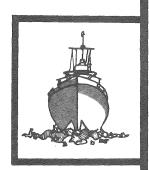
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NATIONAL TRANSPORTATION SAFETY BOARD

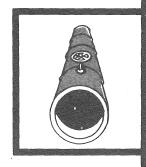


AIRCRAFT ACCIDENT REPORTS



BRIEF FORMAT U.S. CIVIL AND FOREIGN AVIATION ISSUE NUMBER 9, 1985 ACCIDENTS





NTSB/AAB-86/23

Doc NTSB AAB 86 23 Issue 9



UNITED STATES GOVERNMENT

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NATIONAL TRANSPORTATI		Accidents Occurring in
Washington, D. C. 209	594	14.888ns8rPhgeAgenEyocode
15 Supplementary Notes		<u> </u>

15. Supplementary Notes

16.Abstract

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

File Numbers: 1601 through 1800

17.Key Words Aviation accident, probab certificate/rating, injur operating certificate, flaccident occurred during, weather	ies, type of accident, type ight conducted under, aircraft damage, basic	to the public National Tech mation Servic field, Virgin	t is available through the nnical Infor- ce, Spring- nia 22161
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FOREWORD

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

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

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

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

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

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

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

Copies of material ordered will be mailed from the Washington business firm that holds the current contract for commercial reproduction of the Board's public files. Billing is also direct to you by the same company.

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DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

In determining probable cause(s) of an accident, all facts, conditions and circumstances are considered. The object is to ascertain these cause-effect relationships in the accident sequence about which something can be done to prevent recurrence of the type of accident under consideration. Accordingly, for statistical purposes where two or more causes exist in an accident, each is recorded and no attempt is made to establish a primary cause. factor is used to denote those elements of an accident which further explain probable cause(s). Additional supplement the items that are 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 9

CALENDAR YEAR 1985

File Order Listing - Issue No. 9, 1985

File Number	Aircraft Regist.	Date	Location	Airc Make 	raft Model	Injury Index	Page
1601	8877F	071585	OCONOMOWOC, WI	HUGHES	269A	NONE	<i>-</i> 376
1602	4137F	071485	APPLETON, WI	PIPER	PA-32R-300	NONE	374
1603	5655N	041985	JUNCTION, TX	MAULE	M-5-180C	NONE	292
1604	9054 M	041785	MIDLAND, TX	CESSNA	180H	NONE	288
1605	89862	041785	ROBY, TX	CESSNA	152	SERIOUS	290
1606	808W	041485	PATTERSON, LA	MITSUBISHI	MU2J	NONE	140
1607	92435	041085	SAN ANTONIO, TX	BEECH	C23	NONE	286
1608	82195	070585	FOND DU LAC, WI	CESSNA	150F	NONE	372
1609	9891L	070585	CROOKSTON, MN	GRUMMAN	TR2	NONE	170
1610	839 0 P	032485	LUBBOCK, TX	PIPER	PA-24-250	NONE	284
1611	8151X	072585	LAWTEY, FL	CESSNA	172	NONE	84
1612	2154P	031985	JUSTIN, TX	PIPER	PA-23-150	NONE	282
1613	2207Y	031985	MONROE, LA	. CESSNA	177	NONE	138
1614	1610M	030785	ATHENS, TX	CESSNA	182	NONE	278
1615	93848	091885	ORCHARDS, WA	ENGINEERING	415-C	FATAL	364
1617	35105	092285	LOLO PASS, ID	CESSNA	177BII	FATAL	112
1618	61624	091585	EMPORIA, KS	CESSNA	172M	NONE	128
1619	14819	090985	EMMETT, ID	BELL	206B	FATAL	108
1620	7·27MA	071185	SOUTHBRIDGE, MA	MITSUBISHI	MU-2B-26	NONE	158
1621	151A	062885	DOTHAN, AL	PIPER	J3C-65	SERIOUS	.30
1622	3714R	061685	HENDERSONVILLE, NC	CESSNA	172H	FATAL	192
1623	8450K	092785	BOWLING GREEN, KY	PIPER	PA-28-181	MINOR	132
1624	24338	062085	FILMORE, CA	CESSNA	152	NONE	58
1625	17RM	062385	GLENDALE, AZ	STARDUSTER	II	SERIOUS	44
1626	6721H	061585	HEALDSBURG, CA	CESSNA	172M	MINOR	54

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1627	12385	061285	GARBERVILLE, CA	CESSNA	172M	NONE	50
1628	4932P	061485	FREMONT, CA	CESSNA	152 <u>I</u> .I	NONE	52
1629	8050P	082085	FARMERVILLE, LA	PIPER	PA-24-250	NONE	148
1630	2 1RH	101085	INTRACOASTALCTY, LA	CESSNA	A 185E	NONE	156
1631	4691E	042985	GIBSON, LA	CESSNA	A185F	NONE	142
1632	732YR	050585	MCKINNEY, TX	CESSNA	T210M	MINOR	298
1633	8083J	050485	BALMORHEA, TX	PIPER	PA-601	NONE	296
1634	79QD	050485	OPELOUSAS, LA	DEMPSEY	QUICKIE	MINOR	144
1635	6399L	050885	SWEETWATER, TX	GRUMMAN	AA 1A	NONE	300
1636	888K	051085	MCKINNEY, TX	CESSNA	421	NONE	302
1637	63613	051685	MORAN, TX	CESSNA	150M	NONE	304
1638	55800	051885	CROWELL, TX	PIPER	PA-34-200	NONE	306
1639	711LL	052185	SAN ANGELO, TX	MITSUBISHI	MU-2B-20	NONE	308
1640	6198M	100885	KING SALMON, AK	MAULE	M5-235C	NONE	24
1642	300MC	102685	SOLDOTNA, AK	CESSNA	177	NONE	26
1643	9919D	090485	KODIAK, AK	PIPER	PA-18	MINOR	20
1644	68085	081885	TUTNA LAKE, AK	DEHAVILLAND	DHC-2 MK.1	FATAL	18
1645	34656	081885	WASILLA, AK	STINSON	10A	SERIOUS	16
1646	3365M	081785	ANCHORAGE, AK	PIPER	PA-12	NONE	14
1647	38471	070685	TYRONE CREEK, AK	PIPER	J-3	NONE	10
1648	3445Z	071785	ALEXANDER LAKE, AK	PIPER	PA-22/20	NONE	12
1649	3RB	091785	MISSING, GM	SWEARINGEN	SA-226T	FATAL	100
1650	49958	101285	HOUSTON, TX	CESSNA	152	MINOR	348
1651	2952N	101985	TULSA, OK	CESSNA	310	MINOR	252
1652	35JW	100585	EL PASO, TX	BEECHCRAFT	K35	NONE	346

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1653	92755	100385	ODESSA, TX	CESSNA	182N	NONE	344
1654	9937B	092485	SANDERSON, TX	CESSNA	182A	MINOR	342
1655	71846	070385	TULIA, TX	CESSNA	182M	NONE	318
1656	5753D	072185	SOUTH MARSH, GM	BELL	206L-1	MINOR	98
1657	7620E	071785	GATESVILLE, TX	BELLANCA	14-19-3	MINOR	326
1658	5203A	071285	COLLEGE STATION, TX	CESSNA	T210N	NONE	322
1659	30738	061685	VAN NUYS, CA	PIPER	J3C-65	NONE	56
1660	1739R	070785	MIDLAND, TX	CESSNA	R182	MINOR	320
1661	7697L	060985	DALLAS, TX	PIPER	PA-31-350	NONE	316
1662	677 8 X	060985	MIDLAND, TX	CESSNA	310F	NONE	314
1663	1072Y	053185	FORT WORTH, TX	BELL	206-B	MINOR	310
1665	70691	071785	GOOSE PRAIRIE, WA	PIPER	J3-C-65	FATAL	360
1666	9060P	081085	MOSCOW, AR	PIPER	PA-18-150	FATAL	38
1667	267CD	081885	NEW MADRID, MO	PIPER	PA-18-135	FATAL	176
1668	2468F	110585	ORRICK, MO	PIPER	PA-38-112	SERIOUS	184
1669	50ป	091485	BOISE, ID	TODD	KR-II	MINOR	110
1670	1115G	072785	ADMIRE, KS	SCHUBERT	CASSUTT SP	FATAL	124
1671	1930C	092185	WINNEMUCCA, NV	CESSNA	170B	NONE	228
1672	84844	092285	RIDGEFIELD, WA	AERONCA	7AC	NONE	368
1673	51698	092085	BRINNON, WA	CESSNA	172PII	FATAL	366
1674	3568C	082485	MORRISVILLE, VT	CESSNA	170B	NONE	356
1675	4252J	082885	CENTRAL SQUARE, NY	PIPER	PA-28-140	SERIOUS	236
1677	2022G	091185	ANGLETON, TX	BELL	206L-1	MINOR	338
1678	5513E	090585	PORT SULPHUR, LA	CESSNA	A185F	MINOR	152
1679	5573G	082885	CRYSTAL BEACH, TX	CESSNA	150J	NONE	336

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1705	2071K	072585	VALPARAISO, IN	LUSCOMBE	88	NONE	120
1706	5191N	073085	DELAVAN, WI	BOEING	E-75	NONE	380
1707	2260N	072285	SHELBYVILLE, IL	FRANK H MARC	AVENGER GY	MINOR	118
1707	67EZ	072285	SHELBYVILLE, IL	HAZELRIGE	VARIEZE	MINOR	116
1708	4016F	100585	GUILFORD, MO	CESSNA	172	MINOR	180
1709	4810M	072185	MOULTONBORO, NH	PIPER	PA-11	SERIOUS	212
1710	47364	010185	HOPKINTON, NH	PIPER	PA-34-200T	SERIOUS	208
1711	20273	100385	LONDON, KY	CESSNA	172	MINOR	136
1712	18382	061785	BOSCOBEL, WI	BEECH	V35B	NONE	370
1713	27522	020185	WHITEFIELD, NH	PIPER	PA-31-350	FATAL	210
1715	333WL	091385	CATAHOULA, LA	CESSNA	A185F	FATAL	154
1716	5186	073085	SHELLEY, ID	GRUMMAN	164A	NONE	104
1717	33920	092985	PREBLE, NY	SCHWEIZER	SGS 2-33A	MINOR	240
1718	4328G	062385	CORTLAND, NY	MCCULLOCH AI	J-2	MINOR	232
1719	2661K	081385	CARTHAGE, NY	LUSCOMBE	8E	MINOR	234
1720	9607B	081785	BUXTON, OR	CESSNA	180A	NONE	256
1721	54016	081985	PRESTON, ID	CESSNA	172P .	NONE	106
1722	4597Q	090485	SAN JOSE, CA	CESSNA	402A	NONE	62
1723	421GS	090485	JULIAN, CA	PIPER	PA-28-161	NONE	60
1724	542TW	062885	CHARLOTTE, NC	PIPER	PA-42	FATAL	194
1726	15970	091185	HOSKINS, NE	PIPER	PA-28-180	FATAL	204
1727	1734Q	070985	GENEVA, AL	CESSNA	150	NONE	32
1728	IFROG	071685	BATTLE CREEK, MI	CAMERON	V-77	SERIOUS	164
1728	1533\$	071685	BATTLE CREEK, MI	BALLOON WORK	FIREFLY 6B	SERIOUS	166
1729	8253C	062785	AJO, AZ	PIPER	PA-28-236	NONE	46

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1730	22PG	071885	EDEN PRAIRIE, MN	BEECH	BE-55	NONE	172
1731	15ES	073085	LAS VEGAS, NV	CESSNA	T210-L	MINOR	226
1732	93729	092185	LUBBOCK, TX	CESSNA	152	NONE	340
1733	2259H	090185	LITTLETON, CO	BALLOON WORK	FIREFLY 7	SERIOUS	74
1734	6317J	081185	LAKEWOOD, NJ	PIPER	PA-28-180	MINOR	216
1735	8623X	081285	GROTON, CT	ENSTROM	F-28F	MINOR	80
1736	2187F	081085	BULLFROG BASIN, UT	CESSNA	U-206	NONE	350
1.737	92279	080385	QUAKERTOWN, PA	PIPER	J3C-65	NONE	264
1738	757PX	080685	ALLENTOWN, PA	CESSNA	152	NONE	266
1739	5337	062285	DEMING, NM	GRUMMAN	G-164A	NONE	222
1740	CGZSQ	082185	ROCKLAKE, ND	CESSNA	152	NONE	202
1741	40296	071885	PICKENS, SC	HILLER	UH-12E	NONE	270
1742	48005	080785	LEXINGTON, NO	CESSNA	152	NONE	198
1743	9308F	092885	WINCHESTER, KY	HUGHES	269A	NONE	134
1744	5DB	090285	AIKEN, SC	BRYAN	HP-14	NONE	272
1745	61769	080885	PEACHTREE CITY, GA	CESSNA	172M	NONE	96
1746	779VM	071385	FRANKLIN, NC	PIPER	PA-28-180	NONE	196
1747	3267N	081985	CARLISLE, MS	PIPER	PA-18S	NONE	188
1748	755DD	090985	GREENFIELD, MO	BEECH	58	NONE	178
1749	100HA	072785	CHESAPEAKE, OH	AERO COMMAND	680-FP	FATAL	246
1750	29460	030385	HOUSTON, TX	CESSNA	177	SERIOUS	276
1751	7807W	031985	WHEELER, TX	PIPER	PA-28-180	NONE	280
1752	711JK	082385	WOODS CROSS, UT	MITCHELL/BED	BD-4	MINOR	352
1753	4483U	041985	ALMA, GA	CESSNA	150	MINOR	94
1754	9818K	070285	LEWISBURG, WV	STINSON	108-2	SERIOUS	386

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1755	4745B	081285	KISSIMMEE, FL	CESSNA	152	NONE	90
1755	704 M H	081285	KISSIMMEE, FL	CESSNA	C-150	NONE	92
1756	5891ป	071485	SCAPPOOSE, OR	BEECHCRAFT	35-C33	NONE	254
1757	69236	060685	LAS VEGAS, NV	CESSNA	150	NONE	224
1758	5603C	012785	THREE RIVERS, MI	CESSNA	140A	NONE	162
1759	7068C	030285	BARTLESVILLE, OK	PIPER	PA-28-181	MINOR	248
1760	49512	063085	SANDY PIONT, AK	PIPER	PA-18	SERIOUS	8
1761	6101M	062085	THEODORE RIVER, AK	MAULE	M-5	FATAL	4
1762	74DJ	111685	QUINHAGAK, AK	PIPER	PA-32-300	FATAL	28
1763	4570C	061985	FAIRBANKS, AK	CESSNA	170B	NONE	2
1764	58209	093085	PRINEVILLE, OR	MITCHELL	U2	FATAL	258
1766	61788	091685	WRAY, CO	CESSNA	172 M	MINOR	76
1767	3150T	071785	STANTON, KY	CESSNA	177	NONE	130
1768	4374G	042185	UNION CITY, TN	MCCULLOCH AI	J-2	NONE	274
1769	814N	061685	VERO BEACH, FL	BOEING	B737-201	SERIOUS	82
1770	68414	110485	HUGHES, AR	CESSNA	152	NONE	42
1771	9730R	122785	COUNCIL BLUFFS, IA	BEECH	M35	NONE	102
1772	83956	121585	AURORA, MO	PIPER	PA-28RT-20	NONE	186
1773	3399X	102485	WARREN, AR	MOONEY	MK21	MINOR	40
1774	467AC	102585	OGALLALA, NE	BELLANCA	7AC	NONE	206
1775	7067P	110385	GRANDVIEW, MO	PIPER	PA-24-180	NONE	182
1776	121LR	110985	RAYMOND, MS	LONNIE W. RA	MIDGET MUS	FATAL	190
1777	6726Y	100385	SANTA BARBARA, CA	PIPER	PA-23-250	FATAL	68
1778	3643W	100885	PARADISE, CA	PIPER	PA-32-260	NONE	70
1779	26BW	110285	ELBERT, CO	BEECH	58	FATAL	78

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File	Aircraft			Aircr		Injury	
Number	Regist.	Date 	Location	Make	Mode1	Index	Page
1780	58266	111085	WESTFIELD, MA	DORFMAN, WILL	BEDE 4/275	NONE	160
1781	1895X	090585	PLACERVILLE, CA	CESSNA	180B	MINOR	66
1782	6436G	090585	HUNTINGTON BEAC, CA	CESSNA	150K	SERIOUS	64
1783	45363	111885	JACKSONVILLE, NC	CESSNA	150M	NONE	200
1784	3339V	100985	FILLMORE, UT	BEECH	35	SERIOUS	354
1785	5661N	101285	WESTERLY, RI	MAULE	MX 7-235	NONE	268
1786	53432	100185	WINNEMUCCA, NV	CESSNA	172P	NONE	230
1787	5486D	102585	GREAT VALLEY, NY	CESSNA	172N	NONE	242
1788	50120	100685	BURTON LAKE, OR	CESSNA	150	NONE	260
- 1790	43794	102085	TETERBORO, NJ	PIPER	PA-28R-201	NONE	220
1791	4007W	110185	NEW YORK, NY	PIPER	PA-32-300	NONE	244
1792	45920	112485	HUNTSVILLE, AL	CESSNA	152	NONE	36
1793	7451F	101085	CHAPMAN, AL	HUGHES	269C	MINOR	34
1794	77110	100785	NEWPORT, NH	CESSNA	140	NONE	214
1795	64142	101385	VACAVILLE, CA	CESSNA	172M	MINOR	72
1796	92RC	083085	HAMILTON, NY	SWEARINGEN	226T	NONE	238
1797	5691Y	101785	. LINDEN, NJ	ENSTROM	F-28C	NONE	218
1798	9861Z	100685	WEST DOVER, VT	CESSNA	C206	SERIOUS	358
1800	48987	102785	PARKERSBURG, WV	CESSNA	152	NONE	388

AIRCRAFT ACCIDENT REPORTS BRIEF FORMAT U.S. CIVIL AND FOREIGN AVIATION ISSUE NUMBER 9 OF 1985 ACCIDENTS

Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft D	amage		Injuries			
Type operating out the foate name (delicent	L AVIATION,	SUBSTANTI		Fatal			None	
Type of Operation -PERSONAL		Fire	Cre	ew O		0	1	
Flight Conducted Under -14 CFR 91		NONE	Pa	ss 0	0	0	1	
Accident Occurred During -LANDING							. 	
Aircraft Information								
Make/Model - CESSNA 170B			NENTAL 0-360D		Installed/A			
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2200			ROCATING-CARB		1 Warning S	ystem - 1	15	
No. of Seats - 4		er - Kecir er - 14		UKETUK				
	Rateu POWE	= 14 						
Environment/Operations Information								
Weather Data	Itinerary	bina Daint			Proximity			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Depart FAIRBANKS			ON AIR	PUKI			
Completeness - N/A	Destination), AN		Airport D	ata			
Basic Weather - VMC	FAIRBANKS	S.AK			NKS INTERNA	TIONAL		
Wind Dir/Speed- 070/003 KTS		- • · · · ·			- · · · · •	UNK/NR		
Visibility - 80.0 SM	ATC/Airspace				Lth/Wid -	•	50	
Lowest Sky/Clouds - 3800 FT	Type of F1				Surface -			
Lowest Ceiling - 7500 FT BROK				Runway	Status -	DRY		
Obstructions to Vision- NONE	Type Apch/l	_ndg - 1	OUCH AND GO					
Precipitation - NONE Condition of Light - DAYLIGHT			•					
Personnel Information Pilot-In-Command	Ago - 46	B. a	edical Certifi	00+0 - UNU/A	D			
Certificate(s)/Rating(s)	Age - 46 Biennial Flight F			ight Time (F				
PRIVATE	Current	- NO	Total -	80	Last 24	Hrs - U	NK/NR	
SE LAND	Current Months Since	- UNK/NR	Total - Make/Model- Instrument-	UNK/NR	Last 30	Days- U	NK/NR	
	Aircraft Type	e - UNK/NR	Instrument-	. 0	Last 90	Days-	0	
	- ·							
Instrument Rating(s) - NONE								

File No. - 1763 6/19/85 FAIRBANKS,AK A/C Reg. No. N4570C Time (Lc1) - 0754 ADT

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

Finding(s)

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

----Probable Cause----

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

File No 1761 6/20/85 T	A/C Reg. No. N	Time (Lc1) - 0045 ADT					
-Basic Information							
Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage			Inju		
		SUBSTANTIAL	Crew Pass	Fatal	Serious	Minor	
Type of Operation -PERSONAL		Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 9		NONE	Pass	0	1	0	0
Accident Occurred During -MANEUVER	ING 						
-Aircraft Information							
Make/Model - MAULE M-5		'Model - LYCOMING O-					
Landing Gear - TAILWHEEL-ALL FIXED	Number Er	ngines - 1			all Warni	ng System	- YES
Max Gross Wt - 2300		pe - RECIPROCATI		ror			
No. of Seats - 4	Rated Pow	ver - 235 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport F	roximity		
Wx Briefing - NO RECORD OF BRIE	FING Last Depar	ture Point		OFF AIR	PORT/STRI	P	
Wx Briefing - NO RECORD OF BRIE Method - N/A	THEODORE						
Completeness - N/A	Destination	1	1	Airport Da	ta		
Basic Weather - IMC	LOCAL						
Wind Dir/Speed- 060/003 KTS				Runway	Ident	- N/A	
Visibility - 1.000 SM	ATC/Airspace	9			Lth/Wid	- 12000/	400
Lowest Sky/Clouds - 50 FT	PART OBS Type of Fi	ight Plan - NONE		Runway		- GRASS/TI	JRF
Lowest Ceiling - 500 FT	OBSCURED Type of C1	earance - NONE		Runway	Status	- WET	
Obstructions to Vision- FOG	Type Apch/	Lndg - VALLEY/	TERRAIN FOL	LOWING			
Precipitation - RAIN							
Condition of Light - DUSK							
-Personnel Information							
Pilot-In-Command	Age - 38	Medical	Certificate	e - VALID	MEDICAL-W	AIVERS/LI	MIT
<pre>Certificate(s)/Rating(s)</pre>	Diannial Eliabt	Doviou	Flight	t Time (Ho	urs)		
PRIVATE	Current	- YES Tota - 12 Make	11 -	119	Last 2	4 Hrs -	1
SE LAND	Months Since	e - 12 Make	e/Model-	56	Last 3	O Days-	0
	Aircraft Tyr	pe - 150 Inst	rument-	3	Last 9	O Days-	10
Instrument Rating(s) - NONE							
PILOT CAUGHT LEFT WING TIP WHILE TURN	ING TO LAND AND LOST	CONTROL OF THE AIRP	LANE CRASH	ING INTO T	URG.		

File No 17	61 6/20/85 THEODORE RIVER, AK	A/C Reg. No. N6101M	Time (Lc1) - 0045 ADT
Occurrence #2	DRAGGED WING, ROTOR, POD, OR FLOAT		
Phase of Operation	MANEUVERING - TURN TO LANDING AREA (EM	ERGENCY)	
Finding(s) 1. PROPER CLIMB RA	TE - NOT MAINTAINED - PILOT IN COMMAND		
Occurrence #3	IN FLIGHT COLLISION WITH TERRAIN		
Phase of Operation	MANEUVERING - TURN TO LANDING AREA (EM	ERGENCY)	
Probable Cause			
	•		

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

Type Operating Certificate-NONE (GENERAL		ıft Damage		Injuri		
To a control of the c		TANTIAL	Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass		0	0	1
Accident Occurred During -LANDING	NOINE	rass	O	O	O	
Aircraft Information						
Make/Model - PIPER J-3/100		ONTINENTAL UNKNOWN		Installed/Ad		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			itall Warning	y System	- NO
Max Gross Wt - 1220 No. of Seats - 2	Rated Power -	ECIPROCATING-CARBUR 100 HP	ETUR			
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		it	OFF AI	RPORT/STRIP		
Method - N/A Completeness - N/A	KODIAK,AK Destination		Airport D	12+2		
Basic Weather - VMC	SAME AS ACC/INC		PORT L			
Wind Dir/Speed- VARIABLE	3AME A3 A00/1110				24	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		100
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	n - NONE	Runway	Surface -	GRAVEL	
Lowest Ceiling - NONE	Type of Clearance		Runway	Statuș -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
PerSonnel Information Pilot-In-Command	Age - UNK/NR					
Certificate(s)/Rating(s)	Biennial Flight Review	Flig				
COMMERCIAL	Current - UNK/I	JR Total - Ū	• •			
SE LAND, ME LAND	Months Since - UNK/		NK/NR	Last 30	Days- L	NK/NR
	Aircraft Type - UNK/I	Multi-Eng - U	NK/NR NK/NR	Last 30 Last 90 Rotorcra	aft - L	NK/NR
Instrument Rating(s) - NONE						
PLT LOST DIRECTIONAL CONTROL OF THE ACFT	DURING A TOUCH AND GO LANI HE ACCIDENT SITE THAT IT I					

File No 16	90 6/27/85	PORT LIONS,AK	A/C Reg. No. N22AK	Time (Lc1) - 2100 ADT
Occurrence #1 Phase of Operation	LOSS OF CONTROL LANDING - ROLL	- ON GROUND		
Finding(s) 1. DIRECTIONAL CON	TROL - NOT MAINTA	INED - PILOT IN COMMAN	ID 	·
Occurrence #2 Phase of Operation	ON GROUND COLLIS	SION WITH OBJECT		
Probable Cause				

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

Basic Information							
Type Operating Certificate-NONE (GENERA	AL AVIATION) A	ircraft Damage		Injuries			
		SUBSTANTIAL		Fatal			
Type of Operation -PERSONAL		ire	Crew	O		0	o
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING		NONE	Pass	0	, 0	1	0
Accident Occurred During -MANEUVERING							,
Aircraft Information							
Make/Model - PIPER PA-18		1 - LYCOMING O-3			Installed/		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1750		s - 1 - RECIPROCATIN			tall Warnii	ng System	- NU
No. of Seats - 2	Rated Power		NG-CARBORE	IUR			
Environment/Operations Information Weather Data	Itinerary			Ainmont	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		Point			RPORT/STRI	Þ	
Method - N/A	SAND POINT.A			011 71	, 511121		
Completeness - N/A	Destination	•		Airport Da	ata		
Basic Weather - VMC	LOCAL			SAND P			
Wind Dir/Speed- CALM					Ident		
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE			Surface		
Lowest Ceiling - 1800 FT BROW				Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NUNE					
Precipitation - NONE Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 36	Medical (Certificat	e - VALID	MEDICAL-W	AIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Revi	ew	Fliah	t Time (H	ours)		
PRIVATE	Current - Months Since -	YES Total	ı -	133	Last 2	4 Hrs -	1
SE LAND, SE SEA	Months Since -	13 Make	/Model-	33	Last 3	O Days- L	INK/NR
	Aircraft Type -	172 Instr	rument-	1	Last 9	O Days-	23
Instrument Rating(s) - NONE							
Noncettus							
-Narrative DT LOST CONTROL WHILE ATTEMPTING TO DEMON:							

File No. - 1760 6/30/85 SANDY PIONT, AK A/C Reg. No. N49512 Time (Lcl) - 1755 ADT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Propresenta Finding(s) 1. AEROBATICS - ATTEMPTED - PILOT IN COMMAND 2. ALTITUDE - IMPROPER - PILOT IN COMMAND 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND 4. IMPROPER USE OF PROCEDURE, - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING Finding(s) 5. AEROBATICS - IMPROPER - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1.2.3.4

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File No 1647 7/06/85 TYRON	E CREEK,AK A/C I	Reg. No. N38471	T	ime (Lc1) -	1100 ADT	-
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	t Damage		Injur	ies	
		INTIAL	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 - PIPER J-3	Eng Make/Mode1 - C			Installed/A		•
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warnin	g System	- NO
Max Gross Wt - 1220	Engine_Type - RI		ETOR			
No. of Seats - 2	Rated Power -	85 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		i e	OFF AI	RPORT/STRIP		
Method - N/A	LAKE LOUISE,AK					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	TYPONE CREEK, AK					
Wind Dir/Speed- 050/003 KTS					N/A	
Visibility - 55.0 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	- GO AROUND				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						· · · · · · · · · · · · · · · · · · ·
Pilot-In-Command	Age - 41	Medical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H	ours)		u.c. / N.D.
PRIVATE	Current - YES	Total -	700	Last 24	Hrs - UN	IK/NR
SE LAND	Months Since - 10	Make/Model- Instrument-	40	Last 30	Days- UN	IK/NR
	Aircraft Type - J-3	Instrument-	O	Last 90	Days- UN	IK/NR
Instrument Rating(s) - NONE						
Narrative						
IE PLT DELAYED INITIATING AN ABORTED LANDING	, AND THE ACFT ROLLED INTO	WATER AT THE END O	F THE RWY	WHERE IT NO	SED OVER.	

File No. - 1647 7/06/85 TYRONE CREEK,AK A/C Reg. No. N38471 Time (Lc1) - 1100 ADT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. ABORTED LANDING - DELAYED - PILOT IN COMMAND

----Probable Cause----

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

File No 1648 7/17/85 ALEXA	NDER LAKE,AK A/C	Reg. No. N3445Z	7	Time (Lcl) -	2000 AI	TC
Basic Information						
Type Operating Certificate-NONE (GENERA		ft Damage		Injur		
Type of Operation -PERSONAL	SUBSI. Fire	ANTIAL Cre	Fataî ≘w O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91	NONE	Pa:		0	Ô	1
Accident Occurred During -TAKEOFF	NOINE	ra	3 5	U	O	•
Aircraft Information						
Make/Model - PIPER PA-22/20	Eng Make/Model - L	YCOMING D-320-B3B		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall Warnir	ıg Systei	m - NO
Max Gross Wt - 2000	Engine Type - R	ECIPROCATING-CARB	JRETOR			
No. of Seats - 2	Rated Power -	160 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•		ON AIR	RSTRIP		
Method - N/A	ALEXANDER LAKE,AK					
Completeness - N/A	Destination		Airport			
Basic Weather - VMC	BIG LAKE,AK			NDER LAKE		
Wind Dir/Speed- CALM					28	
Visibility - 100.0 SM	ATC/Airspace			/ Lth/Wid -		30
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			y Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	y Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						- /
Pilot-In-Command	Age - 43	Medical Certifi) WAIVER	S/LIMII
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (I			
PRIVATE	Current - YES	Total -	685	Last 24	Hrs -	1
SE LAND	Months Since - 13 Aircraft Type - PA-22	Make/Model-	650	Last 30	Days-	UNK/NR
	Aircraft Type - PA-22	Instrument-	1	Last 90	Days-	53
Instrument Rating(s) - NONE						
Narrative IE PLT LOST DIRECTIONAL CONTROL OF THE ACFT	DURING TAKEDEE AND THE ACE	T POLLED INTO POL	GH TERRAIN	ALONG STOF ()F THE	
Y WHERE IT NOSED OVER.	DONING PAREOTT AND THE AUT	I KOLLED THIO KOO	GII I ENINAZIA		.,	
ALIENE IL MOJED OVER.	•					

7/17/85 ALEXANDER LAKE, AK A/C Reg. No. N3445Z File No. - 1648 Time (Lc1) - 2000 ADT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. TERRAIN CONDITION - ROUGH/UNEVEN Occurrence #2 Phase of Operation TAKEOFF - GROUND RUN ----Probable Cause----

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

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

nes - 1 - RECI		CARBURE	S TOR Airport OFF AI	Injur Serious O O Installed/A tall Warnin Proximity RPORT/STRIP	Minor 0 0 ctivated	
Fire NONE del - LYCO nes - 1 RECI - 1	MING 0-360	Pass	O O O O O O O O O O O O O O O O O O O	O O Installed/A tall Warnin Proximity RPORT/STRIP	O O ctivated g System	1 O
NONE del - LYCO nes - 1 RECI 1	PROCATING-	Pass	ELT S TOR Airport OFF AI	O Installed/A tall Warnin Proximity RPORT/STRIP	O ctivated g System	O I - YES/Y
del - LYCO nes - 1 - RECI 1 	PROCATING-	CARBURE	ELT S TOR Airport OFF AI	Installed/A tall Warnin Proximity RPORT/STRIP	ctivated g System	 I - YES/Y
nes - 1 - RECI - 1 Ire Point	PROCATING-	CARBURE	S TOR Airport OFF AI	tall Warnin Proximity RPORT/STRIP	g System	
nes - 1 - RECI - 1 Ire Point	PROCATING-	CARBURE	S TOR Airport OFF AI	tall Warnin Proximity RPORT/STRIP	g System	
nes - 1 - RECI - 1 Ire Point	PROCATING-	CARBURE	S TOR Airport OFF AI	tall Warnin Proximity RPORT/STRIP	g System	
r - RECI - 1 			TOR Airport OFF AI	 Proximity RPORT/STRIP		- NO
- 1			Airport D	RPORT/STŘIP		
re Point CC/INC	80 HP		OFF AI Airport D	RPORT/STŘIP		
c/INC			OFF AI Airport D	RPORT/STŘIP		
c/INC			OFF AI Airport D	RPORT/STŘIP	,	
c/INC			Airport D	,	•	
			•	ata		
ıht Plan -			•	ata		
ıht Plan -						•
ıht Plan -			SAND L	AKE		
ıht Plan -					N/A	
ıht Plan -				Lth/Wid -		140
	NONE		Runway	Surface -	WATER	
rance -			Runway	Status -	WET	
idg -	NONE					
N	ledical Cer				IVERS/L	MIT
eview .						
- YES	Total		132	Last 24	Hrs - L	INK/NR
- 2			45	Last 30	Days- L	INK/NR
- UNK/NR	Instrum	ient-	3	Last 90	Days-	58
•	view • - YES - 2	view • - YES Total - 2 Make/Mo	view • Fligh - YES Total - - 2 Make/Model-	view Flight Time (H - YES Total - 132 - 2 Make/Model- 45	view Flight Time (Hours) - YES Total - 132 Last 24 - 2 Make/Model- 45 Last 30	view • Flight Time (Hours) - YES Total - 132 Last 24 Hrs - L - 2 Make/Model- 45 Last 30 Days- L

File No. - 1646 8/17/85 ANCHORAGE,AK A/C Reg. No. N3365M Time (Lc1) - 0850 ADT

Occurrence #1
Phase of Operation

LOSS OF CONTROL - IN FLIGHT TAKEOFF - INITIAL CLIMB

Finding(s)

- 1. AIRCRAFT WEIGHT AND BALANCE EXCEEDED PILOT IN COMMAND
- 2. AIRSPEED INADEQUATE PILOT IN COMMAND
- 3. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY EXCEEDED

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

Basic Information Type Operating Certificate-NONE (GENERA)	_ AVIATION) Airc	raft Damage		Injuries			
		STANTIAL		Fatal			r None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire		Crew	0	Serious 1 0	0	
Accident Occurred During -MANEUVERING	NON	E	Pass	0	0	0	0
Aircraft Information							
Make/Model - STINSON 10A	Eng Make/Model -		02				ed - NO -N/
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -				tall Warn	ing Syst	em - YES
Max Gross Wt - 1650	Engine Type -		ARBURET	OR			
No. of Seats - 3	Rated Power -	135 HP					
Environment/Operations Information	Titamana						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Po	int			Proximity RPORT/STR		
Method - N/A	SAME AS ACC/INC			OFF AII	RPURI/SIR	17	
Completeness - N/A	Destination		Δ	irport Da	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- CALM					Ident	- N/A	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Pl				Surface	- N/A	
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance		TNO	Runway	Status	- N/A	
Precipitation - NONE	Type Apch/Lndg	- FURCED LAND	ING				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 29	Medical Cert	ificate	- VALID	MEDICAL-	NO WAIVE	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight	Time (Ho	ours)		
STUDENT	Current - N/A		_	79	Last	24 Hrs -	UNK/NR
	Months Since - N/A	Make/Mod Instrume	91 <i>-</i>	26	Last	30 Days-	UNK/NR
	Aircraft Type - N/A	Instrume	nt-	O	Last	90 Days-	UNK/NK
Instrument Rating(s) - NONE							
Nonnetive							
Narrative ACFT CONTACTED TREES DURING A FORCED LAND	ING FOLLOWING A LOSS OF	DWD WHICH DECINIT	ED EDOM		MOTTON	DUDING A	N
IAL TAKEOFF CLIMB. THE PLT ATTEMPTED TO L							

File No. - 1645 8/18/85 WASILLA, AK A/C Reg. No. N34656 Time (Lc1) - 1316 ADT LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID.FUEL - EXHAUSTION 2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 4. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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

Basic Information								
Type Operating Certificat			Aircraft Damag			Injur		
Name of Carrier Type of Operation Flight Conducted Under	-ALASKA AIR	GUIDES, INC.	DESTROYED		atal	Serious		None
Type of Uperation	-NUN SCHED, DI	JMESTIC, PAX/CARGO	Fire	Crew Pass	1 3	0	0	0
Accident Occurred During	-MANEUVERING		ON GROUND	rass	3	O	O	U
Aircraft Information								
	ND DHC-2 MK.1		lode1 - P&W R-985	-39-14B		nstalled/A		
Landing Gear - FLOAT Max Gross Wt - 5100		Number Eng Engine Typ	ines - 1	TING-CARBURETOR		all Warning	g System -	- UNK/N
No. of Seats - 4		Rated Powe						
Environment/Operations Info	rmation							
Weather Data		Itinerary		Αi	rport P	roximity		
Wx Briefing - NO RECO	RD OF BRIEFIN			1	OFF AIR	PORT/STRIP		
Method - N/A		ANCHORAGE	, AK					
Completeness - N/A		Destination	/	Air	port Da	ta		
Basic Weather - VMC Wind Dir/Speed- 110/012	VTC	SAME AS A	CC/INC		n	Talama	N/A	
Visibility - 40.0		ATC/Airspace				Ident - Lth/Wid -		
Lowest Sky/Clouds -						Surface -		
Lowest Ceiling -			arance - NONE		•		N/A	
Obstructions to Vision-			ndg - NONE				•	
Precipitation -	NONE	, , , , , , , , , , , , , , , , , , ,	•					
Condition of Light -	DAYLIGHT							
Personnel Information Pilot-In-Command		A m a	معاذمه	1 0	VAL TO	MEDICAL WA	TVEDC /L TMI	
Certificate(s)/Rating(s)		Age - 25 Biennial Flight F	medica Peview	<pre>1 Certificate - Flight T</pre>			IVERS/LIM	LI
COMMERCIAL		Current	.ev 16W - YFS To	tal - 410	יייי <i>ב</i> ניזטי	last 24	Hrs -	8
SE LAND, ME LAND, SE SE	Α	Months Since	- 1 Ma	tal - 419 ke/Model- 40 strument- UNK/N	6	Last 30	Davs- UN	c/NR
22 27.115 , 112 22.115 , 52 52	•	Aircraft Type	- C-206 In	strument- UNK/N	R	Last 90	Days-	290
		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Mu	lti-Eng - UNK/N	R	Rotorcr	aft [°] - UNF	C/NR
Instrument Rating(s)	- AIRPLANE							
Varrative								
ACFT CRASHED ON THE SIDE OF								
. PURPOSE OF THE FLT WAS TO							Υ.	
ACFT WAS DESTROYED BY FIRE.	INSPECTION O	- THE WRECKAGE FAIL	LU IU REVEAL A M	ECHANICAL FAILU	KE/MALF	UNCITON.		

File No. - 1644

8/18/85 TUTNA LAKE, AK

A/C Reg. No. N68085

Time (Lcl) - 1403 ADT

Phase of Operation MANEUVERING

IN FLIGHT COLLISION WITH TERRAIN

Finding(s)

- 1. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 2. IN-FLIGHT PLANNING/DECISION POOR .- PILOT IN COMMAND
- 3. 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

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

-Basic Information Type Operating Certificate-NONE (GENERA)	AVIATION) Aircra	ft Damage		Ini	uries	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		ANTIAL	Fatal			None
Type of Operation -PERSONAL	Fire	Crev	_	0		0
Flight Conducted Under -14 CFR 91	NONE	Pass	s 0	0	0	0
Accident Occurred During -DESCENT		~~~~~~~~~~~~~~				
-Aircraft Information						_
Make/Model - PIPER PA-18	Eng Make/Model - L				/Activated	
Landing Gear - FLOAT	Number Engines -			tall Warn	ing System	- NO
Max Gross Wt - 1750	J -), -	ECIPROCATING-CARBU	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/STR	:IP	
Method - N/A	KODIAK, AK					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- 330/015 KTS	AFOGNAK ISLAND,AK		Dumin	Ident	- N/A	
Visibility - 25.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface		
Lowest Ceiling - NONE	Type of Clearance			Status		
Obstructions to Vision- NONE	Type Apch/Lndg			0.12.13.5	,	
Precipitation - NONE	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 50		ate - VALID	MEDICAL-	WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ght Time (F			
COMMERCIAL	Current - NO	Total -			24 Hrs -	5
SE LAND, ME LAND	Months Since - 48				30 Days-	5
	Aircraft Type - PA-18			Last	90 Days-	300
		Multi-Eng -	10			
Instrument Rating(s) - AIRPLANE	•					
PLT STATED THAT HE ENTERED A SMALL CANYON	WITH A RIDGE LINE AT THE	END WHICH HE WOULD	HAVE TO CE	INSS. AS T	HE PLT	
TINUED INTO THE CANYON HE HAD INSUFFICIENT						
NTIAN RIDGE.	J OLEAN THE RIDGE. 1	OTALLED AND		0.00		

File No. - 1643 9/04/85 KODIAK,AK A/C Reg. No. N9919D Time (Lc1) - 0945 ADT

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

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN

2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

3. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

5. STALL

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

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

Basic Information	AID TAVI	C				
Type Operating Certificate-ON-DEMAND		aft Damage STANTIAL	Fatal	Injur Serious		None
Type of Operation -POSITIONIN Flight Conducted Under -14 CFR 91		Crew	0	0	0	1
Accident Occurred During -LANDING	NONE	ras:				
-Aircraft Information			F. T	T	_	VEC /N
Make/Model - CESSNA 207 Landing Gear - TRICYCLE-FIXED	Number Engines -	CONTINENTAL 10-520		Installed/Atall Warnir		
Max Gross Wt - 3800		RECIP-FUEL INJECTED	3	taii wariiii	ig system	163
No. of Seats - 6	3 1	300 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - PATWAS	Last Departure Pot	nt	OFF AI	RPORT/STRIP	•	
Method - ACFT RADIO	RED DEVIL, AK		4 / mm = = 4 D			
Completeness - PARTIAL,LMTD BY PIL Basic Weather - VMC	OT Destination ANIAK.AK		Airport D	ата		
Wind Dir/Speed- CALM	ANIAK, AK		Punway	Ident -	N/A	
Visibility - 100.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	n - COMPANY (VFR)	•		GRAVEL	
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING	•		WATER-CAL	_M
Precipitation - NONE	, , , , , , , , , , , , , , , , , , ,					
Condition of Light - DAYLIGHT						
-Personnel Information	1	Maddan 1 Could Con	.t. VALTO	MEDICAL NO	N WATVERC/I	TMTT
Pilot-In-Command Certificate(s)/Rating(s)	Age - 34 Biennial Flight Review	Medical Certifica	tte - VALID pht Time (H		MAIVERS/	TIMITI
COMMERCIAL					Hrs -	3
SE LAND.ME LAND	Current - YES Months Since - UNK,	/NR Make/Model-	35	Last 30	Davs- UN	(/NR
or entry the entry	Aircraft Type - C-20	7 Instrument-				
		Multi-Eng -			, -	•
Instrument Rating(s) - AIRPLANE						
-Narrative						
ACFT MADE AN EMERGENCY LANDING IN A RIV	ER AFTER AN ENG FAILURE DU	TO FUEL EXHAUSTION.	THE PLT S	TATED THAT	HE COULD	
DETERMINE EXACT FUEL QUANTITY PRIOR TO				TOR TOLD TH	HE PLT TO	
THE ACFT DESPITE HIS KNOWLEDGE OF THE B	ROKEN FUEL CAP AND THE UNC	RTAIN FUEL QUANTITY.				

File No. - 1689 9/18/85 CHUATHBALUK, AK A/C Reg. No. N91157 Time (Lc1) - 1303 ADT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND IMPROPER DECISION, COMPANY-INDUCED PRESSURE - PILOT IN COMMAND 4. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND 5. FUEL SUPPLY - INADEQUATE - COMPANY/OPERATOR MGMT 6. FUEL CONSUMPTION CALCULATIONS - NOT POSSIBLE - PILOT IN COMMAND FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY DRAGGED WING, ROTOR, POD, OR FLOAT Occurrence #3 Phase of Operation LANDING Finding(s) 7. TERRAIN CONDITION - NONE SUITABLE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

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

File No 1640 10/0	08/85 KING SALM	ON, AK A/C Reg	A/C Reg. No. N6198M Time			Time (Lc1) - 1040 ADT			
Basic Information									
Type Operating Certificate	e-NONE (GENERAL AV			_	Injur				
T 26 10 11		SUBSTANT		Fata1	-		None		
Type of Operation Flight Conducted Under	-PERSONAL	Fire	Crew	-	0	0	1		
Accident Occurred During		NONE	Pass	O	0	0	0		
	- LANDING								
Aircraft Information									
Make/Model - MAULE M5-:	235C	Eng Make/Model - LYC	DMING 0-540-J1A5D	ELT	Installed/A	ctivated	- YES/NO		
Landing Gear - FLOAT		Number Engines - 1		. S	tall Warnir	ng System	- YES		
Max Gross Wt - 2300		Engine Type - REC:	IPROCATING-CARBUR						
No. of Seats - 4		Rated Power - 2	235 HP						
Environment/Operations Info	rmation								
Weather Data	macion	Itinerary		Airport	Proximity				
Wx Briefing - FSS		Last Departure Point		T	RPORT/STRIF	•			
Method - ACFT RAI	סזמ	SAME AS ACC/INC		011 71	,				
Completeness - FULL		Destination		Airport D	ata				
Basic Weather - VMC		SAME AS ACC/INC		A. (po. C o					
Wind Dir/Speed- 150/020	KTS	5/11/2 //3 A05/ 11/5		Runway	Ident -	N/A			
Visibility - 3.00		ATC/Airspace			Lth/Wid -				
Lowest Sky/Clouds -		Type of Flight Plan -	NONE		Surface -				
		Type of Clearance -				N/A			
Obstructions to Vision-			STRAIGHT-IN			,			
	RAIN	, po npon, enag	FULL STOP						
· · · · · · · · · · · · · · · · · · ·	DAYLIGHT								
Personnel Information Pilot-In-Command		- 43	Medical Certifica	AA VALTO	MEDICAL	TVEDC /L TM	477		
Certificate(s)/Rating(s)		- 43 nnial Flight Review		ht Time (H		(IVERS/LIM	111		
PRIVATE	ьте	Current - YES				l Une -	1		
SE LAND							13		
SE LAND		Months Since - 24 Aircraft Type - M5-235C	Instrument-	Ö	Last 30 Last 90	Days	21		
•		All Clart Type - M3-235C	Tris (Fuller) (*	U	Last 90	Juays-	۷ ۱		
·									
Instrument Rating(s)	- NONE								
Narrative									
HE PLT STATED HE MISJUDGED THE	Y-WIND AND WATER	CURRENT DURING LANDING	THE ACET ELOATE D	UC INTO TH	E WATED AND	THE			
OFT NOSED OVER AND SANK.	V-ATIAN WALEK	CORREINT DUKTING LANUING.	INE ACTI FLUATS D	OG INIO IH	E WAIER ANL	, , , , ,			
I I NOSED OVER AND SAME.									

10/08/85 File No. - 1640 KING SALMON.AK A/C Reg. No. N6198M Time (Lc1) - 1040 ADT LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL 81 ± 00% Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. WIND INFORMATION - NOT IDENTIFIED - PILOT IN COMMAND 3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND 4. ALTITUDE - IMPROPER - PILOT IN COMMAND 5. FLARE - NOT ATTAINED - 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 $is/are\ finding(s)\ 2,3,4,5$ Factor(s) relating to this accident is/are finding(s) 1

File No 1642 10/26/85 SOLDO	OTNA,AK A/C R	eg. No. N300WC	Т	ime (Lc1) -	1515 ADT	
Type Operation Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	AL AVIATION) Aircraf SUBSTA Fire NONE	t Damage NTIAL Crew Pass	Fatal O O	Injuri Serious O O	les Minor O O	None 1 0
Accident Occurred During -DESCENT						
Aircraft Information Make/Model - CESSNA 177 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2500 No. of Seats - 4			S	Installed/Ad tall Warning		
-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 - 60.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/INC Destination KENAI,AK ATC/Airspace Type of Flight Plan Type of Clearance	- NONE	ON AIR Airport D GAEDE Runway Runway Runway	ata STRIP Ident - Lth/Wid - Surface -	N/A 2000 GRASS/TU N/A	JRF
Personnel Information Pilot-In-Command	Age - 34	Medical Certifica			VERS/LIM	IIT
Certificate(s)/Rating(s) PRIVATE SE LAND	Biennial Flight Review Current - YES Months Since - 7 Aircraft Type - C-177	Total - Make/Model-	ht Time (H 524 117 69	Last 24 Last 30 Last 90	Days-	0 1 14
Instrument Rating(s) - AIRPLANE						
Narrative HE PLT STATED THAT DURING THE PREFLIGHT INSE IS NOT WORKING CORRECTLY. AFTER CONSULTING N IMB. THE ACFT CONTACTED TREES DURING THE EF HOUNTS OF PAINT, FOAM INSULATION, RUST AND N DLLOWING AN ANNUAL INSPECTION. EXAMINATION (VITH A MECHANIC, A TAKEOFF W MERGENCY DESCENT. EXAMINATIO WOOD CHIPS IN THE SYSTEM. TH	AS PERFORMED AND T N OF THE FUEL SYST E PLT WAS RETURNIN	HE ENG QUI Em reveale G the acft	T DURING IN: D ICE AND SM TO HOME BAS	TTIAL Mall	

File No 16	42 10/26/85 SOLDOTNA, AK		A/C Reg. N	lo. N3OOWC	Time	(Lc1) - 1515 ADT
	IAREUFF - INILIAL CLIMB	HANICAL				
Finding(s)		14년 (11 1년) 1	24/40 25			
1. FUEL SYSTEM, TAN	K - WATER					
2. FUEL SYSTEM, LIN			** **			
	R - PILOT IN COMMAND					
	KNOWN DEFICIENCIES IN EQUIPMENT			COMMAND		
5. MAINTENANCE, ANN	UAL INSPECTION - INADEQUATE - CO	MPANY MAINTE	NANCE PSNL			
Occurrence #2	IN FLIGHT COLLISION WITH OBJEC	т				
Phase of Operation	DESCENT - EMERGENCY	i e.				
•						
Finding(s)						
6. OBJECT - TREE(S) 					
Occurrence #3	IN FLIGHT COLLISION WITH TERRA	TN				
Phase of Operation	DESCENT - UNCONTROLLED	-11	A STATE OF THE STATE OF			
Probable Cause						
The National Transpois/are finding(s) 1,	rtation Safety Board determines 2,3,4,5	that the Pro	obable Cause(s) of this acci	dent	
Factor(a), nolation t	- Abis) i.e				
actor(s) relating t	o this accident is/are finding(s	, 6			n.	

File No 1762 11/16/85 QUINH	AGAK,AK A/C	Reg. No. N74DJ	Т	ime (Lcl) -	1920 AST	•
Basic Information						
Type Operating Certificate-ON-DEMAND AI		ft Damage		Injur [.]	ies	
Name of Carrier -JULIAN F. LA		DYED	Fatal	Serious	Minor	None
Type of Operation -NON SCHED,DO	MESTIC, PASSENGER Fire	Cr	ew O	0	1	0
Flight Conducted Under -14 CFR 135 Accident Occurred During -DESCENT	ON GR	DUND Pa	ss 4	1	1	0
Make/Model - PIPER PA-32-300	Eng Make/Model - L	COMING 10-540-K1	AS FIT	Installed/Ad	ctivated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warning		
Max Gross Wt - 3400	Engine Type - R				, 0,000	, 20
No. of Seats - 7	Rated Power -					
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t		RPORT/STRIP		
Method - N/A	BETHEL , AK	-	· · · · ·	,		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - IMC	QUINHAGAK.AK					
Wind Dir/Speed- CALMABLE	desta lucini è un		Runway	Ident -	N/A	
Visibility - 1.000 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 1000 FT SCAT		- NONE		Surface -		
	CAST Type of Clearance			Status -		
Obstructions to Vision- FOG	Type Apch/Lndg	- NONE	Kullway	Jacas	14/ A	
Precipitation - SNOW	Type Apcily Ellog	NONE				
Condition of Light - NIGHT(DARK)						
- NIGHT (DARK)						
Personnel Information						
Pilot-In-Command	Age - 22				WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fl	ight Time (H			
COMMERCIAL	Current - YES	Total -	1400			
SE LAND, SE SEA	Months Since - 7 Aircraft Type - DHC-2	Make/Model-	65 30	Last 30	Days-	65
	Aircraft Type - DHC-2	Instrument-	30	Last 90	Days-	225
		Multi-Eng -			aft - UN	
Instrument Rating(s) - NONE						
Narrative						
E AIRCRAFT CRASHED ON THE FROZEN LEVEL TUND	DA AT NICHT WHILE ON A DAD	T 125 ATD TAYT EL	TOUT FROM PE	THEL TO OUT	NHACAKT	
ASKA. THE INVESTIGATION REVEALLED THE COMME					WINGART	
ECK RIDE OR COMPETENCY CHECK. THE PILOT'S C						
ILON NIDE OR COMPETENCY CHECK. THE PILOT 3 C						
MODE THAN SO MILE COOSE COUNTRY STROUT AT						
MORE THAN 50 MILE CROSS COUNTRY FLIGHT. AT LOT DID NOT RECEIVE A WEATHER BRIEFING.	TIME OF THE ACCIDENT THE	MEATHER MAS BELUM	VIR CONDITT	UNS AND THE		

File No	1762 11/16/85	QUINHAGAK,AK	A/C Reg. No. N74DJ	Time (Lc1) - 1920 AST
	IN FLIGHT COLLIS DESCENT - NORMAL	•		
3. IMPROPER U 4. INAU 5. WEATHER CONDITION 6. IN-FLIGHT PU 7. IMPROPER U 8. LIGHT CONDITION 9. VFR FLIGHT 10. IMPROPER U 11. PROPER ALTITUU 12. IMPROPER U 13. PROCEDURES/DI 14. IMPROPER U	LANNING/PREPARATION USE OF PROCEDURE - POEQUATE SURVEILLANCE TION - LOW CEILING LANNING/DECISION - N USE OF PROCEDURE, OVE DN - DARK NIGHT UNTO IMC - INTENTION USE OF PROCEDURE, COM DE - NOT MAINTAINED USE OF EQUIPMENT/AIR RECTIVES - NOT FOLLO USE OF EQUIPMENT/AIR	OF OPERATION - FAA(OR OT PERFORMED - PILOT I OR CONFIDENCE IN PERSON IAL - PILOT IN COMMAND IPANY-INDUCED PRESSURE - PILOT IN COMMAND ICRAFT, IMPROPER TRAININ INCOMMAND ICRAFT, IMPROPER INITIAL	COMMAND RGANIZATION) IN COMMAND JAL ABILITY - PILOT IN COMMAND - COMPANY/OPERATOR MGMT JG - COMPANY/OPERATOR MGMT	
	IN FLIGHT COLLIS DESCENT - UNCONT			
16. TERRAIN CONDI				
Probable Cause				
	oortation Safety Boa 2,6,9,11,12,13,14,15		e Probable Cause(s) of this accid	ent
Factor(s) relating	to this accident is	s/are finding(s) 1,3,4,	5,7,8,10	

Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Dama	age		Injuri	ies	
,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,,		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONA	L	Fire	Crew	0	· 1	0	0
Flight Conducted Under -14 CFR	91	NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - PIRER J3C-65		Model - CONTINE	NTAL 0-200-A	ELT	Installed/Ad	ctivated	- NO -N/
Landing Gear - TAILWHEEL-ALL FIXE	D Number Eng	gines - 1		S	tall Warning	y System	- YES
Max Gross Wt - 1220	Engine Type	oe - RECIPRO	CATING-CARBUR	ETOR			
No. of Seats - 2	Rated Powe	er - 65 M	-IP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRI	EFING Last Depart	ture Point		OFF AI	RPORT/STRIP		
Method - N/A	DOTHAN, AL	L			-		
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL			•			
Wind Dir/Speed- 100/004 KTS				Runway	Ident -	N/A	
Visibility - 2.500 SM	ATC/Airspace			Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - 800 FT		ight Plan - NON		Runway	Surface -	N/A	
Lowest Ceiling / - 800 FT	BROKEN Type of Cle	earance - NON	E	Runway	Status -	N/A	
Obstructions to Vision- HAZE		Lndg - NON		•			
Precipitation - NONE		-					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 25 Biennial Flight F	Medi	cal Certifica			WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	ht Time (H	ours)		
COMMERCIAL	Current	- NO	Total - Make/Model- Instrument-	1347	Last 24	Hrs -	1
SE LAND	Months Since	- UNK/NR I	Make/Mode1-	33	Last 30	Days-	40
HELICOPTER	Aircraft Type	e - UNK/NR	Instrument-	48	Last 90	Days-	132
		I	Multi-Eng -	2	Rotorcra	aft -	1168
Instrument Rating(s) - AIRPLA							
Narrative							
TNESS RELATED THAT SHE OBSERVED THE	ACET ELVING LOW OVER EL	TELDO AND TREEC	CUE LOCK CI		ACET AC IT	WENT	
IND A BEND IN THE ROAD. WHEN SHE ROUN							
UALLY STRAIGHT UP. THE PLT SAID THAT							
DALLI SIKAIGHI UP. IHE PLI SAID IHAI	D LEVEL AT 90 MPH AT 10		SEQUENCE. AC	COKDING IO	THE PLI INC	LASI	

6/28/85 DOTHAN, AL A/C Reg. No. N151A Time (Lc1) - 1020 CDT File No. - 1621 Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. BUZZING - PERFORMED - PILOT IN COMMAND 2. UNDETERMINED Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 3. TERRAIN CONDITION - OPEN FIELD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1

Aircraft SUBSTANT Fire NONE Ing Make/Model - CONT Jumber Engines - 1 Engine Type - RECI Rated Power - Decrary Est Departure Point GENEVA, AL Stination LOCAL	TIAL Cr Pa TINENTAL 0-200	S BURETOR Airport	Injuri Serious 0 0 Installed/Actall Warning Proximity RPORT/STRIP	Minor 0 0	
Number Engines - 1 Engine Type - RECI Rated Power - 1 There is a second of the second	IPROCATING-CARE	S BURETOR Airport	tall Warning		
ast Departure Point GENEVA,AL stination					
pe of Clearance -	NONE	Runway Runway	MUNI Ident - Lth/Wid - Surface -	ASPHALT	
Flight Review rent - UNK/NR ths Since - UNK/NR craft Type - UNK/NR	Total Total Make/Model Instrument Multi-Eng	light Time (H - 6000 - UNK/NR - UNK/NR - UNK/NR	lours) Last 24 Last 30 Last 90 Rotorcra	Hrs - U Days- U Days- U aft - U	NK/NR NK/NR NK/NR
	rpe of Flight Plan - rpe of Clearance - rpe Apch/Lndg - 64 I Flight Review rent - UNK/NR ths Since - UNK/NR craft Type - UNK/NR	rpe of Flight Plan - NONE rpe of Clearance - NONE rpe Apch/Lndg - NONE 64 Medical Certif Flight Review F rent - UNK/NR Total ths Since - UNK/NR Make/Model craft Type - UNK/NR Instrument Multi-Eng AFTER TAKEOFF. INSTRUCTOR SAID FLA	rpe of Flight Plan - NONE Runway rpe of Clearance - NONE Runway rpe Apch/Lndg - NONE 64 Medical Certificate - VALID Flight Review Flight Time (H rent - UNK/NR Total - 6000 ths Since - UNK/NR Make/Model- UNK/NR craft Type - UNK/NR Instrument- UNK/NR Multi-Eng - UNK/NR AFTER TAKEOFF. INSTRUCTOR SAID FLAPS WOULD NOT DLD HIM FLAPS WOULD NOT RETRACT AFTER FINAL LAN	AFTER TAKEOFF. INSTRUCTOR SAID FLAPS WOULD NOT RETRACT WHIL	Runway Surface - ASPHALT Runway Surface - ASPHALT Runway Status - DRY Pe of Clearance - NONE Runway Status - DRY Medical Certificate - VALID MEDICAL-WAIVERS/LI Flight Review Flight Time (Hours) Pent - UNK/NR Total - 6000 Last 24 Hrs - U Pent Since - UNK/NR Make/Model - UNK/NR Last 30 Days - U Peraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - U Multi-Eng - UNK/NR Rotorcraft - U METER TAKEOFF. INSTRUCTOR SAID FLAPS WOULD NOT RETRACT WHILE IN DLD HIM FLAPS WOULD NOT RETRACT AFTER FINAL LANDING. FUSE WAS

Time (Lc1) - 1855 CDT File No. - 1727 7/09/85 GENEVA, AL A/C Reg. No. N1734Q Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION TAXI - FROM LANDING Phase of Operation Finding(s) 1. FLT CONTROL SYST, WING FLAP CONTROL - INOPERATIVE 2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND(CFI) 3. FLT CONTROL SYST, WING FLAP CONTROL - UNDETERMINED 4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND(CFI) 5. JUDGEMENT - POOR - PILOT IN COMMAND(CFI) 6. RAISING OF FLAPS - NOT ATTAINED - PILOT IN COMMAND(CFI) IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 7. CLIMB - NOT POSSIBLE - PILOT IN COMMAND 8. STALL/MUSH - PERFORMED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

File No 1793 10	/10/85 C	HAPMAN,AL	A/C Re	g. No. N7451F		Τ.	ime (Lc1)	- 1515 C	DT
Basic Information Type Operating Certifica	te-EXTERNAL	LOAD	Aircraft				•	uries	
Type of Operation Flight Conducted Under Accident Occurred During	-14 CFR 1 -TAKEOFF	PPLICATION 33	DESTROY Fire NONE	1	Crew Pass	Fatal O O	Serious O O	Minor 1 1	None O O
Aircraft Information Make/Model - HUGHES 2 Landing Gear - SKID . Max Gross Wt - 1670 No. of Seats - 3			Eng Make/Model - LYC Number Engines - 1 Engine Type - REC	OMING HIO-360		St	Installed, tall Warn	ing Syste	d - NO -N/ m - NO
Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 350/06 Visibility - 7.0 Lowest Sky/Clouds -	ORD OF BRIE O KTS SM CLEAR - NONE - NONE - NONE	It FING C	cinerary Last Departure Point CHAPMAN,AL Destination LOCAL C/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg			Airport F OFF AIF irport Da Runway Runway Runway	Proximity RPORT/STR	IP - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s COMMERCIAL,CFI SE LAND HELICOPTER	- HELICOP	Bienni Cu Mc Ai	28 al Flight Review urrent - NO onths Since - 12 ircraft Type - UNK/NR	Total Make/Mode	Flight - 3	: Time (Ho :167 :500	ours) Last Last Last	24 Hrs - 30 Days-	UNK/NR UNK/NR 114

File No. - 1793

10/10/85

CHAPMAN.AL

A/C Reg. No. N7451F

Time (Lc1) - 1515 CDT

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation - TAKEOFF - INITIAL CLIMB

Finding(s)

- 1. OBJECT TREE(S)
- 2. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY EXCEEDED
- 3. PROCEDURES/DIRECTIVES IMPROPER USE OF PILOT IN COMMAND
- 4. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY PILOT IN COMMAND
- 5. AIRCRAFT PREFLIGHT IMPROPER USE OF PILOT IN COMMAND
- 6. CHECKLIST IMPROPER USE OF PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENERA	M AVIATION) Aircra	ft Damage		Injur	ies	
Type operating berith reate None (delien		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	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 152	Eng Make/Model - L			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnin	g System	- YES
Max Gross Wt - 1670		ECIPROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power -	110 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t	OFF AI	RPORT/STRIP		
Method - N/A	CROSS CITY,FL					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	HUNTSVILLE, AL		HUNTSV			
Wind Dir/Speed- 070/005 KTS					N/A	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 5500 FT SCAT					GRASS/TU	RF
Lowest Ceiling - 9000 FT OVER Obstructions to Vision- NONE			Runway	Status -	DRY	
	Type Apch/Lndg	- STRAIGHT-IN				
Precipitation - NONE Condition of Light - DAYLIGHT		FULL STOP				
Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 51 Biennial Flight Review	Medical Certifica	te - VALID ht Time (H		WAIVERS/	CIMII
PRIVATE	Current - YES	Total -		Last 24	Hre -	5
SE LAND, ME LAND	Months Since - 3	Make/Model-	150	Last 30		6
SE LAND, ME LAND	Aircraft Type - UNK/N		0	Last 90		10
	Arrestatic Type Staty A	Multi-Eng -	166	2001 00	54,5	, ,
		, .				
Instrument Rating(s) - NONE						
Narrative						

File No. - 1792 11/24/85 HUNTSVILLE.AL A/C Reg. No. N45920 Time (Lc1) - 1700 CST LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 3. JUDGEMENT - POOR - 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) 4. TERRAIN CONDITION - GROUND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 2,3

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

	OSCOW,AR A/C Re	eg. No. N9060P		ime (Lc1) -		
-Basic Information Type Operating Certificate-NONE (GEN				Injur		
Time of Openstion DEDCOMAL	DESTROY		Fatal	Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9	Fire ON GROU	Crew JND Pass	1	0	0	0
Accident Occurred During -DESCENT	UN GROU	Pass		O	O	U
-Aircraft Information						
Make/Model - PIPER PA-18-150	Eng Make/Model - LYC			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warnin	ng Syst em	- NO
Max Gross Wt - 1750	Engine Type - REC		ETOR			
No. of Seats - 2	Rated Power -	150 HP				
-Environment/Operations Information			A	D.,		
Weather Data	Itinerary			Proximity	•	
Wx Briefing - NO RECORD OF BRIEF	• • • • • • • • • • • • • • • • • • •		OFF AI	RPORT/STRIP	•	
Method - N/A	PINE BLUFF, AR		Ainmont D	2+2		
Completeness - N/A Basic Weather - VMC	Destination SAME AS ACC/INC		Airport D	ala		
Wind Dir/Speed- 080/005 KTS	SAME AS ACC/ INC		Dunway	Ident -	N/A	
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 4000 FT S	CATTEDED Type of Flight Dian	- NONE			N/A	
Lowest Ceiling - NONE	Type of Clearance	- NONE			N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE	•			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 42	Medical Certifica) WAIVERS,	/LIMIT
	Biennial Flight Review	Flig	ht Time (H			/
Certificate(s)/Rating(s)	Current - YES	Total -		Last 24 Last 30	Hrs - U	
PRIVATE						15
	Current - YES Months Since - 19	Make/Model-				
PRIVATE	Months Since - 19 Aircraft Type - PA-18	Instrument-	0	Last 90		46
PRIVATE	Months Since - 19 Aircraft Type - PA-18	Make/Model- Instrument- Multi-Eng -	0			

File No 1666 8/10/85 MOSCOW,AR	A/C Reg. No. N9060P	Time (Lc1) - 1830 CDT
Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING		
Finding(s) 1. PULL-UP - PERFORMED - PILOT IN COMMAND 2. STALL - INADVERTENT - PILOT IN COMMAND		
Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED		
Finding(s) 3. TERRAIN CONDITION - CROP		
Probable Cause		
The National Transportation Safety Board determines that t	he 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

-Basic Information Type Operating Certificate-NONE (GENERAL AVIATION) Type of Operating Certificate-NONE (GENERAL AVIATION) Type of Operating -BUSINESS Fire Crew 0 0 1 0 Accident Occurred During -14 CFR 91 NONE Pass 0 0 0 0 0 Accident Occurred During -LANDING Aircraft Information Make/Model - MOONEY MK21 Landing Gear - TRICVCLE-RETRACTABLE Max Gross Wt - 2250 No. of Seats - 4 Sengment/Operations Information Weather Data Was Briefing - FSS Method - IN PERSON Completeness - FULL Basic Weather - VMC Wind Dir/Speed- CALM Wind Dir/Speed- CALM Visibility - 5.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Dostructions to Vision-HAZE Precipitation - NONE Dostructions to Vision-HAZE Precipitation - NONE Condition of Light - NIGHTIOARK) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Aircraft Damage SUBSTANTIAL Fire Crew 0 0 1 0 Fire Crew 0 0 0 1 0 Fire Crew 0 0 0 0 O 0 0 0 O 0 0 O 0 0 0 O 0 0 0 O 0 0 0 O 0 0 0 O 0 0 0 O 0 0 0 O 0 0 0 O 0 0 0 O 0 0 0 O 0 0 0 0	Type of Operation -BUSI Flight Conducted Under -14 C	NESS	SUBSTANTIAL		Fatal			
Type of Operation -BUSINESS Fire Crew 0 0 1 0	Flight Conducted Under -14 C				Fatal	Serious	14	
Flight Conducted Under -14 CFR 91 Accident Docurred During -LANDING Aircraft Information Make/Model - MOONEY MK21 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2250 No. of Seats - 4 Rated Power - 180 HP Environment/Operations Information Weather Data Wx Briefing - FSS Method - IN PERSON Completeness - FULL Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 5.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Dost Max Gross Wt - 2250 ATC/Airspace Runway Lth/Wid - N/A Lowest Ceiling - NONE Condition of Light - NIGHT(DARK) Personnel Information Personnel Information Personnel Information Personnel Information Pilot-In-Command Certificate(s)/Rating(s) Biennial Flight Review FORTH WORTH - YES FORTH WORTH - YES FORTH WORTH - YES FORTH WORTH RUNNE Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Forth Worth Runway - YES FORTH WORTH - YES FORTH WORTH - YES FORTH WORTH RUNNE FORTH RUN	Flight Conducted Under -14 C		F :			00000	MILLOL	None
Accident Occurred During -LANDING Aircraft Information Make/Model - MOONEY MK21					0	-		-
-Aircraft Information Make/Model - MODNEY MK21 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2250 No. of Seats - 4 Weather Data Weather Data Weather O - IN PERSON Completeness - FULL Basic Weather - VMC Wind Dir/Speed - CALM Visibility - 5.0 SM Lowest Sky/Cłouds - CLEAR Lowest Sky/Cłouds - CLEAR Dostructions to Vision- HAZE Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE Max Gross Wt - 2250 Number Engines - 1 Eng Make/Model - LYCOMING 10360 AIA ELT Installed/Activated - YES/ND Stall Warning System - YES Number Engines - 1 Stall Warning System - YES National - LYCOMING 10360 AIA ELT Installed/Activated - YES/ND Stall Warning System - YES Number Engines - 1 Stall Warning System - YES Stall Warning System - YES Number Engines - 1 Stall Warning System - YES 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 - 1 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 - 1 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 - 1 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 - 1 Stall Warning System - YES Number Engines - 1 Stall Warning System - YES Number Engines - 1 Stall Warning System - YES Number Engines - 1 Stall Warning Maxer Stall	Accident occurred buring -LAND	ING	· · · · · ·		_	-		0
Make/Model - MOONEY MK21	Aircraft Information							
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2250 No. of Seats - 4 Rated Power - 180 HP Environment/Operations Information Weather Data Wx Briefing - FSS Method - IN PERSON Completeness - FULL Basic Weather - VMC Wind Dir/Speed - CALM Visibility - 5.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Destination Survey Archive of Clearance - IFR Destination - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE Number Engines - 1 Stall Warning System - YES Engine Type - RECIP-FUEL INJECTED Rated Power - 180 HP Stall Warning System - YES Engine Type - RECIP-FUEL INJECTED Rated Power - 180 HP Stall Warning System - YES Engine Type - RECIP-FUEL INJECTED Rated Power - 180 HP Stall Warning System - YES Engine Type - RECIP-FUEL INJECTED Rated Power - 180 HP Stall Warning System - YES Engine Type - RECIP-FUEL INJECTED Rated Power - 180 HP Stall Warning System - YES Engine Type - RECIP-FUEL INJECTED Rated Power - 180 HP Stall Warning System - YES Engine Type - RECIP-FUEL INJECTED Rated Power - 180 HP Stall Warning System - YES Engine Type - RECIP-FUEL INJECTED Rated Power - 180 HP Airport Proximity OFF AIRPORT/STRIP Destination OFF AIRPORT/STRIP OFF AIR		Fng Make/Mo	ndel - LYCOMING	TO360 ATA	FIT Tr	nstalled/A	ctivated -	YES/NO
Max Gross Wt - 2250 No. of Seats - 4 Rated Power - 180 HP Environment/Operations Information Weather Data W Briefing - FSS Method - IN PERSON Completeness - FULL Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 5.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Destination Lowest Ceiling - NONE Destination Type of Flight Plan - IFR Destination NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE Mairport Proximity Airport Proximity DFF AIRPORT/STRIP Airport Data Airport Da	· · · · · · · · · · · · · · · · · · ·							
No. of Seats - 4 Rated Power - 180 HP Environment/Operations Information Weather Data Wx Briefing - FSS Method - IN PERSON Completeness - FULL Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 5.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE Airport Proximity OFF AIRPORT/STRIP Airport Data Airport Proximity OFF AIRPORT/STRIP Airport Poximity OFF AIRPORT/STRIP Airport Proximity OFF AIRPORT/STRIP Airport Proximity OFF AIRPORT/STRIP OFF AIRPORT/STRIP Airport Data OFF AIRPORT/STRIP Airport Proximity OFF AIRPORT/STRIP					5	211 War 1111	g Jyotem	125
Weather Data Wx Briefing - FSS Method - IN PERSON Completeness - FULL Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 5.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE Wx Briefing - FSS BIRMINGHAM, AL Destination Paint Point BIRMINGHAM, AL Destination Airport Data Airport Proximity OFF AIRPORT/STRIP Airport Proximity OFF AIRPORT/STRIP OFF AIRPORT								
Weather Data Wx Briefing - FSS Method - IN PERSON Completeness - FULL Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 5.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE Wx Briefing - FSS BIRMINGHAM, AL Destination Paint Point BIRMINGHAM, AL Destination Airport Data Airport Proximity OFF AIRPORT/STRIP Airport Proximity OFF AIRPORT/STRIP OFF AIRPORT	Environment/Operations Informatio	n						
Wx Briefing - FSS	• •				Airport Pr	roximity		
Method - IN PERSON BIRMINGHAM, AL Completeness - FULL Destination Airport Data Basic Weather - VMC FORTH WORTH, TX Wind Dir/Speed- CALM Runway Ident - N/A Visibility - 5.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - IFR Runway Surface - DIRT Lowest Ceiling - NONE Type of Clearance - IFR Runway Status - WET Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 50 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1105 Last 24 Hrs - 3			ure Point					
Completeness - FULL Basic Weather - VMC Basic Weather - VMC Basic Weather - VMC Basic Weather - VMC FORTH WORTH,TX Wind Dir/Speed- CALM Visibility - 5.0 SM ATC/Airspace Runway Ident - N/A ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - IFR Runway Surface - DIRT Type of Clearance - IFR Runway Status - WET Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 50 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review PRIVATE Current - YFS Total - 1105 Last 24 Hrs - 3					5 1. A2.0	J		
Basic Weather - VMC FORTH WORTH,TX Wind Dir/Speed- CALM Runway Ident - N/A Visibility - 5.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - IFR Runway Surface - DIRT Lowest Ceiling - NONE Type of Clearance - IFR Runway Status - WET Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 50 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Total - 1105 Last 24 Hrs - 3			,, AL		Airport Dat	ta .		
Wind Dir/Speed- CALM Visibility - 5.0 SM			TH: TX		711 por c bu			
Visibility - 5.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - IFR Runway Surface - DIRT Lowest Ceiling - NONE Type of Clearance - IFR Runway Status - WET Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 50 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1105 Last 24 Hrs - 3		TOKITI WOK	111, 12		Punway 1	ident -	N/A	
Lowest Sky/Clouds - CLEAR Type of Flight Plan - IFR Runway Surface - DIRT Lowest Ceiling - NONE Type of Clearance - IFR Runway Status - WET Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 50 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1105 Last 24 Hrs - 3		ATC/Airenace						
Lowest Ceiling - NONE Type of Clearance - IFR Runway Status - WET Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 50 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1105 Last 24 Hrs - 3			ab+ Dlan - TED					
Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 50 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1105 Last 24 Hrs - 3								
Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 50 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1105 Last 24 Hrs - 3					Kullway .	latus	WEI	
Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 50 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1105 Last 24 Hrs - 3		Type Apcn/Li	nag - Nuive					
Personnel Information Pilot-In-Command Age - 50 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE - YES Total - 1105 Last 24 Hrs - 3		(DARK)						
Pilot-In-Command Age - 50 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1105 Last 24 Hrs - 3		(DAKK)						
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE - YFS Total - 1105 Last 24 Hrs - 3								
PRIVATE Current - YES Total - 1105 Last 24 Hrs - 3							IVERS/LIM	ΙΤ
PRIVATE Current - YES Total - 1105 Last 24 Hrs - 3 SE LAND Months Since - UNK/NR Make/Model- 540 Last 30 Days- UNK/NR Aircraft Type - M20E Instrument- 119 Last 90 Days- 44		•	eview					
SE LAND Months Since - UNK/NR Make/Model- 540 Last 30 Days- UNK/NR Aircraft Type - M20E Instrument- 119 Last 90 Days- 44	PRIVATE	Current	- YES To					
Aircraft Type - M20E Instrument- 119 Last 90 Days- 44	SE LAND	Months Since	- UNK/NR Ma	ke/Mode1-	540	Last 30	Days- UN	
		Aircraft Type	- M2OE In	strument-	119	Last 90	Days-	44
Instrument Rating(s) - AIRPLANE	Instrument Rating(s) - AIR	PLANE						
Instrument Pating(s) - AIPPLANE	Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 50 Biennial Flight Ro Current Months Since Aircraft Type	eview - YFS To	Flightal -	nt Time (Hou 1105	urs) Last 24	Hrs -	3

File No. - 1773 10/24/85 A/C Reg. No. N3399X WARREN, AR Time (Lc1) - 2150 CDT Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE INSTRUMENTS, DIL PRESSURE GAGE - PRESSURE TOO LOW 2. LUBRICATING SYSTEM - FAILURE PARTIAL Occurrence #2 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation MANEUVERING Finding(s) 3. ENGINE ASSEMBLY, BEARING - FAILURE, TOTAL 4. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL 5. FLUID, OIL - STARVATION Occurrence #3 FORCED LANDING Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) IN FLIGHT COLLISION WITH TERRAIN Occurrence #4 Phase of Operation Finding(s) 6. TERRAIN CONDITION - GROUND 7. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 2,3,4,5,7$ Factor(s) relating to this accident is/are finding(s) 6

Carried and Comment of the Carried and Car

Type Operating Certificate	-NONE (GENERAL		aft Damage				uries	A1
Type of Operation Flight Conducted Under Accident Occurred During		Fire NONE		Crew Pass	Fatal O O	Serious O O	Minor O O	None 2 0
Aircraft Information								
Make/Model - CESSNA 152 Landing Gear - TRICYCLE-F Max Gross Wt - 1670		Eng Make/Model - Number Engines - Engine Type -	1		5		/Activated ing System	
No. of Seats - 2		Rated Power -	115 HP					
Environment/Operations Infor	mation							
Weather Data Wx Briefing - FSS Method - TELETYPE		Itinerary Last Departure Poi LITTLE ROCK.AR	nt			Proximity RPORT/STR		
Completeness - WEATHER Basic Weather - VMC	NOT PERTINENT	Destination MEMPHIS,TN			Airport D			
Wind Dir/Speed- 330/011 Visibility - 15.0 Lowest Sky/Clouds -	SM	ATC/Airspace Type of Flight Pla	ın - VFR		Runway	/ Ident / Lth/Wid / Surface	- N/A - N/A - GRASS/TU	RF
Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light -	NONE	Type of Clearance Type Apch/Lndg		ANDING		Status	- DRY	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)		Age - 32 Biennial Flight Review			e - VALID		WAIVERS/LIM	IT
ATP,CFI SE LAND,ME LAND		Current - YES Months Since - UNK/ Aircraft Type - UNK/	Total 'NR Make/ 'NR Instr	- T Model- ument- -Eng -	1500 220	Last	24 Hrs - 30 Days- UN 90 Days-	3 K/NR 60
	- AIRPLANE							

File No. - 1770 11/04/85 A/C Reg. No. N68414 HUGHES, AR Time (Lcl) - 1530 CST Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL 2. MAINTENANCE, MAJOR REPAIR - DELAYED - OTHER MAINTENANCE PSNL Occurrence #2 FORCED LANDING Phase of Operation CRUISE - NORMAL Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - NONE SUITABLE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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

File No 1625 6/23/85 GLEND	ALE,AZ A/C R	eg. No. N17RM	т	ime (Lc1)	- 0700 MST	-
Type Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	L AVIATION) Aircraf DESTRO Fire NONE	t Damage YED Crew Pass		Inju Serious 1		None O O
Aircraft Information Make/Model - STARDUSTER II Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1100 No. of Seats - 1	Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power -			Installed/ tall Warni		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed VARIABLE Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	GLENDALE,AZ Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan Type of Clearance	- NONE	OFF AI Airport D GLENDA Runway Runway Runway	L MUNICIPA Ident Lth/Wid Surface	L - 17 - 2400/	50
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP,CFI SE LAND,ME LAND Instrument Rating(s) - AIRPLANE	Age - 40 Biennial Flight Review Current - YES Months Since - 8 Aircraft Type - UNK/NR	Total - Make/Model-	ht Time (H 4137 11 182	lours) Last 2 Last 3	4 Hrs - O Days- UN	1

File No. - 1625 6/23/85 GLENDALE, AZ A/C Reg. No. N17RM Time (Lc1) - 0700 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PULL-UP - EXCESSIVE - PILOT IN COMMAND

- 2. AIRSPEED NOT MAINTAINED PILOT IN COMMAND
- 3. STALL
- 4. VISUAL LOOKOUT INADEQUATE PILOT IN COMMAND
- 5. RADIO COMMUNICATIONS NOT MAINTAINED PILOT OF OTHER AIRCRAFT

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

----Probable Cause----

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

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

File No 1729 6/27/85 AJO,A	Z A/C R	eg. No. N8253C	Т	ime (Lcl) -	1150 MST	
Basic Information		, , , ,				
Type Operating Certificate-ON-DEMAND AI		t Damage		Injur		
Name of Carrier -HUDGIN AIR S		/ED	Fatal	Serious	Minor	None
Type of Operation -NON SCHED,DO	MESTIC, PASSENGER Fire	Crev	, 0	0	0	1
Flight Conducted Under -14 CFR 135	ON GRO	JND Pass	. 0	0	0	2
Accident Occurred During -STANDING						
Aircraft Information						
Make/Model - PIPER PA-28-236	Eng Make/Model - LY	COMING 0-540-J3A50		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnin	g System	- YES
Max Gross Wt - 1610	Engine Type - RE	CIPROCATING-CARBUR	RETOR			
No. of Seats - 4	Rated Power -	235 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - FSS	Last Departure Point		ON AIR	PORT		
Method - TELEPHONE	UNK/NR					
Completeness - WEATHER NOT PERTINENT	Destination		Airport D	ata		
Basic Weather - VMC	TUCSON, AZ		AJO			
Wind Dir/Speed- CALM	·		Runway	Ident -	UNK/NR	
Visibility - 50.0 SM	ATC/Airspace		Runway	Lth/Wid -	UNK/NR	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- VFR	Runway	Surface -	UNK/NR	
Lowest Ceiling - NONE	Type of Clearance				UNK/NR	
Obstructions to Vision- NONE		- NONE			•	
Precipitation - NONE	. , ,					
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 54	Medical Certifica	+e - VALTD	MEDICAL -WA	TVFDS/LTM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Review		ant Time (H		IVENS/ CIM	
ATP	Current - YES	Total -		Last 24	Hnc -	1
SE LAND, ME LAND	Months Since - 3	Make/Model-		Last 30		
SE LAND, ME LAND	Aircraft Type - PA-28-			Last 90	Days	167
	ATTICITATE Type - PA-28-	Multi-Eng -		-	aft - UN	
Instrument Rating(s) - AIRPLANE						
Narrative						
ILE ATTEMPTING TO START THE ENGINE FOR A PL	ANNED AIR TAXI FLIGHT UNDER	CONDITIONS INCLU	ING AN OUT	SIDE AIR		
MP OF 118 DEGS F, A FIRE ERUPTED IN THE ENG	INE COMPARTMENT. THE OCCUPA	NTS SAFETY EVACUAT	TED THE ACF	T & HAD TO		
LK 1/4 OF A MILE TO OBTAIN ASSISTANCE. 15 M	IN LATER FIRE TRUCKS FROM T	HE VOLUNTEER FIRE	DEPT. ARRI	VED ON SCEN	ΙE	
EXTINGUISHED THE FIRE. THE ACFT WAS VIRTUAL	LY COMSUMED BY THE FIRE. &	THE FUEL FED FIRE	S POINT OF	ORIGIN IN		
				=		
E ENGINE COMPARTMENT WAS NOT ASCERTAINED.						

