDITI	ON - ICING CONDITI			
Occurrence #2 Phase of Operation			CAL	
Finding(s) 2. UNDETERMINED				
Occurrence #3 Phase of Operation	LOSS OF CONTROL DESCENT	- IN FLIGHT		
4. SPIRAL - UNCONT	ROLLED - PILOT IN		IMÁND	
Occurrence #4 Phase of Operation				
Finding(s) 5. TERRAIN CONDITI	ON - MOUNTAINOUS/H			
Probable Cause				
The National Transpo	-	rd determines that t	the Probable Cause(s) of this accid	dent

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

Basic Information						
Type Operating Certificate-NONE (GENERAL		t Damage	P-4-1	Inju		Mana
Type of Operation -PERSONAL	SUBSTAN Fire	VIIAL	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass	-	0	Ö	ó
Accident Occurred During -LANDING	NONE	1 433	Ū	J	Ū	Ū
Aircraft Information						
Make/Mode1 - CESSNA 305A	Eng Make/Model - COM				Activated -	
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warni	ng System ·	- NO
Max Gross Wt - 2100	Engine Type - REC		ETOR			
No. of Seats - 2	Rated Power -	635 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR	PORT		
Method - N/A Completeness - N/A	MIDDLETOWN, DE		44mmm4 D			
Basic Weather - VMC	Destination TOUGHKENAMON,PA		Airport D			
Wind Dir/Speed- 226/005 KTS	TOUGHKENAMUN, PA			_	- UNK/NR	
Visibility - 18.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE			- GRASS/TU	PF .
Lowest Ceiling - NONE	Type of Clearance				- DRY	••
Obstructions to Vision- NONE	Type Apch/Lndg		Karinay	Julus		
Precipitation - NONE	Type Aperly Elling	TRACTIO TATTERIO				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 53	Medical Certifica	te - VALID	MEDICAL-N	O WAIVERS/I	IMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Fligi				
ATP,CFI	Current - YES	Total - !	55563	Last 2	4 Hrs -	2
SE LAND, SE SEA	Months Since - 1	Make/Model-	108	Last 3	O Days- UN	K/NR
	Aircraft Type - UNK/NR	Instrument-	1263	Last 9	0 Days-	82
		Multi-Eng -	2766	Rotorc	raft -	4
Instrument Rating(s) - AIRPLANE						
Narrative						
	ON A COD DWY THE DIT CTATE	THAT DUDING THE	ANDTHE DE		TAC	
E ACFT GROUND LOOPED DURING A LANDING ROLL		D THAT DURING THE ! GROUND LOOPING TO '			T AS	

File No 14	28 6/02/85 TOUGHKENAMO	DN,PA A/C Reg. No. N528	8G Time (Lc1) - 0845 EDT
Occurrence #1 Phase of Operation	ON GROUND COLLISION WITH TERR LANDING - ROLL	RAIN	
Finding(s) 1. TERRAIN CONDITI	ON - HIDDEN OBSTRUCTION(S)		
Occurrence #2 Phase of Operation	LOSS OF CONTROL - ON GROUND LANOING - ROLL		
Finding(s) 2. GROUND LOOP/SWE	RVE - UNCONTROLLED - PILOT IN C	COMMAND	
Probable Cause			
The National Transpo	rtation Safety Board determines	s that the Probable Cause(s) of th	is accident

is/are finding(s) 1,2

Brief of Accident

File No 1523 6/06/85 BUTL	ER,PA A/C Reg.	No. N2669Z	Т	ime (Lc1) -	1015 EDT	
Basic Information Type Operating Certificate-NONE (GENER) Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	AL AVIATION) Aircraft D SUBSTANTI Fire ON GROUND	AL Crew	Fata1 0 0	Injur Serious O O	ries Minor O O	None 1 2
Aircraft Information Make/Model - CESSNA 340A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5990 No. of Seats - 6	- 3	NENTAL TSIO-520- P-FUEL INJECTED		Installed/Æ		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- VARIABLE Visibility - 99.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	BUTLER,PA Destination LOCAL ATC/Airspace Type of Flight Plan - I Type of Clearance - N	FR	ON AIR Airport D BUTLER Runway Runway Runway	ata CO. Ident Lth/Wid -	- 25 - 4000/ - ASPHALT - DRY	100
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE ME LAND	Age - 67 Me Biennial Flight Review Current - YES Months Since - 4 Aircraft Type - UNK/NR	Total - Make/Model- Instrument-	t Time (H	lours) Last 24	l Hrs -) Days- UN	4
Instrument Rating(s) - AIRPLANENarrative HE PLT REPORTED THAT PRIOR TO THE FLT, HE M OOR. DURING THE TAKEOFF ROLL, THE LEFT FORW HE TAKEOFF, BUT THERE WAS INSUFFICIENT RWY CFT BECAME AIRBORNE AS IT WENT OVER A BANK, RUPTED IN THE LEFT TIP TANK AREA AFTER THE JPPORT CHANNEL FOR THE BAGGAGE DOOR WAS BEN	ARD BAGGAGE DOOR OPENED & LOCKE REMAINING TO STOP. AFTER DEPART THEN WAS DAMAGED WHEN IT TOUCH ACFT CAME TO REST. AN EXAM OF T	ED IN AN UPRIGHT FING THE DEPARTUR HED DOWN ON A SLI FHE ACFT REVEALED	POSITION. E END OF GHT DOWNS THAT THE	THE PLT AE THE RWY, TH SLOPE. A FIR LEFT AIRFR	BORTED HE RE RAME	

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File No. - 1523 6/06/85 BUTLER, PA A/C Reg. No. N2669Z Time (Lc1) - 1015 EDT AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. FUSELAGE, CARGO COMPARTMENT - BENT 2. DOOR, CARGO - NOT ENGAGED 3. DOOR, CARGO - OPEN Occurrence #2 OVERRUN Phase of Operation TAKEOFF Finding(s) 4. ABORTED TAKEOFF 5. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF Finding(s) 6. TERRAIN CONDITION - DIRT BANK 7. TERRAIN CONDITION - DOWNHILL The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

Factor(s) relating to this accident is/are finding(s) 6.7

File No 1525 7/14/85 TIOGA,P	A A/C	Reg. No. N7934P	т	ime (Lc1)	- 1741 E	т
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircra DEST	aft Damage ROYFD	Fatal		ries Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire	Crew ROUND Pass	1	0	0	0
Aircraft Information Make/Model - PIPER PA-24-250 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2900 No. of Seats - 4	Number Engines -	_YCOMING O-540-A1D5 1 RECIPROCATING-CARBUR 250 HP	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- 215/010 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 10000 FT Lowest Ceiling - 10000 FT OVERCA Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poir DETROIT,MI Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plar ST Type of Clearance Type Apch/Lndg	n - NONE	OFF AI Airport D HUGHES Runway Runway Runway		- 01 - 2150/ - GRASS/	
	ge - 65 liennial Flight Review Current - UNK/N Months Since - UNK/N Aircraft Type - UNK/N	NR Total - NR Make/Model- U	jht Time (H 1200 INK/NR	lours) Last 2 Last 3	14 Hrs - l	JNK/NR
Instrument Rating(s) - NONE						
THE PLT INITIATED A DOWNWIND LANDING ON A GRASS DEPARTURE END. A WITNESS NEAR THE APCH END OF TO STANDING ON A GRASS DEPARTURE END. A WITNESS NEAR HE STATED THAT THE ACFT WAS HEADED TOWARD TREES ACFT COLLIDED WITH THE TREES ON DOWNSLOPING TERBUT DIED LATER DUE TO THE INJURIES & BURNS. AN DIED CONTROL OF THE PROP BLADES HAD A BARB WIRE RADIUS MARPT, HE PREFERRED TO ALWAYS LAND UPHILL, REGARBE FROM 215 DEG AT 10 GUSTING 15 KTS.	THE 2150 FT RWY WATCHED THE DEPARTURE END HEARD SEATH OF THE CRASH, CRASH, AREA FLICK MARK ON ITS LEADING	THE ACFT TOUCH DOWN THE ACFT & "TURNED THE PLT WAS TRYING T ONE PASSENGER, THE REVEALED THAT THE AC EDGE. PREVIOUSLY, T	BEYOND ITS TO WATCH T TO PULL UP. PLT'S SON, FT HAD HIT THE PLT HAD	MIDPOINT, HE PLANE T SUBSEQUEN SURVIVED A BARB WI STATED TH	THEN AKEOFF." ITLY, THE THE CRASI RE FENCE	-

File No 15	25 7/14/85 TIOGA,PA	A/C Reg. No. N7934P	Time (Lc1) - 1741 EDT
Occurrence #1 Phase of Operation	OVERRUN LANDING		
3. DISTANCE - MISJ 4. AIRSPEED - MISJ	N POINT - NOT ATTAINED - PILOT IN COMMAN UDGED - PILOT IN COMMAND UDGED - PILOT IN COMMAND AYED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	ON GROUND COLLISION WITH OBJECT TAKEOFF		
Finding(s) 6. OBJECT - FENCE			
	IN FLIGHT COLLISION WITH OBJECT TAKEOFF - INITIAL CLIMB		
Finding(s) 7. OBJECT - TREE(S)		
-	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause			
The National Transpo is/are finding(s) 3,	rtation Safety Board determines that the 4,5	Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is/are finding(s) 1,2,6,	7	

, PA	A A/C Reg. No. N71MA			Time (Lc1) - 0343 EDT				
IR TAXI	Aircraft Dama	age			ries			
	DESTROYED	_	Fatal	Serious	Minor	None		
OMESTIC, CARGO	Fire	Crew	1	0	0	0		
	UNK/NR	Pass	1	0	0	0		
	·							
Eng Make/	Model - LYCOMING	G IO-540-S1AS	ELT	Installed/	Activated	d - YES-UNK/		
Number En			S	tall Warnir	ng Syster	n - NO		
Engine Ty	pe - RECIP-FU	JEL INJECTED						
Rated Pow								
Itinerary			Airport	Proximity				
G Last Depar	ture Point		UNK/NR					
LOUISVIL	LE,KY							
Destination			Airport D	ata				
CLEVELAN	D.OH		·					
	- •		Runway	Ident -	- N/A			
ATC/Airspace								
			na.may	514145	.,, .,			
Type Apelly	Liney Home	-						
Age - 27	Media	cal Certifica	te - VALID	MEDICAL-NO	WAIVER:	S/LIMIT		
Biennial Flight					_	-,		
					4 Hrs -	3		
						-		
All Clart Typ	e only it.			Lagt St	Days	173		
	,	ditti-Eng -	1800					
						T		
	Eng Make/ Number En Engine Ty Rated Pow Itinerary IG Last Depar LOUISVIL Destination CLEVELAN ATC/Airspace Type of Fl Type of Cl Type Apch/ Age - 27 Biennial Flight Current Months Since Aircraft Typ	IR TAXI Aircraft Dama DESTROYED Fire UNK/NR Eng Make/Model - LYCOMING Number Engines - 2 Engine Type - RECIP-FL Rated Power - 290 F Itinerary Last Departure Point LOUISVILLE, KY Destination CLEVELAND, OH ATC/Airspace Type of Flight Plan - IFR Type of Clearance - IFR Type Apch/Lndg - NONE Age - 27 Medic Current - UNK/NR Months Since - 0 Mont	IR TAXI Aircraft Damage DESTROYED OMESTIC,CARGO Fire Crew UNK/NR Pass Eng Make/Model - LYCOMING IO-540-S1AS Number Engines - 2 Engine Type - RECIP-FUEL INJECTED Rated Power - 290 HP Itinerary IG Last Departure Point LOUISVILLE,KY Destination CLEVELAND,OH ATC/Airspace Type of Flight Plan - IFR Type of Clearance - IFR Type of Clearance - IFR Type Apch/Lndg - NONE Age - 27 Medical Certifica Biennial Flight Review Current - UNK/NR Total - Months Since - O Make/Model- Aircraft Type - UNK/NR Instrument- Multi-Eng -	IR TAXI DESTROYED DESTROYED DESTROYED Fatal OMESTIC, CARGO Fire Crew 1 UNK/NR Pass 1 Eng Make/Model - LYCOMING IO-540-S1AS ELT Number Engines - 2 Engine Type - RECIP-FUEL INJECTED Rated Power - 290 HP Itinerary Last Departure Point LOUISVILLE, KY Destination CLEVELAND, OH ATC/Airspace Type of Flight Plan - IFR Runway Type of Clearance - IFR Type Apch/Lndg - NONE Age - 27 Medical Certificate - VALID Biennial Flight Review Current - UNK/NR Current - UNK/NR Total - 3200 Months Since - O Make/Model - 22 Aircraft Type - UNK/NR Instrument - 284 Multi-Eng - 1800	IR TAXI Aircraft Damage Injur DESTROYED Fatal Serious OMESTIC, CARGO Fire Crew 1 0 UNK/NR Pass 1 0 Eng Make/Model - LYCOMING IO-540-SIAS ELT Installed// Number Engines - 2 Engine Type - RECIP-FUEL INJECTED Rated Power - 290 HP Itinerary IS Last Departure Point UNK/NR LOUISVILLE, KY Destination Airport Data CLEVELAND, OH ATC/Airspace Runway Ident Type of Flight Plan - IFR Runway Surface Type of Clearance - IFR Runway Status Type Apch/Lndg - NONE Age - 27 Medical Certificate - VALID MEDICAL-NO Biennial Flight Review Flight Time (Hours) Current - UNK/NR Total - 3200 Last 20 Months Since - 0 Make/Model 22 Last 30 Aircraft Type - UNK/NR Instrument 284 Last 90 Multi-Eng - 1800	DESTROYED Fatal Serious Minor OMESTIC, CARGO Fire Crew 1 0 0 UNK/NR Pass 1 0 0 0 Eng Make/Model - LYCOMING IO-540-S1AS ELT Installed/Activated Stall Warning System Engines - 2 Stall Warning System Engine Type - RECIP-FUEL INJECTED Rated Power - 290 HP Itinerary Airport Proximity UNK/NR LOUISVILLE, KY Destination Airport Data CLEVELAND, OH ATC/Airspace Runway Ident - N/A Type of Flight Plan - IFR Runway Surface - N/A Type of Clearance - IFR Runway Surface - N/A Type Apch/Lndg - NONE Age - 27 Medical Certificate - VALID MEDICAL-NO WAIVER: Biennial Flight Review Flight Time (Hours) Current - UNK/NR Total - 3200 Last 24 Hrs - Months Since - 0 Make/Model - 22 Last 30 Days - Aircraft Type - UNK/NR Instrument - 284 Last 90 Days -		

