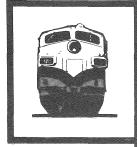
PB87-916903





NATIONAL TRANSPORTATION SAFETY BOARD

RECEIVE AUG 06 1987

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS



BRIEF FORMAT U.S. CIVIL AND FOREIGN AVIATION ISSUE NUMBER 1, 1986 ACCIDENTS



NTSB/AAB-87/03



UNITED STATES GOVERNMENT



TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-87/03	2.Government Accession No. PB87-916903	3.Recipient's Catalog No.
4. Title and Subtitle		5.Report Date
Aircraft Accident Briefs U.S. Civil and Foreign A 7. Calendars Year 1986 - Iss	viation	May 28, 1987 6.Performing Organization Code 8.Performing Organization Report No.
9. Performing Organization		10.Work Unit No.
Bureau of Field Operatio National Transportation Washington, D.C. 20594	ns Safety Board	11.Contract or Grant No.
washington, D.C. 20034		<pre>13.Type of Report and Period Covered</pre>
12.Sponsoring Agency Name NATIONAL TRANSPORTATI	ON SAFETY BOARD	Approximately 200 General Aviation and Air Carrier Accidents Occurring in
Washington, D. C. 20	594	14. Sponsoring Agency Code
15.Supplementary Notes		
16.Abstract		•
occurring in U.S. civil 1986. Approximately 200 in this publication repr irregularly, normally ei	is selected aircraft accident i and foreign aviation operation General Aviation and Air Cari resent a random selection. The ghteen times each year. The B ircumstances and probable caus	is during Calendar Year rier accidents contained s publication is issued Brief Format represents
Fil	e Numbers: 0001 through 0200	
×		
17 Kay Words		18.Distribution Statement
17.Key Words	ble eques findings	This document is availab
Aviation accident, proba certificate/rating, inju	iries, type of accident, type	to the public through the
operating certificate, 1	flight conducted under,	National Technical Infor-
accident occurred during weather	g, aircraft damage, basic	mation Service, Spring- field, Virginia 22161
19.Security Classification		21.No. of Pages 22.Price
(of this report)	(of this page)	410
UNCLASSIFIED	UNCLASSIFIED	I

NTSB Form 1765.2 (Rev. 9/74)

FOREWORD

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

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

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

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

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

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

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

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

Requests for reproduction should be forwarded to the:

National Transportation Safety Board Public Inquiries Section, AD-46 800 Independence Avenue, S. W. Washington, D. C. 20594

TABLE OF CONTENTS

	<u>Page</u>
Foreword	II
Table of Contents	IV
Explanatory Notes	V

AIRCRAFT ACCIDENTS

File Order Listing	IX
Briefs of Accidents	1-393

DEFINITIONS

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

<u>Aircraft</u> <u>Accidents</u>

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

Fatal Injury

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

<u>Serious</u> 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:

<u>Gear</u> <u>Collapsed</u>

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. <u>GENERAL</u> 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:

<u>Personal</u>

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

<u>Business</u>

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.

<u>Corporate/Executive Operations</u>

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. <u>AIR CARRIER</u>

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.

<u>Powerplant</u> - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

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

ISSUE NUMBER 1

CALENDAR YEAR 1986

File Number	Aircraft Regist.	Date	Location	Aircr Make 	aft Model	Injury Index	Page
1	6375T	010686	LEESBURG, VA	CESSNA	R182	NONE	354
2	3165D	012086	PORT ALSWORTH, AK	CESSNA	180	NONE	4
3	3992M	012586	SOLDOTNA, AK	PIPER	PA-12	NONE	6
4	4935N	011886	YUKON, OK	BOEING	A75N1	NONE	256
5	3373B	012186	SPRING, TX	CESSNA	172G	NONE	308
6	355RA	012186	BRENHAM, TX	S.O.C.A.T.A.	MS RALLYE	NONE	306
7	733NF	010186	KANSAS CITY, MO	CESSNA	172N	NONE	206
8	4682J	010186	OLATHE, KS	PIPER	PA-28R-180	NONE	172
9	4349J	010586	CREVE CEOUR, MO	PIPER	PA-28-140	MINOR	208
10	38127	010986	LAWRENCE, KS	PIPER	PA-32R-300	NONE	174
11	7381X	Q11286	GOVE, KS	CESSNA	150B	MINOR	176
12	25735	013186	DES MOINES, IA	PIPER	PA-38-112	NONE	156
13	NONE	011586	CALDWELL, ID	WORLDWIDE IN	SPIT FIRE	SERIOUS	160
14	6989G	011186	GIG HARBOR, WA	CESSNA	150-L	MINOR	362
15	43552	010586	KELSO, WA	PIPER	PA28-151	FATAL	360
16	545PS	011986	LAS VEGAS, NV	BOEING	727-214	SERIOUS	242
17	1920V	010586	IONE, OR	CESSNA	140	NONE	264
18	70308	021586	MCCARTHY, AK	CESSNA	185	NONE	16
19	35PH	030386	GOLD HILL, OR	PATRICK HENR	FOKKER DR.	NONE	278
20	8036B	011286	DES MOINES, IA	CESSNA	172	NONE	152
21	7013W	011586	COLUMBIA, MO	PIPER	PA-28-180	NONE	210
22	739UW	021286	RENTON, WA	CESSNA	172	NONE	376
23	7774Q	021986	BURNS, OR	CESSNA	340	NONE	274
24	80827	021286	FARMINGDALE, NY	UNIVERSAL AI	GC-1B	NONE	248
24	8298A	021286	FARMINGDALE, NY	PIPER	PA-28RT-20	NONE	250

٢,

Х

File Number	Aircraft Regist.	Date	Location	Aircı Make 	Model	Injury Index	Page
25	9398Y	021886	HOT SPRINGS, AR	BEECH	N35	NONE	70
26	8542F	022186	ODESSA, WA	HILLER	UH-12E	NONE	380
27	1827A	022386	HOUSTON, AK	PIPER	PA-18	MINOR	22
28	116ME	022086	DELTA JUNCTION, AK	CESSNA	206	MINOR	18
29	3813D	020986	MERRILL PASS, AK	CESSNA	182-A	SERIOUS	14
30	4752X	031186	YADKINVILLE, NC	CESSNA	150	NONE	230
31	74461	012586	VANCOUVER, WA	BELLANCA	1413-2	MINOR	372
32	41926	011986	SLOAN, NV	LUSCOMBE	88	FATAL	244
33	5632F	021286	WOODBURN, OR	ALON	A2	NONE	272
34	8785Q	012486	WENATCHEE, WA	ĊESSNA	206	NONE	370
35	5338Z	011986	ELLENSBURG, WA	PIPER	PA-22-108	NONE	368
36	4977P	011886	INDEPENDENCE, MO	CESSNA	152	NONE	212
37	20537	011186	WEST MEMPHIS, AR	BEECHCRAFT	F33A	SERIOUS	66
38	376B	011386	BASSETT, NE	BEECH	V35	NONE	236
39	30535	010686	SIDNEY, NE	CESSNA	177A	NONE	234
40	1TF	013086	CASCADE LOCKS, OR	CESSNA	T210-H	NONE	268
41	714UU	012186	FLYNN, TX	CESSNA	152	NONE	304
42	2085R	013186	SANDY, OR	CESSNA	182	MINOR	270
43	16800	022386	MOUNT BALDY, ID	BELL	206B	SERIOUS	162
44	747BE	022186	ICY POINT, AK	CESSNA	206G	NONE	20
45	714AQ	011486	MEAD, WA	CESSNA	150-M	NONE	364
47	53893	022386	SAN JOSE, CA	BELLANCA	7ECA	NONE	116
48	32RH	020286	BROWNSBORO, AL	BUSHBY	MUSTANG II	FATAL	64
49	102JC	030586	TEHACHAPI, CA	GROB	102	NONE	124
50	52768	020386	LAKE JACKSON, TX	CESSNA	172P	SERIOUS	312

File Number	Aircraft Regist.	Date	Location	Aircr Make 	aft Model	Injury Index	Page
51	5234K	030286	MANY, LA	CESSNA	172P	NONE	192
52	425EH	022086	LAKE CHARLES, LA	MESSERSCHMIT	B0-105-CBS	NONE	190
53	2269H	022386	KELLER, TX	BALLOON WORK	FIRE FLY 7	SERIOUS	320
54	67888	022486	EL PASO, TX	CESSNA	152	MINOR	322
55	8267U	010586	SARATOGA, TX	CESSNA	172F	NONE	298
56	8805M	011586	BREMOND, TX	EAGLE AIRCRA	DW-1	MINOR	302
57	3236E	022886	STANDFIELD, AZ	AERONCA	11-AC	NONE	86
58	5904Z	012086	JASPER, TN	PIPER	PA-22	SERIOUS	286
59	75950	012386	BANCROFT, IA	CESSNA	150	NONE	154
60	2302X	012586	LAKE HAVASUCITY, AZ	CESSNA	182H	SERIOUS	82
61	102BK	020186	FREMONT, CA	GROB	103	NOŅE	96
62	3177G	012686	LA HABRA, CA	BELL	222UT	MINOR	92
63	739GB	031586	APPLE VALLEY, CA	CESSNA	172N	NONE	132
64	8292N	012486	ATLANTA, GA	PIPER	PA-28-140	NONE	144
65	8135E	022086	PHOENIX, AZ	MOONEY	MK-20	NONE	84
66	9974W	020886	JOSHUA TREE, CA	PIPER	PA-28-140	NONE	106
68	3773F	020986	COLUMBIA, SC	GREAT LAKES	2T-1A-2	NONE	280
69	1975E	021986	WASHINGTON, NC	CESSNA	172N	NONE	228
70	7191Q	022386	GORDONSVILLE, VA	CESSNA	172L	MINOR	356
71	39663	020986	CHARLESTON, SC	PIPER	PA-28-181	NONE	282
72	57878	022886	MULESHOE, TX	PIPER	PA-36-300	NONE	326
73	1QV	022786	WAKEFIELD, VA	BEECHCRAFT	BE65	NONE	358
74	2341S	012786	RENO, NV	CESSNA	TR182RG	FATAL	246
75	414CB	011586	NORTH BEND, WA	CESSNA	501	NONE	366
76	4521H	021986	MOUNT ST.HELENS, WA	PIPER	PA-15	SERIOUS	378

XII

Aircraft Regist.	Date	Location	Make	aft Model	Injury Index	Page
98523	012486	TOMBALL, TX	CESSNA	172	NONE	- 310
46362	032186	ANCHORAGE, AK	CESSNA	180J	NONE	32
5892B	032286	ANCHORAGE, AK	CESSNA	172-G	NONE	36
3935Z	032086	KOTZEBUE, AK	PIPER	PA-18	NONE	30
1999C	032286	WHITTIER, AK	CESSNA	170-В	NONE	34
8022Z	022486	ANCHORAGE, AK	CESSNA	206	FATAL	24
7145K	032486	FAIRBANKS, AK	PIPER	PA-18	NONE	38
4431Z	020786	WASILLA, AK	PIPER	PA-18	NONE	12
8455P	040386	ANCHORAGE, AK	ROBINSON	R-22A	NONE	40
661S	012586	FORTUNA, CA	VANGRUNSVEN	RV-3A	FATAL	90
3951X	032586	SMITHVILLE, TN	PIPER	PA-34	NONE	292
95636	011386	WARREN, MN	CESSNA	152	NONE	202
48149	012386	KENOSHA, WI	CESSNA	L-19	NONE	390
3244T	012386	INDIANAPOLIS, IN	CESSNA	177	NONE	168
3948D	011086	CLINTON, IA	CESSNA	182A	FATAL	150
9331G	011886	JUNEAU, AK	CESSNA	182	FATAL	2
757JZ	040886	CLINTON, MD	CESSNA	15211	NONE	198
6798A	022786	UVALDE, TX	PIPER	PA-18	NONE	324
52185	012986	GILBERT, LA	AIRTRACTOR	AT301	NONE	188
407 1D	022286	DECATUR, TX	CESSNA	182A	NONE	318
67102	010786	TULSA, OK	AEROSPATIALE	SA319B	NONE	254
82072	011186	SAGINAW, TX	PIPER	PA-32-300T	NONE	300
8502Q	030586	MCALLEN, TX	CESSNA	U206F	MINOR	330
3821P	030986	SULPHUR, LA	PIPER	PA-22-150	NONE	194
9019W	040486	SPRINGTOWN, TX	PIPER	PA-28-235	NONE	336
	Regist. 98523 46362 5892B 3935Z 1999C 8022Z 7145K 4431Z 8455P 661S 3951X 95636 48149 3244T 3948D 9331G 757JZ 6798A 5218S 4071D 67102 82072 8502Q 3821P	Regist.Date98523012486463620321865892B0322863935Z0320861999C0322868022Z0224867145K0324864431Z0207868455P040386661S0125863951X032586956360113863244T0123863948D0110869331G011886757JZ0408866798A0227865218S0129864071D02228667102010786820720111868502Q0305863821P030986	Regist. Date Location 98523 012486 TOMBALL, TX 46362 032186 ANCHORAGE, AK 5892B 032286 ANCHORAGE, AK 3935Z 032086 KOTZEBUE, AK 1999C 032286 WHITTIER, AK 8022Z 022486 ANCHORAGE, AK 7145K 032486 FAIRBANKS, AK 4431Z 020786 WASILLA, AK 8455P 040386 ANCHORAGE, AK 661S 012586 FORTUNA, CA 3951X 032586 SMITHVILLE, TN 95636 011386 WARREN, MN 48149 012386 KENOSHA, WI 3244T 012386 KENOSHA, WI 3931G 011086 CLINTON, IA 9331G 011886 JUNEAU, AK 757JZ 040886 CLINTON, MD 6798A 022786 UVALDE, TX 5218S 012986 GILBERT, LA 4071D 022286 DECATUR, TX 67102 <	Regist.DateLocationMake98523012486TOMBALL, TXCESSNA46362032186ANCHORAGE, AKCESSNA5892B032286ANCHORAGE, AKCESSNA3935Z032086KDTZEBUE, AKPIPER1999C032286WHITTIER, AKCESSNA8022Z022486ANCHORAGE, AKCESSNA7145K032486FAIRBANKS, AKPIPER4431Z020786WASILLA, AKPIPER8455P040386ANCHORAGE, AKROBINSON661S012586FORTUNA, CAVANGRUNSVEN3951X032586SMITHVILLE, TNPIPER95636011386WARREN, MNCESSNA48149012386KENOSHA, WICESSNA3948D011086CLINTON, IACESSNA3931G011886JUNEAU, AKCESSNA6798A022786UVALDE, TXPIPER52185012986GILBERT, LAAIRTRACTOR4071D022286DECATUR, TXCESSNA67102010786TULSA, OKAEROSPATIALE82072011186SAGINAW, TXPIPER85020030586MCALLEN, TXCESSNA3821P030986SULPHUR, LAPIPER	Regist.DateLocationMakeModel98523012486TOMBALL, TXCESSNA17246362032186ANCHORAGE, AKCESSNA180J58928032286ANCHORAGE, AKCESSNA172-G39357032086KOTZEBUE, AKPIPERPA-181999C032286WHITTIER, AKCESSNA170-B8022Z022486ANCHORAGE, AKCESSNA2067145K032486FAIRBANKS, AKPIPERPA-1844312020786WASILLA, AKPIPERPA-188455P040386ANCHORAGE, AKROBINSONR-22A6615012586FORTUNA, CAVANGRUNSVENRV-3A3951X032586SMITHVILLE, TNPIPERPA-3495636011386WARREN, MNCESSNA15248149012386KENOSHA, WICESSNA15248149012386CLINTON, IACESSNA182A9331G011086CLINTON, IACESSNA1521I6798A022786UVALDE, TXPIPERPA-1852185012986GILBERT, LAAIRTRACTORAT3014071D022286DECATUR, TXCESSNA182A67102010786TULSA, OKAEROSPATIALESA319882072011186SAGINAW, TXPIPERPA-32-300T8502Q030586MCALLEN, TXCESSNAU206F821P030986SULPHUR, LAPIPERPA-22-150	Regist.DateLocationMakeModelIndex98523012486TOMBALL, TXCESSNA172NONE46362032186ANCHORAGE, AKCESSNA180JNONE58928032286ANCHORAGE, AKCESSNA172-GNONE39352032086KOTZEBUE, AKPIPERPA-18NONE1999C032286WHITTIER, AKCESSNA170-BNONE80222022486ANCHORAGE, AKCESSNA206FATAL7145K032486FAIRBANKS, AKPIPERPA-18NONE44312020786WASILLA, AKPIPERPA-18NONE8455P040386ANCHORAGE, AKROBINSONR-22ANONE661S012586FORTUNA, CAVANGRUNSVENRV-3AFATAL3951X032586SMITHVILLE, TNPIPERPA-34NONE95636011386WARREN, MNCESSNA152NONE3948D011086CLINTON, IACESSNA182AFATAL931G01186JUNEAU, AKCESSNA1821NONE5218S012986GILBERT, LAAIRTRACTORAT301NONE67102010786TULSA, OKAEROSPATIALESA319BNONE67102010786TULSA, OKAEROSPATIALESA319BNONE67102030586MCALLEN, TXCESSNA192ANONE67102030586MCALLEN, TXCESSNA102AMONE671020

File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model 	Injury Index	Page
103	1867Q	040486	POINT AUFER, LA	CESSNA	185F	NONE	196
104	2826L	033186	BRISTOW, OK	CESSNA	172H	NONE	262
105	734 1A	032986	SALLISAW, OK	CESSNA	172	NONE	260
106	71611	032986	HOUSTON, TX	LUSCOMBE	8A	NONE	332
107	. 58415	021286	MUNCIE, IN	BEECH	95-B55	NONE	170
108	420W	010386	INDIANAPOLIS, IN	ISRAELI INDU	1124A	NONE	166
109	888EN	011386	ATKINSON, NH	BELL `	47J2A	NONE	240
110	81550	022286	ALVORD, TX	CESSNA	421	SERIOUS	314
111	3008N	041386	LAKE GEORGE, AK	CESSNA	120	NONE	44
112	1042E	040686	FAIRBANKS, AK	BELLANCA	7ECA	NONE	42
113	1905G	012686	KANSAS CITY, MO	CESSNA	310R	NONE	214
114	111MM	022086	ST. LOUIS, MO	PIPER	PA-31-325	NONE	216
115	3400C	022186	ALLIANCE, NE	CESSNA	170B	NONE	238
116	1493D	022386	GARDNER, KS	CESSNA	170A	NONE	178
117	7688V	030886	LODI, CA	CALLAIR	A-9B	MINOR	130
118	6727D	030686	STOCKTON, CA	BELL	47G-2	NONE	126
119	127WA	013086	METLAKATLA, AK	DEHAVILLAND	DHC2	NONE	8
119	1018H	013086	METLAKATLA, AK	DEHAVILLAND	DHC-2	NONE	10
121	69054	040986	EL PASO, TX	CESSNA	152	NONE	340
122	2360B	040886	DEL RIO, TX	TEMCO SWIFT	GC-1B	NONE	338
123	2122L	041686	MT. VERNON, TX	PIPER	PA-28-181	NONE	344
124	56366	040186	WEST, TX	MAULE	M-5-235C	NONE	334
125	74176	030186	ROUND ROCK, TX	BALLOON WORK	8B	MINOR	328
126	734LQ	030286	CONCRETE, WA	CESSNA	172	NONE	382
127	6486J	030386	AMERICAN FALLS, ID	CESSNA	172	NONE	164

File Number	Aircraft Regist.	Date	Location	Airc Make 	Model	Injury Index	Page
128	926T	031086	SEATTLE, WA	BEECH	18	NONE	388
129	3979L	030286	GRAIN VALLEY, MO	CESSNA	172	NONE	218
130	82202	031086	JACKSONVILLE, AR	AERONCA	7AC	NONE	72
131	4482E	041586	BIG LAKE, AK	PIPER	PA-18-150	NONE	46
132	47KB	010686	CHARLOTTE, NC	PIPER	PA-30	NONE	226
133	498 1U	020986	ALMA, GA	CESSNA	210	MINOR	146
134	8305C	022586	ANTELOPE, OR	PIPER	PA34-200T	FATAL	276
135	738XX	020986	RENTON, WA	CESSNA	172N	SERIOUS	374
136	988JM	012786	S. LAKE TAHOE, CA	CESSNA	401	FATAL	94
137	40290	011686	HORTON, OR	HILLER/SOLOY	UH-12E	FATAL	266
138	9848Y	031586	LAKE CITY, AR	AERONCA	7FC	NONE	74
139	3379F	031986	MULVANE, KS	CESSNA	182	MINOR	180
140	93589	040386	MURFREESBORO, TN	CESSNA	152	NONE	294
141	71633	030886	HAMPTON, GA	LUSCOMBE	88	NONE	148
142	170CH	042486	YENTNA RIVER, AK	PIPER	J3C-65	SERIOUS	48
143	78564	042486	SOLDOTNA, AK	PIPER	PA-12	NONE	50
144	64AT	042686	PORT HEIDEN, AK	INTERSTATE	15B2	MINOR	54
145	3438A	042886	CHUGIAK, AK	PIPER	PA-22	MINOR	56
146	9AT	031086	LIVENGOOD, AK	BELL	206B3	NONE	26
147	2495J	011486	PELICAN RAPIDS, MN	CESSNA	150G	MINOR	204
148	148PA	021186	LOUISVILLE, KY	BEECH	H-18	SERIOUS	186
149	2760R	041286	WAYNESVILLE, OH	SCHWEIZER	SGS 1-26A	NONE	252
150	345CC	011986	LOUISVILLE, KY	BEECH	A36TC	NONE	184
151	9706H	050186	BETHEL, AK	CESSNA	185	NONE	58
152	3630K	021786	COLT, AR	SCHWEIZER	G164-B	MINOR	68

xv

.

File Number	Aircraft Regist.	Date 	Location	Airc Make	raft Model	Injury Index	Page
153	3673H	030886	VERSAILLES, MO	ERCOUPE	415-C	NONE	220
154	1530E	031786	WARREN, AR	CESSNA	172N	NONE	76
155	1017X	032286	NEOSHO, MO	PIPER	PA-28-151	NONE	222
156	723T	022686	JANESVILLE, WI	BEECH	G18S	SERIOUS	392
157	36RJ	020986	LOS ALMOS, CA	RUTAN	VARIEZE	NONE	112
158	714DC	041386	ORANGEBURG, SC	CESSNA	150	MINOR	284
159	106TD	020186	OWASSO, OK	STEPHENSON	TEENIE TWO	FATAL	258
160	4605N	022286	PLAINVIEW, TX	CESSNA	402B	NONE	316
161	50639	041286	GRAHAM, TX	TAYLORCRAFT	L-2	SERIOUS	342
162	29612	042086	LUBBOCK, TX	CESSNA	177	MINOR	348
163	8376R	042086	KELLER, TX	PIPER	PA-28	NONE	346
164	6272Z	042186	TOMBALL, TX	CESSNA	TU206G	NONE	350
165	388C	031086	LA CONNER, WA	STINSON	108-2	SERIOUS	386
166	84842	031086	EAST SOUND, WA	AERONCA	7AC	NONE	384
167	63636	041886	LAKE CITY, TN	CESSNA	150	MINOR	296
168	2618J	031686	LAFAYETTE, TN	CESSNA	150	NONE	288
169	50CH	022186	SANTA YNEZ, CA	HENLEY	AERODROME	SERIOUS	114
170	6609Q	041286	ADVANCE, MO	GRUMMAN	G164B	NONE	224
171	528	032586	CEDAR RAPIDS, IA	BEECH	G185	NONE	158
172	30561	032286	OIL TROUGH, AR	PIPER	PA-28-181	NONE	78
173	9866G	040486	NESS CITY, KS	CESSNA	172	NONE	182
174	2520W	011986	FERNANDINA BCH, FL	BEECH	B24R	NONE	138
175	7692G	010286	BOCA RATON, FL	CESSNA	150L	NONE	134
176	2361D	012086	VERO BEACH, FL	PIPER	PA-38-112	NONE	140
176	37450	,012086	VERO BEACH, FL	PIPER	PA-28R-201	NONE	142

XVI

File Number	Aircraft Regist.	Date	Location	Aircr Make 	Mode1	Injury Index	Page
177	70010	031686	ANCHORAGE, AK	CESSNA	A185E	SERIOUS	28
178	9326V	011286	GAINESVILLE, FL	MOONEY	M2OF	NONE	136
179	1616G	042686	POLLY CREEK, AK	BELLANCA	7ECA	NONE	52
180	7293B	022786	LONG BEACH, CA	BEECH	J35	NONE	120
181	95139	020786	SAN JOSE, CA	CESSNA	152	NONE	100
182	91614	020886	HEALDSBURG, CA	CESSNA	182M	NONE	104
183	2113E	010886	GRAND CANYON, AZ	CESSNA	172N	FATAL	80
184	89447	020886	RANCHO MURIETA, CA	CESSNA	140	NONE	102
185	6188K	022486	WOODLAND, CA	CESSNA	150	NONE	118
186	49429	030486	SAN LUIS OBISPO, CA	CESSNA	152	NONE	122
187	5334N	050286	KENANSVILLE, NC	CESSNA	182A	NONE	232
188	1507V	020986	BIG BEAR CITY, CA	CESSNA	172M	NONE	108
189	4276H	032 186	MEMPHIS, TN	PIPER	PA-14	NONE	290
190	5300Y	020986	SAN FRANCISCO, CA	PIPER	PA-23-250	NONE	110
191	50255	010886	CHARLOTTE, MI	CESSNA	150H	NONE	200
192	49946	031886	PHOENIX, AZ	CENTRAIR	SCHLEICHER	NONE	88
194	2002V	052086	FAIRBANKS, AK	TAYLORCRAFT	TC-19	NONE	62
195	49983	051886	PALMER, AK	HILLER	12-C	NONE	60
197	946X	030686	WASCO, CA	SCHWEIZER	G164A	MINOR	128
199	7JB	020286	JULIAN, CA	PITTS	S-1	SERIOUS	98
200	337D	050886	EDINBERG, TX	CESSNA	3 3 7D	NONE	352

, , AIRCRAFT ACCIDENT REPORTS BRIEF FORMAT U.S. CIVIL AND FOREIGN AVIATION ISSUE NUMBER 1 OF 1986 ACCIDENTS

National Transportation Safety Board Washington, D.C. 20594

1

.

.

.

File No 93 1/18/86 JU	NEAU, AK	A/C Req.	No. N9331G	т	ime (Lcl) -	1154 AST	
-Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Da DESTROYED	amage	Fatal	Injur [.] Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERI		Fire NONE	Crew Pass	1 0	0 1	0	0
Aircraft Information Make/Model - CESSNA 182 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2950 No. of Seats - 4	Number Ei	ngines – 1 /pe – RECIPA	NENTAL 0-470-R ROCATING-CARBURE D HP	Stal	Installed/Ac 1 Warning Sy		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEF Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 20.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 2000 FT B Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS Destination HAINES,/ ATC/Airspace Type of F ROKEN Type of C	aK	DNE	OFF AI Airport D JUNEAU Runway Runway Runway	MUNICIPAL Ident - Lth/Wid - Surface -	•	150
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,SE SEA	Age - 66 Biennial Flight Current Months Since Aircraft Typ	Review - UNK/NR e - UNK/NR	dical Certificat Fligh Total - Make/Model- UN Instrument- UN Multi-Eng - UN	nt Time (H 1100 WK/NR WK/NR	ours) Last 24 Last 30 Last 90	Hrs - UN Days- UN	K/NR K/NR K/NR
Instrument Rating(s) - NONE							
-Narrative OT REQUESTED CLEARANCE TO RETURN TO AIR OT MADE RT TURN FROM ABOUT 100 FT ALT. TALLED. PAX SURVIVED. ICE FOUND ON WING	ACFT CRASHED ABOUT	1500 FOOT SOUTH					

Brief of Accident (Continued) File No. - 93 1/18/86 JUNEAU, AK A/C Reg. No. N9331G Time (Lcl) - 1154 AST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - STARVATION 2. FUEL SYSTEM - BLOCKED(TOTAL) -----Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 3. ICE/FROST REMOVAL FROM AIRCRAFT - POOR - PILOT IN COMMAND 4. EMERGENCY PROCEDURE - 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

Brief of Accident

SUBSTANTIAL Fatal Serious Type of Operation -PERSONAL Fire Crew 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 Accident Occurred During -TAKEOFF NONE Pass 0 -Aircraft Information Make/Model - CONTINENTAL 0-470 ELT Installed/Ac Landing Gear SKI/WHEEL Number Engines - 1 Stall Warning Max Gross Wt - 2800 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 225 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - I Visibility - 50.0 SM ATC/Airspace Runway Sufface - I Obstructions to Vision NONE Type of Clearance - NONE Runway Status - I Obstruction of Light - DAYLIGHT - Afe - Afe - Afe - Afe Condition of Light - DAYLIGHT - Afe <td< th=""><th>ies</th><th>Injuries</th><th></th><th></th><th>Aircraft Damage</th><th>AVIATION)</th><th>-NONE (GENERAL</th><th>Certificate-</th><th>oerating C</th><th>Type</th></td<>	ies	Injuries			Aircraft Damage	AVIATION)	-NONE (GENERAL	Certificate-	oerating C	Type
Flight Conducted Under -14 CFR 91 NONE Pass 0 0 Accident Docurred During -TAKEOFF -Akcodef Control Contect Contect Control Control Control Control Contect Co			Fatal						, thig o	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
Accident Occurred During -TAKEOFF -Aircraft Information Make/Model - CESSNA 180 Eng Make/Model - CONTINENTAL 0-470 ELT Installed/Ac Landing Gear - SKI/WHEEL Number Engines - 1 Stall Warning Max Gross Wt - 2800 Eng ine Type - RECIPROCATING-CARBURETOR Stall Warning No. of Seats - 4 Rated Power - 225 HP Airport Proximity Environment/Operations Information Weather Data Itinerary Airport Proximity W Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC Airport Data Basic Weather - VMC LOCAL Runway Ident - I Wind Dir/Speed 360/005 KTS Runway LOCAL Runway Lith/Wid - I Usest Sky/Clouds - 7000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - I Lowest Sky/Clouds - 7000 FT SCATTERED Type of Clearance - NONE Runway Status - I Obstructions to Vision- NONE Type Apch/Lndg - NONE Runway Status - I Precipitation - NONE Type Apch/Lndg - NONE Flight Time (Hours) Condition of Light - DAYLIGHT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ComMERCIAL Current - YES Total - 1873	0 1	0	0	Crew	Fire		PERSONAL	on -	f Operatio	Туре
-Aircraft Information Make/Model - CESSNA 180 Eng Make/Model - CONTINENTAL 0-470 ELT Installed/Ac Landing Gear - SKI/WHEEL Number Engines - 1 Stall Warning Max Gross Wt - 2800 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 225 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed 360/005 KTS Runway Ident - I Lowest Ceiling - NONE Type of Flight Plan - NONE Runway Status - I Obstructions to Vision- NONE Type of Flight Plan - NONE Runway Status - I Obstructions to Vision- NONE Type Apch/Lndg - NONE Runway Status - I Precipitation - NONE Type Apch/Lndg - NONE Precipitation - NONE Type Apch/Lndg - NONE Flight Time (Hours) Commend - NA Age - 45 Medical Certificate - VALID MEDICAL-NO Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL CAND,SE SEA Months Since - 18 Make/Model - 207 Last 30	0 0	0	0	Pass	NONE					
Make/Model- CESSNA 180Eng Make/Model- CONTINENTAL 0-470ELT Installed/AcLanding GearSKI/WHEELNumber Engines1Stall WarningMax Gross Wt- 2800Engine Type- RECIPROCATING-CARBURETORNo. of Seats-4Rated Power225 HPEnvironment/Operations InformationWeather DataAirport ProximityWx Briefing- NO RECORD OF BRIEFINGLast Departure PointOFF AIRPORT/STRIPMethod- N/ASAME AS ACC/INCCompleteness- N/ACompleteness- N/ADestinationAirport DataBasic Weather- VMCLOCALRunway Ident- IVisibility- 50.0SMATC/AirspaceRunway Lth/Wid- ILowest Ceiling- NONEType of Flight PlanNONERunway Surface- IObstructions to Vision- NONEType Apch/Lndg- NONERunway Status- IPrecipitation- NONEType Apch/Lndg- NONE- NONE- NONEPersonnel InformationAge - 45Medical Certificate - VALID MEDICAL-NOCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)Personnel Information Age - 45Medical Certificate - VALID MEDICAL-NOCurrent- YESTotal- 1873Last 24SE LAND,ME LAND,SE SEAMonths Since - 18Make/Model - 207Last 24- 1873Last 24							TAKEOFF	ed During -	nt Occurre	Accio
Landing Gear SKI/WHEEL Number Engines - 1 Stall Warning Max Gross Wt 2800 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 225 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity -Environment/Operations Information Weather Data OFF AIRPORT/STRIP Weather Data Itinerary Airport Data Method - N/A SAME AS ACC/INC Completeness N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - I Wind Dir/Speed- 360/005 KTS Runway Lth/Wid - I Usest Sky/Clouds - 7000 FT SCATTERED Type of Flight Plan NONE Runway Status - I Dostructions to Vision- NONE Type Apch/Lndg - NONE Runway Status - I Obstruction of Light - DAYLIGHT - - - - - -Precipitation - NONE Type Apch/Lndg - NONE - - - Operintion of Li							•			-Aircraf
Max Gross Wt-2800Engine Type-RECIPROCATING-CARBURETORNo. of Seats-4Rated Power-225 HP-Environment/Operations InformationWeather DataItineraryAirport ProximityWx Briefing-NO RECORD OF BRIEFINGLast Departure PointOFF AIRPORT/STRIPMethod-N/ASAME AS ACC/INCOff AIRPORT/STRIPMethod-N/ADestinationAirport DataBasic Weather-VMCLOCALRunway Ident-Wind Dir/Speed360/005 KTSRunway Ident-Runway Lth/Wid-Visibility-50.0SMATC/AirspaceRunway Surface-Lowest Sky/Clouds-7000 FT SCATTEREDType of ClearanceNONERunway Surface-Obstructions to VisionNONEType Apch/Lndg- NONEPrecipitation-NONEType Apch/Lndg-NONE-Personnel InformationPilot-In-CommandAge -45Medical Certificate - VALID MEDICAL-NOCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)-COMMERCIALCurrent- YESTotal-1873Last 24SE LAND, ME LAND, SE SEAMonths Since-18Make/Model-207Last 30										
No. of Seats - 4 Rated Power - 225 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident Wind Dir/Speed- 360/005 KTS Runway Ident - Visibility - 50.0 SM ATC/Airspace Runway Lth/Wid Lowest Sky/Clouds - 7000 FT SCATTERED Type of Flight Plan NONE Runway Surface Destructions to Vision- NONE Type of Clearance - NONE Runway Status - Obstructions to Vision- NONE Type Apch/Lndg - NONE - - -Personnel Information Pilot-In-Command Age - 45 Medical Certificate - VALID MEDICAL-NO Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1873 Last 24 SE LAND, ME LAND, SE SEA Months Since - 18 Make/Model- 207 Last 24	』System - YES	tall Warning Sys [.]				Number Engir				
-Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- 360/005 KTS Runway Ident - I Visibility - 50.0 SM ATC/Airspace Runway Ident - I Lowest Sky/Clouds - 7000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - I Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - I Obstructions to Vision- NONE Type Apch/Lndg - NONE Runway Status - I Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 45 Medical Certificate - VALID MEDICAL-NO Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1873 Last 24 SE LAND, ME LAND, SE SEA MONTHS Since - 18 Make/Model - 207 Last 30			TOR	NG-CARBURE						
Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - Wind Dir/Speed- 360/005 KTS Runway Ident - - Visibility - 50.0 SM ATC/Airspace Runway Lth/Wid - Lowest Sky/Clouds - 7000 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 - NONE - - Precipitation - NONE Type Apch/Lndg - NONE - - -Personnel Information Pilot-In-Command Age - 45 Medical Certificate - VALID MEDICAL-NO Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - - - 1873 <td< td=""><td></td><td></td><td></td><td></td><td>• - 225 HP</td><td>Rated Power</td><td></td><td>4</td><td>Seats -</td><td>No. c</td></td<>					• - 225 HP	Rated Power		4	Seats -	No. c
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC Airport Data Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - Wind Dir/Speed- 360/005 KTS Runway Ident - - Visibility - 50.0 SM ATC/Airspace Runway Lth/Wid - Lowest Sky/Clouds - 7000 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 - NONE - - Precipitation - NONE Condition of Light - DAYLIGHT - - Personnel Information Pilot-In-Command Age - 45 Medical Certificate - VALID MEDICAL-NO - Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - COMMERCIAL Current - YES Total - 1873 Last 24 SE LAND, ME L							nation	tions Inform		
Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - Wind Dir/Speed- 360/005 KTS Runway Ident - Visibility - 50.0 SM ATC/Airspace Runway Lth/Wid - Lowest Sky/Clouds - 7000 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 - NONE Runway Status - Precipitation - NONE Type Apch/Lndg - NONE - - - Condition of Light - DAYLIGHT -										
Completeness - N/ADestinationAirport DataBasic Weather - VMCLOCALNoneRunway Ident - IWind Dir/Speed- 360/005 KTSRunway Ident - IRunway Ident - IVisibility - 50.0 SMATC/AirspaceRunway Lth/Wid - ILowest Sky/Clouds - 7000 FT SCATTERED Type of Flight Plan - NONERunway Surface - ILowest Ceiling - NONEType of Clearance - NONERunway Status - IObstructions to Vision- NONEType Apch/Lndg - NONERunway Status - IPrecipitation - NONEType Apch/Lndg - NONENONECondition of Light - DAYLIGHTAge - 45Medical Certificate - VALID MEDICAL-NOCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)COMMERCIALCurrent - YESTotal - 1873SE LAND, ME LAND, SE SEAMonths Since - 18Make/Model- 207		PORT/STRIP	OFF AIR) OF BRIEFING			
Basic Weather - VMC LOCAL Wind Dir/Speed-360/005 KTS Runway Ident Visibility - 50.0 SM ATC/Airspace Lowest Sky/Clouds - 7000 FT SCATTERED Type of Flight Plan NONE Lowest Ceiling - NONE Type of Clearance - NONE Cobstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Type Apch/Lndg - NONE Condition of Light - DAYLIGHT - Age - 45 Medical Certificate - VALID MEDICAL-NO Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1873 Last 24 SE LAND, ME LAND, SE SEA Months Since - 18 Make/Model- 207 Last 30					C/INC					
Wind Dir/Speed- 360/005 KTSRunway IdentVisibility- 50.0 SMATC/AirspaceRunway Lth/WidLowest Sky/Clouds- 7000 FT SCATTERED Type of Flight PlanNONERunway SurfaceLowest Ceiling- NONEType of Clearance- NONERunway StatusObstructions to Vision-NONEType Apch/Lndg- NONEPrecipitation- NONECondition of Light- DAYLIGHTPersonnelInformationPilot-In-CommandAge - 45Medical Certificate - VALID MEDICAL-NOCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)COMMERCIALCurrent- YESTotal- 1873Last 24SE LAND, ME LAND, SE SEAMonths Since- 18Make/Model-207Last 30		ita	Airport Da							
Visibility-50.0SMATC/AirspaceRunway Lth/Wid-Lowest Sky/Clouds-7000 FT SCATTEREDType of Flight Plan-NONERunway Surface-Lowest Ceiling-NONEType of Clearance-NONERunway Status-Obstructions to Vision-NONEType Apch/Lndg-NONEPrecipitation-NONECondition of Light-DAYLIGHTPersonnelInformationMedical Certificate -VALID MEDICAL-NOCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)COMMERCIALCurrent-YESTotal-1873Last 24SE LAND, ME LAND, SE SEAMonths Since-18Make/Model-207Last 30		Television AL/A	D			LUCAL	/T.C			
Lowest Sky/Clouds - 7000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - Dostructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 45 Medical Certificate - VALID MEDICAL-NO Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1873 Last 24 SE LAND, ME LAND, SE SEA Months Since - 18 Make/Model- 207 Last 30						ATC / A increase				
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - 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-NO Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1873 Last 24 SE LAND, ME LAND, SE SEA Months Since - 18 Make/Model- 207 Last 30					the Dian - NONE					
Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information - Pilot-In-Command Age - 45 Certificate(s)/Rating(s) Biennial Flight Review COMMERCIAL Current - YES SE LAND, ME LAND, SE SEA Months Since - 18 Make/Model - 207										
Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information - Pilot-In-Command Age - 45 Medical Certificate - VALID MEDICAL-NO Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1873 Last 24 SE LAND, ME LAND, SE SEA Months Since - 18 Make/Model- 207 Last 30	N/A	Status - N/A	Kullway							
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 45 Medical Certificate - VALID MEDICAL-NO Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1873 Last 24 SE LAND,ME LAND,SE SEA Months Since - 18 Make/Model- 207 Last 30						Type Apeny End				
-Personnel Information Pilot-In-Command Age - 45 Medical Certificate - VALID MEDICAL-NO Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1873 Last 24 SE LAND,ME LAND,SE SEA Months Since - 18 Make/Model- 207 Last 30							AYLIGHT	light - D		
Pilot-In-CommandAge -45Medical Certificate -VALID MEDICAL-NOCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)COMMERCIALCurrent-YESTotal-1873Last 24SE LAND,ME LAND,SE SEAMonths Since -18Make/Model-207Last 30										
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1873 Last 24 SE LAND,ME LAND,SE SEA Months Since - 18 Make/Model- 207 Last 30				Contificat	Nedical	Ago - 45				
COMMERCIALCurrent- YESTotal- 1873Last 24SE LAND, ME LAND, SE SEAMonths Since- 18Make/Model-207Last 30	WAIVERS/LIMIT									
SE LAND, ME LAND, SE SEA Months Since - 18 Make/Model- 207 Last 30	Hrs - 1	Last 24 Hrs	1873	1 -	- YES Tota			(kat hig(3)		
		Last 30 Davs	207	/Model-	- 18 Make			AND SE SEA		
AIRCRAFT IVDE - 180 INSTRUMENT- 1392 LAST 90	2	Last 90 Days				Aircraft Type -				-
Multi-Eng - 222		, -								
Instrument Rating(s) - NONE							- NONE	Rating(s) -	strument R	נ
-Narrative PILOT STATED THAT DURING THE INITIAL CLIMB OUT APPROXIMATELY 50 FEET ABOVE THE GROUND THE ENGINE QUIT. THE					E FET ADOUE TH					

Brief of Accident (Continued)

File No	2 1/20/86	PORT ALSWORTH,AK	A/C Reg. No. N3165D	Time (Lcl) - 1530 AST
currence #1 ase of Operation	LOSS OF POWER(TO TAKEOFF - INITIA	TAL) – NON-MECHANICAL L CLIMB		
3. FUEL SYSTEM, TANK 4. FUEL SYSTEM, LINK 5. FUEL SYSTEM, LINK	RECTIVES - NOT FOL < - WATER E - CONTAMINATION E - WATER	LOWED - PILOT IN COMMAND		
6. TERRAIN CONDITIO				
currence #2 ase of Operation		ION WITH OBJECT L CLIMB		
Probable Cause				
e National Transpo /are finding(s) 1,2		rd determines that the Pr	obable Cause(s) of this accie	dent
ctor(s) relating to	o this accident is	/are finding(s) 6		
5				
	· · · ·			

•

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL		craft Damage			Injur	ios	
Type operating certificate-none (deneral		BSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL	Fir		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		ÎNE	Pass	õ	õ	õ	1
Accident Occurred During -LANDING				-	-		
ircraft Information							
Make/Model - PIPER PA-12	Eng Make/Model	- LYCOMING O	-320-B2B	ELT	Installed/A	ctivated	- YES/N
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines				tall Warnin	g System	- YES
Max Gross Wt - 1935	Engine Type		ING-CARBURE	TOR			
No. of Seats - 2	Rated Power	- 160 HP					
Environment/Operations Information					_		
leather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure P	Point		OFF AI	RPORT/STRIP		
Method - N/A	SPORT LAKE, AK				- • -		
Completeness - N/A	Destination			Airport D	ата		
Basic Weather - VMC	LOCAL			Dumura	Idont	N/A	
Wind Dir/Speed- 040/005 KTS Visibility - 100.0 SM	ATC / Ainspace				Ident - Lth/Wid -		
Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight P	lan - NONE			Surface -	•	
Lowest Ceiling - NONE	Type of Clearance					N/A N/A	
Obstructions to Vision- NONE	Type Apch/Lndg			Kulway	JIALUS	N/ A	
Precipitation - NONE	Type Apony Lindy	INQINE					
Condition of Light - DAYLIGHT							
Personnel Information							
	Age - 39	Medical	Certificat	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review			nt Time (H	ours)		
COMMERCIAL	Current - YE		al -		Last 24	Hrs -	4
SE LAND, SE SEA	Months Since - 1	Mak	e/Model-	1500	Last 30		25
	Aircraft Type - PA	-12 Ins	trument-	.0	Last 90	Days-	50
Instrument Rating(s) - NONE							

TREES OF THE END OF THE LANDING AREA.

Brief of Accident (Continued)

File No. - 3 1/25/86 SOLDOTNA,AK A/C Reg. No. N3992M Time (Lc1) - 1545 AST

Occurrence ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

2. DIRECTIONAL CONTROL - NOT MAINTAINED - 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

Brief of Accident

.

-Basic Information							
Type Operating Certificate-COMMUTE		Aircraft Damage		Fatal	Injur Serious		Nama
Name of Carrier -TEMSCO Type of Operation -SCHEDUL	ED DOMESTIC DASSENGED	SUBSTANTIAL Fire	Crew	0	0	Minor O	None 1
Flight Conducted Under -14 CFR	135	NONE	Pass	0	ŏ	ŏ	3
Accident Occurred During -TAXI	135	NONE	Other	-	· O	ŏ	5
-Aircraft Information							
Make/Model - DEHAVILLAND DHC2		lel - P&W R-985			[nstalled/A		
Landing Gear - FLOAT	Number Engir				tall Warnin	g System –	- YES
Max Gross Wt - 9850		- RECIPROCATI	NG-CARBURETO	R			
No. of Seats - 7	Rated Power	- 450 HP					
-Environment/Operations Information							
Weather Data	Itinerary		Α		Proximity		
Wx Briefing - UNK/NR	Last Departur			ON AIRF	PORT		
Method - UNK/NR	KETCHIKAN,	NK					
Completeness - UNK/NR	Destination		Ai	rport Da			
Basic Weather - VMC	METLAKATLA,	AK			ATLA SEAPLA		
Wind Dir/Speed- 070/020 KTS						UNK/NR	
Visibility - 5.0 SM	ATC/Airspace	00100	()(55)		Lth/Wid -	•	
Lowest Sky/Clouds - CLEAR		nt Plan - COMPANY	(VFR)		Surface -		
Lowest Ceiling - NONE		ance - NONE		Runway	Status -	WATER - (HUPPY
Obstructions to Vision- NONE	Type Apch/Lnd	ig - NONE					
Precipitation - RAIN							
Condition of Light - DAYLIGHT							
-Personnel Information	1 m m	Madiaal					T.M.T.T
Pilot-In-Command	Age - 44		Certificate Flight			WAIVER5/L	~1M11
Certificate(s)/Rating(s)	Biennial Flight Rev - Current	UNK/NR Tota	1 - 27		Jurs)		0
COMMERCIAL SE LAND,ME LAND,ME SEA	Months Since -	UNK/INK IOTA UNK/ND Maka	/Model- 27	00	Last 24	Hrs - Davs- UNM	
JE LAND, ME LAND, ME JEA	Aircraft Type -		rument-	10	Last 30	Days-UNP Days-	
	Amenant Type -		i-Eng - UNK/			∘Days- aft -UN⊮	
		Marc		INK	ROTOPER		V/ INK
Instrument Rating(s) - AIRPLA	NE						
Nenetive							
-Narrative							
D WAS 070 DEGREES AT 20 KTS WITH 6-12	INCH SWEELS. N12/WA WAS	PUSTITUNED AT NO	KIH SIDE OF	DOCK FOR	C DEPARIURE		

NORTHEAST CORNER OF DOCK AND INTO N1018H. N127WA SUSTAINED SUBSTANTIAL DAMAGE AND PLT SHUT DOWN ENG. N1018H SUSTAINED MINOR DAMAGE, PLT TAXIED CLEAR. N127WA DRIFTED BACK INTO EAST SIDE OF DOCK, SUSTAINED FURTHER DAMAGE FROM WIND AND WAVE ACTION.