File No 1729	6/27/85	AJO,AZ	A/C Reg. No. N8253C	Time (Lc1) - 1150 MST
Occurrence FIRE Phase of Operation STAN	DING - START	ING ENGINE(S)		
Finding(s) 1. FLUID,FUEL - LEAK				
Probable Cause				

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

File No 1698 5	/19/85 	COALINGA	, CA	A/C Reg.	No. N6927P		T 	ime (Lc1) - 	1140 PD	Г
Basic Information Type Operating Certifica	te-NONE	(GENERAL AV	/IATION)	Aircraft D	amage			In	juri	es	
, <u> </u>		•	- · · · ,	SUBSTANTI		F	atal	Serious	•	Minor	None
Type of Operation	-PERSO	NAL		Fire	C	rew	0	0		0	1
Flight Conducted Under				NONE	F	ass	0	0		0	4
Accident Occurred During	-LANDII	NG		. 							
Aircraft Information											
Make/Model - PIPER PA			Eng Make/Mod		ING 0-540-A1	A5		Installe			
Landing Gear - TRICYCLE	-RETRACT	ABLE	Number Engir					tall Warı	ning	System	- YES
Max Gross Wt - 2900			Engine Type			BURETOR	}				
No. of Seats - 4			Rated Power	- 25	O HP						
Environment/Operations Inf	ormation										
Weather Data			Itinerary			Ai	rport	Proximity	y		
Wx Briefing - UNK/NR			Last Departur	e Point			ON AIR	PORT			
Method - UNK/NR			LAS VEGAS,N	IV							
Completeness - UNK/NR			Destination				port D				
Basic Weather - VMC			COALINGA, CA	L				AGROWES'			
Wind Dir/Speed- 220/00								Ident		UNK/NR	
Visibility - 30.0			ATC/Airspace					Lth/Wid			JNK/NR
Lowest Sky/Clouds -			Type of Fligh					Surface		ASPHALT	
	- NONE		Type of Clear				Runway	Status	-	DRY	
Obstructions to Vision			Type Apch/Lnd	ig - G	O AROUND						
	- NONE										
Condition of Light	- DAYLIG	HT 									
Personnel Information											
Pilot-In-Command		_	e - 49		dical Certif				-NO	WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Bie	ennial Flight Rev			light 1					_
PRIVATE				YES	Total		50	Last			0
SE LAND			Months Since - Aircraft Type -	13	Make/Model		50	Last	30	Days- U	
			Aircraft Type -	UNK/NR	Instrument	: -	7	Last	90	Days-	30
Instrument Rating(s)	- NONE										
Manuelina											
Narrative PLT MISTAKENLY LANDED ON A					E A GO AROUN	ID DUE 1	O A GU	ST OF WI	ND.	THE	
STRUCK A DIRT BERM WITH T	HE DICHT	WINC AND '	THE DICHE MATSI A								

File No. - 1698 5/19/85 COALINGA, CA A/C Reg. No. N6927P Time (Lc1) - 1140 PDT

ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING

Finding(s)

1. TERRAIN CONDITION - DIRT BANK

- 2. LANDED AT WRONG AIRPORT - PILOT IN COMMAND
- 3. WEATHER CONDITION CROSSWIND
- 4. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND

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 1627 6/12/85 GARBE	RVILLE,CA A/C Reg	. No. N12385			- 1635 PD	
Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft SUBSTANT		Fata1		uries Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	Fire NONE	Crew	0	0	0	1
Aircraft Information Make/Model - CES\$NA 172M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	J), -	MING 0-320-E2D PROCATING-CARBURE 50 HP	S.		/Activated	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 315/015 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/INC Destination WILLITS,CA ATC/Airspace Type of Flight Plan - Type of Clearance -		ON AIR Airport Da BIG FLA Runway Runway Runway	ata	- 27 - 2500 - GRAVEL	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	•	Total -	nt Time (Ho	ours) Last :	WAIVERS/LI 24 Hrs - U 30 Days- U 90 Days-	INK/NR INK/NR
Instrument Rating(s) - NONE						
Narrative HE PLT TOOK OFF IN A RIGHT QUARTERING X-WIND ND 30 GALS OF FUEL ON BOARD. THE RWY WAS 250 IND PUSHED THE ACFT OFF THE LEFT SIDE OF THE ORIZONTAL STABILIZER CONTACTED A MOUND OF DI HICH CONTINUED FLT TO IT'S PREPLANNED DESTIN	O FT IN LENGTH. THE PLT STATE RWY. THE ACFT WAS STILL LOW RT WHICH WAS 2 TO 3 FT HIGH.	D THAT IMMEDIATED ENOUGH TO THE GRO	Y AFTER L	IFTOFF A (ITS LANDII	GUST OF NG GEAR AN	D

File No. - 1627

6/12/85

GARBERVILLE, CA

A/C Reg. No. N12385

Time (Lc1) - 1635 PDT

Occurrence

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

2. WEATHER CONDITION - CROSSWIND

----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 (GENERAL	L AVIATION) Aircraft	Damage		Inju	ries	
Type operating out the reads many (agreement	SUBSTAN		Fatal			None
Type of Operation -INSTRUCTIONAL		Crew	0	0	0	2
Flight Conducted Under -14 CFR 91	UNK/NR	Pass	Ō	Ô	Ö	0
Accident Occurred During -DESCENT	·					
-Aircraft Information						
Make/Model - CESSNA 152II	Eng Make/Model - LYC	OMING 0-235-L2C			Activated	
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warni	ng System	- YES
Max Gross Wt - 1670	Engine Type - REC		ETOR			
No. of Seats - 2	Rated Power -	110 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR	PORT		
Method - N/A	FREMONT, CA					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	SAN CARLOS,CA		FREMON			
Wind Dir/Speed- 315/002 KTS					- 31	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid		40
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -			Surface		
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 65	dodinol Contition	VALTD	MEDICAL - W	ATVERE /LIM	
Certificate(s)/Rating(s)	Biennial Flight Review	Medical Certifica	ht Time (H		AIVERS/LIM	11
ATP.CFI	Current - YES	Total -		Last 2	4 Hnc -	3
SE LAND, ME LAND	Months Since - 14				O Days- UN	_
SE EAND, ME CAND	Aircraft Type - UNK/NR				O Days ON	
	ATTOTATE Type UNK/INK	Multi-Eng -		Last 5	O Days	102
		. Marci Eng	223			
Instrument Rating(s) - NONE						
-Narrative						
ACFT CONTACTED THE TERRAIN AFTER DRAGGING	A WING DUDING AN ATTEMPTED	SOFT FID TAKEOFF	THE STUDE	NT DIT DED	OPTED	
ACFT VEERED RIGHT ON TAKEOFF AND THE LEFT						
TACTED THE TERRAIN AND THE NOSE GEAR COLLA						
	. NO FLT CONTROL FAILURE/MAL			TEM TING T	O OI LINAIL	

File No 16	28 6/14/85 FREMONT,CA	A/C Reg. No. N4	4932P Time (Lc1) - 0915 PDT
	LOSS OF CONTROL - IN FLIGHT TAKEOFF - INITIAL CLIMB		
	FROL - NOT MAINTAINED - DUAL STUDE - IMPROPER - PILOT IN COMMAND(CFI	1)	·
	DRAGGED WING, ROTOR, POD, OR FLO TAKEOFF - INITIAL CLIMB	DAT	
	RENCE - INADVERTENT - DUAL STUDENT NG - NOT MAINTAINED - PILOT IN COM		
	MAIN GEAR COLLAPSED TAKEOFF - INITIAL CLIMB		
Finding(s) 5. LANDING GEAR,MA	IN GEAR - OVERLOAD		
Probable Cause			·
The National Transpo	rtation Safety Board determines th	nat the Probable Cause(s) of	this accident

File No 1626 6/15/85 HEALD	SBURG,CA A/C Re	g. No. N6721H	т	ime (Lc1) -	- 1700 PDT	
-Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	L AVIATION) Aircraft SUBSTAN Fire NONE	TIAL Crew		Injur Serious O O		None 0 0
Accident Occurred During -LANDING						
-Aircraft Information	Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -		. S	Installed/A		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 300/012 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	HAWTHORNE,CA Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan Type of Clearance	NONE TRAFFIC PATTERN FULL STOP	ON AIR Airport D HEALDS Runway Runway Runway	ata BURG MUNICI	- 31 - 3000/ - ASPHALT	35
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND		Medical Certifica Flig Total - Make/Model-	ht Time (H 715 691	ours) Last 24 Last 30	4 Hrs - O Days- UN	4 IK/NR
Instrument Rating(s) - AIRPLANENarrative E PLT STATED HIS APCH WAS NORMAL BUT WHEN R ADWIND OF 30 KTS. HE THEN APPLIED FULL FLAP AROUND. THE ACFT TOUCHED DOWN AND BOUNCED. E RUNWAY, DOWN AN EMBANKMENT AND INTO A GUL	S. SECONDS LAT ER LIFT WAS L THE PLT STATED A GUST OF X-	OST AND THE PLT A	PPLIED FUL	L PWR FOR	A)

File No. - 1626 6/15/85 HEALDSBURG, CA A/C Reg. No. N6721H Time (Lc1) - 1700 PDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING Finding(s) 1. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 HARD LANDING Phase of Operation LANDING Finding(s) 4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - DITCH Occurrence #4 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5 Factor(s) relating to this accident is/are finding(s) 2,6

Basic Information						
Type Operating Certificate-NONE (GENERAL	•			Injur		
	SUBSTANT		Fatal			None
Type of Operation -PERSONAL	Fire	Crew	o	0	O	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pass	0	0	0	0
Aircraft Information						
Make/Model - PIPER J3C-65	Eng Make/Model - CONT	INENTAL C-85	ELT I	nstalled/A	ctivated	- NO -N/
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		St	all Warning	g System	- UNK/NR
Max Gross Wt - 1220	Engine Type - RECI	PROCATING-CARBURE	ror .	·	-	
No. of Seats - 2	Rated Power -	85 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport P	roximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AIR	PORT/STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport Da	ta		
Basic Weather - VMC	SAME AS ACC/INC		VAN NUY	S		
Wind Dir/Speed- 110/004 KTS					N/A	
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 20000 FT	Type of Flight Plan -			Surface -		
	N Type of Clearance -		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information	•					
	-	edical Certificate			IVERS/LI	MIT
	Biennial Flight Review	Fligh	t Time (Ho			_
PRIVATE	Current - UNK/NR		605	Last 24		
SE LAND	Months Since - UNK/NR		73	Last 30 Last 90	Days- U	NK/NR
	Aircraft Type - UNK/NR	Instrument-				
		Multi-Eng - UN	K/NK	ROTORCE	aft - U	NK/NK
Instrument Rating(s) - NONE						
Narrative						
ENG FAILUE WAS EXPERIENCED WHILE ON FINAL A	PCH TO RWY 16R AND THE PLT F	LECTED TO MAKE THE	F FORCED I	ANDING ON	A SOD	
RM NEAR THE ARPT. HE STATED HE HAD PLENTY OF						
RN TO AVOID LARGE TREES. HE DID NOT SEE A ST						
COLLIDED WITH THE TERRAIN SHORT OF THE PLA						
TERMINED.	· · · · · · · · · · · · ·			•		

File No. - 1659 6/16/85 VAN NUYS, CA A/C Reg. No. N30738 Time (Lc1) - 1421 PDT Occurrence #1 LOSS OF POWER Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) UNDETERMINED Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY Finding(s) 2. OBJECT - UTILITY POLE 3. VISUAL LOOKOUT - INADEQUATE - 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

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

1 TO TO THE TOTAL OF THE TOTAL

-Basic Information		.,	No. N2433			ime (LCI)) - 1950 PD	Г
Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL	· ·	craft D STROYED		Crew	Fatal O		juries s Minor O	None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NE	••	Pass	ŏ	ŏ	ŏ	1
-Aircraft Information								
Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	9 ,.	- 1 - RECIP	ING 0-235- ROCATING-C O HP		S		d/Activated ning System	
-Environment/Operations Information								
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary G Last Departure P SANTA PAULA,CA				Airport OFF AI	Proximity RPORT/STR		
Completeness - N/A Basic Weather - VMC	Destination SAME AS ACC/IN	IC ·		4	Airport D	ata		
Wind Dir/Speed- VARIABLE Visibility - 15.0 SM	ATC/Airspace					Ident		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Flight F Type of Clearand Type Apch/Lndg	e - N	ONE	ING	Runway	Lth/Wid Surface Status	- N/A	
-Personnel Information								
Pilot-In-Command Certificate(s)/Rating(s)	Age - 25 Biennial Flight Review		dical Cert		e - VALID t Time (H		-WAIVERS/LI	NT I
PRIVATE SE LAND	Current - YE Months Since - 23 Aircraft Type - UN	ES 3 NK/NR	Total Make/Mod Instrume			Last	24 Hrs - 30 Days- Ul 90 Days-	1 NK/NR 2
Instrument Rating(s) - NONE	·							

File No. - 1624

6/20/85 FILMORE,CA

A/C Reg. No. N24338

Time (Lc1) - 1950 PDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - RISING

2. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

4. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED

Occurrence #2...

NOSE OVER

Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

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

C4 . 75()

Type Operating Certificate-NONE (GENERAL AVIATION) Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Aircraft Da SUBSTANTIA		Inju	uries	
		iL F	atal Serious		None
Elight Conducted Under - 14 CER 04	Fire	Crew	0 0	0	1
	NONE	Pass	0 0	0	3
Accident Occurred During -DESCENT					
rcraft Information					
	Make/Model - LYCOMI	NG 0-320-D3G	ELT Installed,		
	er Engines - 1		Stall Warn	ing System	- YES
	ne Type - RECIPR				
No. of Seats - 4 Rate	d Power - 160) HP			
nvironment/Operations Information					
eather Data Itinera			rport Proximity		
	Departure Point		OFF AIRPORT/STR	IP	
	CAJON, CA				
Completeness - N/A Destin		Air	port Data		
Basic Weather - IMC UNK	/ NR		.	31/4	
Wind Dir/Speed- 007 KTS			Runway Ident	- N/A	
Visibility - UNK/NR ATC/Air Lowest Sky/Clouds - UNK/NR Type	•		Runway Lth/Wid	•	
Lowest Ceiling - 100 FT OVERCAST Type	of Flight Plan - NO		Runway Surface Runway Status	- N/A - N/A	
	Apch/Lndg - NO		Runway Status	- IV/ A	
Precipitation - NONE	Apeny Eng - No	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			
Condition of Light - DAYLIGHT					
ersonnel Information Pilot-In-Command Age - 2	4 Noo	lical Certificate -	. VALTO MEDICAL-I	NO WATVEDS/	'I TRATT
	ight Review		ime (Hours)	WAIVERS/	LIMI
STUDENT Current	_	Total - UNK/N		24 Hrs - UN	IK/NR
	Since - N/A	Make/Model- UNK/N	R Last		
	t Type - N/A	Make/Model- UNK/N Instrument- UNK/N	IR Last	90 Days- UN	K/NR
	.,,,,,	Multi-Eng - UNK/N		craft - UN	
		,			•
Instrument Rating(s) - NONE					
arrative					
OFT COLLIDED WITH RISING TERRAIN ON A LOCAL FLT. THE	PAX INDICATED THAT	THE PLT WAS FLYTS	IG BELOW THE CLOS	UDS AND	

File No. - 1723 9/04/85 JULIAN, CA A/C Reg. No. N421GS Time (Lc1) - 1030 PDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. VFR FLIGHT INTO IMC - DISREGARDED - PILOT IN COMMAND 3. LIGHT CONDITION - NIGHT 4. WEATHER EVALUATION - NOT UNDERSTOOD - PILOT IN COMMAND 5. JUDGEMENT - POOR - PILOT IN COMMAND 6. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND 7. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 8. TERRAIN CONDITION - HIGH TERRAIN Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,7 Factor(s) relating to this accident is/are finding(s) 1,4,6,8

File No 1722 9/04/85 SAN	JOSE, CA	A/C Reg. No	o. N4597Q	τ	ime (Lc1)	- 1551 P	DT
-Basic Information							
Type Operating Certificate-ON-DEMAND A		Aircraft Dama				ıries	
		SUBSTANTIAL		Fata1	Serious		
Type of Operation -BUSINESS	l	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 402A	Fng Make/Mode	el - CONTINE	NTAL TSIO-520	-F8 FLT	Installed/	'Activate	d - YES/Y
Landing Gear - TRICYCLE-RETRACTABLE	Number Engine				tall Warni		
Max Gross Wt - 6300	Engine Type		IFI INJECTED	ŭ		0,010	
No. of Seats - 9	Rated Power						
NO. OI Seats - 5	Rated Power	- 300	7F 				
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	G Last Departur	e Point		ON AIR	PORT		
Method - N/A	SAN CARLOS.	CA					
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	SAME AS ACC	/TNC			ILLVIEW		
Wind Dir/Speed- 230/010 KTS	OTTINE AS ASS	, 1.10			Ident	- 31R	
Visibility - 25.0 SM	ATC/Airspace				Lth/Wid		75
	TTERED Type of Fligh	+ Plan - NON	-		Surface		
Lowest Ceiling - NONE	Type of Clear					- DRY	• •
Obstructions to Vision- NONE	Type Apch/Lnd		FFIC PATTERN	Ruiway	Status	DKI	
	Type Apch/End						
Precipitation - NONE		FUL	L STOP				
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 59	Medi	cal Certifica	te - VALID	MEDICAL-V	/AIVERS/L	IMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Rev			ht Time (H			
ATP,CFI			Total -		Last 2	24 Hrs -	8
SE LAND.ME LAND	Months Since -		Make/Mode1-			O Days-	UNK/NR
GLIDER	Aircraft Type -	C-402A	Instrument-			O Days-	
GEIDEN	An orare Type			415	2001		200
Instrument Rating(s) - AIRPLANE							
The Commercial Control of the Contro							
-Narrative							
AIRCRAFT LANDED GEAR UP. THE PILOT REPO							

File No. - 1722 9/04/85 SAN JOSE,CA A/C Reg. No. N4597Q Time (Lc1) - 1551 PDT

Occurrence
Phase of Operation

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. GEAR EXTENSION NOT SELECTED PILOT IN COMMAND
- 2. CHECKLIST NOT PERFORMED PILOT IN COMMAND

----Probable Cause----

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

File No 1782 9/0	5/85 HUNTING	GTON BEAC,CA	A/C Reg.	No. N6436G	7	ime (Lc1)	- 1917 PDT	
Basic Information								
Type Operating Certificate	-NONE (GENERAL	AVIATION)	Aircraft Da			Inju		
			DESTROYED		Fatal	Serious		None
	-PERSONAL .		Fire	Cre	-	1	0	0
Flight Conducted Under Accident Occurred During			NONE	Pass	5 0	0	0	0
Accident occurred buring	-LANDING							
Aircraft Information								
Make/Model - CESSNA 150		Eng Make/N	Model - CONTI	NENTAL 0-200-A		Installed/		
Landing Gear - TRICYCLE-F	IXED	Number Eng				tall Warni	ng System	- YES
Max Gross Wt - 1600				ROCATING-CARBU	RETOR			
No. of Seats - 2		Rated Powe	er - 100	O HP				
Environment/Operations Infor	mation							
Weather Data		Itinerary			Airport	Proximity		
Wx Briefing - NO RECOR	D OF BRIEFING	Last Départ	ure Point		ON AIR	-		
Method - N/A		SAME AS A						
Completeness - N/A		Destination			Airport [ata		
Basic Weather - VMC		LONG BEAG	CH,CA		MEADO	/LARK		
Wind Dir/Speed- 210/006	KTS				Runway	/ Ident	- 19	
Visibility - 25.0	SM	ATC/Airspace	•			Lth/Wid		36
Lowest Sky/Clouds -	5000 FT SCATTI	ERED Type of F1	ight Plan - N	ONE	Runway	Surface	- ASPHALT	
Lowest Ceiling -	NONE	Type of Cle	earance - N	ONE			- DRY	
Obstructions to Vision-		Type Apch/l	ndg - N	ONE				
Precipitation -	NONE	•	· ·					
Condition of Light -	DAYLIGHT							
Personnel Information								
Pilot-In-Command		Age - 50	Me	dical Certific	ate - VALIG	MEDICAL-N	O WAIVERS	LIMIT
Certificate(s)/Rating(s)		Biennial Flight F			ght Time (
PRIVATE		Current	- YES	Total -	2570	last 2	4 Hrs -	0
SE LAND					860	Last 3	O Davs- UN	IK/NR
01 20		Months Since Aircraft Type	- UNK/NR	Instrument-	135	Last 9	O Davs-	35
							,	
Instrument Rating(s)	- AIRPLANE							
Manada								
-Narrative	UNINTENDEDN DEA	OLL OA AND CRAC	IED LANDED ON	THE ADDT THE	ACET WAS	ALCIDOVED A	ND THE	
T LOST POWER ON TAKEOFF FROM WAS NOT HURT. EXAMINATION OF					ACFT WAS I	JESIKUYED A	ואט ואב	

9/05/85 HUNTINGTON BEAC.CA File No. - 1782 A/C Reg. No. N6436G Time (Lc1) - 1917 PDT LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND 4. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND 5. JUDGEMENT - POOR - 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 ----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

Type Operating Certificate-NONE (GENERA		craft Damage	· _	Injur		
Type of Operation -BUSINESS		JBSTANTIAL	Fatal		Minor	None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91	Fir		Crew 0 Pass 0	0	1 0	0
Accident Occurred During -LANDING	140		rass 0	Ü	Ū	,
-Aircraft Information						
Make/Model - CESSNA 180B	Eng Make/Model	- CONTINENTAL 0-47		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines			Stall Warning	g System	- YES
Max Gross Wt - 2650		- RECIPROCATING-CA	RBURETOR			
No. of Seats - 4	Rated Power	- 230 HF				
-Environment/Operations Information	_					
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure F	oint	ON AI	RPORT		
Method - TELETYPE	STOCKTON, CA			D - 1 -		
Completeness - WEATHER NOT PERTINENT Basic Weather - VMC		10	Airport			
Wind Dir/Speed- VARIABLE/007 KTS	SAME AS ACC/IN	IC .		RVILLE v Ident -	23	
Visibility - 10.0 SM	ATC/Airspace			y Lth/Wid -	_	75
	TTERED Type of Flight F	Plan - NONE		y Surface -		, 3
Lowest Ceiling - NONE	Type of Clearand				DRY	
Obstructions to Vision- HAZE	Type Apch/Lndg			, •••••		
Precipitation - NONE	,, , , , , , , , , , , , , , , , , , ,					
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 36	Medical Certi	ficate - VALT	D MEDICAL-NO	WATVERS	/I TMTT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time (,	
PRIVATE	Current - YE			Last 24	Hrs -	1
SE LAND, ME LAND	Months Since - 6		1- 146	Last 30	Days- UN	NK/NR
	Aircraft Type - UN		it- UNK/NR	Last 90		
		Multi-Eng	11	Rotorcr	aft - UN	NK/NR
Instrument Rating(s) - NONE						
	RTED ACFT VEERED TO THE					

File No. - 1781 9/05/85 PLACERVILLE.CA A/C Reg. No. N1895X Time (Lc1) - 1530 PDT

Occurrence #1

LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS

- 2. PLANNED APPROACH INADEQUATE PILOT IN COMMAND
- 3. AIRSPEED(VMCG) NOT MAINTAINED PILOT IN COMMAND
- 4. DIRECTIONAL CONTROL NOT ATTAINED PILOT IN COMMAND
- 5. GROUND LOOP/SWERVE NOT CORRECTED PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

Type Operating Certificate-NONE (GENERA	·	ircraft Damage NONE		Fatal	Injur Serious	Minor	None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -UNKNOWN		ire JNK/NR	Crew Pass	2 0	o o	0	0
-Aircraft Information Make/Model - PIPER PA-23-250 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5200 No. of Seats - 3	Number Engine	1 - LYCOMING IO- s - 2 - RECIP-FUEL 1 - 250 HP		S1	installed/£	ng Syst em	- YES
	Itinerary Last Departure	Point			Proximity RPORT/STRIF)	
Method - IN PERSON Completeness - WEATHER NOT PERTINENT Basic Weather - VMC	CAMARILLO,CA		Α	irport Da	•		
Wind Dir/Speed- CALM Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace 'Type of Flight	Plan - NONE			Lth/Wid -	- N/A - N/A - N/A	
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Type of Cleara Type Apch/Lndg			Runway	Status -	- N/A	
-Personnel Information Pilot-In-Command	Age - 62		Certificate			AIVERS/LIM	IT
Certificate(s)/Rating(s) ATP SE LAND,ME LAND	Biennial Flight Revi Current - Months Since - Aircraft Type -	YES Tota 2 Make, 172 Instr	_	/NR 200	Last 24 Last 30 Last 90	4 Hrs - O Days- O Days- raft - UN	7 85 144 K/ŅR
Instrument Rating(s) - AIRPLANE							
-Narrative OCT. 3, 1985, PIPTER PA-23-250 CRASHED INT AC WAS DESTROYED AND THE TWO PLTS WERE FA AN NAVAIDS. THE AC OPERATOR WAS SURE THE W TACT WITH SANTA BARBARA APPROACH CONTROL A HE AC WAS ON COURSE AS SCHEDULED.	TALLY INJURED. THE FL VAY PLTS WERE CORRECT	T WAS TO BE FLOW AND WERE ENTERED	WN ALONG A D PROPERLY.	PREDERMIN THE AC \	NED ROUTE (NAS IN RAD:	JTILIZING IO	

File No. - 1777 10/03/85 SANTA BARBARA.CA A/C Reg. No. N6726Y Time (Lc1) - 2040 PDT

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

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

Basic Information						
Type Operating Certificate-ON-DEMAND AI		t Damage		Injur		N 1
Type of Operation -PERSONAL	SUBSTAI Fire	VIIAL	Fataì O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass	Ö	Ö	Ö	4
Accident Occurred During -LANDING	,,,,,,,	, 400	· ·	·	· ·	·
Aircraft Information						
Make/Model - PIPER PA-32-260	Eng Make/Model - LY	COMING 0-540-E4B5		[nstalled/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnin	g System	- YES
Max Gross Wt - 3400	Engine Type - RE		ETOR			
No. of Seats - 6	Rated Power -	260 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIRF	PORT		
Method - N/A Completeness - N/A	VACAVILLE, CA		44 D			
Basic Weather - VMC	Destination SAME AS ACC/INC		Airport Da	ata SE SKYPARK		
Wind Dir/Speed- 240/005 KTS	SAME AS ACC/INC		•	-	35	
Visibility - 25.0 SM	ATC/Airspace			Lth/Wid -		80
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		80
Lowest Ceiling - NONE	Type of Clearance				DRY	
Obstructions to Vision- NONE	Type Apch/Lndg		Kariway	514145	O	
Precipitation - NONE	Type Apolly Elling	FULL STOP				
Condition of Light - DAYLIGHT		1022 370				
-Personnel Information						
Pilot-In-Command	Age - 21	Medical Certifica			WAIVERS	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		nt Time (Ho			
PRIVATE		Total -		Last 24		. 2
SE LAND	Months Since - 8 Aircraft Type - UNK/NR	Make/Mode1-	16	Last 30 Last 90	Days- UN	NK/NR
	Aircraft Type - UNK/NR	Instrument-	9	Last 90	Days-	56
Instrument Rating(s) - NONE						
Nanativa						
-Narrative ACFT TOUCHED DWN TAIL FIRST DURING LNDGIN	O TO THE DT OF THE DWY THE	DIT INDICATED UE	AS INDCIN	G TN A GUST	TNG	
IND WHICH DRIFTED HIM DURING A NOSE HIGH H					TING	

File No. - 1778 10/08/85 PARADISE,CA A/C Reg. No. N3643W Time (Lc1) - 1027 PDT

Occurrence #1

LOSS OF CONTROL - IN FLIGHT

Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - GUSTS

- 2. PLANNED APPROACH IMPROPER PILOT IN COMMAND
- 3. COMPENSATION FOR WIND CONDITIONS INACCURATE PILOT IN COMMAND
- 4. FLARE MISJUDGED PILOT IN COMMAND
- 5. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND

Occurrence #2 HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

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

Type of Operation -PERSONAL Fire Crew O Flight Conducted Under -14 CFR 91 NONE Pass O Accident Occurred During -DESCENT	erious O O	Minor 1 2	None 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT -Aircraft Information Make/Model - CESSNA 172M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4 -Enyironment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 330/016 KTS Visibility - 60.0 SM Lowest Sky/Clouds - CLEAR Obstructions to Vision- Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information			
Accident Occurred During -DESCENT -Aircraft Information Make/Model - CESSNA 172M		-	0
Make/Model - CESSNA 172M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 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- 330/016 KTS Visibility - 60.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Obstructions to Vision- NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT -Personnel Information			Ü
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 150 HP -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 330/016 KTS Wisibility - 60.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Obstructions to Vision- NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT -Personnel Information			
Max Gross Wt - 2300 No. of Seats - 4 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 150 HP -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 330/016 KTS Visibility - 60.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Destination Airport Data SAME AS ACC/INC NUT TREE Runway Ide Runway Ltr Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Str Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information	talled/Act		
No. of Seats - 4 Rated Power - 150 HP -Environment/Operations Information Weather Data Weather Data Itinerary Last Departure Point Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 330/016 KTS Visibility - 60.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT -Personnel Information	l Warning	System	- YES
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 330/016 KTS Visibility - 60.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information			
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 330/016 KTS Visibility - 60.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 330/016 KTS Visibility - 60.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - NONE Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information	cimity		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 330/016 KTS Visibility - 60.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Destination SAME AS ACC/INC NUT TREE Runway Ide Runway Lth Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN FULL STOP FULL STOP Personnel Information	•		
Basic Weather - VMC SAME AS ACC/INC NUT TREE Wind Dir/Speed- 330/016 KTS Runway Ide Visibility - 60.0 SM ATC/Airspace Runway Lth Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Sur Lowest Ceiling - NONE Type of Clearance - NONE Runway Sta Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT			
Wind Dir/Speed- 330/016 KTS Visibility - 60.0 SM ATC/Airspace Runway Lth Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Sur Lowest Ceiling - NONE Type of Clearance - NONE Runway Sta Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT			
Visibility - 60.0 SM ATC/Airspace Runway Lth Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Sur Lowest Ceiling - NONE Type of Clearance - NONE Runway Sta Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT	ent - 0)1	
Lowest Ceiling - NONE Type of Clearance - NONE Runway Sta Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT	n/Wid -	3800/	75
Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT			
Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT	atus - D)RY	
Condition of Light - DAYLIGHT 			
Pilot-In-Command Age - 43 Medical Certificate - VALID MFD			
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours		√AIVERS/	LIMIT
PRIVATE Current - YES Total - 300			
SE LAND Months Since - 19 Make/Model - UNK/NR	Last 30 D)ays- UN	K/NR
Aircraft Type - UNK/NR Instrument- O	Last 90 D	ays- UN	K/NR
Instrument Rating(s) - NONE			
M = 0.1			
-Narrative			

File No. - 1795 10/13/85 VACAVILLE, CA A/C Reg. No. N64142 Time (Lc1) - 1330 PDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. PLANNED APPROACH - POOR - PILOT IN COMMAND 3. WEATHER CONDITION - GUSTS 4. COMPENSATION FOR WIND CONDITIONS - NOT CORRECTED - PILOT IN COMMAND 5. LIGHT CONDITION - DAYLIGHT 6. JUDGEMENT - POOR - PILOT IN COMMAND 7. PROPER DESCENT RATE - NOT ATTAINED - PILOT IN COMMAND 8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 9. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 10. STALL - INADVERTENT - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

 $is/are\ finding(s)\ 2,4,6,8,10$

Factor(s) relating to this accident is/are finding(s) 7.9

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraf	t Damage		Injur	tes	
	NONE		Fatal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	Crew	0	0 2	0	1
	NONE	Pass	0	2	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - BALLOON WORKS FIREFLY				Installed/A		
Landing Gear - N/A	Number Engines - N/		\$	Stall Warnir	ıg System	- NO
Max Gross Wt - 900	Engine Type - N/					
No. of Seats - 1	Rated Power - N/	'A 				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Departure Point		OFF A	RPORT/STRIP	1	
Method - TELEPHONE	LITTLETON, CO			.		
Completeness - FULL	Destination		Airport [Jata		
Basic Weather - VMC Wind Dir/Speed- 360/020 KTS	LOCAL		Bunwas	/ Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace	_		/ Lth/Wid -		
Lowest Sky/Clouds - 1500 FT SCA				/ Surface -		RF
Lowest Ceiling - NONE	Type of Clearance	- NONE		/ Status -		
Obstructions to Vision- NONE	Type Apch/Lnda	- TRAFFIC PATTERN	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		5	
Precipitation - NONE	, year the tily at tag					
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 22	Medical Certifica	te - NO M	DICAL		
Certificate(s)/Rating(s)	Age - 22 Biennial Flight Review	Flig	ht Time (H	Hours)		
COMMERCIAL	Current - UNK/INF	lotai	141	Last 24	Hrs - UN	K/NR
	Months Since - 9 Aircraft Type - FF-7	Make/Model-	141	Last 30	Days- UN	K/NR
FREE BALLOON	Aircraft Type - FF-7	Instrument- U	NK/NR	Last 90	Days-	15
		Multi-Eng - U	NK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE						
-Narrative		TIBELL ITTE		BACKET		
PLT ATTEMPTED TO LAND HIS BALLOON IN HIG		G WHICH THREW HIM O INE AND THE BALLOON				

File No. - 1733 9/01/85 LITTLETON, CO A/C Reg. No. N2259H Time (Lc1) - 0750 MDT IN FLIGHT ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation DESCENT - NORMAL Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 3. WEATHER EVALUATION - INATTENTIVE - PILOT IN COMMAND HARD LANDING Occurrence #2 Phase of Operation LANDING Finding(s) 4. JUDGEMENT - POOR - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4 Factor(s) relating to this accident is/are finding(s) 1

5 (9) wyd 700

-Basic Information Type Operating Certificate-NONE (GENERA	I AVIATION) Airora	ft Damage	•	Injur	ine	
Type doct at mg der till loate Holle (dellera	•	ANTIAL	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONA	L Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	NONE	Pass	0	0	0	0
-Aircraft Information						
Make/Model - CESSNA 172 M		YCOMING 0-320 SERIE		Install e d/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnin	g System	- YES
Max Gross Wt - 2300 No. of Seats - 4		ECIPROCATING-CARBUR 150 HP	ETOR			
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		+	OFF AT	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC		011 A1	5, 5121		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		WRAY M	UNI		
Wind Dir/Speed- CALM			Runway	Ident -	14	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		90
Lowest Sky/Clouds - CLEAR	Луре of Flight Plan			Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 40	Medical Certifica	te - VALTD	MEDICAL-NO	WATVERS/	ITMTT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (H		WAITENS,	
STUDENT	Current - N/A	Total -	17	Last 24	Hrs -	4
	Months Since - N/A	Total - Make/Model- Instrument-	17	Last 30	Days- UN	K/NR
	Aircraft Type - N/A	Total - Make/Model- Instrument-	0	Last 90	Days-	17
Instrument Rating(s) - NONE						
-Narrative	T - 611F - 6717FB - 71147 - 611F - 1114					
STUDENT PILOT WAS ON HER FIRST SOLO FLIGH						
ROACH TO THE RUNWAY SHW DECIDED THAT IT "W	ASN'I QUITE RIGHT." SHE EX	ECUIED A GU-AROUND	SUI IHE AI	RCKAFI STRU	CK IHE	

9/16/85 WRAY, CO A/C Reg. No. N61788 Time (Lc1) - 1730 MDT File No. - 1766 LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. ABORTED LANDING - SELECTED - PILOT IN COMMAND 2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND 3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND 4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND Occurrence #2. IN FLIGHT COLLISION.WITH TERRAIN Phase of Operation APPROACH - GO-AROUND (VFR) ----Probable Cause----

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

File No 1779 11/02/85 ELBI	ERT,CO	A/C Reg. No. N26	BW	T	ime (Lc1)	- 0655 MST	•
-Basic Information Type Operating Certificate-NONE (GENER		ircraft Damage		Fatal	Inju		Non-
Type of Openstion -DEDCOMAI		DESTROYED	Cmari	Fatal		Minor O	None
Type of Operation -PERSONAL		ire	Crew	1 0	0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		NONE	Pass	U	O	U	U
-Aircraft Information							
Make/Model - BEECH 58		1 - LYCOMING IO-3	20		installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engine	es - 1		S.	tall Warniı	ng System	- NO
Max Gross Wt - 1825	Engine Type 🦠	- RECIPROCATING	-CARBURET	OR			
No. of Seats - 2	Rated Power	- 150 HP					
-Environment/Operations Information	_						
Weather Data	Itinerary				Proximity	_	
Wx Briefing - FSS	Last Departure	Point		OFF AIR	RPORT/STRII	•	
Method - TELEPHONE	ERIE,CO						
Completeness - FULL	Destination		Δ.	lirport Da	ata		
Basic Weather - VMC	OCEANSIDE, CA	•					
Wind Dir/Speed- 320/010 KTS				Runway	Ident	- N/A	
Visibility - 75.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight	: Plan - VFR		Runway	Surface	- N/A	
Lowest Ceiling - NONE	Type of Cleara			Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	ı - NONE		-			
Precipitation - NONE	, , , , <u>, , , , , , , , , , , , , , , </u>						
Condition of Light - DAWN							
-Personnel Information							
Pilot-In-Command	Age - 56	Medical Ce				AIVERS/LIM	11 1
Certificate(s)/Rating(s)	Biennial Flight Revi			t Time (H			
COMMERCIAL	Current -	YES Total	- 4		Last 2		1
SE LAND	Months Since -				Last 3		3
	Aircraft Type -	182 Instru	ment-	0	Last 9	Days-	9
Instrument Rating(s) - NONE							
-Narrative	TOUR TOO 4 DAYS THE	USING BUILT ASST			, DV THE D	- UAD TI	
ACFT CRASHED IN A OPEN FIELD & WAS NOT							7
GINE DESTROYED SO COMPLETELY THAT NO DET							
ORTEDLY HAD BEEN ACTING STRANGELY FOR A A AFTER THE INITIAL CLEARANCE. THE ACFT I					VED FROM T	HE.	
	MDACTED 70-00 DECCEES N	INCE NWW WITH THE	WONCE IEV	/E I			

File No 177	79 11/02/85	ELBERT, CO	A/C Reg. No. N26BW	Time (Lc1) - 0655 MST
Occurrence #1 Phase of Operation	UNDETERMINED DESCENT - UNCONT	ROLLED		
Finding(s) 1. UNDETERMINED				
Probable Cause				· · · · · · · · · · · · · · · · · · ·

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

Crew O O Pass O O ING HIO-360-F-1AD ELT Installed/Ad Stall Warning ROCATING-CARBURETOR 5 HP Airport Proximity ON AIRPORT	2 0 0 0
Pass O O ING HIO-360-F-1AD ELT Installed/Ad Stall Warning ROCATING-CARBURETOR 5 HP Airport Proximity ON AIRPORT	0 0 ctivated - NO -N/A
ING HIO-360-F-1AD ELT Installed/AG Stall Warning ROCATING-CARBURETOR 5 HP Airport Proximity ON AIRPORT	
Stall Warning ROCATING-CARBURETOR 5 HP	
Stall Warning ROCATING-CARBURETOR 5 HP	
Stall Warning ROCATING-CARBURETOR 5 HP	g System - UNK/NR
ROCATING-CARBURETOR 5 HP	
5 HP	
ON AIRPORT	
ON AIRPORT	
ON AIRPORT	
Airport Data	
Airport Data	
GROTON	
Runway Ident -	23
Runway Lth/Wid -	5000/ 150
ONE Runway Surface -	UNK/NR
IONE Runway Status -	DRY
ONE	
dical Certificate - VALID MEDICAL-NO	WAIVERS/LIMIT
Total - 2048 Last 24	
Make/Model- 118 Last 30	Days- UNK/NR
Instrument- 207 Last 90	Days- 224
	aft - 237
10 - :d	NE Runway Surface - NE Runway Status - NE ical Certificate - VALID MEDICAL-NO Flight Time (Hours) Total - 2048 Last 24 Make/Model- 118 Last 30 Instrument- 207 Last 90

File No 17	35 8/12/85 	GROTON, CT	A/C Reg. No. N8623X	Time (Lc1) - 1530 EDT
Occurrence #1 Phase of Operation				
Finding(s) 1. EMERGENCY PROCE	DURE - SIMULATED -	PILOT IN COMMAND(
Occurrence #2 Phase of Operation		- ON GROUND		
Finding(s) 2. POWERPLANT CONT 3. DIRECTIONAL CON				
Occurrence #3 Phase of Operation				
Finding(s) 4. LANDING GEAR,SK				
Probable Cause				
The National Transpois/are finding(s) 2,		rd determines that	the Probable Cause(s) of this acc	cident
Factor(s) relating to	o this accident is	/are finding(s) 1,	4	

File No 1769 6/16/85 VERO	BEACH, FL A/C F	Reg. No. N814N	T	ime (Lc1) -	1912 ED1	r
Basic Information Type Operating Certificate-AIR CARRIER Name of Carrier -PIEDMONT AV Type of Operation -SCHEDULED,D Flight Conducted Under -14 CFR 121 Accident Occurred During -CRUISE	IATION INC. NONE	ft Damage Cr ew Pass	-	1		None 3 40
Aircraft Information Make/Model - BOEING B737-201 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 100800 No. of Seats - 112	Eng Make/Model - P Number Engines - 2 Engine Type - Tl Rated Power -	2 JRBOJET		Installed/Actall Warning		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/010 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 3000 FT SCA Lowest Ceiling - 30000 FT OVE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ORLANDO,FL Destination MIAMI,FL ATC/Airspace TTERED Type of Flight Plan	- IFR - IFR	OFF AII Airport Da Runway Runway Runway	Proximity RPORT/STRIP ata Ident - Lth/Wid - Surface - Status -	N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP SE LAND,ME LAND Instrument Rating(s) - AIRPLANE	Age - 34 Biennial Flight Review Current - YES Months Since - UNK/NI Aircraft Type - B-737	Flia	ht Time (H	ours)		
THE ACT WAS DEVIATING AROUND THUNDERSTORM CONDUCTING BEVERAGE SERVICE AT THE TIME. THE FASTEN SEAT BELTS" LIGHTS WERE ON. THERE IS ERVICE. CONVECTIVE SIGMETS ANS WEATHER FORE CFT'S PROPOSED ROUTE. AT THE TIME OF THE ACT	PASSENGERS ANDYBEEN ADVISE NO EVIDENCE OF ANY EFFORT E CASTS PROVIDED ADEQUATE WARE CIDENT RADAR DATA PLACES	D TO GASTEN THEIR S BY THE CREW TO SUSP NING OF THUNDERSTOR S THE ACFT BETWEEN	EAT BELTS END CABIN I M ACTIVITY TWO CELLS	AND THE BEVERAGE ALONG THE	то	

File No. - 1769 6/16/85 VERO BEACH,FL A/C Reg. No. N814N Time (Lc1) - 1912 EDT

Occurrence IN FLIG Phase of Operation CRUISE

IN FLIGHT ENCOUNTER WITH WEATHER

Finding(s)

- 1. WEATHER CONDITION THUNDERSTORM
- 2. WEATHER EVALUATION IMPROPER PILOT IN COMMAND
- 3. FLIGHT INTO KNOWN ADVERSE WEATHER PERFORMED PILOT IN COMMAND
- 4. IMPROPER USE OF PROCEDURE PILOT IN COMMAND
- 5. MISCELLANEOUS CONTINUED FLIGHT ATTENDANT

----Probable Cause----

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

Type Operating Certificate-NONE (GENERAL AVIATION)	File No 1611 7/25/85 LA	WTEY,FL A/C F	leg. No. N8151X	Ti	me (Lc1) -	1700 EDT	
Type of Operation	Basic Information Type Operating Certificate-NONE (GEN						Non-
Flight Conducted Under	Type of Openshion BOSITIONS						_
Aircraft Information				-	_	-	
-Aircraft Information Make/Model - CESSNA 172		NUNE	Pass	O	O	O	O
Make/Model - CESSNA 172	Accident uccurred During -LANDING						
Make/Model - CESSNA 172	Aircraft Information						
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2075 No. of Seats - 4 Rated Power - 145 HP -Environment/Operations Information Weather Data Was Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed - 270/006 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 5000 FT BROKEN Lowest Ceiling - 8000 FT BROKEN Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 50 Certificate(s)/Rating(s) PRIVATE BLAND SE LAND Months Since - 0 Months Since - 0 Months Since - 0 Months Since - 0 Make/Model - 81 Last 24 Hrs - 2 Instrument Rating(s) - NONE Instrument Rating(s) - NONE -Narrative EACFT HAD NOT BEEN FLOWN FOR TWO YEARS. DURING THE PREFLT INSPECTON, THE FUEL SUMPS WERE DRAINED REPEED TO HAD PRESENCE OF WATER United Standard Condition of Light Dayling The Landing On the Fuel Sumps were DRAINED REPEATEDLY & EACH WERE ADMANDED TO THE FUEL SYS REVEALED THE PRESENCE OF WATER Lowest Ceiling - Round Replaced		Fng Make/Model - CO	INTINENTAL 0-300-D	FIT 1	nstalled/A	ctivated	- YES/NO
Max Gross Wt - 2075 No. of Seats - 4 Rated Power - 145 HP Environment/Operations Information Weather Data	· · · · · · · · · · · · · · · · · · ·						
No. of Seats - 4 Rated Power - 145 HP Environment/Operations Information Weather Data X Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed - 270/006 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 5000 FT SCATTERED Type of Flight Plan - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Months Since - 0 Airport Data Airpo						g Jybrem	123
Was Briefing - FSS Last Departure Point OFF AIRPORT/STRIP Wethod - TELEPHONE JACKSONVILLE, FL Destination Airport Data Basic Weather - VMC Krystone HeIGHT, FL Wind Dir/Speed-270/006 KTS RUNway Lth/Wid - N/A Lowest Sky/Clouds - 5000 FT SCATTERED Type of Flight Plan - NONE Runway Lth/Wid - N/A Lowest Ceiling - 8000 FT BROKEN Type of Clearance - NONE Runway Surface - N/A Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Type Apch/Lndg - FORCED LANDING Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 50 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Current - YES Total - 81 Last 24 Hrs - 2 SE LAND Months Since - 0 Make/Model - 81 Last 30 Days- UNK/NR Aircraft Type - C-172 Instrument - 3 Last 90 Days - 2 Instrument Rating(s) - NONE Narrative EACFT HAD NOT BEEN FLOWN FOR TWO YEARS. DURING THE PREFLT INSPECTON, THE FUEL SUMPS WERE DRAINED REPEATEDLY & FACH MER, A QUANTITY OF WATER WAS OBSERVED IN THE COLLECTED FUEL SAMPLE. APRX 30 MINS AFTER TAKEOFF, THE ENG FAILED & A RCED LANDING WAS EXECUTED ON A DIRT ROAD. DURING THE PREFLT INSPECTON, THE FUEL SUMPS WERE DRAINED REPEATEDLY & FACH MER, A QUANTITY OF WATER WAS OBSERVED IN THE COLLECTED FUEL SAMPLE. APRX 30 MINS AFTER TAKEOFF, THE ENG FAILED & A RCED LANDING WAS EXECUTED ON A DIRT ROAD. DURING THE LANDING ROLL, THE RIGHT WING STRUCK SOME BUSHES & ACFT VEERED TO A ROADSIDE DITCH & FLIPPED INVERTED. A POST-ACCIDENT EXAMINATION OF THE FUEL SYS REVEALED THE PRESENCE OF WATER THERE FOREIGN MATTER IN THE SYS.		O 7.		· · · · ·			
Was Briefing - FSS Last Departure Point OFF AIRPORT/STRIP Wethod - TELEPHONE JACKSONVILLE, FL Destination Airport Data Basic Weather - VMC Krystone HeIGHT, FL Wind Dir/Speed-270/006 KTS RUNway Lth/Wid - N/A Lowest Sky/Clouds - 5000 FT SCATTERED Type of Flight Plan - NONE Runway Lth/Wid - N/A Lowest Ceiling - 8000 FT BROKEN Type of Clearance - NONE Runway Surface - N/A Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Type Apch/Lndg - FORCED LANDING Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 50 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Current - YES Total - 81 Last 24 Hrs - 2 SE LAND Months Since - 0 Make/Model - 81 Last 30 Days- UNK/NR Aircraft Type - C-172 Instrument - 3 Last 90 Days - 2 Instrument Rating(s) - NONE Narrative EACFT HAD NOT BEEN FLOWN FOR TWO YEARS. DURING THE PREFLT INSPECTON, THE FUEL SUMPS WERE DRAINED REPEATEDLY & FACH MER, A QUANTITY OF WATER WAS OBSERVED IN THE COLLECTED FUEL SAMPLE. APRX 30 MINS AFTER TAKEOFF, THE ENG FAILED & A RCED LANDING WAS EXECUTED ON A DIRT ROAD. DURING THE PREFLT INSPECTON, THE FUEL SUMPS WERE DRAINED REPEATEDLY & FACH MER, A QUANTITY OF WATER WAS OBSERVED IN THE COLLECTED FUEL SAMPLE. APRX 30 MINS AFTER TAKEOFF, THE ENG FAILED & A RCED LANDING WAS EXECUTED ON A DIRT ROAD. DURING THE LANDING ROLL, THE RIGHT WING STRUCK SOME BUSHES & ACFT VEERED TO A ROADSIDE DITCH & FLIPPED INVERTED. A POST-ACCIDENT EXAMINATION OF THE FUEL SYS REVEALED THE PRESENCE OF WATER THERE FOREIGN MATTER IN THE SYS.	Environment/Openations Information						
Wx Briefing - FSS		Itinerary		Airport F	Provimity		
Method - TELEPHONE Completeness - FULL Destination Airport Data Basic Weather - VMC KEYSTONE HEIGHT,FL Wind Dir/Speed- 270/006 KTS Wind Dir/Speed- 270/006 KTS Visibility - 6.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 5000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 8000 FT BROKEN Type of Clearance - NGNE Runway Surface - N/A Dostructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE OUNCE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Ounce Force Landing Personnel Information Pilot-In-Command Age - 50 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Our Private Our Private Fight Time (Hours) PRIVATE Our		· •					
Completeness - FULL Destination KEYSTONE HEIGHT,FL Basic Weather - VMC KEYTONE HEIGHT,FL Wind Dir/Speed- 270/006 KTS Wind Dir/Speed- 270/006 KTS ATC/Airspace Runway Ident - N/A Visibility - 6.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 5000 FT SCATTERED Type of Flight Plan - NONE Runway Staface - N/A Lowest Ceiling - 8000 FT BROKEN Type of Clearance - NONE Runway Status - N/A Obstructions to Vision-NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 50 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 81 Last 24 Hrs - 2 SE LAND Months Since - 0 Make/Model- 81 Last 30 Days- UNK/NR Aircraft Type - C-172 Instrument - 3 Last 90 Days- 2 Instrument Rating(s) - NONE Narrative EACFT HAD NOT BEEN FLOWN FOR TWO YEARS. DURING THE PREFLT INSPECTON, THE FUEL SUMPS WERE DRAINED REPEATEDLY & EACH ME, A QUANTITY OF WATER WAS OBSERVED IN THE COLLECTED FUEL SAMPLE. APRX 30 MINS AFTER TAKEOFF, THE ENG FAILED & A RCCED LANDING WAS EXECUTED ON A DIRT ROAD. DURING THE LANDING ROLL, THE RIGHT WING STRUCK SOME BUSHES & ACFT VEERED TO A ROADSIDE DITCH & FLIPPED INVERTED. A POST-ACCIDENT EXAMINATION OF THE FUEL SYS REVEALED THE PRESENCE OF WATER STANDANT OF THE FUEL SYS REVEALED THE PRESENCE OF WATER STANDANT OF THE FUEL SYS REVEALED THE PRESENCE OF WATER STANDANT OF THE FUEL SYS REVEALED THE PRESENCE OF WATER STANDANT OF THE FUEL SYS REVEALED THE PRESENCE OF WATER STANDANT OF THE FUEL SYS REVEALED THE PRESENCE OF WATER STANDANT OF THE FUEL SYS REVEALED THE PRESENCE OF WATER STANDANT OF THE FUEL SYS REVEALED THE PRESENCE OF WATER STANDANT OF THE FUEL SYS REVEALED THE PRESENCE OF WATER STANDANT OF THE FUEL SYS REVEALED THE PRESENCE OF WATER STANDANT OF THE FUEL SYS REVEALED THE PRESENCE OF WATER STANDANT OF THE FUEL SYS REVEALED THE PRESENCE OF WATER STANDANT OF THE FUEL SYS RUNGHER OF THE STANDANT O		•	• .	OII AIN	OKI/ JIKIF		
Basic Weather - VMC KEYSTONE HEIGHT,FL Wind Dir/Speed- 270/006 KTS ATC/Airspace Runway Ident - N/A Visibility - 6.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 5000 FT BROKEN Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 8000 FT BROKEN Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 50 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 81 Last 24 Hrs - 2 Months Since - 0 Make/Model - 81 Last 30 Days- UNK/NR Aircraft Type - C-172 Instrument - 3 Last 90 Days - 2 Instrument Rating(s) - NONE Narrative E ACFT HAD NOT BEEN FLOWN FOR TWO YEARS. DURING THE PREFILT INSPECTON, THE FUEL SUMPS WERE DRAINED REPEATEDLY & EACH MEE, A QUANTITY OF WATER WAS OBSERVED IN THE COLLECTED FUEL SAMPLE. APRX 30 MINS AFTER TAKEOFF, THE ENG FAILED & A ROCED LANDING WAS EXECUTED ON A DIRT ROAD. DURING THE LANDING ROLL, THE RIGHT WING STRUCK SOME BUSHES & ACFT VEERED TO A ROADSIDE DITCH & FLIPPED INVERTED. A POST-ACCIDENT EXAMINATION OF THE FUEL SYS REVEALED THE PRESENCE OF WATER OTHER POREIGN MATTER IN THE SYS.		•		Ainmont Da	1+2		
Wind Dir/Speed 270/006 KTS Visibility - 6.0 SM ATC/Airspace Runway Ident - N/A Visibility - 6.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 5000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 8000 FT BROKEN Type of Clearance - NONE Runway Status - N/A Dbstructions to Vision NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Ondition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 50 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 81 Last 24 Hrs - 2 SE LAND Months Since - 0 Make/Model - 81 Last 30 Days- UNK/NR Aircraft Type - C-172 Instrument - 3 Last 90 Days- 2 Instrument Rating(s) - NONE Narrative E ACFT HAD NOT BEEN FLOWN FOR TWO YEARS. DURING THE PREFLT INSPECTON, THE FUEL SUMPS WERE DRAINED REPEATEDLY & EACH ME, A QUANTITY OF WATER WAS OBSERVED IN THE COLLECTED FUEL SAMPLE. APRX 30 MINS AFTER TAKEOFF, THE ENG FAILED & A RCCED LANDING WAS EXECUTED ON A DIRT ROAD. DURING THE LANDING ROLL, THE RIGHT WING STRUCK SOME BUSHES & ACFT VEERED TO A ROADSIDE DITCH & FLIPPED INVERTED. A POST-ACCIDENT EXAMINATION OF THE FUEL SYS REVEALED THE PRESENCE OF WATER DTHER FOREIGN MATTER IN THE SYS.				All por t be			
Visibility - 6.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 5000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 8000 FT BROKEN Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 50 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 81 Last 24 Hrs - 2 SE LAND Months Since - 0 Make/Model- 81 Last 30 Days- UNK/NR Aircraft Type - C-172 Instrument - 3 Last 90 Days- 2 Instrument Rating(s) - NONE Narrative E ACFT HAD NOT BEEN FLOWN FOR TWO YEARS. DURING THE PREFLT INSPECTON, THE FUEL SUMPS WERE DRAINED REPEATEDLY & EACH ME, A QUANTITY OF WATER WAS OBSERVED IN THE COLLECTED FUEL SAMPLE. APRX 30 MINS AFTER TAKEOFF, THE ENG FAILED & A ROLD STRUCK SOME BUSHES & ACFT VEERED TO A ROADSIDE DITCH & FLIPPED INVERTED. A POST-ACCIDENT EXAMINATION OF THE FUEL SYS REVEALED THE PRESENCE OF WATER DTHER FOREIGN MATTER IN THE SYS.		REISTONE HEIGHT, II	=	Dunway	Ident -	N/A	
Lowest Sky/Clouds - 5000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 8000 FT BROKEN Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information		ATC /Ainspace					
Lowest Ceiling - 8000 FT BROKEN Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 50 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 81 Last 24 Hrs - 2 SE LAND Months Since - 0 Make/Model - 81 Last 30 Days - UNK/NR Aircraft Type - C-172 Instrument - 3 Last 90 Days - 2 Instrument Rating(s) - NONE Narrative E ACFT HAD NOT BEEN FLOWN FOR TWO YEARS. DURING THE PREFLT INSPECTON, THE FUEL SUMPS WERE DRAINED REPEATEDLY & EACH ME, A QUANTITY OF WATER WAS OBSERVED IN THE COLLECTED FUEL SAMPLE. APRX 30 MINS AFTER TAKEOFF, THE ENG FAILED & A RCED LANDING WAS EXECUTED ON A DIRT ROAD. DURING THE LANDING ROLL, THE RIGHT WING STRUCK SOME BUSHES & ACFT VEERED TO A ROADSIDE DITCH & FLIPPED INVERTED. A POST-ACCIDENT EXAMINATION OF THE FUEL SYS REVEALED THE PRESENCE OF WATER DTHER FOREIGN MATTER IN THE SYS.			- NONE				
Obstructions to Vision- NONE							
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 50 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 81 Last 24 Hrs - 2 SE LAND Months Since - 0 Make/Model - 81 Last 30 Days - UNK/NR Aircraft Type - C-172 Instrument - 3 Last 90 Days - 2 Instrument Rating(s) - NONE Narrative E ACFT HAD NOT BEEN FLOWN FOR TWO YEARS. DURING THE PREFLT INSPECTON, THE FUEL SUMPS WERE DRAINED REPEATEDLY & EACH ME, A QUANTITY OF WATER WAS OBSERVED IN THE COLLECTED FUEL SAMPLE. APRX 30 MINS AFTER TAKEOFF, THE ENG FAILED & A RCED LANDING WAS EXECUTED ON A DIRT ROAD. DURING THE LANDING ROLL, THE RIGHT WING STRUCK SOME BUSHES & ACFT VEERED TO A ROADSIDE DITCH & FLIPPED INVERTED. A POST-ACCIDENT EXAMINATION OF THE FUEL SYS REVEALED THE PRESENCE OF WATER DTHER FOREIGN MATTER IN THE SYS.				Kuriway	status -	N/A	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command		Type Apchy Endg	- FURCED LANDING				
Pilot-In-Command Age - 50 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 81 Last 24 Hrs - 2 SE LAND Months Since - 0 Make/Model - 81 Last 30 Days - UNK/NR Aircraft Type - C-172 Instrument - 3 Last 90 Days - 2 Instrument Rating(s) - NONE Narrative E ACFT HAD NOT BEEN FLOWN FOR TWO YEARS. DURING THE PREFLT INSPECTON, THE FUEL SUMPS WERE DRAINED REPEATEDLY & EACH ME, A QUANTITY OF WATER WAS OBSERVED IN THE COLLECTED FUEL SAMPLE. APRX 30 MINS AFTER TAKEOFF, THE ENG FAILED & A ROADSIDE DITCH & FLIPPED INVERTED. A POST-ACCIDENT EXAMINATION OF THE FUEL SYS REVEALED THE PRESENCE OF WATER DITHER FOREIGN MATTER IN THE SYS.	·						
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE PRIVATE SE LAND Months Since - 0 Aircraft Type - C-172 Instrument Rating(s) - NONE Narrative E ACFT HAD NOT BEEN FLOWN FOR TWO YEARS. DURING THE PREFLT INSPECTON, THE FUEL SUMPS WERE DRAINED REPEATEDLY & EACH ME, A QUANTITY OF WATER WAS OBSERVED IN THE COLLECTED FUEL SAMPLE. APRX 30 MINS AFTER TAKEOFF, THE ENG FAILED & A RCED LANDING WAS EXECUTED ON A DIRT ROAD. DURING THE LANDING ROLL, THE RIGHT WING STRUCK SOME BUSHES & ACFT VEERED TO A ROADSIDE DITCH & FLIPPED INVERTED. A POST-ACCIDENT EXAMINATION OF THE FUEL SYS REVEALED THE PRESENCE OF WATER OTHER FOREIGN MATTER IN THE SYS.							
Certificate(s)/Rating(s) PRIVATE Current - YES Total - 81 Last 24 Hrs - 2 SE LAND Months Since - 0 Make/Model- 81 Last 30 Days- UNK/NR Aircraft Type - C-172 Instrument Rating(s) - NONE Narrative E ACFT HAD NOT BEEN FLOWN FOR TWO YEARS. DURING THE PREFLT INSPECTON, THE FUEL SUMPS WERE DRAINED REPEATEDLY & EACH ME, A QUANTITY OF WATER WAS OBSERVED IN THE COLLECTED FUEL SAMPLE. APRX 30 MINS AFTER TAKEOFF, THE ENG FAILED & A RCCED LANDING WAS EXECUTED ON A DIRT ROAD. DURING THE LANDING ROLL, THE RIGHT WING STRUCK SOME BUSHES & ACFT VEERED TO A ROADSIDE DITCH & FLIPPED INVERTED. A POST-ACCIDENT EXAMINATION OF THE FUEL SYS REVEALED THE PRESENCE OF WATER OTHER FOREIGN MATTER IN THE SYS.	Personnel Information					_	_
PRIVATE SE LAND Months Since - O Make/Model - 81 Last 24 Hrs - 2 Months Since - O Make/Model - 81 Last 30 Days - UNK/NR Aircraft Type - C-172 Instrument - 3 Last 90 Days - 2 Instrument Rating(s) - NONE Narrative E ACFT HAD NOT BEEN FLOWN FOR TWO YEARS. DURING THE PREFLT INSPECTON, THE FUEL SUMPS WERE DRAINED REPEATEDLY & EACH ME, A QUANTITY OF WATER WAS OBSERVED IN THE COLLECTED FUEL SAMPLE. APRX 30 MINS AFTER TAKEOFF, THE ENG FAILED & A RCED LANDING WAS EXECUTED ON A DIRT ROAD. DURING THE LANDING ROLL, THE RIGHT WING STRUCK SOME BUSHES & ACFT VEERED TO A ROADSIDE DITCH & FLIPPED INVERTED. A POST-ACCIDENT EXAMINATION OF THE FUEL SYS REVEALED THE PRESENCE OF WATER OTHER FOREIGN MATTER IN THE SYS.						WAIVERS/	LIMIT
SE LAND Months Since - O Make/Model- 81 Last 30 Days- UNK/NR Aircraft Type - C-172 Instrument- 3 Last 90 Days- 2 Instrument Rating(s) - NONE Narrative E ACFT HAD NOT BEEN FLOWN FOR TWO YEARS. DURING THE PREFLT INSPECTON, THE FUEL SUMPS WERE DRAINED REPEATEDLY & EACH ME, A QUANTITY OF WATER WAS OBSERVED IN THE COLLECTED FUEL SAMPLE. APRX 30 MINS AFTER TAKEOFF, THE ENG FAILED & A RCED LANDING WAS EXECUTED ON A DIRT ROAD. DURING THE LANDING ROLL, THE RIGHT WING STRUCK SOME BUSHES & ACFT VEERED TO A ROADSIDE DITCH & FLIPPED INVERTED. A POST-ACCIDENT EXAMINATION OF THE FUEL SYS REVEALED THE PRESENCE OF WATER OTHER FOREIGN MATTER IN THE SYS.		Biennial Flight Review	Fligh		ours)		
Instrument Rating(s) - NONE Narrative E ACFT HAD NOT BEEN FLOWN FOR TWO YEARS. DURING THE PREFLT INSPECTON, THE FUEL SUMPS WERE DRAINED REPEATEDLY & EACH ME, A QUANTITY OF WATER WAS OBSERVED IN THE COLLECTED FUEL SAMPLE. APRX 30 MINS AFTER TAKEOFF, THE ENG FAILED & A RCED LANDING WAS EXECUTED ON A DIRT ROAD. DURING THE LANDING ROLL, THE RIGHT WING STRUCK SOME BUSHES & ACFT VEERED TO A ROADSIDE DITCH & FLIPPED INVERTED. A POST-ACCIDENT EXAMINATION OF THE FUEL SYS REVEALED THE PRESENCE OF WATER OTHER FOREIGN MATTER IN THE SYS.		Current - YES					
Instrument Rating(s) - NONE Narrative E ACFT HAD NOT BEEN FLOWN FOR TWO YEARS. DURING THE PREFLT INSPECTON, THE FUEL SUMPS WERE DRAINED REPEATEDLY & EACH ME, A QUANTITY OF WATER WAS OBSERVED IN THE COLLECTED FUEL SAMPLE. APRX 30 MINS AFTER TAKEOFF, THE ENG FAILED & A RCED LANDING WAS EXECUTED ON A DIRT ROAD. DURING THE LANDING ROLL, THE RIGHT WING STRUCK SOME BUSHES & ACFT VEERED TO A ROADSIDE DITCH & FLIPPED INVERTED. A POST-ACCIDENT EXAMINATION OF THE FUEL SYS REVEALED THE PRESENCE OF WATER OTHER FOREIGN MATTER IN THE SYS.	SE LAND			81			IK/NR
Narrative E ACFT HAD NOT BEEN FLOWN FOR TWO YEARS. DURING THE PREFLT INSPECTON, THE FUEL SUMPS WERE DRAINED REPEATEDLY & EACH ME, A QUANTITY OF WATER WAS OBSERVED IN THE COLLECTED FUEL SAMPLE. APRX 30 MINS AFTER TAKEOFF, THE ENG FAILED & A RCED LANDING WAS EXECUTED ON A DIRT ROAD. DURING THE LANDING ROLL, THE RIGHT WING STRUCK SOME BUSHES & ACFT VEERED TO A ROADSIDE DITCH & FLIPPED INVERTED. A POST-ACCIDENT EXAMINATION OF THE FUEL SYS REVEALED THE PRESENCE OF WATER OTHER FOREIGN MATTER IN THE SYS.		Aircraft Type - C-172	Instrument-	3	Last 90	Days-	2
Narrative E ACFT HAD NOT BEEN FLOWN FOR TWO YEARS. DURING THE PREFLT INSPECTON, THE FUEL SUMPS WERE DRAINED REPEATEDLY & EACH ME, A QUANTITY OF WATER WAS OBSERVED IN THE COLLECTED FUEL SAMPLE. APRX 30 MINS AFTER TAKEOFF, THE ENG FAILED & A RCED LANDING WAS EXECUTED ON A DIRT ROAD. DURING THE LANDING ROLL, THE RIGHT WING STRUCK SOME BUSHES & ACFT VEERED TO A ROADSIDE DITCH & FLIPPED INVERTED. A POST-ACCIDENT EXAMINATION OF THE FUEL SYS REVEALED THE PRESENCE OF WATER OTHER FOREIGN MATTER IN THE SYS.							
E ACFT HAD NOT BEEN FLOWN FOR TWO YEARS. DURING THE PREFLT INSPECTON, THE FUEL SUMPS WERE DRAINED REPEATEDLY & EACH ME, A QUANTITY OF WATER WAS OBSERVED IN THE COLLECTED FUEL SAMPLE. APRX 30 MINS AFTER TAKEOFF, THE ENG FAILED & A RCED LANDING WAS EXECUTED ON A DIRT ROAD. DURING THE LANDING ROLL, THE RIGHT WING STRUCK SOME BUSHES & ACFT VEERED TO A ROADSIDE DITCH & FLIPPED INVERTED. A POST-ACCIDENT EXAMINATION OF THE FUEL SYS REVEALED THE PRESENCE OF WATER OTHER FOREIGN MATTER IN THE SYS.	Instrument Rating(s) - NONE						
RCED LANDING WAS EXECUTED ON A DIRT ROAD. DURING THE LANDING ROLL, THE RIGHT WING STRUCK SOME BUSHES & ACFT VEERED TO A ROADSIDE DITCH & FLIPPED INVERTED. A POST-ACCIDENT EXAMINATION OF THE FUEL SYS REVEALED THE PRESENCE OF WATER DITHER FOREIGN MATTER IN THE SYS.	SE LAND Instrument Rating(s) - NONENarrative THE ACFT HAD NOT BEEN FLOWN FOR TWO YEARS.	Months Since - O Aircraft Type - C-172 DURING THE PREFLT INSPECTON,	Make/Model- Instrument- 	81 3	Last 30 Last 90	Days- UN Days-	IK/
TO A ROADSIDE DITCH & FLIPPED INVERTED. A POST-ACCIDENT EXAMINATION OF THE FUEL SYS REVEALED THE PRESENCE OF WATER OTHER FOREIGN MATTER IN THE SYS.							
OTHER FOREIGN MATTER IN THE SYS.							
		A POST-ACCIDENT EXAMINATION OF	THE FUEL SYS REVE	LED THE PE	RESENCE OF	WATER	
PAGE 84	OTHER FOREIGN MATTER IN THE SYS.	2	_114				
PAGE 84							
		PAGE 84	log .				