7/19/85 File No. - 1600 ERIE,PA A/C Reg. No. N71MA Time (Lc1) - 0343 EDT UNDETERMINED Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. RADIO COMMUNICATIONS - NOT MAINTAINED - PILOT IN COMMAND 2. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 3. TERRAIN CONDITION - WATER, ROUGH 4. IMPROPER DECISION, FATIGUE (LACK OF SLEEP) - PILOT IN COMMAND

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

----Probable Cause----

File No 1551 7/	31/85 MACUNGI	E,PA	A/C Reg. No. N3	4672	Ti	me (Lc1) -	1420 EDT	
Flight Conducted Under	-PERSONAL -14 CFR 91	Fi	rcraft Damage ESTROYED re IONE	Crew Pass	Fata1 1 0	Injur Serious O		None 0 0
Accident Occurred During	-DESCENT							
Aircraft Information Make/Model - CESSNA C- Landing Gear - TRICYCLE- Max Gross Wt - 2500 No. of Seats - 4		Number Engines	- RECIP-FUEL I			nstalled/Ac all Warning		
Method - N/A Completeness - N/A Basic Weather - IMC Wind Dir/Speed- 080/006 Visibility - 1.50 Lowest Sky/Clouds -	RD OF BRIEFING KTS O SM CLEAR 300 FT BROKEN FOG RAIN	Itinerary Last Departure PROSPECTVILLE Destination ALLENTOWN,PA ATC/Airspace Type of Flight Type of Clearar Type Apch/Lndg	Plan - NONE		irport Da Runway Runway Runway	PORT/STRIP	N/A N/A	
rPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	A B	ge - 44 iennial Flight Revie Current - Y Months Since - Aircraft Type - C	EW ZES Total 4 Make/C-177 Instr	Fliaht	Time (Ho 587 63 43	Last 24 Last 30 Last 90	•	(/NR (/NR (/NR
Instrument Rating(s)	- AIRPLANE							
Narrative ITNESSES SAW THE ACFT DESCEND OMMUNICATION WITH GND FACILITI VIDENCE OF PLT IMPAIRMENT OR I ETWEEN THE DESTINATION AND DEP ONDITIONS PREVAILED AT THE DEP	ES. EXAMINATION NCAPACITATION. TARTURE ARPTS IS	OF THE ACFT DID NOT HERE WAS NO RECORD (DISCLOSE EVIDEN OF THE PLT RECEI	CE OF MALFI VEING A WX	UNCTION. BRIEFING	THERE WAS N	NO HT DIST.	

File No. - 1551 7/31/85 MACUNGIE, PA A/C Reg. No. N34672 Time (Lc1) - 1420 EDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE Finding(s) 1. PLANNING-DECISION - POOR - PILOT IN COMMAND 2. METEOROLOGICAL SERVICE - NOT USED - PILOT IN COMMAND 3. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND 4. WEATHER CONDITION - THUNDERSTORM Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation DESCENT - UNCONTROLLED Finding(s) WEATHER CONDITION - TURBULENCE (THUNDERSTORMS) Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. OBJECT - RESIDENCE ----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) 1,2,4,5,6

/IATION) Aircraft DESTROYI Fire ON GROUI	ED Crew		Injuri Serious O		Non e
Fire	Crew	1	-		Non e
			0	^	
ON GROU	ND Page			U	1
	NU rass	1	0	0	1
	DMING 0-320-E2D				
			tall Warning	y System	- NO
		ETOR			
Rated Power -	150 HP				
Itinerary					
		OFF AI	RPORT/STRIP		
BUTLER, PA		_			
					75
		Runway	Status -	N/A	
Type Apch/Lndg -	NUNE				
- 49	Medical Certifica	to - UNK/N	D		
ennial Flight Review					
Current - UNK/NR	Total -	1500	last 24	Hrs - UN	JK/NR
	Make/Model-	125	Last 30	Davs- UN	JK/NR
	Instrument- U	NK/NR	Last 90	Days- UN	NK/NR
www.s.are.ryps sun, in	Multi-Eng - U	NK/NR	Rotorcra	aft - UN	NK/NR
	Number Engines - 1 Engine Type - REC Rated Power - Itinerary Last Departure Point SAME AS ACC/INC Destination BUTLER,PA ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg - 48 ennial Flight Review Current - UNK/NR Months Since - UNK/NR	Number Engines - 1 Engine Type - RECIPROCATING-CARBURI Rated Power - 150 HP Itinerary Last Departure Point SAME AS ACC/INC Destination BUTLER,PA ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Type Apch/Lndg - NONE e - 48 Medical Certifica ennial Flight Review Current - UNK/NR Total - Months Since - UNK/NR Make/Model- Aircraft Type - UNK/NR Instrument- U	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 Last Departure Point SAME AS ACC/INC Destination BUTLER,PA ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Runway Status - N/A Medical Certificate - UNK/NR Current - UNK/NR Total - 1500 Last 24 Hrs - UN Months Since - UNK/NR Make/Model - 125 Last 30 Days - UN Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - UNK/NR Rated Power - RECIPROCATING-CARBURETOR Airport Proximity OFF AIRPORT/STRIP Airport Data ZELIENOPLE MUNI Runway Ident - 35 Runway Ident - 35 Runway Surface - ASPHALT Runway Status - N/A Flight Time (Hours) Current - UNK/NR Make/Model - 125 Last 30 Days - UN Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - UN

File No. - 1530 8/02/85 ZELIENOPLE,PA A/C Reg. No. N85JP Time (Lc1) - 1430 EDT

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

Finding(s)

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

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

----Probable Cause----

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

File No 1531 8/06/85 NEW OX	FORD,PA A/C Re	g. No. N168FJ	т	ime (Lc1) -	1030 EDT	
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft DESTROY		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire ON GROU	Crew	1	0	0	0
Aircraft Information Make/Model - JONES / MARQUART MA-5 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1800 No. of Seats - 2	O ,,	DMING HIO-360-C1E IP-FUEL INJECTED 200 HP	S	Installed/A tall Warnin	g System	- NO
-Environment/Operations Information Weather Data W× Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC	Itinerary Last Departure Point THOMASVILLE,PA Destination LOCAL		Airport	Proximity RPORT/STRIP		
Wind Dir/Speed- 090/005 KTS Visibility - 7.0 SM Lowest Sky/Clouds - Lowest Ceiling - 10000 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Plan - N Type of Clearance -		Runway Runway	Ident - Lth/Wid - Surface - Status -	N/A	
Personnel Information Pilot-In-Command	Age - 56	Medical Certificat	e - VALID	MEDICAL-WA	IVERS/LIM	 IIT
Certificate(s)/Rating(s) PRIVATE SE LAND	Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR		nt Time (H IK/NR IK/ND	ours) Last 24 Last 30 Last 90	Hrs - UN	IK/NR IK/NR
Instrument Rating(s) - AIRPLANE						
Narrative FORE FLYING A SHORT DISTANCE TO THOMASVILLE DMASVILLE, THE ACFT WAS SERVICED WITH 20.1 G STARTED TWICE. AFTER DEPARTING THOMASVILLE, ILE MANEUVERING IN THAT AREA AT ABOUT 300 FT PORTED THAT THE ACFT WAS GRADUALLY LOSING AL SEC AFTER IMPACTING, A FIRE ERUPTED. THE PL RNS. HE WAS HOSPITALIZED, BUT DIED 23 DAYS L PREIMPACT PART FAILURE OR MALFUNCTION WAS F	AL OF AVIATION FUEL. WHILE THE PLT FLEW TO THE VICINIT AGL, THE ENG SPUTTERED, ST T & SPEED WHEN IT SUDDENLY T WAS FOUND ABOUT 30 FT FROM ATER. THE PASSENGER DIED ON	TAXIING TO TAKEOFF Y OF A FRIEND'S FA OPPED & RESTARTED MADE A "NOSE DIVE M THE WRECKAGE SUF IMPACT & THE ACFI	T, THE ENG ARM ABOUT SEVERAL T INTO THE FERING FR	STOPPED & 11.5 MI AWA IMES. A WIT GOUND." AB OM INJURIES	Y. NESS OUT	

File No 15	31 8/06/85 NEW OXFORD,PA	A/C Reg. No. N168FJ	Time (Lc1) - 1030 EDT
Occurrence #1 Phase of Operation			
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
	LOSS OF CONTROL - IN FLIGHT DESCENT - EMERGENCY		
	MAINTAINED - PILOT IN COMMAND TENT - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the 2,3	Probable Cause(s) of this accide	ent

Basic Information Type Operating Certificate-NONE (GENERA	U AVIATION) Ainon	aft Damage		Inju	105	
Type operating certificate NONE (GENERA		ROYED	Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Ci	rew O	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pa	ass O	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 150G	Eng Make/Model -			Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall Warnii	ng System	- YES
Max Gross Wt - 1600	Engine Type -		BURETOR			
No. of Seats - 2	Rated Power -					
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
W× Briefing - FSS Method - TELEPHONE	Last Departure Poi	nt	OFF A	IRPORT/STRI	•	
Method - TELEPHONE	ZANESVILLE, OH		A 2 A	D-4-		
Completeness - WEATHER NOT PERTINENT Basic Weather - VMC			Airport	Data		
Wind Dir/Speed- 280/006 KTS	POTTSTOWN, PA		Punwa	y Ident	- N/A	
Visibility - 10.0 SM	ATC/Airspace			y Lth/Wid	•	
Lowest Sky/Clouds - 8000 FT SCAT	TERED Type of Flight Pla	n - VFR		y Surface		
Lowest Ceiling - NONE	Type of Clearance	- VFR			- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDIN		•	•	
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 48 Biennial Flight Review	Medical Certif			AIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review	F	light Time (Hours)		_
PRIVATE	Current - YES	lotal	- 137	Last 2	Hrs -	5
SE LAND	Months Since - 1 Aircraft Type - C-15	Make/Model	- 13/	Last 30	Days-	19 45
	Aircraft Type - C-15	o instrument	- 4	Last	Days-	45
Instrument Rating(s) - NONE						
Narrative						
NG A DESCENT FOR LANDING, THE ENG LOST PO	OWER & THE PLT MADE A FORCE	ED LANDING IN A G	RASS FIELD.	HOWEVER, TH	E GRASS	
NG A DESCENT FOR LANDING THE ENGLINST PO	OWER & THE PLT MADE A FORC	ED LANDING IN A G	RASS FIELD.	HOWEVER, TH	E GRASS	

8/27/85 A/C Reg. No. N2901S Time (Lc1) - 1240 EDT File No. - 1526 READING, PA LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation DESCENT - NORMAL Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. FLUID, FUEL - EXHAUSTION 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - WET 5. OBJECT - FENCE ----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