Brief of Accident (Continued)

File No. - 119 1/30/86 METLAKATLA, AK A/C Reg. No. N127WA Time (Lc1) - 1215 AST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAXI Finding(s) 1. PROPER ASSISTANCE - NOT PERFORMED - GROUND PERSONNEL 2. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WATER, ROUGH 4. WEATHER CONDITION - CROSSWIND 5. OBJECT - AIRPORT FACILITY Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation TAXI Finding(s) 6. OBJECT - AIRCRAFT MOVING ON GROUND 7. OBJECT - AIRPORT FACILITY _____ ----Probable Cause----

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

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

Brief of Accident File No. - 119 1/30/86 METLAKATLA,AK A/C Reg. No. N1018H Time (Lc1) - 1215 AST _____ ---------Basic Information----Type Operating Certificate-COMMUTER Aircraft Damage Injuries Name of Carrier -WEST FLIGHT AVIATION MINOR Fatal Serious Minor None Type of Operation -SCHEDULED, DOMESTIC, PASSENGER Fire Crew 0 0 0 1 Flight Conducted Under -14 CFR 135 NONE Pass 0 0 0 4 Accident Occurred During -TAXI Other 0 0 0 4 _____ ----Aircraft Information----Make/Model - DEHAVILLAND DHC-2 Eng Make/Model - P&W R-985 Number Engines - 1 ELT Installed/Activated - YES/NO Landing Gear - FLOAT Stall Warning System - YES Max Gross Wt -3400 Engine Type - RECIPROCATING-CARBURETOR 7 No. of Seats -Rated Power - 450 HP ----Environment/Operations Information----Weather Data Itinerary Airport Proximity Wx Briefing - UNK/NR Last Departure Point ON AIRPORT - UNK/NR Method KETCHIKAN.AK Completeness - UNK/NR Destination Airport Data Basic Weather - VMC METLAKATLA.AK METLAKATLA SEAPLANE BASE Wind Dir/Speed- 070/020 KTS Runway Ident - UNK/NR Visibility - 5.0 SM ATC/Airspace Runway Lth/Wid - UNK/NR Lowest Sky/Clouds - CLEAR Type of Flight Plan - COMPANY (VFR) Runway Surface - WATER Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - WATER - CHOPPY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - RAIN Condition of Light - DAYLIGHT _____ -Personnel Information----Pilot-In-Command Age - 56 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Biennial Flight Review Certificate(s)/Rating(s) Flight Time (Hours) ATP,CFI Current - YES Total - 11000 Last 24 Hrs -SE LAND, ME LAND, SE SEA Months Since - 7 Make/Model- 3500 Last 30 Days- UNK/NR Last 90 Days- 217 Aircraft Type - UNK/NR Instrument-850 Multi-Eng - 1000 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE

----Narrative----

WIND WAS 070 DEGREES AT 20 KTS WITH 6-12 INCH SWEELS. N127WA WAS POSITIONED AT NORTH SIDE OF DOCK FOR DEPARTURE TOWARD EAST. N1018H WAS HOLDING AT EAST SIDE OF DOCK. DECK HAND CAST OFF N127WA BEFORE PLT STARTED ENGINE; ACFT BEGAN TO DRIFT BACK INTO DOCK. PLT STARTED ENG, ATTEMPTED TO MANEUVER AWAY FROM DOCK, BUT DOCK PROXIMITY PROHIBITED USE OF SUFFICIENT POWER TO ESTABLISH STEERAGEWAY UNDER EXISTING WEATHER CONDITIONS. N127WA DRIFTED AROUND NORTHEAST CORNER OF DOCK AND INTO N1018H. N127WA SUSTAINED SUBSTANTIAL DAMAGE AND PLT SHUT DOWN ENG. N1018H SUSTAINED MINOR DAMAGE, PLT TAXIED CLEAR. N127WA DRIFTED BACK INTO EAST SIDE OF DOCK, SUSTAINED FURTHER DAMAGE FROM WIND AND WAVE ACTION. Brief of Accident (Continued)

File No. - 119 1/30/86 METLAKATLA, AK A/C Reg. No. N1018H Time (Lcl) - 1215 AST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAXI Finding(s) 1. PROPER ASSISTANCE - NOT PERFORMED - GROUND PERSONNEL 2. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND 3. AIRPORT FACILITIES RUNWAY/LANDING AREA CONDITION - WATER ROUGH 4. WEATHER CONDITION - CROSSWIND 5. OBJECT - AIRPORT FACILITY . _____ _____ Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation TAXI Finding(s) 6. OBJECT - AIRCRAFT MOVING ON GROUND 7. OBJECT - AIRPORT FACILITY _____ ----Probable Cause----

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

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

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Dama	age		Injur		
		SUBSTANTIAL		Fatal			None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		NONE	Pass	0	0	0	0
Aircraft Information							
Make/Model - PIPER PA-18	. .	Nodel - LYCOMING	G 0-320-A2B		Installed/A		
Landing Gear - SKI	Number Eng				tall Warnin	g System	- NO
Max Gross Wt - 1750		e - RECIPRO		TOR			
No. of Seats - 2	Rated Powe	er – 150 k	12				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Depart	ure Point		UNK/NR			
Method - TELEPHONE	WASILLA, A						
Completeness - FULL	Destination			Airport D			
Basic Weather - VMC	PALMER, AM	K			LAKE SPB		
Wind Dir/Speed- 040/015 KTS				,		N/A	500
Visibility - 3.000 SM Lowest Sky/Clouds - UNK/NR	ATC/Airspace	ight Plan - NONE			Lth/Wid - Surface -		500
Lowest Ceiling - 1000 FT OVE					Status -		
Obstructions to Vision- NONE		.ndg - UNK/		Kullway	Status	WCI	
Precipitation - RAIN	Type Apen/L	ing out					
Condition of Light - DAYLIGHT							
·····							
Personnel Information							/
Pilot-In-Command	Age - 42		al Certificat			WAIVERS,	LIMII
Certificate(s)/Rating(s) PRIVATE	Biennial Flight F Current		otal -	nt Time (H 408		Hrs - U	
SE LAND, SE SEA	Months Since		lake/Model-			Days- U	•
SE LAND, SE SEA			instrument-			Days U	
				v		, says of	
Instrument Rating(s) - NONE							

THE PILOT LOST CONTROL OF THE AIRPLANE WHILE TAXIING, INADVERTENTLY TOOK OFF IN GUSTY WIND AND CRASHED INTO ADJACENT TREES.

Brief of Accident (Continued)

 File No. 84
 2/07/86
 WASILLA,AK
 A/C Reg. No. N4431Z
 Time (Lc1) - 1022 AST

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

 Finding(s)
 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - UNFAVORABLE WIND

 3. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
 3. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND

----Probable Cause----

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

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

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENERAL A		ircraft Damage		Fatal	Injur Serious		n None
Type of Operation -PERSONAL		ire	Crew			0	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	-	NONE	Pass	õ	1 0	ŏ	ő
Accident Occurred During -MANEUVERING				-	-	-	-
Aircraft Information							
Make/Model - CESSNA 182-A	Eng Make/Mode	1 - CONTINENTA	L 0-470-R	ELT I	nstalled/A	ctivate	ed - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engine	es - 1		St	all Warning	g Syste	em - YES
Max Gross Wt - 2650		- RECIPROCAT	ING-CARBURE	TOR			
No. of Seats - 4	Rated Power	- 235 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure	Point		OFF AIR	PORT/STRIP		
Method - N/A	FLAT,AK			Airport De	+-		
Completeness - N/A Basic Weather - IMC	Destination WASILLA,AK			Airport Da	ita		
Wind Dir/Speed- CALM	WASILLA, AN			Punway	Ident -	N/A	
Visibility - UNK/NR	ATC/Airspace				Lth/Wid -	•	
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE			Surface -		
Lowest Ceiling - 100 FT OBSCURE	D Type of Cleara	nce - NONE		Runway	Status -	N/A	
Obstructions to Vision- FOG	Type Apch/Lndg	- NONE		-			
Precipitation - SNOW							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command Ag	e - 34		Certificat				
	ennial Flight Revi	ew		nt Time (Ho			
PRIVATE	Current -	NO Tota	al -	400	Last 24		
SE LAND	Months Since - Aircraft Type -	41 Make	e/Model~	350	Last 30		
	Aircraft Type -	C-182 Ins	trument-	2	Last 90		
		MUT			Rotorcra	art -	UNK/NK
Instrument Rating(s) - NONE							

THE PILOT STATED THAT HE COULD SEE THE WHITEOUT CONDITION AHEAD. DURING THE 180 DEG TURN THE AIRCRAFT STRUCK THE 3000 FOOT LEVEL OF THE MOUNTIAN PASS. AT THE TIME OF THE ACCIDENT THE WEATHER WAS A COMPLETE IFR WHITEOUT CONDITION.

Brief of Accident (Continued)

File No	29	2/09/86	MERRILL PASS,AK	A/C Reg. No.	N3813D	Time (Lc1) - 14(DO AST
Occurrence Phase of Operation			ION WITH TERRAIN				
Finding(s)							
1. TERRAIN CONDI	TION - HIG	GH TERRAIN					
2. PREFLIGHT P	LANNING/P	REPARATION	- NOT PERFORMED - PI	LOT IN COMMAND			
3. IMPROPER	USE OF PRO	DCEDURE, OVE	R CONFIDENCE IN PERS	SONAL ABILITY - PILOT	IN COMMAND		
4. WEATHER CONDI	TION - LO	CEILING					
5. IN-FLIGHT P	LANNING/D	ECISION - I	MPROPER - PILOT IN (OMMAND			
6. IMPROPER	USE OF PRO	DCEDURE, OVE	R CONFIDENCE IN AIRC	RAFT'S ABILITY - PILO	T IN COMMAND		
7. WEATHER EVALU	ATION - NO	DT PERFORME	D - PILOT IN COMMAND)			
 WEATHER CONDI 	TION - WHE	ΙΤΕΟυΤ					
9. JUDGEMENT -	POOR - P	LOT IN COM	MAND				
10. ALTITUDE - IN	ADEQUATE ·	- PILOT IN	COMMAND				

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,7,8,9,10

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

National Transportation Safety Board Washington, D.C. 20594

· • .

.

Brief of Accident

Basic Information					T		
Type Operating Certificate-NONE (GENERA		rcraft Damage UBSTANTIAL		Fata1	Serious	uries Minor	None
Type of Operation -PERSONAL	-	re	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		IONE	Pass	ŏ	ŏ	ŏ	1
Accident Occurred During -LANDING			1 400	Ũ	Ũ	Ũ	·
Aircraft Information							
Make/Model - CESSNA 185	Eng Make/Model		L 10-520-D			'Activated	
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines			S	tall Warni	ing System	- YES
Max Gross Wt - 3350	Engine Type		INJECTED				
No. of Seats - 4	Rated Power	- 300 HP					
Environment/Operations Information	• 1 • • • • •				D		
Weather Data	Itinerary	D = i = t			Proximity		
Wx Briefing - FSS	Last Departure	νοιήτ		ON AIR	ואטי		
Method - UNK/NR	GULKAWA,AK			Ainpont D	a+a		
Completeness - FULL Basic Weather - VMC	Destination			Airport Da MCCARTI			
Wind Dir/Speed- 010/006 KTS	SAME AS ACC/I	NC .			Ident	- 01	
Visibility - 90.0 SM	ATC/Airspace				Lth/Wid	- 4200/	80
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - VEP		•		- 4200/ - SNOW	00
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Clearan				Status	- SNOW - I	עסר
Obstructions to Vision- NONE	Type Apch/Lndg		тор	Kullway	Jiaius	JNUW - I	
Precipitation - NONE	Type Apch/ Lhug	- FULL 3	101				
Condition of Light - DAYLIGHT							
Personnel Information		· · · · · · · · · · · · · · · · · · ·					
Pilot-In-Command	Age - 42	Medical	Certificat	e - VALID	MEDICAL-W	AIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Revie	w	Fligh	nt Time (He	ours)		
PRIVATE	Current - Y	ES Tot		601		24 Hrs -	2
SE LAND	Months Since -	4 Mak	e/Model-	28	Last 3		15
	Aircraft Type - C	-185 Ins	trument-	8	Last 9	0 Days-	35

Instrument Rating(s) - NONE

----Narrative----

THE PILOT STATED THAT HE TOUCHED DOWN TOO HARD AND THE MAIN WHEELS BROKE THROUGH THE CRUST ON THE SNOW. THE PILOT LOST CONTROL OF THE AIRCRAFT CAUSING THE PLANE TO NOSE OVER ON ITS BACK.

2/15/86 A/C Reg. No. N70308 File No. - 18 MCCARTHY, AK Time (Lcl) - 1500 AST _____ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, PRESSURE - PILOT IN COMMAND 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND _____ Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

.

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

.

Brief of Accident

Landing Gear - TRICYCLE-FIXED Number Engines - 1 Max Gross Wt - 3500 Engine Type - RECIP-FUE No. of Seats - 6 Rated Power - 285 HP -Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A FAIRBANKS,AK Completeness - N/A Destination Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed- 120/005 KTS Visibility - 50.0 SM ATC/Airspace Lowest Sky/Clouds - 12000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision-NONE Type Apch/Lndg - NONE	Fatal Serious Minor No Crew O O 1 Pass O O 1 TAL IO-520-A ELT Installed/Activated - YES Stall Warning System - YES EL INJECTED P Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A
Flight Conducted Under -14 CFR 91 NONE Accident Occurred During -MANEUVERING -Aircraft Information Make/Model - CESSNA 206 Eng Make/Model - CONTINENT Landing Gear - TRICYCLE-FIXED Number Engines - 1 Max Gross Wt - 3500 Engine Type - RECIP-FUE No. of Seats - 6 Rated Power - 285 HP -Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A FAIRBANKS,AK Completeness - N/A Destination Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed- 120/005 KTS Visibility - 50.0 SM ATC/Airspace Lowest Sky/Clouds - 12000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - NONE	Pass O O 1 TAL IO-520-A ELT Installed/Activated - YES Stall Warning System - YES EL INJECTED P Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A
Accident Occurred During -MANEUVERING -Aircraft Information Make/Model - CESSNA 206 Eng Make/Model - CONTINENT Landing Gear - TRICYCLE-FIXED Number Engines - 1 Max Gross Wt - 3500 Engine Type - RECIP-FUE No. of Seats - 6 Rated Power - 285 HP -Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A FAIRBANKS,AK Completeness - N/A Destination Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed- 120/005 KTS Visibility - 50.0 SM ATC/Airspace Lowest Sky/Clouds - 12000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - NONE	TAL IO-520-A ELT Installed/Activated - YES Stall Warning System - YES EL INJECTED P Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A
-Aircraft Information Make/Model - CESSNA 206 Eng Make/Model - CONTINENT Landing Gear - TRICYCLE-FIXED Number Engines - 1 Max Gross Wt - 3500 Engine Type - RECIP-FUE No. of Seats - 6 Rated Power - 285 HP -Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A FAIRBANKS,AK Completeness - N/A Destination Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed- 120/005 KTS Visibility - 50.0 SM ATC/Airspace Lowest Sky/Clouds - 12000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - NONE	Stall Warning System - YES EL INJECTED Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A
Make/Model- CESSNA 206Eng Make/Model- CONTINENTLanding Gear- TRICYCLE-FIXEDNumber Engines1Max Gross Wt- 3500Engine Type- RECIP-FUENo. of Seats- 6Rated Power- 285 HP-Environment/Operations InformationItineraryWeather DataItineraryWx Briefing- NO RECORD OF BRIEFINGLast Departure PointMethod- N/AFAIRBANKS,AKCompleteness- N/ADestinationBasic Weather- VMCSAME AS ACC/INCWind Dir/Speed-120/005 KTSType of Flight PlanLowest Sky/Clouds- 12000 FT SCATTEREDType of ClearanceObstructions to Vision- NONEType Apch/LndgPrecipitation- NONEType Apch/Lndg	Stall Warning System - YES EL INJECTED Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Max Gross Wt - 3500 Engine Type - RECIP-FUE No. of Seats - 6 Rated Power - 285 HP -Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A FAIRBANKS,AK Completeness - N/A Destination Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed- 120/005 KTS Visibility - 50.0 SM ATC/Airspace Lowest Sky/Clouds - 12000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - NONE	Stall Warning System - YES EL INJECTED Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A
Max Gross Wt-3500Engine Type-RECIP-FUENo. of Seats-6Rated Power-285 HP-Environment/Operations InformationItineraryWeather DataItineraryWx Briefing-NO RECORD OF BRIEFINGLast Departure PointMethod-N/AFAIRBANKS,AKCompleteness-N/ADestinationBasic Weather-VMCSAME AS ACC/INCWind Dir/Speed-120/005 KTSVisibility-Lowest Sky/Clouds-12000 FT SCATTEREDType of Flight Plan - NONELowest Ceiling-NONEType of Clearance-Obstructions to Vision-NONEType Apch/Lndg-NONEPrecipitation-NONEType Apch/Lndg-	EL INJECTED P Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A
No. of Seats -6Rated Power -285 HP-Environment/Operations Information Weather DataItineraryWx Briefing -NO RECORD OF BRIEFING Method -Last Departure Point FAIRBANKS,AK DestinationMethod -N/AFAIRBANKS,AK DestinationBasic Weather -VMCSAME AS ACC/INC Wind Dir/Speed-Wind Dir/Speed-120/005 KTS Visibility -50.0 SMATC/Airspace Lowest Sky/Clouds -12000 FT SCATTERED Type of Flight Plan -NONE Obstructions to Vision-NONE Type Apch/Lndg -Precipitation-NONEType Apch/Lndg -	P Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A
-Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A FAIRBANKS,AK Completeness - N/A Destination Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed- 120/005 KTS Visibility - 50.0 SM ATC/Airspace Lowest Sky/Clouds - 12000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - NONE	Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A
Weather DataItineraryWx Briefing- NO RECORD OF BRIEFINGLast Departure PointMethod- N/AFAIRBANKS,AKCompleteness- N/ADestinationBasic Weather- VMCSAME AS ACC/INCWind Dir/Speed-120/005 KTSVisibility- 50.0SMATC/AirspaceLowest Sky/Clouds- 12000 FT SCATTEREDLowest Ceiling- NONEType of Flight PlanDostructions to Vision-NONEType Apch/LndgPrecipitation- NONE- NONE	OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A
Wx Briefing- NO RECORD OF BRIEFINGLast Departure PointMethod- N/AFAIRBANKS,AKCompleteness- N/ADestinationBasic Weather- VMCSAME AS ACC/INCWind Dir/Speed-120/005 KTSVisibility- 50.0SMATC/AirspaceLowest Sky/Clouds- 12000 FT SCATTEREDLowest Ceiling- NONEType of Flight PlanObstructions to Vision-NONEType Apch/LndgPrecipitation- NONE	OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A
Method- N/AFAIRBANKS,AKCompleteness- N/ADestinationBasic Weather- VMCSAME AS ACC/INCWind Dir/Speed-120/005 KTSVisibility- 50.0SMLowest Sky/Clouds- 12000 FT SCATTEREDLowest Ceiling- NONEObstructions to Vision-NONEPrecipitation- NONE	Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A
Method- N/AFAIRBANKS,AKCompleteness- N/ADestinationBasic Weather- VMCSAME AS ACC/INCWind Dir/Speed-120/005 KTSVisibility- 50.0 SMATC/AirspaceLowest Sky/Clouds- 12000 FT SCATTEREDType of Flight Plan - NONELowest Ceiling- NONEType of ClearanceObstructions to Vision-NONEType Apch/LndgPrecipitation- NONE	Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A
Completeness- N/ADestinationBasic Weather- VMCSAME AS ACC/INCWind Dir/Speed- 120/005 KTSVisibility- 50.0Visibility- 50.0SMATC/AirspaceLowest Sky/Clouds- 12000 FT SCATTEREDType of Flight Plan - NONELowest Ceiling- NONEType of ClearanceObstructions to Vision-NONEType Apch/LndgPrecipitation- NONE	Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A
Wind Dir/Speed- 120/005 KTS Visibility - 50.0 SM ATC/Airspace Lowest Sky/Clouds - 12000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE	Runway Lth/Wid - N/A Runway Surface - N/A
Visibility - 50.0 SM ATC/Airspace Lowest Sky/Clouds - 12000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE	Runway Lth/Wid - N/A Runway Surface - N/A
Lowest Sky/Clouds - 12000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE	Runway Surface - N/A
Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE	
Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE	Runway Status - N/A
Precipitation - NONE	
Precipitation - NONE	
Condition of Light - DAYLIGHT	·
-Personnel Information	
Pilot-In-Command Age - 64 Medica	al Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s) PRIVATE Current - YES To	Flight Time (Hours)
PRIVATE Current - YES To	otal - 2242 Last 24 Hrs - 2
SE LAND, SE SEA Months Since - 14 Ma	ake/Model- 227 Last 30 Days- 20
Aircraft Type - C-206 In	nstrument- UNK/NR Last 90 Days- 40
Mu	ulti-Eng - UNK/NR Rotorcraft - UNK/NR
Instrument Rating(s) - NONE	

.

File No. - 28 2/20/86 DELTA JUNCTION, AK A/C Reg. No. N116ME Time (Lcl) - 1530 AST ------Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 1. OBJECT - ELECT TOWER 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND з. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 4. OBJECT - GUY WIRE 5. JUDGEMENT - POOR - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND 6. 7. PROPER ALTITUDE - NOT ATTAINED - PILOT IN COMMAND ____ Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING -----· Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,7

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION)	Aircraft Dam	age		Injur	ies	
(d2.12)		SUBSTANTIAL		Fatal	Serious		None
Type of Operation -BUSINESS		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	; O	0	0	~ O
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 206G		del - ALLISON	250-C205		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engi			S	tall Warnir	ng System	- YES
Max Gross Wt - 3500		- TURBOPR					
No. of Seats - 6	Rated Power	- 274	HP 				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Departu	re Point		OFF AI	RPORT/STRIP)	
Method - IN PERSON	JUNEAU, AK						
Completeness - UNK/NR	Destination			Airport D	ata		
Basic Weather - IMC Wind Dir/Speed- 360/030 KTS	YAKATAT,AK			Dumu en e	Telent	N/A	
Visibility250 SM	ATC/Airspace				Ident - Lth/Wid -		
Lowest Sky/Clouds - UNK/NR	Type of Flig	ht Dlan - VED			Surface -		
	RCAST Type of Clea	rance - NON	F		Status -		FRED
Obstructions to Vision- UNK/NR	Type Apch/Ln				010100	102 000	
Precipitation - RAIN		-9					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 49 Biennial Flight Re	Medi	cal Certifica			IVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Re	view	Flig	ht Time (H	ours)		
ATP	Current	- YES	Total -	6714	Last 24		2
SE LAND, ME LAND, SE SEA	Months Since Aircraft Type	- 7	Make/Model-	375	Last 30) Days- U	
HELICOPTER	Aircraft lype	- UNK/NR.	Instrument-	516	Last 90) Days-	
			Multi-Eng -	80	Rotorcr	aft -	3966
Instrument Rating(s) - AIRPLANE							
Narrative ECAUTIONARY LANDING WAS MADE DUE TO DETH							

File No. - 44 2/21/86 ICY POINT, AK A/C Reg. No. N747BE Time (Lcl) - 1500 PST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE Finding(s) 1. WEATHER CONDITION - SNOW 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 3. WEATHER CONDITION - GUSTS 4. WEATHER CONDITION - LOW CEILING _____ ______ Occurrence #2 LOSS OF CONTROL - ON GROUN Phase of Operation LANDING - FLARE/TOUCHDOWN LOSS OF CONTROL - ON GROUND _____ 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

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	ft Damage		Injur	ies	
· · · · · · · · · · · · · · · · · · ·	SUBST		Fata	1 Serious		None
Type of Operation -PERSONAL		-	rew O		1	0
Flight Conducted Under -14 CFR 91	NONE	Р	ass O	0	0	0
Accident Occurred During -MANEUVERING						
Aircraft Information						
Make/Model - PIPER PA-18	Eng Make/Model - L	COMING 0-320	É	LT Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED				Stall Warnin	g System	- NO
Max Gross Wt - 1850	Engine Type - R		BURETOR			
No. of Seats - 2	Rated Power -					
Environment/Operations Information						
Weather Data	Itinerary			rt Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poin	t	OFF	AIRPORT/STRIP		
Method - N/A	BIG LAKE, AK		• •			
Completeness - N/A	Destination		Airpor	t Data		
Basic Weather - VMC	LOCAL		Dure	vev Ident -	Ń/A	
Wind Dir/Speed- 360/005 KTS Visibility - 50.0 SM	ATC/Airspace			· · ·	N/A N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan				N/A N/A	
Lowest Ceiling - NONE	Type of Clearance				N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE	Karr	way status	11/ 5	
Precipitation - NONE		· · · · ·				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 29	Medical Certif	icate - VA	LID MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Age - 29 Biennial Flight Review	F	light Time	(Hours)		
PRIVATE	Current - YES	Total	- 250	Last 24	Hrs -	1
SE LAND	Months Since - 14 Aircraft Type - PA-18	Make/Model	- 250	Last 30	Days-	15
	Aircraft Type - PA-18	Instrument	- 6	Last 90	Days-	30
		Multi-Eng	- 250	Rotorcr	aft -	1
Instrument Rating(s) - NONE						

File No	27 2/23/86 HOUSTON,AK	A/C Reg. No. N1827A	Time (Lcl) - 1615 AST
Occurrence #1 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT MANEUVERING		
2. IMPROPER US 3. JUDGEMENT - POO 4. ALTITUDE - IMPR	ING/DECISION - IMPROPER - PILOT IN COMMA E OF PROCEDURE,PRESSURE - PILOT IN COMMA R - PILOT IN COMMAND DPER - PILOT IN COMMAND ATED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN MANEUVERING		
Probable Cause			
The National Transpo is/are finding(s) 1,	rtation Safety Board determines that the 3,4,5	e Probable Cause(s) of this acc	ident

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

, ·

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GI	ENERAL AVIATION)	Aircraft Damage			Injur	ies	
	······	DESTROYED		Fatal			None
Type of Operation -PERSONAL	L	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 9	91	NONE	Pass	0	0	0	0
Accident Occurred During -UNKNOWN							
Aircraft Information							
Make/Model - CESSNA 206	Eng Make/	Model - CONTINENTAL	_ IO 520-C	ELT	Installed/A	ctivated ·	- YES/NO
Landing Gear - TRICYCLE-FIXED		ngines - 1		S	tall Warning	g System ·	- YES
Max Gross Wt - 3600		pe - RECIP-FUEL	INJECTED				
No. of Seats - 6	Rated Pow	ver - 285 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS		ture Point		OFF AI	RPORT/STRIP		
Method - IN PERSON	KING SAL						
Completeness - FULL	Destination			Airport D	ata		
Basic Weather - IMC	ANCHORAG	ie, ak		Durau	Televet		
Wind Dir/Speed- 340/013 KTS Visibility - 1.000 SM	ATC/Airspace					N/A N/A	
Lowest Sky/Clouds - CLEAR		; ight Plan - VFR				N/A N/A	
	OBSCURED Type of Cl					N/A N/A	
Obstructions to Vision- FOG	Type Apch/			Kanway	514145	N/ A	
Precipitation - SNOW	.ype npen,						
Condition of Light - NIGHT(DAR	γκ)						
Personnel Information							
Pilot-In-Command	Age - 35	Medical	Certificat	e - VALID	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight			t Time (H		-	
PRIVATE	Current	- YES Tota	al -			Hrs - UN	
SE LAND	Months Since	e - 22 Make be - C-206 Inst	e/Model- trument- UN	300	Last 30	Days- UNH	
	Aircraft Typ					Days- UN	
		Mult	ti-Eng - UN	K/NR	Rotorcra	aft '- UN⊭	
Instrument Rating(s) - NONE							

THE PILOT WAS USING THE AIRCRAFT TO COMMUTE ON A WEEKLY BASIS BETWEEN HIS RESIDENCE IN ANCHORAGE AND TO THE KING SALMON AREA. THE PILOT RECEIVED SEVERAL PREFLIGHT AND INFLIGHT WEATHER BRIEFINGS. DURING THE BRIEFINGS THE FLIGHT SERVICE STATION STATED THAT VFR WAS NOT RECOMMENDED. AT THE TIME OF THE ACCIDENT THE WEATHER WAS IFR WITH BLOWING SNOW. BOTH THE PILOT AND AIRCRAFT WERE NOT LOCATED.

PAGE 24

File No	82	2/24/86	ANCHORAGE, AK	A/C Reg. No	N8022Z	Time (Lc1) - 1949 AST
Occurrence #1 Phase of Operation					,	
2. IMPROPER U 3. WEATHER CONDIT 4. WEATHER CONDIT 5. WEATHER CONDIT	JSE OF PRO TION - LOV TION - SNO TION - FOO KNOWN AD	DCEDURE,OVE V CEILING DW G VERSE WEATH	ROPER - PILOT IN COM CONFIDENCE IN PERS ER - INTENTIONAL - P	ONAL ABILITY - PILOT	IN COMMAND	
Probable Cause The National Transp is/are finding(s)		Safety Boa	rd determines that t	he Probable Cause(s)	of this accid	dent

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

Brief of Accident

SUType of Operation-OTHER WORK USEFlight Conducted Under-14 CFR 91Accident Occurred During-LANDINGMake/Model- BELL 206B3Landing Gear- SKIMax Gross Wt- 3200No. of Seats- 5Rated PowerInvironment/Operations InformationWx Briefing- FSSMethod- TELEPHONEMethod- TELEPHONECompleteness- FULLBasic Weather- VMCVisibility- 100.0SMATC/AirspaceLowest Sky/Clouds- CLEARUsest Ceiling- NONEObstructions to VisionNONEOndition of Light- NONECondition of Light- DAYLIGHT	ALLISON 250 - ALLISON 250 - TURBOSHAFT - 400 HP - 400 HP - 400 HP - 7, AK - 400 HP - 400	Cre Pas 0-C2OJ	Airpor OFF Airport Runwa Runwa Runwa Runwa	Serious O O T Installed/ Stall Warni t Proximity AIRPORT/STRI Data Data ay Ident ay Lth/Wid ay Surface	O O Activated ng System P - N/A - N/A	- YES/N - NO
Type of Operation -OTHER WORK USE Fir Flight Conducted Under -14 CFR 91 NO Accident Occurred During -LANDING Dircraft Information Make/Model - BELL 206B3 Eng Make/Model Landing Gear - SKI Number Engines Max Gross Wt - 3200 Engine Type No. of Seats - 5 Rated Power Invironment/Operations Information Wathod - TELEPHONE Itinerary Wx Briefing - FSS Last Departure P Method - TELEPHONE PUMP STATION # Completeness - FULL Destination Basic Weather - VMC FAIRBANKS,AK Wind Dir/Speed- 030/010 KTS Visibility - 100.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight P Lowest Ceiling - NONE Type of Clearanc Obstructions to Vision- NONE Type Apch/Lndg Precipitation - NONE	ALLISON 250 - ALLISON 250 - TURBOSHAFT - 400 HP - 400 HP	Pas 	ew O ss O EL Airpor OFF Airport Runwa Runwa Runwa Runwa	O O T Installed/ Stall Warni t Proximity AIRPORT/STRI Data Data ay Ident ay Lth/Wid ay Surface	O O Activated ng System P - N/A - N/A - GRASS/TI	1 - YES/N - NO
Flight Conducted Under-14 CFR 91NOAccident Occurred During-LANDINGAccident InformationEng Make/ModelMax Gross Wt3200Engine TypeMax Gross Wt3200Engine TypeNo. of Seats5Rated PowerInvironment/Operations InformationItineraryWax Briefing- FSSLast Departure PWethod- TELEPHONEPUMP STATION #Completeness- FULLDestinationBasic Weather- VMCFAIRBANKS,AKWind Dir/Speed-030/010 KTSATC/AirspaceVisibility- 100.0SMATC/AirspaceLowest Sky/Clouds- CLEARType of Flight PLowest Ceiling- NONEType of ClearancObstructions to Vision-NONEType Apch/LndgPrecipitation- NONECondition of LightCondition of Light- DAYLIGHT	ALLISON 250 - ALLISON 250 - TURBOSHAFT - 400 HP - 400 HP - 400 HP - 7, AK - 400 HP - 400	Pas 	Airpor OFF Airport Runwa Runwa Runwa Runwa	O T Installed/ Stall Warni t Proximity AIRPORT/STRI Data Data ay Ident ay Lth/Wid ay Surface	O Activated ng System P - N/A - N/A - GRASS/TI	1 - YES/N - NO
<pre>Make/Model - BELL 206B3 Eng Make/Model Landing Gear - SKI Number Engines Max Gross Wt - 3200 Engine Type No. of Seats - 5 Rated Power </pre>	- ALLISON 250 - 1 - TURBOSHAFT - 400 HP - 400 HP	0-C2OJ	EL Airpor OFF Airport Runwa Runwa Runwa	T Installed/ Stall Warni t Proximity AIRPORT/STRI Data ay Ident ay Lth/Wid ay Surface	Activated ng System P - N/A - N/A - GRASS/TI	- YES/N - NO
Make/Model- BELL 206B3Eng Make/ModelLanding GearSKINumber EnginesMax Gross Wt- 3200Engine TypeNo. of Seats- 5Rated PowerInvironment/Operations InformationItineraryWx Briefing- FSSLast Departure PMethod- TELEPHONEPUMP STATION #Completeness- FULLDestinationBasic Weather- VMCFAIRBANKS,AKWind Dir/Speed-030/010 KTSVisibility- 100.0Lowest Sky/Clouds- CLEARType of Flight PLowest Ceiling- NONEType of ClearancObstructions to Vision-NONEType Apch/LndgPrecipitation- NONEType Apch/Lndg	- 1 - TURBOSHAFT - 400 HP 	· 	Airpor OFF Airport Runwa Runwa Runwa	Stall Warni t Proximity AIRPORT/STRI Data ay Ident ay Lth/Wid ay Surface	ng System P - N/A - N/A - GRASS/TI	- N0
Landing Gear - SKI Number Engines Max Gross Wt - 3200 Engine Type No. of Seats - 5 Rated Power Environment/Operations Information /eather Data Itinerary Wx Briefing - FSS Last Departure P Method - TELEPHONE PUMP STATION # Completeness - FULL Destination Basic Weather - VMC FAIRBANKS,AK Wind Dir/Speed- 030/010 KTS Visibility - 100.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight P Lowest Ceiling - NONE Type of Clearanc Obstructions to Vision- NONE Type Apch/Lndg Precipitation - NONE	- 1 - TURBOSHAFT - 400 HP 	· 	Airpor OFF Airport Runwa Runwa Runwa	t Proximity AIRPORT/STRI Data ay Ident ay Lth/Wid ay Surface	P - N/A - N/A - GRASS/TI	
No. of Seats -5Rated PowerInvironment/Operations Information Veather DataItinerary Last Departure PWx Briefing -FSSLast Departure PMethod -TELEPHONEPUMP STATION # DestinationCompleteness -FULLDestinationBasic Weather -VMCFAIRBANKS,AKWind Dir/Speed-030/010 KTSVisibility -100.0SMLowest Sky/Clouds -CLEARType of Flight PLowest Ceiling -NONEType of ClearancObstructions to Vision-NONEType Apch/LndgPrecipitation -NONECondition of Light -	- 400 HP Dint 7,AK lan - COMPANY = - NONE		OFF Airport Runwa Runwa Runwa	AIRPORT/STŔI Data ay Ident ay Lth/Wid ay Surface	- N/A - N/A - GRASS/TI	
Invironment/Operations Information Veather Data Itinerary Wx Briefing - FSS Last Departure P Method - TELEPHONE PUMP STATION # Completeness - FULL Destination Basic Weather - VMC FAIRBANKS,AK Wind Dir/Speed- 030/010 KTS Visibility - 100.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight P Lowest Ceiling - NONE Type of Clearanc Obstructions to Vision- NONE Type Apch/Lndg Precipitation - NONE Condition of Light - DAYLIGHT	oint 7,AK lan - COMPANY 9 - NONE	Y (VFR)	OFF Airport Runwa Runwa Runwa	AIRPORT/STŔI Data ay Ident ay Lth/Wid ay Surface	- N/A - N/A - GRASS/TI	
Neather DataItineraryWx Briefing- FSSLast Departure PMethod- TELEPHONEPUMP STATION #Completeness- FULLDestinationBasic Weather- VMCFAIRBANKS,AKWind Dir/Speed-030/010 KTSFAIRBANKS,AKVisibility- 100.0SMLowest Sky/Clouds- CLEARType of Flight PLowest Ceiling- NONEType of ClearancObstructions to Vision-NONEType Apch/LndgPrecipitation- NONECondition of Light	7,AK Ian - COMPAN) e - NONE	Y (VFR)	OFF Airport Runwa Runwa Runwa	AIRPORT/STŔI Data ay Ident ay Lth/Wid ay Surface	- N/A - N/A - GRASS/TI	
Wx Briefing- FSSLast Departure PMethod- TELEPHONEPUMP STATION #Completeness- FULLDestinationBasic Weather- VMCFAIRBANKS,AKWind Dir/Speed-030/010 KTSVisibility- 100.0SMLowest Sky/Clouds- CLEARLowest Ceiling- NONEObstructions to Vision-NONEPrecipitation- NONECondition of Light- DAYLIGHT	7,AK Ian - COMPAN) e - NONE	Y (VFR)	OFF Airport Runwa Runwa Runwa	AIRPORT/STŔI Data ay Ident ay Lth/Wid ay Surface	- N/A - N/A - GRASS/TI	
Method- TELEPHONEPUMP STATION #Completeness- FULLDestinationBasic Weather- VMCFAIRBANKS,AKWind Dir/Speed-030/010 KTSVisibility- 100.0SMLowest Sky/Clouds- CLEARType of Flight PLowest Ceiling- NONEType of ClearancObstructions to Vision-NONEType Apch/LndgPrecipitation- NONECondition of Light	7,AK Ian - COMPAN) 9 - NONE	Y (VFR)	Airport Runwa Runwa Runwa	Data ay Ident ay Lth/Wid ay Surface	- N/A - N/A - GRASS/TI	
Completeness - FULLDestinationBasic Weather - VMCFAIRBANKS,AKWind Dir/Speed- 030/010 KTSFAIRBANKS,AKVisibility - 100.0 SMATC/AirspaceLowest Sky/Clouds - CLEARType of Flight PLowest Ceiling - NONEType of ClearancObstructions to Vision- NONEType Apch/LndgPrecipitation - NONECondition of Light - DAYLIGHT	lan - COMPAN) e - NONE	Y (VFR)	Runwa Runwa	ay Ident ay Lth/Wid ay Surface	- N/A - GRASS/TI	
Basic Weather - VMC FAIRBANKS,AK Wind Dir/Speed- 030/010 KTS ATC/Airspace Visibility - 100.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight P Lowest Ceiling - NONE Type of Clearanc Obstructions to Vision- NONE Type Apch/Lndg Precipitation - NONE Condition of Light	e - NONE	Y (VFR)	Runwa Runwa	ay Ident ay Lth/Wid ay Surface	- N/A - GRASS/TI	
Wind Dir/Speed- 030/010 KTS Visibility - 100.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight P Lowest Ceiling - NONE Type of Clearanc Obstructions to Vision- NONE Type Apch/Lndg Precipitation - NONE Condition of Light - DAYLIGHT	e - NONE	Y (VFR)	Runwa Runwa	ay Lth/Wid ay Surface	- N/A - GRASS/TI	
Visibility - 100.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight P Lowest Ceiling - NONE Type of Clearanc Obstructions to Vision- NONE Type Apch/Lndg Precipitation - NONE Condition of Light - DAYLIGHT	e - NONE	Y (VFR)	Runwa Runwa	ay Lth/Wid ay Surface	- N/A - GRASS/TI	
Lowest Sky/Clouds - CLEAR Type of Flight P Lowest Ceiling - NONE Type of Clearanc Obstructions to Vision- NONE Type Apch/Lndg Precipitation - NONE Condition of Light - DAYLIGHT	e - NONE	Y (VFR)	Runwa	ay Surface	- GRASS/TI	
Lowest Ceiling - NONE Type of Clearanc Obstructions to Vision- NONE Type Apch/Lndg Precipitation - NONE Condition of Light - DAYLIGHT	e - NONE					
Obstructions to Vision- NONE Type Apch/Lndg Precipitation - NONE Condition of Light - DAYLIGHT	- FORCED		Runwa	av status		DRY
Precipitation - NONE Condition of Light - DAYLIGHT		LANDING		.,	SNOW -	
Condition of Light - DAYLIGHT					•••••	
anconnol Information						
Pilot-In-Command Age - 52	Medical			ID MEDICAL-N	O WAIVERS,	/LIMIT
Certificate(s)/Rating(s) Biennial Flight Review		Fli	ght Time	(Hours)		
ATP Current - YE Months Since - 6 HELICOPTER Aircraft Type - 20	6 Tota	al -	11159	Last 2	4 Hrs -	
Months Since - 6	Make	e/Model-	5083	Last 3	0 Days-	
HELICOPTER Aircraft Type - 20	683 Inst	trument-	325	Last 9	0 Days-	
				Rotorc	raft -	11159
<pre>Instrument Rating(s) - HELICOPTER</pre>						

DAMAGE TO THE ACFT. THE GOVERNING PRESSURE (PG) AIR LINE FITTING WAS FOUND LOOSE ON THE POWER TURBINE FUEL GOVERNOR.

•

. .

3/10/86 LIVENGOOD, AK A/C Reg. No. N9AT Time (Lcl) - 1255 AST File No. - 146 Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation CRUISE - NORMAL Finding(s) 1. FUEL SYSTEM, LINE - LOOSE 2. MAINTENANCE.SERVICE OF AIRCRAFT - INATTENTIVE - COMPANY MAINTENANCE PSNL INADEQUATE SURVEILLANCE OF OPERATION, INADEQUATE PROCEDURE - COMPANY/OPERATOR MGMT 3. Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. TERRAIN CONDITION - ROUGH/UNEVEN _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

Factor(s) relating to this accident is/are finding(s) 3.4

is/are finding(s) 1,2

Brief of Accident

Basic Information Type Operating Certificate-NONE (GEN	FRAL AVIATION)	Aircraft Damage			Iniu	ıries	
Type operating certificate None (der		SUBSTANTIAL		Fatal	•		None
Type of Operation -PERSONAL		Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 9 Accident Occurred During -DESCENT	I	NONE	Pass	0	0	1	0
Aircraft Information							
Make/Model - CESSNA A185E Landing Gear - TAILWHEEL-ALL FIXED	. .	del - CONTINENTAL nes - 1	_ IO-520-F-			Activated	
Max Gross Wt - 3350 No. of Seats - 4	Engine Type Rated Power	- RECIP-FUEL - 300 HP	INJECTED				
Environment/Operations Information				Ainport	Dnovimitu		
Weather Data Wx Briefing - NO RECORD OF BRIEF	Itinerary	no Doint			Proximity RPORT/STRI	. D	
Method - N/A	ING Last Departu ANCHORAGE,			UFF AI	RPURI/SIRI	. P	
Completeness - N/A	Destination	AN		Airport D	ata		
Basic Weather - VMC	ANCHORAGE	VK					
Wind Dir/Speed- 300/007 KTS	ANGHORAGE,					- N/A	
Visibility - 90.0 SM	ATC/Airspace					- N/A	
	SCATTERED Type of Flig	ht Plan - NONE			•	- SNOW	
Lowest Ceiling - NONE	Type of Clea	rance - VFR		-		- ICE COVE	RED
Obstructions to Vision- NONE		dg - FORCED	LANDING			SNOW - W	/ET
Precipitation - NONE		-					
Condition of Light - DAYLIGHT							
Personnel Information	4.55	Madiaal	Contificor				41 -
Pilot-In-Command	Age - 43 Rieppiel Elight Da		Certificat	te - VALID nt Time (H		VAIVERS/LIN	471
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Re Current		al -			24 Hrs -	1
SE LAND, SE SEA			e/Model-	500	Last 2		3
JE LAND, JE JEA	Months Since Aircraft Type		trument-	15		90 Days-	4

Instrument Rating(s) - NONE

----Narrative----

ACFT HIT TREES AND POWER LINES AND CRASHED ON CITY RESIDENTIAL STREET FOLLOWING ENGINE FAILURE DURING TAKEOFF CLIMB. ENGINE DRIVEN FUEL PUMP FAILED DUE TO LONG TERM EXPOSURE TO WATER IN FUEL. OVER TWO QUARTS WATER WAS COLLECTED FROM AIRCRAFT TANKS AFTER CRASH. PILOT MISJUDGED ALTITUDE AND DISTANCE FROM SUITABLE LANDING AREA.

3/16/86 File No. - 177 ANCHORAGE, AK A/C Reg. No. N70010 Time (Lcl) - 1610 AST Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FUEL SYSTEM, PUMP - FAILURE, TOTAL 2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - PILOT IN COMMAND 3. FLUID, FUEL - WATER 4. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL 5. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND 6. JUDGEMENT - POOR - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - EMERGENCY Finding(s) 7. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 8. ALTITUDE - MISJUDGED - PILOT IN COMMAND 9. PROPER GLIDEPATH - NOT UNDERSTOOD - PILOT IN COMMAND ______ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 8,9

PAGE 29

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA	AVIATION) Aircr	aft Damage		Injur	ies	
		TANTIAL	Fatal			None
Type of Operation -PERSONAL	Fire	С	rew O	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Р	ass O	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA-18	Eng Make/Model - Number Engines -	LYCOMING 0-320	ELT	Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -	1	S.	tall Warnin	ng System	- NO
Max Gross Wt - 1730	Engine Type -		BURETOR			
No. of Seats - 2	Rated Power -	150 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		nt	OFF AI	RPORT/STRIP	•	
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC Wind Dir/Speed- 010/006 KTS	SAME AS ACC/INC		Bunkey	Ident -	N/A	
Visibility - 36.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Pla			Surface -		
Lowest Ceiling - NONE	Type of Clearance	- NONE		Status -	•	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE		•••••	,	
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information		· · · · · · · · · · · · · · · · · · ·				
Pilot-In-Command	Age - 23	Medical Certif	icate - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	F	light Time (He	ours)		
STUDENT	Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Total	- ŪNK/NR - UNK/NR	Last 24	Hrs - UN	K/NR
	Months Since - N/A	Make/Model	- UNK/NR	Last 30) Days- UN	K/NR
	Aircraft Type - N/A	Instrument	- UNK/NR	Last 90) Days- UN	
		Multi-Eng	- UNK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE						
Narrative				~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~		
NAFRATIVE STUDENT PILOT LOST CONTROL OF THE AIRCRAF						

File No 80 3/20/86	KOTZEBUE, AK	A/C Reg. No. N3935Z	Time (Lc1) - 0930 AST	
Occurrence #1 UNDETERMINED Phase of Operation LANDING - ROLL				
Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINT 2. AIRCRAFT HANDLING - NOT MAINTAI				
Probable Cause				

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

Brief of Accident

-

_ _ _

Basic Information Type Operating Certificate-NONE ((SENERAL AVIATION)	Aircraft Damag			Injur	ies	
Type operating certificate None (SENERAL AVIATION)	SUBSTANTIAL	je	Fatal	Serious		None
Type of Operation -PERSON	AL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF							
Aircraft Information							
Make/Model - CESSNA 180J		'Model - CONTINEN				ctivated -	
Landing Gear - TAILWHEEL-ALL FIXE		ngines - 1			all Warnir	ng System -	YES
Max Gross Wt - 2800		pe - RECIPROC		OR			
No. of Seats - 4	Rated Pow	ver - 230 Hl	,				
Environment/Operations Information							
Weather Data	Iti ne rary			Airport F			
Wx Briefing - NO RECORD OF BRI				ON AIRF	ORT		
Method - N/A	SAME AS		_				
Completeness - N/A	Destination		4	irport Da			
Basic Weather - VMC	EKWOK, AK	C		MERRILL			
Wind Dir/Speed- CALM					Ident -		
Visibility - 100.0 SM					Lth/Wid -		
Lowest Sky/Clouds - 20000 FT					Surface - Status -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of CI	earance - NONE Lnda - NONE		Runway	status -	• N/A	
Precipitation - NONE	Туре Арсп/	Lhag - NUNE					
Condition of Light - DAYLIGH	r						
Personnel Information Pilot-In-Command	Age - 35	Medica	al Certificate		MEDICAL-WA	TVERS/ITMTT	
Certificate(s)/Rating(s)				Time (Ho			
PRIVATE	Current	Review - YES To	otal -	97		Hrs -	2
SELAND		e - 1 Ma					2
		be - C-180 II					4
						•	
Instrument Rating(s) - NONE							•

Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND 2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND	
1. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND 2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND	
Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN	
Probable Cause	

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

Brief of Accident

File No 81 3/22/86 WHITTI	A/C Reg.	No. N1999C		Time (Lc1) - 1015 AST				
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Da SUBSTANTI	•	Fatal	Inju Serious	ries Minor	None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Cre Pas		0 0	0 0	1 0	
Aircraft Information Make/Model - CESSNA 170-B Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2200 No. of Seats - 4	Number Eng	ines - 1 e - RECIPI	NENTAL 0-300 ROCATING-CARBU 5 HP		Installed// Stall Warnin			
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/005 KTS Visibility - 80.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departo ANCHORAGE Destination SAME AS AC ATC/Airspace Type of Flig Type of Clea Type Apch/Lr	,AK CC/INC ght Plan - Nu arance - Nu		ON AIF Airport [WHITT Runway Runway Runway	Data IER y Ident y Lth/Wid y Surface	- 10 - 1500/ - SNOW - SNOW - [
	Age - 42 Biennial Flight Re		dical Certific Fli	ate – VALII ght Time (H		AIVERS/LIN	1IT	
COMMERCIAL SE LAND	Current Months Since	- YES	Total - Make/Model-		Last 24 Last 30	4 Hrs -	1 7	
JL LAND	Aircraft Type		Instrument-	3) Days-) Days-	/ 15	

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT STATED THAT AFTER TOUCHDOWN HE REALIZED THAT THE SNOW WAS SOFT. THE AIRCRAFT NOSED OVER ON ITS BACK.