File No. - 1611 7/25/85 LAWTEY,FL A/C Reg. No. N8151X Time (Lc1) - 1700 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE Finding(s) 1. FUEL SYSTEM - BLOCKED(TOTAL) 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. FUEL SYSTEM - WATER 4. FUEL SYSTEM - CONTAMINATION 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 - HIGH VEGETATION 6. TERRAIN CONDITION - DITCH Occurrence #4 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

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

lasic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Da	mage		Inju	ries	
	,	SUBSTANTIA		Fatal	•	Minor	None
Type of Operation -PERSONAL		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	3
ircraft Information							
Make/Model - PIPER PA-28-180			NG 0-360-A4A			Activated	
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2175	Number Eng Engine Typ		OCATING-CARBURE		tali warni	ng System ·	162
Max Gross Wt - 2175 No. of Seats - 4	Rated Powe						
nvironment/Operations Information							
leather Data	Itinerary				Proximity RPORT/STRI	n	
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	G Last Depart BOCA RATO			OFF AII	RPURI/SIRI	Р	
Completeness - N/A	Destination	71 4 ,1 C		Airport Da	ata		
Basic Weather - VMC	FT. LAUDER	RDALE, FL					
Wind Dir/Speed- UNK/NR		·				- N/A	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - 2000 FT SCA	TTERED Type of Fli	ight Plan - NC	NE			- GRASS/TU	₹F
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Cle	earance - NC .ndq - FC	NE LANDING	Runway	Status	- DRY	
Precipitation - NONE	Type Apcn/L	inag - Ft	RCED LANDING				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 28 Biennial Flight F		lical Certifica	te - VALID ht Time (H		AIVERS/LIM.	LI
PRIVATE	Current	- VFC	Total -			4 Hrs -	1
SE LAND	Current Months Since	- 11	Make/Model-	4	Last 3	O Days- UN	
	Aircraft Type	e - C-152	Instrument-	7	Last 9	O Days-	4
Instrument Rating(s) - NONE							
larrative	4000 FT MCL AND T	IE DIT CELECT	D A DIVIDED 1999	V 500 AN 5	MEDOENOV I	AND THE TO	
ENG LOST PWR DURING A SIGHTSEEING FLT AT VEST. BECAUSE HE WAS OVERTAKING A TRUCK							
EST. DECAUSE HE WAS OVERTAKING A TRUCK	ON THE MESTEROND FY	AINES, IFE PLI	TORN OFF THE S	TOUT THE	TAIN SIRIP.	D ACROSS	

File No. - 1691 7/26/85 SOUTH BAY, FL A/C Reg. No. N32576 Time (Lc1) - 0815 EDT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE ASSEMBLY, CONNECTING ROD - DISCONNECTED Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 2. TERRAIN CONDITION - NONE SUITABLE 3. WEATHER CONDITION - TAILWIND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. TERRAIN CONDITION - SOFT 5. WEATHER CONDITION - TURBULENCE 6. LANDING GEAR, WHEEL - SEPARATION 7. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

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

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

----Probable Cause----

Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Da			Injur		
Time of Openshion DEDCOMAL		SUBSTANTIA		Fatal	-		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE	Crew Pass		0	0	1
Accident Occurred During -LANDING		NOINE	rass	. 0	U	Ū	O
Aircraft Information							
Make/Model - CESSNA 150F			NENTAL 0-200-A		installed/Ad		
Landing Gear - TRICYCLE-FIXED		ngines - 1			tall Warning	g System	- YES
Max Gross Wt - 1600			ROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Por	wer - 100) HP 				
Environment/Operations Information			•				
Weather Data Wx Briefing - NO RECORD OF BRIEF	Itinerary	Dadad		Airport	roximity RPORT/STRIP		
Method - N/A	ING Last Department WINTER I			OFF AIR	RPURI/SIRIP		
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	PENSACO			, po			
Wind Dir/Speed- 260/004 KTS	_	,		Runway	Ident -	N/A	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 1500 FT S					Surface -		RF
Lowest Ceiling - 20000 FT B		1earance - N		Runway	Status -	WET	
Obstructions to Vision- NONE	Type Apch,	/Lndg - Fi	DRCED LANDING				
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 29		dical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	tht Time (Ho	ours)		
COMMERCIAL, CFI	Current	- YES	Total - Make/Model- Instrument-	5000	Last 24	Hrs -	4
SE LAND, ME LAND	Months Sinc	e - 5	Make/Model-	360	Last 30	Days- UN	K/NR
HELICOPTER	Aircraft ly	pe - UNK/NR	Instrument- Multi-Eng -	295 4550	Last 90	Days-	1025
			Muiti-Eng -	1990	ROTOTOR	атт -	1825
Instrument Rating(s) - AIRPLANE							
Narrative							
PLT STATED THAT HE ELECTED TO LAND AT	ADALACHICOLA DIE TO	WY IN THE ARE	A RIIT ON FINAL	APCH THE	FNG STADTE	TO DIN	
TEL SIATED THAT HE ELECTED TO LAND AT			OWN, THE ACFT F				

File No. - 1692 7/26/85 APALACHICOLA,FL A/C Reg. No. N8665G Time (Lc1) - 1555 EDT LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation DESCENT - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. JUDGEMENT - POOR - PILOT IN COMMAND 3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 4. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY NOSE OVER Occurrence #3 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 2.5

Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION) A.m.			T m d		
Type operating certificate-none (G		craft Damage BSTANTIAL	Fat		ries Minor	None
Type of Operation -PERSONA				0 0	0	1
Flight Conducted Under -14 CFR		NE	Pass	0 0	0	0
Accident Occurred During -APPROAC	H		Other	0 0	0	1
Aircraft Information						
Make/Model - CESSNA 152	Eng Make/Model	- LYCOMING 0-235 - 1		ELT Installed/	Activated	I - UNK/N
Landing Gear - TRICYCLE-FIXED	Number Engines	- 1		Stall Warni	ng System	- YES
Max Gross Wt - 1670		- RECIPROCATING-0	CARBURETOR			
No. of Seats - 2	Rated Power	- 115 HP				
-Environment/Operations Information						
Weather Data	Itinerary			ort Proximity		
Wx Briefing - NO RECORD OF BRI			OF	F AIRPORT/STRI	P	
Method - N/A	SAME AS ACC/IN	С				
Completeness - N/A	Destination		•	ort Data	••	
Basic Weather - VMC Wind Dir/Speed- 090/006 KTS	SAME AS ACC/IN	С		SSIMME MUNICIP		
Visibility - 7.0 SM	ATC/Airspace			Inway Ident Inway Lth/Wid	- 06 - 5000/	150
Lowest Sky/Clouds - 25000 FT		lan - NONE		inway Ethywid inway Surface		
Lowest Ceiling - NONE	Type of Clearanc	e - NONE		inway Status		
Obstructions to Vision- HAZE	Type Apch/Lndg			,	J	
Precipitation - NONE	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Condition of Light - DAYLIGHT						•
Personnel Information						
Pilot-In-Command	Age - UNK/NR	Medical Cer	ificate - V	ALID MEDICAL-N	O WAIVERS	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review Current - NO		Flight Tim	nė (Hours)		
PRIVATE				Last 2		
SE LAND, ME LAND	Months Since - UN	K/NR Make/Mod	del- UNK/NR	Last 3	O Days- U	INK/NR
# · · · · · · · · · · · · · · · · · · ·	Aircraft Type - UN	K/NR Instrume	ent- 175	Last 9 Rotoro	O Days- U	INK/NR
		Muiti-er	ng - 0	Rotoro	raft -	0
Instrument Rating(s) - AIRPLA	NE					
	BOUT 300 FT AGL DURING THE A					

File No. - 1755 8/12/85 KISSIMMEE,FL A/C Reg. No. N4745B Time (Lc1) - 0800 EDT

Occurrence MIDAIR COLLISION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - SUNGLARE
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT OF OTHER AIRCRAFT
4. VISUAL SEPARATION - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

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

Type Operating Certificate-NONE (GENERA	AL AVIATION) Airc	raft Damage		Injur	ies	
	MIN		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire		.em 0	0	0	2
Flight Conducted Under -14 CFR 91	NON	E Pa	iss 0	0	0	0
Accident Occurred During -APPROACH						
Aircraft Information						
Make/Model - CESSNA C-150		CONTINENTAL 0-200		Installed/Ad		
Landing Gear - TRICYCLE-FIXED	Number Engines -		S	tall Warning	g System	- YES
Max Gross Wt - 1600		RECIPROCATING-CARE	BURETOR			
No. of Seats - 2	Rated Power -	100 HP			·	
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC	!				
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	SAME AS ACC/INC			MEE MUNICIPA		
Wind Dir/Speed- 090/006 KTS			•		N/A	
Visibility - 7.0 SM	ATC/Airspace	- NONE		Lth/Wid -		150
Lowest Sky/Clouds - 25000 FT SCAT Lowest Ceiling - NONE	Type of Flight Pi	an - NUNE		Surface - Status -		
Obstructions to Vision- HAZE	Type of Clearance Type Apch/Lndg	- TOUCH AND CO	Kuriway	status -	DRI	
Precipitation - NONE	Type Apcily Ellag	- TOOCH AND GO				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	A 20	Madiaal Cautifi	Santa VALID	MEDICAL NO	WATVERS	/1 TAGTT
Certificate(s)/Rating(s)	Age - 39 Biennial Flight Review		ight Time (H		WAIVERS	LIMII
PRIVATE, FOREIGN	Current - NO	Total	. 865	Last 24	Hrs - III	NK/ND
SE LAND	Months Since - UNK		- 200	Last 30	Days- U	NK/NR
JE EARD	Aircraft Type - UNK		229	Last 90	Days- U	NK/NR
				3333 33	,	,
Instrument Rating(s) - AIRPLANE						
Narrative						
Nairative		SEE THE AIRCRAFT A				

File No. - 1755 8/12/85 KISSIMMEE,FL A/C Reg. No. N7O4MH Time (Lc1) - 0800 EDT Occurrence #1 MIDAIR COLLISION Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. LIGHT CONDITION - SUNGLARE 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND 3. VISUAL SEPARATION - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 MIDAIR COLLISION Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 4. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT 5. VISUAL SEPARATION - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3.5

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

-Basic Information Type Operating Certificate-NONE (GEI		t Damage	_	uries	
Towns of Ones Allen	NONE		atal Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9	Fire 1 NONE	Crew Pass	0 0	1	0
Accident Occurred During -LANDING	NONE	rass	0	•	Ü
-Aircraft Information				,	
Make/Model - CESSNA 150		NTINENTAL O-200 SERIES			
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600	Number Engines - 1 Engine Type - RE	CIPROCATING-CARBURETOR	Stall Warn	ing System	- 1E2
No. of Seats - 2	Rated Power -	100 HP			
-Environment/Operations Information	-				
Weather Data	Itinerary		irport Proximity		
Wx Briefing - NO RECORD OF BRIE			ON AIRPORT	•	
Method - N/A Completeness - N/A	SAME AS ACC/INC Destination	Air	rport Data		
Basic Weather - VMC	SAME AS ACC/INC	A / /	ALMA		
Wind Dir/Speed- 110/007 KTS	, JAME AS ASS, 2115		Runway Ident	- 33	
Visibility - 12.0 SM	ATC/Airspace		Runway Lth/Wid		100
• •	SCATTERED Type of Flight Plan		Runway Surface		
Lowest Ceiling - NONE		- NONE	Runway Status	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	- NONE			
Condition of Light - DAYLIGHT					
-Personnel Information					
Pilot-In-Command	Age - 38	Medical Certificate			
Certificate(s)/Rating(s) STUDENT	Biennial Flight Review Current - N/A		Time (Hours) 57	24 Hrs - UN	IK /ND
STODENT	Months Since - N/A			30 Days- UN	•
	Aircraft Type - N/A	Instrument- UNK/		90 Days- UN	IK/NR
	• • • • • • • • • • • • • • • • • • •	Multi-Eng - UNK/	NR Rotor	craft - UN	IK/NR
Instrument Rating(s) - NONE					
-Narrative					
STUDENT PILOT AND PASSENGER CHANGED T	HE ENGINE OIL JUST PRIOR TO ATT	EMPTING THE TAKEOFF.	THE OIL WAS DRA	INED ON	
GROUND ON THE AIRPORT WHERE THE AIRCR	AFT WAS PARKED. EXAMINATION OF	THE OIL, DISCLOSED TH	AT METAL SHAVING	S WERE	
SENT IN THE DRAINED OIL. FURTHER EXAM					
IDE THE ENGINE WHEN IT WAS DISASSEMBLE	D THE EXAMINATION ALSO FOUND	RUST IN THE CYLINDER !	WALLS ALONG WITH	THE	

File No. - 1753 4/19/85 ALMA, GA A/C Reg. No. N4483U Time (Lc1) - 1715 EST LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. ENGINE ASSEMBLY, PISTON - FAILURE, TOTAL MAINTENANCE, INSPECTION OF AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND 3. MAINTENANCE, LUBRICATION - EXCEEDED - PILOT IN COMMAND 4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - EXCEEDED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - GROUND 6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND 7. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,6,7

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

Type Operating Certificate-NONE (6	ENERAL AVIATION)	Aircraft Damage			Injur	ies	
		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	0
Accident Occurred During -LANDING	i >						
Aircraft Information							
Make/Model - CESSNA 172M		/Model - LYCOMING 0					
Landing Gear - TRICYCLE-FIXED		ngines - 1			tall Warnin	g Syst em	- YES
Max Gross Wt - 2300	9	ype - RECIPROCAT	ING-CARBURE	TOR			
No. of Seats - 4	Rated Po	wer - 150 HP					
Environment/Operations Information-							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRI		rture Point		ON AIR	PORT		
Method - N/A		ACC/INC					
Completeness - N/A	Destination	n		Airport D			
Basic Weather - VMC	LOCAL				FIELD	0.4	
Wind Dir/Speed- 040/004 KTS Visibility - 7.0 SM	ATC/Airspac	_			ldent - Lth/Wid -		50
Lowest Sky/Clouds -	•	e light Plan - NONE			Surface -		50
Lowest Ceiling - 3000 F1		learance - NONE			Status -		
Obstructions to Vision- NONE		/Lndg - TRAFFI	C PATTERN	· · · · · · · · · · · · · · · · · · ·	314145		
Precipitation - NONE	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	, 22					
Condition of Light - DAYLIGHT	•						
ersonnel Information							
Pilot-In-Command	Age - 34	Medical	Certificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Fligh	t Time (⊦	lours)		
ATP	Current	- YES Tot	al -	4150	Last 24		0
SE LAND, ME LAND	Months Sinc	- YES Tot e - 6 Mak pe - F-28 Ins	e/Mode1-	175	Last 30 Last 90	Days- UN	IK/NR
	Aircraft Ty	•			Last 90	Days-	158
		Mu 1	ti-Eng -	3163			
Instrument Rating(s) - AIRPLA	NE						
Narrative							
T WAS RENEWING PROFICIENCY IN LIGHT	ACFT. ON FIRST TOUCH	AND GO LANDING, ACC ORPOISED. DURING EN					

File No. - 1745 8/08/85 PEACHTREE CITY, GA A/C Reg. No. N61769 Time (Lc1) - 1200 EDT

Occurrence #1 Phase of Operation LANDING - ROLL

NOSE GEAR COLLAPSED

Finding(s)

- 1. LANDING GEAR, NOSE GEAR OVERLOAD
- 2. FLARE EXCESSIVE PILOT IN COMMAND
- IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN KIND OF AIRCRAFT PILOT IN COMMAND
- 4. RECOVERY FROM BOUNCED LANDING IMPROPER PILOT IN COMMAND
- 5. DESIGN STRESS LIMITS OF AIRCRAFT EXCEEDED PILOT IN COMMAND

----Probable Cause----

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

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

Brief of Accident

-Basic Information							
Type Operating Certificate-ON-DEMAND AI	R TAXI	Aircraft Damag	е	F-1-1	Inju		31
Name of Carrier -PETROLEUM HE Type of Operation -NON SCHED,DO Flight Conducted Under -14 CFR 135	LICUPIERS, INC	DESTRUYED	Crew	Fatal O	Serious O		None O
Flight Conducted Under -14 CFP 135	MESTIC, PASSENGER	NONE	Pass	Ô	0	1	0
Accident Occurred During -LANDING		NOINE	Fass	O	J	•	Ū
-Aircraft Information							
Make/Model - BELL 206L-1		Model - ALLISON 2	50-C28		installed/		
Landing Gear - HIGH SKID		gines - 1	_	St	all Warni	ng System	~ NO
Max Gross Wt - 4150		oe - TURBOSHAF					
No. of Seats - 5	Rated Power	er - 435 HP 					
-Environment/Operations Information Weather Data	Itinerary			Airport F	Provincty		
Wx Briefing - NO RECORD OF BRIEFING	•	ture Point			PORT/STRI	D	
Method - N/A	SAME AS			OII AIR	CF OK 17 STKI		
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	LOCAL			,			
Wind Dir/Speed- 290/008 KTS				Runway	Ident	- N/A	
Visibility - 10.0 SM	ATC/Airspace			Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR		ight Plan - COMPA			Surface		
Lowest Ceiling - NONE		earance - VFR		Runway	Status	- WATER -	CHOPPY
Obstructions to Vision- NONE	Type Apch/	Lndg - FORCE	D LANDING				
Precipitation - NONE Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 44	Medica	1 Certificat	e - VALTD	MEDICAL -W	ATVERS/LTB	AT T
Certificate(s)/Rating(s)	Biennial Flight			t Time (Ho		AIVENS/ EI	···
ATP		- YES To	tal -	4 107	Last 2	4 Hrs -	12
	Months Since	- 5 Ma	ke/Mode1- strument-	1707	Last 3	O Days- UM	NK/NR
HELICOPTER	Aircraft Type	e - 206 . In	strument-	391	Last 9	O Days-	228
					Rotorc	raft -	4107
Instrument Rating(s) - HELICOPTER							
-Narrative PLT WAS INITIATING A TAKEOFF FROM A HOVER	OFE AN OFFCHORE	OTI DIC AC UP IO	WEDED THE MO	CE EOD TAL	VENEE HE	LEADD A	
D NOISE EMIT FROM THE TAILBOOM AREA & THE							
DROTATED TO THE WATER. ON IMPACT, THE MAIN							
THE TAIL ROTOR GEARBOX WERE NOT RECOVERED							
OR DRIVE SYSTEM.	· · · · · · · · · · · · · · · · · · ·				=		

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totor of the

File No 165	66 7/21/85	SOUTH MARSH, GM	A/C Reg. No. N5753D	Time (Lc1) - 1700 CDT
Occurrence #1 Phase of Operation Finding(s)	AIRFRAME/COMPONE TAKEOFF	NT/SYSTEM FAILURE/MALFUN	NCTION	
	T CONTROL, TAIL RO	TOR CONTROL - UNDETERMIN	NED	
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation	DITCHING LANDING - FLARE/	TOUCHDOWN		
Finding(s) 2. TERRAIN CONDITION	N - WATER,ROUGH			
Probable Cause	-		·	

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

-Basic Information Type Operating Certificate	-NONE (GENE	RAL AVIATION)	Aircraft Da	mage		Injuri	ies	
.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	HONE (GENE	AND AVIATION,	DESTROYED		Fatal			None
	-BUSINESS		Fire	Cre		0	0	0
Flight Conducted Under			UNK/NR	Pas	s 0	0	0	0
Accident Occurred During	-UNKNUWN							
-Aircraft Information								
Make/Model - SWEARINGEN	SA-226T	Eng Mal	ke/Model - GARRET	T TPE3313U303	G ELT	[nstalled/Ad	ctivated	- UNK/N
Landing Gear - TRICYCLE-R	ETRACTABLE	Number	Engines - 2		S ⁺	tall Warning	y System	- UNK/N
Max Gross Wt - 10062		Engine	Type - TURBOR	ROP			-	
No. of Seats - 8		Rated F	Power - 840) HP				
-Environment/Operations Infor	mation							
Weather Data	ma c rom	Itinerary			Airport	Provimity		
Wx Briefing - UNK/NR			parture Point			RPORT/STRIP		
Method - UNK/NR		BELIZE			J A1.	,		
Completeness - UNK/NR		Destinat	•		Airport Da	ata		
Basic Weather - VMC			RLEANS, LA					
Wind Dir/Speed- UNK/NR			- •		Runway	Ident -	N/A	
Visibility - 7.0	SM	ATC/Airspa	ace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds -	2500 FT SC	ATTERED Type of	Flight Plan - IF	R	Runway	Surface -	N/A	
Lowest Ceiling -	NONE	Type of	Clearance - IF	R	Runway	Status -	N/A	
00311 00110113 10 \$131011	HONE	Type Apo	ch/Lndg - NO	INE				
Precipitation -								
Condition of Light -	DAYLIGHT							
-Personnel Information								
Pilot-In-Command		Age - 49	Med	lical Certific	ate - VALID	MEDICAL-WA	[VERS/LI	MIT
<pre>Certificate(s)/Rating(s)</pre>		Biennial Fligh	nt Review	Fli	ght Time (Ho			
ATP		Current	- UNK/NR	Total -	9000	Last 24	Hrs - U	NK/NR
SE LAND, ME LAND		Months Si	nce - UNK/NR	Make/Mode1-	UNK/NR	Last 30	Days- U	NK/NR
		Aircraft T	Type - UNK/NR	Instrument-	UNK/NR	Last 90	Days- U	NK/NR
			nce - UNK/NR Type - UNK/NR	Multi-Eng -	UNK/NR	Rotorcra	aft - UN	NK/NR
Instrument Rating(s)	- AIRPLANE					2		
-Narrative ISTRESS MESSAGE WAS RECEIVED UNABLE TO MAINTAIN ALTITUDE. T AND THE PILOT WAS PREPARING CKAGE HAS NOT BEEN LOCATED.	A SECOND M	ESSAGE WAS RECEL	VED SHORTLY AFTER	WARDS STATING	THAT THE A	IRCRAFT WAS	AT 1500	

File No 164	9/17/85	MISSING, GM	A/C Reg. No. N3RB	Time (Lc1) - 1255 CDT	
Occurrence Phase of Operation	MISSING AIRCRAFT UNKNOWN				
Finding(s) 1. UNDETERMINED					
Probable Cause	-				
The Maddensky Towns			- Durahah 1 - Oswan (n) - 6 - Halm - and d	I •	

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

	L BLUFFS,IA	A/C Reg. No	o. N973OR	T .	ime (Lc1)	- 1445 CST 	
Basic Information Type Operating Certificate-ON-DEMAND AIR	TAXI	Aircraft Dama	_	Fatal	Inju Serious	ries Minor	Non e
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0	0	0	1
Aircraft Information Make/Model - BEECH M35 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2950 No. of Seats - 5	Number Eng Engine Typ	Model - CONTINEN gines - 1 pe - RECIP-Fl er - 260 h	JEL INJECTED		Installed// tall Warni		- YES-UNK/I - YES
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - TELEPHONE	Itinerary Last Depar				Proximity RPORT/STRI	o	
Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 310/017 KTS	Destination VICHY,MO			Airport Da		- N/A	
Visibility - 10.0 SM Lowest Sky/Clouds - Lowest Ceiling - 4000 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	N Type of Clo	ight Plan - NONE earance - NONE Lndg - NONE	<u> </u>	Runway Runway	Lth/Wid Surface Status	- N/A - N/A	
Personnel Information Pilot-In-Command	Age - 31 Biennial Flight		cal Certifica Flig	ht Time (H	ours)	•	IIT
COMMERCIAL, ATP SE LAND, ME LAND	Current Months Since Aircraft Typ	- YES - 15 M e - M2OJ	Total - Make/Model- Instrument- Multi-Eng -	2 4 74 57 199	Last 2 Last 3	4 Hrs - O Days- UN O Days-	3 IK/NR 56
Instrument Rating(s) - AIRPLANE							
Narrative THE ACFT MADE A GEAR-UP FORCED LNDG OFF THE AF AIRBORNE FOR ABOUT 15 MINUTES. POST ACCIDENT 1							

File No. - 1771 12/27/85 COUNCIL BLUFFS, IA A/C Reg. No. N9730R Time (Lc1) - 1445 CST LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation CLIMB - TO CRUISE Finding(s) 1. FLUID, FUEL - CONTAMINATION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. FLUID, FUEL - WATER 4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation CLIMB Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE 6. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND 7. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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

	ile No 1716 7/30/85 SHELLEY,ID			N5186	Time (Lc1) - 0900 MDT			
-Basic Information Type Operating Certificate-	-AGRICULTURAL AI		ircraft Damage			Injur		
Type of Operation - Flight Conducted Under - Accident Occurred During -	-14 CFR 137	ION F	SUBSTANTIAL ire NONE	Crew Pass	Fatal O O	Serious O O	Minor O O	None 1 0
-Aircraft Information Make/Model - GRUMMAN 164 Landing Gear - TAILWHEEL-A Max Gross Wt - 4500 No. of Seats - 1		Number Engine	1 - P&W RT985 s - 1 - TURBOSHAFT - 600 HP			nstalled/A all Warnin		
-Environment/Operations Inform	 mation							
Weather Data Wx Briefing - NO RECORD Method - N/A	O OF BRIEFING	Itinerary Last Departure SHELLEY.ID	Point		Airport P OFF AIR	roximity PORT/STRIP		
Completeness - N/A Basic Weather - VMC		Destination LOCAL			Airport Da	ta		
Wind Dir/Speed- 360/004 K Visibility - 50.0 Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- N Precipitation - N Condition of Light - D	SM 4000 FT BROKEN NONE NONE			LANDING	Runway Runway	Lth/Wid - Surface -	•	URF
-Personnel Information								
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI		ge - 34 ennial Flight Revi Current -	ew VFS Tota	Fligh	te - VALID nt Time (Ho 4632	urs) Last 24	Hrs -	4
SE LAND,ME LAND		Months Since - Aircraft Type -	16 Make UNK/NR Inst Mult	e/Model- trument- ti-Eng -	250 60 110	Last 30 Last 90 Rotorcr	Days- L Days- aft -	INK/NR 205 22
	- AIRPLANE	W. B. 1						

File No. - 1716 7/30/85 SHELLEY, ID A/C Reg. No. N5186 Time (Lc1) - 0900 MDT LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation MANEUVERING Finding(s) 1. FUEL SYSTEM, CARBURETOR - INOPERATIVE Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 2. TERRAIN CONDITION - NONE SUITABLE 3. TERRAIN CONDITION - HIGH VEGETATION ----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

File No 1721 8/19Basic Information	/85 PRESTON,ID	A/C Reg. No.		Time (Lc1) - 1620	
Type Operating Certificate-	NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	e Fatal	Injuries Serious Min	nor None
Type of Operation Flight Conducted Under Accident Occurred During		Fire NONE	Crew O Pass O	0	0 1
Aircraft Information Make/Model - CESSNA 172F Landing Gear - TRICYCLE-FI		Make/Model - LYCOMING (er Engines - 1		Installed/Activa	
Max Gross Wt - 2300 No. of Seats - 4	Engir	ne Type - RECIPROCA d Power - 160 HP	TING-CARBURETOR	Starr warming Sy	
Environment/Operations Inform Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 240/011 k Visibility - 15.0 Lowest Sky/Clouds - Lowest Ceiling - N Obstructions to Vision- N Precipitation - N Condition of Light - D	Itinerar Last [Departure Point AD,ID ation STON,ID	ON AI Airport PRESI Runwa Runwa Runwa Runwa Runwa		70/ 50 HALT
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Current Months S	ight Review - YES To Since - 7 Ma	l Certificate - VALI Flight Time (tal - 421 ke/Model- 421 strument- 81	(Hours) Last 24 Hrs Last 30 Day:	- 4 s- UNK/NR
Instrument Rating(s)	AIRPLANE				
Certificate(s)/Rating(s) PRIVATE SE LAND	Biennial Fl Current Months S Aircraf AIRPLANE OR FUEL IN A X-WIND OF 19 A GO-AROUND WITH FULL F	ight Review - YES To Since - 7 Ma t Type - UNK/NR In	Flight Time (tal - 421 ke/Model - 421 strument - 81 O KTS. A GUST AT TOUED AS A STALL OCCURE	(Hours) Last 24 Hrs Last 30 Day: Last 90 Day: JCHDOWN VEERED TH	- s- U s-

File No. - 1721 8/19/85 PRESTON, ID A/C Reg. No. N54016 Time (Lc1) - 1620 MDT ON GROUND ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - GUSTS 2. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE.LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND 4. WEATHER CONDITION - CROSSWIND. 5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND 7. WEATHER CONDITION - HIGH WIND 8. WEATHER CONDITION - HIGH DENSITY ALTITUDE Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 9. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 10. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 11. OBJECT - WIRE, TRANSMISSION 12. FLIGHT CONTROLS - IMPROPER - PILOT IN COMMAND 13. WEATHER CONDITION - HIGH DENSITY ALTITUDE Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,9,10,12 Factor(s) relating to this accident is/are finding(s) 1,3,4,6,7,8,11,13

RAL AVIATION) Aircraf	+ Damage				
DECEDO			Injur		*
DESTRO		Fatal	Serious		None
Fire		rew 1	0	0	0
NONE		ass 0	0	0	0
		S	itall Warnin	g System	- NO
Rated Power -	317 HP				
Itinerary					
NG Last Departure Point		OFF AI	RPORT/STRIP		
SAME AS ACC/INC					
Destination		Airport D	ata		
RIGGINS, ID					
		Runway	· Ident -	N/A	
ATC/Airspace		Runway	Lth/Wid -	N/A	
CATTERED Type of Flight Plan	- NONE	Runway	Surface -	N/A	
/ERCAST Type of Clearance	- NONE	Runway	Status -	N/A	
Type Apch/Lndg	- NONE				
Age - 36				WAIVERS/	LIMIT
Biennial Flight Review	F	light Time (F	lours)		
Current - NO	Total				0
Months Since - UNK/NR	Make/Model	- 28	Last 30	Days-	17
Aircraft Type - UNK/NR	Instrument	- UNK/NR	Last 90	Days-	28
•	Multi-Eng				120
,	J				
RISING TERRAIN BELOW POWER 11 OPE TYPICAL OF A "QUICK-STOP"	MILES FROM PT MANEUVER OR AT	OF DEPARTURE.	INVESTIGAT POWER LINE	ION	
	Eng Make/Model - AL Number Engines - 1 Engine Type - TU Rated Power - Itinerary ING Last Departure Point SAME AS ACC/INC Destination RIGGINS, ID ATC/Airspace CATTERED Type of Flight Plan VERCAST Type of Clearance Type Apch/Lndg Age - 36 Biennial Flight Review Current - NO Months Since - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR RISING TERRAIN BELOW POWER 11 LOPE TYPICAL OF A "QUICK-STOP"	Eng Make/Model - ALLISON 250-C20 Number Engines - 1 Engine Type - TURBOSHAFT Rated Power - 317 HP Itinerary ING Last Departure Point SAME AS ACC/INC Destination RIGGINS,ID ATC/Airspace CATTERED Type of Flight Plan - NONE VERCAST Type of Clearance - NONE Type Apch/Lndg - NONE Age - 36 Medical Certif Biennial Flight Review F Current - NO Total Months Since - UNK/NR Make/Model Aircraft Type - UNK/NR Instrument Multi-Eng US TERRAIN IN THUNDERSTROM CONDITIONS DESPITE RISING TERRAIN BELOW POWER 11 MILES FROM PT LOPE TYPICAL OF A "QUICK-STOP" MANEUVER OR AT	Eng Make/Model - ALLISON 250-C20 ELT Number Engines - 1 S Engine Type - TURBOSHAFT Rated Power - 317 HP Itinerary ING Last Departure Point OFF AI SAME AS ACC/INC Destination Airport D RIGGINS,ID Runway ATC/Airspace Runway CATTERED Type of Flight Plan - NONE Runway Type Apch/Lndg - NONE Age - 36 Medical Certificate - VALID Biennial Flight Review Flight Time (H Current - NO Total - 120 Months Since - UNK/NR Make/Model - 28 Aircraft Type - UNK/NR Instrument - UNK/NR Multi-Eng - UNK/NR JS TERRAIN IN THUNDERSTROM CONDITIONS DESPITE WARNINGS FRC RISING TERRAIN BELOW POWER 11 MILES FROM PT OF DEPARTURE. LOPE TYPICAL OF A "QUICK-STOP" MANEUVER OR ATTEMPT TO DUCK	Eng Make/Model - ALLISON 250-C20 ELT Installed/A Number Engines - 1 Stall Warnin Engine Type - TURBOSHAFT Rated Power - 317 HP Itinerary Airport Proximity OFF AIRPORT/STRIP SAME AS ACC/INC Destination Airport Data RIGGINS,ID Runway Ident - RATC/Airspace Runway Lth/Wid - CATTERED Type of Flight Plan - NONE Runway Surface - VERCAST Type of Clearance - NONE Runway Status - Type Apch/Lndg - NONE Age - 36 Medical Certificate - VALID MEDICAL-NO Biennial Flight Review Flight Time (Hours) Current - NO Total - 120 Last 24 Months Since - UNK/NR Make/Model - 28 Last 30 Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Multi-Eng - UNK/NR Rotorch JS TERRAIN IN THUNDERSTROM CONDITIONS DESPITE WARNINGS FROM FRIENDS. RISING TERRAIN BELOW POWER 11 MILES FROM PT OF DEPARTURE. INVESTIGAT	Eng Make/Model - ALLISON 250-C20 ELT Installed/Activated Number Engines - 1 Stall Warning System Engine Type - TURBOSHAFT Rated Power - 317 HP Itinerary Airport Proximity OFF AIRPORT/STRIP SAME AS ACC/INC Destination RIGGINS, ID Runway Ident - N/A Runway Ith/Wid - N/A ATC/Airspace Runway Surface - N/A ATTERED Type of Flight Plan - NONE Runway Surface - N/A Type Apch/Lndg - NONE Runway Status - N/A Type Apch/Lndg - NONE Runway Status - N/A Type Apch/Lndg - NONE Runway Status - N/A Months Since - UNK/NR Make/Model - 28 Last 30 Days-Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days-Multi-Eng - UNK/NR ROTORTATE

File No. - 1619 9/09/85 EMMETT, ID A/C Reg. No. N14819 Time (Lc1) - 1445 MDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE Finding(s) 1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND 2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND 4. WEATHER CONDITION - THUNDERSTORM 5. WEATHER CONDITION - LIGHTNING 6. WEATHER CONDITION - RAIN 7. WEATHER CONDITION - LOW CEILING 8. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND Occurrence. #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT Finding(s) 9. TERRAIN CONDITION - MOUNTAINOUS/HILLY 10. TERRAIN CONDITION - RISING 11. AIRSPEED - EXCESSIVE - PILOT IN COMMAND 12. OBJECT - WIRE, TRANSMISSION 13. REMEDIAL ACTION - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,11,13

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,9,10,12

-Basic Information Type Operating Certificate-	NONE (GENERAL AVI	(ATTON) Aimo	raft Damage		Injur	100	
Type operating certificate	NONE (GENERAL AVI		STANTIAL	Fatal	Serious	Minor	None
Type of Operation -	PERSONAL	Fire		Crew O	• 0	1	0
Flight Conducted Under -		NON	E	Pass 0	0	0	1
Accident Occurred During -	TAKEOFF						
-Aircraft Information							
Make/Model - TODD KR-II			VOLKSWAGON UNKNO		Installed/A		
Landing Gear - TAILWHEEL-A	ALL FIXED	Number Engines -		S	tall Warning	g System	- UNK/NR
Max Gross Wt - 800 No. of Seats - 2			RECIPROCATING-CA	RBURETOR			
NO. Of SeatS - 2		Rated Power -	UNK/NK				
-Environment/Operations Inform							
Weather Data		Itinerary			Proximity		
Wx Briefing - UNK/NR		Last Departure Po		ON AIR	PORT		
Method - UNK/NR Completeness - UNK/NR		SAME AS ACC/INC		A 4 mm = m & D	-4-		
Basic Weather - VMC		Destination RENO.NV		Airport D	ata AIR TERMINA	1	
Wind Dir/Speed- 310/008 k	(TS	REINO, INV			– –	UNK/NR	
Visibility - 50.0		ATC/Airspace		,	Lth/Wid -		
Lowest Sky/Clouds -		Type of Flight Pl	an - NONE	,	Surface -	•	
Lowest Ceiling - 1		Type of Clearance		Runway	Status -	DRY	
Obstructions to Vision- N		Type Apch/Lndg	- NONE				
Precipitation - N							
Condition of Light - D	DAYLIGHT						
-Personnel Information							
Pilot-In-Command		- 79		ficate - VALID		IVERS/LII	MIT.
Certificate(s)/Rating(s) PRIVATE	Bier	nnial Flight Review		Flight Time (F		11	0
SE LAND		Current - YES Months Since - 8			Last 24 Last 30		0 /ND
SE LAND		Aircraft Type - UNK		t- 0	Last 90	Days- U	150
		All Start Type Olik	, iti.		2431 90	Juyo	130
Instrument Rating(s)	- NONE						
		TAKEOFF PUSHING BOTH					

File No. - 1669 9/14/85 BOISE, ID A/C Reg. No. N5CJ Time (Lc1) - 1439 MDT

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ROTATION - PREMATURE - PILOT IN COMMAND

IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

3. LANDING GEAR - OVERLOAD

----Probable Cause----

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

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

File No 1617 9	/22/85	LOLO PASS,	ID A/C	Reg. No. N35	105	Т	ime (Lc1)	- 1530 PI	т
Basic Information Type Operating Certifica	te-AGRIC	ULTURAL AIRO		ft Damage		F-4-1	Inju		
Type of Openstica	DEDCO		DESTR	OYED	0	Fatal		Minor	None
Type of Operation Flight Conducted Under Accident Occurred During		R 91	Fire NONE		Crew Pass	1 2	0 2	0	0
Aircraft Information									
Make/Model - CESSNA 1			Eng Make/Model - L		D-A1F6D		Installed/		
Landing Gear - TRICYCLE	-FIXED		Number Engines -				tall Warnii	ng Syster	n - YES
Max Gross Wt - 2500 No. of Seats - 4			Engine Type - R Rated Power -		-CARBURE	IUR			
Environment/Operations Inf	ormation								
Weather Data			Itinerary			•	Proximity		
Wx Briefing - NO REC Method - N/A	ORD OF B	RIEFING	Last Departure Poin GARFIELD,WA	t		OFF AI	RPORT/STRII	P	
Completeness - N/A Basic Weather - VMC			Destination KOOSKIA,ID		•	Airport D	ata		
Wind Dir/Speed- UNK/NR								- N/A	
Visibility - 30.0			ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds -			Type of Flight Plan				Surface		
	- NONE		Type of Clearance			Runway	Status	- N/A	
Obstructions to Vision			Type Apch/Lndg	- FORCED LAN	NDING				
Precipitation Condition of Light	- DAYLIG	нт							
Personnel Information									
Pilot-In-Command		Age		Medical Ce				D WAIVER	S/LIMIT
Certificate(s)/Rating(s	;)		nnial Flight Review			t Time (H			
PRIVATE			Current - UNK/N		-	400		4 Hrs -	
SE LAND			Months Since - UNK/N			13 K/NR	Last 30	Days- I	
			Aircraft Type - UNK/N		ment- UNI Eng - UNI			0 Days- I raft - I	
Instrument Rating(s)	- NONE								
Managhtan									
Narrative E PLT FAILED TO VISUALLY CHE EL SUPPLY. FUEL EXHAUSTION O TEMPTED A LAST MINUTE TURN E EEP DOWNSLOPE. INSPECTION OF E WRECKAGE. THE FUEL GAGES W ECK THE FUEL QUANTITY. ALSO, CUPANTS SEATED ON IT WITH ON	OCCURRED BACK TO T THE ACF VERE KNOW A SEPAR	1.2 HOURS IN HE SITE. THE T FAILED TO N TO BE INAC ATE FUEL CON	NTO THE FLT. THE PLT C E ACFT STALLED IN A ST DISCLOSE SIGNS OF FUE CCURATE AND THE OPERAT NSUMPTION LOG WAS KEPT	VERFLEW A SU EEP TURN AT I L BOTH IN THI OR HAD A SIGI FOR THE ACF	ITABLE F LOW ALT, E ACFT A N POSTED T. THE	ORCED LAN COLLIDIN ND ON THE INSTRUCT REAR BENC	DING SITE A G WITH TRE TERRAIN SI ING PLTS TO H SEAT HAD	AND ES ON A URROUNDII O VISUALI THREE	

File No 16	17 9/22/85	LOLO PASS,ID	A/C Reg. No. N35105	Time (Lc1) - 1530 PDT
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICAL		
ENGINE INSTRUME	HAUSTION NNING/PREPARATION NTS,FUEL QUANTITY	- IMPROPER - PILOT IN GAGE - FALSE INDICATI INADEQUATE - PILOT I	ION	
Occurrence #2 Phase of Operation	DESCENT - EMERGE	NCY	·	
Occurrence #3 Phase of Operation		- IN FLIGHT RN TO LANDING AREA (E	EMERGENCY)	
 MANEUVER - EXCE STALL - INADVER 	SSIVE - PILOT IN C TENT - PILOT IN CO	MMAND		
Occurrence #4 Phase of Operation	DESCENT - UNCONT	ROLLED		
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	o this accident is	/are finding(s) 3,5,6	6 .	

Basic Information Type Operating Certificat	te-NONE (GENERA				Injuri		
		DESTROY		Fatal		Minor	None
Type of Operation		Fire	Crew		0	0,	0
Flight Conducted Under		NONE	Pass	1	0	0	0
Accident Occurred During	-MANEUVERING						
Aircraft Information							
Make/Model - TERATORN		Eng Make/Model - ROT	AX 532	ELT 1	installed/Ac	tivated	- NO -N/
Landing Gear - TAILWHEEL	-ALL FIXED	Number Engines - 1			all Warning	System	- NO
Max Gross Wt - UNK/NR		Engine Type - REC	IPROCATING-CARBUR	ETOR			
No. of Seats - 2		Rated Power -	65 HP				
Environment/Operations Info	ormation						
Weather Data		Itinerary		Airport F	roximity		
	ORD OF BRIEFING				PORT/STRIP		
Method - N/A		LIBERTY LAKE, WA					
Completeness - N/A		Destination		Airport Da	ata		
Basic Weather - VMC		LOCAL		•			
Wind Dir/Speed- CALM				Runway	Ident -	N/A	
Visibility - 20.0	SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds -	CLEAR	Type of Flight Plan -	NONE		Surface -		
Lowest Ceiling		Type of Clearance -			Status -		
Obstructions to Vision	- NONE	Type Apch/Lndg -	NONE				
Precipitation							
Condition of Light	- DAYLIGHT						
Personnel Information							
Pilot-In-Command		Age - 32	Medical Certifica	te - VALID	MEDICAL-WAI	VERS/LIM	4IT
Certificate(s)/Rating(s))	Biennial Flight Review	Flig	ht Time (Ho	ours)		
PRIVATE	•	Current - UNK/NR	Total -	700	Last 24	Hrs - UN	NK/NR
SE LAND		Months Since - UNK/NR	Make/Model- U	NK/NR	Last 30	Days- UN	NK/NR
		Aircraft Type - UNK/NR	Total - Make/Model - U Instrument - U	NK/NR	Last 90	Days- UN	NK/NR
	State of the state		Multi-Eng - U	NK/NR	Rotorcra	ft - UN	NK/NR

File No. - 1696 9/29/85 A/C Reg. No. NONE Time (Lc1) - 1119 PDT POST FALLS, ID Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation MANEUVERING Finding(s) 1. WING, SPAR - PREVIOUS DAMAGE 2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND IMPROPER DECISION, COMPLACENCY - PILOT IN COMMAND 4. WING, SPAR - FAILURE, TOTAL 5. MAINTENANCE, MAJOR REPAIR - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5 Factor(s) relating to this accident is/are finding(s) 1,3

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Type Operating Certificate-NONE (GENERAL	A 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Aircraft Dam	ugu		Injur		
		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	1
Accident Occurred During -LANDING			Other	0	0	2	0
ircraft Information							
Make/Model - HAZELRIGE VARIEZE			NTAL 0-200		nstalled/Ad		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engir				all Warning	g System	- NO
Max Gross Wt - UNK/NR No. of Seats - 1	Rated Power		CATING-CARBURE HP	İUK			
nvironment/Operations Information							
leather Data	Itinerary			Airport P	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departur	re Point		ON AIRS			
Method - N/A	DECATUR, IL						
Completeness - N/A	Destination			Airport Da	ıta		
Basic Weather - VMC	SAME AS ACC	C/INC		SHELBY	CO.		
Wind Dir/Speed- 020/008 KTS						36	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		75
Lowest Sky/Clouds - 3000 FT SCATTE					Surface -		
Lowest Ceiling - 15000 FT BROKE				Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lnd		AIGHT-IN				
Precipitation - NONE		FUL	L STOP				
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 69	M = 4 :	cal Certificat	- VALTO	MEDICAL . WA	TVEDC/L TA	
	Riennial Flight Dev	MEU I	cai certificat	t Time (Ho	MEDICAL-WA	IVERS/LIN	11.1
PRIVATE	Biennial Flight Rev Current	- VFC	Total -	1500	Last 24	Hrs -	1
SE LAND	Months Since	- 2	Make/Mode1-				
GLIDER	Aircraft Type		Instrument- UN				
	or all c Typo		Multi-Eng - UN	K/NR	Rotorcra	aft - UN	IK/NR
Instrument Rating(s) - AIRPLANE			_				
This trument Rating(s) - AIRPLANE							

File No. - 1707

7/22/85

SHELBYVILLE.IL

A/C Reg. No. N67EZ

Time (Lc1) - 1545 CDT

Occurrence

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. OBJECT AIRCRAFT PARKED
- 2. JUDGEMENT POOR PILOT IN COMMAND
- 3. PLANNED APPROACH INADEQUATE PILOT IN COMMAND
- 4. VISUAL LOOKOUT INADEQUATE PILOT IN COMMAND
- 5. PROCEDURES/DIRECTIVES NOT FOLLOWED PILOT IN COMMAND
- 6. RADIO COMMUNICATIONS NOT USED PILOT IN COMMAND

----Probable Cause----

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

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

-Basic Information							
Type Operating Certificate	-NONE (GENERAL AV	IATION) Aircraft SUBSTAN		Fatal	Injur Serious	ies Minor	None
Type of Operation	-PERSONAL	Fire	Cre		0	1	0
Type of Operation Flight Conducted Under	-14 CFR 91	NONE	Pas	-	Ö	1	Ō
Accident Occurred During			0th	er O	0	0	2
Aircraft Information							
Make/Model FRANK H MA					Installed/A		
Landing Gear - TRICYCLE-F	IXED	Number Engines - 1 Engine Type - REC	TODOCATING CADDU		tall Warnin	g System	- NU
Max Gross Wt - UNK/NR No. of Seats - 2			150 HP	RETUR			
No. or seats - 2		Rated Fower	130 MF				
Environment/Operations Infor	mation						
Weather Data		Itinerary		Airport	Proximity		
Wx Briefing - NO RECOR	D OF BRIEFING	Last Departure Point		ON AIR	STRIP		
Method - N/A		SAME AS ACC/INC					
Completeness - N/A		Destination		Airport D			
Basic Weather - VMC		LOCAL		SHELBY			
Wind Dir/Speed- 020/008		470/41				36	
Visibility - 15.0	3111	ATC/Airspace	NONE		Lth/Wid -		75
Lowest Sky/Clouds - Lowest Ceiling -					Surface - Status -		
Obstructions to Vision-			NONE	Runway	Status -	UKT	
	NONE	Type Apen, Ling	NOINE				
Condition of Light -			ř				
Personnel Information Pilot-In-Command	4.00	- 41	Medical Certific		MEDICAL -NO	WATVEDS /	LIMIT
Certificate(s)/Rating(s)		nnial Flight Review		ght Time (F		WAIVERS	LIMI
PRIVATE	b re	Current - NO	Total -		Last 24	Hrs -	2
SE LAND		Months Since - UNK/NR		168	Last 30	Davs- UN	K/NR
GYROPLANE		Aircraft Type - UNK/NR	Make/Model- Instrument-	UNK/NR	Last 90	Days-	7
		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Multi-Eng -			aft [°] - UN	
Instrument Rating(s)	- NONE						
Managetta							
Narrative E GYROPLANE WAS RUNNING UP ON	THE END OF THE DW	IV WHEN THE MADIEZE LAND	D ON TOD OF UTW	STRIVING T	LE BOTOB CV	CTEM	
E GYRUPLANE WAS RUNNING UP UN E VARIEZE FLEW A NON-STID FLT					HE KUIUK ST	31 CM.	
, VARIEZE FLEW A NUN-SIID FLI	FALLERIN & DID ,NUT	MARE A KADIO CALE IN IN	L INMITTO PALLER	1 4			

File No. - 1707 7/22/85 SHELBYVILLE,IL A/C Reg. No. N2260N Time (Lc1) - 1545 CDT

Phase of Operation

IN FLIGHT COLLISION WITH OBJECT STANDING - ENGINE(S) OPERATING

Finding(s)

- 1. OBJECT AIRCRAFT MOVING ON GROUND
- 2. VISUAL LOOKOUT INADEQUATE PILOT OF OTHER AIRCRAFT
- 3. JUDGEMENT POOR PILOT OF OTHER AIRCRAFT
- 4. RADIO COMMUNICATIONS NOT USED PILOT OF OTHER AIRCRAFT
- 5. PLANNED APPROACH POOR PILOT OF OTHER AIRCRAFT
- 6. PROCEDURES/DIRECTIVES NOT FOLLOWED PILOT OF OTHER AIRCRAFT

----Probable Cause----

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

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

 Basic Information Type Operating Certificate-NONE (GENERA 	AVIATION)	Aircraft D	amane		Injur	ies	
Type operating our tri loate Noite (acitem	L ATTAITON,	SUBSTANTI		Fatal			None
Type of Operation -PERSONAL		Fire		0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - LUSCOMBE 8A	Eng Make/N	Model - CONTI	NENTAL A-65-8	ELT :	Installed/A	ctivated	- YES/NO
Landing Gear - TAILWHEEL-ALL FIXED		gines - 1			tall Warnin	g System	- YES
Max Gross Wt - 1260	Engine Ty	e - RECIP	ROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Powe	er - 6	5 HP				
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Depart	ture Point		ON AIR	STRIP		
Method - N/A	FINDLAY, C)H					
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	SAME AS A	ACC/INC			CO. MUNI.		
Wind Dir/Speed- 200/012 KTS					Ident -		
Visibility - 6.0 SM	ATC/Airspace				Lth/Wid -		150
Lowest Sky/Clouds -	Type of F1				Surface -		
Lowest Ceiling - 4000 FT BROK				Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/l		RAFFIC PATTERN				
Precipitation - NONE		F	ULL STOP			•	
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 47	Me	dical Certifica	te - EXPIR	ED		
Certificate(s)/Rating(s)	Biennial Flight F	Review	Fing	nt Time (H	ours)		•
PRIVATE	Biennial Flight F Current Months Since Aircraft Type	- YES	lotal -	674	Last 24	Mrs -	2
SE LAND	Months Since	- 48	make/model-	402	Last 30	Days- UN	IK/NR
	Aircraft Type	e - UNK/NR	Instrument-	11	Last 90	Days-	13
Instrument Rating(s) - NONE							
-Narrative	•		AND AFTER THE A				

File No. - 1705

7/25/85

VALPARAISO.IN

A/C Reg. No. N2071K

Time (Lc1) - 1200 CDT

Occurrence Phase of Operation LANDING - ROLL

NOSE OVER

Finding(s)

1. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND

2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

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

t HE HILL

File No 1699	8/04/85 GRIFF	ITH, IN A/C	Reg. No. N6	9370	T	ime (Lc1)	- 1000 CD	T
Basic Information Type Operating Certific Type of Operation Flight Conducted Under Accident Occurred Durin	-PERSONAL -14 CFR 91	SUBS Fire	raft Damage STANTIAL	Crew Pass	Fatal O O		uries Minor O O	None 1 3
Aircraft Information Make/Model - BEECH A Landing Gear - TRICYCL Max Gross Wt - 2400 No. of Seats - 4		Eng Make/Model - Number Engines - Engine Type - Rated Power -	1				/Activated ing System	
Environment/Operations In Weather Data Wx Briefing - FSS Method - TELEP Completeness - WEATH Basic Weather - VMC Wind Dir/Speed - 225/0 Visibility - 6. Lowest Sky/Clouds - Lowest Ceiling Obstructions to Visio Precipitation Condition of Light	PHONE HER NOT PERTINENT DO5 KTS O SM 4000 FT - 4000 FT OVER DO- NONE		an - NONE - NONE	Α	OFF AI irport D Runway Runway Runway	Proximity RPORT/STR ata Ident Lth/Wid Surface Status	- N/A - N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(PRIVATE SE LAND		Age - 28 Biennial Flight Review Current - YES Months Since - 20 Aircraft Type - UNK,	Total Make/	Flight - Model-	Time (H 88 1	ours) Last Last	NO WAIVERS 24 Hrs - 30 Days- U 90 Days-	1 NK/NR
Instrument Rating(s) - NONE							

9 8/04/85	GRIFFITH, IN	 	A/C Reg.	No. N6937Q		Time (Lc1) - 1000 CDT
		40 111				
- UNDETERMINED						
FORCED LANDING DESCENT - EMERGENO	CY					
N - ROUGH/UNEVEN						
	LOSS OF POWER CLIMB - TO CRUISE - UNDETERMINED FORCED LANDING DESCENT - EMERGENG IN FLIGHT COLLISION	LOSS OF POWER CLIMB - TO CRUISE - UNDETERMINED FORCED LANDING DESCENT - EMERGENCY IN FLIGHT COLLISION WITH TERRAIL LANDING - FLARE/TOUCHDOWN	LOSS OF POWER CLIMB - TO CRUISE - UNDETERMINED FORCED LANDING DESCENT - EMERGENCY IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN	LOSS OF POWER CLIMB - TO CRUISE - UNDETERMINED FORCED LANDING DESCENT - EMERGENCY IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN	LOSS OF POWER CLIMB - TO CRUISE - UNDETERMINED FORCED LANDING DESCENT - EMERGENCY IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN	LOSS OF POWER CLIMB - TO CRUISE - UNDETERMINED FORCED LANDING DESCENT - EMERGENCY IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN

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

File No 1670 7/	27/85 ADMIRE,K	KS A/C Reg	. No. N1115G	Time (Lc1)	- 0855 CD	г .
Basic Information Type Operating Certificat	e-NONE (GENERAL /		Damage	Inj	uries	
		DESTROYE		Fatal Serious		None
Type of Operation		Fire	Crew	1 0	0	0
Flight Conducted Under		NONE	Pass	0 0	0	0
Accident Occurred During	-DESCENT					
Aircraft Information						
Make/Model - SCHUBERT	CASSUTT SPORT	Eng Make/Model - LYCO	MING 0-290-G4	ELT Installed,	/Activated	- NO -N/A
Landing Gear - TAILWHEEL	-ALL FIXED	Number Engines - 1		Stall Warn	ing System	- NO
Max Gross Wt - 1275		Engine Type - RECI	PROCATING-CARBURETO	R		
No. of Seats - 1		Rated Power - 1	25 HP			
Environment/Operations Info	rmation					
Weather Data		Itinerary	A	irport Proximity		
Wx Briefing - FSS		Last Departure Point		OFF AIRPORT/STR	IP	
Wx Briefing - FSS Method - TELEPHO	NE	NEWTON, KS		, -	_	
Completeness - WEATHER			Ai	rport Data		
Basic Weather - VMC		OSHKOSH.WI				
Wind Dir/Speed- 120/004	KTS	55 5 5 ,		Runway Ident	- N/A	
Visibility - 20.0	SM	ATC/Airspace		Runway Lth/Wid		
		RED Type of Flight Plan -	NONE	Runway Surface		
Lowest Ceiling -	25000 FT BROKEN	Type of Clearance -	NONE	Runway Status		
Obstructions to Vision-			NONE		,	
Precipitation -	NONE	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				
Condition of Light -	DAYLIGHT					
Personnel Information						
Pilot-In-Command	Δα	ne - 42 M	edical Certificate	- VALID MEDICAL-	WATVERS/LT	MIT
Certificate(s)/Rating(s)		iennial Flight Review		Time (Hours)		
PRIVATE		Current - UNK/NR	Total - UNK/	NR last	24 Hrs - U	NK/NR
SE LAND		Months Since - UNK/NR	Make/Model - UNK/	NR last	30 Davs- U	NK/NR
or care		Aircraft Type - UNK/NR	Instrument- UNK/	NR last	90 Days U	NK/NR
		ATTOTALE TYPE STATE	Total - UNK/ Make/Model- UNK/ Instrument- UNK/ Multi-Eng - UNK/	NR Rotor	craft - U	NK/NR
			marti tilg omi	110101	0, 0, 0	1417
Instrument Rating(s)	- NONE					
Narrative						
T 0847 CDT, JULY 27, 1985 N111	EC DADIGED A NEAL	DRY ECC. THE CTATION THAT W	AS CALLED WAS CLOSE	D BUT ANOTHER ES	C HEADD TH	=
						-
ALL. DURING THE TRANSMISSION T	CUVERED WITH DIT					
JTSIDE BECAUSE THE CANOPY WAS				CINE DEVENIED IH		
JTSIDE BECAUSE THE CANOPY WAS HE ON-SCENE INVESTIGATION REVE	LAED A HOLE IN TH					
JTSIDE BECAUSE THE CANOPY WAS HE ON-SCENE INVESTIGATION REVE NTAKE VALVE WAS BROKEN AND THE	LAED A HOLE IN TH #4 PISTON WAS DI	ISINTEGRATED. THE DESIGN OF				
JTSIDE BECAUSE THE CANOPY WAS HE ON-SCENE INVESTIGATION REVE	LAED A HOLE IN TH #4 PISTON WAS DI	ISINTEGRATED. THE DESIGN OF				

File No. - 1670 7/27/85 ADMIRE,KS A/C Reg. No. N1115G Time (Lc1) - 0855 CDT Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE ASSEMBLY, VALVE - FAILURE, TOTAL 2. ENGINE ASSEMBLY, PISTON - DISINTEGRATED 3. ENGINE ASSEMBLY, CRANKCASE - OVERLOAD 4. FLUID, OIL - SIPHONING Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation DESCENT - EMERGENCY Finding(s) 5. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DISINTEGRATED 6. VISUAL LOOKOUT - NOT POSSIBLE - 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) 1,2,3,4,5,6

Brief of Accident

File No 1700 9/13/85 OLAT	HE,KS A/C	Reg. No. N88DM	•	Time (Lc1) -	0835 CDT	7
-Basic Information Type Operating Certificate-NONE (GENER		aft Damage TANTIAL	Fatal	Injur Serious		None
Type of Operation -EXECUTIVE/C			ratai 'ew O	Serious O	Minor	none 1
Flight Conducted Under -14 CFR 91			iss 0	ŏ	ŏ	Ö
Accident Occurred During -TAKEOFF						
-Aircraft Information-;						
Make/Model - CESSNA 421B	Eng Make/Model -					
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -			Stall Warning	g System	- YES
Max Gross Wt - 7500	Engine Type -		ED .			
No. of Seats - 8	Rated Power -	375 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Departure Poi	nt	OFF A	IRPORT/STRIP		
Completeness - FULL	SAME AS ACC/INC Destination		Airport	70+0		
Basic Weather - IMC	BUTLER, MO			ON CITY EXEC		
Wind Dir/Speed- 080/017 KTS	BOTELK, MO		_	v Ident -	35	
Visibility - 2.000 SM	ATC/Airspace			v Lth/Wid '-		75
Lowest Sky/Clouds - 600 FT	Type of Flight Pla	n - IFR		y Surface -		
Lowest Ceiling - 600 FT BRO	KEN Type of Clearance		Runwa	y Status -	WET	
Obstructions to Vision- FOG	Type Apch/Lndg	- NONE				
Precipitation - RAIN						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 34	Medical Certif			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (_
ATP,CFI SE LAND,ME LAND	Current - YES Months Since - 11			Last 24		3
SE LAND, ME LAND	Aircraft Type - C-42	1 Instrument	213	Last 30 Last 90	Days- Ur	93
	Aircraft Type - C-42	Multi-Eng		Last 90	Days	93
		Marti Ling	2,03			
Instrument Rating(s) - AIRPLANE						
-Narrative						
ING THE TAKEOFF ROLL ON AN IFR FLT, THE R	RIGHT ENG LOST PWR AND THE	PLT ABORTED THE TA	KEOFF. THE	ACET RAN DEF	THE	
OF THE RWY, ACROSS TWO DITCHES, ONE ROAD						
RIGHT ENG WOULD RUN ONLY WHEN IT WAS PRI	MILD WITH TOLE. THE EXACT T	ANT OF THE POLE 3	JIEM IIIAI M			

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File No 17	00 9/13/85 OLATHE,KS		Time (Lc1) - 0835 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER TAKEOFF - GROUND RUN		
Finding(s) 1. FUEL SYSTEM - F	AILURE, TOTAL		
Occurrence #2 Phase of Operation	74.450.50		
	ON GROUND COLLISION WITH TERRAIN TAKEOFF - GROUND RUN		
Finding(s) 2. TERRAIN CONDITI 3. TERRAIN CONDITI			
	ON GROUND COLLISION WITH OBJECT TAKEOFF - GROUND RUN		
Finding(s) 4. OBJECT - FENCE			
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that the	Probable Cause(s) of this accid	lent
Factor(s) relating t	o this accident is/are finding(s) 2,3,4		

Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION) Aircra	ft Damage		Injuri	ies .	
Type operating deren reate none		ANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERS			0	0	0	1
Flight Conducted Under -14 C		Pass	0	0	0	. 3
Accident Occurred During -APPR	DACH					
Aircraft Information						
Make/Model - CESSNA 172M		YCOMING 0-320-E2D		Installed/Ad		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warning	g System	- YES
Max Gross Wt - 2300		ECIPROCATING-CARBURE	TOR			
No. of Seats - 4	Rated Power -	150 HP				
Environment/Operations Informatio						
Weather Data	Itinerary			Proximity		
Wx Briefing - NWS	Last Departure Poir	it	ON AIR	PORT		
Method - TV/RADIO	SAME AS ACC/INC		4 to			
Completeness - PARTIAL,LMTD Basic Weather - VMC	BY PILOT Destination LOCAL		Airport Da			
Wind Dir/Speed- 150/010 KTS	LUCAL			Ident -	10	
Visibility - 7.0 SM	ATC/Airspace .			Lth/Wid -		100
	FT SCATTERED Type of Flight Plan			Surface -		
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		,			
Precipitation - NONE						
Condition of Light - DAYLI	GHT					
Personnel Information						
Pilot-In-Command	Age - 32				WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (Ho			
	Current - YES	Total -		Last 24		1
PRIVATE	Months Since - 3			Last 30		
PRIVATE SE LAND	Aircraft Type - C-172	M Instrument-	2	Last 90	Days-	,
· · · · · · · · ·	,,					
SE LAND						
· · · · · · · · ·						
SE LAND						
SE LAND Instrument Rating(s) - NON	E 					

File No 16	18 9/15/85 	EMPORIA,KS	A/C Reg. No. N61624	Time (Lc1) - 1230 CDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - LANDING - FLARE/T	- IN FLIGHT FOUCHDOWN		
Finding(s) 1. WEATHER CONDITI 2. COMPENSATION 3. PROPER ALIGNMEN 4. RELINQUISHING O	FOR WIND CONDITIONS T - NOT MAINTAINED	- PILOT IN COMMAND		
Occurrence #2 Phase of Operation				
Finding(s) 5. OBJECT - TREE(S 6. CLEÁRANCE - N		T IN COMMAND		
Occurrence #3 Phase of Operation		OUND (VFR)		
Probable Cause				
The National Transpois/are finding(s) 2,		rd determines that	the Probable Cause(s) of this acc	ident
Factor(s) relating t	o this accident is/	/are finding(s) 1		

File No 1767 7/17/85 STA	NTON,KY	A/C Reg	No. N3150T	T 1	me (Lc1)	- 1715 E	DT
-Basic Information							
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft [NONE	Damage	Fatal	Inju Serious	ıries Minor	None
Type of Operation -PERSONAL		Fire	Crew		5er 10us	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	-	ŏ	ŏ	i
Accident Occurred During -LANDING					-		
-Aircraft Information							
Make/Model - CESSNA 177	Eng Make	/Mode1 - LYCO	MING 0-320 SERIE	S ELT I	nstalled,	'Activate	d - UNK/NI
Landing Gear - TRICYCLE-FIXED			•		all Warn	ing Syste	m - YES
Max Gross Wt - 2500	_	<i>y</i> ,	PROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Po	wer - 15	50 HP				
-Environment/Operations Information							
Weather Data	Itinerary	_:	•	•	roximity		
Wx Briefing - FSS	Last Depa	rture Point		ON AIR	PORT		
Method - TELEPHONE		•		Admond D			
Completeness - PARTIAL,LMTD BY PIL Basic Weather - VMC	OT Destinatio LOCAL	П		Airport Da			
Wind Dir/Speed- 009 KTS	LUCAL				Ident	- UNK/ND	•
Visibility - 7.0 SM	ATC/Airspac	e			Lth/Wid		
Lowest Sky/Clouds - 4000 FT SC			NONE		Surface		
Lowest Ceilina - NONE	Type of C	learance - I				- DRY	
Obstructions to Vision- NONE	Type Apch	/Lndg - f	NONE	•			
Precipitation - NONE							
Condition of Light - DAWN							
-Personnel Information							
Pilot-In-Command	Age - 34		edical Certifica			NO WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight			ht Time (Ho			
PRIVATE	Current	- UNK/NR		55	Last 2	24 Hrs -	UNK/NR
SE LAND	Months Sinc Aircraft Ty	e - 3 pe - 150	Make/Model- Instrument-	10	Last	30 Days-	UNK/NK
	Aircraft Ty	pe - 150	instrument-	U	Last	o Days-	5
Instrument Rating(s) - NONE							
Name							
-Narrative ACCIDENT OCCURED AS THE STUDENT PILOT W LECTIVE TORQUE, THE STUDENT SAID, HE LOS ORTED.							
				_			
· ·		E 130					

7/17/85 A/C Reg. No. N3150T Time (Lc1) - 1715 EDT File No. - 1767 STANTON, KY Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. FLIGHT AND NAVIGATION INSTRUMENTS - IMPROPER USE OF - PILOT IN COMMAND 2. LEVEL OFF - PREMATURE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. ABORTED TAKEOFF - UNCONTROLLED - PILOT IN COMMAND ----Probable Cause----

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

File No 1623 9/27/85 BOWLI 		eg. No. N8450K 		ime (Lc1) -		
Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Injur	ies	
	SUBSTA		Fatal		Minor	None
Type of Operation -PERSONAL	Fire	Crew	-	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	. 0	0	2	0
-Aircraft Information Make/Mode1 - PIPER PA-28-181	From Moleo /Mordo 3 L V	CONTNO O 000 A4M	51 T	711-d/		VEC /
Landing Gear - TRICYCLE-FIXED	Eng Make/Model - LY Number Engines - 1			Installed/L tall Warnin		
Max Gross Wt - 2550	Engine Type - RE			tali warnin	ig system	- 165
No. of Seats - 4	J , ,	180 HP	LIOR			
-Environment/Operations Information Weather Data	Itinerary		Ainmont	Proximity		
Wx Briefing - NO RECORD OF BRIEFING				RPORT/STRIF	,	
Method - N/A	SAVANAH.GA		OFF AI	KFUKI/SIKI		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	BOWLING GREEN, KY					
Wind Dir/Speed- CALM	,		Runway	Ident ·	N/A	
Visibility - 7.0 SM	ATC/Airspace		Runway	Lth/Wid ·	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runway	Surface ·	- N/A	
Lowest Ceiling - NONE	Type of Clearance		Runway	Status ·	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE						
Condition of Light - NIGHT(DARK)						
-Personnel Information						
Pilot-In-Command	Age - 30	Medical Certifica) WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	tht Time (F	ours)		
PRIVATE	Current - YES Months Since - 16	Total - Make/Model- Instrument-	184	Last 24	l Hrs - U	NK/NR
SE LAND	Months Since - 16	Make/Model-	25	Last 30	Days- U	NK/NR
	Aircraft Type - UNK/NR	Instrument-	3	Last 90	Days-	8
Turning to Database (a)						
Instrument Rating(s) - NONE						
-Narrative						
ACFT WAS SUBSTANTIALLY DAMAGED DURING A F	ORCED LANDING IN A CORN FIE	LD FOLLOWING A LOS	S OF PWR 5	MILES FROM	1 THE	
TINATION ARPT. THE PLT REPORTED TO BOWLING	GREEN FSS THAT HE WAS "OUT	OF GAS" AT AN ALT	OF 3000 F	T. POST ACC	CIDENT	
MINATION DISCLOSED A TOTAL OF 24 OZS OF FU	IEL ON BOADD THE ACET AT THE	ACCIDENT SITE				

File No 16	23 9/27/85	BOWLING GREEN, KY	A/C Reg. No. N8450K	Time (Lc1) - 1958 EDT	
Occurrence #1 Phase of Operation		OTAL) - NON-MECHANICAL			
	HAUSTION NNING/PREPARATION N CALCULATIONS -	- POOR - PILOT IN COMMAN INACCURATE - PILOT IN COM			
Occurrence #2 Phase of Operation					
Occurrence #3 Phase of Operation					
Finding(s) 5. TERRAIN CONDITE	ON _. - CROP				
Probable Cause					
The National Transpois/are finding(s) 2,		ard determines that the F	Probable Cause(s) of this accide	ent	
Factor(s) relating t	o this accident i	s/are finding(s) 5			

asic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Ai	rcraft Damage			Injur	ies	
., pe speciality grant (SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONA	L Fit	ire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	N	IONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF							
ircraft Information							
Make/Model - HUGHES 269A		- LYCOMING 0-36	60-C20		nstalled/Ad		
Landing Gear - SKID	Number Engines		CADBUDETO		all Warning	g System ·	- NO
Max Gross Wt - 1550 No. of Seats - 2	Rated Power	- RECIPROCATING	-CARBURE IC	JK			
NO. 01 Seats - 2	Rated Power	- 160 HP					
nvironment/Operations Information	T. L. Imanian.			dament D			
eather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure	Point	μ.	lirport P UNK/NR	roximity		
Method - N/A	WINCHESTER.K			UIVK/IVK			
Completeness - N/A	Destination		Αi	rport Da	ta		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed-					Ident · -		
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight				Surface -		
Lowest Ceiling - NONE	Type of Clearar			Runway	Status -	N/A	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	- NUNE					
Condition of Light - DAYLIGHT							
ersonnel Information Pilot-In-Command	Age - 37	Medical Ce	ertificate	- VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revie	ew .	Fliaht	Time (Ho	urs)		
STUDENT	Current - M	N/A Total	-	20	Last 24 Last 30 Last 90	Hrs - UN	K/NR
	Months Since - N	N/A Make/N	Model- UNK/	/NR	Last 30	Days- UN	K/NR
	Aircraft Type - N	N/A Instru	ment- UNK/	/NR	Last 90	Days- UNI	K/NR
		Multi-	Eng - UNK/	'NR	Rotorcra	aft - UNI	K/NR
Instrument Rating(s) - NONE			•				
annativo							
arrative CCIDENT OCCURRED AS THE STUDENT PILOT WA	S ATTEMPTING TO TAKEN	FF FOR HOVER TRAI	INTNG AS 1	THE PILOT	WAS		
ING COLLECTIVE TORQUE, THE STUDENT SAID,							

File No 17	43 9/28/85 	WINCHESTER,KY	A/C Reg. No. N9308F	Time (Lc1) - 1730 EDT
Occurrence #1 Phase of Operation		- ON GROUND		
Finding(s) 1. FLIGHT CONTROLS	- IMPROPER USE OF	- PILOT IN COMMAND		
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS	ION WITH TERRAIN		
Finding(s) 2. TERRAIN CONDITI	ON - GROUND			
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boa	rd determines that the	Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is	/are finding(s) 2		

Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircraft	Damage		Injur	ies	
	SUBSTAN	TIAL	Fatal O O	Serious		None
Type of Operation -BUSINESS	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	1	0
Make/Model - CESSNA 172	Eng Make/Model - LYC	OMING 0-320-F2D	FIT 1	Installed/A	ctivated	- YES/N
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnin		
Max Gross Wt - 2300	Engine Type - REC				g oyoto	•
No. of Seats - 4	Rated Power -					
Environment/Operations Information						
Weather Data	Itinerary		Airport F	Proximity		
Wx Briefing - UNK/NR	Last Départure Point		OFF AIR	RPORT/STŔIP		
Method - UNK/NR	UNK/NR					
Completeness - UNK/NR	Destination		Airport Da	ata		
Basic Weather - IMC	UNK/NR		LONDON			
Wind Dir/Speed- CALM			Runway	Ident -	05	
Visibility - 2.000 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 600 FT	Type of Flight Plan -	NONE	Runway	Surface -	ASPHALT	
Lowest Ceiling - OVERCAST	Type of Clearance -	NONE	Runway	Status -	N/A ·	
Obstructions to Vision- FOG	Type Apch/Lndg -	ASR				
Precipitation - NONE		FORCED LANDING				
Condition of Light - DAYLIGHT						
Personnel Information						
		Medical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (Ho	ours)		. /
PRIVATE	Current - YES	Total -	562	Last 24	Hrs - UN	K/NR
SE LAND	Current - YES Months Since - 12 Aircraft Type - UNK/NR	Make/Model-	15	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/NR	Instrument-	5	Last 90	Days-	63
Instrument Rating(s) - NONE						4.
Narrative						
E ACFT CRASHED DURING A FORCED LANDING AF	TER FUEL EXHAUSTION DURING A X	-COUNTRY FLT. THE	PLT HAD EI	NCOUNTERED	WX AND	
I ATTEMPTING TO REACH AN ALTERNATE ARPT TH						
LONDON WAS 600 FT OVERCAST WITH VISIBILI						
FT AFTER THE ACCIDENT WAS 1 QT FROM THE L	FFT TANK WHICH WAS IN USE AT T	HE TIME OF THE AC	CIDENT THI	F PLT REPOR	TFD	

File No 17	11 10/03/85 LONDON,KY	A/C Reg. No. N20273	Time (Lc1) - 1808 EDT	
Phase of Operation Finding(s) 1. WEATHER CONDITI				
	LOSS OF POWER(TOTAL) - NON-MECHANICAL			
PREFLIGHT PLANN	HAUSTION INADEQUATE - PILOT IN COMMAND ING/PREPARATION - INADEQUATE - PILOT IN C ING/DECISION - IMPROPER - PILOT IN COMMAN			a**
Occurrence #3 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY			
Occurrence #4 Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN			
Probable Cause	- -			
The National Transpois/are finding(s) 2,	rtation Safety Board determines that the 4,5,6	Probable Cause(s) of this acc	ident	
Factor(s) relating t	o this accident is/are finding(s) 1,3			

Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damag SUBSTANTIAL	ge	Fatal	Injur Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - CESSNA 177		/Model - LYCOMING				Activated	
Landing Gear - TRICYCLE-FIXED		ngines - 1			all Warnir	ng System	- YES
Max Gross Wt - 2350 No. of Seats - 4	Engine in Rated Po	ype - RECIPROCA	-	TUR			
No. of Seats - 4	Rated Po	wer - 180 Hi	, 				
Environment/Operations Information							
Veather Data	Itinerary			Airport P			
Wx Briefing - NO RECORD OF BRIEF		rture Point		OFF AIR	PORT/STRIF	•	
Method - N/A Completeness - N/A	BASTROP Destination			Airport Da	+-		
Basic Weather - VMC		ACC/INC		A II POI L DA	la		
Wind Dir/Speed- 140/011 KTS	JAME A3	ACC/ TINC		Runway	Ident -	- N/A	
Visibility - 10.0 SM	ATC/Airspac	e			Lth/Wid -	•	
Lowest Sky/Clouds - CLEAR		light Plan - NONE				- GRASS/TU	RF
Lowest Ceiling - NONE		learance - NONE		Runway	Status -	- DRY	
Obstructions to Vision- NONE	Type Apch	/Lndg - FORCI	ED LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 33		al Certificat			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review		t Time (Ho			_
STUDENT	Current		otal -	60	Last 24	4 Hrs - Days- UN	1
	Months Since		ake/Model-				
	Aircraft Ty	pe - N/A II	nstrument-	1	Last 90	Days-	3
Instrument Rating(s) - NONE							
Narrative							
15 MINS AFTER DEPARTURE, ON FINAL APO							
FORCED LANDING THE ACFT STRUCK CABLE T	V I THES AND THES C	AUSING A RIGHT VA	W AND UNCONTR	OLLED DESC	ENT TO THE	GROUND.	

File No 16	13 3/19/85 MONROE,LA	A/C Reg. No. N2207Y	Time (Lc1) - 1512 CST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL APPROACH - VFR PATTERN - FINAL APPROACH		
2. FLUID, FUEL - EX	GHT - INADEQUATE - PILOT IN COMMAND HAUSTION INADEQUATE - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH OBJECT APPROACH - VFR PATTERN - FINAL APPROACH		
Finding(s) 4. OBJECT - WIRE,T 5. OBJECT - TREE(S)		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Finding(s) 6. TERRAIN CONDITI			
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the F 3	Probable Causë(s) of this accid	ent .