 -Basic Information Type Operating Certification 	ate-COMMUTER		Aircraft Dam	age		Injur	ies	
Name of Carrier Type of Operation	-FLEMENCO AIRW	AYS, INC.	SUBSTANTIAL	_	Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED,DOM	ESTIC,PAX/CARGO		Crew	0	0	0	1
Flight Conducted Under			NONE	Pass	-	0	0	1
Accident Occurred During				Other	· 1		0	
-Aircraft Information								
Make/Model - PIPER PA				G 0-540-E4B5		Installed/A		
Landing Gear - TRICYCLE	E-FIXED	Number Eng				tall Warnin	g System	- YES
Max Gross Wt - 3400				CATING-CARBURE	TOR			
No. of Seats - 2		Rated Powe	r - 260	HP				
-Environment/Operations In	formation							
Weather Data		Itinerary				Proximity		
	CORD OF BRIEFING	Last Depart			ON AIR	PORT		
Method - N/A		SAME AS A	CC/INC			_		
Completeness - N/A Basic Weather - VMC		Destination			Airport Da			
Wind Dir/Speed- 060/0	4.4 KTC	SAN JUAN,	PR		_	JNOX MARIN	LIANZ /AID	
Visibility - 15.0		ATC/Airspace				Ident - Lth/Wid -	UNK/NR	
Lowest Sky/Clouds -		ERED Type of Fli	oht Plan - COM	DANY (VED)		Surface -		
Lowest Ceiling			arance - UNK				DRY	
Obstructions to Vision		Type Apch/L				Status	DK1	
Precipitation		.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		· -				
Condition of Light								
-Personnel Information								
Pilot-In-Command		Age - 34	Medi	cal Certificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s	s)	Biennial Flight R			nt Time (H		· - · · · ·	
		Current	- YES	Total -	8400	Last 24	Hrs -	1
COMMERCIAL, ATP		Months Since	- 1	Make/Mode1 - UN	IK/NR	Last 30	Days- UN	K/NR
COMMERCIAL,ATP SE LAND,ME LAND		Aircraft Type	- PA32	Instrument-		Last 90	Days-	40
•								
•				Multi-Eng -	7860			
•				Multi-Ena -	7860			

File No. - 1594

7/18/85

SAN JUAN, PR

A/C Reg. No. N3714W

Time (Lc1) - 1450 AST

Occurrence

ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

2. OBJECT - VEHICLE

3. PROCEDURES/DIRECTIVES - DISREGARDED - DRIVER OF VEHICLE

----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

Basic Information						
Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	: Damage 'ED Crew Pass	Ea+al	Injur	ies Minor	None
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	UNK/NR	Pass	1	Ö	. 0	Ö
Accident Occurred During -UNKNOWN						
Aircraft Information						
Make/Model - CESSNA 172N	Eng Make/Mode1 - LYC					
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		-	tall Warnin	g System	- YES
Max Gross Wt - 2300 No. of Seats - 4	Engine Type - REC Rated Power -	160 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRIP		
Method - N/A	BLOCK ISLAND, RI					
Method - N/A Completeness - N/A Basic Weather - VMC	Destination	•	Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- 310/002 KTS	UNK/NR		D	Ident -	N1 / A	
Visibility - 20.0 SM	ATC/Airenace			Lth/Wid -		
Lowest Sky/Clouds - 2000 FT SCAT		- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance	· NONE		Status -		
Obstructions to Vision- NONE	Type Apch/Lndg -	- NONE	y	514145	, .	
Precipitation - NONE	,, .,, .,					
Condition of Light - NIGHT(DARK)						
Personnel Information						
Pilot-In-Command	Age - 24 Biennial Flight Review	Medical Certificate	- VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Blennial Flight Review	Fligh	t Time (H	ours)		
PRIVATE SE LAND	Months Since - 1	IOTAI -	180 -/ND	Last 24	Hrs - UN	K/NR K/ND
SE LAND	Months Since - 1	Tastaumont - UNI	K/NK K/ND	Last 30	Days- UN	K/NK K/ND
	Current - YES Months Since - 1 Aircraft Type - C-172N	Multi-Eng - UN	K/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE						
Nemestan-						
Narrative E ACFT DEPARTED LONG ISLAND ON A VFR FLT PI OCK ISLAND AND DEPARTED BLOCK ISLAND WITHOU ER THE OCEAN AND HAS NOT BEEN LOCATED. A WI EAN THE EVENING THE ACFT DEPARTED. THE FOLI F THE ACFT. BOTH ACFT AND OCCUPANTS HAVE NO	JT REFILING A FLT PLAN. THE F TTNESS ON THE ISLAND SAW WHAT LOWING AFTERNOON A FISHING VE	FLT DEPARTED BLOCK T WAS BELIEVED TO B	ISLAND AT E ACFT LI	NIGHT TO T	HE EAST O THE	

File No. - 1485 9/13/85 BLOCK ISLAND,RI A/C Reg. No. N1423E Time (Lc1) - 2045 EDT

Occurrence MISSING AIRCRAFT
Phase of Operation UNKNOWN

Finding(s)
1. LIGHT CONDITION - DARK NIGHT
2. UNDETERMINED

----Probable Cause----

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

File No 1538 5/27/85 SENEC	A,SC A/C Re	g. No. N7161S	т.	ime (Lc1) -	1347 EDT	. .
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	L AVIATION) Aircraft DESTROYI Fire NONE		Fatal 1 O	Injur Serious O O	ies Minor O O	None O O
Aircraft Information Make/Model - CESSNA R182 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3100 No. of Seats - 4	Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -		S+	Installed/Adtall Warning		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 220/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point GREENVILLE,SC Destination CHICAGO,IL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	NONE NONE	OFF AIR Airport Da Runway Runway Runway	Proximity RPORT/STRIP ata Ident - Lth/Wid - Surface - Status -	N/A N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 48 Biennial Flight Review Current - YES Months Since - 13 Aircraft Type - UNK/NR	Total - Make/Model- UNI	t Time (Ho 80 K/NR K/NR	ours) Last 24 Last 30 Last 90	Hrs - UN Days- UN	IK/NR IK/NR IK/NR
Instrument Rating(s) - NONE						
Narrative URING FLT, THE PLT WAS OBSERVED TO MAKE A LOW UUSEBOAT STATED THAT THE ACFT WAS FLYING LOW USO SAW THE ACFT FLYING AT TREETOP LEVEL OVER UPULL UP, BUT HE DIDN'T. ALSO, HE REPORTED	OFF HIS RIGHT SIDE WHEN THE R HIS POSITION. HE SAW THE THAT THE ENG WAS OPERATING N	ACFT STRUCK THE WACFT GETTING LOWER DRMALLY UNTIL IMPA	ATER. ANO [.] & HE EXPI CT. THE AG	THER WITNES	S LT	

A/C Reg. No. N7161S Time (Lcl) - 1347 EDT File No. - 1538 5/27/85 SENECA, SC

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND

2. ALTITUDE - 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

File No 1578 11/03/85 MONCK	S CORNER,SC	A/C Reg.	No. N73171	Т	ime (Lc1)	- 1520 EST	
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -BUSINESS	L AVIATION)	Aircraft D SUBSTANTI Fire		Fatal	Inju Serious O	ries Minor O	None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pas		ō	ō	Ó
Aircraft Information Make/Model - CESSNA 172 M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4			IING O-320-E2D ROCATING-CARBU	JRETOR	Installed// tall Warnin	ng System	
Environment/Operations Information Weather Data Wx Briefing - MILITARY Method - IN PERSON Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 120/008 KTS Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - 2400 FT BROK Obstructions to Vision- NONE Precipitation - RAIN Condition of Light - DAYLIGHT	ANDREW Destinatio CHARLE ATC/Airspac Type of	STON,SC ce Flight Plan - I Clearance - I	FR FR LS-COMPLETE	Airport OFF AI Airport D CHARLE Runway Runway Runway	Proximity RPORT/STRIF Data SSTON	- 15 - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 35 Biennial Fligh Current Months Sind Aircraft T	t Review - YES ce - 12	edical Certific Fl: Total - Make/Model- Instrument- Multi-Eng -	ight Time (H 501 63 68	lours) Last 24 Last 30	4 Hrs - UN	K/NR
Instrument Rating(s) - AIRPLANE							
THE PLT REPORTED THAT THE ACFT ENGINE EXPERIE CHARLESTON, SC (CHS). ATTEMPTS BY THE PLT TO MILES NORTH OF CHS. THE ACFT NOSED OVER INVER THE SITE 3 DAYS LATER. EXAMINATION OF THE ACFCONTAMINATION WAS DETECTED. A TOTAL OF 4 GALL STARTED, USING THE ACFT BATTERY, AND IT RAN S AND NO DEFECTS WERE NOTED. FOLLOWING SHUTDOWN THAT THE ACFT WAS TOPPED OFF PRIOR TO DEPARTURUNNING TIME AT 4 HRS 40 MINUTES.	REGAIN PWR FAIL TED AS IT CAME T REVEALED ABOU ONS OF FUEL WAS MOOTHLY AFTER A , AN EXAMINATION	ED AND A FORCED TO A STOP AND R T 6 TO 8 OUNCES THEN ADDED TO FEW SECONDS OF N OF THE FUEL S	LANDING WAS MEMAINED THAT WEST OF FUEL IN THE TWO WING THE TROUGHNESS. THE SYSTEM REVEALES	MADE IN A SW WAY UNTIL IT HE FUEL SYST TANKS. THE E HE ENGINE WA D NO LEAKS.	VAMPY FIELD WAS REMOVITED AND NO TOTAL WAS INCOME.	A FEW ED FROM READILY JLL POWER STATED	

File No 15	78 11/03/85	MONCKS CORNER,SC	A/C Reg.	No. N73171	Time (Lc1) - 1520 EST
		TAL) - NON-MECHANICAL O FAF/OUTER MARKER (IFR)			
Finding(s) 1. FLUID,FUEL - ST 2. IN-FLIGHT PLA		MPROPER - PILOT IN COMMAN	D 		
Occurrence #2 Phase of Operation		O FAF/OUTER MARKER (IFR)			
Occurrence #3 Phase of Operation					
Finding(s) 3. TERRAIN CONDITI	ON - GROUND				
Probable Cause					
The National Transpois/are finding(s) 2	rtation Safety Boa	rd determines that the Pr	obable Cause	(s) of this acc	cident

AVIATION) Aircraf SUBSTA Fire NONE Eng Make/Model - CO Number Engines - 1 Engine Type - RE	Crew Pass NTINENTAL O-470-L	0	Injur Serious O O		None 1 2
Fire NONE Eng Make/Mode1 - CO Number Engines - 1	Crew Pass NTINENTAL O-470-L	0	0	0	1
Eng Make/Model - CO Number Engines - 1	 NTINENTAL 0-470-L			0	2
Number Engines - 1					
Number Engines - 1		FIT T			
Number Engines - 1		FIT 1			
Fraine Tyre - DE			tall Warnin	g System	- YES
		ETUR			
Rated Power -	230 HP				
		OFF AIR	PURI/SIRIP		
		Ainmont Dr	.+-		
		A Import Da	ı ta		
MANSIALE, MIN		Runway	Ident -	N/A	
ATC/Airspace		Runway	Lth/Wid -	N/A	
	- NONE				
Type of Clearance	- NONE	Runway	Status -	DRY	
Type Apch/Lndg	- NONE			SOFT	
0.7	Madda 1 0 - 1 1 6 1		MEDICAL WA	TVEDC /L TM	
				IVERS/LIM	11
Current VEC	Tatal .			Hrs -	1
Months Since - 9	Make/Model-	153	Last 30	Davs- UN	k/NR
Aircraft Type - 182	Instrument-	0	Last 90	Days-	10
	SAME AS ACC/INC Destination MARSHALL,MN ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg ge - 37 Hennial Flight Review Current - YES Months Since - 9	Last Departure Point SAME AS ACC/INC Destination MARSHALL,MN ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Ge - 37 Medical Certificate of the property of the prope	Last Départure Point SAME AS ACC/INC Destination MARSHALL,MN ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Siennial Flight Review Current - YES Months Since - 9 Mirport Da Airport Da Runway Runway Runway Flight Time (Ho	Last Departure Point SAME AS ACC/INC Destination MARSHALL,MN ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Runway Status - Type Apch/Lndg - NONE Runway Status - Type Apch/Lndg - NONE Medical Certificate - VALID MEDICAL-WA Flight Time (Hours) Current - YES Months Since - 9 Make/Model - 153 Last 30	Last Departure Point SAME AS ACC/INC Destination MARSHALL,MN ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Runway Status - DRY Type Apch/Lndg - NONE Runway Status - DRY Type Apch/Lndg - NONE Medical Certificate - VALID MEDICAL-WAIVERS/LIM Flight Review Current - YES Months Since - 9 Make/Model - 153 Last 30 Days - UN

File No 15	93 5/19/85	PLANKINTON, SD	A/C Reg. No. N5180D	Time (Lcl) - 1236 MDT
Occurrence #1 Phase of Operation				
 ROTATION - NOT PROPER ALIGNMEN 	- IMPROPER USE OF MAINTAINED - PILOT T - NOT MAINTAINED AIN - SELECTED - PI	IN COMMAND - PILOT IN COMMAND		
Occurrence #2 Phase of Operation				
Finding(s) 5. TERRAIN CONDITI 6. TERRAIN CONDITI 7. OBJECT - FENCE	-			
Occurrence #3 Phase of Operation		CLIMB		
Probable Cause				
The National Transpo	rtation Safety Boar	d determines that th	ne Probable Cause(s) of this accid	lent