·

File No	81 3/22/86	WHITTIER, AK	A/C Reg. No. N1999C	Time (Lc1) - 1015 AST
Occurrence #1 Phase of Operation		- ON GROUND		
	NNING/PREPARATION	- INADEQUATE - PILOT NED - PILOT IN COMMAN		
Occurrence #2 Phase of Operation				
Probable Cause				
The National Transpo is/are finding(s) 2,		rd determines that th	ne Probable Cause(s) of this accide	ent

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

.

Brief of Accident

File No 79 3/22/86 ANCH	DRAGE,AK A/C	A/C Reg. No. N5892B			Time (Lcl) - 1819 AST			
-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircra	ft Damage		Injur	ies			
.,,Fo open and g open and the comp (open and		ANTIAL	Fatal	Serious		None		
Type of Operation -PERSONAL	Fire	Cr	ew O	0	0	1		
Flight Conducted Under -14 CFR 91	NONE	Pa	ss O	0	0	0		
Accident Occurred During -LANDING								
-Aircraft Information								
Make/Model - CESSNA 172-G	Eng Make/Model - C	ONTINENTAL 0-300-	D ELT	Installed/#	ctivated	- YES/NC		
Landing Gear - TRICYCLE-FIXED	Number Engines -	1		Stall Warnir	ng System	- YES		
Max Gross Wt - 2300	Engine Type - R	ECIPROCATING-CARB	URETOR					
No. of Seats - 4	Rated Power -	145 HP						
Environment/Operations Information								
Weather Data	Itinerary		Airport	Proximity				
Wx Briefing - NO RECORD OF BRIEFIN		t	OFF AI	[RPORT/STRI				
Method - N/A	SAME AS ACC/INC							
Completeness - N/A	Destination	-	Airport [
Basic Weather - VMC	SAME AS ACC/INC		MERRII					
Wind Dir/Speed- 350/006 KTS					- 33			
Visibility - 50.0 SM	ATC/Airspace			/Lth/Wid ·	•	60		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			/ Surface ·				
Lowest Ceiling - NONE	Type of Clearance		Runway	/Status ·	- SNOW - C	DRY		
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP						
Precipitation - NONE								
Condition of Light - DAYLIGHT								
Personnel Information	· · · · · · · · · · · · · · · · · · ·							
Pilot-In-Command	Age - 53	Medical Certifi	cate - VALI	D MEDICAL-W	IVERS/LIN	AIT		
Certificate(s)/Rating(s)	Biennial Flight Review	F1	ight Time (I	Hours)				
PRIVATE	Current - YES	Total -	394	Last 24	4 Hrs -	4		
SE LAND	Months Since - 22	Make/Model-) Days-	20		
	Aircraft Type - C-172	Instrument-	6	Last 90	Davs-	40		

Instrument Rating(s) - NONE ----Narrative---THE PLT STATED THAT DURING THE RETURN FROM A X-COUNTRY FLT THE ACFT RAN OUT OF FUEL ONE-HALF MILE FROM THE RWY. POST ACC EXAM REVEALED THAT BOTH FUEL TANKS WERE EMPTY.

 \sim

File No	79 3/22/86 ANCHORAGE,AK	A/C Reg. No. N5892B	Time (Lc1) - 1819 AST
	LOSS OF POWER(TOTAL) - NON-MECHANI APPROACH - VFR PATTERN - FINAL APP		
3. IMPROPER US 4. IN-FLIGHT PLANN 5. IMPROPER US	XHAUSTION NNING/PREPARATION - IMPROPER - PILOT E OF PROCEDURE,OVER CONFIDENCE IN PE ING/DECISION - INADEQUATE - PILOT IN E OF PROCEDURE,OVER CONFIDENCE IN AI A - NOT UNDERSTOOD - PILOT IN COMMAN	RSONAL ABILITY - PILOT IN COMMAND COMMAND RCRAFT'S ABILITY - PILOT IN COMMAND	
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN		
Probable Cause			
The National Transpo is/are finding(s) 1,		the Probable Cause(s) of this accide	ent later and later
Factor(s) relating t	o this accident is/are finding(s) 3,	5	

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER		aft Damage		Inju	ries	
Type operating certificate hold (dener		TANTIAL	Fatal	Serious		None
Type of Operation -INSTRUCTION				0		2
Flight Conducted Under -14 CFR 91	NONE	Pas	s O	0	0	0
Accident Occurred During -LANDING						
Aircraft Information	· · · · · · · · · · · · · · · · · · ·					
Make/Model - PIPER PA-18	Eng Make/Model -	LYCOMING 0-320-A2B	ELT			
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1750		1 RECIPROCATING-CARBU		tall Warniı	ng System	e - YES
No. of Seats - 2	Rated Power -		RETUR			
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		nt	ON AIR	PORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC Wind Dir/Speed- CALM	SAME AS ACC/INC		METRO	Ident ·	- 06	
Visibility - 60.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - 7000 FT SCA	TTERED Type of Flight Pla	n - NONE		Surface		
Lowest Ceiling - NONE	Type of Clearance	- NONE		Status		COMPACTE
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information				NERTON		M T -
Pilot-In-Command Certificate(s)/Rating(s)	Age - 60 Biennial Flight Review	Medical Certific	ate - VALID ght Time (H		AIVERS/LI	MII
ATP, CFI	Current - YES		11097	last 2	4 Hrs -	4
SE LAND, ME LAND, SE SEA	Months Since - 3	Make/Model-	4000	Last 30	Days- L	
	Aircraft Type - UNK/	NR Instrument-	151	Last 9	D Days-	
		Multi-Eng -	168			
Instrument Rating(s) - AIRPLANE						

File No	83 3/24/86	FAIRBANKS,AK	A/C Reg. No. N7145K	Time (Lc1) - 1700 AST	-
Occurrence #1 Phase of Operation		- ON GROUND			
3. IMPROPER US 4. GROUND LOOP/SWE	LING - NOT MAINTAI E OF PROCEDURE,COM RVE - INADVERTENT	NED - PILOT IN COMMA PLACENCY - PILOT IN - PILOT IN COMMAND(C NED - PILOT IN COMMA	COMMAND(CFI) CFI)		_
Occurrence #2 Phase of Operation	LANDING - ROLL				-
Occurrence #3 Phase of Operation	LANDING - ROLL				_
Probable Cause			· · · · · · · · · · · · · · · · · · ·		-

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

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

÷.

÷

Brief of Accident

Basic Information		.			- .		
Type Operating Certificate-NONE (GENERA	-	rcraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONAL	-	re	Crew		0	MINOP O	None 1
Flight Conducted Under -14 CFR 91		IONE	Pass	ŏ	ŏ	ŏ	0
Accident Occurred During -DESCENT			1 400	U I	Ŭ	U U	Ŭ
-Aircraft Information							
Make/Model - ROBINSON R-22A		- LYCOMING 0~32	0-B2C		[nstalled/A		
Landing Gear - SKID	Number Engines				tall Warnin	ng System	NO
Max Gross Wt - 1370	5 11	- RECIPROCATING	-CARBURE	TOR			
No. of Seats - 2	Rated Power	- 160 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•	Point		OFF AIF	RPORT/STRIP		
Method - N/A	ANCHORAGE, AK						
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	SAME AS ACC/I	NC			-		
Wind Dir/Speed- CALM						N/A	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid -	•	
Lowest Sky/Clouds - CLEAR	Type of Flight Type of Clearar				Surface - Status -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type Apch/Lndg			Runway	status -	N/A	
	Type Apch/Lhdg	- NUNE					
Precipitation - NONE Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 51	Medical Ce	ntificat				
Certificate(s)/Rating(s)				nt Time (Ho		, WAIVENJ,	
PRIVATE	Biennial Flight Revie Current - Y	FS Total	-		Last 24	Hrs -	1
SE LAND	Months Since -						10
	Aircraft Type - P					•	32
						aft -	30
Instrument Rating(s) - NONE							

File No 85	4/03/86 ANCHORAGE, AK	A/C Reg. No. N8455P	Time (Lcl) - 1400 AST
Occurrence #1 LOSS 0 Phase of Operation HOVER	OF CONTROL - IN FLIGHT		
2. IMPROPER USE OF PRO 3. PROCEDURES/DIRECTIVES	UNDERSTOOD - PILOT IN COMMAND OCEDURE - PILOT IN COMMAND - NOT FOLLOWED - PILOT IN COMMAND OCEDURE,INATTENTIVE - PILOT IN COMMA	AND	

5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

6. ROTOR RPM - IMPROPER - PILOT IN COMMAND

----Probable Cause----

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

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

Brief of Accident

File No 112 4/06/86 FAIRB	ANKS,AK A/	C Reg. No. N1042E	Т	Timė (Lcl) - 1430 AST				
Basic Information Type Operating Certificate-NONE (GENERA	SUB	raft Damage STANTIAL	Fatal		Minor	None		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	Fire NON		rew O Pass O	0 0	0	, 1 , 1		
-Aircraft Information Make/Model - BELLANCA 7ECA Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 2	Number Engines - Engine Type -	LYCOMING 0-235-C1 1 RECIPROCATING-CAR 115 HP	SBURETOR	Installed/A	g System			
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Po FAIRBANKS,AK	int	Airport OFF AI	Proximity RPORT/STRIP				
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 10.0 SM	Destination LOCAL ATC/Airspace			Ident -	N/A N/A			
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Flight Pl Type of Clearance Type Apch/Lndg	- NONE			N/A N/A			
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 30 Biennial Flight Review	Medical Certif F	icate - VALID light Time (H		WAIVERS	G/LIMIT		
PRIVATE SE LAND	Current - YES Months Since - 20 Aircraft Type - C-1	Total Make/Model	- 129 - 11	Last 24 Last 30	Days- U			
Instrument Rating(s) - NONE								

----Narrative----

THE PILOT STATED THAT DURING THE TAKEOFF ON A PUBLIC ROAD THE AIRCRAFT STRUCK THE ROAD SIDE WITH THE RIGHT WING.

·

File No 112	4/06/86	FAIRBANKS, AK	A/C Reg. No. N1042E	Time (Lc1) - 1430 AST
	N FLIGHT COLLIS AKEOFF - INITIA	ION WITH TERRAIN - CLIMB		
Finding(s) 1. UNSUITABLE TERRAIN 2. IMPROPER USE O 3. JUDGEMENT - POOR - 4. DIRECTIONAL CONTRO	F PROCEDURE, OVER PILOT IN COMMAN	R CONFIDENCE IN PERS	ONAL ABILITY - PILOT IN COMMAND	

----Probable Cause----

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

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA	AVIATION)	Aircraft Dam	ade		Injur	ies	
· · ·		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	6 O	0	0	1
Aircraft Information							
Make/Model - CESSNA 120		odel - CONTINE	NTAL C-85-12F		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Eng		CATING-CARBUR		tall Warnir	ng System	- NU
Max Gross Wt - 1450 No. of Seats - 2	Engine Typ Rated Powe			EIUR			
Environment/Operations Information	Thingson			Ainpont	Doovimity		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Depart	uno Point			Proximity RPORT/STRIF		
Method - N/A	WASILLA,A				CFORT/ STRIF		
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- CALM				Runway	Ident -	N/A	
Visibility - 100.0 SM	ATC/Airspace					N/A	
Lowest Sky/Clouds - CLEAR		ght Plan - NON			Surface -		
Lowest Ceiling - NONE		arance - NON		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/L	ndg - TRA	FFIC PATTERN				
Precipitation - NONE							
Condition of Light - DAYLIGHT							·
Personnel Information Pilot-In-Command	Age - 29		cal Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight R		Flig Total -	ht Time (Ho 646	Last 24	Hnc -	1
PRIVATE,FLT ENG SE LAND	Current Months Since		Make/Model-		Last 30		40
SE LAND	Aircraft Type		Instrument-		Last 90	•	71
			Multi-Eng -			, buy	
Instrument Rating(s) - NONE							

 \sim

File No. - 111 4/13/86 LAKE GEORGE, AK A/C Reg. No. N3008N Time (Lcl) - 1500 AST _____ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - ICY 2. UNSUITABLE TERRAIN - NOT UNDERSTOOD - PILOT IN COMMAND 3. TERRAIN CONDITION - SNOW COVERED 4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND _____ NOSE OVER Occurrence #2 Phase of Operation LANDING - ROLL _____ ----Probable Cause----

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

Brief of Accident

File No 131 4/15/86 BIG I	_AKE,AK	A/C Reg. No. N4482E			Time (Lc1) - 1830 AST			
-Basic Information Type Operating Certificate-NONE (GENER/ Type of Operation -PERSONAL		Aircraft Damage SUBSTANTIAL Fíre	Crew	Fatal 0	Injur Serious O		None 1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	0	
-Aircraft Information Make/Model - PIPER PA-18-150 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1750 No. of Seats - 2	Number Engine	- RECIPROCATING		S	Installed/A tall Warnin		•	
-Environment/Operations Information								
Weather Data	Itinerary				Proximity			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	E Last Departure ANCHORAGE,A			ON AIR	PURI			
Completeness - N/A	Destination			Airport D	ata			
Basic Weather - VMC	BIG LAKE, AK			BIGLA				
Wind Dir/Speed- CALM					_	24		
Visibility - 100.0 SM	ATC/Airspace			Runway	Lth/Wid -	2800/	60	
	TERED Type of Fligh				Surface -			
Lowest Ceiling - NONE	Type of Cleara			Runway	Status -	DRY		
Obstructions to Vision- NONE	Type Apch/Lndg	g - TOUCH AND	GO					
Precipitation - NONE Condition of Light - DAYLIGHT								
Pilot-In-Command	Age - 49	Medical Ce			MEDICAL-NO	WAIVERS,	/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Rev	iew		t Time (H			-	
PRIVATE	Current -	YES Total		2500			2	
SE LAND, SE SEA	Months Since -	1 Make/N		1200			2 5	
	Aircraft Type -	PA-18 INSTRU	ment-	0	Last 90	Days-	5	
Instrument Rating(s) - NONE								

THE PILOT STATED THAT WHILE DOING A SERIES OF TOUCH AND GO'S, THE AIRCRAFT VEERED ON THE RUNWAY; THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE PLANE TO NOSE OVER ON ITS BACK.

4/15/86 BIG LAKE,AK File No. - 131 A/C Reg. No. N4482E Time (Lcl) - 1830 AST _____ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - SOFT 2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident . is/are finding(s) 2,3,4

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

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft Damage			Injuries				
		SUBSTANTIAL		Fatal			None	
Type of Operation -PERSONAL		Fire	Crew	0	1	0	0	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		NONE	Pass	0	1	0	0	
Accident Occurred During -MANEUVERING								
-Aircraft Information								
Make/Model ~ PIPER J3C-65		/Model - CONTNENTAL C			Installed/A			
Landing Gear - TAILWHEEL-ALL FIXED		· J · · · · ·			tall Warnin	g System	- NO	
Max Gross Wt - 1220	Engine Ty		G-CARBURE	TOR				
No. of Seats - 2	Rated Pow	ver - 85 HP						
-Environment/Operations Information								
Weather Data	Itinerary				Proximity			
Wx Briefing - NO RECORD OF BRIEFING	rture Point	OFF AIRPORT/STRIP						
Method - N/A	ANCHORAG							
Completeness - N/A	Destination	ר		Airport D	ata			
Basic Weather - VMC	LOCAL			-	.	•• / •		
Wind Dir/Speed- 005 KTS						N/A		
Visibility - 100.0 SM	ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE			Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A				
Lowest Sky/Clouds - CLEAR								
Lowest Ceiling - NONE Obstructions to Vision- NONE				Runway	status -	N/A		
	Type Apch/							
Precipitation - NONE Condition of Light - DAYLIGHT								
-Personnel Information					NED TO 11 10		/	
Pilot-In-Command	Age - 43				MEDICAL-NO	WAIVERS,	/LIMII	
Certificate(s)/Rating(s)	Biennial Flight			t Time (H		Line		
PRIVATE	Current		-	212			1	
SE LAND	Months SINCE	e - 2 Make/	ument-	10	Last 30 Last 90	Days-	5 10	
	Aircraft Typ	De - USC Instr	ument-	10	Last 90	Days-	10	

----Narrative----

THE PILOT STATED THAT THE AIRCRAFT BEGAN TO SETTLE; AIRSPEED WAS 60 MPH. THE AIRCRAFT WOULD NOT RECOVER ALTITUDE WITH FULL POWER. THE AIRCRAFT STALLED AND STRUCK TREE TOPS.

File No. - 142 4/24/86 YENTNA RIVER,AK A/C Reg. No. N170CH Time (Lc1) - 1230 AST _____ د LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation MANEUVERING • Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND _____ Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,6

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

Brief of Accident

4/24/86 File No. - 143 SOLDOTNA . AK A/C Reg. No. N78564 Time (Lcl) - 1815 AST _____ -----______ ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries SUBSTANTIAL Minor 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 - PIPER PA-12 Eng Make/Model - LYCOMING 0-320 ELT Installed/Activated - YES/NO Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - NO Max Gross Wt - 1550 Engine Type - RECIPROCATING-CARBURETOR No. of Seats -- 150 HP 2 Rated Power --Environment/Operations Information---Weather Data Itinerary Airport Proximity Last Departure Point OFF AIRPORT/STRIP Wx Briefina - NO RECORD OF BRIEFING Method SAME AS ACC/INC - N/A Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- CALM Runway Ident - N/A Visibility - 50.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT ----Personnel Information----Pilot-In-Command Age - 45 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - UNK/NR Total - 1236 Last 24 Hrs - UNK/NR Make/Model- 575 SE LAND, ME LAND, SE SEA Months Since - UNK/NR Last 30 Days- UNK/NR Instrument- 57 Aircraft Type - PA-18 Last 90 Days- UNK/NR Multi-Eng - 17 Instrument Rating(s) - NONE ----Narrative----THE PILOT STATED THAT THE AIRCRAFT IS NOT EQUIPPED WITH A HEADER TANK ON THE FUEL SYSTEM. THE ENGINE WAS STARVED OF FUEL WHEN IN A SHALLOW DIVE.

	43 4/24/86	SOLDOTNA,AK	A/C Reg. No. N78564	Time (Lcl) -	· 1815 AST
	LOSS OF POWER(TO LANDING	TAL) - NON-MECHANICAL			
	E - STARVATION DELAYED - PILOT IN - DISREGARDED - PIL				
Decumponeo #2	FORCED LANDING				
Phase of Operation	DESCENT - EMERGE	NCY.		· · · · · · · · · · · · · · · · · · ·	

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						Tanàtan		
Type Operating Certificate	e-NUNE (GENERAL		rcraft Damage UBSTANTIAL		Fatal	Serious	ies Minor	None
Type of Operation	-PERSONAL		re	Crew	0	0	0	1
Flight Conducted Under		N	ONE	Pass	0	0	0	1
Accident Occurred During	-LANDING							
Aircraft Information								
Make/Model - BELLANCA			- LYCOMING 0-2	235	ELT	Installed/		
Landing Gear - TAILWHEEL Max Gross Wt - 1650	-ALL FIXED	Number Engines	- 1 - RECIPROCATI			tall Warnir	ng System	- NU
No. of Seats - 2		Rated Power	- 115 HP	NG-CARDURE	IUR			
Environment/Operations Info	 rmation							
Weather Data		Itinerary			Airport	Proximity		
Wx Briefing - NO RECO	RD OF BRIEFING	Last Departure	Point		OFF AI	RPORT/STRIF	>	
Method - N/A		ANCHORAGE, AK						
Completeness - N/A		Destination			Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- CALM		LOCAL			Pupway	Ident -	- N/A	
Visibility - 50.0	SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds -		Type of Flight	Plan - VFR			Surface ·		
		AST Type of Clearan			Runway	Status -	- N/A	
Obstructions to Vision-		Type Apch/Lndg	- TRAFFIC	PATTERN				
Precipitation - Condition of Light -								
	DATLIGHT							
Personnel Information Pilot-In-Command		Age - 37	Medical (Certificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)		Biennial Flight Revie			t Time (H		· · · · · · · · · · · · · · · · · · ·	
PRIVATE		Current - Y		1 –		Last 24		2
SE LAND		Months Since - 1		/Model-				4
		Aircraft Type - C	-152 Insti	rument-	8	Last 90) Days-	11
Instrument Rating(s)	- NONE	а						
Narrative								
PILOT ATTEMPTED A LANDING O	N A SANDBAR DU	RING THE LANDING ROLL	THE PILOT LOST		NAL CONTR	OL OF THE		
RAFT CAUSING THE AIRPLANE T								

File No 1	79 4/26/86	POLLY CREEK, AK	A/C Reg. No. N1616G	Time (Lcl) - 1100 AST
Occurrence #1 Phase of Operation		- ON GROUND		
3. TERRAIN CONDITI 4. UNSUITABLE TE 5. TERRAIN CONDITI 6. GROUND LOOP/S	NNING/DECISION - I ON - SAND BAR RRAIN - ATTEMPTED ON - SOFT WERVE - INADVERTEN	SANDY MPROPER - PILOT IN COMMA - PILOT IN COMMAND IT - PILOT IN COMMAND NED - PILOT IN COMMAND	AND	-
Occurrence #2	NOSE OVER LANDING - ROLL			

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

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

Brief of Accident

File No 144 4/26/86 PORT	HEIDEN, AK	A/C Reg. No.	N64A1		ime (Lcl)	- 1845 AS	
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damag SUBSTANTIAL	e	Fatal	Inju Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire	Crew	0		- 1	0
		NONE	Pass	0	0	1	0
Accident Occurred During -TAKEOFF						`	
Aircraft Information							
Make/Model - INTERSTATE 15B2	Eng Make/M	odel - LYCOMING	150	ELT	Installed/	ctivated	- YES/YES
Landing Gear - TAILWHEEL-ALL FIXED		ines - 1			tall Warni	ng System	- NO
Max Gross Wt - 1900 No. of Seats - 2	Engine Typ Rated Powe	e - RECIPROCA r - 150 HP		UR			
	Raleu Powe						
Environment/Operations Information	Ľ						
Weather Data	Itinerary			•	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN				ON AIR	PORI		
Method - N/A Completeness - N/A	SAME AS A Destination	CC/INC		irport D	a+a		
Basic Weather - VMC	LOCAL		А	PORT H			
Wind Dir/Speed- 270/020 KTS	LOOKE					- UNK/NR	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - 2060 FT SCA				Runway	Surface	- UNK/NR	
Lowest Ceiling - NONE	Type of Cle	arance - NONE		Runway	Status	- UNK/NR	
Obstructions to Vision- NONE	Type Apch/L	ndg - NONE					
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - UNK/NR	Nodica	1 Certificate			TVEDS /1 T	ATT
Certificate(s)/Rating(s)	Age - UNK/NR Biennial Flight R	eview		Time (H		AIVER5/EII	
COMMERCIAL	Current	- YES To				1 Hrs -	2
SE LAND, SE SEA	Months Since	- 12 Ma - C-185 In	ke/Model-	525	Last 30) Days-	20
	Aircraft Type						
		Mu	lti-Eng - UNK	/NR	Rotorc	raft - Ul	NK/NR
Instrument Rating(s) - AIRPLANE							
Narrative PILOT STATED THAT DURING THE TAKEOFF ROL	I HE LOST CONTROL O	E THE ATROPART C	ALISTNG THE PL			י זדג	
A CONTRACT OF A CONTRACT AND A CONTR	E HE EUST OUNTROL U	I THE AIRONALL C	AUDING THE FE		COL OVER O		

File No 144	4/26/86 PORT HEIDEN,AK	A/C Reg. No. N64AT	Time (Lcl) - 1845 AST
Occurrence #1 LOSS Phase of Operation TAKEC			
·			
Finding(s) 1. TERRAIN CONDITION - LC	OSE GRAVEL/SANDY		
2. AIRCRAFT HANDLING -	NOT MAINTAINED - PILOT IN COMMA	AND	
3. TERRAIN CONDITION - RO 4. WIND INFORMATION - R			
5. TERRAIN CONDITION - SA	PERFORMED - PILOT IN COMMAND		
6. DIRECTIONAL CONTROL	- NOT MAINTAINED - PILOT IN COM	MMAND	
Occurrence #2 NOSE			
Phase of Operation TAKEC	OFF - GROUND RUN		
Probable Cause			
he National Transportation	Safety Board determines that the start that the start that the start the	the Probable Cause(s) of this accid	dent

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

Basic Information						
Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft	Damage		Inju	ries	
	SUBSTANT		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - PIPER PA-22	Eng Make/Model - LYCO	MING 0-320-B3B	ELT :	Installed/	Activate	d - YES/YE
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warnin	ng Systei	m - YES
Max Gross Wt - 1950	Engine Type - RECI		TOR			
No. of Seats - 4	Rated Power - 1	60 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport I	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRI	5	
Method - N/A	BIG LAKE,AK					
Completeness ~ N/A	Destination		Airport Da	ata		
Basic Weather - VMC	LOCAL		_			
Wind Dir/Speed- 090/010 KTS					- N/A	
Visibility - 100.0 SM	ATC/Airspace	1015		•	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -				- N/A	
Lowest Ceiling - NONE Obstructions to Vision- NONE		NONE	Runway	Status	- N/A	
	Type Apch/Lndg -	NONE				
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command A		odiool Contificat	o - UNIX /NI	n		
		edical Certificat				
PRIVATE	iennial Flight Review Current - YES	Total -	t Time (Ho 199		1 Une -	2
SE LAND	Months Since - 6				+ Hrs - D Davs- I	
JE LAND	Aircraft Type - PA-22	Instrument-				20
	A HUMATL TYPE - PA-22	THS CRUMENC"	0	Last 90	J Days-	20

Instrument Rating(s) - NONE

----Narrative----

WHILE FLYING IN THE MOUNTAINS AT ABOUT 5000 FEET MSL (200 FEET AGL), THE AIRPLANE ENCOUNTERED A DOWNDRAFT, CAUSING IT TO CRASH ON A GLACIER. PILOT ESTIMATED THE WINDS TO BE ABOUT 10 KNOTS.

File No 145 4/28/86 CHUGIAK,AK	A/C Reg. No. N3438A	Time (Lcl) - 1130 ADT
Occurrence #1 ALTITUDE DEVIATION,UNCONTROLL Phase of Operation MANEUVERING - TURN TO REVERSE		
<pre>inding(s) 1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN 2. COMPENSATION FOR WIND CONDITIONS - NOT UNDERST 3. JUDGEMENT - POOR - PILOT IN COMMAND 4. WEATHER EVALUATION - INACCURATE - PILOT IN COM 5. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EX 6. WEATHER CONDITION - DOWNDRAFT</pre>	COMMAND GOD - PILOT IN COMMAND IMAND	
Occurrence #2 IN FLIGHT COLLISION WITH TERR Phase of Operation DESCENT - UNCONTROLLED	PAIN	
inding(s) 7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN CO 8. TERRAIN CONDITION - MOUNTAINOUS/HILLY	DMMAND	
Probable Cause		

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

Brief of Accident

File No 151 5/01/86 BETHE	L,AK	A/C Reg. No.	N9706H	Т	ime (Lcl) -	- 1930 AD1	·
-Basic Information	D. TAVI	Aircraft Dama			T		
Type Operating Certificate-ON-DEMAND AI	R TAXI	Aircraft Damag	е	Fatal	Injur Serious		None
Name of Carrier -DELAIRE CHAR Type of Operation -NON SCHED,DC Flight Conducted Under -14 CFR 135	MESTIC DASSENCED	Fire	Crew		0		1
Elight Conducted Under -14 CER 135	MESTIC, FASSENGER	NONE		-	Ö	Ö	5
Accident Occurred During -TAXI				-	•	C	5
							·
Make/Model - CESSNA 185	Eng Make/M	odel - CONTINENT	AL IO-520	ELT	Installed/A	ctivated	- YES/N
Landing Gear - TAILWHEEL-ALL FIXED	Number Eng	ines - 1		S	tall Warnir	ng System	- YES
Max Gross Wt - 3320		e - RECIP-FUE	L INJECTED				
No. of Seats - 6	Rated Powe	r - 285 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	i Last Depart	ure Point			RPORT/STRIP)	
Method - N/A	BETHEL, AK						
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 120/010 KTS				Runway	Ident -	N/A	
Visibility - 30.0 SM	ATC/Airspace			Runway	Lth/Wid -	· N/A	
Lowest Sky/Clouds - CLEAR	Type of Fli	ght Plan - COMPA	NY (VFR)	Runway	Surface -	· N/A	
Lowest Ceiling - NONE	Type of Cle	ght Plan - COMPA arance - NONE ndo - NONE		Runway	Status -	· N/A	
Obstructions to Vision- NONE	Type Apch/L	ndg - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Pilot-In-Command	Age - 33	Medica	l Certifica	te – VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight R Current	e∨iew	Fligh	nt Time (H	ours)		
COMMERCIAL	Current	- YES To	tal -	2000	Last 24	Hrs -	1
SE LAND, SE SEA	Months Since	-5 Ma	ke/Mode]-	700	Last 30) Days-	
	Aircraft Type	- C-185 In Mu	strument- U	NK/NR	Last 90) Days-	
		Mu	lti-Eng -	40	Rotorcr	aft - UN	IK/NR
Instrument Rating(s) - AIRPLANE							
Narrative							
E PILOT STATED THAT HE WAS TAXIING FOR TAKE E. THE AIRCRAFT'S LEFT WING AND LEFT GEAR W		KIVER WHEN THE L	EFI MAIN GEA	AK BRUKE II	TROUGH THE		

File No	151 5/01/86	BETHEL, AK	A/C Reg. No. N9706H	Time (Lcl) - 1930 ADT
Occurrence	ON GROUND COLLIS	SION WITH TERRAIN		
Phase of Operation	TAXI			
inding(s)				
1. TERRAIN CONDIT				
	ISION - IMPROPER - T UNDERSTOOD - PILO			
		F-INDUCED PRESSURE -	PILOT IN COMMAND	
	OR - PILOT IN COMMA		CONDANN (ODEDATOD MONT	
	SE UF PRUCEDURE.CUM	MPANY-INDUCED PRESSUR	E - COMPANY/OPERATOR MGMT	

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

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

Type of Operation-PERSONALFFlight Conducted Under-14 CFR 91Accident Occurred During-HOVERAircraft InformationMake/ModelMake/Model- HILLER 12-CEng Make/ModeLanding GearTRICYCLE-FIXEDNumber EngineMax Gross Wt2400Engine TypeNo. of Seats-2Rated PowerEnvironment/Operations InformationWeather DataItineraryWx Briefing- NO RECORD OF BRIEFINGLast DepartureMethod- N/ADestinationBasic Weather- VMCLOCALWind Dir/Speed-220/010 KTSVisibility- 100.0Visibility- 100.0SMATC/AirspaceLowest Sky/Clouds- CLEARType of FlightLowest Ceiling- NONEType of ClearaObstructions to VisionNONEType Apch/LndgPrecipitation- NONEType Apch/Lndg	Plan - NO	L IN 6V335 DCATING-CA HP	Crew Pass RBURETOR Ain	ELT 1 St rport F OFF AIF port Da Runway Runway	O O Cinstalled/A tall Warnin Proximity RPORT/STRIP ata Ident – Lth/Wid –	Minor O O ctivated g System N/A N/A	
Type of Operation-PERSONALFFlight Conducted Under-14 CFR 91Accident Occurred During-HOVERAircraft InformationMake/Model- HILLER 12-CEnding Gear- TRICYCLE-FIXEDMax Gross Wt- 2400Max Gross Wt- 2400Mater DataItineraryWas Briefing- NO RECORD OF BRIEFINGMethod- N/ACompleteness- N/ACompleteness- N/AWind Dir/Speed-220/010 KTSVisibility- 100.0SMATC/AirspaceLowest Sky/Clouds- CLEARType of FlightLovest CeilingObstructions to VisionNONEType of ClearaOperationObstruction of Light- DAYLIGHT	Plan - NO Point - NO	IN 6V335 OCATING-CA HP	Crew Pass RBURETOR Ain	O O ELT 1 S1 rport F OFF AIF port Da Runway Runway	O O Cinstalled/A tall Warnin Proximity RPORT/STRIP ata Ident – Lth/Wid –	O O ctivated g System N/A N/A	1 1 - YES/N
Accident Occurred During -HOVER Aircraft Information Make/Model - HILLER 12-C Eng Make/Mode Landing Gear - TRICYCLE-FIXED Number Engine Max Gross Wt - 2400 Engine Type No. of Seats - 2 Rated Power Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Method - N/A WASILLA,AK Completeness - N/A Destination Basic Weather - VMC LOCAL Wind Dir/Speed- 220/010 KTS Visibility - 100.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Lowest Ceiling - NONE Type of Cleara Obstructions to Vision- NONE Type Apch/Lndg Precipitation - NONE Condition of Light - DAYLIGHT	Plan - NO Point - NO	IN 6V335 OCATING-CA HP	RBURETOR	ELT 1 St rport F OFF AIF port Da Runway Runway	Installed/A tall Warnin Proximity RPORT/STRIP ata Ident – Lth/Wid –	Ctivated g System N/A N/A	- YES/N
Aircraft Information Make/Model - HILLER 12-C Eng Make/Mode Landing Gear - TRICYCLE-FIXED Number Engine Max Gross Wt - 2400 Engine Type No. of Seats - 2 Rated Power Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Method - N/A WASILLA,AK Completeness - N/A Destination Basic Weather - VMC LOCAL Wind Dir/Speed- 220/010 KTS Visibility - 100.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Lowest Ceiling - NONE Type of Cleara Obstructions to Vision- NONE Type Apch/Lndg Precipitation - NONE	Plan - NO	IN 6V335 OCATING-CA HP	RBURETOR Ai	ELT 1 St rport F OFF AIF port Da Runway Runway	Installed/A tall Warnin Proximity RPORT/STRIP ata Ident - Lth/Wid -	ctivated g System N/A N/A	
Make/Model- HILLER 12-CEng Make/ModelLanding Gear- TRICYCLE-FIXEDNumber EngineMax Gross Wt- 2400Engine TypeNo. of Seats- 2Rated PowerEnvironment/Operations InformationItineraryWeather DataItineraryWathod- N/ALast DepartureMethod- N/ADestinationBasic Weather- VMCLOCALWind Dir/Speed-220/010 KTSVisibility- 100.0SMLowest Sky/Clouds- CLEARType of FlightLowest Ceiling- NONEType of ClearaObstructions to VisionNONEType Apch/LndgPrecipitation- NONECondition of Light	- RECIPR - 210 Point Plan - NO nce - NO	OCATING-CA HP 	RBURETOR Ai	rport F OFF AIF port Da Runway Runway	tall Warnin Proximity RPORT/STRIP ata Ident - Lth/Wid -	g System N/A N/A	
Max Gross Wt-2400Engine Type Rated PowerNo. of Seats-2Rated PowerEnvironment/Operations Information Weather DataItinerary Last Departure WASILLA,AKWathod-N/ALast Departure WASILLA,AKCompleteness-N/ADestination LOCALWind Dir/Speed-220/010 KTSLOCALWind Dir/Speed-220/010 KTSType of Flight Lowest Sky/Clouds-Lowest Sky/Clouds-CLEARType of Flight Type of Cleara Obstructions to Vision-NONEType Apch/Lndg PrecipitationPrecipitation-NONEType Apch/LndgCondition of Light-DAYLIGHT-	- RECIPR - 210 Point Plan - NO nce - NO	OCATING-CA HP 	RBURETOR Ai	rport F OFF AIF port Da Runway Runway	tall Warnin Proximity RPORT/STRIP ata Ident - Lth/Wid -	g System N/A N/A	
Max Gross Wt-2400Engine Type Rated PowerNo. of Seats-2Rated PowerEnvironment/Operations Information Weather DataItinerary Last Departure WASILLA,AKWathod-N/ALast Departure WASILLA,AKCompleteness-N/ADestination LOCALWind Dir/Speed-220/010 KTSLOCALWind Dir/Speed-220/010 KTSType of Flight Lowest Sky/Clouds-Lowest Sky/Clouds-CLEARType of Flight Type of Cleara Obstructions to Vision-NONEType Apch/Lndg PrecipitationPrecipitation-NONEType Apch/LndgCondition of Light-DAYLIGHT-	- RECIPR - 210 Point Plan - NO nce - NO	OCATING-CA HP 	RBURETOR Ai	rport F OFF AIF port Da Runway Runway	Proximity RPORT/STRIP ata Ident - Lth/Wid -	N/A N/A	- NO
No. of Seats -2Rated PowerEnvironment/Operations InformationItineraryWeather DataItineraryWx Briefing- NO RECORD OF BRIEFINGLast DepartureMethod- N/AUast DepartureCompleteness - N/ADestinationBasic Weather- VMCLOCALWind Dir/Speed- 220/010 KTSLOCALVisibility- 100.0SMLowest Sky/Clouds- CLEARType of FlightLowest Ceiling- NONEType of ClearaObstructions to Vision-NONEType Apch/LndgPrecipitation- NONECondition of Light	- 210 Point Plan - NO nce - NO	HP 	Ai Air	rport F OFF AIF port Da Runway Runway	RPORT/STŘIP ata Ident – Lth/Wid –	N/A N/A	
Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Method - N/A WASILLA,AK Completeness - N/A Destination Basic Weather - VMC LOCAL Wind Dir/Speed- 220/010 KTS Visibility - 100.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Lowest Ceiling - NONE Type of Cleara Obstructions to Vision- NONE Type Apch/Lndg Precipitation - NONE	Point Plan - NO nce - NO		Air	OFF AIF port Da Runway Runway	RPORT/STŘIP ata Ident – Lth/Wid –	N/A N/A	
Weather DataItineraryWx Briefing- NO RECORD OF BRIEFINGLast DepartureMethod- N/ALast DepartureMethod- N/ADestinationBasic Weather- VMCLOCALWind Dir/Speed- 220/010 KTSLOCALVisibility- 100.0 SMATC/AirspaceLowest Sky/Clouds- CLEARType of FlightLowest Ceiling- NONEType of ClearaObstructions to Vision-NONEType Apch/LndgPrecipitation- NONECondition of Light	Plan - NO nce - NO	NE	Air	OFF AIF port Da Runway Runway	RPORT/STŘIP ata Ident – Lth/Wid –	N/A N/A	
Wx Briefing- NO RECORD OF BRIEFINGLast DepartureMethod- N/AWASILLA,AKCompleteness- N/ADestinationBasic Weather- VMCLOCALWind Dir/Speed-220/010 KTSVisibility- 100.0SMLowest Sky/Clouds- CLEARType of FlightLowest Ceiling- NONEType of ClearaObstructions to VisionNONEType Apch/LndgPrecipitation- NONECondition of Light	Plan - NO nce - NO	NE	Air	OFF AIF port Da Runway Runway	RPORT/STŘIP ata Ident – Lth/Wid –	N/A N/A	
Method- N/AWASILLA,AKCompleteness- N/ADestinationBasic Weather- VMCLOCALWind Dir/Speed-220/010 KTSVisibility- 100.0 SMATC/AirspaceLowest Sky/Clouds- CLEARType of FlightLowest Ceiling- NONEType of ClearaObstructions to VisionNONEType Apch/LndgPrecipitation- NONECondition of Light	Plan - NO nce - NO	NE	Air	port Da Runway Runway	ata Ident - Lth/Wid -	N/A N/A	
Completeness- N/ADestinationBasic Weather- VMCLOCALWind Dir/Speed-220/010 KTSVisibility- 100.0 SMATC/AirspaceLowest Sky/Clouds- CLEARType of FlightLowest Ceiling- NONEType of ClearaObstructions to VisionNONEType Apch/LndgPrecipitation- NONECondition of Light	nce - NO	NE		Runway Runway	Ident - Lth/Wid -	N/A	
Basic Weather- VMCLOCALWind Dir/Speed- 220/010 KTSVisibility- 100.0 SMATC/AirspaceLowest Sky/Clouds- CLEARType of FlightLowest Ceiling- NONEType of ClearaObstructions to Vision-NONEType Apch/LndgPrecipitation- NONEType Apch/LndgCondition of Light- DAYLIGHT- DAYLIGHT	nce - NO	NE		Runway Runway	Ident - Lth/Wid -	N/A	
Visibility - 100.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Lowest Ceiling - NONE Type of Cleara Obstructions to Vision- NONE Type Apch/Lndg Precipitation - NONE Type Apch/Lndg Condition of Light - DAYLIGHT	nce - NO	NE		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR Type of Flight Lowest Ceiling - NONE Type of Cleara Obstructions to Vision- NONE Type Apch/Lndg Precipitation - NONE Condition of Light - DAYLIGHT	nce - NO	NE					
Lowest Ceiling - NONE Type of Cleara Obstructions to Vision- NONE Type Apch/Lndg Precipitation - NONE Condition of Light - DAYLIGHT	nce - NO	NE		Runway	C C	A1/A -	
Obstructions to Vision- NONE Type Apch/Lndg Precipitation - NONE Condition of Light - DAYLIGHT					Surface -	•	
Precipitation - NONE Condition of Light - DAYLIGHT	- NO			Runway	Status -	N/A	
Condition of Light - DAYLIGHT		NE					
Personnel Information	M		C · · -				
Pilot-In-Command Age - 37 Certificate(s)/Rating(s) Biennial Flight Revi			Flight T		MEDICAL-NO	WAIVERS/	LIMII
COMMERCIAL Current -	=W /EC	Total	- 277		Jurs)	Hpc -	1
COMMERCIAL Current - SE LAND, ME LAND Months Since - HELICOPTER Aircraft Type -	12	Make/Mode	- 277	4	Last 30	Davs-	15
HELICOPTER Aircraft Type -	269-D	Instrumen	nt- 3	7	Last 90	Davs-	25
		Multi-Eng		5	Rotorcr	aft -	269
		-					
Instrument Rating(s) - NONE							
Narrative							
PILOT STATED THAT HE DREW TOO MUCH ROTOR PITCH FOR THE H.P. AV							

File No 1	95 5/18/86	PALMER,AK	A/C Reg. No. N49983	Time (Lcl) - 1315 ADT
Occurrence #1 Phase of Operation		- IN FLIGHT		
2. IN-FLIGHT PLANN	ING/DECISION - IMP	MAINTAINED - PILOT ROPER - PILOT IN CO D - PILOT IN COMMAN	MMAND	
Occurrence #2 Phase of Operation	HOVER			
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transpo	rtation Safety Boa	rd determines that	the Probable Cause(s) of this accide	ent

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

-Basic Information Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries SUBSTANTIAL Fatal Serious Minor None Type of Operation -PERSONAL Fire Crew 0 0 0 1 Flight Conducted Under -14 CFR 91 ANONE Pass 0 0 0 0 Accident Occurred During -LANDING -Aircraft Information Make/Model - TAYLDRCRAFT TC-19 Eng Make/Model - LYCOMING 0-320 ELT Installed/Activated - YES/YI Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - NO Max Gross Wt - 1500 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 100 HP -Finitonment/Operations Information Weather Data Basic Weather - NVA DESCIPTOR Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - WC LOCAL LOCAL RUNWAY Ident - N/A Visibility - 50.0 SM ATC/Airspace NONE Runway Ident - N/A Lowest Ceiling - NONE Type of Flight Plan - NONE Runway Status - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Dostructions to Vision - NONE Condition of Light - DAYLIGHT -Personnel Information Priot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Status - 14 Make/Model - 500 Last 30 Days - 1 Aircraft Type UNK/NR Instrument- 0 Last 90 Days - 3	File No 194 5/20/86 FAIRB/	ANKS,AK A/C Re	g. No. N2002V	Т	ime (Lcl) -	1330 ADT	
Type of Operation -PERSONAL Fire Crew O O O I Flight Conducted Under -14 CFR 91 NONE Pass O				Fatal	Injur		None
Fight Conducted Under -14 CFR 91 Accident Dccurred During NONE Pass 0 0 0 Accident Dccurred During -LANDING -Aircraft Information Make/Model - TAYLORCRAFT TC-19 Eng Make/Model - LYCOMING D-320 ELT Installed/Activated - YES/YI Landing Gear TAYLORCRAFT TC-19 Eng Make/Model - LYCOMING D-320 ELT Installed/Activated - YES/YI Max Gross Wt 1500 Number Engines - 1 Stall Warning System - NO Max Gross Wt 1500 Rated Power 100 HP -Environment/Operations Information Weather Data Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident N/A Wind Dir/Speed 200/010 KTS Runway Lth/Wid N/A Visibility - 50.0 SM ATC/Airspace Runway Surface N/A Lowest Sky/Clouds CLEAR Type of Flight Plan NONE Runway Status N/A Obstructions to Vision NONE Type Apch/Lndg	Type of Operation -PERSONAL			0	0		
Make/Model - TAYLORCRAFT TC-19 Eng Make/Model - LYCOMING 0-320 ELT Installed/Activated - YES/YI Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - NO Max Gross Wt 1500 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power 100 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident N/A Visibility - 50.0 SM ATC/Airspace Runway Lth/Wid N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan NONE Runway Status N/A Obstructions to Vision - NONE Type Apch/Lndg - TRAFFIC PATTERN N/A Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN -Personnel Information - 27 Modiaal Centificate = VALID MEDICAL=NO WALVERS/LIMIT	Flight Conducted Under -14 CFR 91			0	0	0	
Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - NO Max Gross Wt - 1500 No. of Seats - 2 Rated Power - 100 HP -Environment/Operations Information Weather Data Wethod - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 200/010 KTS Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Completions to Vision- NONE Lowest Ceiling - NONE Condition of Light - DAYLIGHT -Personnel Information Philotions contact of the physical contificato - VALID MEDICALEND WAIVERS/LIMIT		Fng Make/Model - LYC	OMING 0-320	 FI T	Installed/A	ctivated ·	- YES/YE
Max Gross Wt - 1500 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 100 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A FAIRBANKS,AK Airport Data Basic Weather - VMC LoCAL Runway Ident - N/A Wind Dir/Speed- 200/010 KTS Runway Ident - N/A Completeness - N/A Lowest Ceiling - NONE Type of Flight Plan - NONE Runway Sunface - N/A Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN - N/A Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN -Personnel Information - 27 Medical Centificate = VALID MEDICAL=NO WAIVERS / LIMIT							
-Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A FAIRBANKS,AK Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- 200/010 KTS Visibility - 50.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN -Personnel Information Pilotat Information	Max Gross Wt - 1500	Engine Type - REC		ETOR			
-Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A FAIRBANKS,AK Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- 200/010 KTS Visibility - 50.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information	No. of Seats - 2						
Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A FAIRBANKS,AK OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed- 200/010 KTS Runway Ident - N/A Visibility - 50.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan NONE Runway Surface - N/A Obstructions to Vision NONE Type of Clearance - NONE Runway Status - N/A Obstruction of Light - DAYLIGHT - NONE Type Apch/Lndg - TRAFFIC PATTERN -Personnel Information - Modical Contificate = VALID_MEDICAL=ND_WAIVEPS/LIMIT							
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A FAIRBANKS,AK Airport Data Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed-200/010 KTS Runway Ident - N/A AIC/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 - TRAFFIC PATTERN - N/A -Personnel Information - NAYLIGHT - 27 Modical Centificato = VALID_MEDICAL=NO_WAIVERS/LIMIT		Itiperary		Airport	Provimity		
Method - N/A FAIRBANKS,AK Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed-200/010 KTS Runway Ident - N/A Visibility - 50.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE - NONE - N/A Condition of Light - DAYLIGHT - Aro - 27		2					
Completeness N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed- 200/010 KTS Runway Ident - N/A Visibility - 50.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN -Personnel Information Aro - 27 Modical Centificate - VALID MEDICAL-NO WAIVERS/LIMIT		•					
Wind Dir/Speed- 200/010 KTS Runway Ident N/A Visibility - 50.0 SM ATC/Airspace Runway Lth/Wid N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan NONE Runway Surface N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN -Personnel Information Aco 27 Modical Centificate - VALID MEDICAL-NO WAIVERS/LIMIT	•	•		Airport D	ata		
Visibility - 50.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information	Basic Weather - VMC	LOCAL		•			
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 - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information	Wind Dir/Speed- 200/010 KTS					Ń/A	
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information						•	
Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Bilot-In-Command				•			
Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Bilot-In-Command	5			Runway	Status -	N/A	
Condition of Light - DAYLIGHT -Personnel Information Rilot-In-Command		Type Apch/Lndg -	TRAFFIC PATTERN				
Rilot-In-Command Ago - 27 Modical Centificato - VALID MEDICAL-NO WAIVERS/LIMIT							
Pilot-In-CommandAge - 37Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrent - YESTotal - 500Last 24 Hrs - 1SE LAND,SE SEAMonths Since - 14Make/Model - 500Last 30 Days - 1Aircraft Type - UNK/NRInstrument - 0Last 90 Days - 3	-Personnel Information						
Certificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrentYESTotal- 500Last 24 Hrs -1SE LAND,SE SEAMonths Since14Make/Model500Last 30 Days-1Aircraft TypeUNK/NRInstrument-0Last 90 Days-3	Pilot-In-Command	Age - 37	Medical Certifica	te – VALID	MEDICAL-NO	WAIVERS/	IMIT
PRIVATE Current - YES Total - 500 Last 24 Hrs - 1 SE LAND,SE SEA Months Since - 14 Make/Model - 500 Last 30 Days- 1 Aircraft Type - UNK/NR Instrument - 0 Last 90 Days- 3	Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H	ours)		
SE LAND,SE SEA Months Since - 14 Make/Model- 500 Last 30 Days- 1 Aircraft Type - UNK/NR Instrument- 0 Last 90 Days- 3	PRIVATE	Current - YES	Total -	500	Last 24	Hrs -	
Aircraft Type - UNK/NR Instrument- 0 Last 90 Days- 3	SE LAND, SE SEA	Months Since - 14	Make/Model-	500	Last 30	Days-	
		Aircraft Type - UNK/NR	Instrument-	0	Last 90	Days-	3
	Instrument Rating(s) - NONE						

----Narrative----

THE PILOT STALLED THE ACFT DURING APPROACH TO A GRAVEL BAR AND MADE A HARD LANDING. THE PLT SAID THAT HE NEEDED TO IMPROVE HIS PROFICIENCY AT SLOW FLYING.