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Injuries	Type Operating Certificate-NDNE (GENERAL AVIATION) Aircraft Damage Type of Operation Type of Clearance Type of Clearanc	Type of Operation -BUSINESS Fire Crew 0 0 0 0 Crew 0 0 0 O Accident Occurred During -LANDING Aircraft Information	Type Operating Certificate-NONE (GE Type of Operation -BUSINESS Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	11	SUBSTANTI Fire	AL Cre	w O	Serious O	Minor	
SUBSTANTIAL Fatal Serious Minor None	Type of Operation -BUSINESS Fire Crew 0 0 0 2 Flight Conducted Under -14 CFR 91	Type of Operation -BUSINESS Fire Crew 0 0 0 0 Crew 0 0 0 O Accident Occurred During -LANDING Aircraft Information Make/Model - MITSUBISHI MU2J Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 10800 No. of Seats - 11 Senior Type - TURBOPROP Rated Power - 724 HP Environment/Operations Information Weather Data Wx Briefing - NWS Method - ACFT RADIO Completeness - FULL Destination Method - ACFT RADIO Completeness - FULL Destination Mol Dir/Speed- CALM Visibility - 20.0 SM ATC/Airspace Runway Lifn/Wid - 4500/ 100 Lowest Sky/Clouds - CLEAR Type of Flight Plan - VFR Runway Sufface - WATER Lowest Sky/Clouds - CLEAR Type of Flight Plan - VFR Runway Sufface - WATER Condition of Light - NIGHT (BRIGHT) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND, ME LAND Months Since - 13 Make/Model - 2500 Last 30 Days- 188 Months Since - 13 Make/Model - 2500 Last 30 Days- 188 MINOR MONE Condition of Laght - 12070 Last 24 Hrs - 6 Months Since - 13 Make/Model - 2500 Last 30 Days- 188 MINOR MONE CONSTRUCTION Last 24 Hrs - 6 Months Since - 13 Make/Model - 2500 Last 30 Days- 188 MINOR MONE CONSTRUCTION Last 24 Hrs - 6 Months Since - 13 Make/Model - 2500 Last 30 Days- 188 Minor PASS CONSTRUCTION CONST	Type of Operation -BUSINESS Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING Aircraft Information Make/Model - MITSUBISHI MU2J Landing Gear - TRICYCLE-RETRACTABL	11	SUBSTANTI Fire	AL Cre	w O	Serious O	Minor	
Part	Type of Operation	Type of Operation	Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING Aircraft Information Make/Model - MITSUBISHI MU2J Landing Gear - TRICYCLE-RETRACTABL		Fire	Cre	w O	0		
NONE	Fijight Conducted Under	Fight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - MITSUBISHI MU2J Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 10800 No. of Seats - 11 Environment/Operations Information Weather Data Wx Briefing - NWS Method - ACFT RADIO Completeness - FULL Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NOME Obstructions to Vision- GROUND FOG Precipitation - NOME Condition of Light - NIGHT(BRIGHT) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND, ME LAND Method - ACFT RADIO Accident Mu2J Eng Make/Model - GARRETT TPE331-6-251M NUMBer Engines - 2 Shake/Model - GARRETT TPE331-6-251M Stall Warning System - YES Stall Warning Sys	Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING Aircraft Information Make/Model - MITSUBISHI MU2J Landing Gear - TRICYCLE-RETRACTABL					-	0	
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ons to Vision- GROUND FOG Type Apch/Lndg - TRAFFIC PATTERN tion - NONE of Light - NIGHT(BRIGHT) ormation mand Age - 62 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT e(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES Total - 12070 Last 24 Hrs - 6 ,ME LAND Months Since - 13 Make/Model- 2500 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 2330 Last 90 Days- 18	Obstructions to Vision- GROUND FOG Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - NIGHT(BRIGHT) Personnel Information Pilot-In-Command Age - 62 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - YES Total - 12070 Last 24 Hrs - 6 SE LAND, ME LAND Months Since - 13 Make/Model - 2500 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 2330 Last 90 Days - 18	Obstructions to Vision- GROUND FOG Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - NIGHT(BRIGHT) Personnel Information Pilot-In-Command Age - 62 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - YES Total - 12070 Last 24 Hrs - 6 SE LAND, ME LAND Months Since - 13 Make/Model- 2500 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 2330 Last 90 Days- 18		-,						A I M
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ormation mand Age - 62 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT e(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES Total - 12070 Last 24 Hrs - 6 ,ME LAND Months Since - 13 Make/Model- 2500 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 2330 Last 90 Days- 18	Condition of Light - NIGHT(BRIGHT) Personnel Information Pilot-In-Command Age - 62 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - YES Total - 12070 Last 24 Hrs - 6 SE LAND, ME LAND Months Since - 13 Make/Model - 2500 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 2330 Last 90 Days - 18	Condition of Light - NIGHT(BRIGHT) Personnel Information Pilot-In-Command Age - 62 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - YES Total - 12070 Last 24 Hrs - 6 SE LAND, ME LAND Months Since - 13 Make/Model- 2500 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 2330 Last 90 Days- 18		rype Apcri/ En	ug	RAFFIC FAITER	•			
ormation mand Age - 62 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT e(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES Total - 12070 Last 24 Hrs - 6 ,ME LAND Months Since - 13 Make/Model- 2500 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 2330 Last 90 Days- 18	Personnel Information Pilot-In-Command Age - 62 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - YES Total - 12070 Last 24 Hrs - 6 SE LAND, ME LAND Months Since - 13 Make/Model - 2500 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 2330 Last 90 Days - 18	Personnel Information Pilot-In-Command Age - 62 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - YES Total - 12070 Last 24 Hrs - 6 SE LAND, ME LAND Months Since - 13 Make/Model- 2500 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 2330 Last 90 Days- 18		GHT)						
mand Age - 62 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT e(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES Total - 12070 Last 24 Hrs - 6 ,ME LAND Months Since - 13 Make/Model- 2500 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 2330 Last 90 Days- 18	Pilot-In-Command Age - 62 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - YES Total - 12070 Last 24 Hrs - 6 SE LAND, ME LAND Months Since - 13 Make/Model - 2500 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 2330 Last 90 Days - 18	Pilot-In-Command Age - 62 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - YES Total - 12070 Last 24 Hrs - 6 SE LAND, ME LAND Months Since - 13 Make/Model - 2500 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 2330 Last 90 Days - 18	Danaga 1 Tu fayor Alay							
e(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES Total - 12070 Last 24 Hrs - 6 Months Since - 13 Make/Model- 2500 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 2330 Last 90 Days- 18	Certificate(s)/Rating(s) ATP Current - YES Total - 12070 Last 24 Hrs - 6 SE LAND, ME LAND Months Since - 13 Make/Model - 2500 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 2330 Last 90 Days - 18	Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - YES Total - 12070 Last 24 Hrs - 6 SE LAND, ME LAND Months Since - 13 Make/Model- 2500 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 2330 Last 90 Days- 18		Age - 62	Me	dical Certific	ate - VALT	D MEDICAL -W	ATVERS/LT	MIT
Current - YES Total - 12070 Last 24 Hrs - 6 ,ME LAND Months Since - 13 Make/Model - 2500 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 2330 Last 90 Days - 18	ATP Current - YES Total - 12070 Last 24 Hrs - 6 SE LAND, ME LAND Months Since - 13 Make/Model - 2500 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 2330 Last 90 Days - 18	ATP Current - YES Total - 12070 Last 24 Hrs - 6 SE LAND, ME LAND Months Since - 13 Make/Model - 2500 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 2330 Last 90 Days - 18		3 -					,	
Me Land Months Since - 13 Make/Model- 2500 Last 30 Days- UNK/NR, Aircraft Type - UNK/NR Instrument- 2330 Last 90 Days- 18	SE LAND,ME LAND Months Since - 13 Make/Model- 2500 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 2330 Last 90 Days- 18	SE LAND, ME LAND Months Since - 13 Make/Model- 2500 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 2330 Last 90 Days- 18		Current	- YFS	Total -	12070	last 2	4 Hrs -	6
Aircraft Type - UNK/NR Instrument- 2330 Last 90 Days- 18	Aircraft Type - UNK/NR Instrument- 2330 Last 90 Days- 18 Multi-Eng - 9920	Aircraft Type - UNK/NR Instrument- 2330 Last 90 Days- 18		Months Since	- 13	Make/Mode) -	2500	Last 3		
Attoriate type black among 2000 2000 00 000	Multi-Eng - 9920	Multi-Fng - 9920	SE EARD, ME EARD	Aircraft Type	- UNK/NR	Instrument-	2330	last 9	•	
Multi-Eng - 9920				Andra Type	Oracy race	Multi-Eng -	9920	2001	o says	
	Instrument Rating(s) - AIRPLANE	Instrument Rating(s) - AIRPLANE	Instrument Rating(s) - AIRPLAN	IE						
Multi-Eng - 9920			Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND	Biennial Flight Re Current Months Since Aircraft Type	view - YES	dical Certific Fli Total - Make/Model- Instrument-	ate - VALI ght Time (12070 2500 2330	D MEDICAL-W Hours) Last 2	4 Hrs - O Days- Ui	NK/I

Occurrence #1

IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation L

LANDING

Finding(s)

1. WEATHER CONDITION - FOG

Occurrence #2

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - INADEQUATE

3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

4. IMPROPER DECISION, INFORMATION UNCLEAR - PILOT IN COMMAND

5. TERRAIN CONDITION - WATER, GLASSY

6. LIGHT CONDITION - NIGHT

----Probable Cause----

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

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

File No 1631 4/2	9/85 GIBSON,LA	Δ	/C Reg. No. N	14691E	T1	me (Lc1) -	1130 CD	Γ
Basic Information Type Operating Certificate	-ON-DEMAND AIR TA	XI Air	craft Damage			Injur	ies	
Name of Carrier Type of Operation Flight Conducted Under	-CHARLIE HAMMOND'	S FLYING SU	BSTANTIAL		Fata!			None
Type of Operation	-NON SCHED, DOMEST	IC, PASSENGER Fir	e	Crew	Ō	0	0	1
Flight Conducted Under	-14 CFR 135	NO	INE	Pass	ŏ	0	0	2
Accident Occurred During	-LANDING							
-Aircraft Information			•					
Make/Model - CESSNA A18	5F	Eng Make/Model		. IO-52O-D				
Landing Gear - AMPHIBIAN		Number Engines			St	all Warnir	ng Syst e m	- YES
Max Gross Wt - 3100		Engine Type		INJECTED				
No. of Seats - 6		Rated Power	- 300 HP					
-Environment/Operations Infor	mation							
Weather Data		Itinerary			Airport F		_	
Wx Briefing - NO RECOR	D OF BRIEFING	Last Departure F	oint		OFF AIR	RPORT/STRIE	•	
Method - N/A		HOUMA, LA						
Completeness - N/A		Destination			Airport Da	ata		
Basic Weather - VMC	WTC.	SAME AS ACC/IN	IC		5			
Wind Dir/Speed- 165/005 Visibility - 4.000		ATC / A					- N/A	
Lowest Sky/Clouds -		ATC/Airspace	Nam - NÓNE			Lth/Wid Surface		
Lowest Sky/Clouds -		Type of Clearand				Status		A I M
Obstructions to Vision-		Type Apch/Lndg `		PATTERN	Kuliway	Jtatus	WAILK	4 CIVI
Precipitation -		Type Aperly Endy	FULL S1					
Condition of Light -			, 522 5					
Pilot-In-Command	Age	- 34	Medical		te - VALID		WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Bie	nnial Flight Review	1	Flig	ht Time (Ho	ours)		
COMMERCIAL		Current - YE	S Tota	al -	1034	Last 2	1 Hrs -	. 1
SE SEA		Current - YE Months Since - 10 Aircraft Type - C-) Make	e/Mode1-	645	Last 30	Days- U	NK/NR
		Aircraft Type - C-	·A185F Inst	trument-	47	Last 90	Days-	263
Instrument Rating(s)	- AIRPLANE							
AMPHIBIAN ACFT WAS SUBSTANTI	ALLY DAMAGED WHEN	IT COLLIDED WITH A	TREE WHILE I	ANDING ON	AN OTI FT	ID SERVICE	CANAI	
PLT STATED THAT HE LANDED LO								
THE CANAL. THE LEFT WING SUBS								

File No. - 1631 4/29/85. GIBSON,LA A/C Reg. No. N4691E Time (Lc1) - 1130 CDT

Occurrence #1

ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

- 1. OBJECT TREE(S)
- 2. AIRSPEED EXCESSIVE PILOT IN COMMAND
- 3. PROPER TOUCHDOWN POINT EXCEEDED PILOT IN COMMAND
- 4. 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) 2,3,4

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

File No 1634 5/04/85 OPELO	DUSAS, LA A/C	Reg. No. N79QD		Time (Lc1) -	1130 CDT	
Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION) Aircra	aft Damage		Injur	ies	
	SUBS	ANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	С	rew O	0	1	0
Flight Conducted Under -14 CFR 91	NONE	P	ass 0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - DEMPSEY QUICKIE	Eng Make/Model - (Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall Warnir	ıg System	- NO
Max Gross Wt - 300	Engine Type - I		BURETOR			
No. of Seats - 1	Rated Power -	22 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		nt	OFF A	IRPORT/STRIP	•	
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport			
Basic Weather - VMC	SAME AS ACC/INC			ANDRY		
Wind Dir/Speed- 290/005 KTS				,	N/A	
Visibility - 7.0 SM	ATC/Airspace			y Lth/Wid -		
Lowest Sky/Clouds - 4000 FT SCAT				y Surface -		
Lowest Ceiling - NONE	Type of Clearance			y Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDIN	G		SOFT	
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information				- MEDICAL U	T./EDG // TM	
Pilot-In-Command	Age - 70	Medical Certif			TAFK2\ LIM	11
Certificate(s)/Rating(s)	Biennial Flight Review	Tatal	light Time (Hours)		0
PRIVATE SE LAND	Current - YES	IOTAI	- 2471	Last 24		2
SE LAND	Months Since - 13 Aircraft Type - UNK/	Make/Model	- 68	Last 30 Last 90	Days- UN	K/NK
	Aircraft Type - UNK/	uk Instrument	- 0	Last 90	Days-	8
Instrument Rating(s) - NONE						
Narrative	IAD ADOUT OF LIDE OF THE	ACCORDING TO THE	0405 45755	4 E UDC CC 5		
RING PREFLIGHT, THE PLT ESTIMATED THAT HE H G QUIT IN CRUISE FLT DUE TO FUEL EXHAUSTION						

File No 16	34 5/0	04/85	OPELOUSAS, LA	A/C Re	g. No. N7	9QD Ti	ne (Lc1) -	1130 CDT
Occurrence #1 Phase of Operation			AL) - NON-MECHANICA	AL				
Finding(s) 1. FLUID,FUEL - EX 2. FUEL CONSUMPT		TIONS - N	MISJUDGED - PILOT	IN COMMAND	·			
Occurrence #2 Phase of Operation			CY					
Occurrence #3 Phase of Operation				· · · · · · · · · · · · · · · · · · ·				
Finding(s) 3. TERRAIN CONDITI 4. TERRAIN CONDITI								

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

----Probable Cause----

Type Operating Certificate-NONE (GENER		t Damage			ıries	
Type of Operation -BUSINESS	SUBSTA Fire	NIIAL Crew	Fatal O	Serious O	Minor O	None
Flight Conducted Under -14 CFR 91	NONE	Pass	_	ŏ	ŏ	i
Accident Occurred During -TAXI	110112	Othe	_	ŏ	1	1
Aircraft Information						
Make/Model - CESSNA A185F	Eng Make/Model - CO			Installed/		
Landing Gear - FLOAT	Number Engines - 1		\$	itall Warni	ing Syste	m - YES
Max Gross Wt - 3100		CIP-FUEL INJECTED				
No. of Seats - 6	Rated Power -	300 HP				
Environment/Operations Information	Thisman			Dunish da da		
Weather Data Wx Briefing - NO RECORD OF BRIEFIM	Itinerary NG Last Departure Point			Proximity RPORT/STRI	· D	
Method - N/A	VERMILLION.LA		UFF AI	.KFUKI/SIKI	. F	
Completeness - N/A	Destination		Airport [ata		
Basic Weather - VMC	SAME AS ACC/INC		ро. с с			
Wind Dir/Speed- 180/005 KTS	52 , ,		Runway	/ Ident	- N/A	
Visibility - 7.0 SM	ATC/Airspace		Runway	/ Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runway		- WATER	
Lowest Ceiling - NONE	Type of Clearance		Runway	/ Status	- WATER-	CALM
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information	455	Madiani Oanti Cian		MEDICAL I	44 TV5DC /1	TMT T
Pilot-In-Command Certificate(s)/Rating(s)	Age - 45 Biennial Flight Review	Medical Certifica	ite - VALII iht Time (H		VAIVERS/L	TMTI
COMMERCIAL	Current - YES	Total -			24 Hrs -	2
SE SEA	Months Since - 3	Make/Model-		Last 3		_
	Aircraft Type - C-A185				30 Days-	115
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				,.	
Instrument Rating(s) - NONE						
Narrative ACFT WAS SUBSTANTIALLY DAMAGED WHEN IT I	JAC DAMMED DV A CDEED DOOT AS	TED IT HAD LANDED	001 4 040141	AND WAC I		
ING TO ITS TIE DOWN AREA. THE BOAT CAME						
	THAT HE EXITED THE CANAL AT					

File No. - 1687 7/12/85 PATTERSON, LA A/C Reg. No. N9905N Time (Lc1) - 1308 CDT

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

Finding(s)
1. OBJECT - VEHICLE
2. VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE

----Probable Cause----

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER)	AL AVIATION) Aircraft	Damage		Injur	ries	
Type operating certificate none (denem	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	0
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - PIPER PA-24-250	Eng Make/Mode1 - LYC	OMING 0-540-A1A5		Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1			tall Warnir	ng Syste	m - YES
Max Gross Wt - 2900	Engine Type - REC		ETOR			
No. of Seats - 4	Rated Power -	250 HP 				
Environment/Operations Information						
Weather Data	Itinerary			Proximity	_	
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	G Last Departure Point FARMERVILLE,LA		UFF AIR	RPORT/STRIF	,	
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	WINNSBORO, LA		·			
Wind Dir/Speed- 150/003 KTS					- N/A	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid ·		
Lowest Sky/Clouds - 4000 FT SCA	TTERED Type of Flight Plan -	NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance -	NONE	Runway	Status -	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						o /:
Pilot-In-Command		Medical Certifica	te - VALID	MEDICAL-NO) MAIAFK	2/ LIMII
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H		4 Hrs -	4
PRIVATE SE LAND	Current - YES Months Since - 2	Make/Model-		Last 3		
SE LAND	Aircraft Type - UNK/NR		0		Days Days-	
	ATTCTATE Type - ONK/NK	This traillerit	•	Last 30	Days	ONK/ NK
Instrument Rating(s) - NONE						
PLT TOOK OFF AND STARTED HIS CLIMBOUT WI	TH THE FUEL SELECTOR ON A FUE	L TANK WHICH WAS	VIRTUALLY	EMPTY. THE	ENG	
PED REACHING AN ALT OF 200 FEET AGL. THE						
UT 70 GALLONS) DISTRIBUTED BETWEEN THE O						

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File No 162	9 8/20/85	FARMERVILLE, LA	A/C Reg. No. N8050P	Time (Lc1) - 1445 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOT TAKEOFF - INITIAL	AL) - NON-MECHANICAL CLIMB		
Finding(s) 1. FLUID,FUEL - STA 2. AIRCRAFT PREFL 3. FUEL TANK SELECT	IGHT - INADEQUATE	- PILOT IN COMMAND OPER - PILOT IN COMMAN	D	
Occurrence #2 Phase of Operation	DESCENT - EMERGEN	ICY		
Occurrence #3 Phase of Operation , 4. OBJECT - TREE(S)	DESCENT - EMERGEN	ICY		
Occurrence #4 Phase of Operation		ON WITH TERRAIN		
Probable Cause				
The National Transporis/are finding(s) 2,3		rd determines that the	Probable Cause(s) of this acci	dent
Factor(s) relating to	this accident is/	are finding(s) 1,4		

File No 1680 8/23/85 DAK	RIDGE, LA A/C R	eg. No. N3656N	Т	tme (Lc1) -	1425 CD	Т
Type of Operation -AERIAL APPL	SUBSTA	t Damage NTIAL Cre	Fatal W O	Injur Sertous O		None O
Flight Conducted Under -14 CFR 137 Accident Occurred During -DESCENT	NONE	Pas	s O	Ö	0	Ö
Aircraft Information Make/Model - AIR TRACTOR AT-400 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 6600 No. of Seats - 1	Eng Make/Model - P& Number Engines - 1 Engine Type - TU Rated Power -	W PT6-15 RBOPROP		Installed/A tall Warnir		
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	Itinerary G Last Departure Point SAME AS ACC/INC			Proximity RPORT/STRIP	,	
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport D	ata		
Wind Dir/Speed- 225/003 KTS Visibility - 7.0 SM Lowest Sky/Clouds - SCATTERED Lowest Ceiling - 2000 FT OVE Obstructions to Vision- NONE Precipitation - NONE	ATC/Airspace Type of Flight Plan	- NONE	Runway Runway	Ident - Lth/Wid - Surface - Status -	- N/A	
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 34 Biennial Flight Review	Medical Certific	ate - VALID ght Time (H		WAIVERS	/LIMIT
COMMERCIAL SE LAND	Current - YES Months Since - 6 Aircraft Type - UNK/NR	Total - Make/Model-	3 6300	Last 24 Last 30	Days- U	5 NK/NR 348
Instrument Rating(s) - NONE						
Narrative IE PLT STATED THE ACFT "SAGGED" (SETTLED) D COVER. HOWEVER, HE DID NOT ADD POWER, FLAP NCE HE THOUGHT IT WOULD REGAIN ITS LIFT IN OUND OCCURRED.	S, OR DUMP THE LOAD OF ALMOS	T 300 GALLONS OF	SPRAY MATER	IAL HE WAS	CARRYING	

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 1678 9/05/85 P	ORT SULPHUR, LA A	/C Reg. No. N5513E	Time (Lcl)	- 0930 CDT
Type Operating Certificate-NONE (GE Type Operating Certificate-NONE (GE Type of Operation -BUSINESS Flight Conducted Under -14 CFR 9 Accident Occurred During -TAKEOFF	DE Fir	ccraft Damage SSTROYED Se Cree DNE Pass	Fatal Serious	juries s Minor None 1 0 0 2
Aircraft Information Make/Model - CESSNA A185F Landing Gear - FLOAT Max Gross Wt - 3350 No. of Seats - 6	Number Engines	- CONTINENTAL IO-520-0 - 1 - RECIP-FUEL INJECTED - 300 HP	Stall Warr	d/Activated - YES/YES ning System - YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIE Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/005 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 3000 FT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary	NONE Plan - NONE ce - NONE	Airport Proximity OFF AIRPORT/STE Airport Data Runway Ident Runway Lth/Wid Runway Surface Runway Status	PRIP - N/A - N/A - WATER
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,SE SEA	Age - 35 Biennial Flight Review Current - UN Months Since - UN Aircraft Type - UN	v Flig NK/NR Total - NK/NR Make/Model-	ate - VALID MEDICAL- ght Time (Hours) 749 Last 675 Last 3 Last UNK/NR Rotor	24 Hrs - UNK/NR 30 Days- UNK/NR
Instrument Rating(s) - NONE				
Narrative THE PLT STATED HE INITIATED HIS WATER TAK DBSERVED A 15-20 FOOT HIGH PILING (POST) PILING. HE STEERED TO THE RIGHT OF THE PI THE PENINSULA. THE NOSE LIFTED, HOWEVER, TO A DOWNWARD POSITION. THE ACFT THEN FLI	IN THE MIDDLE OF THE CANAL LING AND CONTINUED THE TAKE THE REAR END OF THE ACFT'S	AND A PENINSULA OF LA	ND ABOUT 300 YARDS E TAKEOFF WITHIN 50 FI	BEYOND THE C OF

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File No. - 1678 9/05/85 PORT SULPHUR, LA A/C Reg. No. N5513E Time (Lc1) - 0930 CDT DRAGGED WING, ROTOR, POD, OR FLOAT Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. TERRAIN CONDITION - DIRT BANK 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. UNSUITABLE TERRAIN - NOT IDENTIFIED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation TAKEOFF - GROUND RUN Finding(s) 4. TERRAIN CONDITION - DIRT BANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3 Factor(s) relating to this accident is/are finding(s) 1,4

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Basic Information Type Operating Certificate-N		DEST	aft Damage ROYED		Fata1		Minor	
Type of Operation -E Flight Conducted Under - Accident Occurred During -E		Fire NONE	<u> </u>	Crew Pass	1	1 1	0	0
Aircraft Information								
Make/Model - CESSNA A185F Landing Gear - FLOAT	F	Eng Make/Model - Number Engines -		L IO-520-D		Installed/A tall Warnir		
Max Gross Wt - 3350			RECIP-FUEL	INJECTED	3	tari wariii	ig Jyste	:III - 1C3
No. of Seats - 6		3	300 HP	114020125				
Environment/Operations Information	ation							
Weather Data		Itinerary				Proximity		
	OF BRIEFING	Last Departure Po-	int		OFF AI	RPORT/STRIP	•	
Method - N/A		SAME AS ACC/INC				_ * _		
Completeness - N/A Basic Weather - VMC		Destination			Airport D	ata		
Wind Dir/Speed- CALM		LOCAL			Dunway	Ident -	· N/A	
Visibility - 7.0	SM	ATC/Airspace				Lth/Wid		
		RED Type of Flight Pla	an - NONE			Surface -		
Lowest Ceiling - NO		Type of Clearance				Status -		
Obstructions to Vision- NO	DNE	Type Apch/Lndg	- NONE		-			
Precipitation - NO								
Condition of Light - D/	AYLIGHT							
Personnel Information	•	45	441	01:6:	+- WALTE	MEDICAL NO		C/I TMIT
Pilot-In-Command Certificate(s)/Rating(s)		ge - 45 iennial Flight Review	Medical		te - VALID ht Time (H	MEDICAL-NO) WAIVER	(S/LIMII
COMMERCIAL, CFI	Ь	Current - YES	Tot	al -	-	•	Hrs -	3
SE LAND, ME LAND, SE SEA		Months Since - 12		e/Model-		Last 30		
HELICOPTER		Aircraft Type - UNK		trument-	395	Last 90	Davs-	137
		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		ti-Eng -	558	Rotorc	aft -	2150
Instrument Rating(s) -								
N								
Narrative PLT TOOK OFF FROM A BAYOU WITH	H INADECHATE D	STANCE TO CLIMP APOVE	THE TREES	CROWING AL	ONG EACH S	THE REFORE	THE	
U MADE AN APRX 120-DEG RIGHT								r
TO FOLLOW THE BAYOU. WHILE I								
S ALONG THE RIGHT BANK OF THE	BAYOU AND THEN	N THE BANK ITSELF. THE	ACFT CAME	TO REST IN	IVERTED AND	PARTIALLY		

File No. - 1715 9/13/85 CATAHOULA, LA A/C Reg. No. N333WL Time (Lc1) - 1100 CDT. Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OSTENTATIOUS DISPLAY - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 3. OBJECT - TREE(S) 4. LIGHT CONDITION - DAYLIGHT IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 5. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 6. TERRAIN CONDITION - DIRT BANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

File No 1630 10/10/85 INTR	ACOASTALCTY, LA	A/C Reg. No.	N21RH	Τ.	ime (Lc1) -	2000 CD	T
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage	•		Injur		
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -AERIAL APPL	ICATION	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 A185E	Eng Make/Mo	del - CONTINENTA	L IO-520-D	ELT :	[nstalled/#	ctivated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engi	nes - 1		St	tall Warnir	ng System	- YES
Max Gross Wt - 3300	Engine Type	- RECIP-FUEL	INJECTED			•	
No. of Seats - 6	Rated Power	- 300 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F	Proximity		
Wx Briefing - UNK/NR	Last Departu	re Point			RPORT/STRIF	•	
Method - UNK/NR	ABBEVILLE.			O A1.			
Completeness - UNK/NR	Destination			Airport Da	ata		
Basic Weather - VMC	LOCAL			A II POI C DO			
Wind Dir/Speed- UNK/NR	LOCAL			Dunway	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR		ht Plan - NONE		,	Surface -	•	
Lowest Sky/Crodds - CLEAR Lowest Ceiling - NONE		rance - NONE			Status -		
				Runway	Status -	· N/A	
Obstructions to Vision- NONE	Type Apch/Ln	dg - NONE					
Precipitation - NONE							
Condition of Light - NIGHT(DARK)							
Personnel Information							
Pilot-In-Command	Age - 42		Certifica) WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re			nt Time (Ho			_
COMMERCIAL			:a1 -		Last 24		
SE LAND, ME LAND, SE SEA	Months Since		ce/Mode1-		Last 30		
	Aircraft Type		strument-		Last 90	Days-	300
		Mul	ti-Eng -	2100			
Instrument Dating(a) AIRDI AND							
Instrument Rating(s) - AIRPLANE							
Narrative E PLT WAS SPRAYING FOR MOSQUITO CONTROL DU THE ACFT'S LANDING LIGHT TO CHECK HIS ALT TER THE PROP IMPACTED THE LINES A PWR.LOSS STURE.	ITUDE. HE OBSERVED P	OWER LINES BUT 1	T WAS TOO	LATE FOR E	VASIVE ACT	ON.	

10/10/85 INTRACOASTALCTY,LA A/C Reg. No. N21RH Time (Lc1) - 2000 CDT File No. - 1630 IN FLIGHT COLLISION WITH OBJECT Occurrence #1 Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 2. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 3. OBJECT - WIRE, TRANSMISSION 4. LIGHT CONDITION - DARK NIGHT Occurrence #2 LOSS OF POWER Phase of Operation MANEUVERING - AERIAL APPLICATION Occurrence #3 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

File No 1620 7/11/85 SOU	THBRIDGE, MA	A/C Reg. No	. N727MA	T	ime (Lc1) -	1700 EDT	
Basic Information Type Operating Certificate-NONE (GENE Type of Operation -EXECUTIVE/ Flight Conducted Under -14 CFR 91D Accident Occurred During -LANDING	CORPORATE	Aircraft Dama DESTROYED Fire ON GROUND	ge Crew Pass	Fatal O O	Injur Serious O O	ries Minor O O	None 2 1
Aircraft Information Make/Model - MITSUBISHI MU-2B-26 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 10470 No. of Seats - 6	Number	e/Model - AIRESEAR Engines - 2 Type - TURBOPRO ower - 715 H	P		Installed// tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 270/005 KTS Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	MANCHE: Destinatio SAME A: ATC/Airspa Type of	arture Point STER,NH on S ACC/INC ce Flight Plan - IFR Clearance - IFR h/Lndg - TRAF	FIC PATTERN STOP	ON AIR Airport D SOUTHB Runway Runway Runway	ata RIDGE Ident Lth/Wid · Surface ·		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	Age - 58 Biennial Fligh Current Months Sin Aircraft T	t Review - YES T ce - 2 M ype - MU-2 I	al Certifica Fligh otal - ake/Model- nstrument- Ul ulti-Eng -	nt Time (H 6615 1006 NK/NR	ours) Last 24 Last 30 Last 90	AIVERS/LIM 4 Hrs - UNI 0 Days- UNI 0 Days- raft - UNI	39
Instrument Rating(s) - AIRPLANE							
Narrative DURING LNDG THE ACFT IMPACTED HARD AND SKID MAIN WHEEL SEPARTED AND THE NOSE GEAR COLLA ABOVE THE RWY AT WHICH TIME THE ACFT ABRUPT WAS CONFIGURED WITH 20 DEGS OF FLAPS AND LN ACFT DISCLOSED THAT THE AFT MAIN GEAR DOOR IS REQUIRED TO CLOSE THE AFT MAIN GEAR DOOR NONE TO UNNOTICIABLE EFFECT ON STALL SPEED. KTS. THE STALL SPEED OF ACFT AT PREVAILING 9000 LBS.	PSED. BOTH PLTS S LY DESCENDED AND DG GEAR WAS DOWN WERE OPEN AND TH . THE FLIGHT TEST ACFT SPEED AT TO	TATED THE LNDG APC IMPACTED HARD WITH AND LOCKED. THE AILE NOSE DOWN LOCK LEY THE MFG DETERM UCHDOWN BASED ON C	H WAS NORMAL THE RWY. PR RSPEED WAS 10 IMIT SWITCH N INED THAT OP OMPUTATIONS	UNTIL THE IOR TO THE D5 KTS. EX WAS DEFECT ENED AFT M FROM PROP	ACFT WAS A IMPACT, THE SINGLE SINGLE SINGLE SINGLE SINGLE SINGLE SINGLE SINGLE SLASH MARKS	APRX 15 FT HE ACFT DF THE WITCH DOR HAS S WAS 86	

File No 16	20 7/11/85 SOU	JTHBRIDGE,MA	A/C Reg. No. N727MA	Time (Lc1) - 1700 EDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - IN LANDING	FLIGHT		
Finding(s) 1. UNDETERMINED 2. PROPER DESCENT				
Occurrence #2 Phase of Operation	HARD LANDING LANDING - FLARE/TOUCH	HDOWN		
Finding(s) 3. LEVEL OFF - NOT	POSSIBLE - PILOT IN CO	DMMAND		
Occurrence #3 Phase of Operation	GEAR COLLAPSED LANDING - FLARE/TOUCH	HDOWN		
5. LANDING GEAR, NO	IN GEAR - OVERLOAD SE GEAR - OVERLOAD			
Probable Cause				
The National Transpo		etermines that the	Probable Cause(s) of this accid	ent

Type of Operation -PERSONAL Fire Crew 0 0 0 0 Filight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -DESCENT Aircraft Information	Type Operating Certificate-NONE (GENERAL	L AVIATION) Aircraft	Damage		Injuries			
Flight Conducted Under -14 CFR 91 NONE Pass O O O Accident Occurred During -DESCENT Accident Occurred During -DESCENT Alircraft Information Make/Model - DORFMAN, WILLIAM A. BEDE 4/275 Eng Make/Model - LYCOMING O-360-A1A ELT Installed/Activated - N Stall Warning System - N Max Gross Wt - UNK/NR Engines - 1 Stall Warning System - N Max Gross Wt - UNK/NR Rated Power - 180 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - UNK/NR Last Departure Point ON AIRPORT Method - ACFT RADIO WESTFIELD, MA Completeness - WEATHER NOT PERTINENT Destination Airport Data Basic Weather - VMC SAME AS ACC/INC WESTFIELD MUNICIPAL Wind Dir/Speed- 230/010 KTS Visibility - 25.0 SM ATC/Airspace Runway Ident - 20 Lowest Sky/Clouds - 15000 FT HIN DVC Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - 8000 FT BROKEN Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Precipitation - NONE Precipitation - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Filot-In-Command Age 46 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL SE LAND Aircraft Type - UNK/NR Instrument- 68 Last 90 Days- 2	· · · · · · · · · · · · · · · · · · ·			Fatal			Non	
Accident Occurred During -DESCENT Aircraft Information Make/Model - DORFMAN,WILLIAM A. BEDE 4/275 Eng Make/Model - LYCOMING 0-360-A1A ELT Installed/Activated - N Stall Warning System - N Stall Warning System - N Max Gross Wt - UNK/NR Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 180 HP Environment/Operations Information Weather Data Wx Briefing - UNK/NR Last Departure Point ON AIRPORT Method - ACFT RADIO Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed-230/010 KTS Visibility - 25.0 SM ATC/Airspace Runway Lth/Wid - 9000/ 150 Lowest Sky/Clouds - 15000 FT THIN DVC Type of Flight Plan - NONE Runway Surface - ASPHALT Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Current - YES Total - 1714 Last 24 Hrs - Months Since - 12 Make/Model - 6 Last 30 Days- UNK/NA Aircraft Type - UNK/NR Instrument - 68 Last 90 Days- 2	Type of Operation -PERSONAL			-	-	_	. 1	
Aircraft Information Make/Model - DORFMAN, WILLIAM A. BEDE 4/275		NONE	Pass	0	0	0	0	
Make/Model - DORFMAN, WILLIAM A. BEDE 4/275 Eng Make/Model - LYCOMING 0-360-A1A	Accident Occurred During -DESCENT							
Landing Gear - TRICYCLE-FIXED Max Gross Wt - UNK/NR Engine Type - RECIPROCATING-CARBURETOR NO. of Seats - 2 Rated Power - 180 HP Environment/Operations Information Weather Data Itinerary Airport Proximity WX Briefing - UNK/NR Last Departure Point ON AIRPORT Method - ACFT RADIO WESTFIELD, MA Completeness - WEATHER NOT PERTINENT Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed - 230/010 KTS AUTO- AIRPORT SAME AS ACC/INC Wind Dir/Speed - 230/010 KTS AUTO- AIRPORT AIRPOR								
Max Gröss Wt - UNK/NR No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - ACFT RADIO Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 230/010 KTS Visibility - 25.0 SM Lowest Sky/Clouds - 15000 FT THIN DVC Lowest Ceiling - 8000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Perionel Information Pilot-In-Command Age - 46 Certificate(s)/Rating(s) COMMERCIAL SE LAND Mated Power - 180 HP Itinerary Last Departure Point WESTFIELD, MA Destination ON AIRPORT WESTFIELD MUNICIPAL WESTFIELD MUNICIPAL WESTFIELD MUNICIPAL WESTFIELD MUNICIPAL WESTFIELD MUNICIPAL WESTFIELD MUNICIPAL Runway Ident - 20 Runway Lth/Wid - 9000/ 150 Runway Surface - ASPHALT Type of Clearance - VFR Runway Status - DRY Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 46 Certificate(s)/Rating(s) COMMERCIAL SE LAND Months Since - 12 Make/Model - 6 Last 30 Days- UNK/N Aircraft Type - UNK/NR Instrument - 68 Last 90 Days- 2	Make/Model - DORFMAN, WILLIAM A. BEDE							
No. of Seats - 2 Rated Power - 180 HP Environment/Operations Information Weather Data We Briefing - UNK/NR Method - ACFT RADIO Completeness - WEATHER NOT PERTINENT Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed- 230/010 KTS Visibility - 25.0 SM Visibility - 25.0 SM Lowest Sky/Clouds - 15000 FT THIN OVC Lowest Sky/Clouds - 15000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Per\$onnel Information Pr\$onnel Information Prilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND Months Since - 12 Make/Model- 6 Last 30 Days- 28 Mind Port Proximity DN Aircraft Type - UNK/NR Method HP Airport Proximity DN Airport Data Metroprt Data Metroprt Data Metroprt Data Mirport Data Metroprt Data Metroprt Data Metroprt Data Mirport Data Metroprt Data Metroprt Data Metroprt Data Mirport Data Metroprt Data Mirport Proximity DN Airport Data Metroprt Data Metroprt Data Metroprt Data Metroprt Data Mirport Proximity DN Airport Proximity DN Airport Proximity DN Airport Data Metroprt Data Mirport Proximity DN Airport Proximity DN Airport Data Metroprt Data Metroprt Data Metroprt Data Metroprt Data Metroprt Data Mirport Data Metroprt Data Metroprt Data Mirport Data Metroprt Data Mirport Data Metroprt Data Mirport Data Metroprt Data Metroprt Data Mirport Data Metroprt Data Metroprt Data Mirport Data Metroprt Data Mirport Data Metroprt Data Metroprt Data Mirport Data Metroprt					tall Warning	g System	- NO	
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - ACFT RADIO Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 230/010 KTS Visibility - 25.0 SM Lowest Sky/Clouds - 15000 FT THIN 0VC Lowest Sky/Clouds - 15000 FT THIN 0VC Destructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND Mathod Method MESTFIELD,MA Destructe Point ON AIRPORT ON Airport Data MESTFIELD MUNICIPAL MESTFIELD MUNICIPAL MESTFIELD MUNICIPAL MESTFIELD MUNICIPAL MESTFIELD MUNICIPAL Runway Ident - 20 Runway Lth/Wid - 9000/ 150 Runway Surface - ASPHALT Type of Clearance - VFR Runway Status - DRY NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Personnel Information Poilot-In-Command Certificate(s)/Rating(s) Biennial Flight Review CUrrent - YES Total - 1714 Last 24 Hrs - SE LAND Months Since - 12 Make/Model - 6 Last 30 Days- UNK/N Aircraft Type - UNK/NR Instrument- 68 Last 90 Days- 2	·	· · · · · · · · · · · · · · · · · · ·		ETOR				
Weather Data Weather Data Weather Data Westriefing - UNK/NR Method - ACFT RADIO Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed - 230/010 KTS Visibility - 25.0 SM Lowest Sky/Clouds - 15000 FT THIN DVC Lowest Ceiling - 8000 FT BROKEN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND Itinerary Last Departure Point WESTFIELD,MA Destination WESTFIELD,MA WESTFIELD MUNICIPAL WESTFIELD MUNICIPAL Runway Ident - 20 Runway Lth/Wid - 9000/ 150 Runway Surface - ASPHALT Type of Clearance - VFR Runway Status - DRY Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Age - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Flight Time (Hours) CUrrent - YES Total - 1714 Last 24 Hrs - Months Since - 12 Make/Model - 6 Last 30 Days - 2	No. of Seats - 2	Rated Power -	180 HP					
Wx Briefing - UNK/NR								
Method - ACFT RADIO WESTFIELD,MA Completeness - WEATHER NOT PERTINENT Destination Airport Data Basic Weather - VMC SAME AS ACC/INC WESTFIELD MUNICIPAL Wind Dir/Speed- 230/010 KTS ATC/Airspace Runway Ident - 20 Visibility - 25.0 SM ATC/Airspace Runway Lth/Wid - 9000/ 150 Lowest Sky/Clouds - 15000 FT THIN OVC Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - 8000 FT BROKEN Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1714 Last 24 Hrs - Months Since - 12 Make/Model- 6 Last 30 Days- UNK/N Aircraft Type - UNK/NR Instrument- 68 Last 90 Days- 2	Weather Data			•	•			
Completeness - WEATHER NOT PERTINENT Basic Weather - VMC SAME AS ACC/INC WESTFIELD MUNICIPAL Wind Dir/Speed- 230/010 KTS Visibility - 25.0 SM ATC/Airspace Runway Lth/Wid - 9000/ 150 Lowest Sky/Clouds - 15000 FT THIN OVC Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - 8000 FT BROKEN Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1714 Last 24 Hrs - Months Since - 12 Make/Model- 6 Last 30 Days- UNK/N Aircraft Type - UNK/NR Instrument- 68 Last 90 Days- 2	Wx Briefing - UNK/NR			ON AIR	PORT			
Basic Weather - VMC Wind Dir/Speed- 230/010 KTS Wind Dir/Speed- 230/010 KTS Visibility - 25.0 SM ATC/Airspace Lowest Sky/Clouds - 15000 FT THIN OVC Type of Flight Plan - NONE Lowest Ceiling - 8000 FT BROKEN Type of Clearance - VFR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT								
Wind Dir/Speed- 230/010 KTS Visibility - 25.0 SM ATC/Airspace Runway Ident - 20 Lowest Sky/Clouds - 15000 FT THIN DVC Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - 8000 FT BROKEN Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT						A 1		
Visibility - 25.0 SM ATC/Airspace Runway Lth/Wid - 9000/ 150 Lowest Sky/Clouds - 15000 FT THIN OVC Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - 8000 FT BROKEN Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1714 Last 24 Hrs - SE LAND Months Since - 12 Make/Model- 6 Last 30 Days- UNK/N Aircraft Type - UNK/NR Instrument- 68 Last 90 Days- 2		SAME AS ACC/INC						
Lowest Sky/Clouds - 15000 FT THIN OVC Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - 8000 FT BROKEN Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT		ATC/Airspace					150	
Lowest Ceiling - 8000 FT BROKEN Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT	Lowest Sky/Clouds - 15000 FT THIN		NONE				.50	
Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT PerSonnel Information Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1714 Last 24 Hrs - SE LAND Months Since - 12 Make/Model - 6 Last 30 Days- UNK/N Aircraft Type - UNK/NR Instrument - 68 Last 90 Days 2								
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1714 Last 24 Hrs - SE LAND Months Since - 12 Make/Model - 6 Last 30 Days- UNK/N Aircraft Type - UNK/NR Instrument - 68 Last 90 Days- 2	Obstructions to Vision- NONE	Type Apch/Lndg -	NONE	,				
Personnel Information Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1714 Last 24 Hrs - SE LAND Months Since - 12 Make/Model - 6 Last 30 Days- UNK/N Aircraft Type - UNK/NR Instrument - 68 Last 90 Days- 2								
Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1714 Last 24 Hrs - SE LAND Months Since - 12 Make/Model - 6 Last 30 Days- UNK/N Aircraft Type - UNK/NR Instrument - 68 Last 90 Days - 2	Condition of Light - DAYLIGHT							
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1714 Last 24 Hrs - SE LAND Months Since - 12 Make/Model- 6 Last 30 Days- UNK/N Aircraft Type - UNK/NR Instrument- 68 Last 90 Days- 2	Personnel Information							
COMMERCIAL Current - YES Total - 1714 Last 24 Hrs - SE LAND Months Since - 12 Make/Model- 6 Last 30 Days- UNK/N Aircraft Type - UNK/NR Instrument- 68 Last 90 Days- 2		Age - 46				WAIVERS/	LIMIT	
	Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H	ours)		_	
		Current - YES	Total -	1714	Last 24	Hrs -	3	
	SE LAND	Months Since - 12	Make/Model-	6	Last 30	Days- UN	K/NR	
Instrument Rating(s) - NONE		Aircraft Type - UNK/NR	Instrument-	68	Last 90	Days-	27	
Instrument Rating(s) - NUNE								
	Instrument Rating(s) - NUNE							
Narrative	Manager & Cons							
AIRCRAFT COLLIDED WITH THE GROUND OFF TO THE SIDE OF THE RUNWAY DURING A TAKEOFF ATTEMPT. THE NOSE GEAR AND	Narrative				CE OEAD 441D			

File No. - 1780 11/10/85 WESTFIELD, MA A/C Reg. No. N58266 Time (Lc1) - 1306 EST

Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB

LOSS OF CONTROL - IN FLIGHT

Finding(s)

- 1. WEATHER CONDITION CROSSWIND
- 2. COMPENSATION FOR WIND CONDITIONS INADEQUATE PILOT IN COMMAND
- 3. GROUND LOOP/SWERVE NOT MAINTAINED PILOT IN COMMAND
- 4. GROUND LOOP/SWERVE NOT CORRECTED PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 GEAR COLLAPSED

Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

- 5. LANDING GEAR.NOSE GEAR OVERLOAD
- 6. LANDING GEAR, MAIN GEAR OVERLOAD

----Probable Cause----

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

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

es - 1 - RECIP - 9 e Point /INC MI t Plan - N ance - N	IAL INENTAL C90 S PROCATING-CAL 95 HP	Crew Pass SERIES RBURETOR Airpo Airpo	ELT Insta Stall	Warning mity /STRIP	Minor O O Stivated System	
Fire NONE el - CONTI es - 1	INENTAL C90 : PROCATING-CAI 95 HP	Crew Pass SERIES RBURETOR Airpo Airpo	ELT Insta Stall	O O O Illed/Ac Warning mity /STRIP	O O O Stivated System	1 0 - NO -N
NONE el - CONTI es - 1	INENTAL C90 : PROCATING-CAI 95 HP	Pass SERIES RBURETOR Airr	ELT Insta Stall Doort Proxi FF AIRPORT	O lled/Ac Warning mity /STRIP	O ctivated g System	0 - NO -N
el - CONTI es - 1 - RECIP - 9 e Point /INC MI t Plan - N ance - N	INENTAL C90 S PROCATING-CAI 95 HP	SERIES RBURETOR Airp	ELT Insta Stall Stall Coort Proxi FF AIRPORT	illed/Ac Warning mity /STRIP	ctivated g System	- NO -N
es - 1 - RECIP - 9 e Point /INC MI t Plan - N ance - N	PROCATING-CAI 95 HP 	RBURETOR Airpo	Stall cort Proxi FF AIRPORT ort Data	Warning mity /STRIP	g System	
es - 1 - RECIP - 9 e Point /INC MI t Plan - N ance - N	PROCATING-CAI 95 HP 	RBURETOR Airpo	Stall cort Proxi FF AIRPORT ort Data	Warning mity /STRIP	g System	
es - 1 - RECIP - 9 e Point /INC MI t Plan - N ance - N	PROCATING-CAI 95 HP 	RBURETOR Airpo	Stall cort Proxi FF AIRPORT ort Data	Warning mity /STRIP	g System	
- RECIP - 9 	95 HP	Air Oi Airpe	port Proxi FF AIRPORT ort Data	mity /STRIP		- YES
- 9 Point INC MI t Plan - N ance - N	95 HP	Air Oi Airpe	FF AIRPORT ort Data	/STRIP		
e Point /INC MI t Plan - N ance - N		Airpo	FF AIRPORT ort Data	/STRIP		
/INC MI t Plan - N ance - N		Airpo	FF AIRPORT ort Data	/STRIP		
/INC MI t Plan - N ance - N		Airpo	FF AIRPORT ort Data	/STRIP		
/INC MI t Plan - N ance - N		Airpo	ort Data	•		
MI t Plan - N ance - N		·				
t Plan - N ance - N		·			_	
t Plan - N ance - N		R			_	
ance - N		RI				
ance - N		_	unway Iden			
ance - N			unway Lth/			
			unway Surf			
			unway Stat	us -	SNOW -	DRY
	TRAFFIC PATT	EKN				
۲	FULL STOP					
Ma	odical Conti	ficato - 1	VALTO MEDT	CAL -NO	WATVEDS	/I TRATT
ion					WAIVERS	/ CIMI
YES	Total				Hrs -	2
140A	Instrumen		ī	ast 90	Davs-	33
	iew YES 4	iew YES Total 4 Make/Mode	iew Flight Ti YES Total - 1030 4 Make/Model- 750	iew Flight Time (Hours) YES Total - 1030 L 4 Make/Model- 750 L	iew Flight Time (Hours) YES Total - 1030 Last 24 4 Make/Model- 750 Last 30	YES Total - 1030 Last 24 Hrs - 4 Make/Model - 750 Last 30 Days - U

File No 1758	1/27/85	THREE RIVERS,MI	A/C Reg. No. N5603C	Time (Lc1) - 1600 EST
	IRFRAME/COMPONEN AXI - FROM LANDI	NT/SYSTEM FAILURE/MALFUN	ICTION	
Finding(s)				
1. LANDING GEAR, SKI A	SSEMBLY - DISCON	NNECTED		
Probable Cause			·	

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

Flight Conducted Under Accident Occurred During	-AERIAL COMPT		Aircraft NONE Fire NONE	g	Crew Pass	Fatal O	Injur Serious O	Minor O	None 1
Flight Conducted Under Accident Occurred During	-14 CFR 91	Г				0		0	1
Accident Occurred During			NONE		Dace	_			
	-CRUISE				rass	0	1	0	1
Aircraft Information									
Make/Model - CAMERON	V-77	Eng Make/Mo					Installed/A		
Landing Gear - N/A		Number Eng				S	tall Warnir	g System	- UNK/NR
Max Gross Wt - UNK/NR		Engine Type							
No. of Seats - UNK/NR		Rated Power	r - N/A						
Environment/Operations Inf	ormation								
Weather Data		Itinerary					Proximity		
Wx Briefing - UNK/NR		Last Departu				OFF AI	RPORT/STRIP	•	
Method - UNK/NR		SAME AS AC	CC/INC						
Completeness - UNK/NR		Destination				Airport D	ата		
Basic Weather - VMC Wind Dir/Speed- 300/00	O KTC	LOCAL				D	Ident -	N/A	
Visibility - 15.0		ATC/Airspace					Lth/Wid -		
Lowest Sky/Clouds -		Type of Flig	ah+ Dlan -	NONE			Surface -		
Lowest Ceiling		Type of Clea						N/A	
Obstructions to Vision		Type Apch/Li		NONE		Raimay	Julus	14, 5	
Precipitation		Type Apelly El	iug	140142					
Condition of Light									
Personnel Information Pilot-In-Command		Age - 28	ı	Medical Ce	rtificat	e - UNK/N	R		
Certificate(s)/Rating(s	,)	Biennial Flight Re	eview		Fligh	t Time (H	ours)		
CFI		Current	- UNK/NR	Total	-			Hrs -	4
SE LAND		Months Since	- UNK/NR	Make/M	ode1-	481	Last 30 Last 90	Days- UN	K/NR
FREE BALLOON		Aircraft Type	- UNK/NR	Instru					
				Multi-	Eng - UN	IK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s)	- NONE								

File No 17	28 7/16/85	BATTLE CREEK,MI	A/C Reg. No. IFROG	Time (Lc1) - 1950 EDT
Occurrence #1 Phase of Operation		ı		
2. IMPROPER US	E OF EQUIPMENT/AIR	PILOT OF OTHER AIRCRAF CRAFT, INATTENTIVE - PIL WED - PILOT OF OTHER AI	OT OF OTHER AIRCRAFT	
Occurrence #2 Phase of Operation		- IN FLIGHT		
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transpo	rtation Safety Boa	ard determines that the	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) 1,3

1

File No 1728 7/ 	16/85 BATTL	E CREEK,MI A/C Re	eg. No. N1533S		ime (Lc1)		
Type Operating Certificat	e-NONE (GENERA	L AVIATION) Aircraft SUBSTAN		Fatal	Inju Serious	ries Minor	None
Type of Operation	-AERIAL COMPE	Fire	Crew		. 1	0	0
Flight Conducted Under Accident Occurred During		NONE	Pass	-	0	0	0
Accident occurred buring	-CKU13E		Othe	^ 0			2
-Aircraft Information							
Make/Model - BALLOON W Landing Gear - N/A	ORKS FIREFLY 6	= '5' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' '				Activated	
Max Gross Wt - UNK/NR		Number Engines - N/A Engine Type - N/A		5	tali warni	ng System	- UNK/NR
No. of Seats - UNK/NR		Rated Power - N/A					
			·				
-Environment/Operations Info	rmation						
Weather Data		Itinerary			Proximity	_	
Wx Briefing - UNK/NR Method - UNK/NR		Last Departure Point SAME AS ACC/INC		UFF AI	RPORT/STRI	Р	
Completeness - UNK/NR		Destination		Airport D	2+2		
Basic Weather - VMC		LOCAL		Amport	ata		
Wind Dir/Speed- 315/009	KTS	23072		Runway	Ident	- N/A	
Visibility - 10.0		ATC/Airspace				- N/A	
Lowest Sky/Clouds -	CLEAR	Type of Flight Plan	- NONE	Runway	Surface	- GRASS/TUI	RF
<u> </u>	NONE	Type of Clearance		Runway	Status	- HIGH VEG	ETATION
Obstructions to Vision-		Type Apch/Lndg -	NONE				
Precipitation -							
Condition of Light -	DAYLIGHT						
-Personnel Information							
Pilot-In-Command		Age - 38	Medical Certifica				
Certificate(s)/Rating(s)		Biennial Flight Review	9	ht Time (H	•		
COMMERCIAL		Current - YES	Total -			4 Hrs -	1
EDEE BALLOON		Months Since - 8	Make/Model-			O Days- UNI	
FREE BALLOON		Aircraft Type - UNK/NR	Instrument- U Multi-Eng - U	NK/NR NK/ND	Last 9	O Days-' raft - UNI	14 Z/ND
	•		Multi-Eng - 0	INN/ INN	ROTORC	rait - UNI	N/ INK
Instrument Rating(s)	- NONE						
-Narrative							
ENVELOPE OF BALLOON N1533S						ED	
THE DEGREE THAT ALTITUDE COL			BS WAS SERIOUSLY I	NJURED UPO	N GROUND		
ACT. I-FROG WAS LANDED WITHO		* · · · · · · · · · · · · · · · · · · ·					

File No. - 1728 7/16/85 BATTLE CREEK, MI

A/C Reg. No. N1533S

Time (Lcl) - 1950 EDT

Occurrence #1

MIDAIR COLLISION

Phase of Operation

DESCENT

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND

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

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

----Probable Cause----

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

Updated AAB 87/02

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Inju	ries	
· ,, · · · , · · · · · · · · · · · · ·	DESTRO		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	3	0
Accident Occurred During -LANDING ·						
Aircraft Information						
Make/Model - PIPER PA-30	Eng Make/Model - LY					ed - YES-UNK
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2		S	tall Warnir	ng Syste	em - YES
Max Gross Wt - 3725	Engine Type - RE					
No. of Seats - 4	Rated Power -	160 HP				
Environment/Operations Information						
Weather Data	Itinerary		•	Proximity		
Wx Briefing - UNK/NR	Last Departure Point		ON AIR	PORT		
Method - ACFT RADIO	WHEELING, IL					
Compléteness - UNK/NR	Destination		Airport D			
Basic Weather - VMC	SAME AS ACC/INC			AKLAND		
Wind Dir/Speed- 185/020 KTS	470/41				- 27	/ 50
Visibility - 25.0 SM Lowest Sky/Clouds - 10000 FT	ATC/Airspace	IED		Lth/Wid Surface	- 3855/ - ASPHAL	
Lowest Sky/Clouds - 10000 FT Lowest Ceiling - 10000 FT BROK	Type of Flight Plan EN Type of Clearance				- ASPHAL - DRY	- 1
Obstructions to Vision- NONE	Type Of Crearance Type Apch/Lndg		Kuliway	Status	DKI	
Precipitation - NONE	Type Apcil/Liliag	FULL STOP				
Condition of Light - DAYLIGHT		1022 3101				
Personnel Information	Ama . 50	Medical Certifica	to - VALTO	MEDICAL -NO	- WATVER	oc /: TMTT
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 52 Biennial Flight Review		te - VALID ht Time (H) WAIVER	(2) LIMII
PRIVATE	Current - UNK/NR				4 Hrs -	LINK/ND
SE LAND, ME LAND	Months Since - UNK/NR		1160	Last 3	Davs-	UNK/NR
SE EARD, ME EARD	Aircraft Type - UNK/NR		178	Last 9	Davs-	UNK/NR
		Multi-Eng -			, .	•
Instrument Rating(s) - AIRPLANE						
Narrative						
E PLT LANDED ON RWY 27 WITH WINDS FROM 185	DEGS AT 20 KTS GUSTING TO 3	O KTS THE ACET BA	LLOONED ON	SHORT FIN	AI THE	

File No. - 1694 10/04/85 TROY, MI A/C Reg. No. N505PC Time (Lc1) - 1545 EDT Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT Phase of Operation LANDING Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. LEVEL OFF - EXCESSIVE - PILOT IN COMMAND 3. GO-AROUND - DELAYED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING Finding(s) 4. TERRAIN CONDITION - RUNWAY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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

-Basic Information	L AVIATION)					
Type Operating Certificate-NONE (GENERA		raft Damage STANTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL	Fire			0	0	1
Flight Conducted Under -14 CFR 91		Pass	-	ŏ	ŏ	1
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - GRUMMAN TR2		LYCOMING 0-235-C2C		Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1560	Number Engines -			tall Warnin	g System	- YES
No. of Seats - 2	O 7.	RECIPROCATING-CARBUR 108 HP	ETUR			
	Rated Power -	108 ПР				
-Environment/Operations Information Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - COMMERCIAL WX SERVICE		int		RPORT/STRIP		
Method - TV/RADIO	ANOKA, MN					
Completeness - FULL	Destination		Airport D	ata		
Basic Weather - VMC	WARREN, MN				_	
Wind Dir/Speed- 170/007 KTS					N/A	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Pla			Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance	- NUNE - FORCED LANDING	Runway	Status -	ROUGH .	
Precipitation - NONE	Type Apcil/ Ling	- FORCED LANDING			KOOGII .	
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 29	Medical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H		11	•
PRIVATE SE LAND	Current - YES Months Since - 5	Total - Make/Model-		Last 24		
SE LAND	Aircraft Type - TR2	Instrument-				
	Andraic Type The	2000 C among	· ·			
Instrument Rating(s) - NONE						
-Narrative						
ACFT NOSED OVER IN A FLD DURING A FORCED						
SUMPTION DURING THE FLT SEEMED HIGHER THAN	= -	=				
X 3 MILES SE OF THE ARPT THE PWR LOSS OCCU						
R COLLAPSED AS THE ACFT CONTACTED THE GROU	NU AND THE ACFT NOSED OV	R. THE FUEL SUPPLY W	AS FOUND T	O HAVE REEN	I	
AUSTED.						

File No 16	09 7/05/85 CROOKSTON,MN	A/C Reg. No. N9891L	Time (Lcl) - 1825 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL CRUISE - NORMAL		
 FUEL SUPPLY - M PREFLIGHT PLANN 		AND	
	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	HARD LANDING LANDING - FLARE/TOUCHDOWN		
Finding(s) 5. FLARE - MISJUDG	ED - PILOT IN COMMAND		
	NOSE GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN		
Finding(s) 6. LANDING GEAR,NO	SE GEAR - OVERLOAD		
Occurrence #5 Phase of Operation			
Probable Cause			
The National Transpois/are finding(s) 2,	rtation Safety Board determines that t 3,5	he Probable Cause(s) of this acci	dent

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

Type Operating Certificate-N	ONE (GENERAL AVIA		raft Damage STANTIAL		Fatal	Injur Serious		None
Type of Operation -E Flight Conducted Under -1 Accident Occurred During -T	AKEOFF			Crew Pass	0		0	1 0
Aircraft Information								
Make/Model - BEECH BE-55 Landing Gear - TRICYCLE-RET Max Gross Wt - 5100 No. of Seats - 6	RACTABLE	Eng Make/Model - Number Engines - Engine Type - Rated Power -	2			Installed/A tall Warnin		
Environment/Operations Informa								
Weather Data Wx Briefing - FSS Method - TELEPHONE	-	tinerary Last Departure Po SAME AS ACC/INC			Airport ON AIR	Proximity PORT		
Completeness - FULL Basic Weather - VMC		Destination			Airport D			
Basic Weather - VMC Wind Dir/Speed- 150/010 KT		SPRINGFIELD, IL				CLOUD Ident -	18	
Visibility - 7.0 S	М Д	TC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - Lowest Ceiling - 4	500 FT BROKEN	Type of Flight Pl Type of Clearance				Surface - Status -	ASPHALT WET	
Obstructions to Vision- FO Precipitation - RA Condition of Light - DA	G .IN	Type Apch/Lndg			Kullway	Status	WLI	
Personnel Information								
Pilot-In-Command	Age -	40	Medical			MEDĮCAL-WA	IVERS/LI	MIT
Certificate(s)/Rating(s) PRIVATE		ial Flight Review urrent - NO		Fligh J -	nt Time (H	ours) Last 24	. Hrs - III	NK/NR
SE LAND, ME LAND		onths Since - UNK			450	Last 30	Days- U	NK/NR
·	A	ircraft Type - UNK				Last 30 Last 90		
			Mult	:i-Eng -	430	Rotorcr	aft - U	NK/NR
Instrument Rating(s) -								
-Narrative								
ACFT COLLIDED WITH THE FENCE D	HIPTNG AN AROPTED	TAKENEE THE TIRES	OF THE ACET	SHOWED S	IGNS OF HY	DROPLANING		

File No. - 1730 7/18/85 EDEN PRAIRIE.MN A/C Reg. No. N22PG Time (Lc1) - 0720 CDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation TAKEOFF - GROUND RUN Finding(s) 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET 3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND 4. DISTANCE - MISJUDGED - PILOT IN COMMAND 5. OBJECT - FENCE ----Probable Cause----

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

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

		FALLS,MN	A/C Reg. No.		1145 CDT			
-Basic Information Type Operating Certificate	-NONE (GENERAL	AVIATION)	Aircraft Damag	ge		Injur		
T	5-5-6		SUBSTANTIAL	_	Fatal	Serious		None
	-PERSONAL		Fire	Crew	-	0		1
Flight Conducted Under Accident Occurred During			NONE	Pass	0	0	0	0
-Aircraft Information			·					
Make/Model - CESSNA 172			Model - CONTINENT			Installed/A		
Landing Gear - TRICYCLE-F Max Gross Wt - 2550	·IXED		ngines - 1 /pe - RECIPROCA	TTNO CARRUR		tall Warnir	ng System	- YES
No. of Seats - 4		Rated Pow			ETUR			
-Environment/Operations Infor	mation							
Weather Data		Itinerary				Proximity		
Wx Briefing - NO RECOR	D OF BRIEFING	Last Depar			ON AIR	PORT		
Method - N/A	•	SAME AS	• -					
Completeness - N/A		Destination			Airport D			
Basic Weather - VMC	WTC	MINNEAPO	DLIS, MN			ATIONAL	118114 /815	
Wind Dir/Speed- 340/013		ATO / A /	_				UNK/NR	
Visibility - 15.0 Lowest Sky/Clouds -		ATC/Airspace				Lth/Wid - Surface -		
Lowest Sky/Clouds -			learance - NONE				WATER-CA	ı M
Obstructions to Vision-		Type OF Ci			Runway	Status -	WATER-CA	∟IVI
Precipitation -		Type Apch/	Lnag - None					
Condition of Light -								
-Personnel Information Pilot-In-Command		Age - 43	Medic	al Certifica	to - VALID	MEDICALNO	WATVEDS/	TMTT
Certificate(s)/Rating(s)					nt Time (H		WAIVERS/	CIMII
PRIVATE		Current	Review - YES To	otal -	,	Last 24	l Hrs -	2
SE SEA		Months Since	e - 3 Ma	ake/Model-				
32 324			pe - 172XP I					
		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			•			
<pre>Instrument Rating(s)</pre>	- NONE							
								
ACFT VEERED HARD TO THE RT 8	COLLIDED WITH	THE WATER DURIN	NG TAKFOFF AT AROL	JT 45 MPH. T	T WAS DISC	OVERED THAT	r	
			ND GO UNDER THE R					

File No. - 1701 8/10/85 INT'L FALLS,MN A/C Reg. No. N1254V Time (Lc1) - 1145 CDT

Occurrence
Phase of Operation

LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR, FLOAT ASSEMBLY - DISCONNECTED

- 2. DIRECTIONAL CONTROL NOT POSSIBLE PILOT IN COMMAND
- 3. GROUND LOOP/SWERVE UNCONTROLLED PILOT IN COMMAND

----Probable Cause----

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

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A/C Reg. No. N267CD Time (Lc1) - 1630 CDT
      File No. - 1667
                           8/18/85
                                     NEW MADRID, MO
   -Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)
                                                             Aircraft Damage
                                                                                                   Injuries
                                                             DESTROYED
                                                                                       Fatal
                                                                                               Serious Minor
                                                                                                                    None
     Type of Operation
                              -PERSONAL
                                                                                                   0
                                                                                                             0
                                                                                                                     0
                                                             Fire
                                                                                Crew
                                                                                        1
     Flight Conducted Under
                             -14 CFR 91
                                                              ON GROUND
                                                                                Pass
                                                                                                   0
                                                                                                                      0
     Accident Occurred During -DESCENT
 ---Aircraft Information----
     Make/Model - PIPER PA-18-135
                                                 Eng Make/Model - LYCOMING 0-290-D2
                                                                                          ELT Installed/Activated - UNK/NR
     Landing Gear - TAILWHEEL-ALL FIXED
                                                 Number Engines - 1
                                                                                             Stall Warning System - NO
     Max Gross Wt - 1500
                                                 Engine Type - RECIPROCATING-CARBURETOR
     No. of Seats -
                                                 Rated Power
                                                             - 135 HP
----Environment/Operations Information----
   Weather Data
                                               Itinerary
                                                                                      Airport Proximity
                    - NO RECORD OF BRIEFING
                                                                                        OFF AIRPORT/STRIP
     Wx Briefina
                                              Last Departure Point
       Method
                    - N/A
                                                 SAME AS ACC/INC
       Completeness - N/A
                                               Destination
                                                                                     Airport Data
     Basic Weather - VMC
                                                  LOCAL
       Wind Dir/Speed- 030/005 KTS
                                                                                                       - N/A
                                                                                        Runway Ident
       Visibility - 15.0 SM
                                               ATC/Airspace
                                                                                        Runway Lth/Wid - N/A
       Lowest Sky/Clouds -
                                                                                        Runway Surface - N/A
                              3500 FT SCATTERED Type of Flight Plan - NONE
       Lowest Ceiling

    NONE

                                                Type of Clearance - NONE
                                                                                        Runway Status - N/A
       Obstructions to Vision- NONE
                                                Type Apch/Lndg
                                                                - NONE
       Precipitation - NONE
       Condition of Light - DAYLIGHT
 ---Personnel Information----
    Pilot-In-Command
                                           Age - 45
                                                                    Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
                                           Biennial Flight Review
      Certificate(s)/Rating(s)
                                                                                Flight Time (Hours)
                                                                        Total - UNK/NR
                                                                                           Last 24 Hrs - UNK/NR
         PRIVATE
                                               Current
                                                          - UNK/NR
                                                                                             Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
         SE LAND
                                               Months Since - UNK/NR
                                                                        Make/Model - UNK/NR
                                                                        Instrument- UNK/NR
                                               Aircraft Type - UNK/NR
                                                                        Multi-Eng - UNK/NR
                                                                                                 Rotorcraft - UNK/NR
         Instrument Rating(s) - NONE
----Narrative----
A WITNESS SAID N267CD MADE A LOW PASS DOWN THE FARM AIRSTRIP AND AS THE ACFT NEARED THE END OF THE STRIP, IT BEGAN
A CLIMB. BANKED TO THE LEFT AND DESCENDED TO THE GROUND. THE ACFT IMPACTED IN A NOSE LOW, LEFT WING LOW ATTITUDE.
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File No 1667 8/18/85 NEW MADRID,MO	A/C Reg. No. N267CD	Time (Lcl) - 1630 CDT
Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING		
Finding(s) 1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 2. PULL-UP - PERFORMED - PILOT IN COMMAND 3. STALL - INADVERTENT - PILOT IN COMMAND		
Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED		
Finding(s) 4. TERRAIN CONDITION - CROP		
Probable Cause		

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

File No 1748 9/09/85 GREEN	FIELD,MO A/C Re	. No. N755DD	T i	me (Lc1) -	1500 CDT	
-Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL	L AVIATION) Aircraft SUBSTAN Fire		Fatal O	Injur Serious O		None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	ŏ	ŏ	Ö	2
-Aircraft Information Make/Model - BEECH 58 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5400 No. of Seats - 6	Eng Make/Model - CON Number Engines - 2 Engine Type - REC Rated Power -			nstalled/A all Warnin		
	Itinerary Last Departure Point ELDORADO SPRING.MO		Airport P ON AIRP			
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 350/005 KTS	Destination SAME AS ACC/INC			PT-RED BAR	N UNK/NR	
Visibility - 6.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE	Runway	Lth/Wid - Surface - Status -	GRASS/TUR	
-Personnel Information Pilot-In-Command	Age - 44	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/L	.IMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (Ho	ours)		
PRIVATE SE LAND,ME LAND	Current - YES Months Since - 2 Aircraft Type - BE-58	Total - Make/Model- Instrument-	650 90	Last 24 Last 30 Last 90	Davs- UN	1 K/NR 70
		Multi-Eng -	650			
Instrument Rating(s) - AIRPLANE						.
					BREAKER	

File No. - 1748

9/09/85

GREENFIELD, MO

A/C Reg. No. N755DD

Time (Lc1) - 1500 CDT

Occurrence

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. CHECKLIST NOT FOLLOWED PILOT IN COMMAND
- 2. ELECTRICAL SYSTEM OVERLOAD
- 3. ELECTRICAL SYSTEM, CIRCUIT BREAKER POPPED/TRIPPED
- 4. WHEELS UP LANDING IMPROPER PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENERA		ıft Damage		Injur	ies	
		ANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	-	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 172		CONTINENTAL 0-300-D		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			itall Warnin	g System	- YES
Max Gross Wt - 2075		RECIPROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power -	145 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		nt	ON AIR			
Method - N/A	SAME AS ACC/INC				•	
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		JENSON	I FIELD		
Wind Dir/Speed- 290/007 KTS			Runway	/ Ident -	27	
Visibility - 30.0 SM	ATC/Airspace		Runway	Lth/Wid -	2200 -UI	NK/NR
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	n - NONE	Runway	Surface -	GRASS/TU	RF
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 - 49	Medical Certifica	te - VALID	MEDICAL-WA	IVERS/LIM	ΙT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		jht Time (F			
PRIVATE	Current - YES	Total -			Hrs -	
SE LAND	Months Since - 16	Make/Model-	267		Days- UN	
•	Aircraft Type - C-172	2 Instrument-	5		Days-	
		Multi-Eng - l	INK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE						
Narrative						
PLT REPORTS THAT HE LANDED HARD, BOUNCED	AND CAME DOWN ON THE NOSE	GEAR. THE NOSE GEAR	BROKE AND	THE ACFT W	ENT OVER	

File No 17	08 10/05/85	GUILFORD, MO	A/C Reg. No. N4016F	Time (Lc1) - 1445 CDT
Occurrence #1 Phase of Operation		TOUCHDOWN		
Finding(s) 1. FLARE - MISJUDG 2. RECOVERY FROM B		AND MPROPER - PILOT IN C	OMMAND	
Occurrence #2 Phase of Operation				
Finding(s) 3. LANDING GEAR,NO	SÈ GEAR - OVERLOAD			
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that t	he Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is	/are finding(s) 3		

Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft				uries	
		SUBSTAN		Fata			
Type of Operation -PERSONA		Fire			0	0	1
Flight Conducted Under -14 CFR Accident Occurred During -LANDING		NONE	Р	ass (0	0	0
Aircraft Information Make/Model - PIPER PA-24-180	Fra Mala	/M 1 LV6	ONTNO 0.000		ELT Installed	/*****	ما القال الم
Landing Gear - TRICYCLE-RETRACTAB		/model - Lic ngines - 1	OMING 0-360		Stall Warn		
Max Gross Wt - 2550			IPROCATING-CAR	RIIDETAD	Stall Warn	ing syste	111 - 163
No. of Seats - 4	Rated Po	• •	180 HP	BUKETUK			
	Rated For	~=: 					
Environment/Operations Information	•						
Weather Data	Itinerary				ort Proximity		
Wx Briefing - NO RECORD OF BRI		rture Point		ON	AIRPORT		
Method - N/A	SAME AS						
Completeness - N/A	Destination	า		•	rt Data		
Basic Weather - VMC	LOCAL				CHARDS-GEBAUR		
Wind Dir/Speed- 050/002 KTS	170/11				nway Ident	- 36	450
Visibility - 15.0 SM	ATC/Airspace		NONE		nway Lth/Wid		
	SCATTERED Type of F				nway Surface		1
Lowest Ceiling - 8000 FT		learance -			nway Status	- DRY	
Obstructions to Vision- NONE	Type Apch,	Lnag -	TRAFFIC PATTE	KN			
Precipitation - NONE Condition of Light - DAYLIGHT			FULL STUP				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 85		Medical Certif			WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight			light Time			
PRIVATE	Current	- YES	Total		Last	24 Hrs -	
SE LAND	Months Since		Make/Mode1	- 2700	Last	30 Days-	UNK/NR
	Aircraft Ty	pe - PA-24			Last		
			Multi-Eng	- UNK/NR	Rotor	craft -	UNK/NR
Instrument Rating(s) - NONE							
Narrative	CAL ELICUT IN UTC DID	ED DA-04 115	CTATED THAT H	IE WAS ATD	PODNE WWEN WE	DATCED	
PILOT WAS MAKING A TAKEOFF FOR A LO							
LANDING GEAR SWITCH BUT THE AIRPLANE							

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

----Probable Cause----

File No 1668 11/05/85 ORRI	CK, MO A/C	Reg. No. N2468F	Т	ime (Lc1) -	1430 CST	
-Basic Information Type Operating Certificate-NONE (GENER		aft Damage		Injur	ies	
•		ROYED	Fata1	Serious		None
Type of Operation -INSTRUCTION	IAL Fire	Cr	ew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pa	ass O	0	0	0
Accident Occurred During -DESCENT						
-Aircraft Information						
Make/Model - PIPER PA-38-112	Eng Make/Model -			Installed/Ad		
Landing Gear - TRICYCLE-FIXED	Number Engines -	1	S	tall Warning	g System ·	- YES
Max Gross Wt - 3600	Engine Type -	RECIPROCATING-CARE	BURETOR			
No. of Seats - 2	Rated Power -	112 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	IG Last Departure Poi	nt	OFF AI	RPORT/STRIP		
Method - N/A	KANSAS CITY, MO					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		•			
Wind Dir/Speed- 140/016 KTS			Runway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - 25000 FT SCA			Runway			
Lowest Ceiling - NONE				Status -		
Obstructions to Vision- NONE	Type Apch/Lnda	- SIMULATED FORCE	CED LANDING		,	
Precipitation - NONE	.) po po , z ag	021110211120 1 0111				
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 43	Medical Certifi	icate - VALID	MEDICAL-WA	IVERS/LIM	IT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	F1	light Time (F	lours)		
STUDENT	Current - N/A	Total -	- 40	Last 24	Hrs -	1
	Months Since - N/A	Make/Model-	- 40	Last 30	Days- UN	K/NR
	Aircraft Type - N/A		- 0			8
					•	
Instrument Rating(s) - NONE						
Mannettus						
-Narrative	LC CLOW FLIGHT TOO DECRE	AND G74011 4	TED 500050 1	AND THESE WITT		
STUDENT PLT WAS BRIEFED TO PRACTICE STAL	I EI AGI IN IHE SIMIIATEN E	COCKED LAKINTAKICS DI		IDI ATED FORC	F11	
STRUCTIONS FOR THE PLT NOT TO GO BELOW 500						
	STRUCK A LOWER STRAND OF	A FIVE STRAND HIGH				

File No. - 1668 11/05/85 ORRICK,MO A/C Reg. No. N2468F Time (Lc1) - 1430 CST

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - 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

1000000

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damag	е		Injur	ies	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSON		Fire	Crew	0	0	Ō	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	3
Accident Occurred During -LANDIN	j 						
Aircraft Information				•			
Make/Mode1 - PIPER PA-28RT-201		'Model - CONTINENT	AL TS10-360-				
Landing Gear - TRICYCLE-RETRACTAL		ngines - 1		S	tall Warnin	g System	- YES
Max Gross Wt - 2900		pe - RECIP-FUE					
No. of Seats - 4	Rated Pov	ver - 200 HP					
Environment/Operations Information-							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - UNK/NR		ture Point		ON AIR	PORT		
Method - UNK/NR	WICHITA,	-					
Completeness - UNK/NR	Destination			Airport Da			
Basic Weather - VMC	SAME AS	ACC/INC		MUNICI			
Wind Dir/Speed- 270/003 KTS						• 18	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		50
Lowest Sky/Clouds - CLEAR		ight Plan - NONE			Surface -		
Lowest Ceiling - NONE		earance - NONE	TO DATTERN	Runway	Status -	· N/A	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch	Lndg - TRAFF/ FULL					
Condition of Light - NIGHT(D	ADK)	FULL	3106				
Personnel Information Pilot-In-Command	Age - 37	Madias	1 Certificat	VALID	MEDICAL -NO	. WATVERS	/1 TMTT
Certificate(s)/Rating(s)	Biennial Flight			nt Time (H		WAIVERS	LIMII
PRIVATE	Current		tal -	288		Hrs -	6
SE LAND	Months Since	- 14 Ma		12	last 30		
JE EAND	Aircraft Tyr	e - 14 Ma be - PA28200 In	ke/Model- strument-	9	Last 90	Days-	12
	X. 0. 2. c	70 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		J	2001 00		· -
Instrument Rating(s) - AIRPL	ANE 						
Narrative							
PILOT STATED THERE WAS PATCHES OF S	NOW AND ICE ON THE RUN	VAY SURFACE A SNOW	ON THE SIDE	S AND AS	HE PULLED U	IP THE	
S, THE AIRPLANE VEERED RIGHT, OFF T							

File No. - 1772 12/15/85 AURORA, MO A/C Reg. No. N83956 Time (Lc1) - 1900 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - ICY 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. TERRAIN CONDITION - SNOW COVERED 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND 5. LIGHT CONDITION - DARK NIGHT Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND 7. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 2,4

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

File No 1747 8/19/85 CARLI	SLE,MS A/C R	eg. No. N3267N	7	Time (Lcl) -	1900 CDT	
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	L AVIATION) Aircraf SUBSTA Fire NONE	t Damage NTIAL Crew Pass	Fatal O O	Injur Serious O O		None 1 1
Accident Occurred During -LANDING						
Aircraft Information Make/Model - PIPER PA-18S Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1500 No. of Seats - 2	Number Engines - 1 Engine Type - RE	COMING 0-290-D2 CIPROCATING-CARBURET 135 HP	5	Installed/ <i>I</i> Stall Warnir		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 120/004 KTS Visibility - 7.0 SM Lowest Sky/Clouds - Lowest Ceiling - 18000 FT BROW Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan	- NONE - NONE	ON AIR inport [PRIVAT Runway Runway Runway	TE SOD STRIF	- N/A - 1600 - GRASS/TU	RF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	Age - 31 Biennial Flight Review Current - YES	T-4-1	: Time (H	Hours)	·	
SE LAND	Months Since - 19 Aircraft Type - C-152	Total - Make/Model- UNk Instrument- UNk Multi-Eng - UNk	:/NR :/NR	Last 30 Last 90	Days- UND Days- Days- Caft - UND	K/NR 16
Instrument Rating(s) - NONE						
	APPLIED AND PWR REDUCED. AF	TER TURNING FINAL AN G COUGHED AND QUIT.	D LOWER	ING FULL FLA	APS, THE	

File No 1747 8/19/85 CARLISLE,MS	A/C Reg. No. N3267N	Time (Lc1) - 1900 CDT
Occurrence #1 UNDERSHOOT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH		
Finding(s) 1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COM 3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS	MMAND	
Occurrence #2 LOSS OF POWER Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH		
Finding(s) 4. FUEL SYSTEM, CARBURETOR - UNDETERMINED 5. WEATHER CONDITION - CARBURETOR ICING CONDITIONS	:	·
Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN	a de la companya de	
Finding(s) 6. LANDING GEAR,MAIN GEAR - OVERLOAD 7. LANDING GEAR,NOSE GEAR - OVERLOAD	; :	
Probable Cause	· · · · · · · · · · · · · · · · · · ·	
The National Transportation Safety Board determines that the Prois/are finding(s) 1,4	obable Cause(s) of this accid	ent
Factor(s) relating to this accident is/are finding(s) 2,3,5,6,7	<u>.</u>	

Type Operating Certificate-NONE (GEN	NERAL AVIATION)	Aircraft Dam	nage		Injur	ies	
,, , <u>, , , , , , , , , , , , , , , , ,</u>	,	SUBSTANTIAL	•	Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9		Fire	Crew	1	0	0	0
	l	NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT							
-Aircraft Information							
Make/Model - LONNIE W. RATLIFF Mi							
Landing Gear - TAILWHEEL-ALL FIXED	Number E Engine T	ingines - 1		5	tall Warnir	ng System	- NO
Max Gross Wt - 869				IUR			
No. of Seats - 1	kated Po	wer - 85	mr 				
-Environment/Operations Information				44	D		
Weather Data Wx Briefing - NO RECORD OF BRIEF	Itinerary FING Last Depa	ntuna Daint			Proximity RPORT/STRIP		
Method - N/A	- ING LAST DEPA RAYMOND			OFF AI	KPUKI/SIKIP		
Completeness - N/A	Destination	• -		Airport D	ata		
Basic Weather - VMC	LOCAL		·	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			
Wind Dir/Speed- 180/007 KTS			_	Runway	Ident -	N/A	
	ATC/Airspac				Lth/Wid -		
Lowest Sky/Clouds - 12000 FT S					Surface -		
Lowest Ceiling - NONE		learance - NO		Runway	Status -	· N/A	
Obstructions to Vision- NONE Precipitation - NONE	Type Apcr	n/Lndg - NO	NE				
Condition of Light - DUSK							
-Personnel Information Pilot-In-Command	Age - 45	Med	ical Certificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Age - 45 Biennial Flight	Review		t Time (H		,	
PRIVATE	Current	- YES	Total -	344	Last 24		
SE LAND	Months Sind	ce - 1	Make/Model- UN	K/NR	Last 30	Days-	3
	Aircraft Ty	pe - UNK/NR	Instrument-	0	Last 90	Days-	3
Instrument Rating(s) - NONE							
-Narrative							
ACFT WAS FORN LOCALLY AFTER THE PLT HA	AD 'WORKED ON" THE (CARBURETOR SOME	TIME LATER THE	ACFT WAS	SEEN MANEU\	/ERING	

File No. - 1776 11/09/85 RAYMOND, MS A/C Reg. No. N121LR Time (Lc1) - 1645 CST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. MANEUVER - EXCESSIVE - PILOT IN COMMAND 2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND 3. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

Basic Information Type Operating Certificate-NONE (GENER		•		Injur		
Type of Operation -PERSONAL	DESTROYE Fire		Fatal O	Serious	Minor O	None 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	ON GROUN	Crew ID Pass	2	1	0	0
Aircraft Information						
Make/Model - CESSNA 172H	Eng Make/Model - CON1	INENTAL 0-300-D		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warning	g System	- YES
Max Gross Wt - 2300		PROCATING-CARBUR	ETOR	*		
No. of Seats - 4	Rated Power - 1	45 HP				. .
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
W× Briefing - FSS Method - TELEPHONE	Last Departure Point SAME AS ACC/INC		ON AIR	PORT		
Completeness - WEATHER NOT PERTINEN			Airport D	a+a		
Basic Weather - VMC	LOCAL			SONVILLE		
Wind Dir/Speed- 340/005 KTS	LOCAL			Ident -	14	
Visibility - 20.0 SM	ATC/Airspace		•	Lth/Wid -		40
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE	•	Surface -		, •
Lowest Ceiling - NONE	Type of Clearance -			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg -	FORCED LANDING	•			
Precipitation - NONE						
Condition of Light - DAYLIGHT	·		·			
Personnel Information						
Pilot-In-Command		Medical Certifica			WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			
PRIVATE	Current - YES	Total -			Hrs - U	•
SE LAND	Months Since - 15		50	Last 30	Days- U	NK/NR
	Aircraft Type - UNK/NR		Y NIK /NID	Last 90 Rotorcr	Days-	2
		Multi-Eng - U	NK/INK	ROTORCE	aft - UN	NK/INK
Instrument Rating(s) - NONE						
 Narrative						
PLT REPORTED THAT DURING TAKEOFF, THE EN	G LOST POWER AS THE ACET WAS O	TITMRING THRU ARO	IT 100 TO	125 FT AGI	HE	
A RGT TURN BACK TOWARD THE ARPT TO LAND						
RTURE END OF THE RWY & BURNED. NO PREIMP						
& WITNESSES REPORTED A POWER LOSS, TORSI						
IAL IMPACT POINT. THE CARBURETOR HAD SEP						
AS CLOSE ENOUGH TO THE FIRE TO RESULT IN						₹
AS CLUSE ENOUGH TO THE FIRE TO RESULT IN						

File No 16	22 6/16/85 	HENDERSONVILLE,NC	A/C Reg. No. N3714R	Time (Lc1) - 1942 EDT
Occurrence #1 Phase of Operation		L CLIMB		
Finding(s) 1. UNDETERMINED		· · · · · · · · · · · · · · · · · · ·		
Occurrence #2 Phase of Operation		RN TO LANDING AREA (EMEF	RGENCY)	
Occurrence #3 Phase of Operation	LOSS OF CONTROL	- IN FLIGHT RN TO LANDING AREA (EMER	RGENCY)	
Finding(s) 2. AIRSPEED - NOT 3. STALL - INADVER	TENT - PILOT IN CO	MMAND		
Occurrence #4 Phase of Operation	DESCENT - UNCONTI	ROLLED		
Probable Cause				-,
The National Transpois/are finding(s) 1,		rd determines that the F	Probable Cause(s) of this accid	ent

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FRACTABLE Number Engine Rated	Aircraft Damag DESTROYED Fire NONE 	Fata Crew 1 Pass 1	0	Minor O O 	
FRACTABLE Number Engine Rated	Engines - 2 Type - TURBOPROP				
				g 3,2 to	- YES
TETER TOT PERTINENT Destinate SAME TS SM ATC/Airsp Type of Type of Type of Type Ap Type Ap Type Ap	parture Point BORY,NJ ion AS ACC/INC pace F Flight Plan - IFR Clearance - IFR	ON Airpor CHA Run Run Run Run	RLOTTE DOUGLAS way Ident - way Lth/Wid - way Surface -	36R 7845/ ASPHALT	150
Biennial Flig Current Months Si Aircraft	tht Review - YES To nce - 1 Ma Type - PA-31 In	Flight Time tal - 9000 ke/Model- 1000 strument- 800	(Hours) Last 24 Last 30	Hrs - UI Days- UI	NK/NR NK/NR
	OT PERTINENT Destinat SAME TS SM ATC/Airsp Type of 5500 FT BROKEN Type of ONE Type Ap ONE IGHT(DARK)	OT PERTINENT Destination SAME AS ACC/INC TS SM ATC/Airspace Type of Flight Plan - IFR 5500 FT BROKEN Type of Clearance - IFR ONE Type Apch/Lndg - TRAFF ONE IGHT(DARK) Age - 27 Medica Biennial Flight Review Current - YES To Months Since - 1 Ma Aircraft Type - PA-31 In Mu AIRPLANE A POLE SHORT OF THE RWY DURING A NIGHT VFR AP	OT PERTINENT Destination SAME AS ACC/INC TS TS ATC/Airspace Type of Flight Plan - IFR SOO FT BROKEN Type of Clearance - IFR ONE Type Apch/Lndg - TRAFFIC PATTERN ONE IGHT(DARK) Age - 27 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - PA-31 AIRPLANE A POLE SHORT OF THE RWY DURING A NIGHT VFR APPROACH TO LAND. TH	OT PERTINENT Destination SAME AS ACC/INC TS M ATC/Airspace Type of Flight Plan - IFR Type of Clearance - IFR ONE ONE IGHT(DARK) Age - 27 Biennial Flight Review Current - YES Months Since - 1 Months Since - 1 Mircraft Type - PA-31 AIRPLANE ATC/Airspace Runway Ident - Runway Surface - Runway Status	OT PERTINENT Destination SAME AS ACC/INC TS ATC/Airspace Type of Flight Plan - IFR STONE Type Apch/Lndg Age - 27 Biennial Flight Review Current - YES Months Since - 1 Months Since - 1 Airport Data CHARLOTTE DOUGLAS INT'L Runway Ident - 36R Runway Lth/Wid - 7845/ Runway Surface - ASPHALT Runway Status - DRY Runway Status

File No. - 1724 6/28/85 CHARLOTTE, NC A/C Reg. No. N542TW Time (Lc1) - 0148 EDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND IMPROPER USE OF PROCEDURE.OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 4. OBJECT - UTILITY POLE 5. VFR PROCEDURES - POOR - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, OSTENTATIOUS DISPLAY - PILOT IN COMMAND 7. PLANNED APPROACH - POOR - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT.OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 9. JUDGEMENT - POOR - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT.OSTENTATIOUS DISPLAY - PILOT IN COMMAND 11. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 12. IMPROPER DECISION.OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 13. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND 14. IMPROPER DECISION, OSTENTATIOUS DISPLAY - PILOT IN COMMAND 15. MANEUVER - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,7,8,9,10,11,12,13,14,15

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

File No 1746 7/13/85 FRANKLIN,N	C A/C Reg	. No. N779VM	Ti	me (Lc1) -	1 6 30 EDT	
Basic Information			 			
Type Operating Certificate-NONE (GENERAL AVI				Injuri		
	SUBSTANT	IAL	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 - PIPER PA-28-180	Eng Make/Model - LYCO	MING 0-360-A4A	ELT I	nstalled/Ad	ctivated -	- YES/YE
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		St	all Warning	, System -	- YES
Max Gross Wt - 2400	Engine Type - RECI	PROCATING-CARBUR	TOR			
No. of Seats - 4	Rated Power - 1	00 HP				
-Environment/Operations Information						
, ,	Itinerary		Airport P	roximitv		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point			PORT/STRIP		
Method - N/A	HUNTSVILLE, AL		011 711			
Completeness - N/A	Destination		Airport Da	ta		
Basic Weather - VMC	NORFOLK.VA		A II poi c be			
Wind Dir/Speed- 180/010 KTS	NORI OLK, VA		Runwa√	Idont -	N/A	
	ATC/Airspace			Lth/Wid -		
	Type of Flight Plan -	NONE		•	N/A	
Lowest Ceiling - 10000 FT BROKEN	Type of Clearance -					
Obstructions to Vision- HAZE		NONE	Runway	Status -	N/A	
	Type Apch/Lndg -	NUNE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command Age		edical Certifica			[VERS/LIM]	ΙΤ
	nial Flight Review	Fligh	nt Time (Ho			
	Current - YES	Total -	646		Hrs -	_
SE LAND	Months Since - 6 Aircraft Type - UNK/NR	Make/Mode1-	122		Days- UN	
	Aircraft Type - UNK/NR	Instrument-	75	Last 90	Days-	40
Total company Deal Standard						
Instrument Rating(s) - AIRPLANE						
-Narrative						
ILE IN CRUISE FLT ENG RPM DECREASED. PLT ACTIONS	TO RECOVER RPM WERE UNS	UCCESSEUL AND EN	S EVENTUALI	Y QUIT. A F	ORCED	
NDING WAS MADE TO AN EMPTY FLD. ON ROLL OUT THE	ACET HIT A CONCEALED DIT	CH RESULTING IN	SUBSTANTIAL	DAMAGE 1	ATFR.	
MINATION OF THE ENG SHOWED THAT THE #3 EXHAUST V	ALVE HAD SETZED IN A PAR	TIALLY OPEN POST	TION AND TH	IF CORRESPON	JD I NG	
SHROD WAS BROKEN. THERE WAS EVIDENCE THAT THE VA						
LVE AND VALVE SEAT.	LIE HAD NOT BEEN SEATED	OK JOHL TIME WI	OARDON L	OILDON ON		
TE AND TACTE SEAT.						
	~:					

File No. - 1746 7/13/85 FRANKLIN, NC A/C Reg. No. N779VM Time (Lc1) - 1630 EDT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE ASSEMBLY, VALVE - BINDING (MECHANICAL) 2. ENGINE ASSEMBLY, PUSH ROD - FAILURE, TOTAL Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) TERRAIN CONDITION - HIGH OBSTRUCTION(S) 4. TERRAIN CONDITION - HIGH VEGETATION 5. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S) 6. UNSUITABLE TERRAIN - INADVERTENT USE - PILOT IN COMMAND ----Probable Cause----

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

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

File No 1742 8/07/85 LE	EXINGTON,NC A/C Reg	. No. N48005	Time (Lc1) - 1700 EDT
Type of Operation -INSTRUCTIFIED -14 CFR 9:	SUBSTANT IONAL Fire		Injuries Serious Minor None O O 1 O O O
Accident Occurred During -TAKEOFF			
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Eng Make/Model - LYCO Number Engines - 1 Engine Type - RECI Rated Power - 1	PROCATING-CARBURETOR	T Installed/Activated - UNK/NR Stall Warning System - YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEF Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/007 KTS Visibility - 7.0 SM Lowest Sky/Clouds - Lowest Ceiling - 5000 FT (Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary	ON A Airport LEXI Runw Runw Runw NONE Runw NONE Runw	t Proximity IRPORT Data NGTON ay Ident - 26 ay Lth/Wid - 3300/ 65 ay Surface - ASPHALT ay Status - DRY
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 36 M Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	edical Certificate - UNK Flight Time Total - 40 Make/Model- 40 Instrument- UNK/NR Multi-Eng - UNK/NR	(Hours)
Instrument Rating(s) - NONE			
Narrative STUDENT PILOT WAS ON SOLO FLIGHT. HE STATE F ACTION TO TAKE SINCE TAXIWAY BEHIND HIM RAISED, TAIL DRAGGED RUNWAY, STUDENT LOST KT LEFT CROSSWIND.	ED THAT ANOTHER ACFT CALLED ON FI WAS BLOCKED, HE RUSHED TAKEOFF.	NAL AS HE WAS ON RUNWAY A SOFT FIELD TAKEOFF WAS	FOR TAKEOFF . UNSURE O ATTEMPTED. NOSE WAS

File No. - 1742 8/07/85 LEXINGTON,NC A/C Reg. No. N48005 Time (Lc1) - 1700 EDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND

2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

3. IMPROPER USE OF PROCEDURE, ANXIETY/APPRENHENSION - PILOT IN COMMAND

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

5. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND

6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

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

File No 1783 11/18/85 JACKS	ONVILLE, NC A/C	Reg. No. N45363	Т	ime (Lcl) -	1700 EST	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	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 -TAKEOFF						
Aircraft Information						
Make/Model - CESSNA 150M	Eng Make/Mode1 - C			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tali Warnin	g System	- YES
Max Gross Wt - 1500 No. of Seats - 2	Engine Type - RI		ETUR			
No. of Seats - 2	Rated Power -	110 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A		:	ON AIR	PORT		
Method - N/A Completeness - N/A	JACKSONVILLE,NC Destination		Airport Da			
Basic Weather - VMC	LOCAL		SKY MAI			
Wind Dir/Speed- CALM	EOCAL			-	UNK/NR	
Visibility - 5.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status -	UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 24	Medical Certifica			IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Review	File	iht Time (H	ours)		
STUDENT	Current - N/A	Total - Make/Model-	27	Last 24	Hrs -	1 (ND
	Months Since - N/A Aircraft Type - N/A	Make/Model- Instrument-	27	Last 30	Days- UN Days-	
	Aircraft Type - N/A	Instrument-	. 1	Last 90	Days-	10
Instrument Rating(s) - NONE						
Narrative						
RING THE TAKEOFF PHASE OF A TOUCH & GO LAND		RECTIONAL CONTROL	OF THE ACF	T AND RAN O	FF THE	
DE OF THE RWY. THE STUDENT PLT WAS ON HIS	HIRD SOLO TRAINING FLIGHT.					