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

File No 1430 8	/23/85	YANKTON, SD	A/C Re	A/C Reg. No. N9748P			Time (Lc1) - 1845 MDT				
-Basic Information Type Operating Certifica	te-AGRICUI	LTURAL AIRCRA	FT Aircraft	Damage			Inj	urle	:s		
,			DESTROY	ED		Fatal	Serious		Minor	None	
Type of Operation	-AERIAL	APPLICATION	Fire		Crew	0	0		1	0	
Flight Conducted Under			NONE		Pass	0	0		0	0	
Accident Occurred During	-DESCEN	T 									
-Aircraft Information											
Make/Model - PIPER PA			Eng Make/Mode1 - LYC			ELT	Installed	/Act	ivated	- NO -N	
Landing Gear - TAILWHEE	L-ALL FIXI	ED	Number Engines - 1				tall Warn	ing	System	- YES	
Max Gross Wt - 2900			Engine Type - REC		ARBURET	OR					
No. of Seats - 1			Rated Power -	235 HP							
-Environment/Operations Inf	ormation-										
Weather Data			inerary				Proximity				
3	ORD OF BR		Last Departure Point			OFF AI	RPORT/STR	ΙP			
Method - N/A			SAME AS ACC/INC								
Completeness - N/A		De	estination		A	irport D	ata				
Basic Weather - VMC			LOCAL								
Wind Dir/Speed- CALM			_				Ident				
Visibility - 15.0			C/Airspace				Lth/Wid				
Lowest Sky/Clouds -			Type of Flight Plan -				Surface				
9	- NONE		Type of Clearance -			Runway	Status	- N	I/A		
Obstructions to Vision		•	Type Apch/Lndg -	NONE							
Precipitation											
Condition of Light	- DAYLIGH	T 									
-Personnel Information										<i>.</i>	
Pilot-In-Command		Age -		Medical Cert				NO W	AIVERS	/LIMII	
Certificate(s)/Rating(s)		al Flight Review	+ - + - 1		Time (H			l	•	
ATP			rrent - YES				Last			0	
SE LAND, ME LAND		MO	nths Since - 6	Make/Mod Instrume	e!-	220	Last	30 L	lays-	50	
		A1	rcraft Type - PA-25				Last	90 L	ays-	150	
				Multi-En	g - 5	1500					
Instrument Rating(s)	- AIRPL	ANE									
No. 24 ' 2											
-Narrative ACFT DESCENDED UNCONTROLLE											
NESSES REPORTED THE ACFT AF											
IT NOSED OVER INTO ANOTHER					. THE P	LI WAS C	UVERED WI	TH T	HE		
MICAL DURING THE ACCIDENT E											

File No. - 1430 8/23/85 YANKTON,SD A/C Reg, No. N9748P Time (Lc1) - 1845 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

File No 1522 1/07/85 CROS	SVILLE, TN	A/C Reg.	No. N4716R	т	ime (Lc1) -	- 1510 CST	Г
Type Operating Certificate-NONE (GENER) Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -CRUISE	AL AVIATION)	Aircraft D DESTROYED Fire ON GROUND	Crew		Injur Serious O O	ries Minor O O	None O O
Aircraft Information Make/Model - CESSNA R182 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3100 No. of Seats - 4	Eng Make/M Number Eng Engine Typ Rated Powe	ines - 1 e - RECIP	ING 0-540-J3C5D ROCATING-CARBUR 5 HP	S ETOR	Installed/Æ	ng System	- YES
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 270/010 KTS Visibility500 SM Lowest Sky/Clouds - Lowest Ceiling - OBSCURED Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT		,NC ght Plan - N arance - N		Airport OFF AI Airport D Runway Runway Runway	Proximity RPORT/STRIF ata	- N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 25 Biennial Flight R Current Months Since Aircraft Type	eview - YES - UNK/NR	dical Certifica Flig Total - Make/Model- Instrument- Multi-Eng - U	ht Time (H 260 20 2	ours) Last 24 Last 30 Last 90	1 Hrs -	2 60 NK/NR
Instrument Rating(s) - NONE Narrative THE ACFT COLLIDED WITH WOODED, RISING TERRAI MOUNTAIN. A PASSENGER, WHO SURVIVED THE CRAS DARK & SHE COULD NOT SEE ANYTHING OUTSIDE TH WAS ICE ON THE ACFT. HE HAD OBTAINED 5 FSS W. FLT PATH. THERE WERE NUMEROUS PLT REPORTS OF ICE IN THE CLOUDS NEAR THE CRASH SITE. THE P HE ACTUALLY HAD. ALSO, HE TOLD THE FSS BRIEF 1450 & 1526 CST WX WAS IN PART: 200 FT OBSCU ELEV AT CROSSVILLE WAS 1881 FT. AN INVESTIGA	H, BUT DIED LATER DE ACFT BEFORE IMPAC X BRIEFINGS PRIOR T ICING CONDITIONS I LT OF N4716R HAD TO ERS HE WAS INSTRUME RED, VISIBILITY 1/2	UE TO BURNS, T. SHE HEARD TO TAKEOFF. A N THE ST LOU LD FRIENDS T NT RATED. AB MI WITH FOG	REPORTED THAT THE PLT REPORT COLD FRONTAL S IS AREA & IN TE HAT HE HAD MUCH OUT 11 MI AWAY TEMP 32 DEG &	LIGHT COND ON THE RA YSTEM WAS NNESSEE. A MORE FLT AT CROSSVI DEW POINT	ITIONS WERI DIO THAT TH ON HIS PROF NOTHER PLT EXPERIENCE LLE, TN, TH 31 DEG. TH	HERE POSED REPORTED THAN HE	

File No. - 1522 1/07/85 CROSSVILLE, TN A/C Reg. No. N4716R Time (Lc1) - 1510 CST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 3. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND 5. WEATHER CONDITION - LOW CEILING 6. WEATHER CONDITION - FOG 7. WEATHER CONDITION - OBSCURATION 8. WEATHER CONDITION - ICING CONDITIONS 9. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation CRUISE Finding(s) 10. TERRAIN CONDITION - MOUNTAINOUS/HILLY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 9 Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,10

File No 1500 6	/12/85	KNOXVILLE,	TN A/C	Reg. No. N30S		Ti	ime (Lc1) ·	- 1650 EI	то
-Basic Information Type Operating Certifica	te-NONE	(GENERAL AVI		t Damage			Inju		
				NTIAL	ı	atal			
Type of Operation	-PERSO		Fire		Crew	0	0	0	1
Flight Conducted Under			NONE		Pass	0	0	0	3
Accident Occurred During	-LANDI	NG 							
-Aircraft Information									
Make/Model - CESSNA T			Eng Make/Model - C		360-C		[nstalled/#		
Landing Gear - TRICYCLE	-RETRACT	ABLE	Number Engines -	2		St	tall Warnir	ng Systei	n - YES
Max Gross Wt - 4700				CIP-FUEL INJE	CTED				
No. of Seats - 4			Rated Power -	225 HP					
-Environment/Operations Inf	ormation					·		 -	
Weather Data			[tinerary		Α.	irport F	Proximity		
Wx Briefing - UNK/NR	!		Last Departure Poin			ON AIRE	PORT		
Method - UNK/NR			SEA ISLAND.GA						
Completeness - UNK/NR	!		Destination		Aiı	port Da	ata		
Basic Weather - VMC			MORRISTOWN, TN			MCGHEE			
Wind Dir/Speed- 250/01	1 KTS		, , , , , , , , , , , , , , , , , , , ,					- 23L	
Visibility - 15.0			ATC/Airspace				Lth/Wid		150
Lowest Sky/Clouds -			Type of Flight Plan	- NONE			Surface ·		
		FT BROKEN	Type of Clearance					- DRY	•
Obstructions to Vision			Type Apch/Lndg		1	,	0		
Precipitation			Type Apeny Endg	STRAIGHT IN					
Condition of Light		⊣T							
-Personnel Information Pilot-In-Command		A ~ ~	- 65	Medical Cert	ificato	- VAL TD	MEDICAL -W	TVEDC/L	TMTT
Certificate(s)/Rating(s	.)		nial Flight Review		Flight			AIVERS/L	TIMITI
ATP	,		Current - YES	Total				1 Hrs - (INIZ /NID
SE LAND.ME LAND			Months Since - 23	Make/Mod				Davs-	
SE LAND, ME LAND			Mircraft Type - UNK/N		•	NK DO		Days- (
			Trefare Type - UNK/N	Multi-En			Last st	Days	JINK/ INK
Instrument Rating(s)	- AIRPI	LANE							
-Narrative									
ACFT MADE AN EMERGENCY GEA	R UP LAN	DING WHEN BO	TH THE NORMAL AND EME	RGENCY EXTENSI	ON SYSTEM	MS FAILE	D TO FUNC	TION	
PERLY. A MECHANIC WAS LATER									н.
WAS DETERMINED THAT THE SOL									
ECTOR VALVE ASSEMBLY STUCK								SOLENOID	
H AN IMPROVED VERSION. ACCO	DE DATOS	THE MECHANI	THIS HAD NOT BEEN	CCOMPLISHED P	RIOR TO	THE ACC	IDENT.		
THE ROYLD VERSION. ACCO	110 1110 10	1115 115 01 17147	5, 11115 THE 1401 BEE14	1000111 6131160 1					

6/12/85 KNOXVILLE,TN A/C Reg. No. N3OS Time (Lc1) - 1650 EDT File No. - 1500 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation APPROACH Finding(s) 1. LANDING GEAR - INOPERATIVE 2. HYDRAULIC SYSTEM, BYPASS VALVE - INOPERATIVE 3. ELECTRICAL SYSTEM, ELECTRIC SWITCH - JAMMED 4. MAINTENANCE, SERVICE BULLETINS - NOT PERFORMED - OTHER MAINTENANCE PSNL Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING Finding(s) 5. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - DISABLED 6. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY - DISABLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

) Aircraft Damage				
			ries	
DESTROYED	Fatal	Serious	Minor	None
Fire	Crew 1	0	0	0
UNK/NR	Pass 0	0	0	0
make/Model - CONTINENTAL	L 0-300A EL	T Installed/	Activated	- UNK/N
	ING-CAPRIDETOR	• • • • • • • • • • • • • • • • • • • •	.9 0,000	
	ING CARBORETOR			
			_	
	OFF	AIRPORT/STRI	P	
NK/NR				
ination	Airport	Data		
T. MEYERS.FL	·			
, . Merenogra	Runy	av Ident	- N/A	
inenaco				
	Runv	ay Status	- N/A	
e Apch/Lndg - NONE				
69 Medical	Certificate - VAL	.ID MEDICAL-W	AIVERS/LI	MIT
Flight Review	Flight Time	(Hours)		
nt - UNK/NR Tot	al - 700	Last 2	4 Hrs - U	NK/NR
	e/Mode1- UNK/NR	Last 3	O Davs- U	NK/NR
aft Type - INK/NP Ins	trument- 0	last 9	O Days-	5
are type blanding 1113	trumerre o	Last 5	Juyo	_
DOUGHERTY COUNTY AIRPORT,	GEORGIA INDICATED	THAT THE AI	RCRAFT	
	g Make/Model - CONTINENTA Imber Engines - 1 Igine Type - RECIPROCAT Ited Power - 145 HP	Ing Make/Model - CONTINENTAL O-300A EL Imber Engines - 1 Igine Type - RECIPROCATING-CARBURETOR Ited Power - 145 HP Iterary Airport It Departure Point OFF INK/NR Ination Airport IT. MEYERS,FL Inspace Runw Iterary Runw Iterary Airport IT. MEYERS,FL Inspace Runw Iterary Airport IT. MEYERS,FL ITERATE RUNW ITERATE RUNK/NR INSTRUMENT O FOR FT MEYERS, FL, BUT NEVER ARRIVED AT ITERATE RUNG ITERATE RUNK INDICATED FOR FT MEYERS, FL, BUT NEVER ARRIVED AT ITERATE RUNG ITERATE RUNK INDICATED FOR FT MEYERS, FL, BUT NEVER ARRIVED AT ITERATE RUNG ITERATE RUNK INDICATED FOR FT MEYERS, FL, BUT NEVER ARRIVED AT ITERATE RUNG ITERATE RUNK INDICATED FOR FT MEYERS, FL, BUT NEVER ARRIVED AT ITERATE RUNG ITERATE RUNK INDICATED FOR FT MEYERS, FL, BUT NEVER ARRIVED AT ITERATE RUNG ITERATE RUNK INDICATED FOR FT MEYERS, FL, BUT NEVER ARRIVED AT ITERATE RUNG ITERATE RUNK INDICATED FOR FT MEYERS, FL, BUT NEVER ARRIVED AT ITERATE RUNG ITERATE RUNK INDICATED FOR FT MEYERS, FL, BUT NEVER ARRIVED AT ITERATE RUNG ITERATE RUNK INDICATED FOR FT MEYERS, FL, BUT NEVER ARRIVED AT ITERATE RUNK INDICATED FOR FT MEYERS, FL, BUT NEVER ARRIVED AT ITERATE RUNK INDICATED FOR FT MEYERS, FL, BUT NEVER ARRIVED AT ITERATE RUNK INDICATED FOR FT MEYERS, FL, BUT NEVER ARRIVED AT ITERATE RUNK INDICATED FOR FT MEYERS, FL, BUT NEVER ARRIVED AT ITERATE RUNK INDICATED FOR FT MEYERS, FL, BUT NEVER ARRIVED AT ITERATE RUNK INDICATED FOR FT MEYERS, FL, BUT NEVER ARRIVED AT ITERATE RUNK INDICATED FOR FT MEYERS, FL, BUT NEVER ARRIVED AT ITERATE RUNK INDICATED FOR FT MEYERS, FL, BUT NEVER ARRIVED AT ITERATE RUNK INDICATED FOR FT MEYERS, FL, BUT NEVER ARRIVED AT ITERATE RUNK INDICATED FOR FT MEYERS, FL, BUT NEVER ARRIVED AT ITERATE RUNK INDICATED FOR FT MEYERS RUNK INDICATED FOR F	Ig Make/Model - CONTINENTAL O-300A ELT Installed/ Imber Engines - 1 Stall Warning in Eld Power - 145 HP Practical Power -	Ing Make/Model - CONTINENTAL O-300A ELT Installed/Activated Stall Warning System Ingine Type - RECIPROCATING-CARBURETOR Ited Power - 145 HP Prary Airport Proximity OFF AIRPORT/STRIP INK/NR Innation Airport Data T. MEYERS,FL Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Surface - N/A Runway Surface - N/A Runway Status -