File No 1	94 5/20/86	FAIRBANKS,AK	A/C Reg. No.	N2002V	Time (Lc1) - 1330 ADT
Occurrence #1					
Phase of Operation	LANDING - FLARE/	IOUCHDOWN			
Finding(s)					
		D - PILOT IN COMMAND			
2. STALL - INADVER			_		
 3. DIRECTIONAL CON 4. LEVEL OFF - IMP 	····	NED - PILOT IN COMMAN)		
4. LEVEL OFF - IMP	COPER - FILOT IN C	JMMAND			
Occurrence #2	IN FLIGHT COLLIS	ION WITH TERRAIN			
Phase of Operation	-				
Probable Cause					
The National Transpo	rtation Safety Boa	d determines that the	e Probable Cause(s)	of this acci	dent

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

File No 48 2/02/86 BROWNSE	BORD, AL A/C	C Reg. No. N32RH		т	ime (Lcl) -	1630 CST	
-Basic Information Type Operating Certificate-NONE (GENERAL		raft Damage FROYED	 E ~	tal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL	Fire		га Crew	1	0	Minor	None 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT			Pass	1	õ	0	0
-Aircraft Information Make/Model - BUSHBY MUSTANG II Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1450 No. of Seats - 2	Eng Make/Model - Number Engines - Engine Type - Rated Power -				Installed/A tall Warnin		
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poi	inț	0	FF AII	RPORT/STRIP		
Method - N/A	HUNTSVILLE,AL Destination						
Completeness - N/A [.] Basic Weather - VMC				ort Da			
Wind Dir/Speed- 180/005 KTS	LUCAL			-	N COUNTY SK Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace					N/A N/A	
	RED Type of Flight Pla				•	N/A N/A	
Lowest Ceiling - 25000 FT	Type of Clearance					N/A	
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/Lndg	- FORCED LANDI		unnuy	514145		
-Personnel Information							
	lge - 30	Medical Certi				WAIVERS/	LIMIT
	Siennial Flight Review		Flight Ti	-		11	
	Current - UNK/		- 435		Last 24		1
SE LAND	Months Since - 22	Make/Mode					11
	Aircraft Type - MUST		t- UNK/NR 1 - UNK/NR		Last 90	Days- aft - UN	30 // /ND
		muiti*Eng	= UNK/NR		ROTOPCP	ait - UN	

Instrument Rating(s) - NONE

----Narrative----

THE ACFT COLLIDED WITH THE GROUND IN AN INVERTED ATTITUDE DURING A FORCED LANDING AFTER A POWER LOSS AT 400 FT AGL DURING TAKEOFF. THE ACFT WAS OBSERVED TO TURN AFTER THE POWER LOSS AND THEN THE WINGS LEVELED. POWER WAS HEARD TO RESUME AT ABOUT 100 FT AGL. THE ACTUAL CRASH WAS NOT OBSERVED BUT ONE PARTY WHO HAD FLOWN IN THIS AIRCRAFT THOUGHT THAT THE TORQUE, ASSUMING THAT THE THROTTLE WAS LEFT AT TAKEOFF SETTING, ROLLED THE ACFT INVERTED. DUE TO FIRE AND IMPACT DAMAGE NO POSITIVE REASON FOR THE POWER LOSS WAS DETERMINED.

۲

	48 2/02/86	BROWNSBORO, AL	A/C Reg. No. N32RH	Time (Lcl) - 1630 CST
Ccurrence #1 Phase of Operation	LOSS OF POWER TAKEOFF - INITIAL	CLIMB		
inding(s) 1. UNDETERMINED	n Angelo an		· · · · · · · · · · · · · · · · · · ·	2
ccurrence #2 hase of Operation	FORCED LANDING DESCENT - EMERGENC	Y		
	LOSS OF CONTROL - LANDING - FLARE/TO			
			·	
2. ENGINE ASSEMBLY 3. THROTTLE/POWE	- OVERSPEED R CONTROL - IMPROPER VERTENT - PILOT IN C		N COMMAND	
2. ENGINE ASSEMBLY 3. THROTTLE/POWE 4. MANEUVER - INAD	R CONTROL - IMPROPER VERTENT - PILOT IN C	OMMAND N WITH TERRAIN	N COMMAND	
3. THROTTLE/POWE 4. MANEUVER - INAD	R CONTROL - IMPROPER VERTENT - PILOT IN C IN FLIGHT COLLISIO DESCENT - UNCONTRO	OMMAND N WITH TERRAIN LLED		

PAGE 65

Brief of Accident

-

File No 37 1/11/86 WEST	MEMPHIS, AR	20537	Т	Time (Lcl) - 1700 CST			
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0	1 0	0	0
Aircraft Information Make/Model - BEECHCRAFT F33A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3400 No. of Seats - 5	Number Engi	- RECIP-FUEL			Installed/A tall Warnin		
Environment/Operations Information Weather Data	Itinerary			Airport	 Proximity		
Wx Briefing - PATWAS Method - TELEPHONE	Last Departu CLEARWATER				RPORT/STRIP		
Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 230/005 KTS	Destination KANSAS CIT	Y,KS			EMPHIS	17	
Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE		ht Plan - NONE rance - NONE		Runway	Surface -	5000/ CONCRETE DRY	
Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT		dg - TRAFFIC	PATTERN				
Personnel Information Pilot-In-Command	Age - 49				MEDICAL-WA	IVERS/LIM	 IT
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Re Current		Fligh	t Time (H 621		Hrs - UNI	K/NR
SE LAND	Months Since Aircraft Type	- 29 Make, - F33A Inst	, /Model- rument- i-Eng -	406	Last 30	Days- UNI Days- UNI	K/NR

Instrument Rating(s) - NONE

----Narrative----

THE ACFT CRASHED INTO THE GROUND AFTER STRIKING TREES DURING A FORCED LNDG. THE ACFT HAD EXPERIENCED A LOSS OF POWER DURING CRUISE AFTER 4 AND 1/2 HRS OF FLT. POST ACC INVESTIGATION SHOWED THAT THE RT MAIN FUEL TANK WAS ALMOST EMPTY OF FUEL AND THE LEFT MAIN HAD AN EST 10 GALLONS IN IT. WHEN QUESTIONED THE PLT COULD NOT REMEMBER WHICH TANK HE SELECTED BUT SAID IT WOULD HAVE BEEN THE FULLEST. THE SELECTOR WAS FOUND ON THE LEFT TANK POSITION.

PAGE 66

File No	37 1/11/86 WEST MEMPHIS,AR	A/C Reg. No. N20537	Time (Lc1) - 1700 CST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) – NON-MECHANICAL CRUISE – NORMAL		
	ARVATION ING/DECISION - IMPROPER - PILOT IN COMMAND PERFORMED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN		
Finding(s) 4. OBJECT - TREE(S)		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		

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-AGRICULTURAL	ATDODAET Atoonof	t Damage		Injur	iec	
Type operating centri cate-addicollocal	DESTRO		Fatal	Serious		None
Type of Operation -FERRY	Fire		ew 0	0	1	0
Flight Conducted Under -14 CFR 91	ON GRO		ss 0	ŏ	ò	ő
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - SCHWEIZER G164-B	e .			Installed/A		•
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warnir	ng System	I - YES
Max Gross Wt - 4500	Engine Type - RE		URETOR			
No. of Seats - 1	Rated Power -	600 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIR	STRIP		
Method - N/A	MARIANNA, AR		1. Summer 1. D			
Completeness - N/A Basic Weather - VMC	Destination SAME AS ACC/INC		Airport Da	ата		
Wind Dir/Speed- CALM	SAME AS ACC/INC		Dunway	Ident -	36	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE			GRASS/T	
Lowest Ceiling - NONE	Type of Clearance				· DRY	
Obstructions to Vision- NONE	Type Apch/Lndg				2	
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
	Age - 33	Medical Certifi	cate - VALID	MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	F۱	ight Time (H	ours)		
COMMERCIAL	Current - YES	Total -	2000	Last 24	l Hrs -	2
SE LAND	Months Since - 14		1208			INK/NR
	Aircraft Type - C-172	Instrument-	0	Last 90) Days-	89

Instrument Rating(s) - NONE

----Narrative----

THIS WAS A NEW ACFT WHICH THE OWNER WAS FERRYING FROM THE DEALER TO HIS PRIVATE AG STRIP. THE LANDING WAS MADE TO THE NORTH ON A HALF MILE LONG GRASS STRIP AND THE WIND WAS CALM. THE PLT REPORTS THAT THE BRAKES WERE LOCKED WHEN THE ACFT TOUCHED DOWN AND THE MAIN GEAR WHEELS NEVER TURNED. AS THE ACFT SLOWED TO A STOP IT NOSED OVER, CAUGHT ON FIRE AND BURNED. AN FAA, AIRWORTHINESS INSPECTOR EXAMINED THE FIRE DAMAGED BRAKE SYSTEM BUT WAS UNABLE TO FIND EVIDENCE TO EXPLAIN THE REPORTED BRAKE SYSTEM MALFUNCTION.

Occurrence #1 AIRFRAME, Phase of Operation LANDING Finding(s) 1. LANDING GEAR,NORMAL BRAKE Occurrence #2 NOSE OVER Phase of Operation LANDING	SYSTEM - LOCKED	IN	
1. LANDING GEAR,NORMAL BRAKE	R		
	- ROLL		
ccurrence #3 FIRE hase of Operation LANDING	- ROLL		
Probable Cause			
	fety Board determines that the Proba	ble Cause(s) of this acc	cident
		and the second	
an a			

Basic Information Type Operating Certificate-NONE (GENERA		aft Damage		Inju	nioc	
Type operating centri icate-none (Genera	•	ANTIAL	Fatal	Serious		None
Type of Operation -BUSINESS	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - BEECH N35		CONTINENTAL IO-470N			Activated	
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -		St	all Warni	ng System	- YES
Max Gross Wt - 3125		RECIP-FUEL INJECTED				
No. of Seats - 5	Rated Power -	260 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport P			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poir	it	ON AIRP	ORI	-	
Method - N/A Completeness - N/A	MALVERN,AR Destination		Airport Da	**		
Basic Weather - VMC	SAME AS ACC/INC		MEMORIA			
Wind Dir/Speed- 150/005 KTS	SAME AS ACC/ INC				- 23	
Visibility - 10.0 SM	ATC/Airspace				6596/	150
Lowest Sky/Clouds - CLEAR	Type of Flight Plar	n - NONE		Surface		
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg					
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
-Personnel Information		۱				
Pilot-In-Command	Age - 42				O WAIVERS/I	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	Fligh	nt Time (Ho			•
PRIVATE SE LAND,ME LAND	Current - YES Months Since - 1				4 Hrs - O Davs- UNI	3
SE LAND, ME LAND	Aircraft Type - PA-28			Last St	0 Days- UN 0 Days-	•
		Multi-Eng - UN	NK/NR	Rotorc	raft - UN	
Instrument Rating(s) - AIRPLANE						
-Narrative						
PILOT STATED THAT HE WAS ON THE LANDING R	AND REACHED FOR THE FL	AP SWITCH AND MOVED		G GEAD SW	ттен	

File No	- 25	2/18/86	HOT SPRINGS, AR	A/C Reg. No. N9398Y	Time (Lcl) - 1530 CST
Occurrence	GEA	R COLLAPSED			

Occurrence GEAR COLLAPSED Phase of Operation LANDING - ROLL

Finding(s)

1. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

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

Brief of Accident

	KSONVILLE, AR A/C F	Reg. No. N82202	1	ime (Lcl) -	• 1510 CS1	r
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircrat SUBST	ft Damage	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL	Fire	Crew		0	MINOP O	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass	-	ŏ	ő	0
Accident Occurred During -TAKEOFF	· · · · · · ·		-	-	Ũ	U
Aircraft Information						
Make/Model - AERONCA 7AC	Eng Make/Model - C			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -	1	5	itall Warnir	ng System	- NO
Max Gross Wt - 1220	Engine Type - RI	ECIPROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power -	65 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFI		t	ON AIF	STRIP		
Method - N/A	JACKSONVILLE, AR	-				
Completeness - N/A	Destination		Airport [ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 290/013 KTS					60	
Visibility - 10.0 SM	ATC/Airspace		Runway	/Lth/Wid -	UNK/NR	
Lowest Sky/Clouds - 4000 FT SC	ATTERED Type of Flight Plan	- NONE		/ Surface -		JRF
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	/Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 25) WAIVERS/	'LIMIT
	Biennial Flight Review	Flig	ht Time (F	lours)		
Certificate(s)/Rating(s)		Total -	180	Last 24	Hrs - UN	JK/NR
Certificate(s)/Rating(s) PRIVATE	Current - YES	Total				
	Current - YES Months Since - 20	Make/Model-	24	Last 30) Days- UN	IK/NR
PRIVATE	Current - YES Months Since - 20 Aircraft Type - C-152	Make/Model- Instrument-	24 25	Last 30 Last 90) Days- UN) Days-	JK/NR 24
PRIVATE	Current - YES Months Since - 20 Aircraft Type - C-152	Make/Model- Instrument- Multi-Eng -	24 25 116	Last 30 Last 90) Days- UN) Days-	JK/NR 24

File No. ~ 130 3/10/86 JACKSONVILLE, AR A/C Reg. No. N82202 Time (Lcl) - 1510 CST ------_ _ _ _ _ _ _ _ _ _ _ _ _ _ _____ _____ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND ON GROUND COLLISION WITH TERRAIN Occurrence #2 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 4. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

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

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

Basic Information							
Type Operating Certificate-NONE (GENERAL		ft Damage			Injur		
•		ANTIAL		Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONAL			Crew	0	0	0	2
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE		Pass	0	0	0	0
Aircraft Information							
Make/Model - AERONCA 7FC	Eng Make/Model - C				Installed/A		,
Landing Gear - TRICYCLE-FIXED	Number Engines -				tall Warnin	g System	- NO
Max Gross Wt - 1500	Engine Type - R		RBURET	FOR			
No. of Seats - 2	Rated Power -	90 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	t		ON AIR	PORT		
Method - N/A	SAME AS ACC/INC						
Completeness - N/A	Destination		A	Airport Da	ata		
Basic Weather - VMC	SAME AS ACC/INC			MARTY I	BUNCH PRIVA	TE STRIP	
Wind Dir/Speed- 110/006 KTS				Runway	Ident -	09	
Visibility - 15.0 SM	ATC/Airspace			Runway	Lth/Wid -	3200 -U	NK/NR
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Runway	Surface -	DIRT	
Lowest Ceiling - NONE	Type of Clearance	- NONE		Runway	Status -	SOFT	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATT	ERN				
Precipitation - NONE		FULL STOP					
Condition of Light - DAYLIGHT							
Personnel Information							
	Age - 53	Medical Certi	ficate	- VALID	MEDICAL-WA	IVERS/LIM	IT
	Biennial Flight Review			t Time (He		,,	
COMMERCIAL, CFI	Current - YES	Total		613		Hrs - UN	
SE LAND	Months Since - 4		1-	7	Last 30	Days- UN	
	Aircraft Type - UNK/N					Davs- UN	

Instrument Rating(s) - NONE

.

----Narrative----

THE FLIGHT INSTRUCTOR AND HIS STUDENT TOUCHED DOWN ON THE NEWLY CONSTRUCTED PRIVATE DIRT STRIP IN THE AIRPLANE AND ROLLED FOR 610 FEET BEFORE THE MAIN GEAR BOGGED DOWN. THE NOSEWHEEL THEN COCKED SIDEWAYS AND THE AIRPLANE ROLLED FORWARD TO THE INVERTED POSITION.

3/15/86 A/C Reg. No. N9848Y File No. - 138 LAKE CITY, AR Time (Lcl) - 1145 CST ----------Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 4. OTHER AIRPORT/RUNWAY MAINTENANCE - INADEQUATE - AIRPORT PERSONNEL 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) 1,4

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

.

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENERAL A		craft Damage STRÖYED		Fatal	Inju Serious		r None
Type of Operation -PERSONAL	Fir		Crew	0	0		
Flight Conducted Under -14 CFR 91	ON	GROUND	Pass	Ō	Ō	Ō	
Accident Occurred During -LANDING							
vircraft Information							
Make/Model - CESSNA 172N	Eng Make/Model	- LYCOMING 0-3	32 0 -H2AD				
Landing Gear - TRICYCLE-FIXED					tall Warni	n g Syste	em - YES
Max Gross Wt - 2300 No. of Seats - 4	Engine Type Rated Power		IG-CARBURE	IUR			
nvironment/Operations Information leather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure P	oint		ON AIR			
Method - N/A	PINEBLUFF, AR	0					
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	SAME AS ACC/IN	С		WARREN	MUNI		
Wind Dir/Speed- 100/005 KTS					Ident		
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - UNK/NR	Type of Flight P	lan - NONE			Surface		L1
Lowest Ceiling - 25000 FT OVERCAS Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg	- TRAFFIC		Runway	Status	- DRY	
Precipitation - NONE	Type Apen/Endg	- IKAFFIC	FATTERN				
Condition of Light - NIGHT(DARK)							
Personnel Information							
Pilot-In-Command Ag	je - 30	Medical C	Certificat	e - VALID	MEDICAL-N	O WAIVE	RS/LIMIT
Certificate(s)/Rating(s) Bi	ennial Flight Review	· · · · ·	Fligh	nt Time (H	ours)		
PRIVATE	Current - YE	S Total	-	172	Last 2	4 Hrs -	2
SE LAND	ge - 30 ennial Flight Review Current - YE Months Since - 12 Aircraft Type - C-	Make/	Model-	172	Last 3	0 Days-	
	All chart Type - C-	1/2 Instr		U	Last 9	U Days-	29
Instrument Rating(s) - NONE							

KILLED THE DEER AND THE NOSE GEAR AND BOTTOM OF THE ACFT DURING THE FLARE FOR A NIGHT LANDING. THE PROP HIT AND KILLED THE DEER AND THE NOSE GEAR AND BOTTOM OF THE ENG COMPARTMENT WERE DAMAGED. AFTER THE COLLISION THE PLT SAID HE SMELLED FUEL FUMES AND WHEN THE FRONT OF THE ACFT STARTED SLIDING ON THE RWY A FIRE DEVELOPED WHICH DESTROYED THE ACFT.

PAGE 76

File No 1	54 3/17/86 WARREN,AR	A/C Reg. No. N1530E	Time (Lc1) - 1935 CST
Occurrence #1 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN		
Finding(s) 1. OBJECT - ANIMAL 2. LIGHT CONDITION			
Occurrence #2 Phase of Operation	FIRE/EXPLOSION LANDING - ROLL		

is/are finding(s) 1

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

.

File No 172 3/22/86 OIL	A/C Reg. N	o. N30561	Time (Lcl) - 1325 CST				
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Dam SUBSTANTIAL	0	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE		0	0 0		1 3
Aircraft Information Make/Model - PIPER PA-28-181 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2550 No. of Seats - 4	Number Engine	e/Model - LYCOMIN Engines - 1 Type - RECIPRC ower - 180	CATING-CARBURE	S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 290/009 KTS Visibility - 15.0 SM	WAUKES Destinati	on ROCK, AR		OFF AI Airport D Runway		N/A	
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Type of	Flight Plan - VFR Clearance - VFR h/Lndg - PRE		Runway Runway	Surface -		JRF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 25 Biennial Fligh	t Review	cal Certificat Fligh	t Time (H	ours)	WAIVERS,	/LIMIT
PRIVATE SE LAND	Current Months Sin	- YES ce - 2 ype - PA38112	Total - Make/Model- Instrument-	79 24 2	Last 24 Last 30 Last 90	Hrs - UN Days- UN Days-	NK/NR

Instrument Rating(s) - NONE

----Narrative----

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

THE PIC FOUND HIMSELF LOW ON FUEL WITH AN INDICATION OF ONLY 5 GALLONS IN EACH TANK. HE PASSED OVER AN ARPT WITH FUELING FACILITIES AVAILABLE BUT DIVERTED TO BATESVILLE, ARKANSAS, WHICH LAY 48 MILES BEYOND HIS PRESENT POSN. THE PIC STATED THAT HE ATTEMPTED A PRECAUTIONARY LANDING EAST OF THE BATEVILLE ARPT, BUT AS THE PIC TURNED TO LAND IN A FIELD, THE ENGINE QUIT. THE ENSUING LANDING DAMAGED THE ACFT. THE PIC'S PREFLIGHT PLANNING CALCULATION WAS FOR 5.5 HOURS OF FUEL, BUT THE FLT TERMINATED AT 4.6 HOURS. INSPECTION OF THE FUEL TANKS CONFIRMED NO FUEL. A CHECK OF THE FUEL SYSTEM GAUGES DID NOT INDICATE ANY SIGNIFICANT ERROR IN THE INDICATION. THE PIC'S PREFLIGHT PLANNING SHOULD HAVE PROVIDED FOR A PLANNED FUEL STOP BEFORE NEEDING TO USE THE RESERVE FUEL SUPPLY.

·

File No 1	72 3/22/86 OIL TROUGH,AR	A/C Reg. No. N30561	Time (Lc1) - 1325 CST
	LOSS OF POWER(TOTAL) - NON-MECHANICAL APPROACH - VFR PATTERN - BASE TURN		
3. FLUID,FUEL - EX	LANDING - ATTEMPTED - PILOT IN COMMAND HAUSTION ELAYED - PILOT IN COMMAND		
ccurrence #2 hase of Operation	FORCED LANDING APPROACH - VFR PATTERN - BASE TURN		
inding(s) 5. PROPER GLIDEPAT	H - NOT ATTAINED - PILOT IN COMMAND		
ccurrence #3 hase of Operation	IN FLIGHT COLLISION WITH OBJECT LANDING - ROLL		
inding(s) 6. OBJECT - FENCE			·
Probable Cause			

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

Brief of Accident

Basic Information						-,	
Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damag	e		Injuries		
		DESTROYED	Charl	Fatal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire ON GROUND	Crew Pass	1	0	0	0
Accident Occurred During -DESCENT		UN GRUUND	rass	2	U		U
Make/Model - CESSNA 172N		/Model - LYCOMING (0-320-H2AD		nstalled/A		
Landing Gear - TRICYCLE-FIXED		ngines - 1			all Warnin:	g System	- YES
Max Gross Wt - 2300	Engine T		TING-CARBURET	OR			
No. of Seats - 4	Rated Po	wer - 160 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		rture Point		UFF AIF	PORT/STRIP		
Method - N/A	SAME AS Destinatio	•		innent De	**		
Completeness - N/A Basic Weather - VMC	LAS VEG		A	GRAND (
Wind Dir/Speed- CALM	LAS VEG.	A5, NV				03	
Visibility - 20.0 SM	ATC/Airspac	a			Lth/Wid -		150
Lowest Sky/Clouds - CLEAR		light Plan - NONE			Surface -		
Lowest Ceiling - NONE		learance - NONE		•	Status -		
Obstructions to Vision- NONE	Type Apch				• • • • • • • •		
Precipitation - NONE							
Condition of Light - NIGHT(DARK)			-				
-Personnel Information							
Pilot-In-Command	Age - 34		1 Certificate			IVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight	Review		Time (Ho			
PRIVATE	Current		tal - UNK				
SE LAND		e – UNK/NR Mal	ke/Model- UNK strument- UNK	/NR	Last 30	Days- U	
	Aircraft Ty					•	•
		Mu	lti-Eng - UNK	/NR	Rotorcr	aft - U	NK/NR
Instrument Rating(s) - NONE							
ACFT DEPTD RUNWAY O3 AT GRAND CANYON AIR AIRCRAFT ENTERED INTO A LEFT TURN. THE A UT A 15 DEG LEFT WING DOWN ATTITUDE ABOUT	IRCRAFT COLLIDED 1 1/2 MILES NORT	INTO SOME TREES IN HWEST OF THE AIRPO	ABOUT A 45 D RT. THERE WER	EG NOSE DE NO WITH	OWN AND LESSES. THE		
A NORTHWEST OF THE ARPT IS UNLIT AND THER PILOT'S LOGBOOK WAS DESTROYED IN THE POS						• .	
PILUI'S LUGBUUK WAS DESTRUYED IN THE PUS	I IMPAUL FIRE. A	ELI INSIKUUTUK KEP	ID THAT HE UB	SERVED IF	IC PILUI'S		
BOOK ON THE DAY OF THE ACCIDENT AND THAT			сыт тыс ріт ч		мттыты ты	F	

File No. - 183 1/08/86 GRAND CANYON, AZ A/C Reg. No. N2113E Time (Lcl) - 1947 MST _____ Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. TERRAIN CONDITION - MOUNTAINOUS/HILLY 2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND 4. LIGHT CONDITION - DARK NIGHT Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Findina(s) 5. OBJECT - TREE(S) -----_____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3 Factor(s) relating to this accident is/are finding(s) 1,4,5

PAGE 81

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER		Aircraft Da	maga		Ini	uries	
Type operating ber thirdate hold (deale	(AL AVIATION)	SUBSTANTIA		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	- Cre		0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pas		1	1	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Mode1 - CESSNA 182H	Eng Make/M	lodel - CONTIN	ENTAL 0-470-R	EL'	T Installed	/Activated	- YES/NC
Landing Gear - TRICYCLE-FIXED	Number Eng				Stall Warn	ing System	- YES
Max Gross Wt - 2800	Engine Typ		OCATING-CARBL	JRETOR			
No. of Seats - 4	Rated Powe	er - 230	HP				
Environment/Operations Information							
Weather Data	Itinerary				t Proximity		
W× Briefing - FSS	Last Depart			ON A	IRPORT		
Method - TELEPHONE	VAN NUYS,	CA			-		
Completeness - UNK/NR	Destination			Airport			
Basic Weather - VMC	LAKE HAVA						
Wind Dir/Speed- 275/014 KTS					ay Ident	- 05	
Visibility - 45.0 SM	ATC/Airspace		-		ay Lth/Wid	•	
Lowest Sky/Clouds - CLEAR		ght Plan - VF			ay Surface		
Lowest Ceiling - NONE		arance - NO		Runwa	ay Status	- DRY	
Obstructions to Vision- NONE	Type Apch/L	.ndg - FU	LL STOP				
Precipitation - NONE			•				
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 41	. ^{eb} Med	ical Certific	ato - VALI		WATVEDS/IT	мтт
Certificate(s)/Rating(s)	Biennial Flight R		Fli	ght Time	(Hours)		
PRIVATE	Current	- YES	Total -			24 Hrs - U	NK/NP
SE LAND	Months Since		Make/Model-			30 Days- U	
SE EAND	Aircraft Type					90 Days 0	8
			Multi-Eng -			So Days	U
Instrument Rating(s) - NONE		•					
Narrative							
ANUARY 25, 1986 A CESSNA 182 COLLIDED WI			NOSE WHEEL CO REPORTED WIN				

1/25/86 LAKE HAVASUCITY, AZ File No. - 60 A/C Reg. No. N2302X Time (Lcl) - 1400 PST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. PLANNED APPROACH - POOR - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND 4. WIND INFORMATION - NOT UNDERSTOOD - 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)

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

.

Brief of Accident

File No 65 2/20/86 PHOEN	NIX,AZ	A/C Reg. No. N8135E			Time (Lcl) - 1226 PST			
Basic Information Type Operating Certificate-NONE (GENER/		Aircraft Damage DESTROYED			Injur Serious	Injuries rious Minor		
Type of Operation -PERSONAL	-	ire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	0	
Aircraft Information Make/Model - MOONEY MK-20	-	1 - LYCOMING 0-36	OA 1A		Installed/A			
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2450 No. of Seats - 4	Number Engine Engine Type Rated Power	s - 1 - RECIPROCATING - 180 HP	-CARBURE		tall Warnin	g System	- YES	
Environment/Operations Information								
Weather Data	Itinerary				Proximity			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure SAME AS ACC/			ON AIR	PURI			
Completeness - N/A	Destination	INC		Airport D	ata			
Basic Weather - VMC	LOCAL		•	•	ALLEY MUNIU			
Wind Dir/Speed- 220/010 KTS	200112					07R		
Visibility - 60.0 SM	ATC/Airspace				Lth/Wid -		100	
Lowest Sky/Clouds - 4000 FT SCA1		Plan - NONE		Runway	Surface -	ASPHALT		
Lowest Ceiling - 20000 FT BROK	EN Type of Cleara	nce - NONE		Runway	Status -	DRY		
Obstructions to Vision- NONE	Type Apch/Lndg	FORCED LA	NDING					
Precipitation - NONE Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command					MEDICAL-NO	WAIVERS,	/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Revi			t Time (H				
PRIVATE			-	501		Hrs - U		
SE LAND	Months Since -	-		54		Days- U		
	Aircraft Type -	C-150 Instru	ment-	0	Last 90	Days-	10	

Instrument Rating(s) - NONE

----Narrative----

A MOONEY MK 20 COLLIDED WITH THE RUNWAY SURFACE AFTER AN ENGINE FAILURE. THE ENGINE FAILED ON CLIMB AT ABOUT 1500 FEET AGL AND WOULD NOT RESTART. THE AIRCRAFT RETURNED TO THE AIRPORT AND LANDED DOWNWIND. THE LANDING GEAR COLLAPSED AND THE AIRCRAFT SKIDDED OFF THE RUNWAY. THE PILOT SUSPECTED FUEL STARVATION AS THE CAUSE OF THE ENGINE FAILURE AND REPORTED THE AIRCRAFT HAD APPROXIMATELY 23 GALLONS OF FUEL PRIOR TO THE FLIGHT. THERE WAS FUEL IN THE AIRCRAFT'S LEFT FUEL TANK, AND THE RIGHT FUEL TANK AND AUXILLARY TANK WERE EMPTY. THE FUEL SELECTOR SWITCH WAS FOUND TO BE IN THE RIGHT FUEL TANK POSITION. THE AIRCRAFT ENGINE AND FUEL PUMP WERE WERE TEST STAND OPERATED AND FOUND TO BE NORMAL. THE FUEL LINE FROM THE FUEL BOOST PUMP TO THE CARBURETOR WAS SHEARED ON IMPACT AND IT COULD NOT BE DETERMINED IF FUEL WAS BEING SUPPLIED TO THE ENGINE AT THE TIME OF FAILURE.

File No. - 65 2/20/86 PHOENIX, AZ A/C Reg. No. N8135E Time (Lc1) - 1226 PST _____ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ Occurrence #1 LOSS OF POWER Phase of Operation CLIMB Finding(s) 1. FUEL SYSTEM - STARVATION 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND ______ Occurrence #2 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. WEATHER CONDITION - TAILWIND 4. FLARE - MISJUDGED - PILOT IN COMMAND _____ ----Probable Cause----

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

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

Brief of Accident 2/28/86 File No. -STANDFIELD.AZ A/C Reg. No. N3236E Time (Lc1) - 1920 MST 57 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 1 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 1 Accident Occurred During -LANDING --Aircraft Information----Make/Model - AERONCA 11-AC ELT Installed/Activated - YES/NO Eng Make/Model - CONTINENTAL A-65 Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - NO Max Gross Wt - 1250 Engine Type - RECIPROCATING-CARBURETOR 2 No. of Seats -Rated Power 65 HP --Environment/Operations Information----Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A YUMA.AZ Completeness - N/A Destination Airport Data Basic Weather - VMC CASA GRANDE, AZ Wind Dir/Speed- 070/006 KTS Runway Ident - N/A Runway Lth/Wid - N/A Visibility - 35.0 SM ATC/Airspace Lowest Sky/Clouds -CLEAR Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling – NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT ----Personnel Information----Pilot-In-Command Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Age -22 Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - 115 PRIVATE Current - YES Last 24 Hrs -5 Total Last 30 Days-Last 90 Days-SE LAND Months Since - 18 15 Make/Model-15 Instrument-2 Aircraft Type - 7-ECA 19 Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE ----Narrative----AN AERONCA CHIEF COLLIDED WITH A TELEPHONE POLE ON LANDING ROLL ON A DIRT ROAD AFTER A FORCED LANDING DUE TO FUEL EXHAUSTION. THE PILOT REPORTED THAT HE WAS DELAYED APPROXIMATELY 45 MINUTES AWAITING TAKEOFF CLEARANCE BY GROUND CONTROL WITH THE ENGINE RUNNING. AFTER TAKEOFF WHILE ENROUTE THE ENGINE QUIT AND THE PILOT EXECUTED A FORCED LANDING TO THE ROAD. THE PILOT STATED TO THE LOCAL POLICE HE HAD RAN OUT OF FUEL. THE PILOT INDICATED ON HIS PILOT ACCIDENT REPORT THAT THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS.

A/C Reg. No. N3236E 2/28/86 STANDFIELD, AZ Time (Lcl) - 1920 MST File No. - 57 Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND _____ _ _ _ _ _ _ _ _ _ _ _ _ _ Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 4. OBJECT - UTILITY POLE(MARKED) _____ _____ ----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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA		Aineneft	Damaga		Ini	lunios		
Type operating centificate-nume (GENERA	L AVIATION)	Aircraft SUBSTANT		Fatal	Injuries Fatal Ser ious Minor			
Type of Operation -PERSONAL		Fire			0		None 1	
Flight Conducted Under -14 CFR 91		NONE	Pas	s s 0	0	0	0	
Accident Occurred During -LANDING								
Aircraft Information								
Make/Model - CENTRAIR SCHLEICHER ASW		Model - N/A				Activated		
Landing Gear - HULL		gines - N/A			Stall Warr	ning System	- NO	
Max Gross Wt - 1000		pe - N/A						
No. of Seats - 1	Rated Pow	er - N/A 						
-Environment/Operations Information								
Weather Data	Itinerary				Proximity	/		
Wx Briefing - NO RECORD OF BRIEFING	•			ON A1	RPORT			
Method - N/A Completeness - N/A	PHOENIX, Destination	-		Airport	Doto			
Basic Weather - VMC	LOCAL				AIRPORT			
Wind Dir/Speed- 200/005 KTS	LUCAL				y Ident	- 25		
Visibility - 35.0 SM	ATC/Airspace					- 4000/	105	
Lowest Sky/Clouds - CLEAR		ight Plan -				- ASPHALT		
Lowest Ceiling - 3000 FT BROK		earance -			y Status			
Obstructions to Vision- NONE	Type Apch/		NONE	it di li di	,	5		
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,							
Condition of Light - DAYLIGHT	,							
-Personnel Information								
Pilot-In-Command	Age - 40	м	edical Certific	cate - UNK/	NR			
Certificate(s)/Rating(s)	Biennial Flight			ight Time (Hours)			
PRIVATE	Current	- UNK/NR				24 Hrs -	0	
SE LAND	Months Since		Make/Model-			30 Days-	0	
GLIDER	Aircraft Typ	e - 103	Instrument-	0	Last	90 Days-	0	
Instrument Rating(s) - NONE								
Narrative								
PLT ELECTED TO ABORT THE TAKEOFF BECAUSE								
WING TIP STRUCK A BUSH CAUSING THE AFCT		THE PLI REPO	RIED THAT THE V	WINDS AT TH	E IIME OF	THE		
IDENT WERE FROM 200 DEG AT 5 KTS GUSTING T	U 10 KIS.							

File No 192 3/18/86 P	HOENIX,AZ	A/C Reg. No. N49946	Time (Lc1) - 1315 PST	
Occurrence #1 LOSS OF CONTROL - I Phase of Operation TAKEOFF - INITIAL C				
Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. ABORTED TAKEOFF - INTENTIONAL - PI			·	
Occurrence #2 IN FLIGHT COLLISION Phase of Operation LANDING - ROLL	WITH TERRAIN			
Finding(s) 3. GROUND LOOP/SWERVE - UNCONTROLLED - 4. TERRAIN CONDITION - HIGH VEGETATION	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

Type Operating Certificate-NONE (G	SENERAL AVIATION)	Aircraft Da DESTROYED	mage	Fatal	Inj Serious	uries Minor	None
Type of Operation -PERSONA Flight Conducted Under -14 CFR Accident Occurred During -DESCENT	91	Fire ON GROUND	Crew Pass	1	0		0
Aircraft Information Make/Model - VANGRUNSVEN RV-3A Landing Gear - TAILWHEEL-ALL FIXE Max Gross Wt - 1150 No. of Seats - 1	D Number Eng	ines – 1 e – RECIP-	NG IO-320-B1A FUEL INJECTED	S	tall Warn	/Activated ing System	- NO
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRI Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/009 KTS Visibility - 30.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary EFING Last Depart FORTUNA,C Destination EUREKA,CA ATC/Airspace SCATTERED Type of Fli Type of Cle Type Apch/L	A ght Plan - NO arance - NO	NE NE RCED LANDING	Airport ON AIR Airport D Runway Runway Runway	Proximity PORT ata Ident Lth/Wid	- UNK/NR - UNK/NR - UNK/NR	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE	Biennial Flight R Current Months Since	eview - UNK/NR - UNK/NR - UNK/NR	Total - Make/Model- Instrument-	nt Time (H 125 30 0	ours) Last Last Last	24 Hrs - UN 30 Days- UN 90 Days-	K/NR

File No	86 1/25/86 FORTUNA,CA	A/C Reg. No. N661S	Time (Lcl) - 1030 PST
	LOSS OF POWER(TOTAL) - MECH FAILURE/ TAKEOFF - INITIAL CLIMB	MALFUNCTION	
Finding(s) 1. FUEL SYSTEM,SEL 2. FLUID,FUEL - ST	ECTOR VALVE - INOPERATIVE ARVATION		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
4. IMPROPER DE 5. STALL - UNCONTR	ORMED - PILOT IN COMMAND CISION - PILOT IN COMMAND OLLED - PILOT IN COMMAND E OF PROCEDURE,LACK OF TOTAL EXPERIENC	E IN TYPE OPERATION - PILOT IN CON	IMAND
4. IMPROPER DE 5. STALL - UNCONTR	CISION - PILOT IN COMMAND OLLED - PILOT IN COMMAND E OF PROCEDURE,LACK OF TOTAL EXPERIENC	E IN TYPE OPERATION - PILOT IN CON	IMAND

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 Acc	ident					
File No 62 1/26/86 LA HA	BRA,CA A	/C Reg. No. N31	77G	т	ime (Lc1) - (525 PS1	
Basic Information Type Operating Certificate-ON-DEMAND AI Name of Carrier -AIR TRANSPOR Type of Operation -NON SCHED,DOU Flight Conducted Under -14 CFR 135 Accident Occurred During -DESCENT	T SYSTEM. INC SU	e	Crew Pass	Fatal 0 0	Injurie Serious O O	s Minor 1 1	None O 4
Aircraft Information Make/Mode1 - BELL 222UT Landing Gear - SKID Max Gross Wt - 8250 No. of Seats - 7	Eng Make/Model Number Engines Engine Type Rated Power	- 2 - TURBOSHAFT - 684 HP		S	Installed/Act tall 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- UNK/NR Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Destructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(BRIGHT)	SAME AS ACC/IN Destination TUSTIN,CA ATC/Airspace Type of Flight P Type of Clearanc Type Apch/Lndg	oint C lan - COMPANY (e - NONE	۵	Airport OFF AI Dirport D Runway Runway Runway	Proximity RPORT/STRIP	I/A I/A SPHALT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND HELICOPTER Instrument Bating(s) - HELICOPTER	Age - 38 Biennial Flight Review Current - YE Months Since - 1 Aircraft Type - UN	S Total Make/M K/NR Instru		Time (H 199 60 83	Last 24 H	Irs - lays- lays-	LIMIT 3 14 27 4125
Instrument Rating(s) - HELICOPTER Narrative I JANUARY 26, 1986 A BELL 222UT COLLIDED WIT PPORT CABLES ABOUT 75 FEET AGL AS HE WAS TR LOT APPLIED AFT CYCLIC AND INCREASED COLLEC RUCK IT. THE CABLE BECAME ENTANGLED IN THE IL ROTOR GEAR BOX SEPARATED, THUS FREEING TI ROTTLES TO THE ENGINE IDLE STOP TO MAINTAIN	ANSITIONING TO FORWARD TIVE TO CLEAR THE CABLE TAIL ROTOR AND MOMENTAR HE AIRCRAFT. THE PILO	BLE. THE PILOT FLIGHT FROM A V S. THE PILOT TH ILY TETHERED TH T INITIATED THE	SAW THE L ERTICAL M EN SAW TH E AIRCRAF EMERGENC	OWER OF MAX PERFO IE THIRD T. THE TA Y LANDIN	TWO OF THE TH RMANCE T/O. T CABLE AS THE AILROTOR AND G BY REDUCING	REE HE ACFT BOTH	

COLLAPSED THE SKIDS AND SEVERED THE TAILBOOM.