Occurrence
Phase of Operation

ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. OBJECT - TREE(S)

- 2. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 3. IMPROPER USE OF PROCEDURE, TOTAL PILOT IN COMMAND
- 4. GROUND LOOP/SWERVE INADVERTENT PILOT IN COMMAND

----Probable Cause----

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

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

File No 1740 8/21/85 ROCKL		eg. No. CGZSQ		ime (Lc1) -		
Type Operating Certificate-NONE (GENERA		t Damage		Injur		
<u>-</u>	SUBSTA		Fatal			None
Type of Operation -INSTRUCTIONA		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 152	Eng Make/Mode1 - LY			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			itall Warnin	g System ·	- YES
Max Gross Wt - 1670 No. of Seats - 2	Engine Type - RE Rated Power -	CIPROCATING-CARBURE	TUR			
No. of Seats - 2	Rated Power -	110 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
W× Briefing - NO RECORD OF BRIEFING	•		OFF AI	RPORT/STRIP		
Method - N/A	GIMLI, MANITOBA					
Completeness - N/A	Destination		Airport D	рата		
Basic Weather - VMC Wind Dir/Speed- 180/010 KTS	GIMLI MANTOBA		Dunus	/ Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace				N/A	
Lowest Sky/Clouds - PART OBS	Type of Flight Plan	~ VED			GRAVEL	
Lowest Ceiling - NONE	Type of Clearance				DRY	
Obstructions to Vision- HAZE	Type Apch/Lndg			010100		
Precipitation - NONE	rype riperiy arrag					
Condition of Light - DAYLIGHT		•				
Pilot-In-Command	Age - 37	Medical Certificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (F			
STUDENT	Current - N/A	Total -	45	Last 24	Hrs -	2
•	Months Since - N/A	Make/Model-	45	Last 30 Last 90	Days- UN	K/NR
	Aircraft Type - N/A	Instrument- UN	K/NR	Last 90	Days-	11
		Multi-Eng - UN	K/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE						
Nametica						
-Narrative STUDENT PLT GOT LOST DURING HER 1ST SOLO	V-COUNTRY ELT SUE SUBSEQUE	NITI V ATTEMPTED A IA	IC ON A CE	DAVEL DOAD		
STODENT PLT GOT LOST DORING HER 1ST SOLUTION SWERVED THE A/C OFF THE ROAD TO AVOID AN				MAREL KUAD		
SHERVED THE A/C OFF THE ROAD TO AVOID AN	DIACOMTIAN CWK & LLIE WAL KECE	TALD DODDINGITAL DE	mage.			

File No 1	740 8/21/85 ROCKLAKE,ND	A/C Reg. No. (CGZSQ	Time (Lc1) - 1150 CDT
Occurrence #1 Phase of Operation	IN FLIGHT ENCOUNTER WITH WEATHER CRUISE	uli, in William		
WEATHER CONDIT	KNOWN ADVERSE WEATHER - INITIATED - PILOT ION - HAZE DISORIENTED - INADVERTENT - PILOT IN COMMA	ND		
	LOSS OF CONTROL - ON GROUND LANDING - FLARE/TOUCHDOWN			
Finding(s) 5. TERRAIN CONDIT 6. OBJECT - VEHIC				
Occurrence #3 Phase of Operation				
Finding(s) 7. TERRAIN CONDIT	ION - DITCH			
Probable Cause-				
The National Transpis/are finding(s) 2	ortation Safety Board determines that the ,4	Probable Cause(s) of	this accident	
Factor(s) relating	to this accident is/are finding(s) 1,3,5,6	.		

File No 1726 9/11/85 HOSKI	NS, NE A/C	Reg. No. N15970	٦	Time (Lc1)	- 0830	CDT
Basic Information Type Operating Certificate-NONE (GENERA		aft Damage	Fatal		uries Mino	r None
Type of Operation -AERIAL OBSER Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	_ .	Cre	w 1	0	0	0
Aircraft Information Make/Mode1 - PIPER PA-28-180 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 3	Number Engines - Engine Type -	LYCOMING 0-360-A4A 1 RECIPROCATING-CARBU 180 HP	RETOR	Stall Warn	ing Syst	
Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poi O'NEILL,NE Destination SIOUX CITY,IA ATC/Airspace Type of Flight Pla RCAST Type of Clearance Type Apch/Lndg	n - NONE - NONE - NONE	Airport OFF Al Airport [Runway Runway Runway	Proximity IRPORT/STR	- N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 40 Biennial Flight Review Current - NO Months Since - 2 Aircraft Type - C-17	Medical Certific Fli Total -	ght Time (F 2677 273 210	dours) Last : Last :	WAIVERS/ 24 Hrs - 30 Days- 90 Days-	UNK/NR UNK/NR
Instrument Rating(s) - AIRPLANENarrative THIS ACCIDENT OCCURRED ON A TELEPHONE CABLE F AT 200 TO 300 FT AGL. WHEN CONSTRUCTION ACTIV RECORDER AND THEN CALL THE TELEPHONE COMPANY THE PLACE OF THE REMOVED RIGHT, REAR SEAT. WI BEFORE THE CRASH. THEY SIAD THERE WERE LOW CI A SHALLOW LEFT BANK IN A SLIGHTLY NOSE LOW AT CONSTRUCTION ACTIVITY NEAR THE CABLE IN AN AF	/ITY WAS SIGHTED THE PLT W ON A RADIO/TELEPHONE. THE ITNESSES SAID THE ACFT CIR OUDS WITH HAZE BUT GOOD W ITITUDE. A MESSAGE ON A TA	OULD FIRST RECORD T CONTROL HEAD FOR T CLED TWICE IN THE V ISIBILITY BELOW THE PE RECORDER FOUND I	HE SIGHTING HE RADIO/TI ICINITY OF CLOUDS. TH N THE WRECK	G ON A PORT ELEPHONE OF THE ACCIDI HE ACFT IMI KAGE DESCRI	TABLE TA CCUPIED ENT SITE PACTED I IBED	PE

File No. - 1726 9/11/85 HOSKINS,NE A/C Reg.

A/C Reg. No. N15970 Time (l

Time (Lc1) - 0830 CDT

Uccurrence Phase of Operation IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - LOW CEILING

2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND

----Probable Cause----

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

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

asic Information Type Operating Certificate-NONE (GENERAL	_ AVIATION) Aircraft	: Damage		Injur	ies	
. , , , , , , , , , , , , , , , , , , ,	SUBSTAN		Fatal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass		0	0	1
ircraft Information						
Make/Model - BELLANCA 7AC	Eng Make/Model - CON			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220	Number Engines - 1 Engine Type - REC	CIPROCATING-CARBUR		tall Warnin	g Syster	n - YES
No. of Seats - 2	Rated Power -	.1PRUCATING-CARBUR .65 HP	ETUR			
nvironment/Operations Information				.		
eather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary		Airport I ON AIR	Proximity		
Method - N/A	Last Departure Point OGALLALA,NE		UN AIRI	PURI		
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	LOCAL		SEARLE			
Wind Dir/Speed- 200/022 KTS			Runway	Ident -	26	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -			Surface -		Г
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -					
Precipitation - NONE Condition of Light - DAYLIGHT		TOUCH AND GO				
ersonnel Information Pilot-In-Command	Age - 25	Medical Certifica	to - VALTD	MEDICAL -WA	TVEDC/I	TMTT
Certificate(s)/Rating(s)			ht Time (H		IVERS/ L	114111
PRIVATE	Biennial Flight Review Current - YES	Total -	168	Last 24	Hrs -	JNK/NR
SE LAND	Months Since - 19	Make/Model-	47	Last 30	Days-	JNK/NR
	Current - YES Months Since - 19 Aircraft Type - PA38112	2 Instrument-	5	Last 90	Days-	10
Instrument Rating(s) - NONE						
arrative						
arrative PRACTICING TOUCH AND GO LANDINGS THE PL	T POTO THAT DUDING THE LANDS	ING DOLL THE LEET	BDVKE IUCK	ED THE DIT		
ED OPPOSITE RUDDER, BUT THE ACFT VEERED						

File No 17	74 10/25/85	OGALLALA, NE	A/C Reg. No. N467AC	Time (Lc1) - 1230 CDT
Occurrence #1 Phase of Operation		- ON GROUND		
		NED - PILOT IN COMM - PILOT IN COMMAND		
Occurrence #2 Phase of Operation		ION WITH TERRAIN		
Finding(s) 3. TERRAIN CONDITI	ON - DITCH			
Probable Cause				
The National Transpo is/are finding(s) 1,		ard determines that	the Probable Cause(s) of this acc	cident
Factor(s) relating to	o this accident is	/are finding(s) 3		

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damag	ge		Injur	ies	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		DESTROYED Fire NONE	Crew Pass		Serious 1 1		
Aircraft Information Make/Model - PIPER PA-34-200T Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4750 No. of Seats - 6	•	•	EL INJECTED		Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- CALM Visibility - 3.000 SM Lowest Sky/Clouds - 800 FT Lowest Ceiling - OVERCAST Obstructions to Vision- UNK/NR Precipitation - FREEZING RAIN Condition of Light - DAYLIGHT	Type of C Type Apch,	EYS,NU n ,NH e light Plan - IFR learance - IFR /Lndg - ILS-(COMPLETE	OFF AID Airport Di LEBANOI Runway Runway Runway Runway Runway	N, NH Ident - Lth/Wid - Surface - Status -	: 07 5495/ ASPHAL N/A	.т
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND	Age - 35 Biennial Flight	Medica Review - YES To e - 1 Ma pe - 500 Ir	al Certifica	te - VALID ht Time (H 6000 1500 1150	MEDICAL-NO ours) Last 24 Last 30 Last 90	WAIVER Hrs - Days- Days-	RS/LIMIT UNK/NR UNK/NR UNK/NR
Instrument Rating(s) - AIRPLANE	LEDGE HITTING TH KE A POWER OFF L MADE ON ROLLING LEFT ALTERNATOR	E TREE. WHEN THE F ANDING OFF ARPT IN TERRAIN. NO MECHA REMOVED FOR REPAIF	RT ENG QUIT N AN OPEN AR ANICAL DISCR RS. THE PURP	AND DIRECT EA. MORE T EPANCIES W OSE OF THE	IONAL CONTR REE COLLISI ERE FOUND O	OL ONS N THE	

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File No 17	10 1/01/85	HOPKINTON,NH	A/C Reg. No. N47364	Time (Lc1) - 1315 EST
Occurrence #1 Phase of Operation		ION WITH OBJECT UTER MARKER TO THRESHO	OLD (IFR)	
3. PROPER ALTITUDE 4. CLEARANCE - NOT 5. OPERATION WITH 6. WEATHER CONDITI	H - NOT FOLLOWED NOT MAINTAINED MAINTAINED - PILO KNOWN DEFICIENCIES ON - LOW CEILING	- PILOT IN COMMAND T IN COMMAND IN EQUIPMENT - IMPROS	PER - PILOT IN COMMAND	
Occurrence #2 Phase of Operation	LOSS OF POWER MANEUVERING			
	- INADEQUATE - PIL			
Occurrence #3 Phase of Operation	DESCENT - EMERGE			
Occurrence #4 Phase of Operation	LANDING - FLARE/	TOUCHDOWN		
Probable Cause				
The National Transpo		rd determines that the	e Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is	/are finding(s) 1.6		

Type Operating Certificate Name of Carrier Type of Operation Flight Conducted Under Accident Occurred DuringAircraft Information Make/Model - PIPER PA-3	-LADCO, INC. -NON SCHED, INTI -14 CFR 135	L,PASSENGER	Aircraft Dar DESTROYED Fire NONE	Crew	Fatal 2 2	0		None 0 0
Flight Conducted Under Accident Occurred DuringAircraft Information	-14 CFR 135	_,PASSENGER	Fire		2	0	0	0
Flight Conducted Under Accident Occurred DuringAircraft Information	-14 CFR 135	L, PASSENGER					-	-
Accident Occurred During			NONE	Pass	2	0	1	0
Aircraft Information	-LANDING							•
Make/Model - PIPFR PA-3								
				NG LIO-540-52BD		nstalled/Ac		
Landing Gear - TRICYCLE-R	ETRACTABLE	Number Eng			St	all Warning	System	- YES
Max Gross Wt - 7000			e - RECIP-					
No. of Seats - 9		Rated Powe	r - 35 0	HP				
Environment/Operations Infor	mation							
Weather Data		Itinerary			Airport P	roximity		
Wx Briefing - FSS		Last Depart	ure Point		OFF AIR	PORT/STRIP		
Method - IN PERSO	N	BURLINGT O	IN,VT					
Completeness - FULL		Destination			Airport_Da			
Basic Weather - VMC		WHITEFIEL	.D , NH		WHITEFI			
Wind Dir/Speed-		.== /				Ident -		
Visibility - 15.0	SM	ATC/Airspace		_		Lth/Wid -		75
Lowest Sky/Clouds -			ght Plan - IF			Surface -		
Lowest Ceiling -					Runway	Status -	SNOW - DI	₹ ¥
Obstructions to Vision- I		Type Apch/L	ndg - AD	F\NDR				
Precipitation - : Condition of Light - I	SINUW							
Personnel Information Pilot-In-Command		A	No a	ical Certificat	a - LINIZ/NE	•		
Certificate(s)/Rating(s)		Age - 37 Biennial Flight R	Cuiou	Eliab	+ Time (He	une)		
ATP.CFI	'	Current	- VEC	Total - IN	K/ND	1ac+ 21	Hrs - IINI	
SE LAND, ME LAND		Months Since	- 0	Make/Model- UN	K/NR	last 30	Days- UN	C/NR
SE EAND, ME EAND		Aircraft Type	- LINK/NR	Total - UN Make/Model- UN Instrument- UN	K/NR	Last 90	Days - UN	K/NR
		All Clare Type	DIARY NA	Multi-Eng - UN	K/NR	Rotorcra	ft - UN	K/NR
Instrument Rating(s)	- ATRPLANE							

Time (Lc1) - 2025 EST File No. - 1713 2/01/85 WHITEFIELD.NH A/C Reg. No. N27522 Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - MISSED APPROACH (IFR) Finding(s) 1. FLUID, FUEL - STARVATION IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 3. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND 4. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 5. WEATHER CONDITION - LOW CEILING Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----

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

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

File No 1709 7/21/85 MOULT	ONBORO, NH A/C Re	eg. No. N4810M	T 1	me (Lc1) -	1105 E	DT
Basic Information Type Operating Certificate-NONE (GENERA	.L AVIATION) Aircraf	t Damage		Injur	ies	
	DESTRO		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Cre	w O	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pas	s 0	2	0	0
Accident Occurred During -APPROACH						
Aircraft Information						
Make/Model - PIPER PA-11	Eng Make/Model - COM	NTINENTAL C-90-12		installed/A		
Landing Gear - FLOAT	Number Engines - 1			all Warnir	ıg Syste	m - NO
Max Gross Wt - 1350		CIPROCATING-CARBU	RETOR			
No. of Seats - 2	Rated Power -	90 HP				
Environment/Operations Information						
Weather Data	Itinerary			roximity		
Wx Briefing - NO RECORD OF BRIEFING	•		OFF AIR	RPORT/STRIP	•	
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	LOCAL		_			
Wind Dir/Speed- 330/006 KTS	.== /				N/A	
Visibility - 70.0 SM	ATC/Airspace	NONE		Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						a /:
Pilot-In-Command	Age - 40	Medical Certific) MAINER	S/LIMII
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (Ho			LINIZ /ND
PRIVATE	Current - YES	Total ~		Last 24 Last 30	Hrs -	•
SE LAND, SE SEA	Months Since - 2	Make/Model- Instrument-			Days-	
	Aircraft Type - UNK/NR	instrument-	12	Last 90	Days-	36
The state of the s						
Instrument Rating(s) - NONE						
-Narrative 65 HP ACFT TOOK OFF FROM A COVE AND DURIN ACFT STRUCK THE WATER IN A STEEP NOSE DOW CLIMB AND DESCENT. NO MECHANICAL DISCREPA FLYING AND TREE TOP MANEUVERS ON PREVIOUS	VN ATTITUDE. ACCORDING TO WI ANCIES WERE NOTED. ONE WITNE	TNESSES, THE BNG	WAS RUNNING	NORMALLY D		

File No. - 1709 7/21/85 MOULTONBORO, NH A/C Reg. No. N4810M Time (Lc1) - 1105 EDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 2. MANEUVER - IMPROPER - PILOT IN COMMAND 3. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND 4. JUDGEMENT - POOR - PILOT IN COMMAND 5. STALL - UNCONTROLLED - PILOT IN COMMAND 6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. TERRAIN CONDITION - WATER, GLASSY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 1,2,3,4,5,6$ Factor(s) relating to this accident is/are finding(s) 7

-Basic Information Type Operating Certificate-NONE (GENERA)	AVIATION) Aincraf	t Damage		Inju	ries	
Type operating certificate None (GENERA	SUBSTA		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF						
-Aircraft Information						
Make/Model - CESSNA 140	Eng Make/Mode1 - CO			Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1			tall Warnii	ng System	- NU
Max Gross Wt - 1450 No. of Seats - 2	Engine Type - RE Rated Power -		ETUR			
NO. 01 Seats - 2	rated rower -	03. NF				
-Environment/Operations Information						
Weather Data	Itinerary		•	Proximity	_	
Wx Briefing - NO RECORD OF BRIEFING Method - N/A			UFF A1	RPORT/STRI	•	
Completeness - N/A	SPRINGFIELD, VT Destination		Airport D	a+a		
Basic Weather - VMC	NEWPORT-PARLIN.NH		PARLIN			
Wind Dir/Speed- CALM	NEW OR TAKEIN, NO				- 18	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid		48
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE			- ASPHALT	
Lowest Ceiling - NONE	Type of Clearance		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NONE		GO AROUND				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 29	Medical Certifica			D WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H		4 Hrs -	0
PRIVATE SE LAND	Current - YES	Total -		Last 2		0 / ND
SE LAND	Months Since - 2 Aircraft Type - C-140	Tostrument-	2	last o	Days- UN Days-	31
	All Clart Type C 140	Tris tr dillerit	2	Last 5	Juys	01
Instrument Rating(s) - NONE						
Namakiya						
-Narrative T COLLIDED WITH TREES WHILE EXECUTING A GO	-ADDUND THE ACET LOST DOWS	D THE DIT LOWEDED	THE NOSE	TN AN ATTE	MDT	
RESTART THE ENG WHILE TURNING RIGHT IN AN	ARGUND. THE ACT LOST POWE	.K, INC FLI LOWERED	THE NOSE	TIT MIN MILE		

File No 17	94 10/07/ 85 NEWPORT,NH	A/C Reg. No. N77110	Time (Lc1) - 1740 EDT
	LOSS OF POWER(TOTAL) - NON-MECHANICAL APPROACH - GO-AROUND (VFR)	-	
	BURETOR - STARVATION ERTENT - PILOT IN COMMAND		
	LOSS OF CONTROL - IN FLIGHT MANEUVERING - TURN TO LANDING AREA (E	EMERGENCY)	
Finding(s) 3. STALL - NOT COR	RECTED - PILOT IN COMMAND		
Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause			·
The National Transpo	rtation Safety Board determines that the	ne Probable Cause(s) of this accid	dent

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.2.3

File No 1734 8/11/85 L	AKEWOOD,NJ A/C	Reg. No. N6317J	Т	ime (Lc1) -	1530 EDT	
Basic Information Type Operating Certificate-NONE (GE		aft Damage	5-4-1	Injur Serious		Nama
Type of Operation -PERSONAL		ANTIAL Cre	Fatal w O		Minor 1	None 0
Flight Conducted Under -14 CFR 9		Pas	-	ŏ	ò	ŏ
Accident Occurred During -LANDING		,	•	·	•	
Aircraft Information						
Make/Model - PIPER PA-28-180		YCOMING 0-360-A4A				
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnin	g System	- YES
Max Gross Wt - 2400		RECIPROCATING-CARBU	RETOR			
No. of Seats - 4	Rated Power -	180 HP				
Environment/Operations Information			A 4 mm m = 4	Dunidad		
Weather Data	Itinerary			Proximity RPORT/STRIP		
Wx Briefing - NO RECORD OF BRIE Method - N/A	FING Last Departure Poil LAKEWOOD.NJ	it	UFF AI	RPURI/SIRIP		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		Amport	ata	•	
Wind Dir/Speed- 140/004 KTS	EGOAL		Runway	Ident -	N/A	
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 3000 FT	SCATTERED Type of Flight Plan	n - NONE		Surface -		
Lowest Ceiling - 25000 FT	BROKEN Type of Clearance	- NONE	Runway	Status -	HIGH VEG	ETATION
	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 59	Medical Certific			IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H			IZ /NID
PRIVATE SE LAND	Current - YES Months Since - 3	Total - Make/Model- 3 Instrument- Multi-Eng -	810	Last 24	Hrs - UN	K/NK K/ND
SE LAND	Aircraft Type - PA-2	Make/Model-	LINIZ /ND	Last 30	Days- UN	K/ NK
	All'Chart Type - FA-2	Multi-Eng -	LINK/ND	Potorce	aft - IIN	k/ND
		Marci Liig	OINT IN	KO COI CI	a	N/ NN
Instrument Rating(s) - NONE						
Narrative ILE RETURNING TO LAKEWOOD AIRPORT,, POW K TREES INSTEAD OF LANDING ON A BUSY HI THE AIRPORT. A POST CRASH INSPECTION O THE LOSS OF POWER.	GHWAY. THE PILOT DECIDED THAT	THE DISTANCE WAS T	OO GREAT FO	R A GLIDE		

File No. - 1734 8/11/85 LAKEWOOD, NJ A/C Reg. No. N6317J Time (Lc1) - 1530 EDT LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Occurrence #1 Phase of Operation CRUISE - NORMAL 1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 3. OBJECT - TREE(S) Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. TERRAIN CONDITION - GROUND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1.3.4

194 - 10 JC . GEWI

Basic Information Type Operating Certificate-NONE (GENERA)	L AVIATION) Aircra	ft Damage		Injuri	ies	
Type operating our trindate none (dentity		ANTIAL	Fatal	Serious		None
Type of Operation -INSTRUCTIONAL	L Fire		0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -HOVER	NONE	Pass	0	0	0	0
Aircraft Information						
Make/Model - ENSTROM F-28C		YCOMING HIO-360-E1A		Installed/Ad		
Landing Gear - TRICYCLE-FIXED	Number Engines -		S	tall Warning	g System	- NO
Max Gross Wt - 2350 No. of Seats - 3	Engine Type - R Rated Power -	205 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poir RIDGEFIELD PARK,N		ON AIR	PORT		
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	LINDEN, NJ		LINDEN			
Wind Dir/Speed- 045/010 KTS Visibility - 5.0 SM	ATO / A :			Ident - Lth/Wid -		7.5
Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance	- NONE		Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- SIMULATED FORCED	LANDING	314143		
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information	A 00	M-41-1 0-4161-	VAL 75	MEDICAL NO	WATVERC	'1 TMTT
Pilot-In-Command Certificate(s)/Rating(s)	Age - 39 Biennial Flight Review	Medical Certifica	te - VALIU ht Time (H		WAIVERS/	LIMII
PRIVATE	Current - UNK/N	R Total -			Hrs -	4
SE LAND	Months Since - 0	Make/Model-	27	Last 30	Days- UN	
	Aircraft Type - UNK/N	Make/Model- R Instrument-	3	Last 90	Days-	26
	•	a contract		Rotorcra	aft -	27
Instrument Rating(s) - NONE						
Narrative						
HELICOPTER EXPERIENCED A ROLL-OVER DURING	A PRACTICE HOVER AUTOROTA	TION. THE ACC OCCUR	RED WHEN T	HE ACFT STAF	RTED	
ING BACKWARDS DURING THE HOVER. THE LEFT SI	KID DUG INTO THE DIDT WHIC	H PITCHED THE ACET I	NOSE LIP &	ROLLED IT OV	/FR	

File No. - 1797 10/17/85 LINDEN, NJ A/C Reg. No. N5691Y Time (Lc1) - 1125 EDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation HOVER Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND DRAGGED WING, ROTOR, POD, OR FLOAT Occurrence #2 Phase of Operation Occurrence #3 ROLL OVER Phase of Operation HOVER ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.3

Make/Model - PIPER PA-28R-201T Eng Make/M Landing Gear - TRICYCLE-RETRACTABLE Number Eng Max Gross Wt - 2900 Engine Typ No. of Seats - 4 Rated Powe Environment/Operations Information	SUBSTA Fire NONE Model - Co gines - 1 pe - RE er - ture Point	NTINENTAL CIP-FUEL 200 HP	Crew Pass TSIO360FB: INJECTED	S	Serious 0 0 Installed,	uries Minor O O Activated ing System	- YES
Flight Conducted Under -14 CFR 91 Accident Occurred During -CRUISE Aircraft Information Make/Model - PIPER PA-28R-201T Eng Make/M Landing Gear - TRICYCLE-RETRACTABLE Number Eng Max Gross Wt - 2900 Engine Typ No. of Seats - 4 Rated Power Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Depart	Fire NONE Model - CO gines - 1 pe - RE er - ture Point	NTINENTAL CIP-FUEL 200 HP	Pass	O O I ELT S	0 0 Installed,	O O / Activated ing System	1 O - YES/N - YES
Flight Conducted Under -14 CFR 91 Accident Occurred During -CRUISE -Aircraft Information Make/Model - PIPER PA-28R-201T Eng Make/M Landing Gear - TRICYCLE-RETRACTABLE Number Eng Max Gross Wt - 2900 Engine Typ No. of Seats - 4 Rated Power -Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Depart	NONE Model - CO gines - 1 pe - RE erture Point	CIP-FUEL 200 HP	Pass	O I ELT S	O Installed,	Activated	O - YES/N - YES
Accident Occurred During -CRUISE -Aircraft Information Make/Model - PIPER PA-28R-201T Eng Make/M Landing Gear - TRICYCLE-RETRACTABLE Number Eng Max Gross Wt - 2900 Engine Typ No. of Seats - 4 Rated Power -Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Depart	Model - CO gines - 1 pe - RE er -	CIP-FUEL 200 HP	TSI0360FB:	I ELT S	Installed,	/Activated	- YES/N - YES
-Aircraft Information Make/Model - PIPER PA-28R-201T Eng Make/M Landing Gear - TRICYCLE-RETRACTABLE Number Eng Max Gross Wt - 2900 Engine Typ No. of Seats - 4 Rated Powe	gines - 1 pe - RE er - ture Point	CIP-FUEL 200 HP		S	tall Warn	ing System	- YES
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2900 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - FSS Last Depart	gines - 1 pe - RE er - ture Point	CIP-FUEL 200 HP		S	tall Warn	ing System	- YES
Max Gross Wt - 2900 Engine Type No. of Seats - 4 Rated Power Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Depart	pe - RE er - ture Point	CIP-FUEL 200 HP	INJECTED				
No. of Seats - 4 Rated Power Power Proving Pro	er - ture Point	200 HP	INDECTED				
Weather Data Itinerary Wx Briefing - FSS Last Depart		:					
Weather Data Itinerary Wx Briefing - FSS Last Depart		:		Airport	Drovimity		
					ri Ozimitty		
Method - TELEPHONE WHITE PLA	AINS,NY			OFF AI	RPORT/STR	IP	
Completeness - FÜLL Destination			,	Airport D	ata		
Basic Weather - VMC TETERBORG	0,NJ			_			
Wind Dir/Speed- 010/009 KTS					Ident	- N/A	
Visibility - 15.0 SM ATC/Airspace		110115			Lth/Wid		
Lowest Sky/Clouds - 1400 FT THIN BKN Type of F1					Surface		
Lowest Ceiling - 2500 FT BROKEN Type of Cle Obstructions to Vision- NONE Type Apch/L		- NUNE - UNK/NR		Runway	Status	- N/A	
Precipitation - NONE	Lriug	- UNK/INK					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command Age - 39		Medical	Certificate			WAIVERS/LI	4IT
Certificate(s)/Rating(s) Biennial Flight F				t Time (F			
PRIVATE Current	- YES	Tota		542		24 Hrs -	0
SE LAND Months Since			/Model-	435		30 Days-	10
Aircraft Type	e - C172	Inst	rument-	105	Last	90 Days-	20
Instrument Rating(s) - AIRPLANE							
Nonnetive							
-Narrative ACFT COLLIDED WITH A LARGE BIRD WHILE IN CRUISE FLT. THE LI DED WITHOUT FURTHER INCIDENT.	EADING EDG	SE OF THE	RY WING WA	S DAMAGED	. THE ACF	T WAS	

File No. - 1790 10/20/85 TETERBORO, NU A/C Reg. No. N43794 Time (Lc1) - 1033 EDT

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

Finding(s)

1. OBJECT - BIRD(S)

2. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND

3. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN(STANDARD/REQUIREMENT), VISUAL RESTRICTION BY EQUIP/STRUCT - PILOT IN COMMAND

----Probable Cause----

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

Brief of Accident

 -Basic Information Type Operating Certificate-AGRICL 	JLTURAL ATRCRAFT	Aircraft Damag	ie	Injuri	es	
,,,,,,,,,,,		SUBSTANTIAL	Fatal		Minor	None
Type of Operation -AERIAL	APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFF	₹ 137	NONE	Pass 0	0	0	0
Accident Occurred During -LANDIN	IG					
-Aircraft Information						
Make/Model - GRUMMAN G-164A	Eng Mak	e/Model - P&W R-985	i-AN1 EL	T Installed/Ac	tivated -	- NO -N/
Landing Gear - TAILWHEEL-ALL FI)	(ED Number	e/Model - P&W R-985 Engines - 1		Stall Warning	System -	- NO .
Max Gross Wt - 4500	Engine	Type - RECIPROCA	TING-CARBURETOR		•	
No. of Seats - 1	Rated P	ower - 4 5 0 HP	•			
-Environment/Operations Information						
Weather Data	Itinerary		Airpor	t Proximity		
Wx Briefing - NO RECORD OF B		arture Point		AIRPORT/STRIP		
Method - N/A	DEMING	, NM		•		
Completeness - N/A	Destinati	o n	Airport	Data		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 230/006 KTS			Runw	ay Ident -	N/A	
Visibility - 60.0 SM	ATC/Airspa		Runw	ay Lth/Wid -	N/A	
Lowest Sky/Clouds - 10000 I	T SCATTERED Type of	Flight Plan - NONE	Runw	ay Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of	Clearance - NONE	Runw	ay Status -	HIGH VEGI	ETATION
Obstructions to Vision- NONE	Type Apo	h/Lndg - FORCE	D LANDING			
Precipitation - NONE						
Condition of Light - DAYLIGH	HT .					
-Personnel Information						
Pilot-In-Command	Age - 52	Medica	rl Certificate - VAL Flight Time otal - 1474	ID MEDICAL-WAI	VERS/LIM	ΙT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Fligh	t Review	Flight Time	(Hours)		
COMMERCIAL	Current	- UNK/NR To	otal - 1474	Last 24	Hrs -	10
SE LAND	MOUTUS 211	ce - UNK/NR Ma	ke/Model- 1474	Last 30	Days- UN	K/NR
	Aircraft T	ype - UNK/NR Ir	nstrument- UNK/NR	Last 90	Days-	150
		Mu	ake/Model- 1474 nstrument- UNK/NR ulti-Eng - UNK/NR	Rotorcra	ft - UN	K/NR
Instrument Rating(s) - NONE						
Instrument Rating(s) - NUNE						
PLT TOLD FAA HE WAS SPRAYING A COT	TON ETELD AND WAS THRN	THE AROUND FROM A S	WATH RUN WHEN THE P	ROPFLLER		
THERED. THE PLT TOLD NTSB THAT THE						
AMILTON STANDARD PROPELLER M/N 2D30						
TZELL M/N HCB3W30-2B, AN UNAPPROVED						
G ASSEMBLY MAKING II IMPOSSIBLE FO				· · - · ·		
G ASSEMBLY, MAKING IT IMPOSSIBLE FOR	BLADE WAS NEAR FEATHE	R. AND NO. 3 BLADE	WAS PAST FEATHER. T	HERE WAS NO		
G ASSEMBLY, MAKING IT IMPOSSIBLE FOR DE WAS IN FEATHERED POSITION, NO. 2 DENCE OF AN OIL LOSS OR PROP GOVERN	BLADE WAS NEAR FEATHE	R, AND NO. 3 BLADE	WAS PAST FEATHER. T	HERE WAS NO		

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File No 17	39 6/22/85 DEMIN	NG,NM	A/C Reg. No	o. N5337	Time (Lc1) - 0830 MDT
Occurrence #1 Phase of Operation	AIRFRAME/COMPONENT/SYST MANEUVERING - TURN TO F	TEM FAILURE/MALFUNCTION	IN		
MAINTENANCE, I	NOR CONTROL - FAILURE,TOT NSTALLATION - IMPROPER - M/ACCESSORIES - IMPROPER	OTHER MAINTENANCE PSN			
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY				
	PERFORMED - PILOT IN COM				
Occurrence #3 Phase of Operation	ON GROUND COLLISION WIT	гн овјест			
	ON - HIGH VEGETATION				
Occurrence #4 Phase of Operation	LANDING - ROLL				
Probable Cause					
The National Transpois/are finding(s) 1,	rtation Safety Board dete 2,3	ermines that the Proba	ble Cause(s)	of this accident	
Factor(s) relating t	o this accident is/are fi	inding(s) 5,6			

-Basic Information Type Operating Certificate-NONE (GENERA	AVIATION)	Aircraft Damage			Injur	ies	
Type operating dertificate None (GLNERA	- AVIATION)	SUBSTANTIAL		Fata1			None
Type of Operation -INSTRUCTIONA	_	Fire	Crew	0	0		1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF							
-Aircraft Information							
Make/Model - CESSNA 150		/Mode1 - LYCOMING O	-235-L2C		Installed/A		
Landing Gear - TRICYCLE-FIXED		ngines - 1		S	tall Warnin	g System	- YES
Max Gross Wt - 1670		ype - RECIP-FUEL	INJECTED				
No. of Seats - 2	Rated Po 	wer - 110 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Depa LAS VEG	rture Point		ON AIR	PURI		
Completeness - N/A	Destinatio		•	Airport D	ata		
Basic Weather - VMC	LOCAL	•			LAS VEGAS A	IR	
Wind Dir/Speed- 250/005 KTS				Runway	Ident -	07	
Visibility - 75.0 SM	ATC/Airspac				Lth/Wid -		100
Lowest Sky/Clouds - CLEAR		light Plan - NONE			Surface -		
Lowest Ceiling - NONE	Type of C	learance - NONE	AND 00	Runway	Status -	DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch	/Lndg - TOUCH	AND GU				
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 36	Medical	Certificat	e - VALID	MEDICAL-WA	IVERS/LIM	IIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligh	nt Time (H	ours)		
STUDENT	Current	- N/A Tot	al -	10	Last 24 Last 30 Last 90	Hrs - UN	IK/NR
	Months Sinc	e - N/A Mak	e/Model- UN	NK/NR	Last 30	Days- UN	IK/NR
_	Aircraft Ty	pe - N/A Ins	ti-Eng - UN	NK/NK NK/ND	Potonon	aft - UN	IK/NK IK/ND
		Mai	CI-Ling - Oi	AL / IAK	KO COI CI	arc on	IN/ INK
Instrument Rating(s) - NONE							
S OF DIRECTIONAL CONTROL OCCURRED DURING T	HE STUDENT PILOT	'S SECOND ATTEMPTED	TOUCH AND	GO. THE A	IRCRAFT VEE	RED	
, STRUCK A BERM WITH THE NOSEWHEEL AND THE						_	

6/06/85 LAS VEGAS, NV File No. - 1757 A/C Reg. No. N69236 Time (Lc1) - 0649 PDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation TAKEOFF - GROUND RUN Finding(s) 4. TERRAIN CONDITION - DIRT BANK Occurrence #3 NOSE OVER Phase of Operation TAKEOFF - GROUND RUN ----Ppobable 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

54 3843

File No 1731 7/30	7/85 LAS VEGAS,NV	A/C Reg. No. 1	N15ES	Time (Lc1) - 0645 F	דסי
Name of Carrier Type of Operation Flight Conducted Under Accident Occurred During	·14 CFR 135 ·LANDING	Aircraft Damage DESTROYED Fire NONE	Fatal Crew O Pass O	0 1	0
Aircraft Information Make/Model - CESSNA T210 Landing Gear - TRICYCLE-RE Max Gross Wt - 3800 No. of Seats - 1	O-L Eng Mak TRACTABLE Number	e/Mode1 - CONTINENTA Engines - 1 Type - RECIP-FUEL	L TSIO-520-H EL	T Installed/Activate Stall Warning Syste	
Environment/Operations Inform Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 180/017 k Visibility - 75.0 Lowest Sky/Clouds - C Lowest Ceiling - N Obstructions to Vision- N Precipitation - N Condition of Light - D	Itinerary Last Depo ALBUQU Destination LAS VEC STS SM ATC/Airspa CLEAR Type of SIONE Type Apc SIONE Type Apc	on GAS,NV	OFF Airport NONE Runw Runw Runw Runw IGHT FOLLOWINGRunw LANDING	ay Ident - N/A ay Lth/Wid - N/A ay Surface - DIRT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND Instrument Rating(s)Narrative THE PILOT FAILED TO INSURE THAT A FUEL TANKS WAS NOT DONE. TO MAKE THE RECOMMENDED PROCEDURE FOR FOR THE PILOT ALSO LANDED WITH A MODE	Age - 27 Biennial Fligh Current Months Sin Aircraft To	Medical t Review - YES Toto ce - UNK/NR Mak ype - UNK/NR Ins Mul	Certificate - VAL Flight Time al - 964 e/Model- 141 trument- 72 ti-Eng - 174 SUAL INSPECTION OF R DOWN AND FLAPS UN THE PILOT'S OPER	Last 24 Hrs - Last 30 Days- Last 90 Days- Rotorcraft - THE FUEL IN THE	3

File No. - 1731 7/30/85 LAS VEGAS, NV A/C Reg. No. N15ES Time (Lcl) - 0645 PDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH Finding(s) 1. FLUID.FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND 4. FUEL SUPPLY - NOT IDENTIFIED - PILOT IN COMMAND Occurrence #2 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - ROUGH/UNEVEN 6. COMPENSATION FOR WIND CONDITIONS - NOT SELECTED - PILOT IN COMMAND 7. TERRAIN CONDITION - DOWNHILL LOWERING OF FLAPS - NOT SELECTED - PILOT IN COMMAND 9. WEATHER CONDITION - TAILWIND 10. GEAR RETRACTION - NOT SELECTED - PILOT IN COMMAND 11. FLARE - NOT ATTAINED - PILOT IN COMMAND Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 12. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 2,3,4,6,11$ Factor(s) relating to this accident is/are finding(s) 1,5,7,8,9,10,12

File No 1671 9/2	21/85 WINNEMU	JCCA,NV A/C Re	Time (Lc1) - 1410 PDT				
Basic Information Type Operating Certificate	∍-NONE (GENERAL	AVIATION) Aircraft	: Damage		Injur	ies	
		SUBSTAN	ITIAL	Fatal	Serious	Minor	None
	-PERSONAL	Fire			0	0	1
Flight Conducted Under		NONE	Pas	s 0	0	0	0
Accident Occurred During	-TAKEOFF						
Aircraft Information							
Make/Model - CESSNA 170		Eng Make/Model - FRA	NKLIN 0-300-A		Installed/A		
Landing Gear - TAILWHEEL-	-ALL FIXED	Number Engines - 1			tall Warnir	ng System -	- YES
Max Gross Wt - 2200		Engine Type - REC		RETOR			
No. of Seats - 4		Rated Power -	145 HP				
Environment/Operations Infor	rmation						
Weather Data		Itinerary			Proximity		
Wx Briefing - UNK/NR		Last Departure Point		ON AIR	PORT		
Method - UNK/NR		SAME AS ACC/INC			_		
Completeness - UNK/NR		Destination		Airport D		D 4 1	
Basic Weather - VMC Wind Dir/Speed- 300/015	L/TC	REEDLEY, CA			JCCA MUNICI Ident -	.PAL - 02	
Visibility - 50.0		ATC/Airspace		,	Lth/Wid -		120
Lowest Sky/Clouds -		Type of Flight Plan	NONE		Surface -		120
	12000 FT BROKE				Status -		
Obstructions to Vision-		Type Apch/Lndg		Kuliway	Status	DKI	
	NONE	Type Apony Endy	HONE				
Condition of Light -							
Personnel Information Pilot-In-Command		Age - 50	Medical Certific	2+0 - VALTD	MEDICAL -WA	TVEDS/LTM	тт
Certificate(s)/Rating(s)		Biennial Flight Review		ght Time (H		11421372110	• '
COMMERCIAL	•	Current - YES		-	Last 24	Hrs -	5
SE LAND, ME LAND		Months Since - UNK/NR		326		Days- UN	-
		Aircraft Type - UNK/NR		0	Last 90	•	6
			Multi-Eng -	24		•	
<pre>Instrument Rating(s)</pre>	- NONE						
Narrative							
E PLT WAS ATTMEPTING TO DEPAR	T RWY O2 AND TH	E WIND WAS FROM 300 DEGS A	r 15 KTS GUSTING	TO 20 KTS.	DIRECTIONAL	CONTROL	
THE ACFT WAS NOT MAINTAINED	AND IT VEERED O	FF THE SIDE OF THE RWY DUR:	ING THE TAKEOFF G	ROUND RUN.			

File No. - 1671 9/21/85 WINNEMUCCA,NV A/C Reg. No. N1930C Time (Lc1) - 1410 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

- 1. WEATHER CONDITION CROSSWIND
- 2. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- 3. WEATHER CONDITION GUSTS
- 4. WEATHER EVALUATION POOR PILOT IN COMMAND
- 5. COMPENSATION FOR WIND CONDITIONS NOT USED PILOT IN COMMAND
- 6. ABORTED TAKEOFF NOT SELECTED PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information							
Type Operating Certificate-NO	NE (GENERAL AVIATION)	Aircraft Damag	e		Inju		
T		SUBSTANTIAL	_	Fatal	Serious		None
	RSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 Accident Occurred During -TA		NONE	Pass	0	0	0	0
Aircraft Information							
Make/Model - CESSNA 172P		e/Model - LYCOMING	0-320-H2AD		Installed/		
Landing Gear - TRICYCLE-FIXE	D Number I	Engines - 1		S	tall Warni	ng System	- YES
Max Gross Wt - 2500		Type - RECIPROCA	TING-CARBURE	TOR			
No. of Seats - 4	Rated Po	ower - 160 HP					
Environment/Operations Informat							
Weather Data	Itinerary				Proximity		
Wx Briefing - UNK/NR		arture Point		ON AIR	PORT		
Method - UNK/NR		JCCA, NV					
Completeness - UNK/NR	Destination	on		Airport D			
Basic Weather - VMC	LOCAL				UCCA MUNIC		
Wind Dir/Speed- CALM	_					- 20	
Visibility - 50.0 SM					Lth/Wid		150
Lowest Sky/Clouds - CLE		Flight Plan - NONE			Surface		
Lowest Ceiling - NON	, , , , , , , , , , , , , , , , , , ,	Clearance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NON	, , ,	n/Lndg - NONE					
Precipitation - NON							
Condition of Light - DAY	'LIGHT						
Personnel Information					MED 7 0 4 1 11	. TVEDC / L TN	
Pilot-In-Command	Age - 35		1 Certificat			AIAFK2/FIM	41 1
Certificate(s)/Rating(s)	Biennial Fligh			nt Time (H		4.11	•
STUDENT	Current		tal -			4 Hrs -	2
	Months Sine		ke/Model-	14	Last 3	O Days- UN	IK/NR
	Aircraft T	ype - N/A Ir	strument-	O	Last 9	O Days-	2
Instrument Rating(s) - N	IONE						
Narrative							
CTIONAL CONTROL WAS LOST DURING						טו	
LEFT OF THE RUNWAY DESPITE THE	STUDENT PILOTS ATTEMPTS TO	CORRECT TO THE RI	GHT. THE AIR	CRAFT DEP	ARTED THE		
AY WHERE IT NOSED OVER.							

File No. - 1786 10/01/85 WINNEMUCCA,NV A/C Reg. No. N53432 Time (Lc1) - 0745 PDT

Occurrence #1
Phase of Operation

LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR, TIRE - PRESSURE TOO LOW

- 2. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- 3. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 4. GROUND LOOP/SWERVE NOT CORRECTED PILOT IN COMMAND
- 5. IMPROPER USE OF PROCEDURE, TOTAL PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND

7. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

----Probable Cause----

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

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

4 (4.4144)

Type of Operation -PERSONAL Fire Crew 0 0 1 OF ACT OF ACT OF ALORS 1 NONE Pass 0 0 2 OF ACCIDENT CONCUCTED THE FIGHT CONCUCTED THE FIGHT CONCUCTED THE FOLION OF ACCIDENT CONCUCTED THE FAIL RUDDERS BECAUSE OF INSUFFICIENT ROTOR SPEED. THE ROTOR BLADES	Type Operating Certificate-NONE (GENERA	•	ft Damage		Injur		
Flight Conducted Under	T == 0.0						None
-Aircraft Information				-	-	-	_
Make/Model - McCULLOCH AIRCRAFT CORP, J-2 Eng Make/Model - LYCOMING 0-360-A20 ELT Installed/Activated - NO -N Number Engines - 1 Stall Warning System - NO Number Engines - 1 Stall Warning System - NO -N AIRCRAFT CORP, No. of Seats - 2 Number Engines - 1 Stall Warning System - NO -N AIRCRAFT CORP, No. of Seats - 2 Number Engines - 1 Stall Warning System - NO -N AIRCRAFT CORP, No. of Seats - 2 Number Engines - 1 Stall Warning System - NO -N AIRCRAFT CORP, No. of Seats - 2 Number Engines - 1 Stall Warning System - NO -N AIRCRAFT CORP, No. of Seats - 2 Number Proximity Completenes - 2 Number Proximity Completeness - N/A Destination Completeness -		NUNE	Pass	U	U	2	O
Landing Gear - TRICYCLE-FIXED Max Gross Wt - UNK/NR No. of Seats - 2 -Environment/Operations Information Weather Data Wk Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- Visibility - UNK/NR Lowest Ceiling - NONE Obstructions to Vision- NONE Crondition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT GYPE - RECIPROCATING-CARBURETOR Rated Power - 180 HP Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 180 HP Same As ACC/INC SAME AS ACC/INC SAME AS ACC/INC SAME AS ACC/INC Airport Data SAME AS ACC/INC Runway Ident - N/A ATC/Airspace Runway Lth/Wid - N/A Type of Flight Plan - NONE Runway Surface - N/A Type of Clearance - NONE Runway Status - N/A Type Apch/Lndg - NONE Type Apch/Lndg - NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) STUDENT STUDENT Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Total - 143 Last 24 Hrs - 1 Months Since - N/A Months Since - N/A Months Since - N/A Months Since - N/A Aircraft Type - N/A Instrument - 4 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument - 4 Last 30 Days- UNK/NR Aircraft Type - N/A DISTRICTION OF SPEED. THE ROTOR BLADES							
Max Gross Wt - UNK/NR No. of Seats - 2 Rated Power - 180 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed- Visibility - UNK/NR ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Status - N/A Destination - NONE Type of Clearance - NONE Runway Status - N/A Distructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Age - N/A Months Since - N/A Make/Model- 18 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument- 4 Last 90 Days- 15 Instrument Rating(s) - NONE -Narrative ORDING TO THE PILOT, THE ROTOR BLADE CONTACTED THE TAIL RUDDERS BECAUSE OF INSUFFICIENT ROTOR SPEED. THE ROTOR BLADES				ELT			
No. of Seats - 2 -Environment/Operations Information Weather Data Wix Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Unwest Ceiling - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) GYROPLANE Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT GYROPLANE GYROPLANE Method - N/A Last Departure Point SAME AS ACC/INC Runway Ident - N/A Airport Data A					itall Warnin	g System	- NO
-Environment/Operations Information Weather Data Weather Data Weather Data Weathod - N/A Completeness - N/A Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed- Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Destination Obstructions to Vision- NONE Precipitation Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT GYROPLANE Itinerary Last Departure Point ON AIRPORT ON AI		2 ,,		ETOR			
Weather Data We Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT GYROPLANE Itineary Last Departure Point SAME AS ACC/INC Destination SAME AS ACC/INC Basic Weather - VMC SAME AS ACC/INC Runway Ident - N/A Runway Surface - N/A Runway Surface - N/A Runway Surface - N/A Runway Status - N/A Runway Ith/Wid N/A Run	No. of Seats - 2	Rated Power -	180 HP				
Wx Briefing - NO RECORD OF BRIEFING Method - N/A SAME AS ACC/INC SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed-Visibility - UNK/NR ATC/Airspace Runway Ident - N/A Runway Ident		Itinonom		Ainmont	Dnovimito		
Method - N/A			+				
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Obstructions to Vision- Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT GYROPLANE ATC/Airspace ATC/Airspace Runway Ident - N/A ATC/Airspace Runway Surface - N/A Runway Surface - N/A Runway Surface - N/A Runway Surface - N/A Runway Status - N/A		•		ON AIR	RPURI		
Basic Weather - VMC Wind Din/Speed- Wind Din/Speed- Visibility - UNK/NR ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Age - N/A Total - 143 Last 24 Hrs - 1 Months Since - N/A Make/Model- 18 Last 30 Days- UNK/NR GYROPLANE Aircraft Type - N/A Instrument 4 Last 90 Days- 15 Instrument Rating(s) - NONE -Narrative ORDING TO THE PILOT, THE ROTOR BLADE CONTACTED THE TAIL RUDDERS BECAUSE OF INSUFFICIENT ROTOR SPEED. THE ROTOR BLADES				Airport D	ata		
Wind Dir/Speed- Visibility - UNK/NR ATC/Airspace Runway Ident - N/A Runway Lth/Wid - N/A Runway Lth/Wid - N/A Runway Stafus - N/A Runway Stafus - N/A Runway Stafus - N/A Runway Stafus - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Stafus - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Runway Stafus - N/A Obstruction of Vision- NONE Type Apch/Lndg - NONE Runway Stafus - N/A Obstruction of Light - DAYLIGHT							
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 143 Last 24 Hrs - 1 Months Since - N/A Make/Model - 18 Last 30 Days- UNK/NR GYROPLANE Aircraft Type - N/A Instrument - 4 Last 90 Days- 15 Instrument Rating(s) - NONE -Narrative ORDING TO THE PILOT, THE ROTOR BLADE CONTACTED THE TAIL RUDDERS BECAUSE OF INSUFFICIENT ROTOR SPEED. THE ROTOR BLADES	Wind Dir/Speed-	·		Runway	/ Ident -	N/A	
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Make/Model- 18 Last 24 Hrs - 1 Months Since - N/A Make/Model- 18 Last 30 Days- UNK/NR GYROPLANE Aircraft Type - N/A Instrument- 4 Last 90 Days- 15 Instrument Rating(s) - NONE -Narrative ORDING TO THE PILOT, THE ROTOR BLADE CONTACTED THE TAIL RUDDERS BECAUSE OF INSUFFICIENT ROTOR SPEED. THE ROTOR BLADES							
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 143 Last 24 Hrs - 1 Months Since - N/A Make/Model - 18 Last 30 Days- UNK/NR GYROPLANE Aircraft Type - N/A Instrument - 4 Last 90 Days - 15 Instrument Rating(s) - NONE -Narrative ORDING TO THE PILOT, THE ROTOR BLADE CONTACTED THE TAIL RUDDERS BECAUSE OF INSUFFICIENT ROTOR SPEED. THE ROTOR BLADES							
Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 143 Last 24 Hrs - 1 Months Since - N/A Make/Model - 18 Last 30 Days- UNK/NR GYROPLANE Aircraft Type - N/A Instrument - 4 Last 90 Days - 15 Instrument Rating(s) - NONE -Narrative ORDING TO THE PILOT, THE ROTOR BLADE CONTACTED THE TAIL RUDDERS BECAUSE OF INSUFFICIENT ROTOR SPEED. THE ROTOR BLADES				Runway	/ Status -	N/A	
Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command		Type Apch/Lndg	- NONE				
-Personnel Information Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 143 Last 24 Hrs - 1 Months Since - N/A Make/Model - 18 Last 30 Days- UNK/NR GYROPLANE Aircraft Type - N/A Instrument - 4 Last 90 Days - 15 Instrument Rating(s) - NONE Narrative CORDING TO THE PILOT, THE ROTOR BLADE CONTACTED THE TAIL RUDDERS BECAUSE OF INSUFFICIENT ROTOR SPEED. THE ROTOR BLADES							
Pilot-In-Command Certificate(s)/Rating(s) STUDENT GYROPLANE Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Current - N/A Months Since - N/A Aircraft Type - N/A Instrument Rating(s) - NONE -Narrative ORDING TO THE PILOT, THE ROTOR BLADE CONTACTED THE TAIL RUDDERS BECAUSE OF INSUFFICIENT ROTOR SPEED. THE ROTOR BLADES							
Certificate(s)/Rating(s) STUDENT Current - N/A Total - 143 Last 24 Hrs - 1 Months Since - N/A Make/Model - 18 Last 30 Days - UNK/NR GYROPLANE Aircraft Type - N/A Instrument - 4 Last 90 Days - 15 Instrument Rating(s) - NONE -Narrative ORDING TO THE PILOT, THE ROTOR BLADE CONTACTED THE TAIL RUDDERS BECAUSE OF INSUFFICIENT ROTOR SPEED. THE ROTOR BLADES		Age - 35	Medical Certifica	te - VALTE	MEDICAL-WA	TVFRS/LIM	тT
Months Since - N/A Make/Model- 18 Last 30 Days- UNK/NR GYROPLANE Aircraft Type - N/A Instrument- 4 Last 90 Days- 15 Instrument Rating(s) - NONE -Narrative ORDING TO THE PILOT, THE ROTOR BLADE CONTACTED THE TAIL RUDDERS BECAUSE OF INSUFFICIENT ROTOR SPEED. THE ROTOR BLADES	Certificate(s)/Rating(s)	Biennial Flight Review					='
GYROPLANE Aircraft Type - N/A Instrument- 4 Last 90 Days- 15 Instrument Rating(s) - NONE -Narrative ORDING TO THE PILOT, THE ROTOR BLADE CONTACTED THE TAIL RUDDERS BECAUSE OF INSUFFICIENT ROTOR SPEED. THE ROTOR BLADES		Current - N/A					
Instrument Rating(s) - NONE		Months Since - N/A	Make/Mode1-				
	GYROPLANE	Aircraft Type - N/A	Instrument-	4	Last 90	Days-	15
ORDING TO THE PILOT, THE ROTOR BLADE CONTACTED THE TAIL RUDDERS BECAUSE OF INSUFFICIENT ROTOR SPEED. THE ROTOR BLADES	Instrument Rating(s) - NONE						
ORDING TO THE PILOT, THE ROTOR BLADE CONTACTED THE TAIL RUDDERS BECAUSE OF INSUFFICIENT ROTOR SPEED. THE ROTOR BLADES							
		OTER THE TAX BURDERS 5-54					
E THROWN OUT OF TRACK AND THE GYROPLANE LOST CONTROL. THE INSUFFICIENT ROTOR RPM WAS DUE TO A ROTOR OR PULLEY BELT							

File No. - 1718

6/23/85

CORTLAND, NY

A/C Reg. No. N4328G

Time (Lc1) - 1615 EDT

Occurrence #1

PROPELLER/ROTOR CONTACT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

- 1. ROTOR DRIVE SYSTEM, MAIN ROTOR DRIVE BELT UNDETERMINED
- 2. ADEQUATE ROTOR RPM NOT OBTAINED PILOT IN COMMAND
- 3. ENGINE INSTRUMENT INACCURATE PILOT IN COMMAND

Occurrence #2

ROLL OVER

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

4. ROTOR SYSTEM, MAIN ROTOR BLADE - DISABLED

5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.3.5

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

1 21 g

Brief of Accident

File No 1719 8/13/85 CARTHAGE	,NY A/C Reg	. No. N2661K	T	ime (Lc1) -	1250 EDT	
-Basic Information Type Operating Certificate-NONE (GENERAL A	WIATION)			T	·	
Type operating certificate-none (GENERAL A	VIATION) Aircraft SUBSTANT		Fatai	Injur Serious		None
Type of Operation -PERSONAL	Fire	Crew		0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	-	Ö	Ö	Ö
Accident Occurred During -DESCENT	140142	1 433	J	v		Ü
-Aircraft Information						
Make/Model - LUSCOMBE 8E	Eng Make/Model - CONT			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED				tall Warnin	g System	- NO
Max Gross Wt - 1400		PROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power -	85 HP 				
-Environment/Operations Information		·				
Weather Data	Itinerary		•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIR	STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	WATERTOWN, NY		CARTHA		0.7	
Wind Dir/Speed- 190/010 KTS	ATO /A				27	
Visibility - 10.0 SM Lowest Sky/Clouds - 20000 FT	ATC/Airspace Type of Flight Plan -	HONE:		Lth/Wid -		0.5
	Type of Clearance -			Surface - Status -	DRY	КГ
Obstructions to Vision- NONE	Type Of Creatance -			Status	DKI	
Precipitation - NONE	Type Apcily Liliag	RECAUTIONART EA	INDING			
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command Ag	e - 61 M	edical Certifica	te - VALTO	MEDICAL-WA	TVFRS/LTM	īТ
	ennial Flight Review		ht Time (F		1 (LINO) LIN	- •
COMMERCIAL, CFI	Current - YES	Total -		Last 24	Hrs -	0
SE LAND, SE SEA	Months Since - 1	Make/Model-	278	Last 30		K/NR
	Aircraft Type - UNK/NR		12	Last 90		12
	,	Multi-Eng -	3	Rotorcr	aft -	2
Instrument Rating(s) - AIRPLANE						
-Narrative						
CORDING TO THE PILOT, WHILE CLIMBING TO CRUISE,	THE ENGINE REGAN TO DUN D	NICH. HOWEVED IT	מות מות	HIT THE PI	nT	
DED TO RETURN TO THE FIELD FOR A PRECAUTIONAL						
OT ATTEMPTED TO GLIDE TO THE RUNWAY. THE ALTI						
THE RUNWAY AND THE AIRCRAFT COLLIDED WITH IT.						
SED OVER.	The state of the s				· ·· · · · ·	
TED OVER.						

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File No. - 1719 8/13/85 CARTHAGE, NY A/C Reg. No. N2661K Time (Lc1) - 1250 EDT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CLIMB - TO CRUISE Finding(s) 1. ENGINE ASSEMBLY - UNDETERMINED 2. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - EMERGENCY Finding(s) 3. TERRAIN CONDITION - HIGH VEGETATION 4. PROPER DESCENT RATE - NOT POSSIBLE - PILOT IN COMMAND 5. TERRAIN CONDITION - RUNWAY 6. CLEARANCE - INADEQUATE - PILOT IN COMMAND Occurrence #3 NOSE OVER Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. FLARE - NOT POSSIBLE - PILOT IN COMMAND 8. PROPER DESCENT RATE - UNCONTROLLED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,8

Factor(s) relating to this accident is/are finding(s) 2.3,5,6,7

File No 1675 8/28,	/85 CENTRAL	. SQUARE,NY	A/C Reg.	No. N4252J		Time (Lo	:1) - 	1016 EDT	
-Basic Information Type Operating Certificate-I	NONE (GENERAL	AVIATION)	Aircraft Da				[njur	ies	
			DESTROYED		Fat			Minor	None
	PERSONAL		Fire)	0	1
Flight Conducted Under -			ON GROUND	Р	ass	0	1	0	2
Accident Occurred During -	TAKEOFF 								
-Aircraft Information									
Make/Model - PIPER PA-28			ode1 - LYCOMI	ING 0-320-E2	.A	ELT Instal			
Landing Gear - TRICYCLE-FIX	KED	Number Eng				Stall Wa	arnin	g System -	YES
Max Gross Wt - 1950			e - RECIPA		BURETOR				
No. of Seats - 4		Rated Power	150) HP					
-Environment/Operations Inform	ation								
Weather Data		Itinerary			Airp	ort Proxim	ity		
Wx Briefing - UNK/NR		Last Departu	ure Point		ON	AIRPORT	-		
Method - UNK/NR		SAME AS AG	CC/INC						
Completeness - UNK/NR		Destination			Airpo	rt Data			
Basic Weather - VMC		MASSENA, N	1		SY	RACUSE SUBI	JRBAN		
Wind Dir/Speed- 240/012 K	ΓS				Ru	nway Ident	-	33	
Visibility - 7.0	SM	ATC/Airspace			Ru	nway Lth/W	id -	2600/	45
Lowest Sky/Clouds - C	LEAR	Type of Flig	ght Plan - No	ONE	Ru	nway Surfac	ce -	ASPHALT	
Lowest Ceiling - N	ONE	Type of Clea	arance - No	ONE	Ru	nway Status	s -	UNK/NR	
Obstructions to Vision- N	ONE	Type Apch/Li	nda - No	ONE		•			
Precipitation - N		. 31 1 1							
Condition of Light - D	AYLIGHT								
Pilot-In-Command	,	lge - 34	Med	dical Certif	icate - V	ALID MEDIC	AL-NO	WAIVERS/L	IMIT
Certificate(s)/Rating(s)		Biennial Flight Re				e (Hours)			
PRIVATE		Current	- UNK/NR	Total			st 24	Hrs -	2
SE LAND		Months Since					st 30	Days- UNE	(/NR
OL LAND		Aircraft Type					st 90	Days-	13
		All of all copye	Olary raic	1710 C. G.III.G				50,5	
Instrument Rating(s) -	NONE								
-Narrative EPLT STATED THE ACFT WOULD NOT	CLIMP OUT OF	CROUND EFFECT DU	TAVECTE	UE ELEW TH	IE ACET DE	TWEEN TREE	- AT	TUE	
PLI STATED THE ACTI WOULD NOT OF THE RWY AND SEVERED THE WI								INC	
. UE IME RWY AND SEVERED THE WI	NGS FRUM THE I	USELAGE, THE ACE	I WAS FUUND)	IO KE 31/ LE	S OVER GR	USS WEIGHT			

File No. - 1675 8/28/85 CENTRAL SQUARE,NY A/C Reg. No. N4252J Time (Lc1) - 1016 EDT

Occurrence #1
Phase of Operation

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

- 1. AIRCRAFT PERFORMANCE DETERIORATED
- 2. AIRCRAFT WEIGHT AND BALANCE EXCEEDED PILOT IN COMMAND
- 3. AIRSPEED NOT ATTAINED PILOT IN COMMAND
- 4. LIFT-OFF PREMATURE PILOT IN COMMAND
- 5. STALL/MUSH INADVERTENT PILOT IN COMMAND
- 6. OBJECT TREE(S)

----Probable Cause----

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

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

File No 1796	8/30/85	HAMILTON, NY	A/C Reg.	No. N92RC	Т	ime (Lc1)	- 1430 EDT	
Basic Information Type Operating Certific	ate-NONE ((GENERAL AVIATION)	Aircraft Da	mage		Inju	uries	
			SUBSTANTIA	L ¯	Fatal	Serious	Minor	None
Type of Operation	-BUSINES		Fire	Crew		0	0	2
Flight Conducted Under			NONE	Pass	0	0	0	0
Accident Occurred Durin	g -APPROAC	CH						
Aircraft Information								
Make/Model - SWEARIN	GEN 226T	Eng Make	/Model - GARETT	TEP-331	ELT	Installed/	/Activated	- UNK/NR
Landing Gear - UNK/NR		Number E	ngines - 2		S	tall Warni	ing System	- YES
Max Gross Wt - 10062		Engine T						
No. of Seats - 8		Rated Po	wer - UNK/NR					
Environment/Operations In	formation-		-					
Weather Data		Itinerary			Airport	Proximity		
Wx Briefing - NO RE	CORD OF BRI		rture Point		ON AIR			
Method - N/A		BINGHAM						
Completeness - N/A		Destinatio	n .		Airport D	ata		
Basic Weather - VMC		HAMILTO	N.NY		HAMILT	ON		
Wind Dir/Speed-			,		Runway	Ident	- 35	
Visibility - UNK/N	R	ATC/Airspac	e		Runway	Lth/Wid	- 5000/	75
Lowest Sky/Clouds -		Type of F	light Plan - VF	R			- ASPHALT	
Lowest Ceiling	- NONE		learance - NO			Status	- DRY	
Obstructions to Visio	n- NONE			AFFIC PATTERN	,			
	- NONE	7,6	,					
Condition of Light	- DAYLIGH	Ī						
Pilot-In-Command		Age - 30	Med	ical Certifica	te - VALID	MEDICAL-N	NO WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flio	ht Time (H	ours)	•	
COMMERCIAL	,	Current	- YES	Total -	•		24 Hrs -	1
SE LAND, ME LAND		Months Sinc	e - 3	Make/Model-	500	Last 3	30 Days- UN	IK/NR
·		Aircraft Ty	pe - UNK/NR	Instrument-	360	Last 9	90 Days-	200
		•	•	Multi-Eng -	600		·	
Instrument Rating(s) - NONE							
Namakka								
Narrative	FOR LANDING	AT HAMTETON NEW YOR	W WHEN THE COOK	C DOWED LEVERS	WEDE DULL	ED BACK TO		
E AIRCRAFT WAS ON APPROACH								
IGHT IDLE. THE LEFT PROP WE								
	IE LEFI, IHI							
LLED ABOUT 20 DEGREES TO TH								
YOND THE STOP. THE POWER LE LE POSITION TO PREVENT MOVE	VER INCORPO					DRAINT AT	INE FLIGHT	

File No 179	6 8/30/85	HAMILTON, NY	A/C Reg. No. N92RC	Time (Lc1) - 1430 EDT	
Occurrence #1 Phase of Operation	•	NT/SYSTEM FAILURE/MAI ATTERN - FINAL APPRO			
Finding(s) 1. THROTTLE/POWER L	EVER,PUSH/PULL RO	D - WORN			
Probable Cause	-				
The National Transpor is/are finding(s) 1	tation Safety Boa	rd determines that t	he Probable Cause(s) of this accide	ent	

Type Operating Certificate NONE (GENERAL AVIATION) Type of Operating Certificate NONE (GENERAL AVIATION) Type of Operating - PERSONAL Fire Crew 0 0 1 0 Flight Conducted Under 14 6F8 91 NONE Pass 0 0 1 0 Accident Occurred During - APPROACH	File No 1717 9/29/85 PREB	LE,NY A/C Reg	. No. N33920	Ti	me (Lc1) -	- 1310 EDT	
	Type Operating Certificate-NONE (GENER Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	SUBSTANT Fire NONE	IAL Crew Pass	0	Serious O	Minor 1	0
Weather Data Wx Briefing - NO REGORD OF BRIEFING Wx Briefing - NO REGORD OF BRIEFING Method - N/A	Make/Model - SCHWEIZER SGS 2-33A Landing Gear - UNK/NR Max Gross Wt - 1050	Eng Make/Model - N/A Number Engines - N/A Engine Type - UNK/			•		•
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL COMMERCIAL SE LAND, ME LAND Months Since - 2 Months Sin	Weather Data W× Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE	G Last Departure Point THERMAL RIDGE Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - Type of Clearance	NONE	OFF AIR Airport Da Runway Runway Runway	PORT/STŔIF ita Ident - Lth/Wid - Surface -	- N/A - N/A - GRASS/TUR	₹F
A SCHWEIZER N3392O, COLLIDED WITH A UTILITY POLE WHILE EXECUTING A GO AROUND AT PREBLE AIRPORT, NY. THE ACFT WAS DESTROYED. THE PLT AND PASSENGER RECEIVED MINOR INJURIES. THE PLT STATED THAT THE FIRST TWO FLIGHTS WERE UNEVENTFUL, BUT NOTICED THE STALL SPEED WAS HIGHER THAN USUAL AND SEEMED TO BE ENTERING A STALL AT A HIGHER SPEED THAN IS RECOMMENDED IN THE MANUAL. APPLYING SPOILERS DID NOT CORRECT THE AIRSPEED,. THE PLT SAID THAT HE MIGHT HAVE BEEN PULLING THE TRIM TAB CONTROL INSTEAD OF THE SPOILERS. ON THE LANDING THE ACFT BOUNCED. ON PULLUP THE LEFT WING TIP STRUCK A	Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	Biennial Flight Review Current - YES Months Since - 2 Aircraft Type - UNK/NR	Flig Total - Make/Model- Instrument- Multi-Eng -	ht Time (Ho 787 12 258 7	ours) Last 24 Last 30 Last 90 Rotorce	1 Hrs - D Days- UNK D Days- raft -	0 1
	A SCHWEIZER N3392O, COLLIDED WITH A UTILITY DESTROYED. THE PLT AND PASSENGER RECEIVED MI BUT NOTICED THE STALL SPEED WAS HIGHER THAN RECOMMENDED IN THE MANUAL. APPLYING SPOILERS THE TRIM TAB CONTROL INSTEAD OF THE SPOILERS	NOR INJURIES. THE PLT STATED T USUAL AND SEEMED TO BE ENTERIN DID NOT CORRECT THE AIRSPEED, . ON THE LANDING THE ACFT BOUN	HAT THE FIRST TW IG A STALL AT A H . THE PLT SAID T	D FLIGHTS W IGHER SPEED HAT HE MIGH	VERE UNEVEN O THAN IS HT HAVE BEE	NTFUL, EN PULLING	

File No. - 1717 9/29/85 PREBLE,NY A/C Reg. No. N33920 Time (Lc1) - 1310 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND

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

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - GO-AROUND (VFR)

----Probable Cause----

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

Basic Information Type Operating Certificate-NONE (GENERA	I AVIATION) Aircra	ft Damage		Iniu	ries	
Type operating belief to toate home (deneral		ANTIAL	Fatal	Serious		None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	Fire	Crew Pass	0	0	0	1
Aircraft Information						
Make/Model - CESSNA 172N Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Number Engines - Engine Type - R	YCOMING 0-320-H2AD 1 ECIPROCATING-CARBURE 160 HP	S	Installed/ tall Warni		
Environment/Operations Information						
Weather Data Wx Briefing - FSS Method - TELEPHONE	Itinerary Last Departure Poir ERIE COUNTY,PA	t		Proximity RPORT/STRI	Р	
Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 310/010 KTS	Destination GREAT VALUEY,NY		Airport D EDDY'S Runway		- 22	
Visibility - 25.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Plar		Runway Runway	Lth/Wid Surface	- 3000/ - DIRT	40
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clearance Type Apch/Lndg		Runway	Status	- DRY	
Personnel Information						
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 36 Biennial Flight Review	Medical Certificat	e - VALID it Time (H		AIVERS/LI	MIT
PRIVATE	Current - YES	Total -			4 Hrs -	5
SE LAND	Months Since - 3 Aircraft Type - 172	Instrument-	78 3	Last 3	O Days-	32
Instrument Rating(s) - NONE			•			
-Narrative TEXPERIENCED WINDSHEAR WHILE LANDING AT G JCCESSFUL AND LANDED IN A CORN FIELD. THE WAS UNINJURED.						