File No 1567	8/03/85	UNKNOWN, UN	A/C Reg. No. N5913A	Time (Lcl) - 0011 EDT	
	SSING AIRCRAFT KNOWN				
Finding(s) 1. UNDETERMINED					
Probable Cause					

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

File No 1439 6/09/85 FILLM	ORE,UT A/C Re	g. No. N7346Z	Т	ime (Lc1) -	0800 MDT	
Basic Information Type Operating Certificate-AGRICULTURAL				Injur		
Type of Operation -AERIAL APPLI Flight Conducted Under -14 CFR 137	SUBSTAN' CATION Fire NONE	TIAL Cre Pas		Serious O O	Minor O O	None 1 0
Accident Occurred During -LANDING						
Aircraft Information Make/Model - PIPER PA-25-235 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2900 No. of Seats - 1	Eng Make/Model - LYCO Number Engines - 1 Engine Type - REC Rated Power -		S	Installed/A tal! Warnin		
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary			Proximity RPORT/STRIP		
Method - N/A	Last Departure Point FILLMORE.UT		UFF AI	RPURI/SIRIP		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		•			
Wind Dir/Speed- 180/005 KTS Visibility - 30.0 SM	ATO /A 1 = = = = =				N/A	
Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Plan -	NONE		Lth/Wid - Surface -		o F
Lowest Ceiling - NONE	Type of Clearance -			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg -			•		
Precipitation - NONE	_					
Condition of Light - DAYLIGHT						
Personnel Information						
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>		Medical Certific	ate - EXPIR ght Time (H			
COMMERCIAL	Biennial Flight Review Current - UNK/NR	Total -			Hrs -	6
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model-	5000	Last 30	Days- UN	C/NR
	Aircraft Type - UNK/NR	Make/Model- Instrument- Multi-Eng -	UNK/NR	Last 90	Days-	150
		Multi-Eng -	1200	Rotorcr	aft - UNI	K/NR
Instrument Rating(s) - NONE						
Narrative E PLT REPORTED THE ENGINE FAILED WHILE HE W RING THE LANDING ROLL THE WHEELS BOGGED DOW GINE BY THE PLT REVEALED THE DOWEL PIN ON T IVE GEAR.	N IN THE SOFT EARTH AND THE	PLANE OVERTURNED	. SUBSEQUEN	T EXAMINATI	ON OF THE	

6/09/85 FILLMORE,UT File No. - 1439 A/C Reg. No. N7346Z Time (Lc1) - 0800 MDT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. ACCESSORY DRIVE ASSY, DRIVE GEAR - FAILURE, PARTIAL 2. IGNITION SYSTEM, MAGNETO - JAMMED Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - SOFT 4. TERRAIN CONDITION - CROP

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

----Probable Cause----

File No 1429 6/09/85 S.WC	ODSTOCK,VT A/C Re	OCK,VT A/C Reg. No. N5694Y Time (Lc1) - 1730			- 1730 ED	Т
Type Operation	AL AVIATION) Aircraft SUBSTAN Fire NONE	TIAL Cre		0	Minor O	None 1 2
Aircraft Information Make/Model - ENSTROM 280C Landing Gear - SKID Max Gross Wt - 2150 No. of Seats - 3	Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -		S	Installed/ tall Warni		
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A	Itinerary IG Last Departure Point S. WOODSTOCK,CT Destination		Airport ON AIR			
Basic Weather - VMC	SAME AS ACC/INC		•			
Wind Dir/Speed- Visibility - 20.0 SM Lowest Sky/Clouds - 4000 FT SCA Lowest Ceiling - 4000 FT Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	TTERED Type of Flight Plan - Type of Clearance -	NONE VFR NONE	Runway Runway	Lth/Wid Surface		
Personnel Information Pilot-In-Command	A 90	Madia-1 Casticia	VALTO	MEDICAL N	O WATVERS	/
Certificate(s)/Rating(s)	Age - 39 Biennial Flight Review	Medical Certific Fli	ght Time (H		O MAIVERS	/ LIMIII
PRIVATE HELICOPTER	Current - YES Months Since - 4 Aircraft Type - UNK/NR	Total -	142	last 2	4 Hrs - O Days- U O Days- raft -	21 NK/NR 60 142
Instrument Rating(s) - NONE						
Narrative E HELICOPTER EXPERIENCED A LOSS OF RPM ON NCE. THE PLT STATED THAT ON LIFTOFF TO APF E PLT DESCENDED IN AN ATTEMPT TO INCREASE CHAIN LINK FENCE.	X 50 FT AGL, THE RPM DROPPED	OFF TO 2800 AND	A LOSS OF C	LIMB RESUL	TED.	

File No. - 1429 6/09/85 S.WOODSTOCK,VT A/C Reg. No. N5694Y Time (Lc1) - 1730 EDT

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

2. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

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

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

----Probable Cause----

File No 1521 1/18/85	WENATCHEE, WA	A/C Reg. No. N6	176M 	Time (Lc1) - 1700 PS			
-Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injuri Serious	es Minor	Non
Type of Operation -PERSON		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR Accident Occurred During -LANDIN		NONE	Pass	0	0	0	0
Aircraft Information							
Make/Model - MAULE M-5-235C	Eng Make/N	Model - LYCOMING IO-	540	ELT I	nstalled/Ad	tivated ·	- YES/
Landing Gear - TAILWHEEL-ALL FIX		gines - 1			all Warning	System ·	- YES
Max Gross Wt - 2500 No. of Seats - 4	Rated Powe	oe - RECIPROCATIN er - 250 HP	G-CARBURE				
-Environment/Operations Information-							
Weather Data	Itinerary			Airport P			
Wx Briefing - FSS	Last Depart			OFF AIR	PORT/STRIP		
Method - UNK/NR	THOMPSON	FALLS, WA					
Completeness - UNK/NR	Destination	L/A		Airport Da	ita		
Basic Weather - VMC Wind Dir/Speed- CALM	ISSAQUAH,	WA		Dunyay	Ident -	NI/A	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - UNK/NR		ight Plan - VFR			Surface -		
Lowest Ceiling - 4000 F					Status -		
Obstructions to Vision- NONE	Type Apch/L	.ndg - PRECAUTI	ONARY LAN			,	
Precipitation - NONE	. , , , , , , , , , , , , , , , , , , ,						
Condition of Light - DUSK							
-Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 43	Medical C Review	ertificat	e - VALIU	MEDICAL-NO	MAINERS/	LTMTI
PRIVATE	Current	- INK/ND Total	- Filgh	246	lact 24	Hre -	0
SE LAND		- UNK/NR Make/	Model-	320	last 30	Days- UNI	k/NR
SE EARL		- UNK/NR Instr	ument-	1	Last 24 Last 30 Last 90	Days-	14
Instrument Rating(s) - NONE						,-	
-Narrative PLT ELECTED TO MAKE A PRECAUTIONARY	LANDING ONTO A SNOW COV	/EDED GDAIN ETELD U	F STATED	HIS ADTIET	CAL HODIZON		
INOPERATIVE & DARKNESS WAS APPROACH GAGE OR HIS OIL PRESSURE GAGE. DUR	ING. ALSO, HE SAID HE SA	W A NEEDLE FLICKER	& HE WAS	NOT SURE I		•	

File No. - 1521 1/18/85 WENATCHEE, WA Time (Lc1) - 1700 PST A/C Reg. No. N6176M

Occurrence NOSE OVER Phase of Operation LANDING - ROLL

Finding(s)

- 1. PLANNING-DECISION IMPROPER PILOT IN COMMAND
- 2. FLIGHT/NAV INSTRUMENTS, ATTITUDE INDICATOR INOPERATIVE
- 3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT PERFORMED -
- 4. LIGHT CONDITION DUSK
- 5. FLUID, FUEL LOW LEVEL
- 6. PRECAUTIONARY LANDING PERFORMED PILOT IN COMMAND
- 7. TERRAIN CONDITION SNOW COVERED
- 8. 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) 1,8

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

File No 1437 7/08/85 PULLMA	N,WA A/C Reg.	No. N82CG	Time (Lc1) - 1100 PD	T
Type OperationPERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	. AVIATION) Aircraft Da DESTROYED Fire NONE		1 0	None O O
	Eng Make/Model - VOLKSW	OCATING-CARBURETOR	Installed/Activated	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point PULLMAN, WA Destination PULLMAN, WA ATC/Airspace Type of Flight Plan - NC Type of Clearance - NC Type Apch/Lndg - FC	Airport PULLM Runwa Runwa Runwa DNE Runwa	t Proximity AIRPORT/STRIP Data MAN-MOSCOW ay Ident - N/A ay Lth/Wid - N/A ay Surface - DIRT ay Status - DRY	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 30 Med Biennial Flight Review Current - YES Months Since - 9 Aircraft Type - UNK/NR	Make/Model- 8	(Hours) Last 24 Hrs -	1
Instrument Rating(s) - NONE				
THE PLT HAD BEEN HAVING NUMEROUS PROBLEMS WITH TAKEOFF A LOSS OF PWR OCCURRED. IT WAS A HOT I TOURQUE VALUE TO BE QUESTIONABLE ON ALL SPARK WITHIN THE HOUSING. THE MAIN PWR WIRE PROVIDING ON THE TERMINAL OF THE ACFT'S MASTER SWINSPECTORS STATED THAT THERE WAS NO ACCURATE IN	DAY WITH THE TEMP BEING 90 DEGS PLUGS. THE CARBURETOR AND MIXT NG THE NECESSARY 12 VOLTS PWR I ITCH. TWO TOTALLY DIFFERENT IGN MEANS OF DETERMINING THE TIMING	S F OR BETTER. FAA INSP TURE CABLES SHOWED A SM FOR THE OPERATION OF TH WITION SYSTEMS HAD BEEN	ECTORS FOUND THE ALL AMOUNT OF SLIPPAG IS SYSTEM WAS FOUND INSTALLED. FAA	

File No. - 1437 7/08/85 PULLMAN, WA A/C Reg. No. N82CG Time (Lc1) - 1100 PDT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CLIMB - TO CRUISE Finding(s) 1. WEATHER CONDITION - TEMPERATURE EXTREMES UNDETERMINED 3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT Phase of Operation LANDING Finding(s) 4. TERRAIN CONDITION - RISING 5. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----

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

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

Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damage			Injur		
Time of Openships DEDCOMAL		SUBSTANTIAL	0	Fatal	Serious	Minor	Non
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE	Crew Pass	0	0	0	1
Accident Occurred During -LANDING		NONE	Pass	U	O	O	U
Aircraft Information							
Make/Mode1 - BELLANCA 7GCBC		Model - LYCOMING 0-3	320-A2B		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED		gines - 1			tall Warnin	g System	- YES
Max Gross Wt - 1650		pe - RECIPROCATIN	IG-CARBURE	TOR			
No. of Seats - 2	Rated Pow	er - 150 HP 					
Environment/Operations Information				• • • • • • • • • • • • • • • • • • • •	D.,		
Weather Data	Itinerary				Proximity		
Wx Briefing - UNK/NR Method - UNK/NR	Last Depar SAME AS			ON AIR	PURI		
Completeness - UNK/NR	Destination	•		Airport D	2+2		
Basic Weather - VMC	SAME AS				COUNTY AIRP	OPT	
Wind Dir/Speed- 190/006 KTS	SAME AS	ACC/ INC				36	
Visibility - 35.0 SM	ATC/Airspace				Lth/Wid -		75
Lowest Sky/Clouds - CLEAR		ight Plan - NONE			Surface -	•	, -
Lowest Ceiling - NONE		earance - NONE		,		DRY	
Obstructions to Vision- NONE		Lndg - TOUCH AN	ND GO				
Precipitation - NONE	, , , , , , , , , , , , , , , , , , , ,						
Condition of Light - DAYLIGHT							-
Personnel Information							
Pilot-In-Command	Age - 19				MEDICAL-WA	IVERS/LIN	MIT
Certificate(s)/Rating(s)	Biennial Flight			nt Time (F	•	11	_
PRIVATE			/Mode1-	132 5	Last 24		3 .uz /ND
SE LAND	Months Since		Model-	5	Last 30	Days- UN	•
	Aircraft Typ	e - UNK/NK Instr	·ument-	5 / /ND	Last 90	aft - UN	36 JL /ND
		MUITI	i-Eng - UN	IK/NK	ROTORCE	art - ur	NK/NK
Instrument Rating(s) - NONE							
Narrative							
DUND LOOP OCCURRED DURING LANDING ROLL	ON RWY 36 THE WIND	AT TOUCHDOWN WAS FE	210 DE	GS AT 5 K	TS. THE TWD	מזמ	
		TO LAND. THE PLT WAS					