File No. - 62 1/26/86 A/C Reg. No. N3177G Time (Lc1) - 0525 PST LA HABRA,CA IN FLIGHT COLLISION WITH OBJECT Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. OBJECT - WIRE, STATIC 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND 5. VERTICAL TAKEOFF - IMPROPER - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. ROTOR SYSTEM, TAIL ROTOR HUB - SEPARATION 7. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND ----Probable Cause----

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

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

PAGE 93

Brief of Accident

Make/Model - CESSNA 401 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6200 No. of Seats - 8 -Environment/Operations Information Weather Data I	DESTROY Fire ON GROU Eng Make/Model - CON Number Engines - 2 Engine Type - REC	ED Crev IND Pass ITINENTAL TSI0-520	5 2)-E ELT	Injur Serious O O Installed/A Stall Warnin	Minor O O 	
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT -Aircraft Information Make/Model - CESSNA 401 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6200 No. of Seats - 8 Environment/Operations Information	ON GROU Eng Make/Model - CON Number Engines - 2 Engine Type - REC Rated Power -	IND Pass ITINENTAL TSIO-520 IP-FUEL INJECTED	N 1 S 2 	0 0 Installed/A	0 ctivated	0 - YES/NC
Accident Occurred During -DESCENT -Aircraft Information Make/Model - CESSNA 401 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6200 No. of Seats - 8 -Environment/Operations Information	Eng Make/Model - CON Number Engines - 2 Engine Type - REC Rated Power -	ITINENTAL TSIO-520)-E ELT	Installed/A	ctivated	
-Aircraft Information Make/Model - CESSNA 401 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6200 No. of Seats - 8 -Environment/Operations Information	Number Engines - 2 Engine Type - REC Rated Power -	IP-FUEL INJECTED				
Make/Model - CESSNA 401 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6200 No. of Seats - 8 -Environment/Operations Information	Number Engines - 2 Engine Type - REC Rated Power -	IP-FUEL INJECTED				
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6200 No. of Seats - 8 -Environment/Operations Information	Number Engines - 2 Engine Type - REC Rated Power -	IP-FUEL INJECTED				
Max Gross Wt - 6200 No. of Seats - 8 -Environment/Operations Information	Engine Type - REC Rated Power -		\$	Stall Warnin	g System	- VEC
No. of Seats - 8 -Environment/Operations Information	Rated Power -					- 165
-Environment/Operations Information		300 HP				
	tinerary					
Weather Data I Wx Briefing - FSS Method - TELEPHONE	tinerary					
WX Briefing - FSS Method - TELEPHONE				Proximity		
	Last Departure Point S. LAKE TAHOE,CA		UFF A.	RPORT/STRIP		
Completeness - WEATHER NOT PERTINENT	Destination		Airport [)ata		
Basic Weather - VMC	ST. GEORGE,UT		Anport			
Wind Dir/Speed- UNK/NR	0.1. alonal,0.		Runway	/Ident -	N/A	
	TC/Airspace			/Lth/Wid -	N/A	
Lowest Sky/Clouds - 7000 FT SCATTERED			Runway	/ Surface -	N/A	
Lowest Ceiling - 25000 FT BROKEN	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 -	52	Medical Certifica	ate - VALIL) MEDICAL-WA	IVERS/LIM	11
	ial Flight Review urrent - UNK/NR				Hrs - UN	
					Days- UN	•
	ircraft Type - UNK/NR	Make/Model- L Instrument- L	JNK/NR	Last 90	Days-	
		Multi-Eng - l	JNK/NR	Rotorcr	aft - UN	
		-				
Instrument Rating(s) - NONE						

- -

File No 1	36 1/27/86 S. LAKE TAHO	E,CA A/C Reg. No. N9	88JM Time (Lcl)	/ - 0720 PST
	LOSS OF POWER(PARTIAL) - NON-ME TAKEOFF - INITIAL CLIMB	ECHANICAL		
		DMMAND		
	LOSS OF CONTROL - IN FLIGHT MANEUVERING - TURN TO LANDING A	AREA (EMERGENCY)		
5. ICE/FROST REM 6. GEAR EXTENSION 7. PROPELLER FEATH	MANCE,ENGINE OUT CAPABILITY - DET DVAL FROM AIRCRAFT - NOT PERFORME - IMPROPER - PILOT IN COMMAND ERING - NOT PERFORMED - PILOT IN NG - NOT MAINTAINED - PILOT IN CO	ED - PILOT IN COMMAND COMMAND		
	IN FLIGHT COLLISION WITH TERRAI DESCENT - UNCONTROLLED	IN		
Probable Cause				

is/are finding(s) 1,3,8

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

Brief of Accident

Basic Information Type Operating Certific	ate-NONE (GENERA)	AVIATION) Aircra	aft Damage		Injur	ries	
· · · · · · · · · · · · · · · · · · ·		-	ANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Cre	-	0	0	1
Flight Conducted Under Accident Occurred Durin		NONE	Pas	is O	0	0	1
Aircraft Information Make/Model - GROB 10	10	Eng Maka/Nadal - N	1/4	ELT -			
Landing Gear - HULL	13	Eng Make/Model - N Number Engines - N			Installed/A		
Max Gross Wt - 950		Engine Type - N		2	tall Warnin	ng system	- NU
No. of Seats - 2		Rated Power - N					
Environment/Operations In Weather Data	iformation	Itinerary		Ainpont	Proximity		
	CORD OF BRIEFING	Last Departure Poin	\+	ON AIR			
Method - N/A	BORD OF BRIEFING	SAME AS ACC/INC		ON AIN			
Completeness - N/A		Destination		Airport Da	ata		
Basic Weather - VMC		LOCAL		SKY SA			
Wind Dir/Speed- CALM						- 28	
Visibility - 30.	O SM	ATC/Airspace		•	Lth/Wid -	- 1840/	30
Lowest Sky/Clouds -	CLEAR	Type of Flight Plan			Surface -		- •
Lowest Ceiling	- NONE	Type of Clearance	- NONE			- DRY	
Obstructions to Visio	n- NONE	Type Apch/Lndg	- NONE	-			
Precipitation	- NONE						
Condition of Light	- DAYLIGHT				•		
Personnel Information							
Pilot-In-Command		Age - 46	Medical Certific	ate - UNK/N	2		
	(s)	Biennial Flight Review	Fli	ght Time (He	ours)		
Certificate(s)/Rating(Current - YES	Total -	ŪNK/NR	Last 24	l Hrs - U	NK/NR
Certificate(s)/Rating(PRIVATE				~~			
		Months Since - 2	Make/Model-	20) Days- U	
		Months Since - 2 Aircraft Type - 103	Instrument-	UNK/NR	Last 90) Days- U	NK/NR
PRIVATE			· · · · · · · · · · · · · · · · · · ·	UNK/NR	Last 90		NK/NR

Brief of Accident (Continued) File No. - 61 2/01/86 FREMONT,CA A/C Reg. No. N102BK Time (Lc1) - 1045 PST -----Occurrence #1 MISCELLANEOUS/OTHER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. PROCEDURE INADEQUATE, CONDITION(S)/STEP(S) INSUFFICIENTLY DEFINED - PILOT IN COMMAND 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT OF OTHER AIRCRAFT 4. PROCEDURE INADEQUATE, CONDITION(S)/STEP(S) INSUFFICIENTLY DEFINED - PILOT OF OTHER AIRCRAFT 5. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND 6. PROPER CLIMB RATE - NOT ATTAINED - PILOT OF OTHER AIRCRAFT Occurrence #2 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 7. TERRAIN CONDITION - SOFT 8. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND Occurrence #3 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 9. TERRAIN CONDITION - DITCH 10. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 8

Brief of Accident

.

File No 199 2/02/86 JUL	IAN, CA	A/C Reg. No. N7	JB	Τi	imė (Lc1) -	1740 F	PST
Basic Information Type Operating Certificate-NONE (GENE		rcraft Damage			Injur		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fi	UBSTANTIAL re IONE	Crew Pass	Fatal O O	Serious 1 O	Minor O O	None 0 0
Aircraft Information Make/Model - PITTS S-1 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1150 No. of Seats - 1	Eng Make/Model Number Engines Engine Type Rated Power	- LYCOMING IO- ; - 1 - RECIP-FUEL I - 200 HP			nstalled/A all Warnir		ed - NO -N/ em - NO
Environment/Operations Information							
Weather Data Wx Briefing - FSS Method - ACFT RADIO	Itinerary Last Departure HOLTVILLE,CA	Point		Airport P OFF AIR	Proximity PORT/STRIP		
Completeness - FULL Basic Weather - VMC	Destination SAN DIEGO,CA			Airport Da			
Wind Dir/Speed- 280/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight			Runway	Ident - Lth/Wid - Surface -		
	ERCAST Type of Clearar Type Apch/Lndg	ice - NONE	ANDING		Status -		
Personnel Information							- /
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 31 Biennial Flight Revie	W	Fligh	t Time (Ho			
COMMERCIAL,ATP SE LAND,ME LAND	Current - L Months Since - L Aircraft Type - L	INK/NR Instr	- Model- Sument- S-Eng -	200	Last 24 Last 30 Last 90) Days-	
Instrument Rating(s) - AIRPLANE							
Narrative PITTS S-1 NOSED OVER ON LANDING ROLL IN R ND POOR WX BRIEFINGS THE FLIGHT WAS DETOUR UEL. THE PLT HAD CONTACTED FSS ON TWO OCCA S 3000 FT OVC AND 15 MI VISIBILITY. THE PL EAKS OF WHICH RISE BETWEEN 5000 AND 6000 F TATION WAS 385 FEET. THE REPORTED WX CONDI N THE PASSES.	ED FROM THE PRIMARY AND SIONS REQUESTING WX FOR T'S ROUTE REQUIRED NAVIG T MSL WITH PASSES AT 300	ALTERNATE ROUTE HIS DESTINATION ATION THROUGH T O FT MSL. THE F	S AND THE I. BOTH TI THE COASTA LD ELEV O	AIRCRAFT MES THE WX L RANGE MT F THE WX R	RAN OUT OF WAS GIVEN S. THE REPORTING		

File No 1	99 2/02/86 JULIAN,CA	A/C Reg. No. N7JB	Time (Lcl) - 1740 PST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHAN CRUISE - NORMAL	IICAL	
3. IN FLIGHT BRIEF	NNING/PREPARATION - INADEQUATE - PI ING SERVICE - NOT UNDERSTOOD - PILO CISION - PILOT IN COMMAND	T IN COMMAND	
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
inding(s) 5. TERRAIN CONDITI	DN - ROUGH/UNEVEN		
ccurrence #3 hase of Operation			
inding(s) 6. TERRAIN CONDITI			
Probable Cause			

is/are finding(s) 3,6

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

File No 181 2/07/86 SA	N JOSE,CA	A/C Re	g. No. N95139	-	Fime (Lc1)	- 1230 PST	
-Basic Information Type Operating Certificate-ON-DEMAND	AIR TAXI	Aircraft			Inju	ries	
Type of Operation -INSTRUCTI		SUBSTAN Fire		Fatal rew O	Serious O	Minor O	None 2
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE		ass O	õ	Ö	0
Aircraft Information		/					
Make/Mode1 - CESSNA 152 Landing Gear - TRICYCLE-FIXED		ing Make/Model - LYC Jumber Engines - 1	OMING 0-235-N20		Installed/ Stall Warni		
Max Gross Wt - 1670 No. of Seats - 2	E	Engine Type - REC	IPROCATING-CAR			ng system	123
Environment/Operations Information							·
Weather Data Wx Briefing - NWS Method - ACFT RADIO	La	nerary Ast Departure Point SAN JOSE,CA		Airport ON AI	Proximity RPORT		
Completeness - WEATHER NOT PERTIN		stination		Airport I	Data		
Basic Weather - VMC		LOCAL		SAN J	DSE INTL		
Wind Dir/Speed- 330/010 KTS						- 30R	
Visibility - 50.0 SM Lowest Sky/Clouds - 4000 FT S		'Airspace pe of Flight Plan -	NONE		/ Lth/Wid / Surface		150
Lowest Ceiling - NONE		pe of Clearance -			/ Status		
Obstructions to Vision- NONE			TRAFFIC PATTER		-		
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age -		Medical Certif			AIVERS/LIMI	т
Certificate(s)/Rating(s)		Flight Review		light Time (I	•	a 11.	
COMMERCIAL,CFI SE LAND		rent - YES hs Since - 2	Total Make/Model	•		4 Hrs - O Days- UN⊭	3 / ND
		craft Type - UNK/NR				0 Days-	35
Instrument Rating(s) - NONE				•			
							· ·
-Narrative ESSNA 152 COLLIDED WITH THE RUNWAY SURF	ACE AFTED TH	E NOSE GEAD SEDADAT		ET ELADED TO			
VCED ON LANDING. ON THE SECOND BOUNCE T							
LANDED THE AIRCRAFT ON THE NOSE COWLIN							

File No 181 2/07/86 SAN JOSE,	CA A/C Reg. No. N95139	Time (Lcl) - 1230 PST
Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN		
Finding(s) 1. FLARE - EXCESSIVE - DUAL STUDENT 2. SUPERVISION - INADEQUATE - PILOT IN COMMAND((CFI)	
Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN		
Finding(s) 3. LANDING GEAR,NOSE GEAR - SEPARATION 4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED 5. IMPROPER USE OF PROCEDURE,LACK OF TOTAL 6. IN-FLIGHT PLANNING/DECISION - DELAYED - PILO 7. IMPROPER USE OF PROCEDURE,LACK OF TOTAL 0	EXPERIENCE - DUAL STUDENT T IN COMMAND(CFI)	
Probable Cause		

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

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

.

Seriou O O I Installe Stall War	0 d/Activated ning System	1 O d - YES/NC n - NO
O [Installe Stall War 	0 d/Activated ning System	0 d - YES/NC n - NO
T Installe Stall War	d/Activated ning System	d - YES/NC n - NO
T Installe Stall War	ning System	n - NO
Stall War	ning System	n - NO
Stall War	ning System	n - NO
t Proximit		
IRPORT	У	
Data		
HO MURIETA		
ay Ident	-	75
ay Status	- DRT	
TD MEDICAL	-WATVERS/LI	TTM
Last	24 Hrs - l	JNK/NR
Last	90 Days-	4
	y Surface y Status D MEDICAL Hours) Last Last	Last 24 Hrs - l Last 30 Days- l

File No 1	84 2/08/86	RANCHO MURIETA,CA	A/C Reg. No. N89447	Time (Lcl) - 1530 PST
Occurrence #1 Phase of Operation	HARD LANDING LANDING - FLARE/	TOUCHDOWN		
Finding(s) 1. FLARE - MISJUDG	ED - PILOT IN COMM	AND		
Occurrence #2 Phase of Operation	NOSE OVER LANDING - ROLL			
Finding(s) 2. RECOVERY FROM B 3. BRAKES(NORMAL)		MPROPER - PILOT IN COMMAN - PILOT IN COMMAND	ND	
Probable Cause				
The National Transpo is/are finding(s) 1,		rd determines that the Pr	robable Cause(s) of this accid	lent

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

-

nes - 1 - RECII - 23 Pe Point CA	IAL Cr Pa: INENTAL 0-470-	ss O R ELT S URETOR Airport	Injur Serious O O Installed/A Stall Warnin	Minor O O 	
Fire NONE Hel - CONT hes - 1 - RECII - 23 Pe Point CA	Cr Pa INENTAL 0-470-	ew O ss O R ELT S URETOR Airport	O O Installed/A Stall Warnin	0 0 	1 2 • YES/NO
del - CONT hes - 1 - RECII - 2: re Point CA	INENTAL 0-470-	R ELT S URETOR Airport	Installed/A Stall Warnin	 ctivated -	YES/NO
nes - 1 - RECII - 23 Pe Point CA	PROCATING-CARB	S URETOR Airport	stall Warnin		
nes - 1 - RECII - 23 Pe Point CA	PROCATING-CARB	S URETOR Airport	stall Warnin		
nes - 1 - RECII - 23 Pe Point CA	PROCATING-CARB	S URETOR Airport	stall Warnin		
- RECII - 2: - 2: 	PROCATING-CARB	URETOR Airport		g System -	YES
- 2: re Point CA		Airport	Proximity		
CA			Proximity		
CA			Proximity		
CA		OFF AI			
			RPORT/STRIP		
		Airport D	ata		
CA		Punway	Jdent -	18	
			Lth/Wid -		
nt Plan - M	NONE		Surface -		
		Runway	Status -	DRY	
١	VALLEY/TERRAIN	FOLLOWING			
Me	ledical Certific			WAIVERS/L	IMIT
VIEW	FI	ight lime (H	lours)		100
1 YES	Notal -		Last 24		
- C-206	Instrument-	700	Last 90		
0 200	Multi-Eng -	1760		Dayo olar	, INK .
	ance - lg - M YES 1 C-206	ance - NONE g - STRAIGHT-IN VALLEY/TERRAIN Medical Certific iew F1 YES Total - 1 Make/Model- C-206 Instrument- Multi-Eng -	ance - NONE Runway lg - STRAIGHT-IN VALLEY/TERRAIN FOLLOWING Medical Certificate - VALID riew Flight Time (H YES Total - 2750 1 Make/Model- UNK/NR C-206 Instrument- 700 Multi-Eng - 1760	ance - NONE Runway Status - lg - STRAIGHT-IN VALLEY/TERRAIN FOLLOWING Medical Certificate - VALID MEDICAL-NO riew Flight Time (Hours) YES Total - 2750 Last 24 1 Make/Model- UNK/NR Last 30 C-206 Instrument- 700 Last 90	ance - NONE Runway Status - DRY lg - STRAIGHT-IN VALLEY/TERRAIN FOLLOWING Medical Certificate - VALID MEDICAL-NO WAIVERS/L riew Flight Time (Hours) YES Total - 2750 Last 24 Hrs - UNK 1 Make/Model- UNK/NR Last 30 Days- UNK C-206 Instrument- 700 Last 90 Days- UNK Multi-Eng - 1760

File No 1	82 2/08/86	HEALDSBURG, CA	A/C Reg. No. N91614	Time (Lcl) - 1430 PST
Occurrence #1 Phase of Operation				
3. IMPROPER DE 4. TERRAIN CONDITI	NNING/DECISION - CISION,OVER CONFI ON - OPEN FIELD	IMPROPER - PILOT IN COM DENCE IN PERSONAL ABILI CENT EXPERIENCE IN TYPE		
Occurrence #2 Phase of Operation	NOSE OVER LANDING - ROLL			
Finding(s) 6. COMPENSATION FC	R WIND CONDITIONS	- INADEQUATE - PILOT I	N COMMAND	

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

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

÷.

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage	e	Fata]	Inju		Nama
Type of Operation -PERSONA	I	SUBSTANTIAL Fire	Crew	O	Serious O	Minor O	
Flight Conducted Under -14 CFR		NONE	Pass	ŏ	ŏ	ŏ	-
Accident Occurred During -LANDING				-	-	-	
Aircraft Information							
Make/Model - PIPER PA-28-140		odel - LYCOMING (D-320 SERIES				
Landing Gear - TRICYCLE-FIXED	Number Eng				all Warnin	ng Syste	em - YES
Max Gross Wt - 2150 No. of Seats - 4		pe - RECIPROCAT er - 150 HP	I ING-CARBURE	TOR			
Environment/Operations Information							
Weather Data	Itinerary			Airport P	roximity		
Wx Briefing - FSS	ure Point			PORT/STRI)		
Method - ACFT RADIO	LAKE ELS	NORE,CA					
Completeness - FULL	Destination			Airport Da	ta		
Basic Weather - IMC	BULLHEAD	AZ					
Wind Dir/Speed- 230/007 KTS					Ident ·		
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid ·		
Lowest Sky/Clouds - 1000 FT					Surface ·		
Lowest Ceiling - 4000 FT		arance - NONE		Runway	Status -	HIGH V	EGETATION
Obstructions to Vision- BLOWING	DUST Type Apch/I	.nag - FURCEL	DLANDING				
Precipitation - SNOW Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 38	Medical	l Certificat	e - EXPIRE	D		
Certificate(s)/Rating(s)	Biennial Flight F	eview	Fligh	t Time (Ho	urs)		
PRIVATE	Current	-NO Tot	tal -	208	Last 24	Hrs -	UNK/NR
SE LAND	Months Since	-48 Mak	<e mode1-<="" td=""><td>208</td><td>Last 30</td><td>) Days-</td><td>UNK/NR</td></e>	208	Last 30) Days-	UNK/NR
	Aircraft Type	- NO Tot - 48 Mak e - UNK/NR Ins	strument-	20	Last 9() Days-	1
Instrument Rating(s) - NONE							

CLIMB INCO DETERIORATING WEATHER CONDITIONS ENROUTE AND CLIMBED TO TH,000 FEET MSL TO GET ABOVE IT. DURING THE CLIMB IMC WAS ENCOUNTERED. AFTER SEVERAL MINUTES THE ENGINE BEGAN TO RUN ROUGH AND ALTITUDE COULD NOT BE MAINTAINED. THE CARBURETOR HEAT WAS PARTIALLY ON THROUGHOUT THE CLIMB AND FULL ON DURING CRUISE AT 11,000 FEET WITH THE MIXTURE FULL RICH. THE AIRCRAFT BROKE OUT OF THE CLOUDS AT 200 FEET AGL IN SNOW SHOWERS. THE PILOT LANDED THE AIRCRAFT IN ROUGH TERRAIN ADJACENT TO ROAD PARALLELED BY WIRES.

File No. - 66 2/08/86 JOSHUA TREE,CA A/C Reg. No. N9974W Time (Lc1) - 0830 PST ______ _____ Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - CLOUDS 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND 3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 4. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 5. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND ______ Occurrence #2 LOSS OF POWER Phase of Operation CLIMB Finding(s) 6. FUEL SYSTEM, CARBURETOR - BLOCKED(PARTIAL) 7. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND 8. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND 9. FUEL SYSTEM. CARBURETOR - ICE ------Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 10. TERRAIN CONDITION - HIGH VEGETATION 11. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,9,10,11

Basic Information Type Operating Certificate-NONE (GENER		Ainonoft			Trai	intee	
Type uperating centificate-nune (Gener	AL AVIATION)	Aircraft SUBSTANT		Fatal	Serious	uries Minor	None
Type of Operation -PERSONAL		Fire		ew O	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pa	uss O	0	0	2
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 172M			MING 0-320-E2D			Activated	
Landing Gear - TRICYCLE-FIXED		ngines - 1			Stall Warn	ing System	- YES
Max Gross Wt - 2300 No. of Seats - 4	Engine Ty Rated Po		PROCATING-CARE	SURETUR			
NO. 01 Seats - 4		wer	50 HP 				
Environment/Operations Information							
Weather Data	Itinerary			•	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A		rture Point R CITY,CA		ON AI	RPURI		
Completeness - N/A	Destinatio			Airport	Data		
Basic Weather - VMC	LOCAL				EAR CITY		
Wind Dir/Speed- 050/008 KTS	LOOAL				v Ident	- 07	
Visibility - 20.0 SM	ATC/Airspace	e				- 5850/	75
Lowest Sky/Clouds - CLEAR	Type of F	light Plan -	NONE	Runwa	y Surface	- ASPHALT	
Lowest Ceiling - NONE		learance -		Runwa	y Status	- DRY	
Obstructions to Vision- NONE	Type Apch,	/Lndg -	NONE				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 53		edical Certifi			WAIVERS/LIM	IT
Certificate(s)/Rating(s) COMMERCIAL.CFI	Biennial Flight Current			ight Time (•		
SE LAND	Months Since		Total - Make/Model-		Last .	24 Hrs - UN 30 Davs-	12
SE LAND	Aircraft Ty		Instrument-	80	Last	90 Days-	
			Multi-Eng -		2001	o bujb	
Instrument Rating(s) - AIRPLANE							
Narrative SSNA 172 COLLIDED WITH A BERM AFTER AN A				CTOCE COOM	THE		
AY, THE AIRCRAFT CLIMBED TO 100 FEET AGL						ГНЕ	
RAFT LANDED ON THE DEPARTURE END OF THE							

File No. - 188 2/09/86 BIG BEAR CITY,CA A/C Reg. No. N1507V Time (Lcl) - 1240 PST _____ ------Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. CLIMB - NOT ATTAINED - PILOT IN COMMAND 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - ROUGH/UNEVEN ---------Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 3,4

-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircra	ft Damage			Injur	ries	
	DESTR	OYED		atal	Serious	Minor	None
Type of Operation -FERRY Flight Conducted Under -14 CFR 91	Fire NONE		rew ass	0	0	0	2
Accident Occurred During -LANDING	,			•	•		U
-Aircraft Information						·	
Make/Mode1 - PIPER PA-23-250 Landing Gear - TRICYCLE-RETRACTABLE	Eng Make/Model – L Number Engines –	2			[nstalled/# tall Warnir		
Max Gross Wt - 4800		ECIPROCATING-CAR	BURETOR			ig system	123
No. of Seats - 6	Rated Power -	250 HP		· 			
-Environment/Operations Information	.						
Weather Data Wx Briefing - COMPANY	Itinerary Last Departure Poin	+			Proximity RPORT/STRIF	b	
Method - TELETYPE	HONOLULU, HI	L C		OLI AI	CFORT/STRIP		
Completeness - FULL	Destination		Air	port Da	ata		
Basic Weather - VMC	OAKLAND, CA			OAKLAND			
Wind Dir/Speed- 045/006 KTS					Ident -		
Visibility - UNK/NR Lowest Sky/Clouds - ČLEAR	ATC/Airspace Type of Flight Plan				Lth/Wid - Surface -		
Lowest Ceiling - OVERCAST	Type of Clearance				Status -		снорру
Obstructions to Vision- NONE		- FORCED LANDIN		((a) way	otatao	HATEN.	
Precipitation - NONE	.						
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 31	Medical Certif	icate -		MEDICAL -NO) WATVEDS/	TMTT
Certificate(s)/Rating(s)	Biennial Flight Review		light T				
COMMERCIAL	Current - YES	Total	- 98	0	Last 24	Hrs - UN	
SE LAND, ME LAND	Months Since - 7	Make/Model) Days- UN	
	Aircraft Type - PA232	50 Instrument Multi-Eng		•	Last 90) Days- UN	K/NR
Instrument Rating(s) - AIRPLANE							
FEB 9. 1986 AT 1717 PST A PIPER PA-23, N5	300Y DITCHED APPROXIMATELY	460 NM SW DE SE		THE ELT		п:	
DM HNL, HI. IN FLT FUEL LEAK WAS DISCOVERE							
NGS. THE PLT ATTEMPTED TO ISOLATE THE LEAK	AND WAS UNABLE. THE CROSS	FEED SELECTOR AN	ID ACFT	FUEL SE	LECTOR BEC	CAME	
FICULT TO MOVE. THE SOURCE OF THE FUEL LE	AK WAS LOCATED EITHER IN TH	E WING OR IN THE	CROSSF	EED SYS	STEM. THE A	CFT	

2/09/86 A/C Reg. No. N5300Y Time (Lcl) - 1717 PST File No. - 190 SAN FRANCISCO, CA _____ Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. FUEL SYSTEM - LEAK _____ -----Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation DESCENT - EMERGENCY Finding(s) 2. FLUID, FUEL - EXHAUSTION Occurrence #3 DITCHING Phase of Operation LANDING Finding(s) 3. TERRAIN CONDITION - WATER, ROUGH _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Brief of Accident (Continued)

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

asic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft	Damage			Inju	ries '	
		SUBSTANT	IAL			Serious		
Type of Operation -PERSONAL		Fire	· (Crew	0	0 0	0	1
Flight Conducted Under -14 CFR 91		NONE	i i	Pass	0	0	0	0
Accident Occurred During -LANDING								
ircraft Information								
Make/Model - RUTAN VARIEZE		/Model - LYCO						
Landing Gear - TRICYCLE-FIXED	Number E	ngines - 1			S	tall Warni	ng Syster	m - NO
Max Gross Wt - 1650		ype - RECI		RBURET	DR			
No. of Seats - 1	Rated Po	wer - 1						
invironment/Operations Information							•	
leather Data	Itinerary			1		Proximity		
Wx Briefing - NO RECORD OF BRIEFING		rture Point			OFF AI	RPORT/STRI	Р	
Method - N/A	SANTA B					- 4 -		
Completeness - N/A	Destinatio			A	irport D	ατα		
Basic Weather - VMC Wind Dir/Speed- CALM	SAN JOS	E, CA			Pupuav	Ident	- Ň/A	
Visibility - 5.0 SM	ATC/Airspac	<u>م</u>				Lth/Wid		
Lowest Sky/Clouds - CLEAR		- light Plan -∣	NONE			Surface		г
Lowest Ceiling - NONE		learance -				Status		
Obstructions to Vision- NONE	Type Apch	/Lndg -	FORCED LANDIN	NG	-			
Precipitation - NONE								
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 74	M	edical Certi				AIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Tatal	-light	Time (H	ours)	4 Jan 1	
PRIVATE SE LAND	Months Sino	- YES	IOTA (Make / Mode)	- 20	25	Last 2	4 Hrs - l 0 Dave- l	JNK/NR INK/ND
SE LAND	Aircraft Ty	- YES e - 10 pe - C-172	Tostrument	I≕ F≖ LINK	35 /ND	Last 9	0 Days- 1 0 Days- 1	
	Alleratery	pe = 0*1/2	Multi-Eng	- UNK	/NR	Rotorc	raft - l	
			Marter Eng	Unit,		No cor o	i ai c	
Instrument Rating(s) - NONE								
larrative								
CFT COLLIDED WITH A FENCE DURING A FORCE			E ENGINE LOST				т	
FT MSL. THE PLT HAD REFUELED WITH 10 GALS								

2/09/86	LOS ALMOS,CA	A/C Reg. No. N36RJ	Time (Lc1) - 1630 PST
	TAL) - NON-MECHANICAL		
	IN COMMAND		
FORCED LANDING DESCENT - EMERGEN	NCY		
	ION WITH OBJECT		
	LOSS OF POWER(TO CRUISE - NORMAL USTION DEQUATE - PILOT FORCED LANDING DESCENT - EMERGEN	LOSS OF POWER(TOTAL) - NON-MECHANICAL CRUISE - NORMAL NUSTION DEQUATE - PILOT IN COMMAND FORCED LANDING DESCENT - EMERGENCY ON GROUND COLLISION WITH OBJECT	USTION DEQUATE - PILOT IN COMMAND FORCED LANDING DESCENT - EMERGENCY ON GROUND COLLISION WITH OBJECT

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

1

-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Ai	rcraft Damage		Injur	ies	
		STROYED		al Serious		None
Type of Operation -POSITIONING				0 1	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		DNE	Pass	0 0	0	0
-Aircraft Information					·	
Make/Model - HENLEY AERODROME FOKKE Landing Gear - TAILWHEEL-ALL FIXED	R DR1 Eng Make/Model Number Engines		ERSCARAB14	ELT Installed/A Stall Warnin		
Max Gross Wt - 900			ING-CARBURETOR	starr warnin	y system	- NU
No: of Seats - 1	Rated Power	- 145 HP	ING CARBORETOR			
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFIN	Itinerary) o i o t		ort Proximity		
W× Briefing - NO RECORD OF BRIEFIN Method - N/A	G Last Departure SANTA YNEZ.CA	201Nt	UF	F AIRPORT/STRIP		
Completeness - N/A	Destination		. Airpo	rt Data		
Basic Weather - VMC	LOCAL			NTA YNEZ		
Wind Dir/Speed- CALM	LOOKE			nway Ident -	26	
Visibility - UNK/NR	ATC/Airspace			nway Lth/Wid -		75
Lowest Sky/Clouds - CLEAR	Type of Flight I	lan - NONE		nway Surface -		
Lowest Ceiling - NONE	Type of Clearan	e - NONE	Ru	nway Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 61	Medical	Certificate - V		IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review	/ 	Flight Time			-
COMMERCIAL, CFI	Current - U	NK/NR Tota	al - 5245	Last 24		0
SE LAND	Months Since - UI Aircraft Type - UI	NK/NR Make	e/Model- 1 trument- UNK/NR	Last 30	Days-	0
	Affectant Type - of		ti-Eng - UNK/NR		aft - UN	
Instrument Rating(s) - AIRPLANE						
-Narrätive	· · · · · · · · · · · · · · · · · · ·					
DMEBUILT AERODROME FOKKER DR1 CRASHED AFT					I	
PLETED AN ANNUAL INSPECTION.THE FLT WAS A NTAINING AND FLYING HOMEBUILT ACFT AND BI						
MBED TO APPROXIMATELY 50 FT AFTER TAKEOFF						
RWY THE ACFT BEGAN A SKIDDING LEFT TURN A					CET	
E INTO THE GROUND.	the structure with the state of the					

File No 16	9 2/21/86	SANTA YNEZ,CA	A/C Reg. No. N5OCH	Time (Lcl) - 1350 PST
Occurrence #1 Phase of Operation				
3. STALL - UNCONTRO	OF PROCEDURE, LACK LLED - PILOT IN CO	OF TOTAL EXPERIENCE I MMAND	N TYPE OF AIRCRAFT - PILOT IN N PERSONAL ABILITY - PILOT IN	
Occurrence #2 Phase of Operation				
Finding(s)	ROLLED - PILOT IN	COMMAND		

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

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

Basic Information Type Operating Certificate-NONE (GENERA		aft Damage		Injur	ies	
Type operating out throate home (denera		TÀNTIAL	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 - BELLANCA 7ECA		LYCOMING 0-235-C1		installed/A		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1563	Number Engines -	1 RECIP-FUEL INJECTED	S	tall Warnin	ng System	- NO
No. of Seats - 2	Rated Power -					
Environment/Operations Information Weather Data	Itinerary		Airport F	Dovimity		
Wx Briefing - NO RECORD OF BRIEFING		nt	ON AIR			
Method - N/A	SAME AS ACC/INC			UK I		
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	SAME AS ACC/INC			ELLVIEW		
Wind Dir/Speed- 290/005 KTS					31R	<u></u>
Visibility - 5.0 SM	ATC/Airspace		Runway	Lth/Wid - Surface -	· 3101/	75
Lowest Sky/Clouds - CLEAR Lowest Ceiling - BROKEN	Type of Flight Pla Type of Clearance					
Obstructions to Vision- HAZE	Type Apch/Lndg		Kullway	512145	DRI	
Precipitation - NONE	.,po,g	FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 40	Medical Certifica			IVERS/LIM	IIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (Ho	ours)		
STUDENT	Current - N/A Months Since - N/A	Total - Make/Model- Instrument- U	35	Last 24	Hrs -	1 5
	Aircraft Type - N/A	Tostrument- II		Last 90) Days∸	14
	An crart Type W/A	Multi-Eng - U		Rotorcr	aft - UN	
			i			
Instrument Rating(s) - NONE						
Narrative						
ACFT GROUND LOOPED TO THE LEFT AFTER LAND	ING. THE STUDENT PLT SAID	HE ATTEMPTED WITH R	UDDER AND	AILERON TO	REGAIN	
CTIONAL CONTROL BUT FAILED. AFTER ROLLING						

2/23/86 SAN JOSE,CA A/C Reg. No. N53893 Time (Lc1) - 1310 PST File No. - 47 _____ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND _____ Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - SOFT ----Probable Cause----

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA		Ainonaft Damaga			Tanàn		
Type operating centricate-none (denera	L AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Inju Serious		None
Type of Operation -INSTRUCTIONA	L	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	Ō	Ō	Ō	Ó
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 150		del - CONTINENTAL			Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engi				tall Warni	ng System	- YES
Max Gross Wt - 1600		- RECIPROCATI	NG-CARBURE	TOR			
No. of Seats - 2	Rated Power	- 100 HP					
Environment/Operations Information	_						
Weather Data	Itinerary			•	Proximity		
W× Briefing - FSS Method - TELEPHONE	Last Departu ORLAND,CA	re Point		ON AIR	SIRIP		
Completeness - WEATHER NOT PERTINENT				Airport D	ata		
Basic Weather - VMC	WOODLAND, C	۵			WOODLAND		
Wind Dir/Speed- CALM						- UNK/NR	
Visibility - UNK/NR	ATC/Airspace			Runway	Lth/Wid	- 3770/	60
Lowest Sky/Clouds - CLEAR	Type of Flig	ht Plan - VFR		Runway	Surface	- ASPHALT	
Lowest Ceiling - NONE		rance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Ln	dg - TRAFFIC	PATTERN				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 31	Modical	Contificat		MEDICAL-N		
Certificate(s)/Rating(s)	Biennial Flight Re			t Time (H		U WAIVERS/	
STUDENT	Current	- N/A Tota	1 -		Last 2	4 Hrs - UN	IK/NR
	Months Since			44	Last 3	0 Days-	6
	Aircraft Type	- N/A Inst	rument-	1	Last 3 Last 9	0 Days-	11
Instrument Rating(s) - NONE							
Narrative							
ESSNA 150 COLLIDED WITH THE RUNWAY SURFACE	AFTER THE NOSE WHE	EL COLLAPSED. THE	STUDENT P	ILOT INDI	CATED THAT		
ING THE LANDING FLARE HIS ATTENTION WAS DI							

~

File No 1	85 2/24/86	WOODLAND,CA	A/C Reg. No	N6188K	Time (Lc!) - 1400 PST
Occurrence #1 Phase of Operation		TOUCHDOWN			
2. IMPROPER DE 3. GO-AROUND - NOT	USED - PILOT IN C	AL EXPERIENCE - PILO			
Occurrence #2 Phase of Operation		SED			
Finding(s)	SE GEAR - OVERLOAD	T - EXCEEDED - PILOT			

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

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

Brief of Accident Time (Lc1) - 0630 PST File No. - 180 2/27/86 LONG BEACH, CA A/C Reg. No. N7293B ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries SUBSTANTIAL Serious Minor Fatal None Type of Operation -PERSONAL Fire Crew 0 0 0 1 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -MANEUVERING ----Aircraft Information----Make/Model - BEECH J35 Eng Make/Model - CONTINENTAL IO-470 ELT Installed/Activated - YES/YES Number Engines - 1 Landing Gear - TRICYCLE-RETRACTABLE Stall Warning System - YES Max Gross Wt - 3400 Engine Type - RECIP-FUEL INJECTED No. of Seats -Rated Power 6 225 HP ----Environment/Operations Information----Weather Data Itinerary Airport Proximity Wx Briefina - FSS Last Departure Point OFF AIRPORT/STRIP Method - UNK/NR FALLBROOK, CA Completeness - WEATHER NOT PERTINENT Destination Airport Data Basic Weather - VMC HAWTHORNE, CA Wind Dir/Speed- 120/004 KTS Runway Ident - N/A Visibility - UNK/NR Runway Lth/Wid - N/A ATC/Airspace Lowest Sky/Clouds -PART OBS Runway Surface - N/A Type of Flight Plan - NONE - 300 FT OVERCAST Lowest Ceilina Type of Clearance - SPECIAL VFR Runway Status - N/A Obstructions to Vision- FOG Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT _____ ----Personnel Information----Pilot-In-Command Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Aae -39 Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES - 1750 Total Last 24 Hrs - UNK/NR Months Since - 5 SE LAND Make/Model-1750 Last 30 Days- UNK/NR Aircraft Type - J35 Instrument-Last 90 Davs-0 42 Instrument Rating(s) - NONE ----Narrative----THE ACFT COLLIDED WITH AN OBJECT IN FLT. THE PLT REPORTED THAT HIS RIGHT WING HAD BEEN STRUCK BY WHAT HE THOUGHT WAS A LARGE BIRD. AFTER A SAFE LANDING AT NEARBY LONG BEACH ARPT THE ACFT WAS EXAMINED. THE RT WING HAD A HOLE AFT OF THE LEADING EDGE AND NUMEROUS SCRAPE MARKS ON THE UNDERSIDE. THERE WAS NO EVIDENCE OF BIRD REMAINS. THE DAMAGE APPEARS TO HAVE BEEN MADE BY A METALLIC OBJECT.

File No 18	30 2/27/86	LONG BEACH, CA	A/C Reg. No. N7293B	Time (Lc1) - 0630 PST
Occurrence Phase of Operation	IN FLIGHT COLLIS	ION WITH OBJECT		
Finding(s) 1. UNDETERMINED 2. OBJECT - OBJECT				
Probable Cause				

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

Brief of Accident

File No 186 3/04/86 SAN L	UIS OBISPO,CA	A/C Re	g. No. N494	29	т	ime (Lcl) -	1503 PS	т
-Basic Information Type Operating Certificate-ON-DEMAND AI Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Aircraft SUBSTAN Fire NONE	-	Crew Pass	Fatal O O	Injur Serious O O	ies Minor O O	None 1 0
-Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2			DMING 0-235 PROCATING-0		S	Installed/A tall Warnin		
-Environment/Operations Information Weather Data Wx Briefing - COMPANY Method - ACFT RADIO Completeness - PARTIAL,LMTD BY FCSTR Basic Weather - VMC Wind Dir/Speed- 310/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAN LUIS Destination LOCAL ATC/Airspace Type of F1 Type of C1		NONE		ON AIR Airport Da SAN LU Runway Runway Runway Runway	ata IS OBISPO Ident - Lth/Wid - Surface -	•	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 19 Biennial Flight Current Months Since Aircraft Typ	Review - N/A - N/A		Fligh - del-	t Time (Ho 16 16	ours) Last 24 Last 30	WAIVERS Hrs - U Days- Days-	NK/NR 5

Instrument Rating(s) - NONE

----Narrative----

ON MARCH 4, 1986 A CESSNA 152 COLLIDED WITH THE RUNWAY SURFACE AFTER THE NOSE WHEEL COLLAPSED. THE STUDENT PILOT WAS ON HIS THIRD CONSECUTIVE SOLO FLIGHT SINCE HIS SOLO ENDORSEMENT. ON HIS THIRD APPROACH THE AIRCRAFT BOUNCED ON LANDING AND BECAME AIRBORNE WITH A NOSE HIGH ATTITUDE. HE APPLIED FORWARD PRESSURE ON THE YOKE TO LEVEL THE NOSE AND THE AIRCRAFT LANDED ON THE NOSE WHEEL AND BEGAN TO PORPOISE. ON THE THIRD OSCILLATION THE NOSE WHEEL COLLAPSED AND THE AIRCRAFT CAME TO AN ABRUPT STOP. THE INSTRUCTOR PILOT WAS A NEW CFII WITH LESS THAN 1000 HOURS FLIGHT EXPERIENCE WHO HAD JUST RECEIVED HIS RATING THREE MONTHS AGO. HE HAD CHECKED THE WEATHER AND BRIEFED THE STUDENT PILOT PRIOR TO THE FLIGHT.

.

File No 1	86 3/04/86	SAN LUIS OBISPO,CA	A/C Reg. No. N49429	Time (Lcl) - 1503 PST
Occurrence #1 Phase of Operation			· · ·	
•	LANDING - FLAR	E/TOUCHDOWN		
Finding(s) 1. WEATHER CONDITI		WIND		
		N - POOR - FLIGHT INSTRUC	TOR(ON GROUND)	
	-		FLIGHT INSTRUCTOR(ON GROUND)	
	•	CE OF OPERATION - COMPANY	OPERATOR MGMT	
5. FLARE ~ ATTEMPT 6. IMPROPER US		· · · · · · · · · · · · · · · · · · ·	DILOT IN COMMAND	
		ACK OF TOTAL EXPERIENCE - POOR - PILOT IN COMMAND	PILUT IN CUMMAND	·
			· · · · · · · · · · · · · · · · · · ·	
Occurrence #2	NOSE GEAR COLL	APSED		
Phase of Operation				
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) 1,3,4,6

Brief of Accident

Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM	-PERSONAL -14 CFR 91 -DESCENT mation D OF BRIEFING	SUBS Fire NONM Eng Make/Model - Number Engines - Engine Type - Rated Power - Itinerary	N/A N/A N/A N/A	El	0 0 LT Installed/A Stall Warnin rt Proximity AIRPORT/STRIP	Minor O O ctivated ng System	
Type of Operation Flight Conducted Under Accident Occurred During -Aircraft Information Make/Model - GROB 102 Landing Gear - UNK/NR Max Gross Wt - 616 No. of Seats - 1 -Environment/Operations Inform Weather Data Wx Briefing - NO RECOR Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM	-PERSONAL -14 CFR 91 -DESCENT mation D OF BRIEFING	SUBS Fire NON Eng Make/Model - Number Engines - Engine Type - Rated Power - Itinerary Last Departure Po TEHACHAPI,CA Destination	STANTIAL N/A N/A N/A N/A N/A	Crew O Pass O El Airpor OFF	I Serious O O LT Installed/A Stall Warnin rt Proximity AIRPORT/STRIP	Minor O O ctivated ng System	1 0 - NO -N//
Flight Conducted Under Accident Occurred During -Aircraft Information Make/Model - GROB 102 Landing Gear - UNK/NR Max Gross Wt - 616 No. of Seats - 1 -Environment/Operations Inform Weather Data Wx Briefing - NO RECOR Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM	-14 CFR 91 -DESCENT mation	Fire NONN Eng Make/Model - Number Engines - Engine Type - Rated Power - Itinerary Last Departure Po TEHACHAPI,CA Destination	N/A N/A N/A N/A	Crew O Pass O El Airpor OFF	0 0 LT Installed/A Stall Warnin rt Proximity AIRPORT/STRIP	0 0 activated ag System	1 0 - NO -N//
Flight Conducted Under Accident Occurred During -Aircraft Information Make/Model - GROB 102 Landing Gear - UNK/NR Max Gross Wt - 616 No. of Seats - 1 -Environment/Operations Inform Weather Data Wx Briefing - NO RECOR Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM	-14 CFR 91 -DESCENT mation	NDNA Eng Make/Model - Number Engines - Engine Type - Rated Power - Itinerary Last Departure Po TEHACHAPI,CA Destination	N/A N/A N/A N/A	Pass O El Airpor OFF	O LT Installed/A Stall Warnin rt Proximity AIRPORT/STRIP	0 .ctivated ng System	0 - NO -N//
Accident Occurred During Aircraft Information Make/Model - GROB 102 Landing Gear - UNK/NR Max Gross Wt - 616 No. of Seats - 1 Environment/Operations Information Weather Data Wx Briefing - NO RECOR Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM	-DESCENT 	Eng Make/Model - Number Engines - Engine Type - Rated Power - Itinerary Last Departure Po TEHACHAPI,CA Destination	N/A N/A N/A N/A	El Airpor OFF	LT Installed/A Stall Warnin rt Proximity AIRPORT/STRIP	ctivated Ig System	- NO -N/
Make/Model - GROB 102 Landing Gear - UNK/NR Max Gross Wt - 616 No. of Seats - 1 Environment/Operations Infor Weather Data Wx Briefing - NO RECOR Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM	mation	Eng Make/Model - Number Engines - Engine Type - Rated Power - Itinerary Last Departure Po TEHACHAPI,CA Destination	N/A N/A N/A N/A	El Airpor OFF	Stall Warnin T Proximity AIRPORT/STRIP	ng System	
Landing Gear - UNK/NR Max Gross Wt - 616 No. of Seats - 1 Environment/Operations Infor Weather Data Wx Briefing - NO RECOR Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM	D OF BRIEFING	Number Engines - Engine Type - Rated Power - Itinerary Last Departure Po TEHACHAPI,CA Destination	N/A N/A N/A	Airpor OFF	Stall Warnin T Proximity AIRPORT/STRIP	ng System	
Max Gross Wt - 616 No. of Seats - 1 Environment/Operations Infor- Weather Data Wx Briefing - NO RECOR Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM	D OF BRIEFING	Engine Type - Rated Power - Itinerary Last Departure Po TEHACHAPI,CA Destination	N/A N/A	Airpor OFF	Stall Warnin T Proximity AIRPORT/STRIP	ng System	
Max Gross Wt - 616 No. of Seats - 1 Environment/Operations Infor- Weather Data Wx Briefing - NO RECOR Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM	D OF BRIEFING	Rated Power - Itinerary Last Departure Po TEHACHAPI,CA Destination	N/A	OFF	rt Proximity AIRPORT/STRIP		
Environment/Operations Infor Weather Data W× Briefing - NO RECOR Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM	D OF BRIEFING	Itinerary Last Departure Po TEHACHAPI,CA Destination		OFF	AIRPORT/STRIP	,	
Weather Data Wx Briefing - NO RECOR Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM	D OF BRIEFING	Last Departure Po TEHACHAPI,CA Destination	int	OFF	AIRPORT/STRIP	,	
Wx Briefing - NO RECOR Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM		Last Departure Po TEHACHAPI,CA Destination	int	OFF	AIRPORT/STRIP	•	
Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM		TEHACHAPI,CA Destination	int			•	
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM		Destination		Airport	t Data		
Basic Weather - VMC Wind Dir/Speed- CALM				Airport	t Data		
Wind Dir/Speed- CALM		LOCAL			C Dula		
				FAN	TASY HAVEN		
				Run	way Ident -	N/A	
Visibility - 75.0				Runi	way Lth/Wid -	N/A	
Lowest Sky/Clouds -		TERED Type of Flight Pla			way Surface -		
0	NONE	Type of Clearance		Run	way Status –	HIGH VEG	GETATION
Obstructions to Vision-		Type Apch/Lndg	- NONE				
Precipitation -							
Condition of Light -	DAWN						
Personnel Information							
Pilot-In-Command		Age - 50	Medical Cert	ificate - NO	MEDICAL		
Certificate(s)/Rating(s)		Biennial Flight Review Current - YES		Flight Time	(Hours)		_
PRIVATE		Current - YES	Total	- 765	Last 24	Hrs -	2
		Months Since - 21 Aircraft Type - 2-33	Make/Mod	le1- 1	Last 30) Days∹	2
GLIDER		Aircraft Type - 2-33	3 Instrume	ent- UNK/NR	Last 90) Days-	2
			Multi-En	ig – UNK/NR	Rotorcr	∙aft - UN	NK/NR
Instrument Rating(s)							
3 102 GLIDER COLLIDED WITH TR	EES 6 MI S OF	THE APT. THE PLT WAS SOM	ARING 2 MI S OF	THE APT AT 59	900 FT MSL		
6200 FT MSL IN "WEAK LIFT."	HE ELECTED TO	FLY FURTHER S IN THE VIO	COF A RIDGELINE	WITH AN ELEV	APPROX 6000		
ASL. AGAIN THE PLT EXPERIENCE	D "WEAK LIFT"	COND THE PLT WAS ABLE TO	MAINTAIN BETWE	EN 5900 FT M	SL AND 6100 FT	-	
AND KEEP OPEN FIELDS WITHIN							
3RD PASS A STRONG DOWNDRAFT						F	
ACFT AND COLLIDED WITH TREES							
E TIMES SINCE OCT 1984 ONCE I						-	
TS 20 MIN PRIOR TO THE ACC AN							

3/05/86 File No. - 49 TEHACHAPI.CA A/C Reg. No. N102JC Time (Lcl) - 1425 PST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - DOWNDRAFT 2. WEATHER FORECAST - NOT OBTAINED - PILOT IN COMMAND з. IMPROPER DECISION, - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 4. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND 5. IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND ---------Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 1,4