File No. - 1787 10/25/85 GREAT VALLEY,NY A/C Reg. No. N5486D Time (Lc1) - 1115 EDT

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

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
2. GD-AROUND - ATTEMPTED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation APPROACH - GD-AROUND (VFR)

----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

Injuries 1 Serious Minor None 0 0 2 0 0 0 LT Installed/Activated - YES-UNK/ Stall Warning System - YES rt Proximity AIRPORT/STRIP
0 0 2 0 0 0 LT Installed/Activated - YES-UNK/ Stall Warning System - YES
O O O LT Installed/Activated - YES-UNK/ Stall Warning System - YES
LT Installed/Activated - YES-UNK/ Stall Warning System - YES
LT Installed/Activated - YES-UNK/ Stall Warning System - YES rt Proximity
Stall Warning System - YES
rt Proximity
rt Proximity
rt Proximity
rt Proximity
AIRPORT/STRIP
t Data
way Ident - N/A
way Lth/Wid - N/A
way Surface - N/A
way Status - N/A
LID MEDICAL-NO WAIVERS/LIMIT
(Hours)
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 87

File No. - 1791 11/01/85 NEW YORK, NY A/C Reg. No. N4007W Time (Lc1) - 1955 EST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE Finding(s) 1. LUBRICATING SYSTEM - FAILURE, TOTAL 2. MAINTENANCE, REPLACEMENT - NOT PERFORMED - OTHER MAINTENANCE PSNL 3. ENGINE ASSEMBLY, CRANKCASE - CRACKED Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 4. FLUID, OIL - LOSS, PARTIAL 5. ALTITUDE - INADEQUATE - PILOT IN COMMAND 6. ENGINE ASSEMBLY, CRANKCASE - CRACKED 7. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 8. TERRAIN CONDITION - WATER, ROUGH 9. ALTITUDE - INADEQUATE - PILOT IN COMMAND 10. WHEELS DOWN LANDING IN WATER - PERFORMED - PILOT IN COMMAND ----Probable Cause----

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

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

File No 1749 7/27/85	CHESAPEAKE, OH	A/C Reg. No. 1	1100HA	Time (Lcl) -	1145 EDT	
Basic Information						
Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage		Injur	ies	
		DESTROYED	Fata			None
Type of Operation -BUSIN		Fire	Crew 1		0	0
Flight Conducted Under -14 CF		ON GROUND	Pass 0	0	0	0
Accident Occurred During -MANEU	VERING					
Aircraft Information						
Make/Model - AERO COMMANDER 6		/Model - LYCOMING I	SO-540-B1A E	LT Installed/A		
Landing Gear - TRICYCLE-RETRACT		ngines - 2		Stall Warnir	g System	- YES
Max Gross Wt - 8000		ype - RECIP-FUEL	INJECTED			
No. of Seats - 6	Rated Po	wer - 380 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airpo	rt Proximity		
Wx Briefing - NWS	Last Depa	rture Point	OFF	AIRPORT/STRIP		
Method - TELEPHONE	CHESAPE	AKE,OH				
Completeness - FULL	Destinatio	n	Airpor	t Data		
Basic Weather - VMC	COLUMBU	S,0H				
Wind Dir/Speed- 030/008 KTS			Run	way Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspac		Run	way Lth/Wid -	N/A	
Lowest Sky/Clouds - 3500				way Surface -		
Lowest Ceiling - NONE		learance - NONE	Run	way Status -	N/A	
Obstructions to Vision- NONE	Type Apch	/Lndg - NONE				
Precipitation - NONE						
Condition of Light - DAYLIG	;HT					
Personnel Information						
Pilot-In-Command	Age - 35	Medical	Certificate - VA	LID MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight		Flight Time	(Hours)		
COMMERCIAL	Current	- YES Tota	al - UNK/NR	Last 24	Hrs - UN	K/NR
SE LAND, ME LAND	Months Sinc	e – 1 Mak	e/Mode1- UNK/NR	Last 30	Days- UN	K/NR
	Aircraft Ty	pe - PA-23 Ins	trument- UNK/NR	Last 90	Days- UN	K/NR
		e - 1 Mako pe - PA-23 Ins Mul	ti-Eng - UNK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRF	LANE					
Narrative						
EAR AS CAN BE DETERMINED, THIS WAS						
E OBTAINING HIS COM'L PLT CERTIFIC						
REACHING A POINT OVER THE RWY END						
HAVING TROUBLE WITH THE ACFT. THE						
RD THE HILLS WAS STARTED. WITNESSE					F BOTH	
			ILM IDEES UN DIDU	■ 111D		
NES QUIT MOMENTARILY THEN RESTARTE	D. THEN ACT RULLED INT	U LEFT BANK AND STR	JOK TREES ON KIDG	ETOP.		

	File No 1749	7/27/85	CHESAPEAKE, OH	A/C Reg. No. N100HA	Time (Lcl) - 1145 EDT
	ence #1 LOS of Operation TAK		RTIAL) - NON-MECHANIC L CLIMB	AL	
2. 3. 4. 5. E 6. 7.	NGINE ASSEMBLY, OTHE THROTTLE/POWER CON IMPROPER USE OF INADEQUATE MERGENCY PROCEDURE IMPROPER USE OF INSUFFICIE IRSPEED(VMC) - NOT IMPROPER USE OF IMPROPER USE OF IMPROPER USE OF IMPROPER USE OF	TROL - INADEQ PROCEDURE, SEL CERTIFICATIO - NOT USED - PROCEDURE, EXC NT STANDARDS/ MAINTAINED - PROCEDURE, LAC PROCEDURE, INA EQUIPMENT/AIR	ESSIVE WORKLOAD (TASK REQUIREMENTS,OPERATION PILOT IN COMMAND CK OF TOTAL EXPERIENCE CK OF FAMILIARITY WITH DEQUATE TRAINING - PI CCRAFT,PRESSURE - PILO	PILOT IN COMMAND AA(ORGANIZATION) OVERLOAD) - PILOT IN COMMAND N/OPERATOR - COMPANY/OPERATOR MGM - PILOT IN COMMAND AIRCRAFT - PILOT IN COMMAND LOT IN COMMAND	NT
	ence #2 IN of Operation MAN	FLIGHT COLLIS	SION WITH OBJECT		
15. 16. 0	ERRAIN CONDITION -	NG - NOT IDEN	ITIFIED - PILOT IN COM	MAND	

The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 2,5,8,9,10,12,13,15,17$

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,7,11,14,16

Brief of Accident

DESTROYED Fatal Serious Minor None of Operation -PERSONAL Fire Crew 0 0 0 0 1 0 0 ordent Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 0 0 0 ordent Occurred During -DESCENT NONE Pass 0 0 0 0 0 0 0 ordent Occurred During -DESCENT NONE Pass 0 0 0 0 0 0 0 ordent Occurred During -DESCENT NONE Pass 0 0 0 0 0 0 0 ordent Occurred During -DESCENT Stall Warning System - YES (Model - PIPER PA-28-181 Number Engines - 1 Stall Warning System - YES (Model - PIPER PA-28-181 Number Engines - 1 Stall Warning System - YES (Model - PIPER PA-28-181 Number Engines - 1 Stall Warning System - YES (PIPER PA-28-181 Number Engines - 1 Stall Warning System - YES (PIPER PA-28-181 Number Engines - 1 Stall Warning System - YES (PIPER PA-28-181 Number Engines - 1 Stall Warning System - YES (PIPER PA-28-181 Number Engines - 1 Stall Warning System - YES (PIPER PA-28-181 Number Engines - 1 Stall Warning System - YES (PIPER PA-28-181 Number Engines - 1 Stall Warning System - YES (PIPER PA-28-181 Number Engines - 1 Stall Warning System - YES (PIPER PA-28-181 Number Engines - 1 Stall Warning System - YES (PIPER PA-28-181 Number Engines - 1 Stall Warning System - YES (PIPER PA-28-181 Number Engines - 1 Stall Warning System - YES (PIPER PA-28-181 Number Engines - 1 Stall Warning System - YES (PIPER PA-28-181 Number Engines - 1 Stall Warning System - YES (PIPER PA-28-181 Number Engines - 1 Stall Warning System - YES (PIPER PA-28-181 Number Engines - 1 Stall Warning System - YES (PIPER PA-18-181 Number Engines - 1 Number Engines -	-Basic Information Type Operating Certificate-NONE (GENE	EDAL AVIATION)	Domana	Indi	m:	
Dee of Operation - PERSONAL Fire Crew 0 0 1 0 0 1 0 0 1 0 1 0 1 0 1 0 1 0 1	Type operating centiliteate-none (dent					None
ight Conducted Under	Type of Operation -PERSONAL					
raft Information ke/Model - PIPER PA-28-181				-		-
Ke/Model - PIPER PA-28-181 Ke/Model - PIPER PA-28-181 Ke/Model - LYCOMING 0-360-A4M Ke/Model - LYCOMING 0-360-A4M Ke/Model - TRICYCLE-FIXED Ke/Model - LYCOMING 0-360-A4M Ke/Model - LYCOMING NEW	Accident Occurred During -DESCENT	NOIVE	r a 3 3	O O	Ü	J
Number Engines - 1 Stall Warning System - YES x Gross W - 2550 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 180 HP Tronment/Operations Information	-Aircraft Information	·				
x Gross Wt - 2550 x of Seats - 4 x of Seats - 180 HP Airport Proximity OFF AIRPORT/STRIP Method - N/A BARTLESVILLE.OK Destination	Make/Model - PIPER PA-28-181			ELT Installed/	Activated	- YES/YE
ronment/Operations Information her Data	Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Stall Warni	ng System	- YES
ronment/Operations Information her Data Briefing - NO RECORD OF BRIEFING Wethod - N/A Completeness - N/A Completeness - N/A Destination LOCAL LOCAL Visibility - 5.0 SM ATC/Airspace LOWEST Sky/Clouds - 1000 FT SCATTERED Destructions to Vision- NONE Precipitation NONE Condition of Light - NIGHT(DARK) Destination Airport Proximity OFF AIRPORT/STRIP MAIPPORT Data FRANK PHILLIPS Runway Ident - 17 Runway Lth/Wid - 6200/ 100 Runway Lth/Wid - 6200/ 100 Runway Surface - ASPHALT Runway Surface - ASPHALT Runway Status - DRY Destructions to Vision- NONE Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN FULL STOP Condition of Light - NIGHT(DARK) Dennel Information Dot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 151 Last 24 Hrs - 1 Months Since - 8 Make/Model - 48 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR	Max Gross Wt - 2550	Engine Type - REC	IPROCATING-CARBURETOR			
Her Data Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A Completeness - N/A Completeness - N/A Completeness - N/A Completeness - N/A Destination Wind Dir/Speed- 150/010 KTS Wind Dir/Speed- 150/010 KTS Wisibility - 5.0 SM ATC/Airspace Lowest Sky/Clouds - 1000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Condition of Light - NIGHT(DARK) Destination Type Apch/Lndg - TRAFFIC PATTERN FULL STOP Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Biennial Flight Review Current - YES SE LAND Aircraft Type - UNK/NR Aircraft Type - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR	No. of Seats - 4	Rated Power -	180 HP			
Briefing - NO RECORD OF BRIEFING	-Environment/Operations Information					
Method - N/A Destination Airport Data Sic Weather - V/MC LOCAL FRANK PHILLIPS Runway Ident - 17 Runway Ident - 17 Runway Lth/Wid - 6200/ 100 Lowest Sky/Clouds - 1000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type Apch/Lndg - TRAFFIC PATTERN PULL STOP Condition of Light - NIGHT(DARK) Donnel Information	Weather Data					
Completeness - N/A Destination Airport Data sic Weather - VMC LOCAL FRANK PHILLIPS Wind Dir/Speed- 150/O10 KTS Visibility - 5.0 SM ATC/Airspace Runway Ident - 17 Novest Sky/Clouds - 1000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Destructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - NIGHT(DARK) Dennel Information ot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT ertificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 151 Last 24 Hrs - 1 SE LAND Months Since - 8 Make/Model - 48 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE				OFF AIRPORT/STRI	P	
Sic Weather - VMC LOCAL FRANK PHILLIPS Wind Dir/Speed- 150/010 KTS Runway Ident - 17 Visibility - 5.0 SM ATC/Airspace Runway Lth/Wid - 6200/ 100 Lowest Sky/Clouds - 1000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Destructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - NIGHT(DARK)						
Wind Dir/Speed- 150/010 KTS Visibility - ' 5.0 SM ATC/Airspace Runway Ident - 17 Visibility - ' 5.0 SM ATC/Airspace Runway Lth/Wid - 6200/ 100 Lowest Sky/Clouds - 1000 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 - NIGHT(DARK) Onnel Information ot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT ertificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 151 Last 24 Hrs - 1 SE LAND Months Since - 8 Make/Model- 48 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE	•		Air	port Data		
Visibility - 5.0 SM ATC/Airspace Runway Lth/Wid - 6200/ 100 Lowest Sky/Clouds - 1000 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 FULL STOP Condition of Light - NIGHT(DARK) Onnel Information ot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT ertificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE SE LAND Months Since - 8 Make/Model- 48 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE	Basic Weather - VMC	LOCAL				
Lowest Sky/Clouds - 1000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Distructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - NIGHT(DARK) Connel Information connel Informand Age - 31 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT ertificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE SE LAND Months Since - 8 Make/Model- 48 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE						
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Dbstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - NIGHT(DARK) Donnel Information Dot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT ertificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 151 Last 24 Hrs - 1 SE LAND Months Since - 8 Make/Model- 48 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE				Runway Lth/Wid	- 6200/	100
Precipitation - NONE FULL STOP Condition of Light - NIGHT(DARK) Connel Information cot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 151 Last 24 Hrs - 1 SE LAND Months Since - 8 Make/Model- 48 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE	Lowest Sky/Clouds - 1000 FT SC	CATTERED Type of Flight Plan -	NONE	Runway Surface	- ASPHALT	
Precipitation - NONE FULL STOP Condition of Light - NIGHT(DARK) Connel Information cot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 151 Last 24 Hrs - 1 SE LAND Months Since - 8 Make/Model- 48 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE	Lowest Ceiling - NONE	Type of Clearance -	NONE	Runway Status	- DRY	
Condition of Light - NIGHT(DARK) connel Information cot-In-Command		Type Apch/Lndg -				
onnel Information ot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT ertificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 151 Last 24 Hrs - 1 SE LAND Months Since - 8 Make/Model - 48 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE		•	FULL STOP			
Age - 31 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT ertificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 151 Last 24 Hrs - 1 SE LAND Months Since - 8 Make/Model - 48 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE	Condition of Light - NIGHT(DARK)					
ertificate(s)/Rating(s) PRIVATE Current - YES Total - 151 Last 24 Hrs - 1 SE LAND Months Since - 8 Make/Model - 48 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE	-Personnel Information					
PRIVATE Current - YES Total - 151 Last 24 Hrs - 1 SE LAND Months Since - 8 Make/Model - 48 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE					AIVERS/LIN	MIT
Instrument Rating(s) - NONE			Flight	ime (Hours)		
Instrument Rating(s) - NONE			Total - 15	1 Last 2	24 Hrs -	1
Instrument Rating(s) - NONE	SE LAND		Make/Model - 4	8 Last 3	BO Days- UN	NK/NR
Instrument Rating(s) - NONE		Aircraft Type - UNK/NR	Instrument- UNK/N	R Last 9	00 Days- UN	NK/NR
			Multi-Eng - UNK/N	R Rotoro	raft - UN	NK/NR
***************************************	Instrument Rating(s) - NONE					
ATIVE E UNEVENTFUL FULL-STOP LANDING THE PLT RE-ENTERED THE PATTERN FOR A SECOND LANDING. THE PLT TRUNED TO FINAL 500 FT AGL AND 65-70 KTS WITH THE RWY LIGHTS IN SIGHT. SHORTLY THEREAFTER, ACCORDING TO THE PLT, THE	PRIVATE SE LAND Instrument Rating(s) - NONE	Current - YES Months Since - 8. Aircraft Type - UNK/NR PLT RE-ENTERED THE PATTERN FOR	Total - 15 Make/Model- 4 Instrument- UNK/N Multi-Eng - UNK/N	1 Last 2 8 Last 3 R Last 9 R Rotord	raft - Ur	
LIGHT ILLUMINATED TWO TREES. A RIGHT TURN WAS INITIATED BUT THE LEFT WING STRUCK ONE OF THE TREES 20 TO		OL TO THE GROUND APROX 1/4 NORTH				
L. THE ACFT DESCENDED OUT OF CONTROL TO THE GROUND APROX 1/4 NORTH OF THE ARPT. THE PLT STATED THAT THE						
	POSE OF THE FLT WAS TO ACCOMPLISH 3 TAKE	E-OFFS AND LANDINGS AT NIGHT IN	ORDER TO SATISFY FAR	CURRENCY REQUIR	REMENTS	

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File No 175	9 3/02/85	BARTLESVILLE,OK	A/C Reg. No. N7068C	Time (Lc1) - 1930 CST
		ON,UNCONTROLLED ATTERN - FINAL APPROACH		
4. PROPER GLIDEPATH	RATE - EXCEEDED OF EQUIPMENT/AIR - NOT MAINTAINED	CRAFT, LACK OF RECENT EXPE - PILOT IN COMMAND		N - PILOT IN COMMAND
Occurrence #2	IN FLIGHT COLLIS			
Finding(s) 5. OBJECT - TREE(S) 6. REMEDIAL ACTIO		ILOT IN COMMAND		
Occurrence #3 Phase of Operation				
Finding(s) 7. TERRAIN CONDITIO	N - GROUND			
Probable Cause	-	· · · · · · · · · · · · · · · · · · ·		
The National Transporis/are finding(s) 2,3	_	rd determines that the Pr	obable Cause(s) of this	accident
Factor(s) relating to	this accident is	/are finding(s) 1		

File No 1684 8	8/14/85 	SALLISAW, OF	A/C Re	g. No. N738X	Z 	T 	ime (Lc1) -	1300 CDT	
-Basic Information Type Operating Certifica	ate-NONE (GENERAL AVIA					Injur	ies	
		*	SUBSTAN	ITIAL		Fatal			None
Type of Operation			Fire		Crew	0	0	0	1
Flight Conducted Under			NONE		Pass	0	0	0	0
Accident Occurred During		CH 							
-Aircraft Information									
Make/Mode1 - CESSNA			Eng Make/Mode1 - LY(OMING 0-320-	H2AD		Installed/A		
Landing Gear - TRICYCL	E-FIXED		Number Engines - 1				tall Warnin	g System	- YES
Max Gross Wt - 2150			Engine Type - RE(IPROCATING-C	ARBURE	TOR			
No. of Seats - 4			Rated Power -	150 HP					
-Environment/Operations In	formation-								
Weather Data		1	tinerary			Airport	Proximity		
Wx Briefing - UNK/NI	₹		Last Departure Point			ON AIR	PORT		
Method - UNK/NI	₹		SPRINGFIELD, MO						
Completeness - UNK/N	₹		Destination			Airport D	ata		
Basic Weather - VMC			PHOENIX, AZ			SALLIS	AW MUNICIPA	L	
Wind Dir/Speed- 050/0	OB KTS							90	
Visibility - 12.0	O SM		ATC/Airspace				Lth/Wid -	UNK/NR	
Lowest Sky/Clouds -			Type of Flight Plan	NONE			Surface -		RF
Lowest Ceiling							Status -		
Obstructions to Vision			Type Apch/Lndg			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	•		
Precipitation	- NONE		. , p						
Condition of Light		Т							
-Personnel Information									
Pilot-In-Command		Age -	· · · 55	Medical Cert	ificate	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s	s)	Bienr	nial Flight Review			t Time (H		•	
PRIVATE	- •		Current - YES	Total			Ĺast 24	Hrs -	2
SE LAND			Months Since - 1				Last 30		K/NR
41 2 			Aircraft Type - UNK/NR				Last 90		25
			The state type to busy the	21.00.00		• •	2451 50	5-,-	
Instrument Rating(s) - NONE								
-Narrative PLT STATED HE HAD AN ELEC IPMENT WAS ON THE RWY AND LOUT THOUGHT HE COULD NOT	THE PLT EL	ECTED TO LAN	D ON A GRASS STRIP NE	T TO THE RWY	. HE T	OUCHED DO	WN AND DURI	NG	

File No 1684	4 8/14 /8 5	SALLISAW, OK	A/C Reg. No. N738XZ	Time (Lc1) - 1300 CDT
	AIRFRAME/COMPONEN CRUISE - NORMAL	T/SYSTEM FAILURE/MA	_FUNCTION	
Finding(s) 1. ELECTRICAL SYSTEM 2. ABORTED LANDING		IN COMMAND		
Occurrence #2 Phase of Operation	IN FLIGHT COLLISI APPROACH - GO-ARO			
Finding(s) 3. OBJECT - TREE(S)				
Probable Cause				
The National Transportis/are finding(s) 1,2	tation Safety Boar	rd determines that t	ne Probable Cause(s) of this accid	ent
Factor(s) relating to	this accident is/	are finding(s) 3		

File No 1651 10/19/85 TULSA,C	OK A/C Re	g. No. N2952N	Time (Lcl) - 1633 CDT				
-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft	: Damage		Injur	ies		
.,, - ,	SUBSTAN		Fatal	Serious	Minor	None	
Type of Operation -PERSONAL	Fire	Cre	w 0	0	1	0	
Flight Conducted Under -14 CFR 91	NONE	Pass	s 0	0	1	0	
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA 310	Eng Make/Model - COM	ITINENTAL 0-470-B		Installed/A			
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2			tall Warning	g System ·	- YES	
Max Gross Wt - 4600	Engine Type - REC		RETOR				
No. of Seats - 5	Rated Power	240 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRIP			
Method - N/A	NORMAN,OK						
Completeness - N/A	Destination		Airport D				
Basic Weather - VMC	SAME AS ACC/INC			INTERNATION			
Wind Dir/Speed- 260/003 KTS					35L		
Visibility - 6.0 SM	ATC/Airspace			Lth/Wid -		150	
Lowest Sky/Clouds - 4500 FT	Type of Flight Plan			Surface -			
	AST Type of Clearance		Runway	Status -	DRY		
Obstructions to Vision- NONE	Type Apch/Lndg	STRAIGHT-IN					
Precipitation - NONE		FULL STOP					
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Lava Albiid (Alb	Madiaal 0-4464	- 1 - 118114 /8	ID.			
	Age - UNK/NR Biennial Flight Review	Medical Certifica	ate - UNK/r ght Time (F				
UNK/NR	Current - UNK/NR	Total -			Hrs - UNI	Z /NID	
UNK/NK	Months Since - UNK/NR	Make/Model-			Days- UN		
	Aircraft Type - UNK/NR	Instrument-			Days- UN		
	All Clait Type - UNK/NK	Multi-Eng -			aft - UN		
		Multi-Elig -	DINK/ INK	KO (OI ÇI	art - ON	N/ INK	
Instrument Rating(s) - UNK/NR .							
-Narrative							
PLT EXPERIENCED FUEL EXHAUSTION WHILE ON F	NAL APCH FOR LANDING ON R	VY 35L AT TULSA II	NTERNATIONA	L ARPT. OK.			
ACFT UNDERSHOT THE RWY BY 1/2 TO 3/4 OF A							
							

File No 16	51 10/19/85	TULSA,OK	A/C Reg. No. Na	2952N 	Time (Lc1) - 1633 CDT
Occurrence #1 Phase of Operation					
Finding(s) 1. FLUID,FUEL - EX 2. PREFLIGHT PLA 3. FUEL SUPPLY - I	NNING/PREPARATION		T IN COMMAND		
Occurrence #2 Phase of Operation					
Occurrence #3 Phase of Operation		ION WITH OBJECT			
Probable Cause	<u>.</u>				;
The National Transpois/are finding(s) 2,		rd determines tha	t the Probable Cause(s) of	this accident	

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Injur	ies	
	SUBSTAI		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crev	-	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI	NONE	Pass	. 0	0	0	1
-Aircraft Information						
Make/Model - BEECHCRAFT 35-C33	Eng Make/Model - COM	NTINENTAL 10-470 S				
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3050	Number Engines - 1 Engine Type - REG	TD_EUEL INJECTED	5	tall Warnir	ng System	- YES
No. of Seats - 4	Rated Power -	260 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point SUNRIVER.OR		ON AIR	PURI		
Completeness - N/A	Destination		Airport D	a+a		
Basic Weather - VMC	SCAPPOOSE, OR			OSE INDUSTR	RIAL	
Wind Dir/Speed- CALM	,		Runway	Ident -	33	
Visibility - 25.0 SM	ATC/Airspace			Lth/Wid -		150
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	- FULL STOP				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 46	Medical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ght Time (F	lours)		•
COMMERCIAL SE LAND	Current - YES Months Since - 13	lotal -	3025	Last 24	Hrs -	2 IV /ND
SE LAND	Aircraft Type - UNK/NR	Flig Total - Make/Model- Instrument-	69	Last St	Days UN	6
Instrument Rating(s) - AIRPLANE					, .	
-Narrative						
ING TAXI FROM LANDING WHILE IN A TURN, TH						
BORROWED THIS AIRCRAFT. HIS AIRCRAFT GEAR INTENDED TO RAISE THE FLAPS AND NOT THE GE		THE OPPOSITE POSI	TON OF THI	2 ATKCKALL,	٥.	

File No 1756	7/14/85	SCAPPOOSE,OR	A/C Reg. No. N5891J	Time (Lc1) - 1815 PDT
	GROUND COLLIS	SION WITH TERRAIN DING		
Finding(s) 1. GEAR RETRACTION - SEL	ECTED - PILO	OT IN COMMAND		
Probable Cause				
The National Transportation	on Safety Boa	ard determines that t	the Probable Cause(s) of this accide	nt

is/are finding(s) 1

ele marila

Basic Information Type Operating Certificate-NONE	(GENERAL AVIATIO	u) Ainana	ıft Damage		Ini	uries	
Type operating certificate-noise	(GENERAL AVIATIO		ANTIAL	Fata	•		None
Type of Operation -PERSO	NAL	Fire		Crew 0		0	1
Flight Conducted Under -14 CF	R 91	NONE		Pass 0	0	0	1
Accident Occurred During -LAND	NG						
-Aircraft Information							
Make/Model - CESSNA 180A		ng Make/Model - C		0-K E	LT Installed		
Landing Gear - TAILWHEEL-ALL FI		umber Engines -		DOUBETOD	Stall Warr	ing System	n - YES
Max Gross Wt - 2650 No. of Seats - 4		ngine Type		RBURETUR			
NO. Of Seats - 4		ated Power -	230 HP				
-Environment/Operations Information							
Weather Data		erary		•	rt Proximity	,	
Wx Briefing - UNK/NR		st Departure Poir	it	ON	AIRPORT		
Method - UNK/NR Completeness - UNK/NR		HILLSBORO,OR tination		Airpor	4 Do+o		
Basic Weather - VMC		CORNELIUS.OR		•	DEN MOUNTAIN	Ī	
Wind Dir/Speed- 290/005 KTS		CORNELIUS, OR			way Ident	- N/A	
Visibility - 50.0 SM	ATC/	Airspace			way Lth/Wid		
Lowest Sky/Clouds - CLEAR		oe of Flight Plar	- NONE		way Surface		
Lowest Ceiling - NONE		oe of Clearance			way Status	- DRY	
Obstructions to Vision- NONE		pe Apch/Lndg			,		
Precipitation - NONE	-	• •					
Condition of Light - DAYLIC	SHT						
-Personnel Information			· · · · · · · · · · · · · · · · · · ·				
Pilot-In-Command		44	Medical Certi			NO WAIVERS	S/LIMIT
Certificate(s)/Rating(s)		Flight Review		Flight Time			_
PRIVATE	Curr		Total			24 Hrs -	3
SE LAND		hs Since - 12 raft Type - UNK/N			Last	90 Days- (
	ATPC	raft Type - UNK/N	ik Instrumen	t- 0	Last	90 Days-	34
Instrument Rating(s) - NONE	:						
-Narrative							
PILOT MISJUDGED HIS TOUCHDOWN POIN	UT ON THE 1 000 E	OUT VIDSTOID VID	HAD AN EYCESS O	E ATDODEED	AND OVEDBUR	I OCCUBBED	

8/17/85 BUXTON, OR A/C Reg. No. N9607B Time (Lc1) - 1750 PDT File No. - 1720 OVERRUN Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident

File No 1764 9/30/85 PRINE	VILLE, OR A/C Reg	. No. N58209	Τ.	me (Lc1) -	1230 PDT	-
Basic Information Type Operating Certificate-NONE (GENERA				Injur		
	DESTROYE		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pass	0	0	0	0
Aircraft Information						NO N/
Make/Model - MITCHELL U2 Landing Gear - TRICYCLE-FIXED	Eng Make/Model - HOND Number Engines - 1			installed/A tall Warnin		
Max Gross Wt - UNK/NR	Engine Type - RECI	PROCATING-CARBURET	ים מחי	ali warnin	y system	- 140
No. of Seats - 1		18 HP	OK .			
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary			Proximity RPORT/STRIP		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point SAME AS ACC/INC		OFF AIR	KPURI/SIRIP		
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	LOCAL	•				
Wind Dir/Speed- CALMABLE			Runway	Ident -	N/A	
Visibility - 45.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -			Surface -	•	
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 64 M	ledical Certificate	- VALID	MEDICAL-WA	IVERS/LIM	MIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight	Time (H		- · - •	
COMMERCIAL	Current - UNK/NR	Total -	45	Last 24	Hrs -	1
SE LAND	Months Since - UNK/NR	Make/Mode1-	0	Last 30	Days-	2
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- Instrument- UNk Multi-Eng - UNk	K/NR	Last 90	Days-	7
		Multi-Eng - UN	K/NR	Rotorcr	aft -	3000
Instrument Rating(s) - NONE						
Narrative						
T WAS ON SECOND FLT IN NEWLY COMPLETED, REC	SISTERED ULTRALIGHT, CRAFT HAD	NOT BEEN ISSUED A	CERTIFI	CATE OF		
RWORTHINESS. AFTER TAKEOFF, ACFT WAS OBSER						
IVESTIGATION SHOWED STEEEP, NOSEDOWN IMPACT.					URAL	
ITEGRITY OR ABSENCE OF CONTROL MALFUNCTOIN.	NO POWER PLANT DEFECTS FOUND.	PLT WAS WEARING F				
ARTIALLY DEPLOYED. NO EVIDENCE FOUND OF MED:	CAL IMPAIRMENT IN 64-YR-OLD P	LT.				

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File No. - 1764 9/30/85 PRINEVILLE,OR A/C Reg. No. N58209 Time (Lc1) - 1230 PDT

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

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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircr	aft Damage		Injur		
		TANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire			0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE	Pas	ss 0	0	0	1
accident occurred burning Trakzorr						
Aircraft Information						
Make/Model - CESSNA 150		CONTINENTAL 0-200-A		Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600	Number Engines -	1 RECIPROCATING-CARBL		tall Warnin	g System	- YES
No. of Seats - 2	Engine Type - Rated Power -	100 HP	IKETUK			
NO. 01 Seats - 2	Rated Power -	100 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		nt	ON AIR	STRIP		
Method - N/A	SAME AS ACC/INC Destination		Ainmont D	-4-		
Completeness - N/A Basic Weather - VMC	BURNS, OR		Airport D	ata		
Wind Dir/Speed- CALM	BURNS, UK		Dunway	Ident -	UNK/NR	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -		NK/NR
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	n - NONE		Surface -		•,
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE	•			
Precipitation - NONE						
Condition of Light - DAYLIGHT						 -
Personnel Information						
Pilot-In-Command	Age - 28	Medical Certific			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (H			
PRIVATE	Current - UNK/		•	Last 24		1
SE LAND	Months Since - UNK/		72		Days- UN	
HELICOPTER	Aircraft Typė - UNK/	NR Instrument-	О	Last 90 Rotorcr		13 48
				ROTOFCE	art -	40
Instrument Rating(s) - NONE						
Narrative						
ACFT FAILED TO BECOME AIRBORNE ON THE SOF	T SHORT ROUGH CINDER CO	NEREN ATRSTRIP PROF	RABLY DUE TO	A COMBINAT	TON	
DENSITY ALTITUDE AND POOR PLT TECHNIQUE. T						

File No. - 1788 10/06/85 BURTON LAKE,OR A/C Reg. No. N50120 Time (Lc1) - 1900 PDT

Occurrence #1
Phase of Operation

ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

- 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION ROUGH/UNEVEN
- 2. PLANNING-DECISION NOT UNDERSTOOD PILOT IN COMMAND
- 3. AIRPORT FACILITIES RUNWAY/LANDING AREA CONDITION SOFT
- 4. WEATHER CONDITION UNFAVORABLE WIND
- 5. LIGHT CONDITION SUNGLARE

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

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

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

File No 1697 10/28/85	NORTH BEND, OR A/C	A/C Reg. No. N8316B Time (Lcl) - 1854 PST				
Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION) Aircra	t Damage		Inj	uries	
	NONE		Fatal	Serious	Minor	None
Type of Operation -PERSONA		Crew	0	0	0	1
Flight Conducted Under -14 CFR	- · · · · · · · · · · · · · · · · · · ·	Pass	0	0	0	0
Accident Occurred During -STANDIN	G 	Othe	r 0	1	0	0
Aircraft Information						
Make/Model - CESSNA 172	Eng Make/Model - C				/Activated	
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall Warn	ing System	- YES
Max Gross Wt - 2300	Engine Type - Ri	CIPROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power -	145 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - FSS	Last Departure Poin	<u> </u>	ON AI			
Method - ACFT RADIO	ASTORIA, OR					
Completeness - WEATHER NOT PERT			Airport	Data		
Basic Weather - VMC	NORTH BEND, OR		NORTH			
Wind Dir/Speed- 020/008 KTS	HONTIN BEHD, OK			y Ident	- UNK/NR	
Visibility - 7.0 SM	ATC/Airspace			y Lth/Wid		
Lowest Sky/Clouds - 10000 FT		- VED			- ASPHALT	
Lowest Ceiling - 25000 FT				y Status	- DRY	
Obstructions to Vision- NONE		- FULL STOP	Kuliwa	y Status	UKI	
Precipitation - NONE	Type Apeny Endg	TOLL STOP				
Condition of Light - DUSK						
-Personnel Information Pilot-In-Command	Age - 30	Medical Certifica	te - VAIT	D MEDICAL-	WATVERS/LIM	117
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (
PRIVATE	Current - YES		•	•	24 Hrs -	1
SE LAND	Months Since - UNK/N				30 Days- UN	
OF FUID	Aircraft Type - C-172				90 Days -	40
	ATT CLATTE Type 0 172	1113 CT GIIIGHT	Ü	Last	JO Days	40
Instrument Rating(s) - NONE						
-Narrative						
-Narrative PLT REPORTED HAVING DIFFICULTY FINDI	NG THE TIE DOWN RAMP AREA AT TH	F LINFAMTITAR ARRT T	N DUSK IT	GHT CONDIT	TONS THE	
PLT REPORTED HAVING DIFFICULTY FINDI						
	GHT TO LOCATE A TIE DOWN SPOT A					

File No. - 1697 10/28/85 NORTH BEND, OR

A/C Reg. No. N8316B

Time (Lc1) - 1854 PST

Occurrence

ON GROUND COLLISION WITH OBJECT

Phase of Operation STANDING

Finding(s)

- 1. OBJECT OTHER PERSON
- 2. UNSAFE/HAZARDOUS CONDITION WARNING NOT IDENTIFIED OTHER PERSON
- IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA PILOT IN COMMAND
- 4. WEATHER CONDITION DUSK
- 5. VISUAL LOOKOUT NOT MAINTAINED OTHER PERSON

----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) 3,4

Basic Information						
Type Operating Certificate-NONE (GEN		ft Damage		Injuries		
Type of Operation -PERSONAL	SUBST. Fire	NTIAL Crew		Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91		Pass		Ö	0	ò
Accident Occurred During -LANDING	None	1 433	Ŭ	ŭ	Ŭ	
Aircraft Information						
Make/Model - PIPER J3C-65		ONTINENTAL A-65-8		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED		1 ECIPROCATING-CARBUR!		tall Warnir	ig System	- YES
Max Gross Wt - 1220 No. of Seats - 2		65 HP	IUK			
Environment/Operations Information			A	D==		
Weather Data Wx Briefing - NO RECORD OF BRIEF	Itinerary ING Last Departure Poin	_		Proximity RPORT/STRIP	•	
Method - N/A	VAN SANT,PA	L	OFF AI	KPOKI/SIKIP		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC					
Wind Dir/Speed- UNK/NR					N/A	
Visibility - UNK/NR	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan				GRASS/TU	RF
Lowest Ceiling -	Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	- NUNE				
Condition of Light - DUSK						
Personnel Information						
Pilot-In-Command	Age - 30	Medical Certifica			WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flig	nt Time (F	lours)		_
STUDENT	Current - N/A	Total - Make/Model- Instrument- U	62	Last 24	Hrs - UN	K/NR
	Months Since - N/A	Make/Model-	62	Last 30	Days- UN	K/NR
	Aircraft Type - N/A	Multi-Eng - U	NK/NK	Last 90	Days- UN	K/NK IV/ND
		Multi-Elig - O	NK/ INK	ROTOFCI	art - UN	IN/ INK
Instrument Rating(s) - NONE						
-Narrative						
ACFT COLLIDED WITH WIRES DURING A LNDG	ATTEMPT. THE ACFT WAS THROWN	OUT OF CONTROL AND	DRAGGED A	WING AFTER	2	
CH IT NOSED OVER. THE PLT SAID THAT HE	THOUGHT THE WIRES HAD BEEN CL	EARED. HE WAS TRYIN	G TO PUT T	HE ACFT RIG	HT	
THE EDGE OF THE FIELD BECAUSE OF THE SH	OPT INDG DISTANCE					

File No. - 1737 8/03/85 QUAKERTOWN, PA A/C Reg. No. N92279 Time (Lc1) - 1945 EDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. OBJECT - GUY WIRE 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH DRAGGED WING, ROTOR, POD, OR FLOAT Occurrence #3 Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #4 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1

8 3. - CODAGEUL

File No 1738 8/06/85 ALLENT	「OWN , PA 								
Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None		
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0	0	0	1 0		
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1650 No. of Seats - 2	Eng Make/Mod Number Engin Engine Type Rated Power	- RECIPROCATING		OR S	Installed/A tall Warnir	ng System	- YES		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/005 KTS Visibility - 12.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departur GAITHERSBUR Destination ALLENTOWN.P ATC/Airspace Type of Fligh Type of Clear	eG,MD A nt Plan - VFR	Α	Airport D ON AIR irport D ALLENT Runway Runway Runway	Proximity PORT ata OWN BETHLEH	HEM - N/A - 7601/ - ASPHALT			
STUDENT	Age - 36 Biennial Flight Rev Current - Months Since - Aircraft Type -	riew · N/A Total · N/A Make/M	Flight - Model-	Time (H 96 96	MEDICAL-NO ours) Last 24 Last 30 Last 90 Rotorer	Hrs - Days- UN	2 K/NR		
Instrument Rating(s) - NONENarrative HE ACFT TOUCHED DOWN HARD AND BOUNCED WHILE I HE CONTROLS FELT LIKE THE ACFT'S NOSE WHEEL F ND CAME DOWN TO THE SIDE OF THE RWY IN GRASS	HAD GONE FLAT. AS HE								

File No. - 1738 8/06/85 ALLENTOWN, PA A/C Reg. No. N757PX Time (Lc1) - 1230 EDT

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. PROPER DESCENT RATE IMPROPER PILOT IN COMMAND
- 2. GO-AROUND NOT PERFORMED PILOT IN COMMAND
- 3. RECOVERY FROM BOUNCED LANDING IMPROPER PILOT IN COMMAND
- 4. FLIGHT CONTROLS IMPROPER USE OF PILOT IN COMMAND
- 5. MANEUVER EXCESSIVE PILOT IN COMMAND
- IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION PILOT IN COMMAND

----Probable Cause----

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

43445

asic Information Type Operating Certificate-NOI	NE (GENERAL	AVIATION) Airc	raft Damage	Injuries				
	•		STANTIAL		Fatal	Serious	Minor	None
	RSONAL	Fire		Crew		0	0	1
	CFR 91	NON	E	Pass	0	0	0	1
Accident Occurred During -LAI	NDING							
ircraft Information								
Make/Model - MAULE MX 7-23		Eng Make/Model -					I/Activate	
Landing Gear - TAILWHEEL-ALL	FIXED	Number Engines -			St	all Warr	ing Syste	m - YES
Max Gross Wt - 2300		Engine Type -		CTED				
No. of Seats - 4		Rated Power -	235 HP					
nvironment/Operations Informat	ion							
Weather Data Itinerary					Airport P		,	
Wx Briefing - FSS		Last Departure Po	int		ON AIRP	ORT		
Method - IN PERSON		WESTCHESTER, NY						
Completeness - FULL		Destination			Airport Da			
Basic Weather - VMC		WESTERLY,RI				Y STATE		
Wind Dir/Speed- CALM		.== /				Ident		400
Visibility - 20.0 SM		ATC/Airspace				-	- 4000/	
		RED Type of Flight Pl				Surface		М
Lowest Ceiling - NON		Type of Clearance			Runway	Status	- DRY	
Obstructions to Vision- NON		Type Apch/Lndg		IERN				
Precipitation - NON			FULL STOP					
Condition of Light - DAY	LIGH! 		~~~~~~					
Personnel Information			M11 1 - 0 1			MEDICAL	WATVEDC /L	T.M.T.T
Pilot-In-Command		ige - 62	Medical Cert				MAINEKS/ L	IWII
Certificate(s)/Rating(s) PRIVATE	Ľ.	Biennial Flight Review Current - YES			nt Time (Ho		24 Hrs -	0
SE LAND, SE SEA		Months Since - 22					30 Days-	•
SE LAND, SE SEA		Aircraft Type - 150			25		90 Days-	
		All clair Type 150	Multi-Er		25	Last	JO Days	20
Instrument Rating(s) - N	ONE							
Varrative								
ACFT GROUNDLOOPED DURING LNDG.	THE DIT DED	DOTED THAT A CHODEN ON	T OF WIND WAS TO	IE CALI	. THE CT	ID WAS DE	DODTED	

File No. - 1785 10/12/85 WESTERLY,RI A/C Reg. No. N5661N Time (Lc1) - 1550 EDT

Phase of Operation

IN FLIGHT ENCOUNTER WITH WEATHER

LANDING - ROLL

Finding(s)

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

2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

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File No. - 1741
                           7/18/85
                                                                                         Time (Lc1) - 1400 EDT
                                       PICKENS.SC
                                                                 A/C Reg. No. N40296
----Basic Information----
     Type Operating Certificate-AGRICULTURAL AIRCRAFT
                                                               Aircraft Damage
                                                               SUBSTANTIAL
                                                                                          Fatal
                                                                                                   Serious
                                                                                                             Minor
                                                                                                                       None
     Type of Operation
                               -AERIAL APPLICATION
                                                               Fire
                                                                                   Crew
                                                                                            0
                                                                                                      0
                                                                                                                         1
     Flight Conducted Under
                               -14 CFR 137
                                                               NONE
                                                                                   Pass
                                                                                             0
                                                                                                                         0
     Accident Occurred During -LANDING
 ---Aircraft Information----
     Make/Mode1
                 - HILLER UH-12E
                                                   Eng Make/Model - LYCOMING VO-540-CZA
                                                                                             ELT Installed/Activated - NO -N/A
     Landing Gear - SKID
                                                   Number Engines - 1
                                                                                                Stall Warning System - NO
     Max Gross Wt - 2750
                                                   Engine Type
                                                                - RECIPROCATING-CARBURETOR
     No. of Seats -
                                                   Rated Power
                                                                      310 HP
 --Environment/Operations Information----
   Weather Data
                                                Itinerary
                                                                                         Airport Proximity
                     - NO RECORD OF BRIEFING
     Wx Briefing
                                                  Last Departure Point
                                                                                           OFF AIRPORT/STRIP
       Method
                     - N/A
                                                    SAME AS ACC/INC
       Completeness - N/A
                                                 Destination
                                                                                        Airport Data
     Basic Weather - VMC
                                                    LOCAL
       Wind Dir/Speed- CALM
                                                                                           Runway Ident
       Visibility - 5.0 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- HAZE
                                                  Type Apch/Lnda
                                                                     - FORCED LANDING
       Precipitation - NONE
       Condition of Light
                            - DAYLIGHT
  --Personnel Information----
                                                      38
    Pilot-In-Command
                                            Age -
                                                                      Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)
                                            Biennial Flight Review
                                                                                   Flight Time (Hours)
         COMMERCIAL, ATP
                                                Current
                                                            - UNK/NR
                                                                                   - ŪNK/NR
                                                                                                    Last 24 Hrs - UNK/NR
                                                                          Total
         ME LAND.SE SEA
                                                Months Since - UNK/NR
                                                                          Make/Model - UNK/NR
                                                                                                    Last 30 Days- UNK/NR
                                                                                                 Last 90 Days- UNK/NR
         HELICOPTER
                                                                          Instrument- UNK/NR
                                                Aircraft Type - UNK/NR
                                                                          Multi-Eng - UNK/NR
                                                                                                    Rotorcraft - UNK/NR
         Instrument Rating(s) - AIRPLANE
----Narrative----
THE PLT HAD COMPLETED APPLICATION OF A HERBICIDE AND WAS RETURNING TO HIS TEMP OPNS AREA 1/2 MI DISTANT WHEN THE
ENGINE QUIT ABOUT 50 FT AGL. PLT FLARED THE HELICOPTER ON THE 45 DEG DOWNSLOPE AND TAILBEEM/ROTOR CONTACTED GROUND.
THE FUEL GAUGE IND 18 GALS HOWEVER ONLY A PINT COULD BE DRAINED FROM THE FUEL SYSTEM. THE FUEL QTY TEST SYSTEM WAS
INOP POST ACCIDENT. PLT DID NOT VISUALLY CK FUEL QTY PRIOR TO FLT.
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File No. - 1741 7/18/85 PICKENS, SC A/C Reg. No. N40296 Time (Lc1) - 1400 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation MANEUVERING Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND 4. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INOPERATIVE 5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, EXPECTANCY - PILOT IN COMMAND 7. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPLACENCY - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 9. TERRAIN CONDITION - MOUNTAINOUS/HILLY 10. TERRAIN CONDITION - DOWNHILL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5,7

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

File No 1744 9/02/85 AIKEN	, SC	A/C Reg.	No. N5DB	Т	ime (Lcl) -	1415 ED	Т
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft D	amage		Injur	ies	
		SUBSTANTI		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Cre	w O	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pas	s 0	0	0	0
Accident Occurred During -TAKEOFF							
-Aircraft Information							
Make/Model - BRYAN HP-14		odel - N/A			Installed/#		
Landing Gear - UNK/NR	Number Eng	ines - N/A	•	S	tall Warnir	ng System	- UNK/N
Max Gross Wt - UNK/NR	Engine Typ	e - N/A					
No. of Seats - 1	Rated Powe	r - N/A					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Depart	ure Point	•	ON AIR	PORT		
Method - N/A	SAME AS A	CC/INC					
Completeness - N/A	Destination	•		Airport D	ata		
Basic Weather - VMC	LOCAL		•		MUNICIPAL		
Wind Dir/Speed- 090/006 KTS						· N/A	
Visibility - 7.0 SM	ATC/Airspace		•		Lth/Wid -		
Lowest Sky/Clouds -	Type of Fli	aht Dlan - N	IONE		Surface -		IDE
Lowest Ceiling - 2700 FT BROK	, ,				Status -		OKI
Obstructions to Vision- NONE	Type Apch/L		IONE	Rullway	Status		GETATION
Precipitation - NONE	Type Apcil/L	nag "N	1011			HIGH VE	GETATION
Condition of Light - DAYLIGHT						•	
-Personnel Information Pilot-In-Command	Age - 57	Me	edical Certific	ate - VALID	MEDICAL -WA	\ T.V.F.D.S./ TI	мтт
Certificate(s)/Rating(s)	Biennial Flight R			ght Time (H		11 12 11 37 21	
COMMERCIAL	Current	- UNK/NR			Last 24	Hrs - III	NIK /NID
SE LAND	Months Since			105	Last 3	Dave- III	NK /ND
GLIDER	Aircraft Type		Instrument-	209	Last St	Days o	36
GLIDER	Aircraft Type	- UNK/INK	Multi-Eng -	209	Last 90	Days-	36
			Multi-Eng -	3			
Instrument Rating(s) - AIRPLANE							
	R A TOW IN TALL GR LOWING THE RIGHT W	ASS BESIDE T	THE RWY. HE SAI ERATE. THE SAI	D THAT DURI LPLANE YAWE	NG THE TAKE D LEFT AND	OFF	

File No. - 1744 9/02/85 AIKEN, SC A/C Reg. No. N5DB Time (Lc1) - 1415 EDT Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. TERRAIN CONDITION - HIGH VEGETATION 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4 Factor(s) relating to this accident is/are finding(s) 1

	UNION CITY, TN A/C	Reg. No. N4374G	Time (Lc1) - 1530 CST	
Basic Information Type Operating Certificate-NONE Type of Operation -PERS Flight Conducted Under -14 C Accident Occurred During -TAKE	SUBS ONAL Fire FR 91 NONE	aft Damage FANTIAL Crew Pass	In Fatal Serious O O O O	juries s Minor O O	None 1 0
Aircraft Information Make/Model - MCCULLOCH AIRCR Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1500 No. of Seats - 2	Number Engines	RECIPROCATING-CARBURET	Stall Warı	d/Activated	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- UNK/N Precipitation - UNK/N Condition of Light - DAYLI	Itinerary Last Departure Poil UNION CITY,TN Destination PADUCAH,KY ATC/Airspace Type of Flight Plai Type of Clearance Type Apch/Lndg	nt A n - NONE	Airport Proximity ON AIRPORT irport Data EVERETT-STEWAR Runway Ident Runway Lth/Wid Runway Surface Runway Status	T FIELD - N/A - N/A - ASPHALT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND	Age - 64 Biennial Flight Review Current - YES Months Since - 14 Aircraft Type - UNK/I	Total - 7 Make/Model-	: Time (Hours) '935 Last 4 Last :/NR Last	24 Hrs - UN 30 Days- UN	
Instrument Rating(s) - AIR	PLANE				

4/21/85 UNION CITY, TN A/C Reg. No. N4374G Time (Lc1) - 1530 CST File No. - 1768 Occurrence #1 ABRUPT MANEUVER Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. CYCLIC - EXCESSIVE - PILOT IN COMMAND 2. LIFT-OFF - IMPROPER - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND Occurrence #2 PROPELLER/ROTOR CONTACT Phase of Operation TAKEOFF - INITIAL CLIMB The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 1,2

File No 1750 3/03/85 HOUSTON	,TX A/C Reg	. No. N29460		ime (Lc1)	- 1601 C	ST
Basic Information Type Operating Certificate-NONE (GENERAL				Inju		
The action of the Thirty of th	SUBSTANT		Fatal			
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	Fire NONE	Crew Pass	0	2 0	0	0
Aircraft Information						
Make/Model - CESSNA 177	Eng Make/Model - LYCO	MING 0-360-A1A		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			Stall Warni	ng Syster	m - YES
Max Gross Wt - 2350	J , ,	PROCATING-CARBURE	TOR			
No. of Seats - 4	Rated Power - 1	80 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIF	RPORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport [
Basic Weather - VMC	LOCAL			W. HOOKS MI		
Wind Dir/Speed- 180/018 KTS					- 35	
Visibility - 10.0 SM	ATC/Airspace	NONE		Lth/Wid		
	RED Type of Flight Plan -			/ Surface		ı
Lowest Ceiling - 25000 FT BROKEN			Runway	/ Status	- DRY	
Obstructions to Vision- NONE	,, , , , , , , , , , , , , , , , , , , ,	TRAFFIC PATTERN TOUCH AND GO				
Precipitation - NONE Condition of Light - DAYLIGHT		FORCED LANDING				
Personnel Information						0 / 1 1 1 1 1
		edical Certificat) WAIVER	S/LIMIT
001 t 11 10d to (0) / Nd t 11 ig (0)	Biennial Flight Review		nt Time (F		4 11	
COMMERCIAL, CFI	Current - YES Months Since - 11	Total -	910		4 Hrs -	1
SE LAND, ME LAND				Last 3		
	Aircraft Type - UNK/NR	Instrument-	68	Last 9	Days-	132
		Multi-Eng -	60			
Instrument Rating(s) - AIRPLANE						
Manualtura						
Narrative	TO DOUGH HAS ADDITED AND A M	ODMAL OLTMO THEFT	TED AT	ADOUT 400	-T 401	
TER THE FOURTH TOUCH-AND-GO LANDING ON RWY 17						
OWER WAS REDUCED; THE ENGINE DEVELOPED HEAVY N						
RIVATE PLT RECEIVING DUAL INSTRUCTION AND INIT NGLE-OF-BANK THE ACFT TURNED APRX 190 DEGREES						
NGLE-OF-BANK THE ACFT TORNED APRX 190 DEGREES ND CONTACTED THE GROUND LEFT WING FIRST. EXAMI						
VETEN DID NOT EVIET. NO ATTACKING PARDWARE THE	I WOOLD CONNECT THE MIXIORE					
YSTEM DID NOT EXIST. NO ATTACKING HARDWARE THA	THE ACCIDENT WIND AT THE	TIME OF THE ECDO		D MAC EUDM	100	
HE OPERATOR 13.8 FLT HOURS AD 35 DAYS PRIOR TO						

File No. - 1750 3/03/85 HOUSTON, TX A/C Reg. No. N29460 Time (Lc1) - 1601 CST Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. MIXTURE CONTROL, LINKAGE - SEPARATION 2. MAINTENANCE, INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL Occurrence #2 FORCED LANDING Phase of Operation TAKEOFF - INITIAL CLIMB Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Finding(s) 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND(CFI) 4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND(CFI) 5. WEATHER CONDITION - TAILWIND ----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) 5

Type Operating Certificate-NONE (GENER		t Damage		Injur		
Type of Operation -INSTRUCTION	SUBSTA AL Fire	NTIAL Crew	Fatal O	Serious O	Minor O	None 2
Flight Conducted Under -14 CFR 91	NONE	Pass	Ö	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA 182		NTINENTAL 0-470-S		nstalled/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2950	Number Engines - 1	CIPROCATING-CARBURE		all Warnin	g System	- YES
No. of Seats - 4	Rated Power -		IUK			
Weather Data	Itinerary		Airport F	Proximity		
Wx Briefing - UNK/NR	Last Departure Point		ON AIRS			
Method - UNK/NR	SAME AS ACC/INC					
Completeness - UNK/NR	Destination		Airport Da			
Basic Weather - VMC	LOCAL		STEPP A			
Wind Dir/Speed- 170/011 KTS				Ident -		
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 3000 FT	Type of Flight Plan		•	Surface -		
Lowest Ceiling - 3000 FT BRO Obstructions to Vision- NONE	KEN Type of Clearance Type Apch/Lndg		Runway	Status -	DRT	
Precipitation - NONE	Type Apch/ Ling	- TRAFFIC PATTERN				
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 49 Biennial Flight Review Current - UNK/NR	Medical Certificat			IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Réview	Fligh	t Time (Ho	ours)		
COMMERCIAL, CFI			K/NR	Last 24	Hrs - UN	K/NR
SE LAND, ME LAND	Months Since - UNK/NR	? Make/Model~ UN ! Instrument- UN	K/NR	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/NR	nstrument- UN Multi-Eng - UN	K/NR K/ND	Last 90	aft - UN	γ/ND
		Multi-Eng - UN	K/ NK	ROTOPCE	art - UN	K/ INK
Instrument Rating(s) - AIRPLANE						
-Narrative						
VT PLT WAS PRACTICING SHORT FLD LANDINGS	UNDER THISTRUCTION OF A CET	THE INSTRUCTOR FATE	ED TO TAKE	FEFFCTIVE		
EDIAL ACTION SOON ENOUGH TO CORRECT A SLO						

File No 16	14 3/07/85 ATHENS,TX	A/C Reg. No. N1610M	Time (Lc1) - 1115 CST
Occurrence #1 Phase of Operation	LOSS OF CONTROL - IN FLIGHT LANDING		
	MAINTAINED - DUAL STUDENT - NOT PERFORMED - PILOT IN COMMAND(CFI)		
Occurrence #2 Phase of Operation	UNDERSHOOT LANDING - FLARE/TOUCHDOWN		
Occurrence #3 Phase of Operation	HARD LANDING LANDING - FLARE/TOUCHDOWN		
Occurrence #4 Phase of Operation	LANDING - ROLL		

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

File No 1751 3/19/85	WHEELER, TX	A/C Reg. No. N78	307W	Time (Lc1) - 1715 CST	
Basic Information Type Operating Certificate-NONE	· ·	ircraft Damage			juries	
		SUBSTANTIAL		atal Seriou		None
Type of Operation -BUSI	· · · · · · · · · · · · · · · · ·	ire	Crew	0 0	0	1
Flight Conducted Under -14 C Accident Occurred During -TAKE		NONE	Pass	0 0	0	0
Aircraft Information						
Make/Model - PIPER PA-28-180	Eng Make/Mode	1 - LYCOMING 0-36	50-A4A	ELT Installe	d/Activated	- YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engine				ning System	
Max Gross Wt - 2450		- RECIPROCATING	G-CARBURETOR			
No. of Seats - 4	Rated Power	- 180 HP				
Environment/Operations Information	 1					
Weather Data	Itinerary		Αi	rport Proximit	У	
Wx Briefing - FSS	Last Departure	Point		ON AIRPORT		
Method - UNK/NR	GUYMAN,OK					
Completeness - FULL	Destination		Air	port Data		
Basic Weather - VMC	SAME AS ACC/	INC		HOLT		
Wind Dir/Speed- 210/015 KTS				Runway Ident	- 34	
Visibility - 6.0 SM	ATC/Airspace			Runway Lth/Wid		
Lowest Sky/Clouds - UNK/N				Runway Surface		
	FT OVERCAST Type of Cleara			Runway Status	- DRY	
Obstructions to Vision- HAZE	Type Apch/Lndg				ROUGH	
Precipitation - RAIN		FULL STOR	•			
Condition of Light - DAYLI	GHT 					
Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 40 Biennial Flight Revi	Medical Ce		VALID MEDICAL ime (Hours)	-NO WAIVERS/	LIMIT
COMMERCIAL	Current -	YES Total		5 Last	24 Hrs -	3
SE LAND	Months Since -		Model - 6	8 Last	30 Days- UN	-
	Aircraft Type -	UNK/NR Instru	ument- 1		90 Days-	
NON	_					
Instrument Rating(s) - NON						
Narrative ACCORDING TO THE PLT, EN ROUTE DETERIORIGINAL DEST, GRANDFIELD, OK. THE ACGUSTING TO 20. AT THE ACFT NEARED THE LANDING WAS ABORTED WITH THE APPLICAT FAST ENOUGH TO CLEAR A LINE OF TREES ACFT IN A LDG ATTITUDE INTO ROUGH TER	FT WAS LANDED SLIGHTLY FAST A NORTH END OF THE RWY, THE PL ION OF FULL POWER. ONCE AIRBO . REALIZING THE ACFT WOULD NO	ND DOWNWIND. WIND T STATED, THE RIC RNE THE ACFT CLEA	OS WERE FROM GHT BRAKE PE ARED A FENCE	210 DEGREES A DAL WENT SOFT. BUT WOULD NOT	T 15 The Climb	
	PAGE-286					

File No. - 1751 3/19/85 WHEELER,TX A/C Reg. No. N7807W Time (Lc1) - 1715 CST

Occurrence #1
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

- 1. WEATHER CONDITION CLOUDS
- 2. WEATHER CONDITION HAZE
- 3. WEATHER CONDITION RAIN
- 4. FLIGHT TO ALTERNATE DESTINATION PERFORMED PILGT IN COMMAND
- 5. WEATHER CONDITION TAILWIND
- 6. COMPENSATION FOR WIND CONDITIONS IMPROPER PILOT IN COMMAND
- 7. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY EXCEEDED
- 8. AIRSPEED EXCESSIVE PILOT IN COMMAND
- 9. LANDING GEAR.NORMAL BRAKE SYSTEM UNDETERMINED
- 10. PRECAUTIONARY LANDING PERFORMED PILOT IN COMMAND
- 11. TERRAIN CONDITION NONE SUITABLE
- 12. ABORTED LANDING PERFORMED PILOT IN COMMAND

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 5,10,12

es Minor None 0 0 0 2 ctivated - YES/NO
0 0 0 0 0 2
0 0 0 2
O 2
ctivated - YES/NO
g System - YES
LINIZ /NID
UNK/NR
UNK/NR
UNK/NR
UNK/NR
VERS/LIMIT
Hrs - 3
Days- UNK/NR
Days- UNK/NR Days- 25
-

File No 16	12 3/19/85 JUSTIN,TX	A/C Reg. No	o. N2154P	Time (Lc1) - 1530 CST
Occurrence #1 Phase of Operation	FIRE STANDING - STARTING ENGINE(S)			
	- FIRE DURE - PERFORMED - PILOT IN COMMAND DURE - PERFORMED - GROUND PERSONNEL	· · · · · · · · · · · · · · · · · · ·		
	LOSS OF CONTROL - ON GROUND STANDING - STARTING ENGINE(S)			
6. AIRCRAFT UNATTE	CTIVES - IMPROPER - PILOT IN COMMAND NDED/ENGINE(S) RUNNING - INADVERTENT S CONDITION - NOT IDENTIFIED -	- PILOT IN COMMAND		
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH OBJECT			
Finding(s) 8. OBJECT - AIRCRA				
Probable Cause	·			
	rtation Safety Board determines that	the Probable Cause(s)	of this accident	

나 나는 사람들이 가지를 받는다.

File No 1610 3/24/85 L	UBBOCK, TX A/C	Reg. No. N8390P	-	Time (Lcl) ·	- 1737 CS	T
Basic Information Type Operating Certificate-NONE (GE		ft Damage ANTIAL	Fatal	Inju Serious		None
Type of Operation -PERSONAL		Crew		0	0	1
Flight Conducted Under -14 CFR 9		Pass	0	0	0	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA-24-250	Eng Make/Model - L	YCOMING 0-540-A1A5		Installed/		
Landing Gear - TRICYCLE-RETRACTABL				Stall Warnii	ng System	- YES
Max Gross Wt - 2800	Engine Type - R	ECIPROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power -	250 HP				
Environment/Operations Information	_					
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIE		t	ON AII	RPORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	BORGER, TX		LUBBO	CK INTERNAT:	IONAL	
Wind Dir/Speed- 290/006 KTS			Runwa	y I d ent	- 17R	
· · ·	ATC/Airspace		Runwa	y Lth/Wid	- 11500/	150
Lowest Sky/Clouds - 25000 FT		- NONE		y Surface		
Lowest Ceiling - NONE	Type of Clearance			v Status		
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN		, 014140	5	
Precipitation - NONE	Type Apelly Ellag	PRECAUTIONARY LA	NDING			
Condition of Light - DAYLIGHT		TREGACTIONARY EA	NI DING			
Personnel Information Pilot-In-Command	Age - 62	Medical Certifica	te - VALI	D MEDICAL-W	AIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flic	ht Time (I	Hours)		
COMMERCIAL	Current - YES	Total -	3200	Last 2	4 Hrs -	1
SE LAND, ME LAND	Months Since - 0			Last 3		1
	Aircraft Type - PA-24		69	Last 9		1
	All of directly per and all	Multi-Eng -	800		, .	
Instrument Rating(s) - AIRPLAN	IE					
Instrument Rating(s) - AIRPLAN				CEAR RETRA		
	SHOOTING THE SYS, THE PLT ELECT					

3/24/85 File No. - 1610 LUBBOCK.TX A/C Reg. No. N8390P Time (Lc1) - 1737 CST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE, PARTIAL 2. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - UNDETERMINED 3. LANDING GEAR, GEAR INDICATING SYSTEM - FALSE INDICATION 4. LANDING GEAR, GEAR INDICATING SYSTEM - UNDETERMINED Occurrence #2 COMPLETE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. LANDING GEAR, GEAR LOCKING MECHANISM - FALSE INDICATION 6. LANDING GEAR, GEAR LOCKING MECHANISM - UNDETERMINED

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

----Probable Cause----

Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING ircraft Information Make/Model - BEECH C23 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450	Fire NONE	ANTIAL Crew Pass	-	Serious O O	Minor O O	None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING ircraft Information Make/Model - BEECH C23 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450	NONE		-			
Accident Occurred During -LANDING ircraft Information Make/Model - BEECH C23 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450		Pass	. 0	0	0	
Make/Model - BEECH C23 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450	Eng Make/Model - 1				U	0
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450	Eng Make/Model - I					
Max Gross Wt - 2450		COMING 0-360-A4J		Installed/		
	Number Engines -			tall Warnir	ng System	- YES
	Engine Type - RI		ETOR			
No. of Seats - 4	Rated Power -	180 HP				
nvironment/Operations Information						
eather Data	Itinerary			Proximity	_	
Wx Briefing - FSS	Last Departure Poin	t	OFF AI	RPORT/STRIF	۶	
Method - ACFT RADIO Completeness - FULL	STUTGART,AR Destination		Ainmont D			
Basic Weather - IMC	SAME AS ACC/INC		Airport D	ala		
Wind Dir/Speed- 090/010 KTS	SAME AS AGO, ING		Runwav	Ident -	- N/A	
Visibility - 6.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - 700 FT	Type of Flight Plan	- VFR/IFR	Runway	Surface -	- DIRT	
Lowest Ceiling - 700 FT BROKE			Runway	Status ·	- SOFT	
Obstructions to Vision- FOG	Type Apch/Lndg	- FORCED LANDING			ROUGH	
Precipitation - NONE Condition of Light - DAYLIGHT						
ersonnel Information Pilot-In-Command	Age - 46	Medical Certifica	ate - VALIC	MEDICAL-W	ATVERS/LTM	ITT
	Biennial Flight Review		ght Time (H		1112113/2211	- '
COMMERCIAL	Current - YES	Total -	530	Last 24		10
SE LAND	Months Since - 1	Make/Model~		Last 30		
	Aircraft Type - C23	Instrument-		Last 90	O Days-	22
		Multi-Eng -	10			
Instrument Rating(s) - AIRPLANE						
CFT DEPARTED STUTGART, AR. WITH FULL FUEL	TANKS AT 1250 CST. FIVE	HOURS AND FIGHT MIN	JUTES LATED	THE DIT!	MADE	

File No 16	07 4/10/85	SAN ANTONIO, TX	A/C Reg. No. N9243S	Time (Lc1) - 1758 CST
Occurrence #1 Phase of Operation	LOSS OF POWER(TO	TAL) - NON-MECHANICAL		
3. FUEL SUPPLY - I	NNING/DECISION - I NADEQUATÉ - PILOT		MAND FT'S ABILITY - PILOT IN COMMAND	
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation		ION WITH TERRAIN		
Finding(s) 5. TERRAIN CONDITI				
Probable Cause				
The National Transpois/are finding(s) 2,		ard determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is	s/are finding(s) 4,5		

Type Operating Certificate-NONE (GENER Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		ft Damage ANTIAL Crew	Fatal O			None
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING			^			110116
Accident Occurred During -LANDING	NONE		, 0	0	0	1
	the state of the s	Pass	0	0	0	. 0
ircraft Information						
Make/Model - CESSNA 180H		ONTINENTAL 0-470-R		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2800	Number Engines -	1 ECIPROCATING-CARBUR		tall Warnin	g System	- YES
No. of Seats - 4	Rated Power -		ETUR			
nvironment/Operations Information eather Data	Itinerary		Airnort !	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		t	ON AIR	•		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination	_	Airport Da			
Basic Weather - VMC	LOCAL		MIDLAN			
Wind Dir/Speed- 170/016 KTS Visibility - 20.0 SM	ATC/Airspace			Ident - Lth/Wid -		150
	TTERED Type of Flight Plan	- NONE		Surface -		150
Lowest Ceiling - NONE	Type of Clearance				DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN	-			
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
ersonnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 33 Biennial Flight Review		nt Time (H	ours)		11 1
PRIVATE	Current - YES	Total -		Last 24		. 1
SE LAND	Months Since - 1	Make/Model-	19	Last 30	Days- UN	
	Aircraft Type - C-180	Instrument-	4	Last 90	Days-	16
Treatment Pating(a) NONE						
Instrument Rating(s) - NONE						
arrative						
O8 HOUR PVT PLT HAD BEEN CHECKED OUT IN THE PLT REPORTED, HE LOST CONTROL DURIN						

File No. - 1604 4/17/85 MIDLAND, TX A/C Reg. No. N9054M Time (Lcl) - 1745 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - GUSTS 2. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 5. LANDING GEAR, MAIN GEAR - OVERLOAD 6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND 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) 2,4,6 Factor(s) relating to this accident is/are finding(s) 1,3

17 (E.F.) 1

File No 1605 4/17/85 ROB	Y,TX A/C	Reg. No. N89862	Т	ime (Lc1) -	1220 CST	
Basic Information Type Operating Certificate-NONE (GENE		ft Damage		Injur		
Type of Operation -AERIAL OBS	DESTR ERVATION Fire	DYED Crew	Fatal O	Serious 1	Minor O	None 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pass	Ö	O	O.	Ö
Aircraft Information						
Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED	Eng Make/Model - L Number Engines -	YCOMING 0-235-L2C		Installed/A tall Warnin		
Max Gross Wt - 1670		ECIPROCATING-CARBUR			9 0,000	
No. of Seats - 2	Rated Power -	108 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFI Method - N/A	NG Last Departure Poin SNYDER.TX	t	OFF AI	RPORT/STRIP		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	EASTLAND, TX		A., po, t o.			
Wind Dir/Speed- 160/015 KTS					N/A	
Visibility - 30.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 30000 FT SC Lowest Ceiling - NONE	ATTERED Type of Flight Plan Type of Clearance			Surface - Status -	N/A N/A	
Obstructions to Vision- NONE	Type Apch/Lndg		Kuriway	Jtatus	14/ A	
Precipitation - NONE	. , po mpom, emag					
Condition of Light - DAYLIGHT	· · · · · · · · · · · · · · · · · · ·					
Personnel Information	1					
Pilot-In-Command Certificate(s)/Rating(s)	Age - 43 Biennial Flight Review	Medical Certifica	te - VALID nt Time (H		WAIVERS/L	LIMIT
COMMERCIAL	Current - UNK/N	R Total -	4963	Last 24	Hrs -	8
SE LAND	Months Since - UNK/N	R Make/Mode1- U	NK/NR	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/N	R Instrument-	0	Last 90	Days-	300
Instrument Rating(s) - NONE						
PIPELINE PATROL PLT DIVERTED FROM THE N	JORMAL ROUTE TO CIRCLE OVER A	HOUSE IN WHICH HE	JSED TO LI	VE. WITNESS	ES	
RTED THE ACFT WAS IN A LOW ALT LEFT TUR CTED A TREE IN A STEEP NOSE DOWN ATTITU	RN WHEN THE LEFT WING DROPPED	AND THE RATE OF TU	RN INCREAS			

File No. - 1605 4/17/85 Time (Lc1) - 1220 CST ROBY, TX A/C Reg. No. N89862 Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND 3. STALL/SPIN - NOT CORRECTED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - UNCONTROLLED Finding(s) 4. TERRAIN CONDITION - HIGH VEGETATION The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1 Factor(s) relating to this accident is/are finding(s) 2

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERA	. AVIATION) Aircraft Damage		Injuries				
Type operating certificate None (GENERA		SUBSTANTIAL		Fatal			None
Type of Operation -PERSONAL		ire	Crew			0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	2
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - MAULE M-5-180C		1 - LYCOMING 0-			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1300	Number Engine	s ~ 1 - RECIPROCATI	NO CARRUD		tall Warnin	g System -	YES
No. of Seats - 4	Rated Power		.NG-CARBUR				
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure	Point		ON AIR			
Method - N/A	HOUSTON, TX						
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC Wind Dir/Speed- 350/005 KTS	SAME AS ACC/	INC			COUNTY		
Visibility - 15.0 SM	ATC/Airspace				Ident - Lth/Wid -		95
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE			Surface -		33
Lowest Ceiling - NONE	Type of Cleara				Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		PATTERN	,			
Precipitation - NONE	_	FULL ST					
Condition of Light - DAYLIGHT							
-Personnel Information						(.	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 31 Biennial Flight Revi	Medical	Certifica	te - VALIU ht Timo (U	MEDICAL-NO	WAIVERS/L	TMTI
PRIVATE	Current -	ew YES Tota	ıl -	4520	last 24	Hrs -	1
SE LAND, ME LAND	Current - Months Since -	20 Make	Model-	13	Last 24 Last 30	Davs- UNK	/NR
· · · · · · · · · · · · · · · · · · ·	Aircraft Type -	UNK/NR Inst	rument-	0	Last 90	Days-	66
		Mu11	:i-Eng -	1020		•	
Instrument Rating(s) - NONE							
-Narrative	VIDDATING WHEN THE TA	TI SUITE TOUGHT	DOWN TH	F 4057 DE0	AME UNICONTO	0114815	
ER NORMAL APCH AND LANDING THE ACFT BEGAN THE AIRSPEED DECREASED BELOW 30 KTS. RESUL			_				
T THE TAILWHEEL RETENTION ASS'Y WAS LOOSE.							
EOFF AND HE ADDED AIR TO THE TIRE. NO OTHE							

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File No. - 1603 4/19/85 JUNCTION, TX A/C Reg. No. N5655N Time (Lc1) - 1415 CST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation LANDING - ROLL Finding(s) 1. LANDING GEAR, TAILWHEEL ASSEMBLY - VIBRATION 2. LANDING GEAR, TAILWHEEL ASSEMBLY - LOOSE 3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL 4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - RUNWAY ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.2.3

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

File No 1688 4/22/85 ABILE	NE,TX A/C R	eg. No. N7930G	T	ime (Lc1) -	1215 CS	r
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage	- ··· = · 	Injur		
	SUBSTA	NTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 150	Eng Make/Model - CO			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warnin	g System	- YES
Max Gross Wt - 1600	Engine Type - RE	CIPROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power -	100 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - TV WX	Last Departure Point		ON AIR	PORT		
Method - ACFT RADIO	SAME AS ACC/INC					
Completeness - WEATHER NOT PERTINENT	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		ELMDAL	E AIRPARK		
Wind Dir/Speed- 260/014 KTS			Runway	· Ident -	17	
Visibility - 30.0 SM	ATC/Airspace		Runway	Lth/Wid -	2950/	25
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	_					
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 49	Medical Certifica			IVERS/LI	MIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review Current - UNK/NR	Flig	nt Time (H			
COMMERCIAL				Last 24		
SE LAND, SE SEA	Months Since - UNK/NR	Make/Model-	19	Last 30	Days- U	NK/NR
	Aircraft Type - UNK/NR	Instrument-	76	Last 90	Days-	38
Instrument Rating(s) - NONE						
PLT HAD LITTLE RECENT TAIL WHEEL EXPERIEN	CE THE ACCIDENT OCCUPEED W	HILE LANDING IN A	X-WIND TH	T EXCEEDED	FITHER	
BOTH THE ACFT'S AND PLT'S CAPABILITIES. TH						
	L ASI, GROOMD LOOILD. THE L	LI I WILL DROUPED	.,,,,	LUZUL TITL K		
SEPARATED. THE MAIN LANDING GEAR STRUT FA	TIED AND THE LEET WING WAS	DAMAGED				

File No. - 1688 4/22/85 ABILENE.TX A/C Reg. No. N7930G Time (Lcl) - 1215 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. JUDGEMENT - POOR - PILOT IN COMMAND 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 5. LANDING GEAR.AXLE - OVERLOAD 6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN ----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 1633 5/04/85 BALMO	RHEA,TX	X A/C Reg. No. N8083J			Time (Lc1) - 2030 CDT			
Type of Operation	·	Aircraft Damage DESTROYED Fire	Crew	Fatal O	Serious O	0	None 1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	0	
Aircraft Information Make/Model - PIPER PA-601 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5700 No. of Seats - 6	Number Engine	ke/Model - LYCOMING I Engines - 2 Type - RECIP-FUEL Power - UNK/NR				/Activated ing System		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	Itinerary Last Dep UNKNOV Destinat	parture Point VN			Proximity RPORT/STR			
Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 5.0 SM Lowest Sky/Clouds - SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	ATC/Airspa Type of Type of	AS ACC/INC ace Flight Plan - NONE Clearance - NONE ch/Lndg - STRAIG FULL S		Runway Runway		- N/A - N/A - GRASS/TU - DRY HIGH VE		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) UNK/NR	Months Sir	nt Review - UNK/NR Tot nce - UNK/NR Mak	Certificate Flight al - UNK/ e/Model- UNK/ trument- UNK/ ti-Eng - UNK/	Time (H 'NR 'NR	ours) Last : Last : Last !	24 Hrs - UI 30 Days- UI 90 Days- UI craft - UI	NK/NR NK/NR	
Instrument Rating(s) - UNK/NR								
Narrative HE ACFT WAS INVOLVED IN ILLEGAL ACTIVITY WHE CFT VEERED LEFT AND STRUCK A 30 INCH HIGH CO ERSONNEL SUBSEQUENTLY DRUG THE ACFT WITH A V DRE THE WINGS OFF AND DAMAGED THE BARN.	NCRETE CULVERT	. THE GEAR COLLAPSED	ON CONTACT WI	TH THE	CULVERT.	UNKNOWN		

File No. - 1633 5/04/85 BALMORHEA, TX A/C Reg. No. N8083J Time (Lc1) - 2030 CDT Occurrence #1 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 1. OBJECT - BUILDING(NONRESIDENTIAL) 2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND COMPLETE GEAR COLLAPSED Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 3. LANDING GEAR - FAILURE, TOTAL 4. LANDING GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1