File No. - 1453 7/16/85 MOSES LAKE, WA A/C Reg. No. N36137 Time (Lc1) - 0939 PDT

Occurrence
Phase of Operation

LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND

- 2. PROPER ALIGNMENT NOT MAINTAINED PILOT IN COMMAND
- 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT PILOT IN COMMAND
- 4. WEATHER CONDITION UNFAVORABLE WIND

----Probable Cause----

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

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

-Basic Information				Tradium dana				
Type Operating Certificate-NONE (GENER		Aircraft Damage SUBSTANTIAL			Injuries Fatal Serious Minor			
Type of Operation -PERSONAL		ire	Crew	0	0	0	None 1	
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	2	
Accident Occurred During -TAKEOFF								
-Aircraft Information								
Make/Model - CESSNA A185F		1 - CONTINENTAL	IO-520-D		nstalled/			
Landing Gear - TAILWHEEL-ALL FIXED	Number Engine		***	51	tall Warnir	ng System	- YES	
Max Gross Wt - 3350		- RECIP-FUEL	INJECTED					
No. of Seats - 6	Rated Power	- 300 HP						
-Environment/Operations Information								
Weather Data	Itinerary			Airport F				
Wx Briefing - FSS	Last Departure			ON AIRF	PORT			
Method - TELEPHONE	EASTSOUND, WA			Administra De				
Completeness - FULL Basic Weather - VMC	Destination SEATTLE.WA			Airport Da				
Wind Dir/Speed- CALM	SEATTLE, WA					- 16		
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid ·		60	
	ATTERED Type of Flight	Plan - NONE			Surface ·		•	
Lowest Ceiling - NONE	Type of Cleara					- DRY		
Obstructions to Vision- NONE		- FULL ST	OP .					
Precipitation - NONE	71 1-72							
Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command	Age - 37			te - VALID		WAIVERS/	'LIMIT	
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Revi			ht Time (Ho	•			
PRIVATE			11 -	529		4 Hrs -	0	
SE LAND	Months Since -		/Mode1-	167		Days- UN	•	
GLIDER	Aircraft Type -		rument- :i-Eng -	36 2	Last 90	Days-	14	
Instrument Rating(s) - NONE								

-Narrative								
ING TAKEOFF ROLL THE ACFT VEERED RIGHT AN	ND THE PLT OVERCORRECTE	D TO THE LEFT.	THE ACET	THEN DEPAR	IED THE RW	Y ID THE		
T STRIKING VASI LIGHTS.								

File No 1598	9/23/85	EASTSOUND, WA	A/C Reg. No. N61298	Time (Lc1) - 1030 PDT	
	ON GROUND COLLIST	· · · · · · · · · · · · · · · · · · ·			
Finding(s) 1. PROPER ALIGNMENT	- NOT MAINTAINED	- PILOT IN COMMAND			
Probable Cause					

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

Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage	•		Inju	ries	
		DESTROYED		Fatal	Serious	Minor	Non
Type of Operation -PERSONA		Fire	Crew	0	О	0	2
Flight Conducted Under -14 CFR		ON GROUND	Pass	0	0	0	O
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 185		odel - CONTINENTA	AL IO-520-D				
Landing Gear - TRICYCLE-FIXED	Number Eng			St	all Warnir	ng System	- YES
Max Gross Wt - 3300		e - RECIP-FUEL	_ INJECTED				
No. of Seats - 6	Rated Powe	r - 300 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport P			
Wx Briefing - UNK/NR	Last Depart			ON AIRS	TRIP		
Method - UNK/NR	SAN JUAN	ISL,WA					
Completeness - UNK/NR	Destination		,	Airport Da	ita		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 360/020 KTS				Runway		- N/A	
Visibility - 40.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR		ght Plan - NONE			Surface		
Lowest Ceiling - NONE	Type of Cle	arance - NONE		Runway	Status		
Obstructions to Vision- NONE	Type Apch/L	ndg - FORCEI	LANDING			ROUGH	
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information					-		
Pilot-In-Command	Age - 44		Certificate				
Certificate(s)/Rating(s)	Biennial Flight R		riigh tal - !	t Time (Ho		4 Hrs - U	NIZ /NID
COMMERCIAL Se land	Current Months Since		cai - : ke/Model- :	2265	Last 24	Days- U	
SE LAND			ke/Model-	120	Last 30	Days- U Days-	
	Aircraft Type	- UNK/NK INS	strument- Iti-Eng <mark>- UN</mark>	/ AID	Potono	raft - U	
		Mu	iti-Eng - UN	K/ NK	ROTOPCI	raft - 0	INN/ INN
Instrument Rating(s) - AIRPLA	NE		•				
PILOT WAS ATTEMPTING TO DEPART HIS P	RIVATE AIRSTRIP TO THE	NORTH WITH TREES	BORDERING '	THE NORTH	END OF		
AIRSTRIP. THE WIND WAS FROM 360 AT 2						F SINK	
MADE A RIGHT TURN TO AVOID TREES. TH							

File No. - 1592 9/27/85 SAN JUAN ISLAND, WA Time (Lc1) - 1510 PDT A/C Reg. No. N9644H Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 2. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND 3. WEATHER CONDITION - GUSTS 4. WEATHER CONDITION - HIGH WIND 5. WEATHER CONDITION - DOWNDRAFT Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB Occurrence #3 FIRE 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) 1,3,4,5

File No 1576 4/26/85 PRAIR	IE DUSAC, WI A/C Reg	. No. N4707T		Time (Lc1)	- 1736	est
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft SUBSTANT		Fatal	Inj Serious	uries Mino	~ 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 -CLIMB		Other	1	0	0	0
Aircraft Information						
Make/Model - CESSNA R182	Eng Make/Model - LYCO	MING 0-540-L3C5D	ELT	Installed	/Activate	ed - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		9	Stall Warr	ing Syste	em - YES
Max Gross Wt - 3200	Engine Type - RECI	PROCATING-CARBURE	TOR			
No. of Seats - 4	Rated Power - 2	:35 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity	•	
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF A	[RPORT/STR	IP	
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport [Data		
Basic Weather - VMC	MADISON, WI		SAUK-F	PRAIRIE		
Wind Dir/Speed- 050/007 KTS			Runway	/ Ident	- N/A	
Visibility - 15.0 SM	ATC/Airspace		Runway	/ Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE	Runway	/ Surface	- N/A	
Lowest Ceiling - NONE	Type of Clearance -	NONE	Runwa	/ Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE	•			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command		ledical Certificat			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (I			
ATP	Current - YES	Total -			24 Hrs -	
SE LAND, ME LAND	Months Since - 5			Last	30 Days-	UNK/NR
	Aircraft Type - UNK/NR	Instrument-	155	Last	90 Days-	180
Instrument Rating(s) - AIRPLANE				- <i>-</i>		
Narrative						
	OF SAUK-PRAIRIE APT. THE PIL	OTS OF THE CESSNA	WERE IN	A CLIMBIN	IG RIGHT	
IS MIDAIR COLLISION OCCURRED APPROX 2 MI NE						
IS MIDAIR COLLISION OCCURRED APPROX 2 MI NE PARTURE TURN AT APPROX 1600 FT MSL HEADING	APPROX 120 DEG WHEN A COLLIST	ON OCCURRED WITH	A PIIPER	HEADING A	PPROX	
Narrative IIS MIDAIR COLLISION OCCURRED APPROX 2 MI NE PARTURE TURN AT APPROX 1600 FT MSL HEADING O DEG AND DESCENDING. ONE PILOT IN THE CESS ITO THE SETTING SUN. ONE WITNESS SAW THE PIP	APPROX 120 DEG WHEN A COLLISI NA WAS WEARING AN INSTRUMENT	ON OCCURRED WITH HOOD. THE PILOT (A PIIPER OF THE PII	HEADING A	PPROX YING	SNA
IIS MIDAIR COLLISION OCCURRED APPROX 2 MI NE PARTURE TURN AT APPROX 1600 FT MSL HEADING O DEG AND DESCENDING. ONE PILOT IN THE CESS	APPROX 120 DEG WHEN A COLLISI NA WAS WEARING AN INSTRUMENT PER MAKE A SHARP EVASIVE TURN	ON OCCURRED WITH HOOD. THE PILOT (JUST PRIOR TO IM	A PIIPER OF THE PII PACT. THE	HEADING A PER WAS FL PILOTS OF	APPROX YING THE CES	SNA
IIS MIDAIR COLLISION OCCURRED APPROX 2 MI NE PARTURE TURN AT APPROX 1600 FT MSL HEADING OF OUR OF OUR OF OUR OF OUR OF OUR	APPROX 120 DEG WHEN A COLLISI NA WAS WEARING AN INSTRUMENT PER MAKE A SHARP EVASIVE TURN ON. FOLLOWING THE COLLISION T IA LANDED SAFELY BACK AT SAUK-	ON OCCURRED WITH HOOD. THE PILOT (JUST PRIOR TO IMP THE PILOT OF THE P PRAIRIE EVEN THOU	A PIIPER OF THE PII PACT. THE PIPER LOST JGH 3 FT	HEADING APER WAS FL PILOTS OF T CONTROL 4 INCHES O	APPROX YING THE CES OF HIS OF THE	SNA
IIS MIDAIR COLLISION OCCURRED APPROX 2 MI NE PARTURE TURN AT APPROX 1600 FT MSL HEADING OF OUR OF OUR OF OUR OF OUR OF OUR	APPROX 120 DEG WHEN A COLLISI NA WAS WEARING AN INSTRUMENT PER MAKE A SHARP EVASIVE TURN ON. FOLLOWING THE COLLISION T IA LANDED SAFELY BACK AT SAUK-	ON OCCURRED WITH HOOD. THE PILOT (JUST PRIOR TO IMP THE PILOT OF THE P PRAIRIE EVEN THOU	A PIIPER OF THE PII PACT. THE PIPER LOST JGH 3 FT	HEADING APER WAS FL PILOTS OF T CONTROL 4 INCHES O	APPROX YING THE CES OF HIS OF THE	SNA
IS MIDAIR COLLISION OCCURRED APPROX 2 MI NE PARTURE TURN AT APPROX 1600 FT MSL HEADING O DEG AND DESCENDING. ONE PILOT IN THE CESS TO THE SETTING SUN. ONE WITNESS SAW THE PIP D NOT SEE THE PIPER UNTIL AFTER THE COLLISI	APPROX 120 DEG WHEN A COLLISI NA WAS WEARING AN INSTRUMENT PER MAKE A SHARP EVASIVE TURN ON. FOLLOWING THE COLLISION T IA LANDED SAFELY BACK AT SAUK-	ON OCCURRED WITH HOOD. THE PILOT (JUST PRIOR TO IMP THE PILOT OF THE P PRAIRIE EVEN THOU	A PIIPER OF THE PII PACT. THE PIPER LOST JGH 3 FT	HEADING APER WAS FL PILOTS OF T CONTROL 4 INCHES O	APPROX YING THE CES OF HIS OF THE	SNA

576 4/26/85	PRAIRIE DUSAC,WI	A/C Reg. No. N4707T	Time (Lc1) - 1736 CST
SE OF PROCEDURE - SE OF PROCEDURE,PS SE OF PROCEDURE,DI	PILOT IN COMMAND(CFI) YCHOLOGICAL CONDITION - VERTED ATTENTION - PILO	T IN COMMAND(CFI)	
	ENCY		
OCEDURE - PERFORME ,ELEVATOR TAB SURF.			
֡֡֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜	MIDAIR COLLISION CLIMB - TO CRUIS - INATTENTIVE - P SE OF PROCEDURE - P SE OF PROCEDURE, DIV SE OF PROCEDURE, IN FORCED LANDING DESCENT - EMERGI	MIDAIR COLLISION CLIMB - TO CRUISE - INATTENTIVE - PILOT IN COMMAND(CFI) SE OF PROCEDURE - PILOT IN COMMAND(CFI) SE OF PROCEDURE, PSYCHOLOGICAL CONDITION - SE OF PROCEDURE, DIVERTED ATTENTION - PILO SE OF PROCEDURE, INATTENTIVE - PILOT IN CO	MIDAIR COLLISION CLIMB - TO CRUISE - INATTENTIVE - PILOT IN COMMAND(CFI) SE OF PROCEDURE - PILOT IN COMMAND(CFI) SE OF PROCEDURE, PSYCHOLOGICAL CONDITION - PILOT IN COMMAND(CFI) SE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND(CFI) SE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND(CFI) FORCED LANDING DESCENT - EMERGENCY RTIAL OCEDURE - PERFORMED - DUAL STUDENT