Brief of Accident

-Basic Information							
Type Operating Certificate	-AGRICULTURAL		raft Damage TROYED	Fatal	Injur Serious		None
Type of Operation					0	0	1
Flight Conducted Under		NON	E P	ass O	0	0	0
Accident Occurred During	-DESCENT						
 -Aircraft Information							
Make/Model - BELL 47G-2	2		LYCOMING VO-435-A		Installed/Ad		
Landing Gear - SKID		Number Engines -			Stall Warning	g System	~ NO
Max Gross Wt - 2850	•		RECIPROCATING-CAR	BURETOR			
No. of Seats - 2		Rated Power -	200 HP				
-Environment/Operations Infor	mation						
Weather Data		Itinerary			Proximity		
Wx Briefing - NO RECOR	ND OF BRIEFING	Last Departure Po	int	OFF AI	RPORT/STRIP		
Method - N/A		STOCKTON, CA					
Completeness - N/A		Destination		Airport [Data		
Basic Weather - VMC	KTC	SAME AS ACC/INC		D	. Talaura		
Wind Dir/Speed- 250/006 Visibility - 10.0	KIS CM	ATC/Airspace				N/A N/A	
Lowest Sky/Clouds -	15000 ET SCATT	EPED Type of Elight Bl	DD - NONE	· · · · · · · · · · · · · · · · · · ·	/ Surface -		*
Lowest Ceiling -						N/A N/A	
Obstructions to Vision-	NONE	Type Apch/Lndg		Kunwaj	Julus	11/ 6	
Precipitation -		Type Apen/Endg	NONE				
Condition of Light -	DAYLIGHT						
-Personnel Information Pilot-In-Command		Age - 39	Medical Certif	ionto - VALT		WATVEDS /	TMTT
Pilot-In-Command Certificate(s)/Rating(s)		Biennial Flight Review		light Time (H		WAIVER3/	
COMMERCIAL		Current - YES	Total	- 700	last 24	Hrs -	65
SE LAND		Months Since - 9	Total Make/Model	- 500	Last 30	Davs- UN	K/NR
HELICOPTER		Aircraft Type - PA-		- UNK/NR	Last 90	Davs-	85
			Multi-Eng	- UNK/NR		aft - UN	
Instrument Rating(s)	- NONE						
-Narrative							
PILOT WAS MAKING A SLOW PASS	AND DRAGGED O	NE SPRAY BOOM ON THE GR	OUND. INSUFFICIENT	AIRSPEED RES	SULTED IN LOS	SS OF	
TROL. HELICOPTER CRASHED.		LE ST. LAT BOOM ON THE UN				,	

18 3/06/86 STOCKTON,CA	A/C Reg. No. N6727D	Time (Lcl) - 1300 PST
DRAGGED WING, ROTOR, POD, OR FLOAT Maneuvering - Aerial Application		
UDGED - PILOT IN COMMAND ORMED - PILOT IN COMMAND ON - SOFT ON - WET		
LOSS OF CONTROL - IN FLIGHT DESCENT - UNCONTROLLED		
IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
ROLL OVER DESCENT - UNCONTROLLED		
	DRAGGED WING, ROTOR, POD, OR FLOAT MANEUVERING - AERIAL APPLICATION UDGED - PILOT IN COMMAND ORMED - PILOT IN COMMAND ON - SOFT ON - WET LOSS OF CONTROL - IN FLIGHT DESCENT - UNCONTROLLED IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED ROLL OVER	DRAGGED WING, ROTOR, POD, OR FLOAT MANEUVERING - AERIAL APPLICATION UDGED - PILOT IN COMMAND ORMED - PILOT IN COMMAND ON - SOFT ON - WET LOSS OF CONTROL - IN FLIGHT DESCENT - UNCONTROLLED IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED ROLL OVER

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

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

Brief of Accident

.

asic Information	410004CT						
Type Operating Certificate-AGRICULTURAL		Aircraft Damag SUBSTANTIAL	je	Fata)	Inj Serious	juries s Minor	None
Type of Operation -AERIAL APPLI	CATION	Fire	Cre	N O	0	1	0
Flight Conducted Under -14 CFR 137		NONE	Pas	s O	0	0	0
Accident Occurred During -LANDING							
ircraft Information							
Make/Model - SCHWEIZER G164A		el - P&W R1340)				ed - NO -N/
Landing Gear - TAILWHEEL-ALL FIXED	Number Engine				tall Warr	ning Syste	em - YES
Max Gross Wt - 4500	Engine Type	- RECIPROCA		RETOR			
No. of Seats - 1	Rated Power	- 600 HP	•				
nvironment/Operations Information							
leather Data	Itinerary				Proximity	/	
Wx Briefing - NO RECORD OF BRIEFING				ON AIR	PORT		
Method - N/A	SAME AS ACC.	/INC					
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC	SAME AS ACC,	/INC			KERN CO		
Wind Dir/Speed- VARIABLE/002 KTS					Ident		
Visibility - 20.0 SM	ATC/Airspace					- 3000/	
Lowest Sky/Clouds - CLEAR	Type of Fligh					- ASPHAL	.T
Lowest Ceiling - NONE	Type of Cleara			Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg						
Precipitation - NONE		FULL	STOP				
Condition of Light - DAYLIGHT							
ersonnel Information							
Pilot-In-Command	Age - 58		1 Certifica				
Certificate(s)/Rating(s)	Biennial Flight Rev			ght Time (F			
COMMERCIAL			tal -			24 Hrs -	
SE LAND	Months Since -		ke/Model-			30 Days-	
	Aircraft Type -	G164A Ir	strument-	20	Last	90 Days-	100
Instrument Rating(s) - NONE							
arrative							
CFT WENT OFF THE LEFT SIDE OF RWY DURING		THE AC DITS N					
EED UP TURN-AROUND TIME. THEY RELIED ON							
HE RT BRAKE WAS FLUID COVERED.	THEIR DRAKES TO MAIN	TATIN CUNTRUL.	THE ALL AL	IJ DRANE P	AUS WERE	WUKIN	

	Brief of Accident (Contin	nued)		•
File No 197 3/06/86 WASCO,C	CA A/C Reg	. No. N946X	Time (Lc1) - 1615 PST	
Dccurrence #1 AIRFRAME/COMPONENT/SYSTEM Phase of Operation LANDING - ROLL	FAILURE/MALFUNCTION			
inding(s) 1. LANDING GEAR,NORMAL BRAKE SYSTEM - WORN 2. PROCEDURES/DIRECTIVES - POOR - COMPANY/OPE	RATOR MGMT			
CCURRENCE #2 LOSS OF CONTROL - ON GROU Thase of Operation LANDING - ROLL	IND			
inding(s) 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PIL 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT 5. MISC EQPT/FURNISHINGS,SHOULDER HARNESS - N	IN COMMAND			
CCURRENCE #3 MAIN GEAR COLLAPSED hase of Operation LANDING - ROLL 6. LANDING GEAR,MAIN GEAR STRUT - OVERLOAD				
Probable Cause				
The National Transportation Safety Board determ is/are finding(s) 1,2,3,4,6	lines that the Probable Cause	e(s) of this accident		
			 Activity of Activity of Activ	

,

Brief of Accident

4

-Basic Information		St. Damana		T •		
Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircra DESTR	ft Damage NYFD	Fatal	Injur Serious		None
Type of Operation -AERIAL APPLI		Cre		0	4	0
Type of Operation -AERIAL APPLI Flight Conducted Under -14 CFR 137	NONE	Pas		Ō	Ó	ō
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CALLAIR A-9B		YCOMING IO-540-G1C	5 ELT	Installed/A	ctivated	- NO -N//
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warnin	g System	- NO
Max Gross Wt - 3000	Engine Type - R					
No. of Seats - 1	Rated Power -	290 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t	OFF AI	RPORT/STRIP		
Method - N/A	LODI,CA					
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	SAME AS ACC/INC			-		
Wind Dir/Speed- 240/015 KTS					N/A	
Visibility - UNK/NR	ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	NONE	· Runway		N/A	
Lowest Sky/Clouds - SCATTERED Lowest Ceiling - BROKEN	Type of Flight Plan	- NUNE	Runway	Status -	•	
Obstructions to Vision- NONE	Type Apch/Lndg		Runway	status -	IN/ A	
	Type Apch/Endg	- FORCED LANDING				
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Aco - 29	Modical Contific				TT
Certificate(s)/Rating(s)	Age - 39 Biennial Flight Review Current - YES		ate VALID abt Time (H	MEDICAL #A	IVER5/EIM	
ATP	Current - VES	Total -	4500	last 24	Hrs -	4
SE LAND, ME LAND, SE SEA	Months Since - 22	Make/Model-	750	Last 30	Davs-	30
JE EAND, ME EAND, JE JEA	Aircraft Type - C-150	Instrument-		Last 90	Davs-	50
	Months Since - 22 Aircraft Type - C-150	Multi-Eng -	UNK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE						

File No 1	17 3/08/86 LODI,CA	A/C Reg. No. N7688V	Time (Lc1) - 1343 PST
	LOSS OF POWER(TOTAL) - MECH FAILURE/ MANEUVERING - AERIAL APPLICATION	MALFUNCTION	
	SSURE TOO LOW ,CAMSHAFT - FAILURE,TOTAL ,CONNECTING ROD - FAILURE,TOTAL		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation			

.

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

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

Brief of Accident File No. -63 3/15/86 APPLE VALLEY.CA A/C Reg. No. N739GB Time (Lcl) - 1539 PST ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Injuries Aircraft Damage SUBSTANTIAL Fatal Serious Minor None Type of Operation -PERSONAL Fire Crew 0 0 0 1 Flight Conducted Under -14 CFR 91 NONE 0 0 Pass 0 1 Accident Occurred During -TAXI _____ ----Aircraft Information----Make/Model - CESSNA 172N Eng Make/Model - LYCOMING 0-320-H2AD ELT Installed/Activated - YES/NO Number Engines - 1 Stall Warning System - YES Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 Engine Type - RECIPROCATING-CARBURETOR No. of Seats -Rated Power - 160 HP 4 ---Environment/Operations Information----Weather Data Itinerary Airport Proximity - NO RECORD OF BRIEFING ON AIRPORT Wx Briefina Last Departure Point Method - N/A BULLHEAD CITY, AZ Completeness - N/A Destination Airport Data Basic Weather - VMC APPLE VALLEY.CA APPLE VALLEY Wind Dir/Speed- 180/018 KTS Runway Ident - 18 Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - 6500/ 150 Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - 12000 FT BROKEN Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT _____ ----Personnel Information----54 Pilot-In-Command Aae -Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Biennial Flight Review Flight Time (Hours) Certificate(s)/Rating(s) PRIVATE Current - YES Total - 146 Last 24 Hrs -4. Make/Model- 19 Instrument- 2 Months Since - 17 SE LAND Last 30 Davs-6 Aircraft Type - C-150 Last 90 Davs-19

Instrument Rating(s) - NONE

----Narrative----

A CESSNA 172N NOSED OVER ON THE TAXIWAY AFTER COMPLETING A FULL STOP LDG ON THE RWY. WINDS WERE REPORTED FROM 180 DEG AT 18 KTS GUSTING TO 23 KTS WITH PEAK GUSTS FROM THE SE AT 31 KTS. UNICOM REPORTED WINDS FROM THE S AT 20 KTS GUSTING TO 30 KTS. THE PLT HAD COMPLETED HIS LDG ON RWY AND WAS TAXIING ON THE MIDFIELD TAXIWAY WHEN A GUST WIND LIFTED THE TAIL CAUSING THE ACFT TO NOSE OVER. THE PLT ALSO INDICATED HE HAD THE AILERONS INTO THE WIND AND THE ELEVATOR NEUTRAL WHILE TAXIING. THE MIDFIELD TAXIWAY AT THE POINT WHERE THE ACCIDENT OCCURRED IS PERPENDICULAR TO THE RWY, THUS CREATING A X-WIND/TAILWIND CONDITION BASED ON REPORTED WINDS.

PAGE 132

File No	63 3/15/86	APPLE VALLEY,CA	A/C Reg. No. N739GB	Time (Lc1) - 1539 PST	
Occurrence #1 Phase of Operation		TER WITH WEATHER			
Finding(s) 1. WEATHER CONDITI 2. WIND INFORMAT	•••••••	OD - PILOT IN COMMAND			
Occurrence #2 Phase of Operation	NOSE OVER TAXI				
		- INADEQUATE - PILOT IN (TTENTIVE - PILOT IN COMM)			
Probable Cause				· · · · · · · · · · · · · · · · · · ·	

is/are finding(s) 3

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION) Aircra	ft Damage		Injur	ies	
,		ANTIAL	Fatal			None
Type of Operation -PERSONAL		Crew	0	0	0	1
Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	1 NONE	Pass	0	0	0	1
Accident occurred burning -Landing						
Aircraft Information						
Make/Model ~ CESSNA 150L		DNTINENTAL 0-200A		installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnir	g System ·	· YES
Max Gross Wt - 1600		ECIPROCATING-CARBUR				
No. of Seats - 2	Rated Power -	100 HP				
Environment/Operations Information	-					
Weather Data	Itinerary		Airport			
Wx Briefing - NO RECORD OF BRIE			OFF AI	RPORT/STRIP		
Method - N/A	FT. LAUDERDALE,FL					
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	LANTANA, FL		D	T -1		
Wind Dir/Speed- 160/003 KTS	ATC/Airspace			Ident - Lth/Wid -	N/A	
Visibility - 7.0 SM Lowest Sky/Clouds - 3000 FT				Surface -	•	
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		Karinay	514145	**	
Precipitation - NONE						
Precipitation - NONE Condition of Light - NIGHT(DAR	<)					
Personnel Information						
Pilot-In-Command	Age - 58	Medical Certifica	te - VALID		WAIVERS/1	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	Flig	nt Time (He			
PRIVATE	Current - YES	Total -	250		Hrs -	1
SE LAND	Months Since - 2	Make/Model-	250	Last 30	Days- UN	K/NR
	Aircraft Type - C-150	Instrument-	0	Last 90	Days-	21
Instrument Rating(s) - NONE						
Narrative						
	LAUDERDALE EXECUTIVE ARPT HIS	ENG BEGAN TO RUN RO	JGH. HE MAI	DE A FORCED		
PLI SIAIED INAL WHILE ENROULE TO FI.						

File No 1	75 1	1/02/86	BOCA	RATON, FL	A/C	Reg.	No.	N7692G	Time (Lc1) - 1812 EST
Occurrence #1 Phase of Operation	LOSS OF CRUISE	POWER (PAR)	IAL)	- MECH FAILURE/MALF					
Finding(s) 1. ENGINE ASSEMBLY	,VALVE - u	JAMMED	_			'_			
Occurrence #2 Phase of Operation	FORCED L DESCENT	ANDING							
Occurrence #3 Phase of Operation	NOSE GEA LANDING	AR COLLAPSE - ROLL	D						
Probable Cause								· · · · · · · · · · · · · · · · · · ·	

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

-1,

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA	AVIATION)	Aircraft	Damage		Inju	ries	
		SUBSTAN		Fatal	Serious	Minor	None
Type of Operation -PERSONAL			Cr	ew O	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pa	iss O	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - MOONEY M2OF			MING 0-360-A10		[Installed//		
Landing Gear - TRICYCLE-FIXED		ngines - 1			Stall Warnin	ng System	- YES
Max Gross Wt - 2740	Engine Ty Rated Poy		PROCATING-CARE	URETUR			
No. of Seats - 4	Rated Pov	wer -	180 HP				
Environment/Operations Information							
Weather Data	Itinerary				t Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•	rture Point		ON A	IRPORT		
Method - N/A	OCALA, FL			1 innant	Data		
Completeness - N/A Basic Weather - VMC	Destination	ACC/INC		Airport	ESVILLE REGI		
Wind Dir/Speed- 310/010 KTS	SAME AS	ACC/INC				- 28	
Visibility - 15.0 SM	ATC/Airspace	9			ay Lth/Wid	_	150
Lowest Sky/Clouds - CLEAR		- light Plan -	NONE		ay Surface		
Lowest Ceiling - NONE		learance -			ay Status 🚽		
Obstructions to Vision- NONE	Type Apch/	/Lndg -	STRAIGHT-IN				
Precipitation - NONE			FULL STOP				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 71		ledical Certifi			AIVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight	Review	- F1	ight Time (4 11	,
PRIVATE SE LAND	Current Months Since		Total - Make/Model-		Last 24	4 Hrs - 0 Davs- UNI	1 / /ND
GLIDER			Instrument-			0 Days- UN 0 Days-	23
GLIDEN	Anciartiy		That Comerry	10	Lubt	o buys,	20
Instrument Rating(s) - NONE							
larrative							
LT STATED THAT WHEN HE EXTENDED HIS LAND						E	
LED THE GEAR WITH THE SAME RESULT & THEN							
, BUT UPON TOUCHDOWN AFTER A GROUND ROLL ()F APPX 200 FT, 1	THE LEFT MAIN	I GEAR COLLAPSE	D AND THE	ACFT SLID OFI	F	

File No	178 1/12/86	GAINESVILLE, FL	A/C Reg. No. N9326V	Time (Lc1) - 1639 EST
Occurrence Phase of Operation	COMPLETE GEAR CO LANDING - ROLL	LLAPSED		
Finding(s) 1. UNDETERMINED				

----Probable Cause----

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

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Damage			Injur	ios	
Type operating out threate none (denerke	AVIATION)	SUBSTANTIAL		Fatal	Serious		None
Type of Operation -INSTRUCTIONAL		Fire	Crew		0		2
Flight Conducted Under -14 CFR 141		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - BEECH B24R	Eng Make/	Model - LYCOMING IC	360 A1B6	ELT I	installed/A	ctivated	- YES/NC
Landing Gear - TRICYCLE-RETRACTABLE	Number Er	gines - 1		St	all Warning	g System	- YES
Max Gross Wt - 2550 No. of Seats - 6		pe - RECIP-FUEL er - 200 HP	INJECTED				
NO. 01 Seats - 0							
-Environment/Operations Information	-						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary	ture Point		Airport F ON AIRF			
	JACKSONV			UN AIRP	URI		
Completeness - N/A	Destination	•		Airport Da	ita		
Method - N/A Completeness - N/A Basic Weather - VMC		NA BCH.FL			INA BEACH		
Wind Dir/Speed- 260/017 KIS		-		Runway	Ident -	26	
Visibility - 7.0 SM Lowest Sky/Clouds - Lowest Ceiling - 3500 FT BROKE	ATC/Airspace				Lth/Wid -		150
Lowest Sky/Clouds -	Type of F1	ight Plan - NONE			Surface -		
Lowest Ceiling - 3500 FT BROKE Obstructions to Vision- NONE	N Iype of CI	earance - NUNE Lndg - FORCED		Runway	Status -	DRY	
Precipitation - NONE	Type Apch/	Endg - FORCED	LANDING				
Condition of Light - DAYLIGHT							
 -Personnel Information							
Pilot-In-Command		Medical Review	Certificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
	Biennial Flight	Review	Fligh	t Time (Ho	ours)		
COMMERCIAL, CFI	Current	- UNK/NR Tota - UNK/NR Make	1 -	1170	Last 24	Hrs - UN	K/NŖ
SE LAND, ME LAND	Months Since	- UNK/NR Make	Model- UN	K/NR	Last 30	Days- UN	K/NR
	Aircraft lyp	e-UNK/NR Inst Mult	rument- UN	<td>Last 90</td> <td>Days- UN</td> <td>K/NR</td>	Last 90	Days- UN	K/NR
		MULL	i-Eng -	370	ROTOPERA	art - UN	K/ NR
Instrument Rating(s) - AIRPLANE							
PLT STATED THAT JUST AFTER HE ROTATED, HE I		SS OF POWER FITENO		OFD GEAP &			
D CAUSING A COLLAPSE OF THE LANDING GEAR. P(

		Brief of Acc	ident (Continued)	
File No 1	1/19/86	FERNANDINA BCH,FL	A/C Reg. No. N2520W	Time (Lc1) - 1530 EST
Occurrence #1 Phase of Operation		RTIAL) - MECH FAILURE/MA L CLIMB	LF	
Finding(s) 1. IGNITION SYSTEM	I,MAGNETO - LOOSE	·		
Occurrence #2 Phase of Operation		NCY		·
Occurrence #3 Phase of Operation		TOUCHDOWN		
Occurrence #4 Phase of Operation				
Probable Cause	·			

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

.

Brief of Accident

File No 176 1/20/86 VER0	D BEACH,FL	A/C Reg. No. N23	61D 	T 	ime (Lcl) -	0735	EST
Basic Information Type Operating Certificate-NONE (GENE		Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		r None
Type of Operation -INSTRUCTION		ire	Crew	0	0	0	
Flight Conducted Under -14 CFR 91		NONE	Pass	ŏ	ŏ	ŏ	•
Accident Occurred During -TAXI			Other	0	Ō	Ō	-
Aircraft Information							
Make/Model - PIPER PA-38-112		el - LYCOMING 0-23	5-L2C		[nstalled/A		
Landing Gear - TRICYCLE-FIXED	Number Engine				tall Warnir	ng Syst	em - YES
Max Gross Wt - 3600		- RECIPROCATING	-CARBURET	OR			
No. of Seats - 2	Rated Power	- 112 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFIN				ON AIR	PORT		
Method - N/A	SAME AS ACC						
Completeness - N/A Basic Weather - VMC	Destination LOCAL		4	Airport D	ata EACH MUNICI		
Wind Dir/Speed- CALM	LUCAL						-
Visibility - 10.0 SM	ATC/Airspace				Ident - Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight				Surface -		
Lowest Ceiling' - NONE	Type of Flight Type of Cleara					UNK/N UNK/N	
Obstructions to Vision- UNK/NR	Type of Cleara			Runway	Status -		ĸ
Precipitation - NONE	Type Apch/ Lhug					,	
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 21	Medical Ce				WAIVE	RS/LIMIT
Certificate(s)/Rating(s) STUDENT	Biennial Flight Revi		-	: Time (H			
SIUDENI	Current - Months Since -	N/A Total	- odel-	76 76			
	Aircraft Type -		ment-		Last 30		•
	All Chart Type -	ing A Instru		U	Last 90	Jays-	29
Instrument Rating(s) - NONE							

THE PLT STATED THAT AS HE WAS TAXIING TO RWY 29L FOR TAKEOFF, HE WAS HEADING INTO THE SUN & DID NOT SEE THE OTHER ACFT UNTIL IT WAS TOO LATE TO AVOID A COLLISION.

...

	COLLISION WITH OBJECT		
Phase of Operation TAXI			
Finding(s)			
1. OBJECT - AIRCRAFT PARKED			
2. VISUAL LOOKOUT - INADEQUATE	E - PILOT IN COMMAND		
3. WEATHER CONDITION - SUNGLA	RE		
4. IMPROPER USE OF EQUIPME	NT/AIRCRAFT,VISUAL/AURAL PE	RCEPTION - PILOT IN COMMAND	

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

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

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraft	Damage		Injur	ies	
·) / · · · · · · · · · · · · · · · · · ·	MINOR	-	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTION		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -STANDING		Other	0	0	0	1
-Aircraft Information						
Make/Model - PIPER PA-28R-201	Eng Make/Model - LYC	OMING I0-360-C1C6		[nstalled/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		S	tall Warnir	ng System ·	- YES
Max Gross Wt - 2150	Engine Type - REC		-			
No. of Seats - 4	Rated Power -	200 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport F	proximity		
Wx Briefing - NO RECORD OF BRIEFIN			ON AIR	PORT		
Method - N/A	SAME AS ACC/INC	_				
Completeness - N/A	Destination	A	irport Da			
Basic Weather - VMC	LOCAL			EACH MUNICI		
Wind Dir/Speed- CALM						
Visibility - 10.0 SM Lowest Sky/Clouds - ÇLEAR	ATC/Airspace	NONE		Lth/Wid - Surface -		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan - Type of Clearance -			Status -		
Obstructions to Vision- UNK/NR	21	NONE	Kullway	Status	UNK/ NK	
Precipitation - NONE	Type Apen/Endg	NONE				
Condition of Light - DAYLIGHT						
-Personnel Information	1.5.5					
Pilot-In-Command	•	Medical Certificate			IVER5/LIM	11
Certificate(s)/Rating(s)	Biennial Flight Review Current - UNK/NR		Time (Ho	burs)	Hrs - UN	
ATP,CFI SE LAND,ME LAND	Months Since - UNK/NR	Total - 8 Make/Model- UNK Instrument- UNK		Last 24) Days- UN	
JE LAND, ME LAND	Aircraft Type - UNK/NR	Tostrument- HNK		Last GC) Days- UN	200
		Multi-Eng - UNK		Rotorer	aft - UN	
			.,	No cor or		S7 141S
Instrument Rating(s) - AIRPLANE						
· · · · ·						
-Narrative	N-UP PRIOR TO TAKEOFF, LOOKED					

File No 176	1/20/86	VERO BEACH,FL	A/C Reg. No. N3745Q	Time (Lcl) - 0735 EDT	
	ON GROUND COLLISI TAXI	ON WITH OBJECT			
Finding(s) 1. OBJECT - AIRCRAFT 2. VISUAL LOOKOUT		- PILOT OF OTHER AIRCR	AFT		
Probable Cause					

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

Brief of Accident

Type of Operation-PERSONALFireCrew000000Accident Ocourred During-T44 CFR 91NONEPass0000Accident Ocourred During-STANDING-Aircraft InformationMake/Model- LYCOMING 0-320 E2AELT Installed/Activated - YES/NMake/Model- PIPER PA-28-140Eng Make/Model - LYCOMING 0-320 E2AELT Installed/Activated - YES/NMax Gross Wt- 2150Number Engines - 1Stall Warning System - YESMax Gross Wt- 2150Engine Type- RECIPROCATING-CARBURETORNo. of Seats - 4Rated Power - 150 HP	Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf	t Damage			Injur	ies	
riight Conducted Under -14 CFR 91 Accident Occurred During -STANDING -Aircraft Information Make/Model - DIPER PA-28-140 Landing Gear - TRICVCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4 -Environment/Operations Information Weather Data Weather Data Weather Data Method - N/A Easic Weather - VMC Local Wind Dir/Speed - 080/010 KTS Visibility - 15.0 SM Lowest Ceiling - NONE Destination Lowest Ceiling - NONE Destination - Type of Flight Plan - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SELAND Max Gross Mt - UNK/NR Aircraft Type - 68 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Careft - UNK/NR Aircraft Type - 68 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Since - UNK/NR Mathod - 24 Last 20 Pass 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	· · · · · · · · · · · · · · · · · · ·	SUBSTA	NTIAL				Minor	None
Accident Occurred During -STANDING -Aircraft Information Make/Model - PIPER PA-28-140 Eng Make/Model - LYCOMING D-320 E2A ELT Installed/Activated - YES/N Max Gross Wt - 2150 Engine Type - RECIPROCATING-CARBURETOR Stall Warning System - YES Max Gross Wt - 2150 Engine Type - RECIPROCATING-CARBURETOR Stall Warning System - YES Mo. of Seats - 4 Rated Power - 150 HP Stall Warning System - YES -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Basic Weather - VMC Last Departure Point ON AIRPORT Mathod - N/A Destination Airport Data Basic Weather - VMC LOCAL DEKALB-PEACHTREE Wind Dir/Speed - 080/010 KTS Type of Flight Plan - NONE Runway Ith/Wid - UNK/NR Uowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - UNK/NR Lowest Sky/Clouds - NONE Type of Clearance - NONE Runway Status - UNK/NR Precipitation - NONE Type Apch/Lndg - NONE Runway Status - UNK/NR Condition of Light - DAYLIGHT -Personnal Information Age - 68 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Personnal Information Age - 68 Medical Ce					-	-	0	
Addented burning -Standing -Aircraft Information Make/Model - PIPER PA-28-140 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4 		NONE		Pass	0	0	0	0
Make/Model - PIPER PA-28-140 Eng Make/Model - LYCOMING 0-320 E2A ELT Installed/Activated - YES/A Max Gross Wt - 2150 Stall Warning System - YES Mo. of Seats - 4 Rated Power - 150 HP Fenvironment/Dperations Information Weather Data Airport Proximity Weather Data Itinerary Airport Proximity Wathod - N/A SAME AS ACC/INC Method - N/A Destination Moin Dir/Speed-080/010 KTS VISIDITY Airport Data Wind Dir/Speed-080/010 KTS UNK/NR Runway Ident - UNK/NR Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - UNK/NR Runway Surface - UNK/NR Obstructions to Vision NONE Type of Clearance - NONE Personnel Information NONE Flight Plan - NONE Personnel Information Age - 68 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE SE LAND Aircraft Type - UNK/NR Nake/Model - 24 Aircraft Type - UNK/NR Make/Model - 24 Last 30 Days- UNK/NR <td>Accident Occurred During -STANDING</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	Accident Occurred During -STANDING							
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Environment/Operations Information Weather Data Wather Data Wather Data Wather Data Wather Data Wather Data Wather Data Wather Data Mather Data Basic Weather - VMC Completeness - N/A Basic Weather - VMC Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Dobe Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Last Departure Point Last Departure Point Last Departure Point Last Departure Point SAME AS ACC/INC Destination Lowest Ceiling - NONE Type of Flight Plan - NONE Type of Clearance - NONE Type of Clearance - NONE Runway Status - UNK/NR Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) PRIVATE SE LAND Last Destination Cardition of Light - DAYLIGHT Se LAND Last Destination Condition of Light - DAYLIGHT Se LAND Number Type - G8 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Months Since - UNK/NR Mate/Model - 24 Last 30 Days- UNK/NR Mate/Model - 24 Last 30 Days- UNK/NR Multi-Eng - UNK/NR	Aircraft Information							
Max Gross Wt - 2150 No. of Seats - 4 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 150 HP Environment/Operations Information Weather Data Itinerary Airport Proximity ON AIRPORT Wx Briefing - NO RECORD OF BRIEFING Method - N/A Itinerary Airport Data ON AIRPORT Basic Weather - VMC Destination Airport Data Destination Wind Dir/Speed- 080/010 KTS LOCAL DEKALB-PEACHTREE Runway Idnet - UNK/NR Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - UNK/NR Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - UNK/NR Dobstructions to Vision- NONE Type of Clearance - NONE Runway Status - UNK/NR Precipitation - NONE Type Apch/Lndg - NONE NONE Precipitation of Light - DAYLIGHT Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Make/Model- 24 Last 24 Hrs - UNK/NR Aircraft Type - UNK/NR Ist 24 Hrs - UNK/NR Months Since - UNK/NR				E2A	ELT I	[nstalled/A	ctivated	- YES/NO
No. of Seats - 4 Rated Power - 150 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Method Last Departure Point ON AIRPORT Basic Weather - N/A SAME AS ACC/INC Airport Data Basic Weather - N/A Destination Airport Data Wind Dir/Speed-080/010 KTS LOCAL DEKALB-PEACHTREE Wind Dir/Speed-080/010 KTS ATC/Airspace Runway Ident - UNK/NR Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - UNK/NR Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Status - UNK/NR Obstructions to Vision NONE Type Apch/Lndg NONE Precipitation - NONE Type Apch/Lndg NONE Condition of Light DAYLIGHT Biennial Flight Review Flight Time (Hours) Previpitate Siennial Flight Review Flight Time (Hours) Aast 30 Days- UNK/NR PrivATE Current - UNK/NR Mate/Model 24 Last 30 Days- UNK/NR SE LAND Kurraft Type - UNK/NR Instrument- 80	Landing Gear - TRICYCLE-FIXED					tall Warnin	g System	- YES
-Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A Destination Airport Data Basic Weather - VMC LOCAL DESTINATION AIRPORT Wind Dir/Speed- 080/010 KTS LOCAL DEKALB-PEACHTREE Wind Dir/Speed- 080/010 KTS Runway Ident - UNK/NR Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - UNK/NR Lowest Sky/Clouds - CLEAR Type of Clearance - NONE Runway Status - UNK/NR Destructions to Vision NONE Type apch/Lndg - NONE Precipitation - NONE Status - UNK/NR Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 68 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE SE LAND Age - UNK/NR Instrument - 80 Last 24 Hrs - UNK/NR Aircraft Type - UNK/NR Instrument - 80 Last 90 Days - UNK/NR Multi-Eng - UNK/NR Rotorcaft - UNK/NR Rotorcaft - UNK/NR				ARBURE	TOR			
Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A SAME AS ACC/INC ON AIRPORT Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL DEKALB-PEACHTREE Wind Dir/Speed 080/010 KTS Runway Ident - UNK/NR Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - UNK/NR Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - UNK/NR Obstructions to Vision NONE Type Apch/Lndg - NONE Runway Status - UNK/NR Precipitation - NONE Type Apch/Lndg - NONE Purway Status - UNK/NR Personnel Information Pilot-In-Command Age - 68 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - UNK/NR SE LAND Months Since - UNK/NR Make/Model- 24 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Ins	No. of Seats - 4	Rated Power -	150 HP					
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A SAME AS ACC/INC Airport Data Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL DEKALB-PEACHTREE Wind Dir/Speed-080/010 KTS Runway Ident - UNK/NR Visibility - 15.0 SM ATC/Airspace Runway Ident - UNK/NR Lowest Sky/Clouds CLEAR Type of Flight Plan NONE Runway Status - UNK/NR Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - UNK/NR Obstructions to Vision NONE Type Apch/Lndg - NONE - NONE Personnel Information Pilot-In-Command Age - 68 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - UNK/NR YRUATE Months Since - UNK/NR Make/Model- 24 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 80 Last 90 Days- UNK/NR Multi-Eng - UNK/NR	Environment/Operations Information							
Completeness - N/ADestinationAirport DataBasic Weather - VMCLOCALDEKALB-PEACHTREEWind Dir/Speed- 080/010 KTSLOCALRunway Ident - UNK/NRWind Dir/Speed- 080/010 KTSATC/AirspaceRunway Lth/Wid - UNK/NRLowest Sky/Clouds - CLEARType of Flight Plan - NONERunway Surface - UNK/NRLowest Ceiling - NONEType of Clearance - NONERunway Status - UNK/NRObstructions to Vision - NONEType Apch/Lndg - NONEUNK/NRPrecipitation - NONEType Apch/Lndg - NONEUNK/NRCondition of Light - DAYLIGHTAge - 68Medical Certificate - VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrent - UNK/NRTotal - 1550Last 24 Hrs - UNK/NRSE LANDAircraft Type - UNK/NRInstrument- 80Last 90 Days- UNK/NRMulti-Eng - UNK/NRRotorcraft - UNK/NRMulti-Eng - UNK/NRRotorcraft - UNK/NR		Itinerary			Airport A	Proximity		
Completeness - N/ADestinationAirport DataBasic Weather - VMCLOCALDEKALB-PEACHTREEWind Dir/Speed- 080/010 KTSLOCALRunway Ident - UNK/NRVisibility - 15.0 SMATC/AirspaceRunway Lth/Wid - UNK/NRLowest Sky/Clouds - CLEARType of Flight Plan - NONERunway Surface - UNK/NRLowest Ceiling - NONEType of Clearance - NONERunway Status - UNK/NRObstructions to Vision - NONEType Apch/Lndg - NONEUNK/NRPrecipitation - NONEType Apch/Lndg - NONEUNK/NR-Personnel InformationAge - 68Medical Certificate - VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrent - UNK/NRTotal - 1550Last 24 Hrs - UNK/NRSE LANDAircraft Type - UNK/NRInstrument- 80Last 90 Days- UNK/NRMulti-Eng - UNK/NRRotorcraft - UNK/NRMulti-Eng - UNK/NRRotorcraft - UNK/NR	Wx Briefing ~ NO RECORD OF BRIEFING	Last Departure Point			ON AIR	PORT		
Basic Weather - VMC LOCAL DEKALB-PEACHTREE Wind Dir/Speed- 080/010 KTS Runway Ident - UNK/NR Wisibility - 15.0 SM ATC/Airspace Runway Ident - UNK/NR Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - UNK/NR Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - UNK/NR Obstructions to Vision- NONE Type Apch/Lndg - NONE Runway Status - UNK/NR Precipitation - NONE Type Apch/Lndg - NONE NONE -Personnel Information Pilot-In-Command Age - 68 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Months Since - UNK/NR Make/Model- 24 SE LAND Months Since - UNK/NR Instrument- 80 Last 30 Days- UNK/NR	Method - N/A	SAME AS ACC/INC						
Wind Dir/Speed- 080/010 KTSRunway Ident- UNK/NRVisibility- 15.0 SMATC/AirspaceRunway Lth/Wid- UNK/NRLowest Sky/Clouds- CLEARType of Flight PlanNONERunway Surface- UNK/NRLowest Ceiling- NONEType of Clearance- NONERunway Status- UNK/NRObstructions to Vision-NONEType Apch/Lndg- NONERunway Status- UNK/NRPrecipitation- NONEType Apch/Lndg- NONE- NONECondition of Light- DAYLIGHT- 68Medical Certificate - VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrent- UNK/NRTotal- 1550Last 24 Hrs - UNK/NRSE LANDAircraft Type - UNK/NRInstrument-80Last 90 Days- UNK/NRMulti-Eng - UNK/NRRotorcraft - UNK/NRMulti-Eng - UNK/NRRotorcraft - UNK/NR	Completeness - N/A	Destination		-	Airport Da	ata		
Visibility-15.0SMATC/AirspaceRunway Lth/Wid-UNK/NRLowest Sky/Clouds-CLEARType of Flight Plan-NONERunway Surface-UNK/NRLowest Ceiling-NONEType of Clearance-NONERunway Status-UNK/NRObstructions to VisionNONEType of Clearance-NONERunway Status-UNK/NRObstructions to VisionNONEType Apch/Lndg-NONE-UNK/NRPrecipitation-NONEType Apch/Lndg-NONE-Personnel InformationAge -68Medical Certificate -VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrent-UNK/NRTotal-1550Last 24 Hrs -UNK/NRSE LANDMonths Since-UNK/NRMake/Model-24Last 30 Days-UNK/NRMulti-Eng - UNK/NRRotorcraft - UNK/NRMulti-Eng - UNK/NRMulti-Eng - UNK/NRMulti-Eng - UNK/NR		LOCAL			DEKALB	PEACHTREE		
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - UNK/NR 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 - 68 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE SE LAND Current - UNK/NR Make/Model- 24 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 80 Last 90 Days- UNK/NR								
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 - 68 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 1550 Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model- 24 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 80 Last 90 Days- UNK/NR		• •						
Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 68 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 1550 Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model 24 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 80 Last 90 Days- UNK/NR		Type of Flight Plan	- NONE					
Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 68 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 1550 Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model- 24 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 80 Last 90 Days- UNK/NR		Type of Clearance	- NONE		Runway	Status -	UNK/NR	
Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 68 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 1550 Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model- 24 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 80 Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR		Type Apch/Lndg	- NONE					
-Personnel Information Pilot-In-Command Age - 68 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 1550 Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model- 24 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 80 Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR	Precipitation - NONE							
Pilot-In-Command Certificate(s)/Rating(s)Age - 68Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours)PRIVATE SE LANDBiennial Flight Review Current - UNK/NRFlight Time (Hours) Total - 1550Last 24 Hrs - UNK/NR Last 30 Days- UNK/NR Aircraft Type - UNK/NRMonths Since - UNK/NR Aircraft Type - UNK/NRMake/Model- Instrument- Multi-Eng - UNK/NRLast 90 Days- UNK/NR NR	Condition of Light - DAYLIGHT							
PRIVATE Current - UNK/NR Total - 1550 Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model- 24 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 80 Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR								
PRIVATE Current - UNK/NR Total - 1550 Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model- 24 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 80 Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR	Pilot-In-Command	Age - 68	Medical Cert				IVERS/LI	AIT
Multi-Eng - UNK/NR Rotorcraft - UNK/NR		Biennial Flight Review		Fligh	t Time (Ho	ours)		
Multi-Eng - UNK/NR Rotorcraft - UNK/NR		Current UNK/NR	Total	-	1550	Last 24	Hrs - U	NK/NR
Multi-Eng - UNK/NR Rotorcraft - UNK/NR	SE LAND	Months Since - UNK/NR	Make/Mode	el-	24	Last 30	Days- U	NK/NR
		Aircraft Type - UNK/NR	Instrumer	nt-	80	Last 90	Days- U	NK/NR
Instrument Rating(s) - NONE			Multi-Eng	g - UNI	K/NR	Rotorcr	aft - Ul	NK/NR
	Instrument Rating(s) - NONE							

File No	64 1/24/86	ATLANTA, GA	A/C Reg.	No. N8292N	Time (Lc1) - 1230 EST	
Occurrence Phase of Operation	ON GROUND COLLIS STANDING - START					
	FT PARKED URE - IMPROPER - PI NDED/ENGINE(S) RUNN		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

PAGE 145

Brief of Accident

File No 133 2/09/86 ALMA,GA	A 	A/C Reg. No. N4981U			Time (Lc1) - 1700 EST			
Basic Information Type Operating Certificate-NONE (GENERAL A Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	SU Fir	craft Damage BSTANTIAL e NE	Crew Pass		Inju Serious O O	Mino	0	
Accident Occurred During -LANDING			·					
Aircraft Information Make/Model - CESSNA 210 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3100 No. of Seats - 6	Eng Make/Model Number Engines Engine Type Rated Power	- 1			Installed/ tall Warni		ed - YES/NG em - YES	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 6.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 800 FT BROKEN Obstructions to Vision- NONE	Itinerary Last Departure P MARIANNA,FL Destination BAXLEY,GA ATC/Airspace Type of Flight P Type of Clearanc Type Apch/Lndg	lan - NONE e - NONE	ANDING	OFF AI Airport D ALMA Runway Runway Runway	Ident Lth/Wid Surface	P - N/A - N/A - N/A - N/A		
Precipitation - NONE Condition of Light - DAWN					-			
· · · · · · · · · · · · · · · · · · ·	e - 42				MEDICAL-W	AIVERS/	LIMIT	
	ennial Flight Review			nt Time (H				
PRIVATE	Current - YE			1406			UNK/NR	
SE LAND	Months Since - 12							
	Aircraft Type - C-	210 Instr	ument-	0	Last 9	0 Days-	28	

Instrument Rating(s) - NONE

----Narrative----

THE PILOT REPORTED THAT THE ENGINE QUIT DURING HIS DESCENT FROM THE 2000 FOOT CRUISE ALTITUDE. THE AIRCRAFT EXAMINATION FAILED TO DISCLOSE ANY SYSTEM MALFUNCTION OR FAILURE. THE PILOT STATED THAT HIS PREFLIGHT INDICATED THAT THERE WAS ABOUT 1/2 AND 1/3 TANKS OF FUEL IN THE LEFT AND RIGHT CELLS RESPECTIVELY. AFTER DEPARTING ON THE LEFT TANK, THE PILOT DID NOT REPORT CHANGING THE FUEL SELECTOR. THE OPERATORS MANUAL INSTRUCTS THE PILOT TO PLACE THE SELECTOR IN BOTH POSITION WHEN DESCENDING WITH LESS THAN 1/4 TANK OF FUEL. THE EXAMINATION OF THE AIRCRAFT SHOWED THAT THERE WAS ABOUT 7 GALLONS OF FUEL IN THE RIGHT TANK AND THE LEFT TANK WAS EMPTY.

File No. - 133 2/09/86 ALMA,GA A/C Reg. No. N4981U Time (Lcl) - 1700 EST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation DESCENT - NORMAL Finding(s) 1. FLUID, FUEL - STARVATION 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND 3. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND 4. PROCEDURES/DIRECTIVES - 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) 1,2,3,4

4

Brief of Accident

Basic Information						
Type Operating Certificate-NONE (GENERA		t Damage		Inju		
	SUBSTA		Fatal			None
Type of Operation -PERSONAL	Fire	Crew		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/Model - CO			installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			all Warniı	ng System	- NO
Max Gross Wt - 1200		CIPROCATING-CARBUR	LIOR			
No. of Seats - 2	Rated Power -	65 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport F			
Wx Briefing - NO RECORD OF BRIEFING			ON AIRF	PORT		
Method - N/A	LANETT, AL					
Completeness - N/A	Destination		Airport Da			
Basic Weather - VMC	SAME AS ACC/INC		HENRY (-		
Wind Dir/Speed- 045/007 KTS					- 06	
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 Precipitation - NONE	Type Apch/Lndg	FULL STOP				
Precipitation - NONE Condition of Light - DAYLIGHT		FULL STUP				
-Personnel Information Pilot-In-Command	Age - 67	Medical Certifica				AT T
Certificate(s)/Rating(s)	Age - 67 Biennial Flight Review		nt Time (Ho		AIVERS/LIP	111
ATP, CFI	Current - YES				4 Hrs -	1
SE LAND, ME LAND	Months Since - UNK/NR				0 Davs- Ul	-
SE LAND, ME LAND	Aircraft Type - UNK/NR				0 Days 0 0 Days-	30
		Multi-Eng - :			5 Days	50
Instrument Rating(s) - AIRPLANE						
-Narrative						

.

File No 1	41 3/08/86 HAM	IPTON, GA	A/C Reg. No. N71633	Time (Lc1) - 1330 EST
Occurrence #1 Phase of Operation			0	
2. LANDING GEAR,NO 3. MAINTENANCE,I	GHT - INADEQUATE - PILC RMAL BRAKE SYSTEM - INC NSPECTION OF AIRCRAFT - TROL - NOT MAINTAINED -	PERATIVE IMPROPER - OTHER	MAINTENANCE PSNL	· · · · · · · · · · · · · · · · · · ·
Occurrence #2 Phase of Operation				
Probable Cause				
The National Transpo is/are finding(s) 2,		termines that the	Probable Cause(s) of this accid	lent

Brief of Accident

File No 91 1/10/86 CLINT(DN,IA A	/C Reg. No. N3948	BD	т	ime (Lcl) -	1518 CST	
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL		craft Damage STROYED e	Crew	Fatal	Injur Serious O	ies Minor 0	None 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		NE	Pass	ò	0 0	Ö	õ
Aircraft Information Make/Model - CESSNA 182A Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2650 No. of Seats - 4	Number Engines	- CONTINENTAL 0-4 - 1 - RECIPROCATING-C - 230 HP		S	Installed/A tall Warnir		- YES-UNK/N - YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/010 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure P SAME AS ACC/IN Destination DUBUQUE,IA ATC/Airspace Type of Flight P Type of Clearanc Type Apch/Lndg	iC 1an - NONE	TERN	OFF AII Airport Da MUNICII Runway Runway Runway	PAL Ident - Lth/Wid - Surface -	· 32 · 3700/	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 62 Biennial Flight Review Current - YE Months Since - 14 Aircraft Type - C-	S Total Make/Moo	Fligh - del-	te - VALID nt Time (Ho 1059 1059 0	ours) Last 24 Last 30	AIVERS/LIM Hrs - UN Days- UN Days- UN	K/NR K/NR

Instrument Rating(s) - NONE

----Narrative----

THE PILOT NORMALLY MADE SEVERAL TOUCH AND GO LANDINGS BEFORE DEPARTING THE LOCAL AREA. HE WAS KNOWN TO NOT FLY NEAR CLOUDS OR AT NIGHT. FOR THIS FLIGHT, THE CEILING WAS AT LEAST 1000 FEET AT TAKEOFF AND WAS AT LEAST 700 FEET IN THE ACCIDENT AREA. AIRPLANE WAS OBSERVED AT TAKEOFF BUT WAS NOT SEEN AGAIN UNTIL THE WRECKAGE WAS FOUND. THE AIRPLANE IMPACTED THE TERRAIN AT HIGH SPEED, IN A SLIGHT DESCENT, ONE MILE WEST OF THE DEPARTURE AIRPORT, NEAR WHERE THE NORMAL DOWNWIND LEG WOULD HAVE BEEN.