File No 1632 5/05/85 MCKIN	NEY,TX A/C	Reg. No. N732YR	Ti	ime (Lc1) -	2050 CDT	
Basic Information Type Operating Certificate-NONE (GENERAL	SUBS	aft Damage TANTIAL	Fatal		Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE		-	0	0 2	0
Aircraft Information Make/Model - CESSNA T210M Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3400 No. of Seats - 6	Number Engines - Engine Type -	CONTINENTAL TSIO-520 1 RECIP-FUEL INJECTED 310 HP		Installed/Adtall Warning		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 135/006 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 8000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK	Itinerary Last Departure Poi LEAGUE CITY,TX Destination SAME AS ACC/INC ATC/Airspace TERED Type of Flight Pla Type of Clearance Type Apch/Lndg	ın - VFR - VFR	ON AIRF Airport Da MCKINNE Runway Runway Runway	ata EY MUNICIPA	17 4000/ ASPHALT	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 54 Biennial Flight Review Current - YES Months Since - 9 Aircraft Type - UNK/	Total -	ht Time (Ho 132 49	ours) Last 24 Last 30	Hrs - Days- UN	4 K/NR
Instrument Rating(s) - NONE		· · ·				
Narrative DURING LANDING THE ACFT STARTED DRIFTING OFF I TO CONTROL THE DRIFT. THE ACFT STOPPED AFTER PERSONNEL INSTRUCTED PLT TO CONTACT THEM WHEN RECENTLY OVERHAULED NOSE GEAR ASSEMBLY FOR PRI THE ACCIDENT. THE ACFT WAS REPAIRED AND RETURN	THE NOSE GEAR COLLIDED WI THE ACFT WAS MOVED TO A OPER OPERATION OR OTHER F	TH A DITCH AND COLLA REPAIR FACILITY SO T PROBLEMS WHICH MIGHT	PSED. FAA M	MAINTENANCE EXAMINE THE		
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File No 16	32 5/05/85	MCKINNEY,TX	A/C Reg. No. N732YR	Time (Lc1) - 2050 CDT
Occurrence #1 Phase of Operation		ON GROUND		
Finding(s) 1. LANDING GEAR,NO 2. DIRECTIONAL C		NED BLE - PILOT IN COMMAN		
Occurrence #2 Phase of Operation		ON WITH TERRAIN		
Finding(s) 3. TERRAIN CONDITI				
Occurrence #3 Phase of Operation		SED		
Finding(s) 4. LANDING GEAR,NO	SE GEAR - OVERLOAD			
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boar	rd determines that t	ne Probable Cause(s) of this accide	nt
Factor(s) relating t	o this accident is,	are finding(s) 2,4		

Basic Information Type Operating Certificate-NONE (GENERA	I AVIATION)	Aircraft Dama	ane		Injuri	ies	
Type operating belief feate home (deliena	L AVIATION)	DESTROYED	age	Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0		1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	O	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Mode1 - GRUMMAN AA1A			G 0-235-C2C		Installed/Ad		
Landing Gear - TRICYCLE-FIXED	Number Eng	ines - 1		S1	tall Warning	y Syst e m	- YES
Max Gross Wt - 1465			CATING-CARBURET	OR			
No. of Seats - 2	Rated Power	r - 108 I	1P 				
Environment/Operations Information Weather Data	T.t. i manan.						
weather data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departo	ino Point			Proximity RPORT/STRIP		
Method - N/A	FT. WORTH			OFF AIR	KPUKI/SIKIP		
Completeness - N/A	Destination	, 17	4	Airport Da	ata		
Basic Weather - VMC	SAME AS AG	CC/INC	,	SWEETWA			
Wind Dir/Speed- UNK/NR	52					N/A	
Visibility - UNK/NR	ATC/Airspace				Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR		ght Plan - NON		Runway	Surface -	DIRT	
Lowest Ceiling - NONE		arance - NON		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/L	ndg - FOR	CED LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information					WEDTON 100		
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - UNK/NR Biennial Flight Re		cal Certificate Flight	e - VALID t Time (Ho		WAIVERS/	LIMII
PRIVATE	Current	- INK/ND .	riigiii Total - UNK	L TIME (AC	Jurs)	Hre - UN	v ∕ND
SE LAND	Months Since	- UNK/NR I	Total - UNK Make/Model- UNK Instrument- UNK	/NR	last 30	Davs- UN	K/NR
SE ENNE	Aircraft Type	- UNK/NR	Instrument- UNK	/NR	Last 90	Days- UN	K/NR
	A	1	Multi-Eng - UNK	C/NR	Rotorcra	aft - UN	K/NR
			J	•			•
Instrument Rating(s) - NONE							
ACFT WAS DESTROYED WHEN IT FLIPPED OVER D	URING A FORCED LAN	TING FOLLOWING	FUEL STARVATIO	N. THE F	JEL SELECTOR	R WAS	
TIONED ON AN EMPTY TANK. THE RIGHT FUEL T							

File No. - 1635 5/08/85 SWEETWATER, TX A/C Reg. No. N6399L Time (Lc1) - 1540 CDT LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation APPROACH - VFR PATTERN - DOWNWIND Finding(s) 1. FLUID, FUEL - STARVATION 2. FUEL TANK SELECTOR POSITION - NOT USED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY 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

File No 1636 5/10/85 MG	CKINNEY,TX A/	C Reg. No. N888K	Time (Lc1)	- 1727 CDT
Basic Information Type Operating Certificate-NONE (GEI Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9	SUE Fire		Inju Fatal Serious O O O O	
Accident Occurred During -TAXI				
Aircraft Information Make/Model - CESSNA 421 Landing Gear - TRICYCLE-RETRACTABL Max Gross Wt - 6800 No. of Seats - 8	E Number Engines -	- CONTINENTAL GTSIO-520 - 2 - RECIP-FUEL INJECTED - 375 HP		Activated - UNK/NR ng System - YES
	Itinerary	C Ian - NONE	•	- 17 - 2950/ 40 - ASPHALT - DRY
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) UNK/NR	Age - UNK/NR Biennial Flight Review Current - UNH Months Since - UNH Aircraft Type - UNH	K/NR Total - UN K/NR Make/Model- UN	t Time (Hours) K/NR Last 2 K/NR Last 3 K/NR Last 9	4 Hrs - UNK/NR 0 Days- UNK/NR 0 Days- UNK/NR raft - UNK/NR
Instrument Rating(s) - NONE				
Narrative AFTER LANDING WHILE TAXIING ON THE RWY, T ASPHALT WAS PUSHED ALONG IN FRONT OF THE TO COLLAPSE. THE ACFT'S NOSE THEN IMPACTE BEEN ROLLED/PACKED ENOUGH TO SUPPORT THE	WHEEL UNTIL IT CAUSED ENOUGH D THE RWY RESULTING IN SUBST	H RESISTANCE TO OVERSTR	ESS THE NOSE GEAR O	AUSING IT

Time (Lc1) - 1727 CDT File No. - 1636 5/10/85 MCKINNEY, TX A/C Reg. No. N888K

Occurrence Phase of Operation TAXI - FROM LANDING

NOSE GEAR COLLAPSED

Finding(s)

- 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION SOFT
- 2. LANDING GEAR, NOSE GEAR FAILURE, TOTAL

----Probable Cause----

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

-Basic Information Type Operating Certificate-N Type of Operation Flight Conducted Under	NONE (GENERAL AVI			A/C Reg. No. N63613			Time (Lc1) - 1030 CDT				
Type of Operation -:	NONE (GENERAL AV)										
		(ATION)		aft Dama	ge		Inju				
				TANTIAL		Fata1	-		None		
Flight Conducted Under -	INSTRUCTIONAL		Fire		Crew	0	0	0	1		
			NONE		Pass	0	0	0	0		
Accident Occurred During -I	LANDING										
-Aircraft Information									_		
Make/Model - CESSNA 150M.					TAL 0-200-A		Installed/				
Landing Gear - TRICYCLE-FIX		Number Engin					tall Warniı	ng System	- YES		
Max Gross Wt - 1600					ATING-CARBURE	TOR					
No. of Seats - 2		Rated Power		100 H	P 						
-Environment/Operations Informa	ation										
Weather Data		Itinerary				Airport	Proximity				
Wx Briefing - UNK/NR		Last Departur	e Poi	nt		OFF AI	RPORT/STRI	P			
Method - UNK/NR		FT. WORTH,T	Х								
Completeness - WEATHER N	OT PERTINENT	Destination				Airport Da	ata .				
Basic Weather - VMC		ABILENE, TX									
Wind Dir/Speed- 200/011 K	.TS			•		Runway	Ident	- N/A			
Visibility 10.0	SM	ATC/Airspace		:		Runway	Lth/Wid :	- N/A			
Lowest Sky/Clouds - 2	.5000 FT	Type of Fligh					Surface				
Lowest Ceiling - 2!	5000 FT OVERCAST	Type of Clear	ance	- VFR		Runway	Status	- SOFT			
Obstructions to Vision- N	IONE	Type Apch/Lnc	g	- PREC	AUTIONARY LAN	DING		4			
Precipitation - N	IONE										
Condition of Light - Da	AYLIGHT										
-Personnel Information											
Pilot-In-Command	Age	- 22		Medic	al Certificat			O WAIVERS/	LIMIT		
Certificate(s)/Rating(s)	Bier	nnial Flight Rev	iew	•	Fligh	t Time (H	ours)				
STUDENT		Current -	N/A	Т	otal - ake/Model-	25	Last 2	4 Hrs -	2		
		Months Since -	N/A					O Days- UN	IK/NR		
		Aircraft Type -	N/A	I	nstrument-	0	Last 9	O Days-	12		

File No. - 1637 5/16/85 MORAN.TX A/C Reg. No. N63613 Time (Lc1) - 1030 CDT ON GROUND COLLISION WITH TERRAIN Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 3. TERRAIN CONDITION - SOFT 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

Type Operating Certificate-NONE (GENE	RAL AVIATION) A	ircraft Damage		Inj	uries	
T. T. C.		DESTROYED		al Serious		None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91		ire NONE		0 0	0	1 2
Accident Occurred During -LANDING	•					
Aircraft Information	,					
Make/Model - PIPER PA-34-200 Landing Gear - TRICYCLE-RETRACTABLE		1 - LYCOMING IO-360	-C1E6	ELT Installed Stall Warn		
Max Gross Wt - 3600		s - 2 - RECIP-FUEL INJE	CTED	Stair warn	ing System	- 165
No. of Seats - 7	Rated Power		0125			
Environment/Operations Information						
Weather Data	Itinerary			ort Proximity		
Wx Briefing - NO RECORD OF BRIEFI Method - N/A	ING Last Departure QUANAH,TX	Point	UN	AIRPORT		
Completeness - N/A	Destination		Airpo	rt Data		
Basic Weather - VMC	SAME AS ACC/	INC		ARD COUNTRY		
Wind Dir/Speed- 360/004 KTS				nway Ident	- 17	5 0
Visibility - 25.0 SM Lowest Sky/Clouds - 5000 FT SC	ATC/Airspace CATTERED Type of Flight	Plan - NONE		nway Lth/Wid nway Surface		
Lowest Ceiling - 25000 FT BF					- DRY	
Obstructions to Vision- NONE		- TRAFFIC PAT		•		
Precipitation - NONE		FULL STOP				
Condition of Light DAYLIGHT						
Personnel Information Pilot-In-Command	Age - UNK/NR	Medical Cert	ificate - U	NK/NR		
Certificate(s)/Rating(s)	Age - UNK/NR Biennial Flight Revi	ew	Flight Tim			/
PRIVATE ME LAND	Current - (Months Since - (UNK/NR Total	- UNK/NR	Last	24 Hrs - L	NK/NR
ME LAND	Aircraft Type - I	UNK/NR MAKE/MOC UNK/NR Instrume	ent- UNK/NR	Last Last	90 Days- L	NK/NR
			g - UNK/NR		craft - L	
Instrument Rating(s) - NONE						
	A 3200 FT RWY WHICH SLO	DEC DOUBLIADD THE E	DAKEC EADED	AND DECAME T		

File No 16	38 5/18/85 CROWELL,TX	A/C Reg. No. N55800	Time (Lc1) - 1200 CDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - IN FLIGHT LANDING		
Finding(s) 1. AIRSPEED - NOT	OBTAINED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN LANDING		
Probable Cause			

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

1984 - Agent 1997 - 1984 - 1984 - 1984 - 1984 - 1984 - 1984 - 1984 - 1984 - 1984 - 1984 - 1984 - 1984 - 1984 -

- · · · · · · · · · · · · · · · · · · ·	1/85 SAN ANG	GELO, TX A/C Re	eg. No. N711LL	Т	ime (Lc1) -	1232 CD	Γ
Basic Information Type Operating Certificate-	-ON-DEMAND AIR		t Damage		Injur		
Turn of Organition	DEDCOMAL	SUBSTAN	· · - · · · ·	Fatal			None
Type of Operation Flight Conducted Under	-PERSONAL	Fire	Cre		0	0	2
Accident Occurred During -		NONE	Pas	ss O	0	0	0
Aircraft Information							
Make/Model - MITSUBISHI		Eng Make/Model - GAR			Installed/A		
Landing Gear - TRICYCLE-RE	ETRACTABLE	Number Engines - 2		S	tall Warnin	g System	- UNK/NR
Max Gross Wt - 8930		Engine Type - TU					
No. of Seats - 9		Rated Power -	705 HP				
Environment/Operations Inform	nation	*1.100000					
Weather Data		Itinerary			Proximity		
Wx Briefing - UNK/NR Method - UNK/NR		Last Departure Point LUBBOCK,TX		ON AIR	PURI		
Completeness - WEATHER N	NOT DEDITALENT	Destination		Ainmont D	10+0		
Basic Weather - VMC	AUI PERIINENI	SAME AS ACC/INC		Airport D MATHIS			
Wind Dir/Speed- 300/003 k	/T\$	SAME AS ACC/ INC		-		36	
Visibility - 20.0		ATC/Airspace			Lth/Wid -		150
		ERED Type of Flight Plan	- NONE		Surface -		100
Lowest Ceiling - N	NONE	Type of Clearance				DRY	
Obstructions to Vision- N			- TRAFFIC PATTERN		014140	D	
	NONE	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	FULL STOP	•			
Condition of Light - D)AYLIGHT						
Personnel Information							
Pilot-In-Command			Medical Certific	cate - UNK/N	IR		
Certificate(s)/Rating(s)	ſ	Biennial Flight Review		ight Time (H			
		Current - UNK/NR				Hrs - U	
ATP		Months Since - UNK/NR	Make/Mode1-	LINK/ND	Last 30	Da 11	MZ /ND
ATP ME LAND							
ATP		Aircraft Type - UNK/NR	Instrument-	UNK/NR	Last 90	Days- U	NK/NR
ATP ME LAND				UNK/NR	Last 90		NK/NR

5/21/85 Time (Lc1) - 1232 CDT File No. - 1639 SAN ANGELO, TX A/C Reg. No. N711LL AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation APPROACH Finding(s) 1. LANDING GEAR, NOSE GEAR - JAMMED 2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1 Factor(s) relating to this accident is/are finding(s) 2

						-
Basic Information						
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage		Injur 		N
Type of Operation -TEST FLIGH	T	SUBSTANTIAL	Fata			None
Type of Operation -TEST FLIGH Flight Conducted Under -14 CFR 91	1	Fire NONE	Crew (-	1 0	0
Accident Occurred During -TAKEOFF		NUNE	Pass (0	U	O
Accident occurred buring - TAKEOFF						
Aircraft Information						
Make/Model - BELL 206-B	Eng Make/Mo	del - ALLISON 2	50-C20B E	LT Installed/	Activated	- NO -N/A
Landing Gear - SKID	Number Engi			Stall Warnin		
Max Gross Wt - 3200	Engine Type		Т	•	.5	
No. of Seats - 5	Rated Power					
Environment/Operations Information						
Weather Data	Itinerary			ort Proximity		
Wx Briefing - NO RECORD OF BRIEFI	NG Last Departu	ıre Point	ON	AIRPORT		
Method - N/A	SAME AS AC	CC/INC				
Completeness - N/A	Destination		Airpor	rt Data		
Basic Weather - VMC	LOCAL		HEL	IDYNE		
Wind Dir/Speed- 130/008 KTS			Rur	nway Ident	- UNK/NR	
Visibility - 10.0 SM	ATC/Airspace		Rur	nway Lth/Wid	- UNK/NR	
Lowest Sky/Clouds - 18000 FT SC	ATTERED Type of Flig	ht Plan - NONE	Rur	nway Surface	- ASPHALT	
Lowest Ceiling - 25000 FT OV	ERCAST Type of Clea	rance - NONE	Rur	nway Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lr	ndg - NONE				
Precipitation - NONE		_				
Condition of Light - DAYLIGHT						
Personnel Information	4 64	8612		LITE MEDICAL N	O WATVEDO	/1 TMTT
Pilot-In-Command	Age - 61		Certificate - V		J WAIVERS/	LIMITI
Certificate(s)/Rating(s)	Biennial Flight Re		Flight Time		4 11	
COMMERCIAL, ATP	Current		tal - 8500	Last 2	4 Hrs -	1
SE LAND, ME LAND	Months Since		ke/Model- 231	Last 3	D Days- UN	IK/NR
HELICOPTER	Aircraft Type		strument- 166	Last 90		18
		Mu	lti-Eng - UNK/NR	Rotorci	raft -	1832
Instrument Dating(a) AIDDLANE	HEL TOORTER					
Instrument Rating(s) - AIRPLANE,	HELICOPIER					
Narrative						
THE ACFT WAS TAKING OFF ON A TEST FLT TO DE	TERMINE THE AFT C.G.	LIMITS IN CONJU	NCTION WITH AN STO	C MODIFICATION	. AS THE	
ACFT WAS LIFTED OFF IN A FRONT SKIDS HIGH A						
NOT STOP THE ROLL AND THE ACFT ROLLED OVER.	GUSTY WINDS AND MECH	HANICAL TURBULEN	CE FROM NEARBY BLO	OG'S CONTRIBUT	ED TO	
THE DYNAMIC ROLLOVER.						
THE DINAMIC ROLLOVER.						

File No. - 1663 5/31/85 FORT WORTH, TX A/C Reg. No. N1072Y Time (Lc1) - 1605 CDT Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. WEATHER CONDITION - GUSTS 2. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND LOSS OF CONTROL - IN FLIGHT Occurrence #2 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 3. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND Occurrence #3 ROLL OVER Phase of Operation TAKEOFF - GROUND RUN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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

Type Operating Certifica	te-NONE (GENERAL AVIATIO	N) Aircraft DESTRO			Fatal		uries Minor	None
Type of Operation	-PERSON	AL.	Fire		Crew		0		0
Flight Conducted Under					Pass	Ö	Ō	O	Ö
Accident Occurred During		3							
-Aircraft Information									
Make/Model - CHAMPION			ing Make/Model - LYC					/Activated	
Landing Gear - TAILWHEE Max Gross Wt - 1650	L-ALL FIX	י עב	Number Engines - 1 Engine Type - REC			-	tali warn	ing System	- UNK/NR
No. of Seats - 2			Rated Power -		AKBOKE	OK			
-Environment/Operations Info	ormation-								
Weather Data			nerary				Proximity		
	ORD OF BR		ast Departure Point			OFF AI	RPORT/STR	IP	
method - N/A			SAME AS ACC/INC				-4-		
Completeness - N/A Basic Weather - VMC			stination MCKINNEY,TX		,	irport D	ata DRO MUNI		
Wind Dir/Speed- 220/01	5 KTS		MCKININET, IX				Ident	- N/A	
Visibility - 80	SM	ATC	/Airspace				Lth/Wid		
Lowest Sky/Clouds -	12000 F	T SCATTERED T	pe of Flight Plan	NONE			Surface		
Lowest Ceiling	- 25000 F	T BROKEN T	pe of Clearance	NONE			Status		
Obstructions to Vision	- NONE		pe Apch/Lndg			•			
Precipitation	- NONE								
Condition of Light	- DAYLIGH 	T 							
-Personnel Information Pilot-In-Command		A		Medical Cert	: : : + -	. VALTO	MEDICAL -	WATVEDC/LTM	
Certificate(s)/Rating(s	`	Riennia	31 I Flight Review	Medical Cert	Flight	t Time (H	ours)	WAIVERS/ LIM	1
PRIVATE	,	Curi	rent - YES	Total	-	250	Last	24 Hrs -	2
SE LAND		Mon	rent - YES ths Since - 2	Make/Mode	e1-	22	Last	30 Days- UN	K/NR
		Aire	rent - YES ths Since - 2 craft Type - UNK/NR	Instrume	nt-	4	Last	90 Days-	6
				Multi-Eng	g -	10			
Instrument Rating(s)	- NONE								
-Narrative									
PILOT HAD JUST TAKEN OFF O									
220 DEGREES AT 16 KNOTS WI									
L WERE ABOARD. AFTER CLIMBI									ı
AIRCRAFT STALLED. HE RECOV							RUUND IMP	ACT	
URRED. THE SUBSEQUENT HARD	CANDING C	OFFWED THE W	AIN LANDING GEAR AND	DESIKUTED II	UE ATK	JKAFI.			

File No. - 1702 6/01/85 HILLSBORO, TX A/C Reg. No. N7595F Time (Lc1) - 1702 CDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE Occurrence #2 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND Occurrence #3 MAIN GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5,6 Factor(s) relating to this accident is/are finding(s) 2,3

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File No 1662 6/09/85 M	IDLAND, TX	A/C Reg. No. I	N6778X	Т	ime (Lc1) -	- 1502 CDT	
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage		F-4-1	Injur		Name -
Time of Omenation DEDCOMAL		SUBSTANTIAL	0	Fatal			None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	1	NONE	Pass	0	0	0	0
Aircraft Information							
Make/Model - CESSNA 310F		iel - CONTINENTAI	L IO-470-D		Installed/		
Landing Gear - TRICYCLE-RETRACTABL				S	tall Warnir	ng System	- YES
Max Gross Wt - 4990	Engine Type		INJECTED				
No. of Seats - 6	Rated Power	- 360 HP					
Environment/Operations Information	•						
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIE		e Point		ON AIR	PORT		
Method - N/A	ANDREWS, TX						
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC	HOUSTON, TX			MIDLAN	D REG		
Wind Dir/Speed- 090/009 KTS						- 16L	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 25000 FT		nt Plan - NONE			Surface -		
	OVERCAST Type of Clear			Runway	Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/Lnd	ig - TRAFFI	C PATTERN				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 63				MEDICAL-WA	TIVERS/LIM	11 1
Certificate(s)/Rating(s)	Biennial Flight Rev			nt Time (H	ours)	4 11	4
COMMERCIAL Me Land			al - e/Model-	2230	Last 24	+ mrs =	1 / ND
ME LAND	Months Since						•
	Aircraft Type		trument- ti-Eng -	110 349	Last 90	Days-	14
		Mai	ci-Eng -	345			
Instrument Rating(s) - AIRPLAN	E						
Narrative							
TAKEOFF, THE PLT HEARD A LOUD BANG WHE							
OUND ADVISED HIM THAT THE NOSE GEAR WAS							
A NEARBY ARPT THAT HAD BETTER EMERGENC							
BSEQUENTLY LANDED SHORT AND SHEARED THE	MAIN GEAR WHEN THE ACF	STARTED SLIDING	G SIDEWAYS	. THE REAS	ON FOR THE	GEAR	
ILURE WAS NOT DETERMINED.							

File No. - 1662 6/09/85 MIDLAND, TX A/C Reg. No. N6778X Time (Lc1) - 1502 CDT Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. LANDING GEAR, NOSE GEAR - MOVEMENT RESTRICTED 2. LANDING GEAR, NOSE GEAR - UNDETERMINED Occurrence #2 UNDERSHOOT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 3. PROPELLER FEATHERING - INTENTIONAL - PILOT IN COMMAND 4. PROPER GLIDEPATH - MISJUDGED - PILOT IN COMMAND 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPRENHENSION - PILOT IN COMMAND Occurrence #4 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4 Factor(s) relating to this accident is/are finding(s) 3,5,6

10.00 t 0.850 t

Type of Operation -BUSINESS 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	File No	1661	6/09/85	DALLAS,TX		A/C Reg	. No. N7697L		Time (Lc1)	- 1705 CI	T
SUBSTANTIAL Fatal Serious Minor I Type of Operation -BUSINESS Fire Crew 0 0 0 0 O Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0. Accident Occurred During -LANDING Pass 0 0 0 0.											
Type of Operation -BUSINESS Fire Crew 0 0 0 . Accident Occurred During -14 CFR 91 NONE Pass 0 0 0 . Accident Occurred During -14 CFR 91 NONE Pass 0 0 0 0. Accident Occurred During -14 CFR 91 NONE Pass 0 0 0 0.	Type Operati	ng Certific	cate-NONE ((GENERAL AV:	•		_				
Filight Conducted Under 14 CFR 91 NONE Pass 0 0 0. Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-31-350 Eng Make/Model - LYCOMING TIO-540-J2BD Stall Warning System - VI Landing Gear - TRICYCLE-ETRACTABLE Number Engines - 2 Max Gross Wt - 7045 ETRACTABLE Number Engines - 2 Max Gross Wt - 7045 Engine Type - RECIP-FUEL INJECTED No. of Seats - 10 Rated Power - 350 HP Environment/Operations Information Weather Data Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A Destination Airport Data Basic Weather - VMC DALLAS,TX REDBIRD Wind Dir/Speed - 180/007 KTS Visibility - 20.0 SM ATC/Airspace REDBIRD Lowest Sky/Clouds - 5000 FT SCATTERED Type of Flight Plan - IFR Runway Sufface - ASPHALT Lowest Ceiling - 25000 FT BROKEN Type of Clearance - IFR Runway Sufface - ASPHALT Lowest Ceiling - 25000 FT BROKEN Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 39 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Current - YES Total - 5981 Last 24 Hrs - VALID Medical Certificate - VALID											
Aircraft Information Make/Model - PIPER PA-31-350 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 7045 No. of Seats - 10 Rated Power - 350 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Mind Dir/Speed - 180/007 KTS Wind Dir/Speed - 180/007 KTS Uvisibility - 20.0 SM Lowest Sky/Clouds - 5000 FT SCATTERED Type of Flight Plan - IFR Lowest Celing - 25000 FT BROKEN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP Certificate(s)/Rating(s) ATP SE LAND,ME LAND AIRCRACH Months Since - 4 Make/Model - LYCOMING TIO-540-J2BD ELT Installed/Activated - Ni Number Engines - 2 Stall Warning System - YI Number Engines - 2 Stall Warning System - YI Stall Warning System - YI Number Engines - 2 Stall Warning System - YI Stall Warning Stall Place FECIP-FUEL INJECTED Stall Warning Stall Warning Stall Warning Stall Place FECIP-FUEL INJ									-	-	1
Aircraft Information Make/Model - PIPER PA-31-350						NONE	Pa	ass O	0	Ο.	9
Make/Model - PIPER PA-31-350	Accident Occ	urred Durir	ng -LANDII	NG 							
Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 2	Aircraft Infor										
Max Gross Wt - 7045	•				Eng Make/Mode	1 - LYCO	MING TIO-540-				
No. of Seats - 10 Rated Power - 350 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/007 KTS Visibility - 20.0 SM Lowest Sky/Clouds - 5000 FT SCATTERED Type of Flight Plan - IFR Combitude of Light - DAYLIGHT Precipitation - NONE Condition of Light - DAYLIGHT Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 39 ATP SE LAND, ME LAND Instrument Rating(s) - AIRPLANE Itinerary Lineary Last Departure Point Cast Departure Point Cast Departure Point Cast Departure Point ON AIRPORT ON AIRPORT ON AIRPORT AIRPORT AIRPORT Airport Data REDBIRD AIRPORT ON AIRPORT AIR			E-RETRACT	ABLE					Stall Warn	ing Syster	m - YES
Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A Completeness - N/A Destination Basic Weather - VMC DALLAS,TX REDBIRD Wind Dir/Speed-180/007 KTS Visibility - 20.0 SM ATC/Airspace Lowest Sky/Clouds - 5000 FT SCATTERED Type of Flight Plan - IFR Runway Lth/Wid - 3801/ 150 Dobstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND APP ATP SE LAND,ME LAND APP ATP SE LAND,ME LAND Aircraft Type - UNK/NR Instrument Rating(s) - AIRPLANE Narrative EIP LT FLED AND FLT PLANNED FOR AN OVERWATER ROUTE BETWEEN CLEARWATER, FL, AND DALLAS, TX, WHICH WAS DENIED DUE TO CRESTRICTIONS. ON ARRIVAL IN THE DALLAS AREA, HE ESTIMATED THAT HE COULD NOT MAKE LOVE FIELD (DAL) AND DIVERTED TO EDBERD ARRY (RS) ADDIVENTED TO EDBERD ARRY (RS) AND SUPERFOR LAND. THAT HE WOULD MAKE IT DOBALLAS. ON ARRIVAL IN THE DALLAS AREA, HE ESTIMATED THAT HE COULD NOT MAKE LOVE FIELD (DAL) AND DIVERTED TO EDBERD ARRY (RS) AND TAKE ACREA TO SLAPE OF TAKE AND FLAPS UP	Max Gross Wt	- 7045			Engine Type	- RECI	P-FUEL INJECTE	ED			
Weather Data	No. of Seats	- 10			Rated Power	- 3	50 HP				
Weather Data We Briefing - NO RECORD OF BRIEFING Wethod - N/A Completeness - N/A Destination Basic Weather - VMC Wind Dir/Speed - 180/007 KTS Lowest Sky/Clouds - 5000 FT SCATTERED Type of Flight Plan - IFR Lowest Sky/Clouds - 5000 FT SCATTERED Type of Flight Plan - IFR Completeness - N/A Lowest Sky/Clouds - 5000 FT SCATTERED Type of Flight Plan - IFR Lowest Ceiling - 25000 FT BROKEN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) Biennial Flight Review ATP SE LAND,ME LAND Months Since - 4 Months Since - 4 Months Since - 4 Make/Model - 36 Last 30 Days - 12 Multi-Eng - 2113 Instrument Rating(s) - AIRPLANE Narrative IE PLT FilleD AND FLT PLANNED FOR AN OVERWATER ROUTE BETWEEN CLEARWATER, FL, AND DALLAS, TX, WHICH WAS DENIED DUE TO CRESTRICTIONS. ON ARRIVAL OVER NEW ORLEANS, A PLANNED RE-FUELING STOP, THE PLT DETERMINED THAT HE WOULD MAKE IT DOBLIAS. ON ARRIVAL IN THE DALLAS AREA, HE ESTIMATED THAT HE COULD NOT MAKE LOVE FIELD (DAL) AND DIVERTED TO DEBITO ARRY (RDB). ON BASE, BOTH ENORS QUIT DUE TO EVER TO ROUTE WITH THE TOP TO THE CERT WAND FLAPS UP	Environment/Op	erations In	nformation								
Wx Briefing - NO RECORD OF BRIEFING Last Départure Point Method - N/A ST. PETERSBURG, FL ON AIRPORT Method - N/A Destination Airport Data Basic Weather - VMC DALLAS, TX REDBIRD Wind Dir/Speed- 180/007 KTS Runway Ident - 17 Visibility - 20.0 SM ATC/Airspace Runway Ident - 17 Lowest Sky/Clouds - 5000 FT SCATTERED Type of Flight Plan - IFR Runway Surface - ASPHALT Lowest Ceiling - 25000 FT BROKEN Type of Clearance - IFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FORCED LANDING Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 39 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - YES Total - 5981 Last 24 Hrs - SE LAND, ME LAND Months Since - 4 Make/Model - 36 Last 30 Days- UNK/N Aircraft Type - UNK/NR Instrument - 259 Last 90 Days - 12: Multi-Eng - 2113 Instrument Rating(s) - AIRPLANE Narrative TC RESTRICTIONS. ON ARRIVAL DVER NEW ORLEANS, A PLANNED RE-FUELING STOP, THE PLT DETERMINED THAT HE WOULD MAKE IT DEBTRD ARRY (APR) CON WART OF THE PLT DETERMINED THAT HE WOULD MAKE IT DEBTRD ARRY (APP) CON WART (APP) CON WAR	•		•		Itinerary			Airport	Proximity	,	
Method - N/A Destination Airport Data Basic Weather - VMC DALLAS, TX REDBIRD Wind Dir/Speed - 180/007 KTS RUNway Lighty - 20.0 SM ATC/Airspace Runway Lighty - 20.0 SM ATC/Airspace Runway Lighty - 3801/ 150 Lowest Sky/Clouds - 5000 FT SCATTERED Type of Flight Plan - IFR Runway Surface - ASPHALT Lowest Ceiling - 25000 FT BROKEN Type of Clearance - IFR Runway Surface - ASPHALT Lowest Ceiling - 25000 FT BROKEN Type of Clearance - IFR Runway Surface - ASPHALT Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FORCED LANDING Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 39 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - YES Total - 5981 Last 24 Hrs - Months Since - 4 Make/Model - 36 Last 30 Days- UNK/N Aircraft Type - UNK/NR Instrument 259 Last 90 Days - 12: Multi-Eng - 2113 Instrument Rating(s) - AIRPLANE Narrative TC RESTRICTIONS. ON ARRIVAL OVER NEW ORLEANS, A PLANNED RE-FUELING STOP, THE PLT DETERMINED THAT HE WOULD MAKE IT 0: DEBIRD ARRY (RDB). ON BASE, BOTH ENGS QUIT DUE TO FUEL EXHAUSTION. THE ACFT WAS LANDED LONG WITH THE GEAR AND FLAPS UP		- NO RE	CORD OF BI	RIEFING		Point					
Completeness - N/A Basic Weather - VMC DALLAS,TX REDBIRD Basic Weather - VMC DALLAS,TX REDBIRD Wind Dir/Speed- 180/007 KTS Runway Ident - 17 Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - 3801/ 150 Lowest Sky/Clouds - 5000 FT SCATTERED Type of Flight Plan - IFR Runway Surface - ASPHALT Lowest Ceiling - 25000 FT BROKEN Type of Clearance - IFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 39 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - YES Total - 5981 Last 24 Hrs - SE LAND,ME LAND Months Since - 4 Make/Model- 36 Last 30 Days- UNK/N Aircraft Type - UNK/NR Instrument 259 Last 90 Days- 12: Multi-Eng - 2113 Instrument Rating(s) - AIRPLANE Narrative TC RESTRICTIONS. ON ARRIVAL OVER NEW ORLEANS, A PLANNED RE-FUELING STOP, THE PLT DETERMINED THAT HE WOULD MAKE IT OLD BIRD ARPT (RDB). ON BASE, BOTH ENGS QUIT DUE TO FUEL EXHAUSTION. THE ACCT WAS LANDED LONG WITH THE GEAR AND FLAPS UP											
Basic Weather - VMC	Completene	ss - N/A				,		Airport	Data		
Wind Dir/Speed- 180/007 KTS Visibility - 20.0 SM ATC/Airspace Runway Ident - 17 Lowest Sky/Clouds - 5000 FT SCATTERED Type of Flight Plan - IFR Runway Surface - ASPHALT Lowest Ceiling - 25000 FT BROKEN Type of Clearance - IFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FORCED LANDING Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 39 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - YES Total - 5981 Last 24 Hrs - SE LAND, ME LAND Months Since - 4 Make/Model - 36 Last 30 Days - UNK/N Aircraft Type - UNK/NR Instrument - 259 Last 90 Days - 12: Multi-Eng - 2113 Instrument Rating(s) - AIRPLANE Narrative E PLT FILED AND FLT PLANNED FOR AN OVERWATER ROUTE BETWEEN CLEARWATER, FL, AND DALLAS, TX, WHICH WAS DENIED DUE TO CRESTRICTIONS. ON ARRIVAL OVER NEW ORLEANS, A PLANNED RE-FUELING STOP. THE PLT DETERMINED THAT HE WOULD MAKE IT 10: DIBIRD ARPT (RDB). ON BASE, BOTH ENGS QUIT DUE TO FUEL EXHAUSTION. THE ACFT WAS LANDED LONG WITH THE GEAR AND FLAPS UP								•			
Visibility - 20.0 SM ATC/Airspace			007 KTS		DALLAC, IA					- 17	
Lowest Ský/Clouds - 5000 FT SCATTERED Type of Flight Plan - IFR Runway Surface - ASPHALT Lowest Ceiling - 25000 FT BROKEN Type of Clearance - IFR Runway Status - DRY Obstructions to Vision NONE Type Apch/Lndg - TRAFFIC PATTERN FORCED LANDING Precipitation - NONE FORCED LANDING FORCED TO LOBBIRD ARPT (RDB). ON BASE, BOTH ENGS QUIT DUE TO FUEL EXHAUSTION. THE ACFT WAS LANDED LONG WITH THE GEAR AND FLAPS UP					ATC/Airspace						150
Lowest Ceiling - 25000 FT BROKEN Type of Clearance - IFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 39 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - YES Total - 5981 Last 24 Hrs - SE LAND,ME LAND Months Since - 4 Make/Model- 36 Last 30 Days- UNK/N Aircraft Type - UNK/NR Instrument - 259 Last 90 Days- 12 Multi-Eng - 2113 Instrument Rating(s) - AIRPLANE Narrative HE PLT FILED AND FLT PLANNED FOR AN OVERWATER ROUTE BETWEEN CLEARWATER, FL, AND DALLAS, TX, WHICH WAS DENIED DUE TO IC RESTRICTIONS. ON ARRIVAL OVER NEW ORLEANS, A PLANNED RE-FUELING STOP, THE PLT DETERMINED THAT HE WOULD MAKE IT DO DALLAS. ON ARRIVAL IN THE DALLAS AREA, HE ESTIMATED THAT HE COULD NOT MAKE LOVE FIELD (DAL) AND DIVERTED TO EDBIRD ARPT (RDB). ON BASE, BOTH ENGS QUIT DUE TO FUEL EXHAUSTION. THE ACFT WAS LANDED LONG WITH THE GEAR AND FLAPS UP				ET SCATTERE		Plan -	TFR				
Obstructions to Vision- NONE Precipitation - NONE FORCED LANDING Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 39 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - YES Total - 5981 Last 24 Hrs - SE LAND, ME LAND Months Since - 4 Make/Model - 36 Last 30 Days- UNK/N Aircraft Type - UNK/NR Instrument - 259 Last 90 Days - 120 Multi-Eng - 2113 Instrument Rating(s) - AIRPLANE Narrative HE PLT FILED AND FLT PLANNED FOR AN OVERWATER ROUTE BETWEEN CLEARWATER, FL, AND DALLAS, TX, WHICH WAS DENIED DUE TO CRESTRICTIONS. ON ARRIVAL OVER NEW ORLEANS, A PLANNED RE-FUELING STOP, THE PLT DETERMINED THAT HE WOULD MAKE IT DO DALLAS. ON ARRIVAL IN THE DALLAS AREA, HE ESTIMATED THAT HE COULD NOT MAKE LOVE FIELD (DAL) AND DIVERTED TO COBBIRD ARPT (RDB). ON BASE, BOTH ENGS QUIT DUE TO FUEL EXHAUSTION. THE ACFT WAS LANDED LONG WITH THE GEAR AND FLAPS UP	•	•								-	•
Precipitation - NONE FORCED LANDING Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 39 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - YES Total - 5981 Last 24 Hrs - SE LAND, ME LAND Months Since - 4 Make/Model - 36 Last 30 Days - UNK/N Aircraft Type - UNK/NR Instrument - 259 Last 90 Days - 120 Multi-Eng - 2113 Instrument Rating(s) - AIRPLANE Narrative HE PLT FILED AND FLT PLANNED FOR AN OVERWATER ROUTE BETWEEN CLEARWATER, FL, AND DALLAS, TX, WHICH WAS DENIED DUE TO TO TO TO TO THE PLT DETERMINED THAT HE WOULD MAKE IT DO DALLAS. ON ARRIVAL IN THE DALLAS AREA, HE ESTIMATED THAT HE COULD NOT MAKE LOVE FIELD (DAL) AND DIVERTED TO TO EDBIRD ARPT (RDB). ON BASE, BOTH ENGS QUIT DUE TO FUEL EXHAUSTION. THE ACFT WAS LANDED LONG WITH THE GEAR AND FLAPS UP				BROKER					y status	5111	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command					Type Aperly Eriag						
Personnel Information Pilot-In-Command Age - 39 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - YES Total - 5981 Last 24 Hrs - SE LAND, ME LAND Months Since - 4 Make/Model - 36 Last 30 Days - UNK/N Aircraft Type - UNK/NR Instrument - 259 Last 90 Days - 12 Multi-Eng - 2113 Instrument Rating(s) - AIRPLANE Narrative HE PLT FILED AND FLT PLANNED FOR AN OVERWATER ROUTE BETWEEN CLEARWATER, FL, AND DALLAS, TX, WHICH WAS DENIED DUE TO TC RESTRICTIONS. ON ARRIVAL OVER NEW ORLEANS, A PLANNED RE-FUELING STOP, THE PLT DETERMINED THAT HE WOULD MAKE IT DO DALLAS. ON ARRIVAL IN THE DALLAS AREA, HE ESTIMATED THAT HE COULD NOT MAKE LOVE FIELD (DAL) AND DIVERTED TO EDBIRD ARPT (RDB). ON BASE, BOTH ENGS QUIT DUE TO FUEL EXHAUSTION. THE ACFT WAS LANDED LONG WITH THE GEAR AND FLAPS UP				-IT			TOROLD LANDING	•			
Pilot-In-Command Certificate(s)/Rating(s) Biennial Flight Review ATP SE LAND, ME LAND Months Since - 4 Aircraft Type - UNK/NR Instrument Rating(s) - AIRPLANE Instrument Rating(s) - AIRPLANE TO RESTRICTIONS. ON ARRIVAL OVER NEW ORLEANS, A PLANNED RE-FUELING STOP, THE PLT DETERMINED THAT HE WOULD MAKE IT ODALLAS. ON ARRIVAL IN THE DALLAS AREA, HE ESTIMATED THAT HE COULD NOT MAKE LOVE FIELD (DAL) AND DIVERTED TO EDBIRD ARPT (RDB). ON BASE, BOTH ENGS QUIT DUE TO FUEL EXHAUSTION. THE ACFT WAS LANDED LONG WITH THE GEAR AND FLAPS UP											
Certificate(s)/Rating(s) ATP Current - YES Total - 5981 Last 24 Hrs - 5981 Months Since - 4 Mircraft Type - UNK/NR Instrument Rating(s) - AIRPLANE The plt filed and flt planned for an overwater Route Between Clearwater, fl, and Dallas, TX, which was denied due to Crestrictions. On Arrival Over New Orleans, a planned Re-fueling stop, the plt determined that he would make it of Dallas. On Arrival in the Dallas Area, he estimated that he could not make Love field (Dal) and diverted to Cobird Arpt (RDB). On Base, Both Engs Quit Due to Fuel Exhaustion. The Acft was Landed Long with the GEAR and Flaps Up			-								- 1
ATP SE LAND, ME LAND Months Since - 4 Aircraft Type - UNK/NR Instrument Rating(s) - AIRPLANE Narrative ME PLT FILED AND FLT PLANNED FOR AN OVERWATER ROUTE BETWEEN CLEARWATER, FL, AND DALLAS, TX, WHICH WAS DENIED DUE TO CRESTRICTIONS. ON ARRIVAL OVER NEW ORLEANS, A PLANNED RE-FUELING STOP, THE PLT DETERMINED THAT HE WOULD MAKE IT DALLAS. ON ARRIVAL IN THE DALLAS AREA, HE ESTIMATED THAT HE COULD NOT MAKE LOVE FIELD (DAL) AND DIVERTED TO CRESTRICTIONS. ON BASE, BOTH ENGS QUIT DUE TO FUEL EXHAUSTION. THE ACFT WAS LANDED LONG WITH THE GEAR AND FLAPS UP										NO WAIVER	S/LIMIT
SE LAND, ME LAND Months Since - 4 Aircraft Type - UNK/NR Instrument - 259 Last 90 Days- 124 Multi-Eng - 2113 Instrument Rating(s) - AIRPLANE Narrative EP PLT FILED AND FLT PLANNED FOR AN OVERWATER ROUTE BETWEEN CLEARWATER, FL, AND DALLAS, TX, WHICH WAS DENIED DUE TO C RESTRICTIONS. ON ARRIVAL OVER NEW ORLEANS, A PLANNED RE-FUELING STOP, THE PLT DETERMINED THAT HE WOULD MAKE IT D DALLAS. ON ARRIVAL IN THE DALLAS AREA, HE ESTIMATED THAT HE COULD NOT MAKE LOVE FIELD (DAL) AND DIVERTED TO EDBIRD ARPT (RDB). ON BASE, BOTH ENGS QUIT DUE TO FUEL EXHAUSTION. THE ACFT WAS LANDED LONG WITH THE GEAR AND FLAPS UP		e(s)/Rating((s)	Biei	_				•		_
Aircraft Type - UNK/NR Instrument- 259 Last 90 Days- 120 Multi-Eng - 2113 Instrument Rating(s) - AIRPLANE Narrative EE PLT FILED AND FLT PLANNED FOR AN OVERWATER ROUTE BETWEEN CLEARWATER, FL, AND DALLAS, TX, WHICH WAS DENIED DUE TO C RESTRICTIONS. ON ARRIVAL OVER NEW ORLEANS, A PLANNED RE-FUELING STOP, THE PLT DETERMINED THAT HE WOULD MAKE IT DO DALLAS. ON ARRIVAL IN THE DALLAS AREA, HE ESTIMATED THAT HE COULD NOT MAKE LOVE FIELD (DAL) AND DIVERTED TO EDBIRD ARPT (RDB). ON BASE, BOTH ENGS QUIT DUE TO FUEL EXHAUSTION. THE ACFT WAS LANDED LONG WITH THE GEAR AND FLAPS UP											. 5
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Narrative HE PLT FILED AND FLT PLANNED FOR AN OVERWATER ROUTE BETWEEN CLEARWATER, FL, AND DALLAS, TX, WHICH WAS DENIED DUE TO TO RESTRICTIONS. ON ARRIVAL OVER NEW ORLEANS, A PLANNED RE-FUELING STOP, THE PLT DETERMINED THAT HE WOULD MAKE IT TO DALLAS. ON ARRIVAL IN THE DALLAS AREA, HE ESTIMATED THAT HE COULD NOT MAKE LOVE FIELD (DAL) AND DIVERTED TO TOBIRD ARPT (RDB). ON BASE, BOTH ENGS QUIT DUE TO FUEL EXHAUSTION. THE ACFT WAS LANDED LONG WITH THE GEAR AND FLAPS UP							Multi-Eng	- 2113			
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DBIRD ARPI (RDB). UN BASE, BUIH ENGS QUII DUE IU FUEL EXHAUSIION. THE ACFT WAS LANDED LUNG WITH THE GEAR AND FLAPS UP In cuto dee the end of the DWY but ovedelew at least 4 appt after he decided to divert to por											_
IN CLIN NEE THE END HE THE DWY DIT NVEDELEW AT LEAST 4 ADDI AFTED HE DECIDED IN DIVEDLIN DOW	DRIND ARPT (RDB)	ON BASE,	ROLH ENGS	OOT I DOE TO	FUEL EXHAUSTION	I. IHE AC	FI WAS LANDED	LUNG WITH	HE GEAR AN	ID FLAPS U	۲
D SLID OFF THE END OF THE RWI. PLI OVERTLEW AT LEAST I ARPT AFTER HE DECIDED TO DIVERT TO RUB.	ID SLID OFF THE E	NU OF THE	RWY. PLT O	VERFLEW AT	LEAST 1 ARPT AFTE	K HE DEC	TOFO IO DIVER	I IU KUB.			

File No 166	1 6/09/85 DALLAS	,тх 	A/C Reg. No. N7697L	Time (Lcl) - 1705 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NO APPROACH - VFR PATTERN -	ON-MECHANICAL BASE TURN		
3. FUEL CONSUMPTION	AUSTION NING/DECISION - INADEQUAT CALCULATIONS - INACCURAT ATE DESTINATION - DELAYED	E - PILOT IN COMMA	ND	
Occurrence #2 Phase of Operation	FORCED LANDING APPROACH - VFR PATTERN -	BASE TO FINAL		
Occurrence #3 Phase of Operation				
	POINT - MISJUDGED - PILO			·
Occurrence #4 Phase of Operation	IN FLIGHT COLLISION WITH LANDING - FLARE/TOUCHDOW	TERRAIN N		
7. EMERGENCY PROCED	G - PERFORMED - PILOT IN OURE - IMPROPER - PILOT IN	COMMAND		
Probable Cause	-			:

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

Brief of Accident

File No 1655 7/03/85 TULIA	,TX A/C	Reg. No. N71846	Τi	me (Lc1) -	2115 CDT	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	ft Damage		Injur	 i e s	
	•	ANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 182M	Eng Make/Model - C	ONTINENTAL 0-470-R	ELT I	nstalled/Ad	ctivated	- YES-UNK/N
Landing Gear - TRICYCLE-FIXED	Number Engines -	1	St	all Warning	g System	- YES
Max Gross Wt - 2800	Engine Type - R	ECIPROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power -	230 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport F	Proximity		
W× Briefing - NO RECORD OF BRIEFING	Last Departure Poin	t	ON AIRF	•		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	SAME AS ACC/INC		SWISHER	COUNTY		
Wind Dir/Speed- UNK/NR	,		Runway		18	
Visibility - UNK/NR	ATC/Airspace		Runway	Lth/Wid -	4900/	60
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runway	Surface -	ASPHALT	
Lowest Ceiling - NONE	Type of Clearance				DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NONE	, , ,	FULL STOP				
Condition of Light - NIGHT(BRIGHT)						
Personnel Information						
Pilot-In-Command	Age - 45	Medical Certifica	te - VALID	MEDICAL-NO	WATVERS/	ITMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (Ho			
STUDENT	Current - N/A	Total -	29	Last 24	Hrs -	3
• · · · · · · · · · · · · · · · · · · ·	Months Since - N/A	Make/Model-	29		Days- UN	
	Aircraft Type - N/A	Instrument-	0	Last 90		26
Instrument Rating(s) - NONE						
Narrative						
THE STUDENT PLT, WITH 2 HRS TOTAL NIGHT EXPER						
ANDED HARD ON THE NOSE GEAR, DURING A NIGHT						
WORK WHEN HE TURNED THEM ON. INSTEAD HE USED						
HIS DEPTH PERCEPTION. THE PLT FAILED TO TURN			ADEQUATE IL	LUMINATION	. THE	
INSTRUMENT LIGHTS OPERATED NORMALLY WHEN THEY	WERE CHECKED AFTER THE AC	CIDENT.				
	DAGE 219					

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File No 165	55 7/03/85	TULIA,TX	A/C Reg. No. N71846	Time (Lc1) - 2115 CDT
Occurrence #1 Phase of Operation		TOUCHDOWN		
IMPROPER USE	PER - PILOT IN COM OF EQUIPMENT/AIR OF EQUIPMENT/AIR	CRAFT, VISUAL/AUF CRAFT, LACK OF FA	RAL PERCEPTION - PILOT IN COMMAND AMILIARITY WITH AIRCRAFT - PILOT IN COM ND	MAND
Occurrence #2 Phase of Operation				
Finding(s) 6. LANDING GEAR,NOS	SE GEAR ASSEMBLY -	OVERLOAD		
Probable Cause				
The National Transporis/are finding(s) 2,3		rd determines tl	hat the Probable Cause(s) of this accid	lent
Factor(s) relating to	this accident is	/arė finding(s)	1	

Basic Information Type Operating Certificate-NONE (GENERAL	_ AVIATION) Aircraf	t Damage		Injur	ries	
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTAI Fire NONE	NTIAL Crew	Fatal O O	Serious		None O O
Aircraft Information Make/Model - CESSNA R182 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3100 No. of Seats - 4	Eng Make/Model - Lyo Number Engines - 1 Engine Type - REo Rated Power -		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- 110/013 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	ON AIR Airport D PRIVAT Runway Runway Runway	ata E STRIP	- GRASS/TU	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - UNK/NR Biennial Flight Review Current - YES Months Since - 11 Aircraft Type - UNK/NR	Total - UN Make/Model- UN	K/NR K/NR	Last 30 Last 90	Hrs -) Days- UN) Days- raft - UN	K/NR 12
Instrument Rating(s) - NONE						
Narrative HE PLT STATED THAT ON A PASS OVER THE PVT ST IDLAND REGIONAL ARPT WAS REPORTING THE WINDS IRSPEED. THE ACFT LANDED LONG AND SUBSEQUENT LOATED DURING THE FLARE DUE TO THE TAILWIND E WAS COMMITTED AND COULD NOT GO AROUND.	FROM 110 DEGS AT 13 KTS. T LY RAN THROUGH A FENCE AT T	OUCHDOWN WAS MADE A HE END OF THE RWY.	T A HIGHE THE PLT S	R THAN NORM	MAL ACFT	

File No. - 1660 7/07/85 MIDLAND, TX A/C Reg. No. N1739R Time (Lc1) - 1845 CDT Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - TAILWIND 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND 4. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND 5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 QN 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 $is/are\ finding(s)\ 1,2,3,4,6$

+ 064 g@all

File No 1658 7/12/85 COLLE	GE STATION,TX A/C Reg. No. N	15203A T	ime (Lc1) - 1555 CD1	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft Damage		Injuries	
	SUBSTANTIAL	Fatal	Serious Minor	None
Type of Operation -BUSINESS	Fire	Crew O	0 0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0 0	3
Accident Occurred During -LANDING				
Aircraft Information				
Make/Model - CESSNA T210N	Eng Make/Model - CONTINENTAL	TSI0-520-R FLT	Installed/Activated	- YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		tall Warning System	
Max Gross Wt - 4000	Engine Type - RECIP-FUEL		tarr warring by crem	,
No. of Seats - 6	Rated Power - 310 HP	1,1020725		
Environment/Operations Information Weather Data	Thinnnn.	Ainmani	Proximity	
	Itinerary		PROXIMITY RPORT/STRIP	
		UFF AI	RPURI/SIRIP	
Method - N/A	HILLSBORO,TX			
Completeness - N/A	Destination	Airport D	ата	
Basic Weather - VMC	HOUSTON, TX	_	-	
Wind Dir/Speed- 150/005 KTS			Ident - N/A	
Visibility - 7.0 SM	ATC/Airspace	Runway	Lth/Wid - N/A	
Lowest Sky/Clouds - 5000 FT SCA			Surface - GRAVEL	
Lowest Ceiling - NONE	Type of Clearance - NONE		Status - DRY	
Obstructions to Vision- NONE	Type Apch/Lndg - FORCED	LANDING		
Precipitation - NONE				
Condition of Light - DAYLIGHT				
Personnel Information				
Pilot-In-Command	Age - 59 Medical	Certificate - VALID	MEDICAL-WAIVERS/LIM	MIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (H		
PRIVATE	Current - YES Tota	14000		3
SE LAND	Months Since - 19 Make	Model - 14000	Last 30 Days- UN	
JE EAND	Aircraft Type - UNK/NR Inst	e/Model- 14000 trument- 120	last 90 Days-	100
	A TOTAL C TYPE DIAN, INC.	120	cast so says	.00
Total moments Bold modes (a) NOVE				
Instrument Rating(s) - NONE				
Name & Constitution of the				
Narrative	THE PLANT CLOSE THE PLANT CHELS	TANK DAN DOV AFTED	CHITTOUTHO TANKS TH	-
ABOUT 25 MINUTES AFTER TAKEOFF FROM A PLANNE				=
PLT DECIDED TO DIVERT TO A NEARBY ARPT TO RE				
TO FUEL EXHAUSTION. THE PLT PICKED OUT A DIR				
FINAL THE PLT OBSERVED A TRUCK PULL ONTO THE				
COLLAPSING IT. THE PLT DID NOT VISUALLY CHECK	THE FUEL QUANTITY PRIOR TO DEPARTUR	RE AND RELIED ON THE	LINE PERSONNEL'S	
STATEMENT THAT THE TANKS WERE TOPPED OFF.				
	PAGE-322			
	Tride des			

File No. - 1658 7/12/85 COLLEGE STATION, TX A/C Reg. No. N5203A Time (Lc1) - 1555 CDT 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. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND 5. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 MAIN GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. LANDING GEAR, NOSE GEAR - OVERLOAD Occurrence #4 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 7. OBJECT - FENCE ----Probable Cause----

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

Basic Information							
Type Operating Certificate-NONE (GE	NERAL AVIATION) Aii	rcraft Damage			Injur	ies	
	SI	JBSTANTIAL		Fatal			None
Type of Operation -PERSONAL		^e	Crew	0	0	0	1
Flight Conducted Under -14 CFR 9	l No	ONE	Pass	0	0	0	0
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - RYAN ST3KR (PT-22)		- KENNER R-55 50	60				
Landing Gear - TRICYCLE-FIXED	Number Engines				all Warning	g System ·	- YES
Max Gross Wt - 1885		- RECIPROCATING	-CARBURE	TOR			
No. of Seats - 2	Rated Power	- 160 HP					
Environment/Operations Information	-						
Weather Data	Itinerary			Airport	roximity		
Wx Briefing - NO RECORD OF BRIE		Point		OFF AIR	RPORT/STRIP		
Method - N/A	CIBOLO,TX						
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	SAME AS ACC/II	NC					
Wind Dir/Speed- 170/005 KTS						N/A	
Visibility - 5.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 6000 FT					Surface -		
Lowest Ceiling NONE	Type of Clearan			Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LAI	NDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 52				MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revie	~		t Time (H			
COMMERCIAL	Current - Ul	NK/NR Total	-	4300	Last 24	Hrs -	1
SE LAND	Months Since - U				Last 30		
	Aircraft Type - U	NK/NR Instru	ment- UN	K/NR	Last 90	Days-	1
		Multi-	Eng -	1800	Rotorcra	aft - UNI	K/NR
Instrument Rating(s) - AIRPLAN	E						
Narrative							
PLT WAS ON A X-COUNTRY FLT. NEAR THE	DESTINATION THE ENG EXPERT	ENOCH CHONEN CET	TIDE AND	ALL ENG	שאם אאב וסכי	T TUE	
ATTEMPTED AN EMERGENCY LANDING BUT CO	JESTINATION THE ENG EXPERT	CINCED SUDDEN SEL	LUKE ANU	ALL ENG I	TO THE ACE.	I. IME Tue	
SE OF THE LOSS OF ENG PWR WAS NUT DETE		טה אבטטרובט זוא טי	OD STAINT I	AL DAMAGE	TO THE ACE	i. Inc	
DE OF THE LUSS OF ENG PWK WAS NOT DETE	ZMINED.						

File No 16	86 7/14/85 HON	DO,TX	A/C Reg. No	. N46170	Time (Lc1) - 1715 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER DESCENT - NORMAL				
Finding(s) 1. ENGINE ASSEMBLY	- UNDETERMINED				
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY				
	IN FLIGHT COLLISION W DESCENT - EMERGENCY	ITH OBJECT			
Finding(s) 2. OBJECT - WIRE,T 3. CLEARANCE - N	RANSMISSION OT ATTAINED - PILOT IN				
	IN FLIGHT COLLISION W DESCENT - UNCONTROLLE	D			
Probable Cause					

is/are finding(s) 1,3

Brief of Accident

File No 1657 7/17/85 GATE	SVILLE,TX A/C R	eg. No. N7620E	Т	ime (Lc1) -	1810 CDT	•
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraf	t Damage		Injur	ies	
	DESTRO	YED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	IN FLI	GHT Pass	0	0	0	0
Aircraft Information Make/Mode1 - BELLANCA 14-19-3	Frankla /Madal CO	NTINENTAL 10 470	FI T	Installed/A		VEC /VE
Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Model - CO Number Engines - 1			tall Warnin		
Max Gross Wt - 2700 No. of Seats - 4	Engine Type - RE Rated Power -	CIP-FUEL INJECTED 260 HP				
Environment/Operations Information	Thimmen		*******	D		·
Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	Itinerary G Last Departure Point SAME AS ACC/INC		ON AIR	Proximity PORT		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	CLIFTON.TX			LLE MUNICIP	AL	
Wind Dir/Speed- 140/008 KTS	,,				18	
Visibility - 12.0 SM	ATC/Airspace		Runway	Lth/Wid -	3400/	50
	TTERED Type of Flight Plan			Surface -	ASPHALT	
Lowest Ceiling - 25000 FT BRO			Runway	Status -	DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	- STRAIGHT-IN PRECAUTIONARY LA	NDING			
Condition of Light - DAYLIGHT						
Personnel Information				MEDICAL III	TVEDC /1 TE	4
Pilot-In-Command	Age - 63 Biennial Flight Review	Medical Certifica	ite - VALID iht Time (H		IAEK2/FIM	411
Certificate(s)/Rating(s) COMMERCIAL	Current - YES	Total -		Last 24	Une -	1
SE LAND.ME LAND	Months Since - 17	Make/Model-	300		Days- UN	•
SE EAND, ME EAND	Aircraft Type - UNK/NR		60	Last 90		2
	ATTOTALL TYPE DINN, INC.	Multi-Eng -	15	2001 30	Dayo	_
Instrument Rating(s) - NONE						
E ACFT WAS DESTROYED BY FIRE AFTER EXECUTI	NG AN EMERGENCY LANDING FOLL	OWING AN INFLIGHT	FIRE AND F	NG FATLUPE		
DRTLY AFTER TAKEOFF THE PLT SMELLED ELECTR	ICAL INSULATION OVERHEATING	AND NOTICED A DECE	REASE IN FU	EL PRESSURE		
	THE ACET WAS LANDED HADD DIE	IU RESTRICTED VIS	TRITLA EKO	M SMUKE ENT	ERING	
OKE OUT ON THE LEFT SIDE OF THE ENG COWL.			AL	E DUMP HOUSE	TAIC	
OKE OUT ON THE LEFT SIDE OF THE ENG COWL. E COCKPIT. SUSPECT THAT THE SEAL ON THE EN RE DAMAGE TO THE PUMP PRECLUDED EXACT IDEN	G MOUNTED FUEL PUMP FAILED A	LLOWING FUEL TO LE	AK FROM TH	E PUMP HOUS	ING	

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File No 16	57 	7/17/85	GATESVILLE,TX	A/C Reg. No. N7620E	Time (Lcl) - 1810 CDT
Occurrence #1 Phase of Operation		TO CRUIS	E		
Finding(s) 1. FUEL SYSTEM,PUM					
Occurrence #2 Phase of Operation			TAL) - MECH FAILURE/N NCY	MALFUNCTION	
Finding(s) 2. IGNITION SYSTEM	I, MAGNETO				
Occurrence #3 Phase of Operation	DESCENT	- EMERGE	NCY		·
Occurrence #4 Phase of Operation	HARD LA LANDING		TOUCHDOWN		
	UIPMENT, I	NADEQUATE	DESIGN(STANDARD/REQU	UIREMENT),COCKPIT/WORKPLACE SMOKE/	
Probable Cause					
The National Transpois/are finding(s) 1,		Safety Boa	rd determines that th	ne Probable Cause(s) of this accid	dent
Factor(s) relating t	o this ac	cident is,	/are finding(s) 3,4		

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File No. - 1683
                           8/02/85
                                      KATY.TX
                                                                A/C Reg. No. N93980
                                                                                        Time (Lc1) - 2135 CDT
 ---Basic Information----

    Type Operating Certificate-NONE (GENERAL AVIATION)

                                                              Aircraft Damage
                                                                                                     Injuries
                                                               SUBSTANTIAL
                                                                                        Fatal
                                                                                                 Serious Minor
                                                                                                                     None
     Type of Operation
                              -PERSONAL
                                                              Fire
                                                                                           0
                                                                                                     0
                                                                                                              0
                                                                                  Crew
     Flight Conducted Under
                              -14 CFR 91
                                                               NONE
                                                                                           0
                                                                                                     0
                                                                                                                       0
                                                                                  Pass
     Accident Occurred During -LANDING
 ---Aircraft Information----
     Make/Model - CESSNA 152
                                                  Eng Make/Model - LYCOMING 0-235-N2C
                                                                                           ELT Installed/Activated - YES/NO
     Landing Gear - TRICYCLE-FIXED
                                                  Number Engines - 1
                                                                                              Stall Warning System - YES
     Max Gross Wt - 1670
                                                  Engine Type - RECIPROCATING-CARBURETOR
     No. of Seats -
                                                  Rated Power
                                                               - 108 HP
   -Environment/Operations Information----
   Weather Data
                                               Itinerary
                                                                                        Airport Proximity
     Wx Briefing
                     - UNK/NR
                                                                                         OFF AIRPORT/STRIP
                                                 Last Departure Point
                     - UNK/NR
       Method
                                                   COLLEGE STATION.TX
       Completeness - WEATHER NOT PERTINENT
                                                Destination
                                                                                       Airport Data
     Basic Weather - UNK/NR
                                                   HOUSTON.TX
       Wind Dir/Speed- UNK/NR
                                                                                          Runway Ident
                                                                                                         - N/A
                                                                                          Runway Lth/Wid - N/A
       Visibility
                   - .500 SM
                                               ATC/Airspace
       Lowest Sky/Clouds -
                                                 Type of Flight Plan - NONE
                                                                                          Runway Surface - N/A
                            - 1000 FT OVERCAST Type of Clearance - NONE
                                                                                          Runway Status - N/A
       Lowest Ceilina
       Obstructions to Vision- UNK/NR
                                                 Type Apch/Lndg
                                                                    - FORCED LANDING
       Precipitation - RAIN
       Condition of Light - NIGHT(DARK)
  --Personnel Information----
                                                                     Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
    Pilot-In-Command
                                            Age -
                                                     20
      Certificate(s)/Rating(s)
                                            Biennial Flight Review
                                                                                  Flight Time (Hours)
         PRIVATE
                                               Current
                                                         - YES
                                                                                - 113
                                                                                                 Last 24 Hrs -
                                                                         Total
         SE LAND
                                               Months Since - 7
                                                                         Make/Model-
                                                                                        62
                                                                                                   Last 30 Days- UNK/NR
                                                                                                Last 90 Days-
                                               Aircraft Type - UNK/NR
                                                                         Instrument-
                                                                                       3
                                                                         Multi-Eng - UNK/NR
                                                                                                   Rotorcraft - UNK/NR
         Instrument Rating(s) - NONE
----Narrative----
THE PLT STATED HE HAD HIS DESTINATION ARPT IN SIGHT AND THEN LOST SIGHT OF IT. WHILE ATTEMPTING TO LOCATE THE ARPT
THE ENG LOST PWR. HE ATTEMPTED A EMERGENCY LANDING ON AN INTERSTATE HWY 10 WEST OF HOUSTON, TX. AFTER TOUCHDOWN AND
DURING ROLLOUT THE RIGHT WING COLLIDED WITH A SIGN POST. THE CAUSE OF THE LOSS OF ENG PWR WAS NOT DETERMINED. THE
DESTINATION ARPT HAD ENCOUNTERED A COMPLETE LOSS OF ELECTRICAL PWR.
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File No 16	83 8/02/85 KATY,TX	A/C Reg	. No. N93980	Time (Lc1) - 2135 CDT	
Occurrence #1 Phase of Operation		in the second			
Finding(s) 1. UNDETERMINED					
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY				
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH OBJECT	СТ			
Probable Cause					

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

2011/19/2020

Type Operating Certificate-ON-DEMAND AIR	R TAXI Aircraft Damage DESTROYED	Injuries Fatal Serious Minor Non
Type of Operation -POSITIONING Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire Cre NONE Pas	ew 0 0 1 0
Aircraft Information Make/Model - BELL 206B Landing Gear - SKID Max Gross Wt - 3200 No. of Seats - 5	Eng Make/Model - ALLISON 250-C2OJ Number Engines - 1 Engine Type - TURBOSHAFT Rated Power - 317 HP	ELT Installed/Activated - YES/ Stall Warning System - NO
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 135/005 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 HOUSTON,TX Destination MATAGORDA IS.,TX ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING	Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A
		UNK/NR Last 30 Days- UNK/NR

File No 16	85 8/09/85	DAMON,TX 	A/C Reg. No. N22952	Time (Lc1) - 1415 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER (PART CRUISE - NORMAL	IAL) - MECH FAILURE/	MALF	
Finding(s) 1. ENGINE ASSEMBLY	OTHER - FAILURE, TOT	AL		
Occurrence #2 Phase of Operation	DESCENT - EMERGENC	Y		
	IN FLIGHT COLLISIO DESCENT - EMERGENC			
Finding(s) 2. OBJECT - TREE(S 3. TERRAIN CONDITI	ON - NONE SUITABLE			
	IN FLIGHT COLLISIO DESCENT - UNCONTRO	LLED		
Probable Cause				
The National Transpo	rtation Safety Board	determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/a	re finding(s) 2,3		

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Type of Operation -AERIAL APPLICATION Fire Crew Flight Conducted Under -14 CFR 137 NONE Pass Accident Occurred During -DESCENT Aircraft Information Make/Model - CESSNA T188C Eng Make/Model - CONTINENTAL TSIO-520-T Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Max Gross Wt - 2500 Engine Type - RECIP-FUEL INJECTED No. of Seats - 1 Rated Power - 310 HP Environment/Operations Information Weather Data Itinerary Air Wx Briefing - NO RECORD OF BRIEFING SAME AS ACC/INC Completeness - N/A Destination Airp Basic Weather - VMC Unit Dir/Speed- 135/002 KTS Visibility - 10.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE	Injuries Ital Serious Minor None O 1 0 0 O 0 0 0 ELT Installed/Activated - NO -N Stall Warning System - YES port Proximity FF AIRPORT/STRIP ort Data unway Ident - N/A unway Surface - N/A unway Status - N/A unway Status - N/A
Type of Operation -AERIAL APPLICATION Fire Crew Flight Conducted Under -14 CFR 137 NONE Pass Accident Occurred During -DESCENT Aircraft Information Make/Model - CESSNA T188C Eng Make/Model - CONTINENTAL TSIO-520-T Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Number Engines - 1 Number Engines - 1 Rated Power - 310 HP Environment/Operations Information Weather Data Itinerary Air Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Ompleteness - N/A SAME AS ACC/INC Completeness - N/A Destination Airp Basic Weather - VMC LOCAL Wind Dir/Speed- 135/002 KTS Visibility - 10.0 SM ATC/Airspace R Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE R CONSTRUCTION NONE Type of Clearance - NONE R CONSTRUCTION NONE R CONSTRUCTION NONE Type Apch/Lndg - NONE R CONSTRUCTION NONE Type Apch/Lndg - NONE R CONSTRUCTION NONE Type Apch/Lndg - NONE	O 1 0 0 0 O 0 0 0 0 ELT Installed/Activated - NO -N Stall Warning System - YES port Proximity FF AIRPORT/STRIP ort Data unway Ident - N/A unway Lth/Wid - N/A unway Surface - N/A
Accident Occurred During -DESCENT Aircraft Information Make/Model - CESSNA T188C Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2500 No. of Seats - 1 Eng Make/Model - CONTINENTAL TSI0-520-T Number Engines - 1 Engine Type - RECIP-FUEL INJECTED Rated Power - 310 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 135/002 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Eng Make/Model - CONTINENTAL TSI0-520-T Number Engines - 1 Eng Make/Model - CONTINENTAL TSI0-520-T Number Engines - 1 Eng Make/Model - CONTINENTAL TSI0-520-T Number Engines - 1 Engine Type - RECIP-FUEL INJECTED Rated Power - 310 HP Last Departure Point SAME AS ACC/INC Destination Airp LoCAL Wind Dir/Speed- 135/002 KTS Visibility - 10.0 SM ATC/Airspace R Type of Flight Plan - NONE R Type of Clearance - NONE R Type Apch/Lndg - NONE	ELT Installed/Activated - NO -N Stall Warning System - YES port Proximity FF AIRPORT/STRIP ort Data unway Ident - N/A unway Lth/Wid - N/A
Aircraft Information Make/Model - CESSNA T188C Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2500 No. of Seats - 1 Engine Type - RECIP-FUEL INJECTED Rated Power - 310 HP Environment/Operations Information Weather Data Was Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 135/002 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Eng Make/Model - CONTINENTAL TSIO-520-T Number Engines - 1 Engine Type - RECIP-FUEL INJECTED No.	Stall Warning System - YES port Proximity FF AIRPORT/STRIP ort Data unway Ident - N/A unway Lth/Wid - N/A unway Surface - N/A
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2500 No. of Seats - 1 Engine Type - RECIP-FUEL INJECTED Rated Power - 310 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 135/002 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Number Engines - 1 Engine Type - RECIP-FUEL INJECTED Rated Power - 310 HP Last Departure Point SAME AS ACC/INC Destination Local Airp Airp Airp Airp Airp Airp SAME AS ACC/INC Destination Airp Airp SAME AS ACC/INC Destination Airp Type of Flight Plan - NONE Rivpe of Clearance - NONE Type Apch/Lndg - NONE	Stall Warning System - YES port Proximity FF AIRPORT/STRIP ort Data unway Ident - N/A unway Lth/Wid - N/A unway Surface - N/A
Max Gross Wt - 2500 No. of Seats - 1 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 135/002 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation Engine Type - RECIP-FUEL INJECTED Rated Power - 310 HP Last Departure Point SAME AS ACC/INC Destination Local Airp Air Air Air Air Air Air Ai	port Proximity FF AIRPORT/STRIP FORT Data FUNWAY Ident - N/A FUNWAY Lth/Wid - N/A FUNWAY Surface - N/A
No. of Seats - 1 Rated Power - 310 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 135/002 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Rated Power - 310 HP Rated Power - 310 HP Rated Power - 310 HP Air Last Departure Point SAME AS ACC/INC Destination Local Air Air Air Air Air Air Air Ai	port Proximity FF AIRPORT/STRIP Fort Data Funway Ident - N/A Funway Lth/Wid - N/A Funway Surface - N/A
Environment/Operations Information Weather Data	port Proximity FF AIRPORT/STRIP Fort Data Funway Ident - N/A Funway Lth/Wid - N/A Funway Surface - N/A
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point O Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airp Basic Weather - VMC LOCAL Wind Dir/Speed- 135/002 KTS Visibility - 10.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE R Lowest Ceiling - NONE Type of Clearance - NONE R Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE	FF AIRPORT/STŔIP ort Data unway Ident - N/A unway Lth/Wid - N/A unway Surface - N/A
Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airp Basic Weather - VMC LOCAL Wind Dir/Speed- 135/002 KTS Visibility - 10.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE R Lowest Ceiling - NONE Type of Clearance - NONE R Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE	ort Data unway Ident - N/A unway Lth/Wid - N/A unway Surface - N/A
Completeness - N/A Destination Airp Basic Weather - VMC LOCAL Wind Dir/Speed- 135/002 KTS R Visibility - 10.0 SM ATC/Airspace R Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE R Lowest Ceiling - NONE Type of Clearance - NONE R Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE	unway Ident - N/A unway Lth/Wid - N/A unway Surface - N/A
Basic Weather - VMC LOCAL Wind Dir/Speed- 135/002 KTS R Visibility - 10.0 SM ATC/Airspace R Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE R Lowest Ceiling - NONE Type of Clearance - NONE R Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE	unway Ident - N/A unway Lth/Wid - N/A unway Surface - N/A
Visibility - 10.0 SM ATC/Airspace R Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE R Lowest Ceiling - NONE Type of Clearance - NONE R Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE	unway Lth/Wid - N/A unway Surface - N/A
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE R Lowest Ceiling - NONE Type of Clearance - NONE R Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE	unway Surface - N/A
Lowest Ceiling - NONE Type of Clearance - NONE R Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE	
Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE	unway status - N/A
Precipitation - NONE	•
Personnel Information Pilot-In-Command Age - 26 Medical Certificate -	VALID MEDICAL-WAIVERS/LIMIT
· · · · · · · · · · · · · · · · · · ·	me (Hours)
COMMERCIAL Current - UNK/NR Total - 1337	Last 24 Hrs - UNK/NR
SE LAND Months Since - UNK/NR Make/Model- 414	Last 30 Days- UNK/NR Last 90 Days- 153
Aircraft Type - UNK/NR Instrument- 4	Last 90 Days- 153
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR
Instrument Rating(s) - NONE	
Narrative	
PLT STATED HE FAILED TO SEE A METAL STAND PIPE IN THE COTTON FIELD. THE ACFT COLLIDED WITH	THE STAND PIPE AND
PED INVERTED. RESIDUE OF THE SPRAYING CHEMICAL WAS OBSERVED ON THE WINDSCREEN AFTER THE ACC RICTED FORWARD VISIBILITY FROM THE COCKPIT.	IDENT. THIS RESIDUE

File No. - 1682 8/15/85 FLOYDADA,TX A/C Reg. No. N9964J Time (Lc1) - 1500 CDT

Occurrence #1
Phase of Operation

IN FLIGHT COLLISION WITH OBJECT MANEUVERING - AERIAL APPLICATION

Finding(s)

- 1. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD DIRTY(FOGGY)
- 2. VISUAL LOOKOUT INADEQUATE PILOT IN COMMAND
- 3. CLEARANCE NOT MAINTAINED PILOT IN COMMAND

Occurrence #2 Phase of Operation IN FLIGHT COLLISION WITH TERRAIN

DESCENT - UNCONTROLLED

----Probable Cause----

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

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

File No 1681 8/17/85 LLAN	XT,OI	A/C Reg. No	. N2217G	т	ime (Lc1) -	- 0930 CD	Γ .
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Dama	ge		Injur		. ,
T		SUBSTANTIAL	_	Fatal		Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	0
Make/Model - PIPER PA-28-181	Fng Make/M	odel - LYCOMING	0-360-A4M	FIT	Installed/	Activated	- VES/NO
Landing Gear - TRICYCLE-FIXED	Number Eng		0 000 77 111		tall Warnir		
Max Gross Wt - 2450	Engine Typ		ATING-CARBURE			.9 0,010	0
No. of Seats - 4	Rated Powe						
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		ure Point		ON AIR			
Method - N/A	DALLAS, TX						
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	AUSTIN, TX			LLAND	MUNI		
Wind Dir/Speed- 155/010 KTS				Runway	Ident -	- 17	
Visibility - 15.0 SM	ATC/Airspace			Runway	Lth/Wid	- 3200/	50
Lowest Sky/Clouds - CLEAR	Type of Fli	ght Plan - NONE		Runway	Surface	- ASPHALT	
Lowest Ceiling - NONE	Type of Cle	arance - VFR		Runway	Status ·	- DRY	
Obstructions to Vision- NONE	Type Apch/L	ndg - FORC	ED LANDING				
Precipitation - NONE		have a					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 38		al Certificat			D WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight R			nt Time (F			_
PRIVATE	Current		otal -			4 Hrs -	
SE LAND	Months Since	- UNK/NR M	ake/Model- nstrument-	9	Last 30	Days- U	NK/NR
	Aircraft Type						
		M	ulti-Eng - UN	NK/NR	KOTOPCI	raft - U	NK/NR
Instrument Rating(s) - NONE							
E PLT STATED HE ENTERED THE TRAFFIC PATTER	ON AT 2000 ET EOD A	LEET DOWNWIND T	O DWV 17 HE	THEN DEDI	ICED DWD TO	1700 DDM	
D PLACED THE MIXTURE CONTROL INTO THE FULL							
S DESCENT. THE ENG THEN BEGAN TO LOSE PWR							
SITIONS BUT COULD NOT GET A RESTART. THE							
DUCHED DOWN 200-300 YRDS SHORT OF THE RWY,							
THE RWY. EXAMINATION BY FAA PERSONNEL REV							
JEL LEAK. AFTER RECOVERY OF THE WRECKAGE A							
LVE. THE ENG WAS STARTED AND NOTED TO BE				, ,,,,,		- · - · ·	
ETE. THE ENG WAS STARTED AND HOTED TO BE	THE OF HORMAL OF	2					

File No 168	1 8/17/85 LLANO,TX	A/C Reg. No. N2217G	Time (Lc1) - 0930 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL APPROACH - VFR PATTERN - DOWNWIND		
	NAUSTION ON CALCULATIONS - INACCURATE - PILOT IN	COMMAND	
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
	COMPLETE GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN		
Finding(s) 4. FLARE - IMPROPER 5. LANDING GEAR,MAI			
Probable Cause			
The National Transporis/are finding(s) 1,2	tation Safety Board determines that the	Probable Cause(s) of this accid	ent
Factor(s) relating to	this accident is/are finding(s) 3		

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	ft Damage		Injuri	es	
· , , , , - · · · · · · · · · · · · · ·	SUBSTA		Fatal	•	Minor	None
Type of Operation -PERSONAL	Fire	Crew	-	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE	Pass	0	0	0	0
accident occurred burning -TAKEOFF						
Aircraft Information						
Make/Model - CESSNA 150J	Eng Make/Mode1 - Co			Installed/Ac		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warning	System	- YES
Max Gross Wt - 1600	Engine Type - Ri		FIOR			
No. of Seats - 2	Rated Power -	100 HP			. 	
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t	OFF AI	RPORT/STRIP		
Method - N/A	ORANGE, TX			_		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC			•	/.	
Wind Dir/Speed- UNK/NR	.== /				N/A	
Visibility - UNK/NR	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan			Surface -		
Lowest Ceiling - UNK/NR	Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	- NUNE				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - UNK/NR					
Certificate(s)/Rating(s)	Biennial Flight Review Current - UNK/N				Una - UN	IZ /ND
UNK/NR			NK/NK	Last 24		
	Months Since - UNK/NI		NK/NK	Last 30	Days- UN	IK/NR
	Aircraft Type - UNK/N	Multi-Eng - U			ift - UN	
		Marti-Eng - 0	INN/ INN	ROTOLCIA	11 C ON	IN/ INK
Instrument Rating(s) - UNK/NR						
Narrative						
PLT REPORTEDLY WAS DELIVERING THE ACFT TO						
T REPORTEDLY CALL THE OWNER AND TOLD HIM	HE HAD BENT THE ACFT UPON I	LANDING AT CRYSTAL	BEACH. HE	WAS TOLD BY	THE	