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

File No 1576 4/26/85 PRAIR	E DUSAC, WI	A/C Reg.	No. N761R		Time (Lc1)	- 1736 (ST
Basic Information Type Operating Certificate-NONE (GENERAL	_ AVIATION)	Aircraft D DESTROYED	•	Fata	al Serious		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Fire NONE	P	ass C	0 0	0 0 0	0
Aircraft Information Make/Model - PIPER PA-17 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1150 No. of Seats - 2			NENTAL A658 ROCATING-CAR 5 HP		ELT Installed Stall Warr	in g Syste	em - UNK/NR
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 050/007 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS Destination SAME AS ATC/Airspace Type of F	n ACC/INC e light Plan - N learance - N	ONE	OFF Airpor SAL Rur Rur Rur	ort Proximity AIRPORT/STF T Data JK-PRAIRIE nway Ident nway Lth/Wid nway Surface nway Status	, RIP - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Biennial Flight Current Months Since		F Total Make/Model	light Time - 125 - UNK/NR	Last Last	24 Hrs -	1 UNK/NR
Instrument Rating(s) - NONE							
Narrative IIS MIDAIR COLLISION OCCURRED APPROX 2 MI NE PARTURE TURN AT APPROX 1600 FT MSL HEADING A O DEG AND DESCENDING. ONE PILOT IN THE CESSI ITO THE SETTING SUN. ONE WITNESS SAW THE PIPI ISSN DID NOT SEE THEPIPER UNTIL AFTER THE COI RCRAFT AND CRASHED. THE PILOTS IN THE CESSN GHT WING AND 4 FT 4 INCHES OF THE RIGHT AILI COVERY AND LANDING.	APPROX 120 DEG WI NA WAS WEARING AI ER MAKE A SHARP I LLSION. FOLLOWING LANDED SAFELY B	HEN A COLLSION N INSTRUMENT H EVASIVE TURN J G THE COLLSION ACK AT SAUK-PR	OCCURRED WI OOD. THE PIL UST PRIOR TO THE PILOT O AIRIE EVEN T	TH A PIPER OT OF THE IMPACT. T F THE PIPE HOUGH 3 FT	R HEADING APP PIPER WAS FI THE PILOTS OF ER LOST CONTF T 4 INCHES OF	PROX _YING F THE ROL OF HIS F THE	s

File No. - 1576 4/26/85 PRAIRIE DUSAC, WI A/C Reg. No. N761R Time (Lc1) - 1736 CST Occurrence #1 MIDAIR COLLISION Phase of Operation DESCENT - NORMAL Finding(s) 1. LIGHT CONDITION - SUNGLARE 2. VISUAL LOOKOUT - INATTENTIVE - 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) 1

File No 1418 5	/25/85 NE	CEDAH, WI	A/C Reg. No. N5481Q				Time (Lc1) - 0820 CDT			
Basic Information Type Operating Certifica	te-NONE (GEN	IERAL AVIATION)	Aircraft				•	uries		
			SUBSTANT			Fatal	-		None	
Type of Operation	-INSTRUCTI		Fire		Crew	0	0	0	1	
Flight Conducted Under Accident Occurred During			NONE		Pass	0	0	0	0	
Accident occurred buring	-LANDING									
Aircraft Information										
Make/Model - CESSNA 1	50L	Eng Mai	e/Model - CONT	INENTAL 0-20	0-A			/Activated		
Landing Gear - TRICYCLE	-FIXED		Engines - 1				tall Warn	ing System	- YES	
Max Gross Wt - 1600		Engine		PROCATING-CA	RBURET	OR				
No. of Seats - 2		Rated F	Power - 1	00 HP						
Environment/Operations Inf	ormation									
Weather Data		Itinerary				Airport	Proximity			
Wx Briefing - UNK/NR			arture Point			ON AIR				
Method - UNK/NR			S ACC/INC							
Completeness - UNK/NR		Destinat	•		Δ	irport Da	ata			
Basic Weather - VMC		LOCAL				NECEDAL				
Wind Dir/Speed- VARIAB	LE					Runway	Ident	- 34		
Visibility - 10.0	SM	ATC/Airspa	ice			Runway	Lth/Wid	- 2450/	120	
Lowest Sky/Clouds -		CATTERED Type of		NONE		Runway	Surface	- GRAVEL		
	- NONE		Clearance -				Status	- DRY		
Obstructions to Vision	- NONE	Type Apo	:h/Lndg -	TRAFFIC PATT	ERN	•				
Precipitation	- NONE	·	, 3	TOUCH AND GO)					
Condition of Light										
-Personnel Information										
Pilot-In-Command		Age - 43	М	edical Certi	ficate	- VALID	MEDICAL-	NO WAIVERS	/LIMIT	
Certificate(s)/Rating(s)	Biennial Flig	nt Review		Flight	: Time (H				
STUDENT		Current	- N/A	Total	-	22	Last	24 Hrs - 30 Days- U	1	
		Months Si	nce - N/A	Make/Mode		22	Last	30 Days- U	NK/NR	
		Aircraft `	ype - N/A	Instrumer	ıt-	1	Last	90 Days-	7	
Instrument Rating(s)	- NONE									
-Narrative										
ER A FLT WITH AN INSTRUCTOR	THE STUDEN	IT TOOK OFF ON A SI	NO FLT DURING	A TOUCH & C	n THE	STUDENT	STATED "	T CAME		
HIGH & FAST. I LANDED LONG	AND THE ATE	PART BUINCED THICK	T THEN DANTA	KED WIND DISCH	IED THE	CONTROL	FODWADD	CAUSING		
	MIND THE AIRL		I THEN PAINT	KLU KNU FUSE		. CUNTRUL	, JAWARD	CAUSTIAG		
NOSE TO DIVE INTO THE GROU										

File No. - 1418 5/25/85 NECEDAH, WI A/C Reg. No. N5481Q Time (Lc1) - 0820 CDT HARD LANDING Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. TOUCH-AND-GO LANDING - ATTEMPTED - PILOT IN COMMAND 2. FLARE - PREMATURE - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND ----Probable Cause----

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

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

Brief of Accident

-Basic Information	JEDAL AVIATION)	4 / u = u = 5 + D = = = = =			Tonderma	1		
Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries Fatal Serious Minor No				
Type of Operation -INSTRUCT	IONAL	Fire	Crew	0	0	1	0	
Type of Operation -INSTRUCT: Flight Conducted Under -14 CFR 9	1	NONE	Pass	0	0	0	0	
Accident Occurred During -APPROACH								
-Aircraft Information								
Make/Model - PIPER PA-22-150	Eng Make/	Model - LYCOMING O	-320	ELT :	Installed/Ad			
Landing Gear - TRICYCLE-FIXED		gines - 1			tall Warning	g System	- NO	
Max Gross Wt - 1950		pe - RECIPROCATI	ING-CARBURE	TOR				
No. of Seats - 4	Rated Pow	er - 150 HP						
-Environment/Operations Information								
Weather Data	Itinerary				Proximity			
Wx Briefing - FSS	Last Depar			ON AIR	PORT			
Method - TELEPHONE	SAME AS							
Completeness - FULL	Destination			Airport Da				
Basic Weather - VMC Wind Dir/Speed- 200/024 KTS	SAME AS	ACC/INC		OSCEOL	ı Ident -	10		
	ATC/Airspace				Lth/Wid -		75	
Lowest Sky/Clouds - 25000 FT	710,7110000				Surface -		75	
Lowest Ceiling -		earance - NONE			Status -			
Obstructions to Vision- NONE		Lndg - GO ARO	IND	Kanway	Status			
Precipitation - NONE	Type Apelly	znag do zno.	5.10					
Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command	Age - 38				MEDICAL-NO	WAIVERS/	LIMIT	
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligh	it Time (H	ours)			
STUDENT	Current	- N/A Tota	al -	30	Last 24 Last 30 Last 90	Hrs -	3	
	Months Since	- N/A Make	e/Mode1-	15	Last 30	Days- UN	K/NR	
	Aircraft Typ	e - N/A Ins	trument-	0	Last 90	Days-	15	
Instrument Rating(s) - NONE								
-Narrative								
SOLO STUDENT PLT ATTEMPTED TO LAND TH								
THE CONDITIONS ON HIS FIRST APCH, HE D						SECOND		
EMPT, HE WAS ABLE TO LAND THE ACFT ON								
AROUND ONCE AGAIN BUT LOST DIRECTIONAL	CONTROL. THE ACFT DE	PARTED THE LEFT SI	de of the R	WY WHERE	IT CAME TO F	REST		

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File No 14	73 6/08/85	OSCEOLA, WI	A/C Reg. No. N1644P	Time (Lcl) - 1400 CDT
Occurrence #1 Phase of Operation				
4. JUDGEMENT - POO	ON - CROSSWIND NNING/PREPARATION R - FLIGHT INSTRUC E OF PROCEDURE,LAC ING/DECISION - INA R WIND CONDITIONS	TOR(ON GROUND) K OF TOTAL EXPERIE DEQUATE - PILOT IN - NOT POSSIBLE - P	ILOT IN COMMAND	
Occurrence #2 Phase of Operation				
Finding(s) 9. TERRAIN CONDITI				
Occurrence #3 Phase of Operation	APPROACH - GO-AR	OUND (VFR)		
Probable Cause				
The National Transpois/are finding(s) 3,		rd determines that	the Probable Cause(s) of this acc	cident

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

File No 1581 7/21/85 SH	HEBOYGAN, WI	A/C Reg. No	. N7315V	Т.	ime (Lc1) -	1420 CDT	
Basic Information							
Type Operating Certificate-NONE (GEN	IERAL AVIATION)	Aircraft Dama	ge		Injuri	ies	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	3
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - BELLANCA 17-30	Eng Make/Mo	del - CONTINEN	TAL 10-520-D	ELT 1	nstalled/Ad	ctivated	- UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE					tall Warning		
Max Gross Wt - 3325	Engine Type	- RECIP-FU	EL INJECTED		•	•	•
No. of Seats - 4	Rated Power	- 300 F	IP				
Environment/Operations Information							
Weather Data	Itinerary			Airport F	Proximity		
Wx Briefing - UNK/NR	Last Depart	ire Point			RPORT/STRIP		
Method - UNK/NR	WASHINGTO			011 71	(1 0((1) 01)(1)		
Completeness - UNK/NR	Destination	. 15, 11		Airport Da	ata		
Basic Weather - VMC	SHEBOYGAN	WT	•	po. c o.			
Wind Dir/Speed- 290/015 KTS	5.1256 / GAIT	, ** -		Runway	Ident -	N/A	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 15000 FT S		nht Plan - NONE	•		Surface -		
Lowest Ceiling - NONE	Type of Cle	arance - NONE			Status -		
Obstructions to Vision- NONE	Type Anch/L	nda - FORG	FD LANDING	Rannay	514145	14/ 5	
Precipitation - NONE	Type Apony E	iag roke	LD LANDING				
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	40	98	-1 04/6/4	- VALTO	MEDICAL NO	WATVERS /	LIMIT
Certificate(s)/Rating(s)	Age - 43 Biennial Flight R		al Certificat	e - VALID t Time (Ho		WAIVERS/	LIMII
PRIVATE		- UNK/NR 1	riign	CIIME (NO	Jurs)	Une - UN	IV /ND
SE LAND	Months Since	- UNK/NK I	Otal - UN loke/Model - UN	K/INK K/ND	Last 24	Dave- UN	IV/ND
SE LAND	Aircraft Type	- UNK/NR I	otal - UN lake/Model - UN nstrument - UN	K/NK K/ND	Last 30	Days- UN	IV/ND
	All Craft Type	- UNK/NK 1	Instrument- UN Iulti-Eng - UN	K/NK K/ND	Potonon	aft - UN	IV/ND
		, in	iditi-Eng - on	K/ INK	ROTOFCF	art - UN	IN/ INK
Instrument Rating(s) - NONE							
E ACFT COLLIDED WITH A DITCH DURING A FO	DOCED LANDING FOLLOWING	. A LOCC OF DOL	ED TH COLLEGE	CIT TUE 1	OLT DEDODTE) LIE	
ITCHED THE FUEL SELECTOR FROM THE LEFT 1) HE	
						000	
(PERIENCED. HE STATED THAT REPEATED ATTEM							
HE FUEL PRESSURE DROPPED OFF. WHEN HE TUR	NO MECHANICAL FATTURE	JMM, IMEKE WAS	NO FUEL PRESS	OKE INDICA	ALLUN. A PU	5 I	
CCIDENT INSPECTION OF THE ACFT DISCLOSED	NU MECHANICAL FAILURE	MALFUNCTIUN. I	HE KIGHI MAIN	FUEL IAN	CADACTTY		
1/2 INCHES OF FUEL & THE LEFT MAIN TANK		OUT FUEL (MAIN	I IANKS PLACAR	DED 19 GAI	_ CAPACITY).	•	
TH THE LEFT & RIGHT AUX TANKS WERE EMPTY	· .						