File No	91 1/10/86	CLINTON, IA	A/C Reg.	No. N3948D	Time (Lcl) - 1518 CST
Occurrence #1 Phase of Operation					
Finding(s) 1. AIRSPEED - EXCE 2. ALTITUDE - NOT 3. CLEARANCE - NOT 4. IMPROPER US	MAINTAINED - PILO MAINTAINED - PIL	T IN COMMAND	NSTRUMENT TIME -	PILOT IN COMM	AND
Occurrence #2	IN FLIGHT COLLI	SION WITH TERRAIN TROLLED			

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

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENER		craft Damage		Injur	ies		
Type operating certificate None (dent		BSTANTIAL	Fatal			None	
Type of Operation -PERSONAL			ew O	0	0	1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI	NO		iss O	0	0	1	
-Aircraft Information							
Make/Model - CESSNA 172	Eng Make/Model	- CONTINENTAL 0-300-					
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2200		- 1 - RECIPROCATING-CARB		tall Warnir	ng System	- YES	
No. of Seats - 4	Rated Power						
-Environment/Operations Information					· · · · · · · · · · · · · · · · · · ·		
Weather Data	Itinerary	- • - •		Proximity			
W× Briefing - FSS Method - TELEPHONE	Last Departure Po CRESTON,IA	ριητ	ON AIR	PURI			
Completeness - UNK/NR	Destination		Airport D	ata			
Basic Weather - VMC	SAME AS ACC/IN	C		INES MUNI			
Wind Dir/Speed- 310/029 KTS		-			- 3OR		
Visibility - 30.0 SM	ATC/Airspace			Lth/Wid -	9001/	150	
Lowest Sky/Clouds - UNK/NR	Type of Flight P		Runway	Surface -	ASPHALT		
Lowest Ceiling - 2800 FT BRC			Runway	Status -	- DRY		
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information	•						
Pilot-In-Command	Age - 44	Medical Certifi	cate - VALID	e - VALID MEDICAL-NO WAIVERS/LIMIT t Time (Hours)			
Certificate(s)/Rating(s)	Biennial Flight Review	FI S Total -	ight Time (H	ours)		•	
PRIVATE SE LAND	Months Since - 7	S IOTAI -	324 278		Hrs - Dave- UN	-	
JL LAINU	Aircraft Type - C-	172 Instrument-) Days- ur) Days-		
		Multi-Eng -		Rotorcr	raft - UN		
Instrument Rating(s) - NONE							

TURNED OFF THE RWY ONTO A TAXIWAY THAT RUNS TO THE NORTH. THE PLT THEN STOPPED TO CHANGE RADIO FREQUENCIES. WHILE THE ACFT WAS STOPPED A STRONG GUST FROM THE NW ESTIMATED TO BE 40 TO 45 KTS, LIFTED THE LEFT WING AND TAIL. AS THE ACFT NOSED DOWN THE PROP AND RIGHT WING CONTACTED THE TAXIWAY RESULTING IN SUBSTANTIAL DAMAGE TO THE WING.

File No. 20 1/12/86 DES MOINES,IA A/C Reg. No. N8036B Time (Lc1) - 1425 CST Occurrence NOSE DOWN Phase of Operation TAXI - FROM LANDING Finding(s) 1. WEATHER CONDITION - HIGH WIND 2. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND 3. WEATHER CONDITION - GUSTS

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

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

Brief of Accident

Basic Information				_ .		
Type Operating Certificate-COMMUTER		ft Damage	F - + - 1	Inju		
Turne of Openation - PUSINESS		ANTIAL	Fatal	Serious		
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91	Fire	Crew Pass	-	0	-	1 0
Accident Occurred During -LANDING	NUNE					-
Aircraft Information	i.					
Make/Model - CESSNA 150	Eng Make/Model - C	ONTINENTAL 0-200-A				
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warni	ng Syste	m - YES
Max Gross Wt - 1600		ECIPROCATING-CARBURE	ETOR			
No. of Seats - 2	Rated Power -	100 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Departure Poin	t	OFF AI	RPORT/STRI	2	
Method - ILLEPHUNE Completeness - WEATHER NOT PERTINE	ST. JAMES, MN					
			Airport Da	ata		
Basic Weather - VMC	SPENCER, IA		•	T		
Wind Dir/Speed- 140/016 KTS					- N/A	
Visibility - 15.0 SM Lowest Sky/Clouds - UNK/NR	AIC/Airspace	VED	•	Lth/Wid	•	
Lowest Sky/clouds - UNK/NK	Type of Flight Plan	- VFR		Surface	-	0000750
Lowest Ceiling - 1000 FT OV Obstructions to Vision- NONE	ERCASI Type of Clearance			Status	- SNUW -	CRUSTED
	Type Apch/Lndg	- PRECAUTIONARY LAP	NDING		•	
Precipitation - NONE						
Condition of Light - NIGHT(DARK)						
Personnel Information Pilot-In-Command	Ace - 33	Medical Centificat				TMTT
Certificate(s)/Rating(s)	Riennial Elight Powiew		te - VALID	MEDICAL-W	AIVER5/L	TWTI
PRIVATE	Current - YES	Total '-	77	last 2	4 Hrs -	2
SE LAND	Age - 33 Biennial Flight Review Current - YES Months Since - 6 Aircraft Type - C-152	Make/Model-	64	last 3) Davs- 1	
	Aircraft Type - C-152	Instrument-	0	last 9) Days-	13
			v		5 54,5	10
Instrument Rating(s) - NONE						

DID NOT HAVE A PHONE SO THE PLT TOOKOFF AGAIN ENROUTE TO HIS ORIGINAL DEST. HE BECAME DISORIENTED A SECOND TIME AND, BECAUSE THE ACFT WAS RUNNING LOW ON FUEL, HE DECIDED TO LAND IN A SNOW COVERED FIELD NEAR A SMALL TOWN. THE SNOW WAS DEEP AND CRUSTED AND THE ACFT NOSED OVER DURING THE LANDING ROLL.

File No 59	1/23/86 BANCROFT,IA	A/C Reg. No. N7595U	Time (Lc1) - 2230 CST
Occurrence NOSE Phase of Operation LANDI	OVER NG - ROLL		
3. IMPROPER USE OF EQ 4. TERRAIN CONDITION - NO 5. PRECAUTIONARY LANDIN	TED - INADVERTENT - PILOT IN CO UIPMENT/AIRCRAFT,INADEQUATE TR/	AINING - PILOT IN COMMAND	

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

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAI	AVIATION) Air	craft Damage			Iniur	ies	
	SUE	BSTANTIAL		Fatal	Serious		None
Type of Operation -INSTRUCTIONAL	- Fire	e	Crew	0		0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NOI	NE	Pass	0	0	0	0
Aircraft Information	· • • • • • • • • • • •						
Make/Model - PIPER PA-38-112 Landing Gear - TRICYCLE-FIXED	Eng Make/Model		D-L2A		nstalled/A		
Max Gross Wt - 3600	Number Engines Engine Type				all Warnin	g System -	YES
No. of Seats - 2	Rated Power		CARDURE	IUR			
Environment/Operations Information							
Weather Data	Itinerary			Airport P			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Po			ON AIRP	ORT		
Method - N/A	SAME AS ACC/INC	C					
Completeness - N/A	Destination			Airport Da			
Basic Weather - VMC	LOCAL			MUNICIP	··-		
Wind Dir/Speed- 090/009 KTS						12L	50
Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight P				Lth/Wid - Surface -		50
Lowest Ceiling - NONE	Type of Flight P Type of Clearance				Status -		
Obstructions to Vision- NONE	Type Apch/Lndg			Kunway	Status	DRI	
Precipitation - NONE	Type Apeny Endg						
Condition of Light - DAYLIGHT							
Personnel Information	A	M					
Pilot-In-Command	Age - 38 Biennial Flight Review	Medical Cer			N		
Certificate(s)/Rating(s) STUDENT	Cuppopt - N/	A Totol	Fiign	t Time (Ho	urs)		2
STUDENT	Months Since - N//	n i∪tal A Mako/Ma	- - (eho	29 29	Last 24	Dave- UNK	∠ /ND
	Current - N// Months Since - N// Aircraft Type - N//	A Instrum	ment-	29	Last 90	Days- UNK	18
				U		Juys	10
Instrument Rating(s) - NONE							

THE LEFT EDGE OF THE RUNWAY AND STAYED THERE UNTIL IT IMPACTED A TAXI/INTERSECTION SIGN.

PAGE 156

File No. - 12 1/31/86 A/C Reg. No. N25735 Time (Lcl) - 1005 CST DES MOINES,IA 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. OBJECT - AIRPORT FACILITY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 1

Brief of Accident

-Basic Information							
Type Operating Certificate-ON-DEMA		Aircraft Damage SUBSTANTIAL		Fatal	Injur		N I - - -
Name of Carrier -AREO TI Type of Operation -NON SCH Flight Conducted Under -14 CFR	RUCKFURD INC.	Fire	Crew	Fatal O	Serious O	Minor	None
Elight Conducted Under -14 CEP	125	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING		NONE	1 4 3 3	Ū	Ū	U	Ū
-Aircraft Information							
Make/Model - BEECH G18S		Model - P & W R-985			nstalled/A		
Landing Gear - TAILWHEEL-RETRACTA		gines - 2			all Warnin	g System	- UNK/NR
Max Gross Wt - 9700		pe - RECIPROCATI	NG-CARBURE	TOR			
No. of Seats - 2	Rated Pow	er - 450 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport F	roximity		
Wx Briefing - FSS	Last Depar	ture Point		ON AIRF	ORT		
Method - TELEPHONE	MOLINE,I						
Completeness - FULL	Destination			Airport Da			
Basic Weather - VMC	SAME AS	ACC/INC		MUNICIF			
Wind Dir/Speed- 180/020 KTS						13	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		150
Lowest Sky/Clouds - 25000 FT Lowest Ceiling - NONE	THIN OVC Type of F1	ight Plan - NUNE			Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of C1			Runway	Status -	DRY	
Precipitation - NONE	Туре Арсп/	Lndg - TRAFFIC STOP AN					
Condition of Light - DAYLIGHT		STUP AN	D GO				
-Personnel Information	A	M 1 + 1					
Pilot-In-Command Certificate(s)/Rating(s)	Age - 33 Biennial Flight		Certificat	e – VALID t Time (Ho		WAIVERS/	LIMII
COMMERCIAL, ATP, CFI	Current					Hne - UN	
SE LAND, ME LAND	Months Since	- 123 101a	l `- / Model-	355	Last 24	Dave- UN	
HELICOPTER	Aircraft Typ	e - 76 Inst	/Model- rument-	685	Last 90	Days UN	
			i-Eng -			24,8 6.0	.,
Instrument Rating(s) - AIRPLA	NE						

DEGREES AT 20 KNOTS, GUSTING TO 30 KNOTS. THE PILOT STATED THAT WHILE THE AIRPLANE WAS ROLLING DOWN THE RUNWAY, THE RIGHT WING WAS LIFTED BY A WIND GUST AND IT SLOWLY VEERED TO THE LEFT. HE ADDED POWER AND LIFTED THE AIRPLANE INTO THE AIR IN A LEFT TURN. THE WIND GUST STOPPED AND THE AIRPLANE DROPPED TO THE GROUND ON THE LEFT GEAR AND NOSED FORWARD. THE LEFT PROPELLER AND WING TIP HIT THE GROUND AND THE AIRPLANE CARTWHEELED TO THE LEFT, HITTING THE NOSE, THE RIGHT PROPELLER AND LANDING GEAR AND CAME TO REST 180 DEGREES FROM THE LANDING RUNWAY HEADING.

· **-** - ...

PAGE 158

File No 17	1 3/25/86	CEDAR RAPIDS,IA	A/C Reg. No. N528	Time (Lcl) - 1008 CST	
Occurrence #1		- ON GROUND			
Phase of Operation	LANDING - ROLL				
Finding(s)					
1. WEATHER CONDITIO	N - CROSSWIND				
		NADEQUATE - PILOT IN CO			
	•	CRAFT - PILOT IN COMMAN			
		- INADEQUATE - PILOT IN		COMMAND	
5. IMPROPER USE 6. DIRECTIONAL CONT		-	N PERSONAL ABILITY - PILOT IN	CUMMAND	
	RUL - INADEQUATE				
Occurrence #2		ION WITH TERRAIN			
Phase of Operation	LANDING - RULL				
Probable Cause	-				
Probable Cause	-				

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

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

Brief of Accident A/C Reg. No. NONE Time (Lcl) - 1015 MST 1/15/86 CALDWELL, ID File No. - 13 ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries SUBSTANTIAL Fatal Serious Minor None 0 Type of Operation -PERSONAL Fire Crew 0 0 1 Flight Conducted Under -14 CFR 91 NONE Pass 0 1 0 0 Accident Occurred During -LANDING _____ ---Aircraft Information----Make/Model - WORLDWIDE INDUST. SPIT FIRE #2 Eng Make/Model - ROTEX UNK ELT Installed/Activated - NO -N/A Number Engines - 1 Stall Warning System - NO Engine Type - RECIPROCATING-CARBURETOR Rated Power - 52 HP Max Gross Wt - UNK/NR No. of Seats - 2 - 52 HP _____ -Environment/Operations Information----Weather Data Itinerarv Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A CALDWELL.ID Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL CALDWELL INDUSTRIAL Wind Dir/Speed- CALM Runway Ident - 30 Visibility - 5.0 SM ATC/Airspace Runway Lth/Wid - 4700/ 60 Runway Surface - ASPHALT Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE - NONE Type of Clearance - NONE Runway Status - DRY Lowest Ceilina Obstructions to Vision- HAZE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT ----Personnel Information----Pilot-In-Command Age - 25 Medical Certificate - NO MEDICAL Biennial Flight ReviewFlight Time (Hours)Current- N/ATotal- 105Last 24 Hrs -Months Since- N/AMake/Model-105Last 30 Days-Aircraft Type- N/AInstrument-OLast 90 Days-Certificate(s)/Rating(s) NONE 1 1 1

Instrument Rating(s) - NONE

----Narrative----

THE PILOT OF THIS ULTRALIGHT SAID THERE WAS A LOSS OF ENGINE RPM. THE AIRCRAFT WAS THEN DAMAGED DURING AN OFF AIRPORT LANDING. THE PILOT WAS NOT INJURED BUT THE PASSENGER RECEIVED SERIOUS INJURIES. THIS ULTRALIGHT AIRCRAFT DID NOT MEET THE CRITERIA FOR REGISTRATION EXEMPTION AND WAS CONSIDERED AN UNCERTIFIED EXPERIMENTAL AIRCRAFT. NO REASON FOR THE POWER LOSS WAS DETERMINED DURING A SUCCESSFUL POST ACCIDENT ENGINE RUN.

File No	13 1/15/86	CALDWELL, ID	A/C Reg. No.	NONE	Time (Lc1) - 1015 MST
Occurrence #1 Phase of Operation	LOSS OF POWER Approach				
Finding(s) 1. UNDETERMINED					· · · · · · · · · · · · · · · · · · ·
Occurrence #2 Phase of Operation	HARD LANDING LANDING				
Finding(s) 2. IN-FLIGHT PLANN	ING/DECISION - POO	R - PILOT IN COMMAND			
Probable Cause	`				
The National Transpo is/are finding(s) 2	rtation Safety Boa	rd determines that t	he Probable Cause(s) o	of this a	accident

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

Brief of Accident

File No 43 2/23/86	MOUNT BALDY,ID	A/C Reg. No. N	16800	Time (Lcl) - 1215 MST			
-Basic Information Type Operating Certificate-ON-DE	MAND AIR TAXI	Aircraft Damage			Injur		
Name of Carrier -REED Type of Operation -NON S Flight Conducted Under -14 Cf	RS FLYING SERVICE	DESTROYED	F	atal	Serious	Minor	
Type of Operation -NON S	CHED,DOMESTIC,PASSENGER	Fire	Crew	0	1 0	0	-
Flight Conducted Under -14 C	R 135	NONE	Pass	0	0	0	3
Accident Occurred During -CRUI	5E 						
-Aircraft Information							
Make/Mode1 - BELL 206B		odel - ALLISON 250 [.]					
Landing Gear - TRICYCLE-FIXED		ines - 1		Sta	11 Warnin	g Syste	em – UNK/M
Max Gross Wt - 4000		e - TURBOSHAFT					
No. of Seats - 5	Rated Powe	r - 317 HP					
-Environment/Operations Information							•
Weather Data	Itinerary			rport Pr			
Wx Briefing - NO RECORD OF E				OFF AIRP	ORT/STRIP		
Method - N/A	MOUNT BAL	DY,ID					
Completeness - N/A	Destination		Air	port Dat	а		
Basic Weather - VMC	HAILEY, ID					:	
Wind Dir/Speed- 305/005 KTS	· · · · · · · · · · · · · · · · · · ·			Runway I		N/A	
Visibility - 1.000 SM	ATC/Airspace				th/Wid -		
Lowest Sky/Clouds - UNK/NF		ght Plan - NONE			urface -		
Lowest Ceiling - UNK/NF		arance - NONE		kunway S	tatus -	N/A	
Obstructions to Vision- FOG	lype Apch/L	ndg - NONE					
Precipitation - NONE	NIT						
Condition of Light - DAYLIC	ari 						
-Personnel Information Pilot-In-Command	Ace - 37	Medical (ertificate -		EDICAL-NO	WATVER	S/ITMIT
Certificate(s)/Rating(s)	Biennial Flight R	Medical (eview	Flight T				
COMMERCIAL	Current	- YES Tota	- 881	0	Last 24	Hrs -	UNK/NR
SE LAND, ME LAND	Months Since	- 3 Make	'Model- 470	0	Last 30		
HELICOPTER	Aircraft Type	- 3 Make - UNK/NR Instr	ument- 41	5	Last 90	Davs-	40
		Mult	-Eng - 70	5	Rotorcr		
Instrument Rating(s) - AIRF	PLANE						
PILOT ALLOWED THE AIRCRAFT TO ENTE	R INTO INSTRUMENT METEORO		THE ARTIFIC	IAL HORT	70N		
INOPERATIVE AS WELL AS THE TURN PO						KING	
GROUND.	ALL ON THE TORIC AND DATE		A AFTE A				

.

.

	43 2/23	3/86 MOU	NT BALDY,ID	A/C Reg. No. N168	00	Time (Lcl) - 1215 MST
Occurrence #1 Phase of Operation		ENCOUNTER W	ITH WEATHER			
Finding(s) 1. WEATHER CONDIT 2. FLIGHT INTO M	NOWN ADVERSE			N COMMAND		
Dccurrence #2 Phase of Operation	IN FLIGHT (CRUISE	COLLISION W	ITH TERRAIN			

, љ **х**

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

Brief of Accident

Type Operating Certificate-	NONE (GENERAL	AVIATION)	Aircraft Damage			Injur	ies	
			SUBSTANTIAL		Fatal	Serious	Minor	None
	PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -			NONE	Pass	0	0	0	0
Accident Occurred During -	TAKEOFF							
-Aircraft Information								
Make/Model - CESSNA 172			el - LYCOMING O			installed/A		
Landing Gear - TRICYCLE-FI	XED	Number Engin				all Warnin	g System	- YES
Max Gross Wt - 2300			- RECIPROCAT	ING-CARBURE	TOR			
No. of Seats - 4		Rated Power	- 160 HP					
-Environment/Operations Inform	ation							
Weather Data		Itinerary			Airport F			
Wx Briefing - UNK/NR		Last Departur			ON AIRF	PORT		
Method - UNK/NR		SAME AS ACC	/INC					
Completeness - UNK/NR		Destination	_		Airport Da			
Basic Weather - VMC		POCATELLO,I	D			N FALLS		
Wind Dir/Speed- 180/004 K								50
Visibility - 50.0		ATC/Airspace				Lth/Wid -		50
Lowest Sky/Clouds - C		Type of Fligh				Surface -	DRY	
Lowest Ceiling - N		Type of Clear			Runway	Status -	DRY	
Obstructions to Vision- N		Type Apch/Lha	g - TOUCH	AND GU				
Precipitation - N								
Condition of Light - D	AYLIGHI 							
-Personnel Information								
Pilot-In-Command		ge - 24		Certificat			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Ł	Siennial Flight Rev			t Time (Ho			
STUDENT				al -		Last 24	Hrs - UN	
		Months Since - Aircraft Type -		e/Model- trument- UN	29	Last 30 Last 90	Days- Un	
		Aircraft Type -		ti-Eng - UN			aft '- UN	
			MUT	LI-ENG - UN		ROTOPOP	art - ur	
Instrument Rating(s) -	NONE						χ.	
-Narrative STUDENT PILOT WAS ATTEMPTING								

File No 12	7 3/03/86	AMERICAN FALLS	,ID A/C Reg	. No. N6486J	Time (Lc1) - 1330 MST
_	LOSS OF CONTROL - TAKEOFF - GROUND				
Finding(s) 1. PROPER ALIGNMENT	- NOT MAINTAINED	- PILOT IN COMM	AND		· · · · · · · · · · · · · · · · · · ·
	ON GROUND COLLISI TAKEOFF - GROUND				
Probable Cause					

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

Brief of Accident

-Basic Information Type Operating Certificate-ON-DEMA	ND ATP TAXT	Aircraft	Damage		Injur	ries	
	AND AIR TANI	SUBSTANT		Fatal		Minor	None
Type of Operation -PERSONA		Fire	Cr	ew O ss O	0	0	2
Flight Conducted Under -14 CFR		NONE	Pa	ss O	0	0	6
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - ISRAELI INDUSTRIES	5 1124A Eng M	ake/Model - GARR	ETT TFE731-3-1	G ELT			
Landing Gear - TRICYCLE-RETRACTAE	BLE Numbe	Engines - 2 Type - TURB		S	tall Warnin	ng System	- YES
Max Gross Wt - 16000	Engin	eType - TURB	OJET				
No. of Seats - 12	Rated	Power - 37	OO LBS THRUST				
-Environment/Operations Information							
Weather Data	Itinerar				Proximity		
Wx Briefing - UNK/NR		eparture Point		ON AIR	PURI		
Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC	TAMP.	-		Adamaanta Da			
Basic Weather - VMC	Destina	AS ACC/INC		Airport D	ATA APOLIS INTI		
Wind Dir/Speed- 290/007 KTS	SAME	AS ACC/INC			Ident ·		
Visibility - 7.0 SM	ATC/Airs	200			Lth/Wid		150
Lowest Sky/Clouds -		f Flight Plan -	TED		Surface -		150
Lowest Ceiling - 1600 FI					Status -		
Obstructions to Vision- NONE	Type A	ch/inda -		Kuliway	Status	UKI	
Precipitation - NONE			FULL STOP				
Condition of Light - NIGHT(DA	NRK)						
-Personnel Information							
Pilot-In-Command	Age - 33	м	edical Certifi	cate - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Fli	ght Review	F1	ight Time (H	ours)		
ATP,CFI	Current	- YES	Total -	• 6 685	Last 24	Hrs -	4
SE LAND, ME LAND	Months S	in ce - 6	Make/Model-	3500	Last 30) Days- UN	K/NR
	Aircraft	Type - UNK/NR	Instrument-	870	Last 90) Days-	98
		- YES ince - 6 Type - UNK/NR	Multi-Eng -	4565	Rotorcr	raft -	1
Instrument Rating(s) - AIRPLA	NE						
					· · · · · · · · · · · · · · · · · · ·		
-Narrative	TVATE DILOT (TH TH	- LEFT CEAT) ATT					
THE SECOND APPROACH TO RWY 22R THE PR	AN ON THE LEET WING	TID THE ACET T	LENFIED IU LAND	DICHT MATN	THATIN GEAK		
UADD AND THE ACET BOUNCED CONTNO DOM	NA ON THE LEFT WING						
HARD AND THE ACFT BOUNCED COMING DOW LEFT MAIN GEAR. THE RIGHT MAIN TIRE		DOM THE ACET T	HE ACET SKIDDE	D TO A CTOD 4	NI THE DWV		

File No 1	08 1/03/86	INDIANAPOLIS, IN	A/C Reg. No. N420W	Time (LCl) -	1833 EST
Occurrence #1 Phase of Operation		TOUCHDOWN			
Finding(s) 1. AIRSPEED - NOT 2. STALL - INADVER 3. IMPROPER US 4. REMEDIAL ACTION	TENT - COPILOT E OF EQUIPMENT/AIR	CRAFT,LACK OF RECENT TO PILOT IN COMMAND	TAL EXPERIENCE - COPILOT		
Occurrence #2 Phase of Operation					
Finding(s) 5. LANDING GEAR,MA	IN GEAR - OVERLOAD				
Probable Cause		· · · · · · · · · · · · · · · · · · ·			

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION) Ai	rcraft Damage			Injur	ies	
., , , , , , , , , , , , , , , , , , ,		UBSTANTIAL		Fatal			None
Type of Operation -PERSONAL	Fi	re	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	N	ONE	Pass	0	0	0	0
Accident Occurred During -LANDING							_
Aircraft Information							
Make/Model - CESSNA 177		- LYCOMING 0-320	-E2D		installed/A		
Landing Gear - TRICYCLE-FIXED					all Warnin:	g System	- YES
Max Gross Wt - 2350		- RECIPROCATING-0	CARBURE	TOR			
No. of Seats - 4	Rated Power	- 150 HP					
Environment/Operations Information							
leather Data	Itinerary			Airport F			
Wx Briefing - UNK/NR	Last Departure			ON AIRF	ORT		
Method - UNK/NR	SAME AS ACC/I	NC					
Completeness - UNK/NR	Destination			Airport Da			
Basic Weather - VMC	LOCAL			MT. CON			
Wind Dir/Speed- CALM						25	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		100
Lowest Sky/Clouds - CLEAR	Type of Flight				Surface -		
Lowest Ceiling - NONE	Type of Clearan			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PA	TTERN				
Precipitation - NONE		FULL STOP					
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 47	Medical Cer	+: =: ====		MEDICAL		r -
	5			it Time (Ho		IVERS/LIM.	L I
Certificate(s)/Rating(s) STUDENT	Biennial Flight Revie Current - N			36		Hrs -	4
STUDENT	Months Since - N				Last 30		
	Aircraft Type - N		opt-	2	Last 90	Days- UN	
	All Chart Type - N			IK/NR		aft - UN	
		Mait Li El			KUTUPU		
Instrument Rating(s) - NONE							

File No 90	1/23/86 INDIANAPOLIS,IN	A/C Reg. No. N3244T	Time (Lc1) - 1615 EST
	LANDING NG - FLARE/TOUCHDOWN		
Finding(s) 1. FLARE - MISJUDGED - Pi	LOT IN COMMAND		
Probable Cause	·		

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

•

Brief of Accident

AL AVIATION) Aircraf			Injur	ioe	
506514	ANTIAL	Fatal			None
Fire	Crew		0	0	1
NONE			Ō	Ō	Ó
Eng Make/Model - CC	NTINENTAL IO-470-L	ELT :	[nstalled/A	ctivated -	YES-UNK/N
		S	tall Warnir	ng System -	YES
Rated Power -	260 HP			_	
Itinerary		Airport B	Proximity		
	:	ON AIR	PORT		
MUNCIE, IN					
					150
		Runway	Status -	ICE CUVER	ED
Type Apch/Lhdg					
	FULL STUP				
Age - 50	Medical Centifica				т
Current - YES	Total -			Hrs -	2
					_
					8
	Multi-Eng -	311		,-	-
	NONE Eng Make/Model - CO Number Engines - 2 Engine Type - RE Rated Power - Itinerary Last Departure Point GRIFFITH,IN Destination MUNCIE,IN ATC/Airspace Type of Flight Plan RCAST Type of Clearance Type Apch/Lndg Age - 50 Biennial Flight Review Current - YES Months Since - 20	NONEPassEng Make/Model - CONTINENTAL IO-470-L Number Engines - 2 Engine Type - RECIP-FUEL INJECTED Rated Power - 260 HPItinerary Last Departure Point GRIFFITH, IN Destination MUNCIE, INATC/Airspace Type of Flight Plan - IFR Type of Clearance - IFR Type Apch/Lndg - TRAFFIC PATTERN FULL STOPAge - 50 Medical Certifica Biennial Flight Review Current - YES Months Since - 20 Aircraft Type - UNK/NR	NONEPassOEng Make/Model - CONTINENTAL IO-470-LELT INumber Engines - 2StEngine Type- RECIP-FUEL INJECTEDRated Power- 260 HPItineraryAirport FLast Departure PointON AIRFGRIFFITH, INDestinationDestinationAirport DaMUNCIE, INDELAWAFRunwayType of Flight Plan - IFRRunwayType of Clearance - IFRRunwayType Apch/LndgType Apch/LndgTotal - 1350Months Since - 20Make/Model - 311Aircraft Type - UNK/NRInstrument - 240	NONEPassOEng Make/Model - CONTINENTAL IO-470-LELT Installed/ANumber Engines - 2Stall WarnirEngine Type- RECIP-FUEL INJECTEDRated Power- 260 HPItineraryAirport ProximityLast Departure PointON AIRPORTGRIFFITH, INDestinationDestinationAirport DataMUNCIE, INDELAWARE CO-JOHNSATC/AirspaceRunway IdentType of Flight Plan - IFRRunway SurfaceType Apch/Lndg- TRAFFIC PATTERNFULL STOPFlight Time (Hours)Age - 50Medical Certificate - VALID MEDICAL-WABiennial Flight ReviewFlight Time (Hours)Current- YESTotalAircraft Type - UNK/NRInstrument-240Last 240	NONE Pass O O Eng Make/Model - CONTINENTAL IO-470-L Number Engines - 2 ELT Installed/Activated - Stall Warning System - Stall Warnin

ſ

.

.

File No 1	07 2/12/86	MUNCIE, IN	A/C Reg. No	. N5841S	Time (Lc1) - 1830 EST
Occurrence #1 Phase of Operation	-		MALFUNCTION		
Finding(s) 1. ELECTRICAL SYST 2. ALTERNATOR - 1 3. CHECKLIST - NOT	NOT SELECTED - PILC				· · · · · · · · · · · · · · · · · · ·
Occurrence #2 Phase of Operation					
Finding(s) 4. GEAR EXTENSION 5. LIGHT CONDITION 6. WEATHER CONDITION	- DUSK	OT IN COMMAND			
Probable Cause					

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

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

~

Brief of Accident

File No 8 1/01/86 OLAT	HE,KS A/	A/C Reg. No. N4682J			Time (Lc1) - 1300 CST				
Basic Information Type Operating Certificate-NONE (GENER		raft Damage STANTIAL		Fatal	Injur Serious	ies Minor	None		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NON		Crew Pass	0 0	0	0	1 · 1		
Aircraft Information Make/Model - PIPER PA-28R-180 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2500 No. of Seats - 4	Number Engines - Engine Type -	LYCOMING IO-360B 1 RECIP-FUEL INJEC 180 HP			Installed/A tall Warnin				
 Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 220/015 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT 	Itinerary Last Departure Po TOPEKA,KS Destination SAME AS ACC/INC ATC/Airspace Type of Flight P1 Type of Clearance Type Apch/Lndg	an - NONE - NONE	A	ON AIR irport D JOHNSO Runway Runway Runway	ata N CTY. EXEC	17 4099/ ASPHALT	75		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 46 Biennial Flight Review Current - YES Months Since - 5 Aircraft Type - PA2	Total Make/Mode	Flight - 1- t- UNK	Time (H 780 514 /NR	ours) Last 24 Last 30 Last 90	IVERS/LIM Hrs - UN Days- UN Days- aft - UN	IK/NR IK/NR 13		

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT STATED THAT HE WAS GIVEN LANDING INSTUCTIONS FOR RUNWAY 17 TO INCLUDE WINDS FROM 220 DEGREES AT 15 KNOTS, GUSTING TO 20 TO 25 KNOTS. HE SAID THAT HE TOUCHED DOWN ON THE MAIN WHEELS AND A WIND GUST LIFTED THE AIRPLANE AND IT DRIFTED TO THE LEFT. HE SAID THAT FULL OPPOSITE CONTROLS DID NOT STOP THE DRIFT AND THE LEFT MAIN GEAR COLLAPSED WHEN IT HIT A PILE OF ICE AND SNOW JUST OFF THE RUNWAY.

File No. - 8 1/01/86 OLATHE,KS A/C Reg. No. N4682J Time (Lc1) - 1300 CST -----Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - SNOWBANK _____ ----Probable Cause----

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

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

Brief of Accident File No. -10 1/09/86 LAWRENCE,KS A/C Reg. No. N38127 Time (Lc1) - 0300 CST --Basic Information----Type Operating Certificate-ON-DEMAND AIR TAXI Aircraft Damage Injuries SUBSTANTIAL Fatal Serious Minor None Type of Operation -POSITIONING Fire Crew 0 0 0 1 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -LANDING _____ ---Aircraft Information----Make/Model - PIPER PA-32R-300 Eng Make/Model - LYCOMING IO-540K1G5D ELT Installed/Activated - YES/NO Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Stall Warning System - YES Max Gross Wt - 3400 Engine Type - RECIP-FUEL INJECTED No. of Seats -6 Rated Power -300 HP ----Environment/Operations Information----Weather Data Itinerary Airport Proximity Last Departure Point Wx Briefing - NO RECORD OF BRIEFING ON AIRPORT - N/A Method KANSAS CITY, MO Completeness - N/A Destination Airport Data Basic Weather - VMC LAWRENCE KS LAWRENCE Wind Dir/Speed- CALM Runway Ident - 01 Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - 3900/ 75 Lowest Sky/Clouds -CLEAR Type of Flight Plan - VFR 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) ----Personnel Information----28 Pilot-In-Command Age -Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL, ATP Current - YES - 4615 Total Last 24 Hrs з Months Since - 5 SE LAND, ME LAND 350 Make/Model-Last 30 Davs- UNK/NR Aircraft Type - C-310R Instrument-386 Last 90 Davs-63 Multi-Eng - 2265 Instrument Rating(s) - AIRPLANE ----Narrative----THE PLT STATED HE MISTOOK AN ICE AND SNOW COVERED AREA FOR A TAXIWAY AND TURNED OFF PAST THE ACTUAL TAXIWAY. THE ACFT STRUCK A SNOWBANK WHICH COLLAPSED THE NOSEGEAR. THE BLUE TAXIWAY LIGHT WAS OUT. THIS LIGHT MARKS THE EDGE OF TAXIWAY. THE TAXIWAY WAS FREE OF ICE AND SNOW MAKING IT EASILY DESTINGUISHABLE FROM THE SNOW AND ICE AT IT'S EDGES.

THE PLT WAS VERY FAMILIAR WITH THE AIRPORT, HAVING FLOWN IN AND OUT OF THE AIRPORT ON NUMEROUS OCCASIONS. A SIGNIFICANT

REDUCTION IN FORWARD SPEED AFTER LANDING IS REQUIRED BEFORE EXECUTING A TURN TO THE TAXIWAY.

File No. - 10 1/09/86 LAWRENCE,KS A/C Reg. No. N38127 Time (Lc1) - 0300 CST Occurrence ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - SNOWBANK 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,COMPLACENCY - PILOT IN COMMAND 4. LIGHT CONDITION - DARK NIGHT ----Probable Cause----

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

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

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL	·	Fire	Crew	0	0	1	None 0
Flight Conducted Under -14 CFR 91		NONE	Pass	ŏ	õ	1	0
Accident Occurred During -CLIMB			1 400	Ŭ	Ŭ	·	Ū
Aircraft Information							
Make/Model - CESSNA 150B		Nodel - CONTINENTAL	0-200	ELT	Installed/A	ctivated -	YES/NC
Landing Gear - TRICYCLE-FIXED	Number Eng				tall Warnin	ng System -	YES
Max Gross Wt - 1600	Engine Typ		IG-CARBURE	TOR			
No. of Seats - 2	Rated Powe	er - 100 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Depart	ture Point		OFF AI	RPORT/STRIP		
Method - N/A	GOVE,KS				- • -		
Completeness - N/A Basic Weather - VMC	Destination			Airport D LUNGRA			
Wind Dir/Speed- CALM	PRATT,KS					N/A	
Visibility - 15.0 SM	ATC/Airspace					N/A N/A	
Lowest Sky/Clouds - CLEAR		ight Plan - NONE				N/A N/A	
Lowest Ceiling - NONE		earance - NONE				N/A	
Obstructions to Vision- NONE	Type Apch/L			Kariway	5 14 145	17/6	
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
Condition of Light - NIGHT(DARK)							
Personnel Information							
Pilot-In-Command	Age - 34	Medical C					
Certificate(s)/Rating(s)	Biennial Flight F	Review	Fligh	t Time (H	ours)		
PRIVATE	Current		-	411	Last 24	-	1
SE LAND	Months Since	•	Model-	387) Days- UNK	/NR
· · · · ·	Aircraft Type	e - C-152 Instr	ument-	3	Last 90) Days-	4

Instrument Rating(s) - NONE

----Narrative----

AFTER TAKEOFF FM THE PRIVATE AIRSTRIP NEAR GOVE, KANSAS, THE AIRCRAFT WAS WITNESSED TO DESCEND TOWARDS THE GROUND UNTIL IMPACT. THE WITNESS TO THE ACCIDENT, WHO IS A PLT AND THE OWNER OF THE AIRSTRIP, STATED THAT AFTER THE ACFT CLRD THE AIRSTRIP ENVIRONMENT WHICH WAS WELL LIT, THE ACFT WAS SEEN MAKING A TURN AND DESCENDING. THE WITNESS STATED THAT AFTER YOU LEAVE THE LIGHTED AREA OF THE AIRSTRIP IT BECOMES EXTREMELY DARK AND HORIZON REFERENCES ARE LOST AND HE THOUGHT THAT THE PLT PROBABLY EXPERIENCED A LOSS OF VISUAL CUES AND FLEW THE ACFT INTO THE GROUND. THE WITNESS STATED THAT ON NIGHT DEPARTURES FROM THAT AIRSTRIP, HE HAS HAD TO FLY HIS ACFT SOLELY BY REFERENCE TO INSTRUMENTS, BECAUSE OF THE LACK OF VISUAL CUES ON THE HORIZON. NEITHER THE PLT OR WITNESS INDICATED THERE WAS ANY PROBLEM WITH THE ACFT DURING ANY PHASE OF THE FLT. THE PLT WAS UNABLE TO REMEMBER ANYTHING AFTER DEPARTING AND CLEARING ALL OBSTACLES NEAR THE AIRSTRIP.

File No	11 1/12/86 GOVE,KS	A/C Reg. No. N7381X	Time (Lc1) - 2336 CST	_
Occurrence #1 Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN CLIMB - TO CRUISE			
	- DARK NIGHT INING/DECISION - INADEQUATE - PILOT IN OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL P			_
Probable Cause				

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

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

Brief of Accident

Type Operating Certificate-NONE (GENERA				Injur		
	SUBSTANT		Fatal			None
Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91	L Fire NONE	Crew Pass		0	0	2 0
Accident Occurred During -LANDING	NONL	1 4 5 5	Ū	Ŭ		0
Aircraft Information						
Make/Model - CESSNA 170A	Eng Make/Model - CONT	INENTAL C-145				
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warnin	g System	- NU
Max Gross Wt - 2050 No. of Seats - 4	Engine Type - RECI Rated Power - 14	PROCATING-CARBUR	IUR			
		4J NP				
Environment/Operations Information	Itipopopy		Ainpont	Proxîmity		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point		ON AIR			
Method - N/A	OLATHE,KS		UN AIN	UNI		
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	LOCAL		MUNICI			
Wind Dir/Speed- 300/012 KTS			Runway	Ident -	26	
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid -		100
Lowest Sky/Clouds - 6000 FT SCAT				Surface -		
Lowest Ceiling - 12000 FT BROK			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -					
Precipitation - NONE Condition of Light - DAYLIGHT		FULL STOP				
Personnel Information Pilot-In-Command	Age - 60 M	edical Certifica	te - VALID	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Age - 60 Mo Biennial Flight Review Current - YES	Flig	nt Time (H			
COMMERCIAL, CFI	Current - YES	Total -	2477	Last 24	Hrs -	
SE LAND	Months Since - 0	Make/Model-	13	Last 30	Days- UN	
	Aircraft Type - SKYBOLT		346	Last 90	Days-	
		Multi-Eng -	24	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE						
Narrative			ATODODT C		505	
IP AND STUDENT HAD BEEN PRACTICING LANDIN						

THE LOCKED POSITION.

.

	116 2/23/86	GARDNER,KS	A/C Reg. No. N1493D	Time (Lc1) - 1500 CST
Dccurrence #1 Phase of Operation	AIRFRAME/COMPONE LANDING - ROLL	ENT/SYSTEM FAILURE/MAL	FUNCTION	
Finding(s) 1. LANDING GEAR,TA	AILWHEEL ASSEMBLY -	FAILURE, PARTIAL		
Occurrence #2 Phase of Operation		- ON GROUND		
Finding(s) 2. WEATHER CONDITI	ON - CROSSWIND	RIE - DILOT IN COMMAN	D	
	CONTROL - NOT POSSI			
3. DIRECTIONAL (Decurrence #3	ON GROUND COLLIS			
	ON GROUND COLLIS LANDING - ROLL			

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

Brief of Accident (Continued)

PAGE 179

۰.

Brief of Accident

	NE,KS A/	C Reg. No. N3379F		[ime (Lc1)] -		
Basic Information Type Operating Certificate-NONE (GENERA		raft Damage		Injur		
		STANTIAL	Fatal	Serious		None
Type of Operation -PERSONAL	Fire		rew O	0	1	0
Flight Conducted Under -14 CFR 91	NON	E Pa	ass O	0	0	0
Accident Occurred During -LANDING						
Aircraft Information				T		
Make/Model - CESSNA 182		CONTINENTAL 0-470-		Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2800	Number Engines -	RECIPROCATING-CARE		Stall Warnir	ng system -	YES
No. of Seats - 4	Rated Power -		DORLIOR			
nvironment/Operations Information				Durautarit		•
leather Data	Itinerary	: ~ +	Airport ON AIF	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	i Last Departure Po WICHITA KS	inc	UN AIH	C21KIP		
Completeness - N/A	Destination		Airport [)ata		
Basic Weather - VMC	MULVANE,KS		PRIVA			
Wind Dir/Speed- 350/012 KTS	MOLVANE, KS		• • • • • • • • •	-	- UNK/NR	
Visibility - 20.0 SM	ATC/Airspace			/Lth/Wid ·		
Lowest Sky/Clouds - SCATTERED	Type of Flight Pl	an - NONE		/ Surface ·		F
Lowest Ceiling -	Type of Clearance			Status		
Obstructions to Vision- NONE	Type Apch/Lndg		•			
Precipitation - NONE	JI 44 J 5	-	-			
Condition of Light - DUSK						
Personnel Information						
Pilot-In-Command	Age - 37	Medical Certifi			D WAIVERS/L	IMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		light Time (ł			
PRIVATE	Current - YES				4 Hrs - UNK	
SE LAND	Months Since - 7		- 80		Days- UNK	
GLIDER	Aircraft Type - C-1	72 Instrument	- 15	Last 9() Days-	25
Instrument Rating(s) - NONE						

STRIP. THE PIC STATED HE APPROACHED TOO HIGH AND TOO FAST, LANDING ABOUT MIDWAY OF THE FIELD. A FENCE WHICH BORDERS THE FIELD WAS FAST APPROACHING WITH THE PIC ATTEMPTING TO GROUND LOOP THE ACFT TO AVOID THE FENCE. THE ATTEMPTED GROUND LOOP WAS UNSUCCESSFUL AND THE ACFT SKIDDED AND DRIFTED SIDEWAYS UNTIL STRIKING THE ONLY TREE IN THE FIELD. THE SUBSEQUENT COLLISION SUBSTANTIALLY DAMAGED THE AIRCRAFT.

File No 1	39 3/19/86	MULVANE,KS	A/C Reg.	No. N3379F	Time (Lcl) - 174	5 CST
Occurrence #1 Phase of Operation		- ON GROUND				
Finding(s) 1. PLANNED APPROAC 2. PROPER TOUCHDOW 3. GROUND LOOP/SWE 4. DIRECTIONAL CON	N POINT - NOT ATTA RVE - ATTEMPTED - 1	INED - PILOT IN COMMAN PILOT IN COMMAND	ю 			
Occurrence #2 Phase of Operation	ON GROUND COLLIS LANDING - ROLL	ION WITH OBJECT				•
⁻ inding(s) 5. OBJECT - TREE(S						

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

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

Brief Of Accident

asic Information							
Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage			Inju		
		SUBSTANTIAL	-	Fatal	Serious		
Type of Operation -PERSONAL		Fire	Crew	0	0	0	
Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING		NONE	Pass	0	0		0
ircraft Information					· .		
Make/Model - CESSNA 172		Model - LYCOMING O-					
Landing Gear - TRICYCLE-FIXED		gines - 1			all Warniı	ng Syste	m - YES
Max Gross Wt - 2100		De - RECIPROCATI	NG-CARBURE	TOR			
No. of Seats - 4	Rated Pow	er - 150 HP					
nvironment/Operations Information	-						•
leather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIE				ON AIRF	ORT		
Method - N/A	GREAT BE						
Completeness - N/A	Destination			Airport Da			
Basic Weather - VMC	SAME AS	ACC/INC		MUNICIF		<u>. </u>	
Wind Dir/Speed- 250/020 KTS						- 35	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - 4500 FT					Surface		1
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Cl			Runway	Status	- DRY	
	Type Apch/	Lndg - TRAFFIC FULL ST					
Precipitation - NONE Condition of Light - DAYLIGHT		FULL SI	UP				
ersonnel Information							
Pilot-In-Command	Age - 42	Medical	Certificat	e - VALID	MEDICAL-NO) WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligh	nt Time (Ho			
PRIVATE	Current		1 -	400			3
SE LAND	Months Since	-23 Make	/Model-	6	Last 30) Days-	UNK/NR
	Aircraft Typ	e - AA5B Inst	rument-	2	Last 90) Days-	50
Instrument Rating(s) - NONE							

THE PILOT WAS LANDING TO THE NORTH WITH A WIND FROM THE WEST-NORTHWEST AT 15 KNOTS, GUSTING TO 20 KNOTS. THE PILOT STATED THAT HE HAD FULL AILERON INTO THE WIND AND DESPITE THIS ACTION, THE WING RAISED UP BY A STRONG GUST AND AIRPLANE FLIPPED OVER TO THE INVERTED POSITION.

.

File No. - 173 4/04/86 NESS CITY,KS A/C Reg. No. N9866G Time (Lcl) - 1500 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - HIGH WIND 2. WIND INFORMATION - CONFLICTING - PILOT IN COMMAND 3. WEATHER CONDITION - GUSTS 4. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND 5. WEATHER CONDITION - CROSSWIND Occurrence #2 MISCELLANEOUS/OTHER Phase of Operation LANDING - ROLL _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 4

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

Brief of Accident

Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Da SUBSTANTIA	-	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	-	0	0 0	1
-Aircraft Information Make/Model - BEECH A36TC Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3650 No. of Seats - 6			FUEL INJECTED		Installed/A Stall Warnin		
-Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 280/005 KTS Visibility - 2.000 SM Lowest Sky/Clouds - Lowest Ceiling - 400 FT OBSCUI Obstructions to Vision- FOG Precipitation - SNOW Condition of Light - DAYLIGHT	LOUISV Destinati MINNEA ATC/Airspa Type of	POLIS,MN ce Flight Plan - IF Clearance - IF	R	ON AIR Airport D BOWMAN Runway Runway Runway	Data FIELD / Ident - / Lth/Wid - / Surface -		80
		t Review	Total - Make/Model-	ht Time (H 1736 1215	lours) Last 24 Last 30	WAIVERS/ Hrs - UN Days- UN Days-	IK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

PLT ATTEMPTED T.O. FROM SLUSH COVERED RWY WITH ABOUT 1/2 TO 3/4 INCH OF SNOW ON ACFT. WHEN SNOW DID NOT BLOW OFF THE WINGS, ABORT ATTEMPTED AT BETWEEN 80-100 KNOTS. ACFT WENT OFF THE END OF THE RWY AND THROUGH FENCE BEFORE COMING TO A STOP ON THE GOLF COURSE ADJACENT TO THE RWY END.