File No 1679	8/28/85	CRYSTAL	BEACH, TX	A/C Reg. No. N5573	3G Time (Lc1)	- 1100 CDT
	IN FLIGHT COLLISI	ON 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) $\bf 1$

File No 1677 9/11/85	ANGLETON, TX	A/C Reg. No. N2022G Time (Lc1) - 0930 CDT								
Basic Information Type Operating Certificate-ON-DEM/	AND AIR TAXI	Aircraft Damag	ie		Injuri	 ies				
Name of Carrier -DHL AIR		SUBSTANTIAL	,-	Fatal	•		None			
Type of Operation -NON SCH	HED, DOMESTIC, CARGO	Fire	Crew	0	0	0	1			
Flight Conducted Under ~14 CFR		NONE	Pass	0	0	1	0			
Accident Occurred During -CRUISE										
Aircraft Information										
Make/Model - BELL 206L-1	Eng Make,	/Model - ALLISON 2	250-C28B	ELT In	nstalled/Ad	ctivated	- NO -N/A			
Landing Gear - SKID	Number Er	Number Engines - 1			Stall Warning System - NO					
Max Gross Wt - 3000	Engine Ty	Engine Type - TURBOSHAFT								
No. of Seats - 7	Rated Pol									
Environment/Operations Information-	·									
Weather Data	Itinerary			Airport Pr	roximity					
Wx Briefing - NO RECORD OF BRI	= - · · · · · · · · · · · · · · · · · ·			OFF AIRPORT/STRIP						
Method - N/A	HOUSTON	HOUSTON, TX								
Completeness - N/A	Destination	า	A	irport Da	ta					
Basic Weather - VMC	ANGLETO	N, TX		•						
Wind Dir/Speed- 180/006 KTS				Runway :	[dent -	N/A				
Visibility - UNK/NR				Runway I	_th/Wid -	N/A				
Lowest Sky/Clouds - 500 F	SCATTERED Type of F	light Plan - NONE		Runway 9	Surface -	N/A				
Lowest Ceiling - 3300 F	BROKEN Type of C	learance - NONE		Runway 9	Status -	N/A				
Obstructions to Vision- NONE	Type Apch,	/Lndg - NONE		_						
Precipitation - NONE		_								
Condition of Light - DAYLIGH	Г									
Personnel Information										
Pilot-In-Command	Age - 38	Medica	al Certificate	- VALID	MEDICAL-NO	WAIVERS/	LIMIT			
Certificate(s)/Rating(s) COMMERCIAL,ATP,CFI	Biennial Flight	Review		Time (Hou		·				
COMMERCIAL, ATP, CFI	Current	- UNK/NR To	otal - 9	066	Last 24	Hrs -	1			
SE LAND, ME LAND	Months Since	∍ - UNK/NR Ma	ake/Model- ·	900	Last 30	Days- UN	K/NR			
HELICOPTER ,GLIDER	Aircraft Tv	e - UNK/NR Ma De - UNK/NR In	nstrument- 1	148	Last 90	Davs-	9			
		· Mu	ılti-Eng - 2	700	Rotorcra	aft [°] -	4050			
	· ···- ··- ·		_							
Instrument Rating(s) - AIRPLA	ANE,HELICOPTER									
Narrative										
HE PLT HAD DESCENDED TO VERY LOW ALT (10-15 FEET ABOVE GROUNI	D LEVEL) DURING VE	R WEATHER CON	DITIONS W	HILE STILL					
EVERAL MILES FROM HIS DESTINATION ARPT						AND				
RENDERED FIRST AID TO HIS NON-REVENUE PA										
PASSENGER TO THE HOSPITAL. THIS WAS A NO			. = =			· -				
		,								

File No. - 1677 9/11/85 A/C Reg. No. N2022G Time (Lc1) - 0930 CDT ANGLETON, TX

Occurrence

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation CRUISE - NORMAL

Finding(s)

1. OBJECT - WIRE, TRANSMISSION

- 2. IN-FLIGHT PLANNING/DECISION POOR PILOT IN COMMAND
- 3. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND
- 4. VISUAL LOOKOUT INADEQUATE PILOT IN COMMAND

----Probable Cause----

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

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

File No 1732 9/21/85	LUBBOCK,TX A/C Re	eg. No. N93729	Т-	ime (Lc1) -	1005 CDT			
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries				
	SUBSTAN	ITIAL	Fatal	Serious	Minor	None		
Type of Operation -INSTRUC		Crew	0	Ò	. 0	2		
Flight Conducted Under -14 CFR		Pass	0	0	0	0		
Accident Occurred During -LANDING								
Aircraft Information								
Make/Model - CESSNA 152	Eng Make/Model - LYC	OMING 0-235-L2C	ELT :	Installed/Ad	ctivated	- YES/YES		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warning	g System	- YES		
Max Gross Wt - 1600	Engine Type - REC	IPROCATING-CARBURE	TOR					
No. of Seats - 2	Rated Power -	110 HP						
Environment/Operations Information								
Weather Data	Itinerary		Airmort	Proximity				
Wx Briefing - FSS	Last Departure Point		OFF AIRPORT/STRIP					
Method - TELEPHONE	LUBBOCK.TX		011 41	KI OKI / STRII				
Completeness - FULL	Destination		Airport Da	ata				
Basic Weather - IMC	LOCAL		A					
Wind Dir/Speed- 010/008 KTS	293772		Runway	Ident -	N/A			
Visibility - 6.0 SM	ATC/Airspace			Lth/Wid -				
Lowest Sky/Clouds -	Type of Flight Plan -	· IFR		Surface -				
	OVERCAST Type of Clearance				N/A			
Obstructions to Vision- NONE	• •	NONE		•	•			
Precipitation - NONE	· , p · · · · p · · · , = · · · · g							
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 28	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)						
COMMERCIAL, CFI	Current - YES	Total -	850	Last 24	Hrs - UN	K/NR		
SE LAND, ME LAND	Months Since - 6	Make/Model-	612	Last 24 Last 30	Davs- UN	K/NR		
,	Aircraft Type - UNK/NR	Instrument-	61	Last 90	Days-	463		
		Multi-Eng -	15	Rotercra	aft - UN	K/NR		
		J				•		
Instrument Rating(s) - AIRPLA	NE							
Narrative								
THE PILOT EXPERIENCED TOTAL ENGINE FAILU	RE WHEN A CONNECTING ROD BOLT FAT	TED AND CAUSED THE	F FNGINE TO	ח ו חכא וויף ו	HF WAS			
CLIMBING IN IMC WEATHER CONDITIONS WHEN								
OUT OF THE CLOUDS AT ABOUT 300 FEET ABOV								
MUDDY COTTON FIELD. THE AIRCRAFT FLIPPED								
RECORDS REVEALED THE ENGINE HAD BEEN TOP								
LEGORDS REFERED THE ENGINE HAD BEEN FOR	STERRINGED THREE TIMES DOKING I	S ETTE BOT TIAD NE	TEN DEEN M	ACCK OFERIA				

9/21/85 A/C Reg. No. N93729 Time (Lc1) - 1005 CDT File No. - 1732 LUBBOCK, TX Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CLIMB Finding(s) 1. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL 2. ENGINE ASSEMBLY, CONNECTING ROD - UNDETERMINED FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2 Factor(s) relating to this accident is/are finding(s) 3

Type Operating Certificate-NONE (GENERA		•		Injur		
Type of Operation -PERSONAL	SUBSTAN		Fatal O	Serious	Minor	None
Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass	•	0	1 0	0
Accident Occurred During -TAKEOFF	None	7 400	Ü	Ŭ	Ÿ	•
Aircraft Information						
Make/Model - CESSNA 182A	Eng Make/Mode1 - CON	TINENTAL 0-470-L		Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3200	Number Engines - 1 Engine Type - REC	IPROCATING-CARBUR		tall Warnir	ig System	- YES
No. of Seats - 4	<u> </u>	230 HP	EIUK			
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A			ON AIR	STRIP		
Method - N/A Completeness - N/A	SAME AS ACC/INC Destination		Airport D	2+2		
Basic Weather - VMC	ODESSA, TX		•	L COUNTY		
Wind Dir/Speed- 160/002 KTS	002007,77				16	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -	3000/	25
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -			Surface -	DIRT	
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE			HIGH VEG	ETATION
Precipitation - NONE Condition of Light - DUSK						
Personnel Information Pilot-In-Command	Age - 32	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			
COMMERCIAL	Current - YES	Total -		Last 24		1
SE LAND	Months Since - 15 Aircraft Type - UNK/NR	Make/Mode1- Instrument-	138	Last 30	Days- UN	15
	ATTOTAL TYPE ONLY IN	THIS CHAINCITE	'-	Lust st	, bays	
Instrument Rating(s) - NONE	•					
Narrative						
	SH ON THE RWY, HOWEVER, HE D	ITO NOT THINK IT W	OULD BE AN	ORSTACLE T	'n	
ANDING THE PLT NOTICED A CHANTITY OF RDI			JULU DE MIN		_	

File No 16	54 9/24/85 	SANDERSON, TX	A/C Reg. No. N9937B	Time (Lc1) - 1930 CDT
Phase of Operation 1. UNSAFE/HAZARDOU	CTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND #3 NOSE OVER Operation TAKEOFF - INITIAL CLIMB			
		_		
Finding(s) 3. DIRECTIONAL CON	TROL - NOT MAINTAIN	NED - PILOT IN COMMAND		
		. CLIMB		
Probable Cause				
The National Transpois/are finding(s) 1,	-	rd determines that the P	robable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is,	are finding(s) 2		

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Ai	rcraft Damage			Injur	ies	
type specialting continues to the telegraphic		UBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONA	L Fi	re	Crew	0		0	1
Flight Conducted Under -14 CFR 91		ONE	Pass	0	0	ŏ ·	0
Accident Occurred During -LANDING *							
Aircraft Information							
Make/Model - CESSNA 182N	Eng Make/Model			ELT 1	nstalled/A	ctivated	- YES/Y
Landing Gear - TRICYCLE-FIXED	Number Engines				all Warnin	g System	- YES
Max Gross Wt - 2800	Engine Type		NG-CARBURE	TOR			
No. of Seats - 4	Rated Power	- 230 HP					
Environment/Cperations Information	•						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary	Dadad		Airport F	•		
Method - N/A	Last Departure ODESSA.TX	Point		ON AIRF	URI		
Completeness - N/A	Destination		•	Airport Da	1+2		
Basic Weather - VMC	SAME AS ACC/I	NC.			SCHLEMEYER		
Wind Dir/Speed- 200/010 KTS	5AME A5 A66, 1					20	
Visibility - 20.0 SM	ATC/Airspace			Runway	Lth/Wid -		75
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE		Runway	Surface -	ASPHALT	
Lowest Ceiling - NONE	Type of Clearan	ce - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg						
Precipitation - NONE		TOUCH A	ND GO				
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 47	Modical	Contificat	o - VALTO	MEDICAL-WA	TVEDC/LTN	177
Certificate(s)/Rating(s)	Biennial Flight Revie			nt Time (Ho		I A CK2 / CIM	111
STUDENT	Current - N	 I/A Tota	g,	37	Last 24	Hrs -	1
	Current - N Months Since - N Aircraft Type - N	/A Make	/Model-	13	Last 30	Days- UN	IK/NR
	Aircraft Type - N	/A Inst	rument-	0	Last 90	Days-	27
-Narrative							
ING TOUCH-&-GO LANDING PRACTICE ON HER SEC		HT, THE STUDEN DAMAGED. THE A					

File No. - 1653 10/03/85 ODESSA, TX A/C Reg. No. N92755 Time (Lc1)'- 1645 CDT Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. FLARE - IMPROPER - PILOT IN COMMAND 2. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND ----Probable Cause----

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

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

File No 1652 10/05/85 EL P	ASO,TX A/C	Reg. No. N35JW	Ti	me (Lc1) -	1755 CDT	
Basic Information Type Operating Certificate-NONE (GENER		ft Damage		Injur	ies	
,	SUBST	ANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - BEECHCRAFT K35	Fng Make/Model - C	ONTINENTAL IO-470-C	FIT I	nstalled/A	ctivated	~ YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -			all Warnir		
Max Gross Wt - 2900		ECIP-FUEL INJECTED	3.		ig byotom	, 23
No. of Seats - 5	Rated Power -					
Favingant/Organization Information						
Environment/Operations Information	T 4 3		A			
Weather Data	Itinerary		Airport F	•		
Wx Briefing - FSS	Last Departure Poin	t	ON AIRF	ואסי		
Method - IN PERSON	MIDLAND, TX					
Completeness - FULL	Destination		Airport Da			
Basic Weather - VMC	EL PASO,TX			INTERNATI		
Wind Dir/Speed- VARIABLE					26L	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -		150
Lowest Sky/Cłouds - CLEAR	Type of Flight Plan			Surface -		
Lowest Ceiling - NONE	Type of Clearance	- VFR	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 - 61	Medical Certifica	te - VALTD	MEDICAL -WA	TVERS/LTM	ATT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (Ho		.172.13/21	
PRIVATE	Current - YES	Total -	-	Last 24	Hre -	4
SE LAND	Months Since - 20	Make/Model-	313		Days- UN	
JE LAND	Aircraft Type - UNK/N	•	43	Last 90		39
	ATTCTATE Type - UNK/N	r Instrument	43	Last 90	Days-	35
Instrument Rating(s) - NONE						
Narrative						
THE PLT STATED HIS STRAIGHT-IN LANDING FINAL	APCH WAS SMOOTH THE ATRSP	FED HAD DECREASED F	ROM SO TO 6	5 KTS & TH	łF	
ACFT'S WHEELS WERE ONLY INCHES ABOVE THE RWY						
TOUCH DOWN ON THE DIRT BESIDE THE RWY. WIND						,
ENCOUNTERED AN UNSEEN "DUST DEVIL" ON THE RW						•
(TYPE UNKNOWN) WHICH HAD JUST DEPARTED FROM		A TORBULLINGE OF A L	TOUT I WILL [HOTHE MON		
(1145 ONVINOMIN) MUTCH UND 0021 DELAKIED LEGM	THE JAME KWI.	-				
	DACE 246	:				

File No. - 1652 10/05/85 EL PASO,TX A/C Reg. No. N35JW Time (Lc1) - 1755 CDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

File No 1650 10/12/85 H	OUSTON.TX	A/C Reg. No. N	149958	т	ime (Lc1) -	1400 CDT	г
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage			Injur		
•		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -INSTRUCT	IONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 9	1	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 152	Eng Make/Mo	del - LYCOMING 0-	235-L2C	ELT	Installed/A	ctivated	- YES/YE
Landing Gear - TRICYCLE-FIXED	Number Eng			S	itall Warnir	ng System	- YES
Max Gross Wt - 1670	Engine Type	- RECIPROCATI	NG-CARBURET	OR		-	
No. of Seats - 2	Rated Power						
Environment/Operations Information	-						
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIE		ıre Point		ON AIR			
Method - N/A	SAME AS AC						
Completeness - N/A	Destination	,	Δ	irport D	ata		
Basic Weather - VMC	LOCAL			ANDRAU			
Wind Dir/Speed- CALM					Ident -	- 16	
Visibility - 12.0 SM	ATC/Airspace				Lth/Wid -		50
	SCATTERED Type of Flig	tht Plan - NONE			Surface -		
Lowest Ceiling - NONE		arance - NONE				DRY	•
Obstructions to Vision- NONE	Type Apch/Lr			Ranway	Jacas	DKI	
Precipitation - NONE	Type Apcily Li	140142					
Condition of Light - DAYLIGHT							
Personnel Information			0-1:5:		MEDICAL MA	TVEDC /1 TA	47.7
Pilot-In-Command	Age - 24		Certificate			ITAEK2\ FIN	UT I
Certificate(s)/Rating(s)	Biennial Flight Re		_	Time (H			•
COMMERCIAL, CFI	Current			480	Last 24		0
SE LAND, ME LAND	Months Since			242		Days- UN	•
	Aircraft Type	•		73	Last 90	Days-	64
		Mult	:i-Eng -	10			
Instrument Rating(s) - AIRPLAN	E						
Narrative							
HE STUDENT WAS INSTRUCTED TO FOLLOW THRO	UGH WITH HIS LEFT HAND	ON THE CONTROLS D	URING THE T	AKEOFF.	AFTER LIFTO)FF	
HE CFI FELT THAT THE ACFT WAS CLIMBTING							
E WAS APPLYING TOO MUCH BACK PRESSURE. T							
ANDING WAS MADE. AFTER TOUCHDOWN THE ACF							
ITH A DITCH BEFORE COMING TO A STOP. NO							
CCORDING TO INFORMATION RECEIVED FROM TH		ALI UNCITON OF THE	. AUFT 3 CON	INUL 313	TILM WAS UIS	SCOVERED	
COUPTING IN TIMENEWALTON RECEIVED LEGIM IN	L FET AT A LATER DATE.						
	DACE (140					
	PAGE-	740					

File No 1650	10/12/85	HOUSTON, TX	A/C Reg. No. N49958	Time (Lc1) - 1400 CDT
Occurrence #1 O'Phase of Operation La	/ERRUN ANDING - ROLL		•	
Finding(s) 1. PRECAUTIONARY LAND	ING - PERFORMED	- PILOT IN COMMAND		
	N GROUND COLLIS ANDING - ROLL	ION WITH TERRAIN		
Finding(s) 2. TERRAIN CONDITION	- DITCH			
Probable Cause				
The National Transportais/are finding(s) 2	tion Safety Boa	rd determines that t	he Probable Cause(s) of this accide	ent
Factor(s) relating to the	nis accident is	/are finding(s) 1		

-Basic Information Type Operating Certificate-NONE (GENERA)	AVIATION)	Aircraft Damage			Injur	ies	
Type operating our tri reate home (deficite	- AVIA(10N)			Fatal			None
Type of Operation -PERSONAL		DESTROYED Fire	Crew		0		1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	2
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA U-206		Model - CONTINENTAL			nstalled/A		
Landing Gear - TRICYCLE-FIXED				St	all Warnir	ng System	- YES
Max Gross Wt - 3300 No. of Seats - 6		pe - RECIP-FUEL	INJECTED				
NO. OT Seats - 6	kated Pow 	er - 285 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport P			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Depar	ture Point		OFF AIR	PORT/STRIF	,	
Completeness - N/A	LONGMONT Destination			Airport Da	+-		
Basic Weather - VMC	LAS VEGA			All por C ba	ita		
Wind Dir/Speed- UNK/NR	CAS VEGA	3,144		Runway	Ident -	N/A	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of F1	ight Plan - VFR			Surface -		
Lowest Ceiling - NONE	Type of C1	earance - VFR		Runway	Status -	N/A	
Obstructions to Vision- NONE		Lndg - FORCED		-			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 51 Biennial Flight	Medical Review	Certificat Fligh				
PRIVATE	Current	Review - YES Tota - 7 Make e - C-150 Ins Mul	al -	346	Last 24	Hrs - UN	NK/NR
SE LAND	Months Since	- 7 Make	e/Model-	88	Last 30	Days- UN	NK/NR
	Aircraft Typ	e - C-150 Ins	trument-	10	Last 90	Days-	8
•		Mu1	ti-Eng - UN	IK/NR	Rotorc	raft - UN	NK/NR
Instrument Rating(s) - NONE							
PLT WAS FLYING ON A VFR X-COUNTY FLT WHEN	HE ALLOWED THE P	T FUEL TANK TO PUN	DRY WHICH	RESULTED T	N FNG STOP	PAGE.	
ER SWITCHING FUEL AN ATTEMPTED ENG RESTART							

File No. - 1736 8/10/85 BULLFROG BASIN, UT A/C Reg. No. N2187F Time (Lc1) - 1030 MDT Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - STARVATION 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND 3. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND 4. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - HIGH VEGETATION 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

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

File No 1752 8/23/85 W	OODS CROSS,UT A/	C Reg. No. N711JK	T	ime (Lc1) -	0650 MD1	7
-Basic Information						
Type Operating Certificate-NONE (GE	NERAL AVIATION) Airc	raft Damage		Injur	ies	
-		STANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL				0	1	0
Flight Conducted Under -14 CFR 9			_	ŏ	ò	ŏ
Accident Occurred During -LANDING	, 1461		, 0	Ŭ	Ŭ	Ü
-Aircraft Information						
Make/Model - MITCHELL/BEDE BD-4	Eng Make/Model -	LYCOMING 0-360	ELT	Installed/A	ctivated	- NO -N/
Landing Gear - TAILWHEEL-ALL FIXED				tall Warnin		
Max Gross Wt - 2500		RECIPROCATING-CARBUR			9 -,	
No. of Seats - 4		180 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIE		int	•	RPORT/STRIP		
Method - N/A	WOODS CROSS,UT			, •		
Completeness - N/A	Destination		Airport [ata		
Basic Weather - VMC	WOODS CROSS,UT		Amport	ata		
Wind Dir/Speed- VARIABLE/005 KTS	#0003 CR033,01		Burnua	Ident -	N/A	
Visibility - UNK/NR	ATC /Aimmage			Lth/Wid -		
	ATC/Airspace	NONE				IDE
	Type of Flight Pl				GRASS/TU	JKF
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 57	Medical Certifica				
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (F			
NONE	Current - N/A				Hrs - U	
	Months Since - N/A		600		Days- U	
	Aircraft Type - N/A	Instrument-	0	Last 90	Days- U	NK/NR
Instrument Rating(s) - NONE						
-Narrative						
ACFT CRASHED AFTER THE ENG QUIT DURIN					ANK	
CH COLLAPSED THE LEFT LNDG GEAR. INVES						
NG AUTO FUEL. THE FUEL TANKS HAD BEEN	REPAIRED FOR LEAKS. THE PLT	SAID THAT HE WAS NOT	ABLE TO DE	AIN ALL FUE	L	
· · · · · · · · · · · · · · · · · · ·	NO FUEL DRAINS IN THE OUTBOA	RD SECTION OF THE WIL	NG TANKS. V	HICH IS THE		
H THE DRAINS AS INSTALLED. THERE WERE						
H THE DRAINS AS INSTALLED. THERE WERE EST POINT IN THE FUEL TANKS.	NO VOLE BRAINS IN THE GOLDS					

File No. - 1752 8/23/85 WOODS CROSS,UT A/C Reg. No. N711JK Time (Lc1) - 0650 MDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID.FUEL - WATER 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 MAIN GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3 Factor(s) relating to this accident is/are finding(s) 4

Basic Information Type Operating Certificate-NONE (GE	NEDAL AVIATION) AS	rcraft Damage			Ini	uries	
Type operating certificate None (de		ESTROYED		Fatal	Serious	Mino	r None
Type of Operation -BUSINESS		re	Crew	0	1		·
Flight Conducted Under -14 CFR 9	1 0	N GROUND		ŏ	1	ō	Ŏ
Accident Occurred During -MANEUVER	ING						
Aircraft Information							
Make/Model - BEECH 35	Eng Make/Model		₋ E-185-11-8				
Landing Gear - TRICYCLE-RETRACTABL					tall Warn	ing Syst	em - YES
Max Gross Wt - 2250	Engine Type		ING-CARBURÉT	OR			
No. of Seats - 4	Rated Power	- 185 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Departure	Point		OFF AI	RPORT/STR	IP	
Method - TELEPHONE	DELTA, CO						
Completeness - FULL	Destination		Д	irport D			
Basic Weather - IMC Wind Dir/Speed- 310/007 KTS	RIALTO, CA			FILLMO	_	- N/A	
Visibility500 SM	ATC/Airspace				Ident Lth/Wid		
Lowest Sky/Clouds -	Type of Flight	Dian - NONE			Surface		
	OBSCURED Type of Clearar						VEGETATION
Obstructions to Vision- FOG	Type Apch/Lndg			Kuliway	Jtatus	man	VEGETATION
	Type Apeny Endg	140142					
Precipitation - UNK/NR Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 27		Certificate			NO MAIVE	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revie	:W	Flight	: Time (H	ours)		
PRIVATE	Current - Y Months Since - Aircraft Type - 3	ES Tota	al - e/Model- trument-	160	Last :	24 Hrs -	UNK/NR
SE LAND	Months Since -	5 Make	e/Model-	160	Last :	30 Days-	UNK/NR
	Aircraft Type - 3	5 Inst	trument-	2	Last	90 Days-	20
Instrument Rating(s) - NONE							
Narrative	LT AFTER RETUR ARVICES TO		AC NOT DESC			_	
PLT DEPARTED DELTA, UT ON A VFR X-C F ITIONS ON THE PROPOSED ROUTE OF FLT.							
ILLIONS ON THE DUODOSED DOLLE OF FLT	HE FIFW INIU AN ARFA OF RI	SING TERRAIN.	ENCOUNTERED	J IMC WX	CONDITION	S -	

File No. - 1784 10/09/85 A/C Reg. No. N3339V FILLMORE,UT Time (Lc1) - 1020 MDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND 3. WEATHER CONDITION - FOG 4. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND 5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 6. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND 7. WEATHER CONDITION - RAIN 8. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 9. TERRAIN CONDITION - MOUNTAINOUS/HILLY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

 $is/are\ finding(s)\ 2,4,5,6,8$

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

Brief of Accident

Type of Operation -PERSONAL Fire Crew 0 0 Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 170B	Minor 1	0		e		PAL AVIATION)	-NONE (GENEDA			Informa	Basic
Type of Operation -PERSONAL Fire Crew 0 O Flight Conducted Under -14 CFR 91 NONE Pass 0 O O Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 170B Eng Make/Model - CONTINENTAL 0-300-A ELT Installed/Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 170B Eng Make/Model - CONTINENTAL 0-300-A ELT Installed/Accident Occurred During - LANDING Number Engines - 1 Stall Warning	0	0					MONE (GENERA	Certificat	ing	0perat	
Fight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 170B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2200 No. of Seats - 4 Rated Power - 145 HP Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- VARIABLE Visibility - 40.0 SM Lowest Sky/Clouds - 15000 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 SEAM AND NONE SINCE Pass O O O O O O O O O O O O O O O O O O O		•	U	0			DEDCOMAL			-£ 0	T
Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 170B		O	ň								
Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning Max Gross Wt - 2200 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 145 HP Environment/Operations Information		•	U	rass	NONE						
Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning Max Gross Wt - 2200 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 145 HP -Environment/Operations Information Weather Data Itinerary Last Departure Point ON AIRPORT ON	_										
Max Gross Wt - 2200 No. of Seats - 4 Rated Power - 145 HP Environment/Operations Information Weather Data Wx Briefing - UNK/NR Wethod - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- VARIABLE Visibility - 40.0 SM Lowest Sky/Clouds - 15000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SAME - ARECIPROCATING-CARBURETOR Rated Power - 145 HP Itinerary Airport Proximity ON AIRPORT Airport Proximi			E	VF 0-300-V							
No. of Seats - 4 Rated Power - 145 HP Environment/Operations Information Weather Data Itinerary Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- VARIABLE Wind Dir/Speed- VARIABLE Lowest Sky/Clouds - 15000 FT SCATTERED Type of Flight Plan - NONE Lowest Sky/Clouds - 15000 FT SCATTERED Type of Clearance - NONE Destructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE Current - YES Make/Model - 765 Last 30 Airport Proximity ON AIRPORT Airport Proximity ON AIRPORT ON AIRPORT Airport Pr	ning System - Yi	Stall Warning					ALL FIXED			_	
Weather Data Weather Data Weather Data Weather Data Weathod - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- VARIABLE Visibility - 40.0 SM Lowest Sky/Clouds - 15000 FT SCATTERED Type of Flight Plan - NONE Conditions to Vision- NONE Precipitation Precipitation Precipitation Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE PRIVATE PRIVATE PRIVATE SAME AS ACC/INC SAME AS ACC/INC SAME AS ACC/INC Morrisor Obstination SAME AS ACC/INC Morrisor Obstination Airport Proximity ON AIRPORT O			FIOR	ING-CARBUR							
Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- VARIABLE Visibility - 40.0 SM Lowest Sky/Clouds - 15000 FT SCATTERED Type of Clearance - NONE Lowest Ceiling - NONE Condition to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SAME AS ACC/INC MORRISVILLE STOWE Runway Ident - Runway Ident - Runway Surface - Runway Surface - Runway Status - Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN Medical Certificate - VALID MEDICAL-WA Flight Time (Hours) Flight Time (Hours) Current - YES FLAND Months Since - 13 Make/Model - 765 Last 30 Make/Model - 765 Last 30 Make/Model - 765 Make/Model - 765 Make/Mode					Power - 145 H	Rated 			:s -	of Seat	NO.
Wx Briefing - UNK/NR		t Dnovimity	Ainna			Itinonon	mation	tions Info)pera		
Method - UNK/NR SAME AS ACC/INC Completeness - UNK/NR Destination Airport Data Basic Weather - VMC SAME AS ACC/INC MORRISVILLE STOWE Wind Dir/Speed- VARIABLE Visibility - 40.0 SM ATC/Airspace Runway Ident - Lowest Sky/Clouds - 15000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 789 Last 24 SELAND Months Since - 13 Make/Model - 765 Last 30	y .							- IINK/ND	•		
Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- VARIABLE Wind Dir/Speed- VARIABLE Visibility - 40.0 SM ATC/Airspace Lowest Sky/Clouds - 15000 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) PRIVATE SELAND Destination Airport Data MoRRISVILLE STOWE Runway Ident - Runway Surface - Runway Surface - Runway Status - Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Medical Certificate - VALID MEDICAL-WAL Flight Time (Hours) PRIVATE SELAND Months Since - 13 Make/Model - 765 Last 30		IRFORT	OIV							_	
Basic Weather - VMC SAME AS ACC/INC MORRISVILLE STOWE Wind Dir/Speed- VARIABLE Runway Ident - Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - Lowest Sky/Clouds - 15000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 789 Last 24 SF LAND Months Since - 13 Make/Model - 765 Last 30		: Data ·	Airpor		•						
Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - Lowest Sky/Clouds - 15000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAY Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 789 Last 24 SF LAND Months Since - 13 Make/Model- 765 Last 30	OWE							•		•	
Lowest Sky/Clouds - 15000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAY Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 789 Last 24 SF LAND Months Since - 13 Make/Model - 765 Last 30	- 19	ay Ident - 1	Run		·			d- VARIABL	Spee	nd Dir/	Wi
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAY Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 789 Last 24 SF LAND Months Since - 13 Make/Model - 765 Last 30					oace	ATC/Airs	SM	- 40.0	y	sibilit	Vi
Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAY Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 789 Last 24 SF LAND Months Since - 13 Make/Model - 765 Last 30											
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 789 Last 24 SELAND Months Since - 13 Make/Model - 765 Last 30	- DRY	ay Status - D	Run					_			
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 789 Last 24 SELAND Months Since - 13 Make/Model - 765 Last 30				IC PATTERN	och/Lndg - TRAF	Type A					
Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WA Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 789 Last 24											
Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 789 Last 24 SF LAND Months Since - 13 Make/Model - 765 Last 30							DAYLIGHT 	Light -	9 Of	ndition	Co
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 789 Last 24 SF LAND Months Since - 13 Make/Model - 765 Last 30	WATVEDC /LIMIT	TD MEDICAL -WATV	4.a	. Comtifica	فالمرا	A 54					
PRIVATE Current - YES Total - 789 Last 24 SELAND Months Since - 13 Make/Model - 765 Last 30	-WAIVERS/LIMIT	(Hours)	te - VA ht Time	Certifica Flia	medic th+ Beview	Riennial Fli					
SE LAND Months Since - 13 Make/Model - 765 Last 30 Aircraft Type - UNK/NR Instrument - 0 Last 90	24 Hrs - INK/NI	last 24 H	789	+a1 -	- VEC T	Current		/ Kat Hig(s)			
Aircraft Type - UNK/NR Instrument- 0 Last 90	30 Days- UNK/NI	last 30 D	765	ce/Model-	ince - 13 M	Months S					
	90 Days- UNK/NI	Last 90 D	0	strument-	Type - UNK/NR I	Aircraft			•	JE ER.10	
Instrument Rating(s) - NONE	24 Hrs - 30 Days-	(Hours) Last 24 H	ht Time 789 765	Flig tal - ke/Model-	ght Review - YES T ince - 13 M	Current Months S	- NONE	/Rating(s)	te(s) E)	tificat PRIVATE SE LAND	Cer
Instrument Rating(s) - NONE							- NONE 	Rating(s)	nent	Instrum	-

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	74 8/24/85	MORRISVILLE, VT	A/C Reg. No. N3568C	Time (Lcl) - 1630 EDT
Occurrence #1	LOSS OF CONTROL	- ON GROUND		
Phase of Operation				
Finding(s) 1. DIRECTIONAL CON 2. GROUND LOOP/SWE		NED - PILOT IN COMMAND - PILOT IN COMMAND		
Occurrence #2 Phase of Operation		ION WITH OBJECT		

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

	WEST DOVER,VT A/G	A/C Reg. No. N9861Z Time (Lc1) - 1015 EDT				
Basic Information Type Operating Certificate-NONE		raft Damage STANTIAL	Fatal	Injur Serious		None
Type of Operation -PERSO		Crew	0	0	0	1
Flight Conducted Under -14 CF		Pass	0	1	1	0
Accident Occurred During -LAND	ING					
-Aircraft Information						
Make/Model - CESSNA C206		CONTINENTAL IO-520F		nstalled/		
Landing Gear - TRICYCLE-FIXED			St	all Warnir	ng System	- YES
Max Gross Wt - 3600		RECIP-FUEL INJECTED				
No. of Seats - 6	Rated Power -	300 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport P		_	
Wx Briefing - FSS	Last Departure Po	int	OFF AIR	RPORT/STRIE	•	
Method - ACFT RADIO	CALDWELL,NJ					
Completeness - UNK/NR	Destination		Airport Da			
Basic Weather - VMC	WEST DOVER, VT		MT. SNO		40	
Wind Dir/Speed- 240/015 KTS	470/41				- 10	~=
Visibility · - 20.0 SM	ATC/Airspace			Lth/Wid		75
Lowest Sky/Clouds - CLEAR				Surface	- WET	
Lowest Ceiling - 35000 Obstructions to Vision- NONE			Runway	Status	- WEI	
	Type Apch/Lndg	- TRAFFIC PATTERN FORCED LANDING				
Precipitation - NONE Condition of Light - DAYLI	CUT	FURCED LANDING				
	un:					
-Personnel Information Pilot-In-Command	Age - 31	Medical Certifica	+o - VALID	MEDICAL -W	ATVEDS /I TN	TT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (Ho		AIVENS/ CIN	1
PRIVATE	Current - VES	Total -		Last 2	1 Hre -	0
SE LAND	Current - YES Months Since - 14	Make/Model-	104			
SC LAND	Aircraft Type - 206	Instrument-				33
	All Clair Type 200	Tris (i dillerit	330	Lust s	Juys	

File No. - 1798 10/06/85 WEST DOVER, VT A/C Reg. No. N9861Z Time (Lc1) - 1015 EDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation LANDING Finding(s) 1. WEATHER CONDITION - WINDSHEAR 2. ABORTED LANDING - DELAYED - PILOT IN COMMAND 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation LANDING Finding(s) 6. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 2,3,4,5$ Factor(s) relating to this accident is/are finding(s) 1,6

Type Operating Certificate-NONE (GENERA	DESTRI	ft Damage nven	Fatal	Injuri Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew		0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During -MANEUVERING						
Aircraft Information						
Make/Model - PIPER J3-C-65		ONTINENTAL A-65-8		Installed/Ad		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warning	y System	- NO
Max Gross Wt - 1220 No. of Seats - 2	Engine Type - R Rated Power -	ECIPROCATING-CARBUR 65 HP	FIUR			
No. of Seats - 2	Rated Power -					
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t	OFF AI	RPORT/STRIP		
Method - N/A Completeness - N/A	YAKIMA,WA Destination		Airport D			
Basic Weather - VMC	SAME AS ACC/INC		Airport D	ala		
Wind Dir/Speed- VARIABLE	SAME AS A00/110		Runway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runway	Surface -	N/A	
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE	:					
Condition of Light - DAYLIGHT	,					
Personnel Information						
Pilot-In-Command	Age - 37	Medical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - YES	Filg Total -	ht Time (H		Una -	2
PRIVATE	Months Since - 13			Last 24		
	Aircraft Type - J3C	Make/Model- Instrument- U	NK/NR	Last 90	Davs- UN	K/NR
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Multi-Eng - U	NK/NR	Rotorcra	aft - UNI	K/NR
Instrument Rating(s) - NONE						
Narrative						
ACFT CONTACTED TREES WHILE THE PLT WAS PE	REORMING LOW LEVEL PASSES	OVER A BOY SCOUT CA	MP. WITNES	SES REPORTED	THE	

File No. - 1665 7/17/85 GOOSE PRAIRIE, WA A/C Reg. No. N70691 Time (Lc1) - 1759 PDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 1. OBJECT - TREE(S) 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 3. AIRSPEED - INADEQUATE - PILOT IN COMMAND 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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

Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION) Aircraft	: Damage	•	Injur	ies	
	SUBSTAN		Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	Crew	_	_	0	1
	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA-20	Eng Make/Model - LYC					
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warnin	g System	- NO
Max Gross Wt - 1800 No. of Seats - 4	Engine Type - REC Rated Power -		ETUR			
NO. 01 Seats - 4	rated rower	150 np				
nvironment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS Method - IN PERSON	Last Departure Point		ON AIR	PORT		
Method - IN PERSON Completeness - FULL	BELLINGHAM,WA Destination		Airport D			
Basic Weather - VMC	SEATTLE.WA			FIELD INT'		
Wind Dir/Speed- 180/015 KTS	SERTIEC, WA				ັ 31	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -		200
Lowest Sky/Clouds -	Type of Flight Plan -		Runway	Surface -	ASPHALT	
Lowest Ceiling - 25000 FT B			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	· FULL STOP				
Precipitation - NONE	\					
Condition of Light - NIGHT(DARK	, 					
Personnel Information Pilot-In-Command	Age - 57	Medical Certifica	+o - VALID	MEDICAL -WA	TVEDC /I TM	
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H		I VEK3/ LIM	1 '
COMMERCIAL	Current - YES	Total -		Last 24	Hrs -	8
SE LAND, SE SEA	Months Since - 12	Make/Model- Instrument-	467	Last 30	Days- UN	K/NR
	Months Since - 12 Aircraft Type - UNK/NR	Instrument-	97	Last 90	Days-	35
		Multi-Eng -	5			
Instrument Rating(s) - AIRPLANE						
Varrative						
DUND LOOP OCCURRED AND THE STEERING SP	RING FAILED. THE AIRCRAFT'S STE ILOT MADE A TEMPORARY REPAIR TH					

File No. - 1704 8/08/85 SEATTLE, WA Time (Lc1) - 2114 PDT A/C Reg. No. N7765K Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. LANDING GEAR, TAILWHEEL ASSEMBLY - PREVIOUS DAMAGE 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - SELECTED - PILOT IN COMMAND 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND 4. WEATHER CONDITION - GUSTS 5. MAINTENANCE, ADJUSTMENT - INADEQUATE - PILOT IN COMMAND MATERIAL DEFECT(INADEQUATE QUALITY OF MATERIAL) - PILOT IN COMMAND 7. JUDGEMENT - INACCURATE - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5,7

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

File No 1615 9/18/85	ORCHARDS, WA	A/C Reg. No	/C Reg. No. N93848 Time (Lc1) - 1656 PDT			
Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Dama	_		uries	
T		DESTROYED		ital Serious		None
Type of Operation -PERSO		Fire	Crew	1 0	0	0
Flight Conducted Under -14 CF Accident Occurred During -MANEU		NONE	Pass	0 0	0	0
-Aircraft Information					<i>.</i>	
Make/Model - ENGINEERING & RE Landing Gear - TRICYCLE-FIXED		Model - CUNTINE ngines - 1	NTAL C85-12F	ELT Installed	/ACTIVATED	
Max Gross Wt - 1260	Engine Ty		CATING-CARBURETOR	Stall Warti	ing system	- UNK/INK
No. of Seats - 2	Rated Pow					
-Environment/Operations Information						
Weather Data	Itinerary			port Proximity		
Wx Briefing - NO RECORD OF B Method - N/A	VANCOUVE			OFF AIRPORT/STR	114	
Completeness - N/A	Destination	1	Airp	ort Data		
Basic Weather - VMC Wind Dir/Speed- 320/008 KTS	LOCAL		F	Runway Ident	- N/A	
Visibility - 25.0 SM	ATC/Airspace			Runway Lth/Wid		
	FT SCATTERED Type of F1			Runway Surface		
Lowest Ceiling - NONE		earance - NON		Runway Status	- N/A	
Obstructions to Vision- NONE	Type Apch/	'Lndg - NGN	E			
Precipitation - NONE						
Condition of Light - DAYLIG	GHT 					
-Personnel Information Pilot-In-Command	Age - 35	Medi	cal Certificate -	VALID MEDICAL-	WAIVERS/LIM	IIT
Certificate(s)/Rating(s)	Biennial Flight			ime (Hours)		
PRIVATE	Current		Total - 110		24 Hrs - UN	
SE LAND	Months Since		Make/Model- UNK/NF		30 Days- UN	
	Aircraft Typ		Instrument- UNK/NF Multi-Eng - UNK/NF		90 Days- UN craft - UN	
Instrument Rating(s) - NONE	<u> </u>					
-Narrative PVT PLT WAS OBSERVED EXECUTING A WAN FLUTTERING. IMMEDIATELY THEREAFT STED IN THE AREA OF THE ACCIDENT AN	TER, BOTH WINGS SEPARATED ND WINDS WERE LIGHT WITH	IN POSITIVE OV NO REPORTED TUB	ERLOAD. VISUAL MET ULENCE. THERE WAS	TEOROLOGICAL CO NO EVIDENCE OF	NDITIONS ANY	
-EXISTING WEAKNESS IN THE SPAR STRU EUVER COULD NOT BE DETERMINED.	CIURE AT THE SEPARATION	POINT. THE COND	TITON NECESSITATION	NG THE PLT 3 PU	CC-OP	

9/18/85 A/C Reg. No. N93848 Time (Lc1) - 1656 PDT File No. - 1615 ORCHARDS, WA AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation MANEUVERING Finding(s) 1. PULL-UP - INITIATED - PILOT IN COMMAND 2. WING, SPAR - SEPARATION 3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT 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

File No 1673 9/20/85 BRIN	INON, WA	A/C Reg. No.	N5 1698	1	ime (Lc1) -	2028 PDT	
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damag	e		Injur		
		DESTROYED		Fatal	* - · · · - · · ·	Minor	None
Type of Operation -INSTRUCTION	IAL	Fire	Crew	2	0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -CRUISE		ON GROUND	Pass	1	0	0	0
Aircraft Information							
Make/Model - CESSNA 172PII		Model - LYCOMING	0-320-D2J		Installed/A		
Landing Gear - TRICYCLE-FIXED					Stall Warnir	ng Syst <mark>em</mark> -	YES
Max Gross Wt - 2400	Engine Ty	•	TING-CARBURE	ETOR			
No. of Seats - 4	Rated Pow	er - 160 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Depar			OFF A	[RPORT/STRIP	•	
Method - TELEPHONE	SEATTLE,	WA					
Completeness - PARTIAL, LMTD BY PILO	•	l		Airport [Data		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 020/006 KTS						· N/A	
Visibility - 8.0 SM	ATC/Airspace				/ Lth/Wid -		
Lowest Sky/Clouds - 3700 FT		ight Plan - NONE			/ Surface -		
Lowest Ceiling - 3700 FT BRO	KEN Type of Cl	earance - NONE		Runway	/ Status -	· N/A	
Obstructions to Vision- HAZE	Type Apch/	Lndg - NONE					
Precipitation - RAIN SHOWERS	5						
Condition of Light - NIGHT(DARK)							
Personnel Information							
Pilot-In-Command	Age - 59		l Certifica			IVERS/LIMI	T
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight			ht Time (H			
PRIVATE			tal -		Last 24		0
SE LAND	Months Since		ke/Model-	38	Last 30		4
	Aircraft Typ	e - C-172 In	strument-	46	Last 90	Days-	5
Instrument Rating(s) - NONE							
Narrative CFT COLLIDED WITH VERTICAL ROCK FACE IN MOU LT, 31 MI WEST OF POINT OF DEPARTURE. RADA EADED DUE WEST INTO MOUNTAINOUS TERRAIN. E EPORTED TO BE 3000 TO 4000 FT WITH 8 MILES N-SITE CONDITION OF THE WRECKAGE INDICATED Y IMPACT FORCES AND POST-IMPACT FIRE EXCEP ND AN INSTRUMENT TRAINING HOOD WAS ON BOAR	R TRK SHOWS ACFT PR LEV OF THE CRASH SI VIS, SCATTERED RAI COLLISION OCCURRED FOR THE OUTER WIN	COCEEDED NW FOR 14 TE WAS 3700 FT. C N SHOWERS AND HAZ WITH THE ACFT IN	MINS, REVE LOUD BASES E. A MOUNTA LEVEL CRUIS	RSED COUR! IN THE AR! IN RESCUE SE FLT. TH	SE FOR 4 MIN EA (SEA LEVE TEAM REPORT HE ACFT WAS	IS, THEN EL) WERE ED DESTROYED	

File No. - 1673 9/20/85 BRINNON, WA A/C Reg. No. N51698 Time (Lc1) - 2028 PDT

Occurrence #1
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation CRUISE

Finding(s)

- 1. SUPERVISION INADEQUATE PILOT IN COMMAND(CFI)
- 2. IN-FLIGHT PLANNING/DECISION INATTENTIVE PILOT IN COMMAND(CFI)
- 3. BECAME LOST/DISORIENTED
- 4. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 5. LIGHT CONDITION DARK NIGHT
- 6. WEATHER CONDITION CLOUDS
- 7. COMM/NAV EQUIPMENT, DISTANCE MEASURING EQPT(DME) INOPERATIVE
- 8. PROPER ALTITUDE NOT MAINTAINED -

----Probable Cause----

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

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

File No 1672 9/22/85 RIDGE	FIELD, WA	,WA A/C Reg. No. N84844			844 Time (Lc1) - 1230		
Basic Information							
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage			Inju		
		SUBSTANTIAL	_	Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - AERONCA 7AC	Eng Make/	Model - CONTINENTAL C	-85				
Landing Gear - TAILWHEEL-ALL FIXED		gines - 1			tall Warni	ng System	- NO
Max Gross Wt - 1220		pe - RECIPROCATING	-CARBURET	OR			
No. of Seats - 2	Rated Pow	er - 85 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Depar	ture Point		ON AIR	STRIP		
Method - N/A	BRUSH PR	ARIE,WA					
Completeness - N/A	Destination		A	irport D	ata		
Basic Weather - VMC	SAME AS	ACC/INC					
Wind Dir/Speed- 360/005 KTS						- UNK/NR	
Visibility - 50.0 SM	ATC/Airspace			Runway	Lth/Wid	- UNK/NR	
Lowest Sky/Clouds - CLEAR	Type of F1	ight Plan - NONE		Runway	Surface		
Lowest Ceiling - NONE		earance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/	Lndg - FULL \$TOP	•				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - UNK/NR	Medical Ce					
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Flight	: Time (H	ours)		
NONE	Current			250		4 Hrs - UN	
	Months Since	- N/A Make/M	lode1 -	90	Last 3	O Days- UN O Days- UN	K/NR
	Aircraft Typ	e - N/A Instru	ıment- UNK	/NR			
		Multi-	Eng - UNK	/NR	Rotoro	raft - · UN	K/NR
Instrument Rating(s) - NONE							
Narrative							
E ACFT STALLED AT AN ALT OF APRX 15 AGL AND	CONTACTED THE TE	RRAIN HARD DURING A I	ANDING AT	Δ PVT Δ	IRSTRIP. T	HE ACET	
ES NOT HAVE A STALL WARNING SYSTEM. THE PLT							
TO THE TOTAL PROPERTY OF THE PARTY OF THE PA							

File No. - 1672

9/22/85

RIDGEFIELD, WA

A/C Reg. No. N84844 Time (Lc1) - 1230 PDT

Occurrence #1

LOSS OF CONTROL - IN FLIGHT

Phase of Operation LANDING

Finding(s)

1. WARNING SYSTEM(OTHER) - LACK OF

2. AIRSPEED(VS) - EXCEEDED - PILOT IN COMMAND

3. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

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

Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage SUBSTANTIAL	!	Fatal		ries Minor	Nama
Type of Operation -BUSINESS		Fire	Crew		Serious O		None 1
Flight Conducted Under -14 CFR 91		NONE	Pass		Ō	Ō	0
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - BEECH V35B		lel - CONTINENTA				Activated	
Landing Gear - TRICYCLE-RETRACTABLE	Number Engir			S	tall Warni	ng System	- YES
Max Gross Wt - 3400 No. of Seats - 5		- RECIP-FUEL - 285 HP	INJECTED				
NO. OT Seats - 5	Rated Power	- 285 HP					
Environment/Operations Information	Itinerary						
Weather Data				Proximity	_		
Wx Briefing - UNK/NR	Last Departur	e Point		OFF AI	RPORT/STRI	Р	
Method - UNK/NR Completeness - UNK/NR	ELROY,WI Destination			1 d m = 0 = 1 D			
Basic Weather - VMC	/TNC		Airport D	ата			
Wind Dir/Speed- 270/010 KTS	SAME AS ACC	/ INC		Punkay	Ident	- N/A	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Fligh	t Plan - NONE			Surface		
Lowest Ceiling - NONE	Type of Clear					- DRY	
Obstructions to Vision- NONE		g - STRAIG	HT-IN		•		
Precipitation - NONE	31 - 1 - 1 - 1	J					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 54					AIVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Rev	'iew		ht Time (H			
PRIVATE	Current -	YES Tot	al -			4 Hrs -	1
SE LAND	Months Since -					O Days- UN	
	Aircraft Type -		trument-		Last 9	O Days-	34
•		Mul	ti-Eng -	59			
Instrument Rating(s) - AIRPLANE							

File No 17	(12 6/17/85	BOSCOBEL, WI	A/C Reg. No. N18382	Time (Lc1) - 1200 CDT
Occurrence #1 Phase of Operation				
Finding(s) 1. ENGINE ASSEMBLY 2. MAINTENANCE	,CAMSHAFT - FATIGU			
Occurrence #2 Phase of Operation				
Finding(s) 3. OBJECT - TREE(S				
Occurrence #3 Phase of Operation		ROLLED		
Probable Cause				
The National Transports/are finding(s) 1,		rd determines that t	he Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is	/are finding(s) 3		

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Type Operating Certificate-N	ONE (GENERAL AV		craft Damage		F-4-3	Injur		Mana
Type of Operation -P Flight Conducted Under -1			BSTANTIAL ∋ NE	Crew Pass		Serious O O		None 1 1
Accident Occurred During -L	ANDING		<u>:</u>					
ircraft Information								
Make/Model - CESSNA 150F		Eng Make/Model				Installed/		
Landing Gear - TRICYCLE-FIX	.ED	Number Engines				tall Warnir	ng System	- YES
Max Gross Wt - 1600 No. of Seats - 2		Engine Type Rated Power		NG-CARBURE	TUR			
NO. Of Seats - 2		Rated Power	- 100 HP					
nvironment/Operations Informa	tion							
leather Data		Itinerary				Proximity		
Wx Briefing - NO RECORD	OF BRIEFING	Last Departure Po	oint		OFF AI	RPORT/STRIF	•	
Method - N/A Completeness - N/A		HENDERSON, KY			Admmont D	-+-		
Basic Weather - VMC		Destination FOND DU LAC.WI			Airport D	ata		
Wind Dir/Speed- 310/012 KT	· c	FOND DO LAC, WI			Runway	Ident -	N/A	
Visibility - 15.0 S		ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - 1	500 FT THIN BKN	Type of Flight P	lan - NONE			Surface ·		
Lowest Ceiling - 1 Obstructions to Vision- NO	500 FT BROKEN	Type of Clearance	e - NONE		Runway	Status ·		EPOSITS
Obstructions to Vision- NO	NE	Type Apch/Lndg	- FORCED	LANDING			SOFT	
Precipitation - NO								
Condition of Light - DU	SK 							
Personnel Information		- 45 nnial Flight Review						
Pilot-In-Command Certificate(s)/Rating(s)	Age	- 45	Medical	Certificat	e - valin	MEDICAL-W	ITAEK2\ LIM	111
PRIVATE	D (e)	Current - YE	S Tota	1 -	280	Last 24	1 Hrs -	4
SE LAND		Months Since - 9	Make	/Model-	280	Last 3	Davs- UN	
00 05		Months Since - 9 Aircraft Type - C-	150 Inst	rument-	0	Last 9	Days-	25
							•	
Instrument Rating(s) -	NONE							
		T OF THE RWY AT FON	DII 40 ADDT	EOL LOUITNO	A TOTAL I	000 OF DUD	THE	

File No. - 1608 7/05/85 FOND DU LAC.WI A/C Reg. No. N8219S Time (Lc1) - 1925 CDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 3. FUEL SUPPLY - EXCEEDED - PILOT IN COMMAND 4. REFUELING - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY NOSE OVER Occurrence #3 Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4 Factor(s) relating to this accident is/are finding(s) 2,5

File No 1602 7/14/85 APPLET	TON, WI A/C Re	g. No. N4137F	Τi	me (Lc1) -	1155 CDT	
Type Operation Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	_ AVIATION) Aircraft SUBSTAN Fire NONE	-	Fatal O O	Injur Serious O O	ies Minor O O	None 1 4
Accident Occurred During -LANDING						 -
-Aircraft Information Make/Model - PIPER PA-32R-300 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3400 No. of Seats - 7	Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -	OMING TIO-540-K1G5 IP-FUEL INJECTED 300 HP	St	nstalled/A all Warnin	g System -	
-Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - ACFT RADIO Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 080/006 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/INC ATC/Airspace Type of Flight Plan Type of Clearance		Airport P ON AIRS Airport Da WISCONS Runway Runway Runway	roximity TRIP ta IN INT'L S Ident - Lth/Wid - Surface -	PEEDWAY O3 4000 -U	NK/NR
-Personnel Information Pilot-In-Command	9	Medical Certificat			WAIVERS/	_IMIT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	Fligh Total -	t Time (Ho 926	ours) Last 24	l ∐ne -	4
PRIVATE SE LAND	Months Since - 18 Aircraft Type - UNK/NR	Make/Model- Instrument-	723 155		Days- UN	
Instrument Rating(s) - AIRPLANE						
Narrative THE PLT APPLIED BRAKES DURING A FULL STOP I VED LANDING SURFACE IN AN ATTEMPT TO GET IT EN SLID INTO A FENCE AND STOPPED. AN EXAMINA AKE PADS. SOME PORTIONS OF THE PADS WERE WOR OUND EACH BRAKE CYLINDER WAS PROTRUDING FROM AINING. A LOGBOOK ENTRY OF 1/25/85 STATED TH	TO ROLL TO A STOP. THE RIGH ATION OF THE RIGHT BRAKE AS: RN COMPLETELY AWAY. FURTHER M THE CYLINDER ASS'Y. THE R	HT LANDING GEAR STR 5'Y REVEALED EXTREM EXAMINATION REVEAL IGHT TIRE EXHIBITED	UT COLLAPS ELY THIN I ED THAT TH HEAVY HYD	SED. THE AC NNER AND C HE O RING S DRAULIC FLU	CFT DUTER SEAL JID	
AT INSPECTION.	DAGE 374					

File No 160	7/14/85	APPLETON, WI	A/C Reg.	No. N4137F	Time (Lc1) - 1155 CDT
Occurrence #1 Phase of Operation		NT/SYSTEM FAILURE/MA	ALFUNCTION		
Finding(s) 1. LANDING GEAR,NOF 2. LANDING GEAR,NOF 3. MAINTENANCE,IN 4. AIRCRAFT PREFLIC	RMAL BRAKE SYSTEM ISPECTION OF AIRCR	- PRESSURE TOO LOW AFT - INADEQUATE - 0			
Occurrence #2 Phase of Operation		- ON GROUND			
Finding(s) 5. LANDING GEAR, NOR	RMAL BRAKE SYSTEM				
Occurrence #3 Phase of Operation		ION WITH TERRAIN			
Finding(s) 6. TERRAIN CONDITION					
Probable Cause					
The National Transports/are finding(s) 3,4		rd determines that	the Probable Cause	(s) of this accid	ent
Factor(s) relating to	this accident is	/are finding(s) 1.2	.5.6		

-Basic Information Type Operating Certificate-	ACDICULTUDAL ATD	CBAET	Aircraft Dama	~~		Injur	vice	
Type operating centificate-	AGRICULTURAL AIR	CKAFI	SUBSTANTIAL		Fatal	Serious		None
Type of Operation - Flight Conducted Under - Accident Occurred During -	14 CFR 137	ON	Fire NONE	Crew Pass	0		0	† 0
-Aircraft Information Make/Model - HUGHES 269A		Eng Make/M	odel LVCOMINO	HTO260- A 1A	ELT 1	(natallad/4	otivotor	4 - NO -N
Landing Gear - SKID		Eng Make/M Number Eng	odel LYCOMING	H10-360-414	EL 1 .	tall Warnir	o System	1 - NO -N
Max Gross Wt - 1550			e - RECIP-FU	EL INJECTED	3	taii waiiii	ig system	140
No. of Seats - 2		Rated Powe	r - 180 H					
-Environment/Operations Inform	ation							
Weather Data		Itinerary			Airport F	Proximity		
Wx Briefing - NO RECORD	OF BRIEFING	Last Depart	ure Point			RPORT/STRIF	•	
Method - N/A		OCONOMOWC	,WI					
Completeness - N/A		Destination			Airport Da	ata		
Basic Weather - VMC		LOCAL						
Wind Dir/Speed- 300/012 K						Ident -		
Visibility - 10.0		ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - S			ght Plan - NONE			Surface - Status -		
Lowest Ceiling - N Obstructions to Vision- N		Type of Cie	arance - NONE ndg - NONE		Runway	Status -	N/A	
Precipitation - N		Type Apcil/L	nug - Noive					
Condition of Light - D								
-Personnel Information								
Pilot-In-Command	Age	42	Medic	al Certifica			WAIVERS	S/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Bie	nnial Flight R	eview	Fligh	nt Time (Ho	ours)		
PRIVATE, COMMERCIAL		Current Months Since	- YES T	otal - ake/Model- nstrument-	604	Last 24	Hrs -	5
SE LAND, ME LAND		Months Since	- 24 M	lake/Model-	300	Last 30	Days- L	JNK/NR
HELICOPTER		Aircraft Type	- 269A I	nstrument-	14	Last 90	Days-	115
			M	lulti-Eng -	39	KOTOPC	art -	300
Instrument Rating(s)	NONE							
		,						
-Narrative	DOD AND CAME TO	DECT TANCEDTED	DUDING AN ASSIA	L ADDLICATION		DIT CTATES		
HELICPOTER CONTACTED A CORN C ASSES WERE MADE OVER THE FLD E	CRUM AND CAME TO	KEST INVEKTED	DOKING AN AERIA	L APPLICATION	N FLI. IME	CETTLED WI	,, !TU	
CONTACTING THE CROP.	SETING SHKATED AND	AFIER A TURN	IU DEGIN INE 41	□ PASS, ITE	JELICOP I EK	SELLED MI	LIN	

File No. - 1601 7/15/85 OCONOMOWOC, WI A/C Reg. No. N8877F Time (Lc1) - 1930 CDT

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

Finding(s)

1. COLLECTIVE - EXCESSIVE - PILOT IN COMMAND

2. JUDGEMENT - POOR - PILOT IN COMMAND

3. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND

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

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

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

File No 1703 7/26/85 FOND	DU LAC,WI A/C Reg	. No. N5604V	Т	ime (Lc1) -	2300 CD	т
Basic Information Type Operating Certificate-NONE (GENERA	· · · · · · · · · · · · · · · · · · ·	-	F-1-1	Injur		Nama
Time of Openstion DEDCOMAL	SUBSTANT		Fatal		Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass		0	0	1 3
Accident Occurred During -APPROACH	NUNE	Pass	0	O	0	3
Aircraft Information						
Make/Mode1 - HOWARD AIRCRAFT DGA-15P		R-985 SERIES		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			itall Warnin	ng System	ı - UNK/NR
Max Gross Wt - 4425		PROCATING-CARBUR	ETOR			
No. of Seats - 5	Rated Power - 4	50 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIF	RPORT		
Method - N/A	SIOUX CITY, IA					
Completeness - N/A	Destination		Airport [
Basic Weather - VMC	SAME AS ACC/INC			J LAC COUNTY		
Wind Dir/Speed- 270/007 KTS	ATC/Airspace			/ Ident - / Lth/Wid -	· 36	76
Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR		NONE				. 75
- · · ·	Type of Flight Plan - Type of Clearance -			/ Surface - / Status -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type Apch/Lndg -		Runway	/ Status -	DRI	
Precipitation - NONE	Type Apcil/ Lindy	FULL STOP				
Condition of Light - NIGHT(DARK)						
Personnel Information Pilot-In-Command	Age - 61 M	edical Certifica	te - VALID	MEDICAL-WA	AIVERS/L1	MIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (F			
ATP	Current - YES	Total -		Last 24	Hrs -	12
SE LAND.ME LAND	Months Since - 17	Make/Mode1-	570	Last 30	Days- L	JNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument-	3300	Last 30 Last 90	Days-	22
	· · · · · · · · · · · · · · · · · · ·	Multi-Eng -			raft -	100
Turaturum and Dating (a) AIRDI ANE		_				
Instrument Rating(s) - AIRPLANE						
Narrative THE PLT HAD ACCURUED APRX 12 HRS OF FLYING TI DOWN AT THE RWY MID-POINT AND BOUNCED. THE AC SOFT SOD. THE PLT ATTEMPTED TO GO AROUND BUT THE ACFT ATRUCK LOCALIZER ANTENNA POLES OFF T	FT THEN STRUCK A RWY LIGHT AN THE SOFT SURFACE CAUSED SLOW	D VEERED OFF THE ACCELERATION. SH	RWY PAVED	SURFACE IN	NTO	

File No. - 1703 7/26/85 FOND DU LAC.WI A/C Reg. No. N5604V Time (Lc1) - 2300 CDT HARD LANDING Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. JUDGEMENT - IMPROPER - PILOT IN COMMAND IMPROPER USE OF PROCEDURE - PILOT IN COMMAND IMPROPER USE OF PROCEDURE.PHYSIOLOGICAL CONDITION - PILOT IN COMMAND 4 _ IMPROPER USE OF PROCEDURE.FATIGUE - PILOT IN COMMAND IMPROPER USE OF PROCEDURE.FATIGUE(FLIGHT AND GROUND SCHEDULE) - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation `APPROACH - GO-AROUND (VFR) Finding(s) 6. RECOVERY FROM BOUNCED LANDING - NOT ATTAINED - PILOT IN COMMAND 7. DESIGN STRESS LIMITS OF AIRCRAFT - INITIATED - PILOT IN COMMAND 8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 9. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 1,2,3,4,5,6,8,9$ Factor(s) relating to this accident is/are finding(s) 7

File No 1706 7/30/	85 DELAVAN, W	I A/C Re	eg. No. N5191N	Т	ime (Lc1) -	0730 CDT	
-Basic Information Type Operating Certificate-A	GRICULTURAL AIR	CRAFT Aircraf	t Damage		Injuri	es	
, , , , , , , , , , , , , , , , , , ,		SUBSTAN		Fatal	•	Minor	None
Type of Operation -P	OSITIONING	Fire	Cre	w O	0	0	1
Flight Conducted Under -1		NONE	Pas	s 0	0	0	0
Accident Occurred During -L	ANDING						
Aircraft Information							
Make/Model - BOEING E-75		Eng Make/Model - P&		ELT	Installed/Ac	tivated -	- NO -N,
Landing Gear - TAILWHEEL-AL	L FIXED	Number Engines - 1		S	tall Warning	System -	- NO
Max Gross Wt - 4400		Engine Type - REG	CIPROCATING-CARBU	RETOR			
No. of Seats - 1		Rated Power -	450 HP				
Environment/Operations Informa	tion						
Weather Data		Itinerary		Airport	Proximity		
₩× Briefing - NO RECORD	OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRIP		
		SAME AS ACC/INC					
Completeness - N/A		Destination		Airport D	ata		
Basic Weather - VMC		LOCAL			IRSTRIP		
Wind Dir/Speed- 050/006 KT						N/A	
Visibility - 15.0 S		ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds -		Type of Flight Plan			Surface -		
Lowest Ceiling - 15		Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- NO		Type Apch/Lndg	- FORCED LANDING				
Precipitation - NO						1	
Condition of Light - DA	YLIGHT						
Personnel Information							
Pilot-In-Command	Age	- 42 nnial Flight Review	Medical Certific			WAIVERS/L	_IMIT
<pre>Certificate(s)/Rating(s)</pre>	Bie	nnial Flight Review	Fli	ght Time (H			
COMMERCIAL		Current - YES			Last 24		. 7
SE LAND, ME LAND, SE SEA, M	E SEA	Months Since - UNK/NR		1002	Last 30	Days- UN	K/NR
GLIDER		Aircraft Type - UNK/NR		1282	Last 90	Days-	300
	and the second		Multi-Eng -	1275	Rotorcra	ft - UN	K/NR
Instrument Rating(s) -	AIRPLANE						
E ACFT NOSED OVER DURING A FORCE	D INDG AFTER TH	F FNG OUTT THE DIT SATE	HE PAN OUT OF F	liei .			
. ACL I HOUSE OVER DONATED A LONGE	2 5450 WILEK ILI	E CITO GOTI . HIE LEL DATE	JIL KAN OUT UIT	~ L L .			

File No. - 1706 7/30/85 DELAVAN, WI A/C Reg. No. N5191N Time (Lc1) - 0730 CDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. AIRCRAFT SERVICE - IMPROPER - PILOT IN COMMAND 3. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND 4. REFUELING - NOT PERFORMED - PILOT IN COMMAND 5. JUDGEMENT - POOR - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. TERRAIN CONDITION - NONE SUITABLE 7. TERRAIN CONDITION - NONE SUITABLE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

Brief of Accident

File No 1695 8/06/85	WHITEWATER, WI	A/C Reg. N	lo. N8229L	т	ime (Lc1) -	1520 CDT	
Basic Information							
Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Dam	_		Injur		
T C Owner Live DEDCOMA		SUBSTANTIAL		Fata1			None
Type of Operation -PERSONA		Fire	Crew	-	0	0	1
Flight Conducted Under -14 CFR S Accident Occurred During -TAKEDFF		NONE	Pass	0	0	0	2
Aircraft Information							
Make/Model - CESSNA 172H			NTAL 0-300-D	ELT	Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Eng			S	tall Warnir	ng System	- YES
Max Gross Wt - 2150			CATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power	- 145	HP				
Environment/Operations Information							
	Itinerary			Airport	Proximity		
weather Data Wx Briefing - FSS	Last Départu	ıre Point		ON AIR			
Method - TELEPHONE	OSHKOSH, WI				•		
Completeness - FULL	Destination			Airport D	ata		
Basic Weather - VMC	WHITEWATER	.WI			R'S TWIN OA	\KS	
Wind Dir/Speed- 260/005 KTS				Runway	Ident -	- 18	
Visibility - 11.0 SM	ATC/Airspace				Lth/Wid -		140
	SCATTERED Type of Flig	ht Plan - NON	JF.		Surface -		
Lowest Ceiling - NONE	Type of Clea				Status -		
Obstructions to Vision- NONE		nda - NON		,	• • • • • • • • • • • • • • • • • • • •		
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		-				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 38	. Mean	cal Certifica	te - VALID	WEDICAL-MA	ILVER2/ LIM	11
Certificate(s)/Rating(s)	Biennial Flight Re Current Months Since Aircraft Type	eview	Fing	nt lime (H	ours)		
PRIVATE	Current	- YES	lotal -	161	Last 24	Hrs -	1
SE LAND	Months Since	- 16	make/mode!-	161	Last 30	Days- UN	K/NR
	Aircraft Type	- UNK/NR	Instrument-	12	Last 90	Days-	15
Instrument Rating(s) - NONE							
Narrative							
CORDING TO THE PLT HE PLANNED TO USE M							
TER BRAKE RELEASE THE ACFT BEGAN TO RO							
RSPEED INCREASE SEEMED SLUGGISH. AT 60							
ET THE ACFT STOPPED, IT RAN OFF THE END							
AVE LIKED TO HAVE USED SOME KIND OF SOF							
ERFORMANCE TAKEOFF TECHNIQUES. THIS ACC	IDENT OCCURRED ON RWY 18	3, WHICH IS 25	500 FT LONG. A	MBIENT AIR	TEMPERATUR	RE AT	
HE TIME OF THE ACCIDENT WAS 82 DEGS F.							

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File No. - 1695 8/06/85 WHITEWATER, WI A/C Reg. No. N8229L Time (Lc1) - 1520 CDT Occurrence #1 OVERRUN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. WEATHER CONDITION - TEMPERATURE EXTREMES 2. PERFORMANCE DATA - INACCURATE - PILOT IN COMMAND IMPROPER USE OF PROCEDURE - PILOT IN COMMAND 4. ABORT - DELAYED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 5. TERRAIN CONDITION - DIRT BANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4 Factor(s) relating to this accident is/are finding(s) 1,5

FION) Aircraft DESTROYE Fire NONE Eng Make/Model - LYCO Number Engines - 1 Engine Type - RECI Rated Power - 2	Crew Pass	0 2 	1 2 Installed/Activa	
DESTROYE Fire NONE Eng Make/Model - LYCO Number Engines - 1 Engine Type - RECI Rated Power - 2	Crew Pass	0 2 	Serious Mir 1 2 	0 0
Fire NONE Eng Make/Model - LYCO Number Engines - 1 Engine Type - RECI Rated Power - 2	Crew Pass MING IO-360-A1B60	0 2 	1 2 Installed/Activa	0 0
NONE Eng Make/Model - LYCO Number Engines - 1 Engine Type - RECI Rated Power - 2	Pass MING IO-360-A1B6	2) ELT :	Installed/Activa	0 0
Eng Make/Model - LYCO Number Engines - 1 Engine Type - RECI Rated Power - 2	MING 10-360-A1B6) ELT	Installed/Activa	
Eng Make/Model - LYCO Number Engines - 1 Engine Type - RECI Rated Power - 2	MING 10-360-A1B60) ELT	Installed/Activa	
Number Engines - 1 Engine Type - RECI Rated Power - 2				ted - VFC/VF
Engine Type - RECI Rated Power - 2		S.		
Rated Power - 2	P-FUEL INJECTED		tall Warning Sys	stem - YES
	00 HP			
				,
tinerary		Airport I	Proximity	
Last Departure Point		OFF AII	RPORT/STRIP	
TETEDROPO N.I			•	
Destination		Airport Da	ata	
SAME AS ACC/INC		KANAWH	Α	
		Runway	Ident - 23	
C/Airspace)2/ 150
	IFR			•
			•	
38 M	ledical Certifica	te - VALID	MEDICAL-NO WAIN	/ERS/LIMIT
ial Flight Review	Fligh	nt Time (H	ours)	
ırrent - YES	Total -	1075	Last 24 Hrs	- 4
onths Since - 10	Make/Model-	86	Last 30 Days	s- 12
ircraft Type - C-177RG	Instrument-	120	Last 90 Days	s- 24
• .			Rotorcraft	
ER				
	Last Départure Point TETERBORO,NJ Destination SAME AS ACC/INC TC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg - 38 M Sal Flight Review Surrent - YES Onths Since - 10 Sircraft Type - C-177RG	Last Departure Point TETERBORO,NJ Destination SAME AS ACC/INC CC/Airspace Type of Flight Plan - IFR Type of Clearance - IFR Type Apch/Lndg - ASR STRAIGHT-IN FORCED LANDING 38 Medical Certification in Fight Review Fligh arrent - YES Total - onths Since - 10 Make/Model- ircraft Type - C-177RG Instrument-	Last Departure Point TETERBORO,NJ Destination SAME AS ACC/INC SAME AS ACC/INC C/Airspace Type of Flight Plan - IFR Type of Clearance - IFR Type Apch/Lndg STRAIGHT-IN FORCED LANDING 38 Medical Certificate - VALID SIR Flight Review Flight Time (House) Since - 10 Make/Model - 86 STRAIGHT-IN FORCED LANDING 38 Medical Certificate - VALID SIR Tight Review Flight Time (House) Since - 10 Make/Model - 86 STRAIGHT-IN FORCED LANDING 1075 STRAIGHT-IN FORCED LANDING 108 STRAIGHT-IN FORCED LANDING 109 STRAIGHT-IN FORCED LANDING 110 STRAIGHT-IN	Last Departure Point TETERBORO,NU Destination SAME AS ACC/INC C/Airspace Type of Flight Plan - IFR Type of Clearance - IFR Type Apch/Lndg 38 Medical Certificate - VALID MEDICAL-NO WAIN FORCED LANDING Medical Certificate - VALID MEDICAL-NO WAIN FORTH Type Apch/Lnds 38 Medical Certificate - VALID MEDICAL-NO WAIN FORCED LANDING Medical Certificate - VALID MEDICAL-NO WAIN FIGHT Type - VES FIGHT Type - 1075 FIGHT Type - C-177RG FIGH

File No. - 1693 3/11/85 CHARLESTON, WV A/C Reg. No. N1625H Time (Lc1) - 1817 EST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR) Phase of Operation Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND 3. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 5. FLUID, FUEL - EXHAUSTION 6. JUDGEMENT - POOR - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY IN FLIGHT COLLISION WITH OBJECT Occurrence #3 Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Finding(s) 7. LIGHT CONDITION - DUSK 8. TERRAIN CONDITION - MOUNTAINOUS/HILLY 9. OBJECT - TREE(S)

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

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

----Probable Cause----

Basic Information							
Type Operating Certificate-NONE (GENERA	- · · · · · · · · · · · · · · · · · · ·	ft Damage		Inju			
T ma a C Omana triana	=	ANTIAL	Fatal	Serious			-
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Cre [.] Pas		1	0	_) ~)
Accident Occurred During -MANEUVERING	NUNE	Pas	5 (O	U	C	,
Aircraft Information							
Make/Model - STINSON 108-2	Eng Make/Model - F			Installed/			
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2400	Number Engines - Engine Type - R			tall Warni	ng Syste	em - UNK/	NH
No. of Seats - 4	9	165 HP	RETUR				
Environment/Operations Information							
Weather Data	Itinerary		Airport	Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Départure Poin	t		RPORT/STRI	Р		
Method - N/A	WHITE SULPHER, WV						
Completeness - N/A	Destination		Airport [ata			
Basic Weather - VMC	RAVENSWOOD, WV		_				
Wind Dir/Speed- 210/006 KTS					- N/A		
Visibility - 7.0 SM Lowest Sky/Clouds -	ATC/Airspace Type of Flight Plan	- MONE		Lth/Wid Surface			
	CAST Type of Clearance			Status			
Obstructions to Vision- NONE	Type Apch/Lndg		Karina	314140	SOFT		
Precipitation - NONE	, , p	,,,,,,			• • • •		
Condition of Light - DAYLIGHT		FORCED LANDING		4			
Personnel Information							
Pilot-In-Command		Medical Certific			O WAIVE	RS/LIMIT	
<pre>Certificate(s)/Rating(s) COMMERCIAL</pre>	Biennial Flight Review Current - YES	Fli Total -	ght Time (F		4 Una -	UNK/NR	
SE LAND, ME LAND	Current - YES Months Since - 3	Make/Model-	2200	Last 2		UNK/NR UNK/NR	
SE LAND, ME LAND	Aircraft Type - PA-23	Instrument-	156	Last 9	O Days-		
	All of all citype in 20	Multi-Eng -		245 0	o says	20,	
Instrument Rating(s) - AIRPLANE							
Nonnetive							
Narrative LOST POWER IN CRUISE FLIGHT SHORTLY AFTE	B TAKEUEE DESCENT WAS DEC	IIN TO A FIFID FOLL	NWED BY ENG	INE OUITTI	NG		
NG THE TURN TO FINAL, PILOT SAID, LEFT WI							
R, FUEL CAP VENTS WERE FOUND BLOCKED BY M							
· · · · · · · · · · · · · · · · · · ·	· - ·						

File No. - 1754 7/02/85 LEWISBURG,WV A/C Reg. No. N9818K Time (Lc1) - 1815 EDT

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

Finding(s)

1. FUEL SYSTEM,CAP - BLOCKED(TOTAL)

2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

3. FUEL SYSTEM,VENT - BLOCKED(TOTAL)

4. AIRCRAFT SERVICE - INATTENTIVE - PILOT IN COMMAND

5. FUEL SYSTEM,VENT - FOREIGN OBJECT

6. FLUID,FUEL - STARVATION

Occurrence #2 HARD LANDING Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

----Probable Cause----

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

File No 1800 10/27/85 PARM	ERSBURG.WV A/C	Reg. No. N48987	T 	ime (Lc1) -	- 2046 EST	
Basic Information Type Operating Certificate-NONE (GENER		ft Damage		Injur		
Type of Operation -PERSONAL		ANTIAL	Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Cro Pa:		0	0. 0	1
Accident Occurred During -LANDING	NONE	ra	35 0	U	U	'
Aircraft Information						
Make/Model - CESSNA 152	Eng Make/Model - L			Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnir	ng System -	YES
Max Gross Wt - 1670 No. of Seats - 2		ECIPROCATING-CARB	JRETOR			
NO. 01 Seats - 2	Rated Power -	110 HP				
Environment/Operations Information				_		
Weather Data	Itinerary	_		Proximity	_	
Wx Briefing - FSS	Last Departure Poin	t	OFF AI	RPORT/STRIE	,	
Method - TELEPHONE Completeness - FULL	BALTIMORE,MD Destination		4 F			
Basic Weather - VMC	CINCINNATI,OH		Airport D WOOD C			
Wind Dir/Speed- 330/004 KTS	CINCINNATI, UH				- N/A	
Visibility - 12.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- VFR			- GRASS/TUR	₹F
Lowest Ceiling - 6000 FT BRO					- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTER	N			
Precipitation - NONE		FORCED LANDING				
Condition of Light - NIGHT(DARK)						
Personnel Information						
Pilot-In-Command	Age - 45 Biennial Flight Review	Medical Certifi			AIVERS/LIMI	T
Certificate(s)/Rating(s)	Biennial Flight Review	F1	ight Time (F			. /
PRIVATE	Current - YES Months Since - 1	Total - Make/Mode!-	229	Last 24	4 Hrs - UNK	(/NR
SE LAND	Months Since - 1 Aircraft Type - UNK/N	Make/Mode:-	11	Last 30	Days- UNF	(/NR
	ATTCTATE Type - UNK/N	k instrument-	3	Last 90	Days-	
Instrument Rating(s) - NONE						
Narrative						
ACFT EXPERIENCED A TOTAL LOSS OF POWER [
AND IN A CORN FIELD APPROX 1.5 MILES SHOPLT WAS RETURNING HOME TO CINCINATTI, OF		DID NOT THINK HE	COULD MAKE	IT TO THE	RUNWAY.	

File No. - 1800 10/27/85 PARKERSBURG.WV A/C Reg. No. N48987 Time (Lc1) - 2046 EST LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation APPROACH Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. REFUELING - NOT PERFORMED - 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) 4. TERRAIN CONDITION - CROP ----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



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