File No. - 1581 7/21/85 SHEBOYGAN, WI A/C Reg. No. N7315V Time (Lc1) - 1420 CDT LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. FUEL SYSTEM - INADEQUATE AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN - MANUFACTURER 3. FLUID, FUEL - STARVATION 4. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - DITCH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3 Factor(s) relating to this accident is/are finding(s) 1,2,5

Type Operating Certificate-NONE (GEN	RAL AVIATION)	Aircraft [Damage	Injuries				
		SUBSTANT		Fatal			None	
Type of Operation -PERSONAL		Fire	Cre		Serious O O	0	1	
Flight Conducted Under -14 CFR 91		NONE	Pas	s 0	0	0	1	
Accident Occurred During -LANDING								
ircraft Information								
Make/Model - CESSNA 172	Eng Make/	Model - LYCO	MING 0-320	ELT	Installed/			
Landing Gear - TRICYCLE-FIXED					tall Warnin	ng System	- YES	
Max Gross Wt - 2400			PROCATING-CARBU	RETOR	•			
No. of Seats - 4	Rated Powe	er - 10	60 HP					
nvironment/Operations Information								
eather Data	Itinerary			Airport	Proximity			
Wx Briefing - UNK/NR	Last Depar			ON AIR	STRIP			
Method - UNK/NR	MENOMINE	•						
Completeness - UNK/NR	Destination			Airport D				
Basic Weather - VMC	SAME AS	ACC/INC		NEVELN		0.7		
Wind Dir/Speed- 240/015 KTS Visibility - 15.0 SM	ATC /4 : =====					- 27	400	
Lowest Sky/Clouds - CLEAR	ATC/Airspace	ight Plan - I	NOME		Lth/Wid Surface			
Lowest Ceiling - NONE		earance - I			Status		K F	
Obstructions to Vision- NONE			TRAFFIC PATTERN		Status	DICT		
Precipitation - NONE	Type Apolly	_	FULL STOP					
Condition of Light - DAYLIGHT								
ersonnel Information								
Pilot-In-Command	Age - 30	Me	edical Certific	ate - VALID	MEDICAL-NO	WAIVERS/	LIMIT	
<pre>Certificate(s)/Rating(s)</pre>	Age - 30 Biennial Flight i	Review	Fli	ght Time (H		•		
PRIVATE	Current	- YES	Total -	165	Last 2	4 Hrs -	3	
SE LAND	Months Since	- 17	Make/Model- Instrument-	96	Last 30	Days- UN	K/NR	
	Aircraft Type	e - UNK/NR	Instrument-	9	Last 9	Days-	28	
Instrument Deticals								
Instrument Rating(s) - NONE								
arrative								
LT LOST DIRECTIONAL CONTROL OF THE AC	T DURING THE LANDING	G ROLL IN X-1	WIND CONDITIONS	. AS THE AC	FT VEERED	IN THE		

10/02/85 File No. - 1438 CRIVITZ.WI A/C Reg. No. N52142 Time (Lc1) - 1245 CDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 4. COMPENSATION FOR WIND CONDITIONS - EXCESSIVE - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 5. OBJECT - RUNWAY LIGHT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4 Factor(s) relating to this accident is/are finding(s) 1

File No 1550 6/2	1/85 GHENT,WV	A/C Re	g. No. N27716	Time (Lc1) - 1810 EDT			
-Basic Information Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft SUBSTAN		Fata		juries s Minor	• None
Flight Conducted Under	-EXECUTIVE/CORPORATE -14 CFR 91	Fire NONE		Crew C Pass C		0	1
Accident Occurred During	-LANDING						
-Aircraft Information							
Make/Mode1 - BELL 206L-		Make/Model - ALL	ISON 250-C28E	E	LT Installe		
Landing Gear - SKID		ber Engines - 1			Stall War	ning Syste	em - NO
Max Gross Wt - 4050 No. of Seats - 6		ine Type - TURI ed Power -	SUSHAFI 500 HP				
No. or seats - 6	кат 	ed Power -	500 HP				
-Environment/Operations Infor	mation						
Weather Data	Itiner	ary		Airpo	rt Proximit	у	
	D OF BRIEFING Last	Departure Point		OFF	AIRPORT/ST	RIP	
Method - N/A		D,WV					
Completeness - N/A		nation		Airpor	t Data		
Basic Weather - VMC		CKLEY, WV		_	•		
Wind Dir/Speed- 210/006					way Ident	- N/A	
Visibility - 10.0 Lowest Sky/Clouds -	4000 FT SCATTERED Type	rspace	NONE		way Lth/Wic way Surface		
· ·		of Clearance -			way Status		
Obstructions to Vision-			FORCED LANDI		iway Status	14/ A	
Precipitation -		Apen, Endg	TOROLD LANDI	,,,			
Condition of Light -							
Pilot-In-Command	Age -	35	Medical Certi	ficate - VA	LID MEDICAL	-NO WATVER	S/I TMTT
Certificate(s)/Rating(s)		light Review		Flight Time		110 #7116	(3) [1111]
PRIVATE, COMMERCIAL	Currer	_		- 1857		24 Hrs -	5
SE LAND		Since - 4			Last	30 Days-	
HELICOPTER		ft Type - UNK/NR	Instrumer		Last	90 Days-	135
						rcraft -	1704
Instrument Rating(s)	- HELICOPTER						
-Narrative							
PLT TOOK OFF AT 1805 WITH 15	O IRS OF FUEL REMAINING	INTENDING TO FLY	TO RECKLEY	WV TO REFUE	HE STATE	D THAT AFT	FR
VAS IN LVL FLT AT ABOUT 3000							
TAIL ROTOR PROBLEM, HE LOWE							
ER. DRG AN AUTOROTATIVE LANDI)F
FUEL SYS REVEALED THERE WAS	ABOUT 20 GAL OF FUEL REM	AINING. THE ENG &	FUEL PUMPS C	PERATED NOR	MALLY WHEN	TESTED.	
EVER, FURTHER CHECKS REVEALED							
K; ALSO, THERE WAS VIRTUALLY							·T
K WAS NOT PROPERLY ALIGNED, 1							
FND IN THE INLET TO THE LEFT	TOANCEED DIMD AC THE E				AITDATAICD TA		

File No. - 1550 6/21/85 GHENT.WV A/C Reg. No. N27716 Time (Lc1) - 1810 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL 2. FUEL SYSTEM - FOREIGN OBJECT 3. FUEL SYSTEM - BLOCKED(PARTIAL) 4. FLUID, FUEL - MOVEMENT RESTRICTED 5. FUEL SYSTEM, LINE FITTING - LEAK 6. FLUID, FUEL - OTHER 7. FLUID, FUEL - STARVATION Occurrence #2 FORCED LANDING DESCENT - EMERGENCY Phase of Operation Finding(s) 8. AUTOROTATION - PERFORMED - PILOT IN COMMAND Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 9. FLARE - MISJUDGED - PILOT IN COMMAND 10. IMPROPER USE OF PROCEDURE, LACK OF .TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 1,5,6,7,9$ Factor(s) relating to this accident is/are finding(s) 2,3,4,10

-Basic Information							
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft [Inju		
Turns of Oranghian DEDCOMAL		SUBSTANT		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	Pass	U	U	U	U
-Aircraft Information							
Make/Model - PIPER PA-22-125			IING D-290-D2			Activated	
Landing Gear - TRICYCLE-FIXED					tall Warni	ng System ·	- UNK/NF
Max Gross Wt - 1800			ROCATING-CARBUR	ETOR		•	
No. of Seats - 4	Rated Po	wer - 12	!5 HP 				
-Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary			•	Proximity		
Method - N/A		ACC/INC		ON AIR	SIRIP		
Completeness - N/A	Destinatio			Airport D	2+2		
Basic Weather - VMC	LOCAL	111			GHAM RUN		
Wind Dir/Speed- 270/005 KTS	LOUAL					- 27	
Visibility - 10.0 SM	ATC/Airspac	:e				- 1800/	50
Lowest Sky/Clouds - CLEAR		light Plan - N	IONE	•	•	- GRASS/TUI	
Lowest Ceiling - NONE		learance - N		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch	ı/ Lndg - 1	RAFFIC PATTERN	-			
Precipitation - NONE	•••	. •					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 53 Biennial Flight	Me	edical Certifica			AIVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	ht Time (H	ours)		_
PRIVATE	Current	- UNK/NR	Total -	104	Last 2	4 Hrs -	
SE LAND	Months Sinc	e - UNK/NR	Make/Model- Instrument-	22	Last 3	O Days- UN	K/NR
HELICOPTER	Aircraft ly	pe - UNK/NR	Instrument-	0	Last 9	O Days-	19
Instrument Rating(s) - AIRPLANE							
-narrative PLT REPORTED THAT HE INITIATED A NORMAL A	DCH TO LAND ON D	WV 27 HOWEVER	WHEN HE ELADE	D UE EAT!	ED TO STOR	THE	
CENT. SUBSEQUENTLY, THE ACFT LANDED HARD J							
ACFT NOSED OVER.	USI SHUKI UF INE	KAI. DOKING	HE CANDING, THE	NUSE GEAR	COLLARSED	Œ.	

File No 15	29 9/15/ 8 5 SHINNSTON, WV	A/C Reg. No. N909A	Time (Lc1) - 1850 EDT
Occurrence #1 Phase of Operation	UNDERSHOOT APPROACH - VFR PATTERN - FINAL APPROAC	н	
2. ALTITUDE - MISU	JDGED - PILOT IN COMMAND JDGED - PILOT IN COMMAND N POINT - NOT ATTAINED -		
Occurrence #2 Phase of Operation	HARD LANDING LANDING - FLARE/TOUCHDOWN		
Finding(s) 4. FLARE - IMPROPE	R - PILOT IN COMMAND		
	NOSE GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN		
Finding(s) 5. LANDING GEAR,NO		,	
Occurrence #4 Phase of Operation	*****		
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the 2,4	Probable Cause(s) of this accid	lent .

File No 1431 7/3	30/85 E	VANSTON, WY	A/C Reg. No. N9455D			Time (Lcl) - 1355 MDT			
-Basic Information									
Type Operating Certificate	∍-NONE (GE	NERAL AVIATION)	Aircraft [Inju	ırtes		
			DESTROYE		Fatal	Serious		None	
•	-PERSONAL		Fire	Cre		0	0	1	
Flight Conducted Under		1	NONE	Pas	s O	0	0	1	
Accident Occurred During	-LANDING								
-Aircraft Information									
Make/Mode1 - CESSNA 172			ke/Model - LYCO	WING 0-360-F1A6		Installed			
Landing Gear - TRICYCLE-F	RETRACTABL		Engines - 1			Stall Warn	ing System	- YES	
Max Gross Wt - 2650			Type - RECI		RETOR				
No. of Seats - 4		Rated	Power - 18	80 HP					
-Environment/Operations Infor	rmation	-							
Weather Data		Itinerary	,		Airport	Proximity			
Wx Briefing - FSS		Last De	parture Point		ON AI	RPORT			
Method - ACFT RAD	OIO	ENGLE	WOOD, CO						
Completeness - FULL		Destinat	tion		Airport	Data			
Basic Weather - VMC		PROVO),UT		EVANS	TON			
Wind Dir/Speed- 190/015	KTS				Runwa	y Ident	- 23		
Visibility - 40.0	SM	ATC/Airsp	pace		Runwa	y Lth/Wid	- 7300/	100	
Lowest Sky/Clouds –			Flight Plan - \		Runwa	y Surface	- ASPHALT		
	7000 FT		: Clearance - \		Runwa	y Status	- DRY		
Obstructions to Vision-	NONE	Type Ar	och/Lndg - I	FULL STOP					
Precipitation -	NONE		_						
Condition of Light -	DAYLIGHT								
-Personnel Information									
Pilot-In-Command		Age - 57	Me	edical Certific	ate - VALI	MEDICAL-	VAIVERS/LI	MIT	
<pre>Certificate(s)/Rating(s)</pre>		Biennial Flig	ght Review		ght Time (Hours)			
PRIVATE		Current	- YES	Total -	1076		24 Hrs -	4	
		Months Si	ince - 3	Make/Model-	2720	Last :	30 Days-	47	
		Aircraft	Type - C-172RG	Instrument-	161		0 Days-	105	
Instrument Rating(s)	- AIRPLAN	E							
-Narrative									
PLT LOST DIRESTIONAL CONTROL	OF THE A	CET WHILE ATTEMPTS	ING TO LAND THE O	ICTV Y-WIND CON	INTITIONS T	HE ACET WAS	. DESTROVE	D	
N IT IMPACTED TERRAIN IN A 50			ING TO LAND IN G	DOLL V.MIMD COL	DITTUNS. I	IL AUFT WAS	DESIRUTE	U	

File No. - 1431 7/30/85 EVANSTON, WY A/C Reg. No. N9455D Time (Lc1) - 1355 MDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING Finding(s) 1. WEATHER CONDITION - GUSTS CLEARANCE - INADEQUATE - PILOT IN COMMAND 3. WEATHER CONDITION - CROSSWIND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 5. TERRAIN CONDITION - DOWNHILL ----Probable Cause----

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

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

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NTSB-AAB-86-22

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