-

File No 150 1/19/86 LOUISVILLE,KY	A/C Reg. No. N345CC	Time (Lc1) - 1523 EST
Occurrence #1 OVERRUN Phase of Operation TAKEOFF - GROUND RUN		
Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - 2. PLANNING-DECISION - POOR - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE, PRESSURE - PILOT IN 4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILO 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PRESSURE - 6. ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED AT 8. JUDGEMENT - POOR - PILOT IN COMMAND 9. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND	COMMAND IT IN COMMAND PILOT IN COMMAND PILOT IN COMMAND	
Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation TAKEOFF - GROUND RUN		
Finding(s) 10. WEATHER CONDITION - SNOW 11. OBJECT - FENCE		

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

Brief of Accident

File No 148 2/11/86	LOUISVILLE,KY	A/C Reg. No.	N148PA	Time (Lc1)	- 2052 ES	Г
Basic Information Type Operating Certificate-ON-DEM Name of Carrier -ACE A Type of Operation -NON S(Flight Conducted Under -14 CFM	MAND AIR TAXI IR CARGO EXPRESS,INC CHED,DOMESTIC,CARGO	Aircraft Damag SUBSTANTIAL Fire	Fata Crew (1 Serious) 1	0	None 0
Flight Conducted Under -14 CFF Accident Occurred During -DESCE	₹ 135 NT	ON GROUND	Pass () 0	0	0
Aircraft Information						
Make/Model - BEECH H-18		Model - P & W R-9	85-AN14B E	LT Installed/		
Landing Gear - TAILWHEEL-ALL RET	RACIABLE Number En	gines - 2		Stall Warni	ng System	- UNK/NR
Max Gross Wt - 10100		pe - RECIPROCA				
No. of Seats - 2	Rated Pow	er - 450 HP				
Environment/Operations Information						
Weather Data	Itinerary			ort Proximity		
Weather Data Wx Briefing - FSS Method - TELEPHONE	Last Depar		ON	AIRPORT		
		-				
Completeness - WEATHER NOT PER			Airpor	t Data		
Basic Weather - VMC	COLUMBUS	,OH	0		N1 / A	
Wind Dir/Speed- 310 Visibility - 10.0 SM	ATC/Airspace				- N/A - N/A	
Lowest Sky/Clouds - 3200 F				way Surface		
Lowest Ceiling - 3200 P		earance - IFR			- N/A - N/A	
Obstructions to Vision- NONE		Lndg - NONE	KUI	Iway Status	N/A	
Precipitation - NONE	Type Apen/					
Condition of Light - NIGHT(VARK)					
Personnel Information		Madia	l Certificate - VA			/1 TMTT
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>					U WAIVERS	
COMMERCIAL	Gunnont		Flight Time tal - 1663	lact 2	4 Hrs - U	
SE LAND, ME LAND	Months Since	- 1ES 10	$k_0/M_0 d_{0} = -203$	Last 2	0 Days- U	•
SE LAND, ME LAND	Aircraft Typ	- 2 Mai	strumont - UNK/NP	Last J	0 Days - U	
		e 11 18 111 Mu	$1 \pm 1 \pm$	Potorc	raft - U	
		In a	tal - 1663 ke/Model- 203 strument- UNK/NR lti-Eng - 220	No cor c		,
Instrument Rating(s) - AIRP						
Narrative E ACFT COLLIDED WITH THE GROUND AFTER D INCREMENTS, CLIMBED SHARPLY TO ABOU A FLAT ATTITUDE.						

PAGE 186

File No 1	48 2/11/86	LOUISVILLE,KY	A/C Reg. No. N148PA	Time (Lc1) - 2052 EST
Occurrence #1 Phase of Operation	LOSS OF CONTROL Takeoff - initia			
Finding(s) 1. PROPER CLIMB RA 2. STALL - NOT COR		D - PILOT IN COMMAND Command		·
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS DESCENT - UNCONT			
Probable Cause				
The National Transpo	rtation Safety Boa	rd determines that the	Probable Cause(s) of this accide	ent

is/are finding(s) 1,2

Brief of Accident

asic Information Type Operating Certificate-AGRICULTURA	ATRCRAFT Airc	craft Damage			In	juries		
Type operating bertin leate Adkioblioka		BSTANTIAL		Fatal	Serious		or N	lone
Type of Operation -POSITIONING		-	Crew		0			1
Flight Conducted Under -14 CFR 91	ON	GROUND	Pass	0	0	C)	0
Accident Occurred During -STANDING								
ircraft Information								
Make/Model - AIRTRACTOR AT301	Eng Make/Model -				Installe			
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -				Stall Warı	ning Syst	em - YE	S
Max Gross Wt - 5000	Engine Type -		INJECTED					
No. of Seats - 1	Rated Power -	- 600 HP						
nvironment/Operations Information								
leather Data	Itinerary				Proximity	/		
Wx Briefing - NO RECORD OF BRIEFIN	G Last Departure Po			ON AI	RSTRIP			
Method - N/A Completeness - N/A	SAME AS ACC/INC	;		Airport				
Basic Weather - VMC	Destination LOCAL				Data B'S FLYING			
Wind Dir/Speed- CALM	LUCAL				y Ident		•	
Visibility - 71.0 SM	ATC/Airspace				v Lth/Wid)/ 50	
Lowest Sky/Clouds - CLEAR	Type of Flight Pl	lan - NONE			v Surface			
Lowest Ceiling - NONE	Type of Clearance				y Status		,	
Obstructions to Vision- NONE	Type Apch/Lndg							
Precipitation - NONE								
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 34				D MEDICAL	-NO WAIVE	RS/LIMI	.Т
Certificate(s)/Rating(s)	Biennial Flight Review			ht Time (/=	_
	Current - YES		- /Maria			24 Hrs -		
SE LAND, ME LAND	Months Since - 8 Aircraft Type - C-1	Make/	/Model- rument-	2000	Last	30 Days- 90 Days-		
	Allenart Type - 2-1		i-Eng -		Last	90 Days-	10	,
Instrument Rating(s) - NONE								

File No	96 1/29/86 GILBERT,LA	A/C Reg. No. N5218S	Time (Lc1) - 1600 CST
Occurrence Phase of Operation	FIRE STANDING - STARTING ENGINE(S)		
Finding(s) 1. UNDETERMINED			
Probable Cause			

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

Brief of Accident

rew ass Airp ON Airpo	al Serious O O O ELT Installed Stall Warn	0 0 I/Activated ling System	
Airpo Airpo	0 0 ELT Installed Stall Warn	O //Activated ling System	2 0
Airp ON Airpo	ELT Installed Stall Warn	/Activated	
Airp ON Airpo	ELT Installed Stall Warn 	/Activated ing System	
Airp ON Airpo	ELT Installed Stall Warn 	/Activated ing System	
Airp ON Airpo	Stall Warn	ing System	
0N Airpo	ort Proximity		- NO .
0N Airpo	•		
0N Airpo	•	,	
0N Airpo	•	,	
0N Airpo	•	,	
Airpo	AIRPORT		
•			
•			
	rt Data		
	KE CHARLES		
	nway Ident		
	nway Lth/Wid		
	nway Surface	•	URF
	nway Status	- DRY	
RN			
ED LAN			
			<i></i>
		NO WAIVERS	/LIMIT
		0.4.11==	•
			9
	ROLOF		/ 505
	Ru CED LAN icate - V light Tim - 7979 - 1000 - 190 - UNK/NR	Runway Status RN CED LAN icate - VALID MEDICAL- light Time (Hours) - 7979 Last - 1000 Last - 190 Last - UNK/NR Rotor	Runway Status - DRY RN CED LAN icate - VALID MEDICAL-NO WAIVERS light Time (Hours) - 7979 Last 24 Hrs - 1000 Last 30 Days- 190 Last 90 Days- U

File No 52 2/20/86 LAKE CHARLES,	LA A/C Reg. No. N425EH	Time (Lc1) - 1615 CST
Occurrence HARD LANDING	· .	
Phase of Operation LANDING - FLARE/TOUCHDOWN		
Finding(s) 1. FLARE - MISJUDGED - DUAL STUDENT 2. AIRCRAFT PERFORMANCE,LANDING CAPABILITY - EXCEED 3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - DU 4. LANDING GEAR,MAIN GEAR ATTACHMENT - DISTORTED 5. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(C	AL STUDENT ND(CFI)	
Probable Cause	÷	

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

1

Brief of Accident

Fight Conducted Under -14 CFR 91 Accident Dccurred During NONE Pass O O Accident Dccurred During -LANDING -LANDING O O O -Aircraft Information Make/Model - CESSNA 172P Eng Make/Model - LYCOMING 0-320-D2J ELT Installed/Activated - YES, Stall Warning System - UNK, Max Gross Wt - 2300 No. of Seats - 4 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Stall Warning System - UNK, Rated Power -Environment/Operations Information Weather Data Itinerary Airport Proximity UX Briefing ON AECORD OF BRIEFING Method Last Departure Point UACKSON, MS ON AIRPORT Mathod - N/A Destination Airport Data Airport Data Basic Weather - VMC SAME AS ACC/INC HART Wind Dir/Speed- VARIABLE/010 KTS Type of Flight Plan - VFR Runway Ident - 30 Visibility - 15.0 SM ATC/Airspace Runway Surface - ASPHALT Lowest Sky/Clouds - CLEAR Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN	-Basic Information						
Type of Operation-PERSONALFireCrew000Flight Conducted Under-14 CFR 91NONEPass000Accident Occurred During-LANDING-Aircraft InformationMake/Model- LYCOMING 0-320-D2JELT Installed/Activated - YES,Make/Model- CESSNA 172PEng Make/Model - LYCOMING 0-320-D2JELT Installed/Activated - YES,Landing Gear- TRICYCLE-FIXEDNumber Engines - 1Stall Warning System - UNK,Max Gross Wt- 2300Engine Type- RECIPROCATING-CARBURETORNo. of Seats-4Rated Power150 HP	Type Operating Certificate-NONE (GENERA			Fatal			Mana
Accident Occurred During -LANDING -Aircraft Information Make/Model - CESSNA 172P Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - UNK, Max Gross Wt - 2300 No. of Seats - 4 -Environment/Operations Information Weather Data Wt Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- VARIABLE/010 KTS Visibility - 15.0 SM Lowest Ceiling - NONE Lowest Ceiling - NONE Destructions to Vision - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Accident Occurred During -LANDING 	Type of Operation -PERSONAL			ratai 0	Ser Tous O	MINOR	None 1
Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 172P Eng Make/Model - LYCOMING 0-320-D2J ELT Installed/Activated - YES, Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - UNK, Max Gross Wt - 2300 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 150 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC HART Wisibility - 15.0 SM ATC/Airspace Runway Ident - 30 Visibility - 15.0 SM ATC/Airspace Runway Ident - 30 Visibility - 15.0 SM ATC/Airspace NONE Runway Status - DRY Obstructions to Vision NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision NONE Type of Clearance - NONE Runway Status - DRY Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Generation - NONE FULL STOP Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 52 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE CANA Age - 52 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT SE LAND Months Since - 1 Make/Model - 75 Last 30 Days - 13				ŏ	ŏ	ŏ	1
Aircraft Information Make/Model - CESSNA 172P Landing Gear - TRICYCLEFIXED Max Gross Wt - 2300 No. of Seats - 4 Environment/Operations Information Weather Data Wt Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- VARIABLE/010 KTS Visibility - 15.0 SM Lowest Ceiling - NONE Lowest Ceiling - NONE Completions to Vision- NONE Lowest Ceiling - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND 			ς.				
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - UNX, Max Gross Wt - 2300 Engine Type - RECIPROCATING-CARBURETOR A No. of Seats - 4 Rated Power - 150 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Wathod - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC HART Wisibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 4000/75 Lowest Ceiling - NONE Type of Flight Plan - VFR Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision - NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Age - 52 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Certificate - 1 Make/Model - 75 Last 30 Days - UNK/NR SE LAND AGENT AS A Constant - 10 Make/Model - 75 Last 30 Days - UNK/NR Aircraft Type - C-172P Instrument - UNK/NR Last 90 Days - 13							
Max Gross Wt - 2300 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 150 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Westher Data Itinerary Airport Proximity Was Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A UACKSON, MS Out and the point ON AIRPORT Method - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC HART Wind Dir/Speed- VARIABLE/010 KTS Runway Ident - 30 Visibility - 15.0 SM ATC/Airspace Runway Luh/Wid - 4000/ 75 Lowest Sky/Clouds - CLEAR Type of Flight Plan - VFR Runway Surface - ASPHALT - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY DRY Obstructions to Vision - NONE Type Apch/Lndg - TRAFFIC PATTERN - Precipitation - NONE DRY Condition of Light DAYLIGHT - 52 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT <td>•</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	•						
No. of Seats 4 Rated Power 150 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Method Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Method Last Departure Point JACKSON,MS ON AIRPORT Completeness - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC HART Wind Dir/Speed- VARIABLE/010 KTS SAME AS ACC/INC HART Visibility - 15.0 SM ATC/Airspace Runway Ident - 30 Lowest Sky/Clouds - CLEAR Type of Flight Plan - VFR Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision NONE Type of Clearance - NONE Runway Status - DRY Ordition of Light - DAYLIGHT S2 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 265 Last 30 Days- UNK/NR Aircraft Type - 100K/NR Last 30 Days- UNK/NR Aircraft Type					all Warnir	ng System ·	- UNK/NR
Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A JACKSON, MS Completeness - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC HART Wind Dir/Speed-VARIABLE/010 KTS Runway Ident - 30 Visibility - 15.0 SM ATC/Airspace Runway Lift - 4000/75 Lowest Sky/Clouds - CLEAR Type of Flight Plan - VFR Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision - NONE Type of Clearance - NONE Runway Status - DRY Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE AVE A Status - DRY Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 52 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE CLAND AGE - 1 Make/Model- 75 Last 30 Days- UNK/NR Aircraft Type - C-172P Instrument-UNK/NR Last 90 Days- 13				IUR			
Wx Briefing- NO RECORD OF BRIEFING MethodLast Departure Point UACKSON, MSON AIRPORTMethod- N/AUACKSON, MSAirport DataCompleteness - N/ADestinationAirport DataBasic Weather - VMCSAME AS ACC/INCHARTWind Dir/Speed- VARIABLE/010 KTSSAME AS ACC/INCHARTVisibility- 15.0SMATC/AirspaceRunway Ident - 30Lowest Sky/Clouds - CLEARType of Flight Plan - VFRRunway Status - DRYLowest Ceiling- NONEType of Clearance - NONERunway Status - DRYObstructions to VisionNONEType Apch/Lndg- TRAFFIC PATTERNPrecipitation- NONEFULL STOPFULL STOPPersonnel InformationBiennial Flight ReviewFlight Time (Hours)PRIVATESE LANDGurrent- YESTotal- 265Last 24 Hrs - UNK/NRAirport DataAirport DataCurrent- YESTotal- 265Last 30 Days- UNK/NRAircraft Type - C-172PInstrument- UNK/NRLast 90 Days-13							
Wx Briefing- NO RECORD OF BRIEFING MethodLast Departure Point UACKSON, MSON AIRPORTMethod- N/AUACKSON, MSAirport DataCompleteness - N/ADestinationAirport DataBasic Weather- VMCSAME AS ACC/INCHARTWind Dir/Speed- VARIABLE/010 KTSSAME AS ACC/INCHARTVisibility- 15.0SMATC/AirspaceRunway Ident - 30Lowest Sky/Clouds- CLEARType of Flight Plan - VFRRunway Status - DRYLowest Ceiling- NONEType of Clearance - NONERunway Status - DRYObstructions to Vision-NONEType Apch/Lndg- TRAFFIC PATTERN FULL STOPPersonnel InformationAge - 52Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Biennial Flight ReviewFlight Time (Hours) Current - YESPRIVATESE LANDAge - 1Make/Model-265Last 24 Hrs - UNK/NR Aircraft Type - C-172PInstrument-UNK/NRLast 30 Days-13	•••	Ttipopopy		Ainmont D	novimitu		
Method- N/AJACKSON,MSCompletenessN/ADestinationAirport DataBasic Weather- VMCSAME AS ACC/INCHARTWind Dir/Speed- VARIABLE/010 KTSRunway Ident- 30Visibility- 15.0 SMATC/AirspaceRunway Lth/WidLowest Sky/Clouds- CLEARType of Flight PlanVFRRunway Surface- ASPHALTType of Clearance- NONEObstructions to Vision-NONEType of Clearance- NONEPrecipitation- NONEType Apch/Lndg- TRAFFIC PATTERNPrecipitation- NONEFULL STOPCondition of LightDAYLIGHTPersonnel InformationPilot-In-CommandAge - 52PRIVATEBiennial Flight ReviewFlight Time (Hours)PRIVATECurrent- YESTotalSE LANDMonths Since - 1Make/Model-75Last 30 Days-13							
Completeness - N/ADestinationAirport DataBasic Weather - VMCSAME AS ACC/INCHARTWind Dir/Speed- VARIABLE/010 KTSSAME AS ACC/INCHARTVisibility - 15.0 SMATC/AirspaceRunway Lth/Wid - 4000/ 75Lowest Sky/Clouds - CLEARType of Flight Plan - VFRRunway Surface - ASPHALTLowest Ceiling - NONEType of Clearance - NONERunway Status - DRYObstructions to Vision- NONEType Apch/Lndg- TRAFFIC PATTERNPrecipitation - NONEType Apch/Lndg- TRAFFIC PATTERNCondition of Light - DAYLIGHTAge - 52Medical Certificate - VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrent - YESTotal - 265Last 24 Hrs - UNK/NRSE LANDMonths Since - 1Make/Model-75Last 30 Days- UNK/NRAircraft Type - C-172PInstrument- UNK/NRLast 90 Days- 13	Method - N/A			ON AIN	ORT		
Basic Weather- VMCSAME AS ACC/INCHARTWind Dir/Speed- VARIABLE/010 KTSATC/AirspaceRunway Ident- 30Visibility- 15.0SMATC/AirspaceRunway Lth/Wid- 4000/75Lowest Sky/Clouds- CLEARType of Flight Plan- VFRRunway Surface- ASPHALTLowest Ceiling- NONEType of Clearance- NONERunway Surface- ASPHALTObstructions to Vision- NONEType of Clearance- NONERunway Status- DRYObstructions to Vision- NONEType Apch/Lndg- TRAFFIC PATTERNPrecipitation- NONE- S2Medical Certificate- VALID MEDICAL-WAIVERS/LIMITCondition of Light- DAYLIGHT- S2Medical Certificate- VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)- 265Last 24 Hrs - UNK/NRPRIVATEMonths Since - 1Make/Model-75Last 30 Days- UNK/NRAircraft Type - C-172PInstrument- UNK/NRLast 90 Days-13				Airport Da	ta		
Visibility-15.0SMATC/AirspaceRunway Lth/Wid-4000/75Lowest Sky/Clouds-CLEARType of Flight PlanVFRRunway Surface-ASPHALTLowest Ceiling-NONEType of Clearance-NONERunway Status-DRYObstructions to Vision-NONEType Apch/Lndg-TRAFFIC PATTERN-DRYPrecipitation-NONEFULL STOP-FULL STOPPersonnel InformationPilot-In-CommandAge -52Medical Certificate -VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)-265Last 24 Hrs -UNK/NRSE LANDSE LANDMonths Since -1Make/Model -75Last 30 Days-UNK/NRAircraft Type - C-172PInstrument-UNK/NRLast 90 Days-13	Basic Weather - VMC	SAME AS ACC/INC					
Lowest Sky/Clouds - CLEAR Type of Flight Plan - VFR 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 - 52 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 265 Last 24 Hrs - UNK/NR SE LAND Months Since - 1 Make/Model - 75 Last 30 Days- UNK/NR Aircraft Type - C-172P Instrument- UNK/NR Last 90 Days- 13	Wind Dir/Speed- VARIABLE/010 KTS			Runway	Ident -	30	
Lowest Ceiling NONE Type of Clearance NONE Runway Status DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT - Personnel Information Pilot-In-Command Age - 52 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 265 Last 24 Hrs - UNK/NR SE LAND Months Since - 1 Make/Model- 75 Last 30 Days- UNK/NR Aircraft Type - C-172P Instrument- UNK/NR Last 90 Days- 13		ATC/Airspace		Runway			75
Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT - Personnel Information Pilot-In-Command Age - 52 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES SE LAND Months Since - 1 Make/Model - 75 Aircraft Type - C-172P Instrument- UNK/NR Last 90 Days- 13		Type of Flight Plan	- VFR	Runway			
Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT FULL STOP Personnel Information Pilot-In-Command Age - 52 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES SE LAND Months Since - 1 Make/Model - 75 Aircraft Type - C-172P Instrument- UNK/NR Last 90 Days - 13		Type of Clearance		Runway	Status -	DRY	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 52 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 265 Last 24 Hrs - UNK/NR SE LAND Months Since - 1 Make/Model - 75 Last 30 Days - UNK/NR Aircraft Type - C-172P Instrument - UNK/NR Last 90 Days - 13		Type Apch/Lndg					
Personnel Information Pilot-In-Command Age - 52 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 265 Last 24 Hrs - UNK/NR SE LAND Months Since - 1 Make/Model- 75 Last 30 Days- UNK/NR Aircraft Type - C-172P Instrument- UNK/NR Last 90 Days- 13	Condition of Light - DAVLIGHT		FULL STUP				
Pilot-In-CommandAge -52Medical Certificate -VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrent- YESTotal- 265Last 24 Hrs - UNK/NRSE LANDMonths Since -1Make/Model -75Last 30 Days-UNK/NRAircraft Type - C-172PInstrument-UNK/NRLast 90 Days-13							
PRIVATE Current - YES Total - 265 Last 24 Hrs - UNK/NR SE LAND Months Since - 1 Make/Model - 75 Last 30 Days- UNK/NR Aircraft Type - C-172P Instrument- UNK/NR Last 90 Days- 13		4.70 . 50	Nodicel Contificat				· •
PRIVATE Current - YES Total - 265 Last 24 Hrs - UNK/NR SE LAND Months Since - 1 Make/Model - 75 Last 30 Days- UNK/NR Aircraft Type - C-172P Instrument- UNK/NR Last 90 Days- 13		Age - 52 Riennial Elight Powiew	Medical Centificat			IVERS/LIM	
SE LAND Months Since - 1 Make/Model- 75 Last 30 Days- UNK/NR Aircraft Type - C-172P Instrument- UNK/NR Last 90 Days- 13		Current - VES	Total -	265	last 24	Hrs - UNK	
Aircraft Type - C-172P Instrument- UNK/NR Last 90 Days- 13 Multi-Eng - UNK/NR Rotorcraft - UNK/NR		Months Since - 1	Make/Model-	75	Last 30) Davs- UN	
Multi-Eng - UNK/NR Rotorcraft - UNK/NR		Aircraft Type - C-172P	Instrument- UN	K/NR	Last 90) Davs-	13
			Multi-Eng - UN	K/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE	Instrument Rating(s) - NONE						

File No. - 51 3/02/86 MANY, LA A/C Reg. No. N5234K Time (Lc1) - 1155 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND 3. WEATHER CONDITION - CROSSWIND 4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - SOFT _____ 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) 1,2,4

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

Brief of Accident

asic Information							
Type Operating Certificate-NONE (GENERA)	_ AVIATION)	Aircraft Damage			Injur	ies	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
ircraft Information	-						
Make/Model - PIPER PA-22-150	Eng Make/M	odel - LYCOMING 0-3	320A2	ELT	Installed/A	ctivated	d - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Eng				tall Warnin	g Syster	m - NO
Max Gross Wt - 2000	Engine Typ	e - RECIPROCATIN	NG-CARBURET	OR			
No. of Seats - 4	Rated Powe	r - 150 HP					
nvironment/Operations Information							
leather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING				OFF AI	RPORT/STRIP		
Method - N/A	DEQUINCY,	LA					
Completeness - N/A	Destination		Α	irport D			
Basic Weather - VMC	LAKE CHAR	LES,LA			HARLES		
Wind Dir/Speed- 130/012 KTS	/					N/A	
Visibility - 12.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - SCATTERED		ght Plan - NONE			Surface -		
Lowest Ceiling - NONE		arance - NONE		Runway	Status -	N/A	
Obstructions to Vision- NONE	lype Apch/L	ndg - FORCED I	ANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
ersonnel Information Pilot-In-Command	Age - 49	Medical (eview - YES Tota - 10 Make - C-152 Instr Mult	Pertificate		MEDICAL-WA	TVERS/I	тмтт
Certificate(s)/Rating(s)	Biennial Flight R	eview	Flight	Time (H	ours)	ITENO/L.	
PRIVATE	Current	- VES Total	1 -	117	Last 24	Hrs -	1
SE LAND	Months Since	- 10 Make	/Model-		Last 30		
	Aircraft Type	- C-152 Inetr	nouer cument- link		Last 90		•
	Anciarciype	Mul+	i-Eng -	2	Rotorcra		
		Mart	- Ling	£	KO LOI CH		

----Narrative----

ON MARCH 9, 1986, AT 0900 CST, PIPER AIRCRAFT PA22-150, N3821P, REGISTERED TO DERRICK D. SMITH, EXPERIENCED A POWER FAILURE DUE TO FUEL EXHAUSTION. THIS WAS A PLEASURE FLIGHT IN VISUAL METEOROLOGICAL CONDITIONS. NO FLIGHT PLAN WAS FILED. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED. THE PILOT, WHO WAS THE SOLE OCCUPANT, WAS NOT INJURED. THE FLIGHT HAD ORIGINATED AT DEQUINCY, LOUISIANA, ON MARCH 9, 1986, AT APPROXIMATELY 0800 HOURS.

File No 10	01 3/09/86 SULPHUR,LA	A/C Reg. No. N3821P	Time (Lc1) - 0900 CST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICA CRUISE - NORMAL	L	
Finding(s) 1. FLUID,FUEL - STA 2. REFUELING - NOT	RVATION PERFORMED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
Finding(s) 3. OBJECT - FENCE 4. TERRAIN CONDITIC	N - DITCH		

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

1 1

Brief of Accident

Basic Information		1 /			T -= 1		
Type Operating Certificate-ON-DEMAND AIR		SUBSTANTIAL		Fatal	Injur Serious		None
Name of Carrier -CHARLIE HAMMONI Type of Operation -NON SCHED,DOMES Flight Conducted Under -14 CFR 135	TIC PASSENGER	Fire	Crew			0	none 1
Flight Conducted Under -14 CFR 135		NONE	Pass	ŏ	0		2
Accident Occurred During -TAKEOFF						·	-
Aircraft Information							
Make/Model - CESSNA 185F	Eng Make/Mod	el - CONTIENENTA	L 10-520-D	ELT I	nstalled/A	ctivated	I - YES/NO
Landing Gear - FLOAT	Number Engin				all Warnin	g System	n - YES
Max Gross Wt - 3350		- RECIPROCATI	NG-CARBURETO	R			
No. of Seats - 6	Rated Power	- 300 HP					
Environment/Operations Information							
Weather Data	Itinerary		Α	irport P	roximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departur	e Point		OFF AIR	PORT/STRIP		
Method - N/A	SAME AS ACC	/INC					
Completeness - N/A	Destination		Ai	rport Da	ta		
Basic Weather - VMC	BAYOU PIECH	ANT,LA					
Wind Dir/Speed- 109/012 KTS						N/A	
Visibility - 15.0 SM	ATC/Airspace			Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds -	Type of Fligh				Surface -		
Lowest Ceiling - 1500 FT OVERCAS				Runway	Status -	WATER-C	ALM
Obstructions to Vision- NONE	Type Apch/Lnd	g - NONE					
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command Ag	je - 54	Medical	Certificate			WAIVERS	/LIMIT
Certificate(s)/Rating(s) B ⁻	ennial Flight Rev	iew	Flight	Time (Ho	urs)		
COMMERCIAL	Current -	YES Tota	1 - 70	00	Last 24	Hrs -	
SE LAND, SE SEA	Months Since -	11 Make	/Model- 70	00	Last 30) Days- U	INK/NR
	Aircraft Type -	C-185F Inst	rument- UNK/	NR	Last 90	Days-	195
		11 Make C-185F Inst Mult	i-Eng - UNK/	NR	Rotorcr	aft - U	INK/NR
Instrument Rating(s) - AIRPLANE							

CONTINUED UP ONTO THE CANAL BANK, WHERE IT CAME TO REST IN AN INVERTED POSITION.

File No 10	03 4/04/86	POINT AUFER,LA	A/C Reg. No. N1867Q	Time (Lcl) - 1015 CST
Occurrence #1 Phase of Operation	LOSS OF CONTROL TAKEOFF	- ON GROUND		
Finding(s) 1. COMPENSATION FO	R WIND CONDITIONS	- IMPROPER - PILOT IN (COMMAND	
Occurrence #2 Phase of Operation	ON GROUND COLLIS TAKEOFF	ION WITH TERRAIN		
Finding(s) 2. WATER LOOP/SWER	VE - INADVERTENT -			
Probable Cause				
The National Transpo is/are finding(s) 2	rtation Safety Boa	rd determines that the	Probable Cause(s) of this accide	ent

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

· .

÷.

File No 94 4/08/86	CLINTON, MD	A/C Reg. No. N75	57JZ	T .	ime (Lcl) -	1100 EST	
-Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -INST Flight Conducted Under -14 Cf	FR 91	Fire NONE	Crew Pass	0	0	0	1 0
Accident Occurred During -LAND -Aircraft Information Make/Model - CESSNA 152II Landing Gear - TRICYCLE-FIXED	Eng Make/	Model - LYCOMING 0-23 gines - 1			Installed/A tall Warnin		
Max Gross Wt - 1670 No. of Seats - 2	Engine Ty	pe - RECIPROCATING er - 110 HP				3 - ,	•
	Itinerary BRIEFING Last Depar SAME AS Destination LOCAL ATC/Airspace FT SCATTERED Type of F1 Type of C1 Type Apch/	ight Plan - NONE	ATTERN	ON AIR Airport Da P.G. Al Runway Runway Runway Runway	ata IRPARK Ident - Lth/Wid - Surface -		36
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 37 Biennial Flight Current Months Since Aircraft Typ	Review - N/A Total - N/A Make/M	Fligh - lodel-	t Time (Ho 63 47	Last 24 Last 30	Hrs - Days- UNK	1
Instrument Rating(s) - NONE	<u>.</u>						

----Narrative----

THE ACFT NOSED OVER FOLLOWING A LOSS OF CONTROL DURING TOUCHDOWN. THE STUDENT PLT STATED THE ACFT BOUNCED AFTER TOUCHING DOWN ON ALL THREE LANDING GEARS. THE PILOT STATED SHE MAY HAVE PANICKED AND PUSHED THE CONTROL YOKE FORWARD. THE ACFT TOUCHED DOWN ON THE NOSE WHEEL AND THE NOSE GEAR COLLAPSED. IT THEN TRAVELED OFF THE RIGHT SIDE OF THE RWY WHERE IT NOSED OVER.

File No.	- 94	4/08/86	CLINTON, MD	A/C Reg	No. N757JZ	Time (Lcl) - 1100 EST
Occurrence #1 Phase of Operat						
3. IMPROP 4. RECOVERY F	MISJUDGED - ER USE OF E ROM BOUNCED	PILOT IN CO QUIPMENT/AIR LANDING - II	MMAND CRAFT,LACK OF TOTAL MPROPER - PILOT IN CRAFT,PANIC - PILOT	COMMAND	T IN COMMAND	
Occurrence #2 Phase of Operat	-	GEAR COLLAP ING - FLARE/				
Finding(s) 6. LANDING GE	AR,NOSE GEA	R ASSEMBLY -	OVERLOAD			
Probable Ca	use					

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

-Basic Information						
Type Operating Certificate-NONE (GENERA)		ft Damage ANTIAL	Fatal	Inju Serious		r None
Type of Operation -INSTRUCTIONA			rew O	0	0	
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	NONE	Pa	ass O	0	0	0
-Aircraft Information						
Make/Model - CESSNA 150H	Eng Make/Model - C					ed – YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warni	ng Syst	em – YES
Max Gross Wt - 1600		ECIPROCATING-CARE	BURETOR			
No. of Seats - 2	Rated Power -	100 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
W× Briefing - FSS	Last Departure Poin	t	OFF AI	RPORT/STRI	Р	
Method - TELEPHONE	CHARLOTTE, MI					
Completeness - WEATHER NOT PERTINENT			Airport D	ata		
Basic Weather - VMC	LOCAL		_			
Wind Dir/Speed- 200/010 KTS					- N/A	
Visibility - 15.0 SM	ATC/Airspace		•	•	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan				- N/A `	
Lowest Ceiling - NONE	Type of Clearance			Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- SIMULATED FORC	CED LANDING			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information	1.55	Nadioal Cantifi		D		
Pilot-In-Command Certificate(s)/Rating(s)	Age - 23 Rieppiel Flight Deview	Medical Certifi	light Time (H			
COMMERCIAL, CFI	Biennial Flight Review Current - YES	Total -			4 Hrs -	1
SE LAND, ME LAND	Months Since - 6				=	
JE LAND, ME LAND	Aircraft Type - UNK/N				0 Days- 0 Days-	•
		Multi-Eng -			0 Days	105
		Martin Eng	.0			
Instrument Rating(s) - AIRPLANE		\sim				

----Narrative----

THE STUDENT WAS PERFORMING A PRACTICE APPROACH TO AN EMERGENCY LANDING ON A FROZEN, SNOW COVERED LAKE. AFTER HE HAD FLOWN TO AN ALTITUDE LOW OVER THE LAKE THE INSTRUCTOR TOOK OVER THE CONTROLS. AT THIS POINT THE AIRCRAFT STRUCK A RIDGE OF SNOW AND CAME TO A STOP ON THE LAKE. THE INSTRUCTOR STATED THAT HE SHOULD HAVE TAKEN CONTROL OF THE AIRCRAFT SOONER. HE ALSO STATED THAT HAD THE APPROACH BEEN FLOWN CLOSER TO THE EDGE OF THE LAKE, HE WOULD HAVE BEEN ABLE TO JUDGE HIS HEIGHT ABOVE THE SNOW BETTER.

 File No. - 191
 1/08/86
 CHARLOTTE,MI
 A/C Reg. No. N50255
 Time (Lc1) - 1100 EST

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

 Finding(s)
 1. PLANNED APPROACH - IMPROPER - DUAL STUDENT
 2. JUDGEMENT - POOR - DUAL STUDENT
 3. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND(CFI)

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

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

File No 88 1/13/86 WAF	REN, MN	A/C Reg. No. N		را. 	ime (Lc1) -		
-Basic Information Type Operating Certificate-NONE (GEN&	ERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -TRAINING Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0	0	0 0	1 0
-Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Eng	e - RECIPROCATI		St	[nstalled/Ad tall Warning		
-Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 20.0 SM Lowest Sky/Clouds - 25000 FT SC Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Type of Cle Type Apch/L	KS,ND KS,ND ght Plan - NONE		Runway Runway	PORT MUNI Ident - Lth/Wid - Surface -		75
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND		Medical eview - YES Tota - 5 Make - UNK/NR Inst	1 - e/Model-	93 90	Last 24 Last 30	Hrs -	1 K/NR
Instrument Rating(s) - NONE							

----Narrative----

THE PILOT OVERFLEW THE RUNWAY & OBSERVED SOME SNOW ON THE LEFT HAND SIDE OF THE RUNWAY. DURING THE LANDING THE AIRCRAFT DRIFTED TO THE LEFT, COLLIDED WITH A FINGER DRIFT & NOSED OVER.

Time (Lc1) - 1830 CST File No. - 88 1/13/86 WARREN, MN A/C Reg. No. N95636 -----Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. LIGHT CONDITION - DARK NIGHT _____`_____ Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. TERRAIN CONDITION - SNOWBANK 5. AIRPORT SNOW REMOVAL - NOT PERFORMED - AIRPORT PERSONNEL _____ Occurrence #3 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) 2,4,5

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

-Basic Information Type Operating Certificate-NONE (GENE		rcraft Damage JBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONAL	Fi		Crew	0	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	N	DNE	Pass	0	0	0	0
-Aircraft Information							
Make/Model - CESSNA 150G		- CONTINENTAL O	-200A		Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600	Number Engines	- 1 - RECIPROCATING			tall Warnin	ig System	n - YES
No. of Seats - 2	Engine Type Rated Power	- 100 HP	-CARBURE	IUR			
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - UNK/NR	Last Departure F			OFF AI	RPORT/STRIP	•	
Method - UNK/NR Completeness - UNK/NR	SAME AS ACC/IN Destination	NC		Adament D			
Basic Weather - VMC	LOCAL			Airport D	ata		
Wind Dir/Speed- 160/005 KTS	LUCAL			Punway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace						
Lowest Sky/Clouds - CLEAR	Type of Flight F	Plan - NONF				N/A	
Lowest Ceiling - NONE	Type of Clearan					N/A	
Obstructions to Vision- NONE	Type Apch/Lndg		NDING	,		,	
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Pilot-In-Command	Age - 55	Medical Cer	rtificate	e - VALID	MEDICAL-WA	IVERS/LI	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review			t Time (H			
STUDENT	Current - N	/A Total		30	Last 24	Hrs - l	JNK/NR
	Months Since - N		odel-	30	Last 30) Days- l	JNK/NR
	Aircraft Type - N,	A Instrum	nent-	0	Last 90) Days-	5
Instrument Rating(s) - NONE							

THE EXHAUST VALVE ROCKER ARM #1 CYLINDER FAILED IN FLIGHT. THE STUDENT PILOT DESCENDED AND LANDED IN A WOODED AREA. AFTER OVER FLYING A FROZEN LAKE OCCUPIED BY FISHERMEN. THE ROCKER ARM EXHIBITED EVIDENCE OF FATIGUE.

File No. - 147 1/14/86 PELICAN RAPIDS.MN A/C Reg. No. N2495J Time (Lcl) - 1000 CST _____ Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE ASSEMBLY, OTHER - FAILURE, TOTAL 2. ENGINE ASSEMBLY, OTHER - FATIGUE _____ _____ FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY Finding(s) 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4. 5. OBJECT - TREE(S) 6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND _____ _____ Occurrence #3 IN FLIGHT COLLISION WITH OBJECT 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) 3.6

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

SUBSTANTIALFatalSeriousMinorType of Operation-PERSONALFireCrew000Flight Conducted Under-14 CFR 91NONEPass000Accident Occurred During-TAXINONEPass000-Aircraft InformationMake/Model- CESSNA 172NEng Make/Model- LYCOMING 0-320H2ADELT Installed/ActivateLanding Gear- TRICYCLE-FIXEDNumber Engines - 1Stall Warning SysteMax Gross Wt- 2300Engine Type- RECIPROCATING-CARBURETORNo. of Seats- 4Rated Power- 160 HP-environment/Operations InformationUNK/NRLast Departure PointON AIRPORTWeather DataUNK/NRSAME AS ACC/INCAirport DataCompleteness- WEATHER NOT PERTINENTDestinationAirport DataBasic Weather- VMCLAWRENCE,KSRunway Ident- N/AVisibility- 15.0SMATC/AirspaceRunway SuffaceN/ALowest Sky/Clouds- CLEARType of Clearance- NONERunway Status- N/AObstructions to VisionNONEType Apch/Lndg- NONERunway Status- N/AObstructions to VisionNONEType Apch/Lndg- NONEPrecipitation- N/AOrdition of Light- NIGHT(DARK)- 37Medical Certificate - VALID MEDICAL-WAIVERS/LCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)	Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircra	ft Damage		Inju	ries	
Fight Conducted Under -14 CFR 91 NONE Pass 0 0 0 Accident Occurred During -TAXI -TAXI -Aircraft Information Make/Model - CESSNA 172N Eng Make/Model - LYCOMING 0-320H2AD ELT Installed/Activate -Aircraft Information Make/Model - CESSNA 172N Eng Make/Model - LYCOMING 0-320H2AD ELT Installed/Activate Max Gross Wt - 2300 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 160 HP -Environment/Operations Information Wast Briefing - UNK/NR Last Departure Point ON AIRPORT Wastriefing - UNK/NR SAME AS ACC/INC Airport Data Method - UNK/NR SAME AS ACC/INC Ainway Ident - N/A Basic Weather - VMC LAWRENCE,KS KANSAS CITY INTERNATIONA Wind Dir/Speed 220/OO8 KTS Runway Ident - N/A Visibility - 15.0 SM ATC/Airspace Runway Surface N/A Lowest Sky/Clouds CLEAR Type of Flight Plan NONE Runway Status N/A Obstructions to Visio	.);			Fatal			None
Accident Occurred During -TAXI Accident Occurred During -TAXI Aircraft Information Make/Model - CESSNA 172N Eng Make/Model - LYCOMING 0-320H2AD ELT Installed/Activate Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning Syste Max Gross Wt - 2300 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 160 HP -Environment/Operations Information Weather Data Itinerary. Airport Proximity Wx Briefing - UNK/NR Last Departure Point ON AIRPORT Basic Weather - VMC LAWRENCE,KS KANSAS CITY INTERNATIONA Wind Dir/Speed - 220/008 KTS ATC/Airspace NAA Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Status - N/A Usest Sky/Clouds - CLEAR Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Type of Clearance - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE Precipitation - NONE Runway Status - N/A Didt - NIGHT(DARK) -Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/L Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	Type of Operation -PERSONAL	Fire	Cr	ew O	0	0	1
Aircraft Information Make/Model - CESSNA 172N Eng Make/Model - LYCOMING D-32OH2AD ELT Installed/Activate Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning Syste Max Gross Wt - 2300 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 160 HP Environment/Operations Information Weather Data Itinerary. Airport Proximity Wx Briefing - UNK/NR Last Departure Point ON AIRPORT Method - UNK/NR Last Departure Point ON AIRPORT Method - UNK/NR Last Departure Point Airport Data Basic Weather - VWC LAWRENCE,KS KANSAS CITY INTERNATIONA Wind Dir/Speed 220/008 KTS Runway Lth/Wid - N/A Lowest Ceiling - NONE 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 of Clearance - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE Precipitation - NIGHT(DARK) -Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/L	Flight Conducted Under -14 CFR 91	NONE	Pa	iss O	0	0	1
Make/Model- CESSNA 172NEng Make/Model- LYCOMING 0-320H2ADELT Installed/ActivateLanding Gear- TRICYCLE-FIXEDNumber Engines - 1Stall Warning SysteMax Gross Wt- 2300Engine Type- RECLPROCATING-CARBURETORNo. of Seats-4Rated Power160 HP-Environment/Operations InformationKats Departure PointON AIRPORTWeather DataItinerary.Airport ProximityWx Briefing- UNK/NRLast Departure PointON AIRPORTMethod- UNK/NRLawRENCE,KSKANSAS CITY INTERNATIONAWind Dir/Speed-220/008 KTSLAWRENCE,KSRunway Iden - N/AWind Dir/Speed-220/008 KTSType of Flight Plan - NONERunway Surface - N/ALowest Sky/Clouds -CLEARType of Flight Plan - NONERunway Surface - N/ALowest Ceiling- NONEType Apch/LndgNONEPrecipitation- NONEType Apch/LndgNONE-Personnel InformationYige - 37Medical Certificate - VALID MEDICAL-WAIVERS/LCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)	Accident Occurred During -TAXI						
Landing GearTRICYCLE-FIXEDNumber Engines - 1Stall Warning SysteMax Gross Wt2300Engine Type- RECIPROCATING-CARBURETORNo. of Seats-4Rated PowerEnvironment/Operations InformationWather DataAirport ProximityWeather DataItinerary.Airport ProximityWx Briefing- UNK/NRLast Departure PointON AIRPORTMethod- UNK/NRSAME AS ACC/INCAirport DataCompleteness- WEATHER NOT PERTINENTDestinationAirport DataBasic Weather- VMCLAWRENCE,KSKANSAS CITY INTERNATIONAWind Dir/Speed-220/008 KTSATC/AirspaceRunway IdentVisibility- 15.0SMATC/AirspaceRunway Surface - N/ALowest Sky/Clouds- CLEARType of ClearanceNONERunway StatusPrecipitation- NONEType Apch/Lndg- NONEN/A-Personnel Information NONEType Apch/Lndg- NONE- N/A-Personnel Information S7Medical Certificate - VALID MEDICAL-WAIVERS/LCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)	Aircraft Information						
Max Gross Wt2300Engine Type- RECIPROCATING-CARBURETORNo. of Seats-4Rated Power-160 HPEnvironment/Operations InformationWeather DataItinerary.Airport ProximityWx Briefing- UNK/NRLast Departure PointON AIRPORTMéthod- UNK/NRSAME AS ACC/INCOn Airport DataCompletenessWEATHER NOT PERTINENTDestinationAirport DataBasic Weather- VMCLAWRENCE,KSKANSAS CITY INTERNATIONAWind Dir/Speed-220/008 KTSRunway Ident- N/AVisibility- 15.0SMATC/AirspaceRunway Lth/WidLowest Sky/Clouds- CLEARType of Flight PlanNONERunway SurfaceDestructions to Vision- NONEType Apch/Lndg- NONERunway Status- N/AObstructions to Vision- NONEType Apch/Lndg- NONEPrecipitation- N/APrecipitation- NGHT(DARK)Personnel InformationPilot-In-CommandAge - 37Medical Certificate - VALID MEDICAL-WAIVERS/LCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)-	Make/Model - CESSNA 172N	Eng Make/Model - L'	YCOMING 0-320H2AD	ELT	Installed/	Activated -	YES/NO
No. of Seats -4Rated Power-160 HPEnvironment/Operations Information Weather DataItinerary.Airport Proximity ON AIRPORTWa Briefing -UNK/NRLast Departure PointON AIRPORTMethod -UNK/NRSAME AS ACC/INCON AIRPORTCompleteness -WEATHER NOT PERTINENTDestinationAirport Data Airport DataBasic Weather -VMCLAWRENCE,KSKANSAS CITY INTERNATIONA Runway Ident -Wind Dir/Speed-220/008 KTSATC/AirspaceRunway Jdent -Visibility -15.0 SMATC/AirspaceRunway Status -Lowest Sky/Clouds -CLEARType of Flight Plan -NONEDestructions to Vision -NONEType Apch/Lndg -NONEPrecipitation -NONEType Apch/Lndg -NONE-Personnel InformationAge -37Medical Certificate -Pilot-In-CommandAge -37Medical Certificate -Certificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)	Landing Gear - TRICYCLE-FIXED				Stall Warnin	ng System -	YES
-Environment/Operations Information Weather Data Itinerary. Airport Proximity Wx Briefing - UNK/NR Last Departure Point ON AIRPORT Method - UNK/NR SAME AS ACC/INC Completeness - WEATHER NOT PERTINENT Destination Airport Data Basic Weather - VMC LAWRENCE,KS KANSAS CITY INTERNATIONA Wind Dir/Speed- 220/008 KTS Visibility - 15.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NIGHT(DARK) -Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/L Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	Max Gross Wt - 2300		ECIPROCATING-CARE	URETOR			
Weather Data Itinerary. Airport Proximity Wx Briefing - UNK/NR Last Departure Point ON AIRPORT Method - UNK/NR SAME AS ACC/INC Airport Data Completeness - WEATHER NOT PERTINENT Destination Airport Data Basic Weather - VMC LAWRENCE,KS KANSAS CITY INTERNATIONA Wind Dir/Speed- 220/008 KTS Runway Ident - N/A Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan NONE Runway Surface - N/A Obstructions to Vision NONE Type of Clearance - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE - N/A -Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/L Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/L Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	No. of Seats - 4	Rated Power -	160 HP				
Wx BriefingUNK/NRLast Departure PointON AIRPORTMethod- UNK/NRSAME AS ACC/INCAirport DataCompleteness- WEATHER NOT PERTINENTDestinationAirport DataBasic Weather- VMCLAWRENCE,KSKANSAS CITY INTERNATIONAWind Dir/Speed-220/008 KTSKANSASRunway Ident- N/AVisibility- 15.0SMATC/AirspaceRunway Lth/Wid- N/ALowest Sky/Clouds- CLEARType of Flight Plan- NONERunway Surface- N/ALowest Ceiling- NONEType of Clearance- NONERunway Status- N/AObstructions to VisionNONEType Apch/Lndg- NONE- N/APrecipitation- NONEType Apch/Lndg- NONE- N/A-Personnel InformationAge - 37Medical Certificate - VALID MEDICAL-WAIVERS/LCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)	Environment/Operations Information						
Method- UNK/NRSAME AS ACC/INCCompleteness - WEATHER NOT PERTINENTDestinationAirport DataBasic Weather - VMCLAWRENCE,KSKANSAS CITY INTERNATIONAWind Dir/Speed- 220/008 KTSRunway Ident - N/AVisibility - 15.0 SMATC/AirspaceRunway Lth/Wid - N/ALowest Sky/Clouds - CLEARType of Flight Plan - NONERunway Surface - N/ALowest Ceiling - NONEType of Clearance - NONERunway Status - N/AObstructions to Vision- NONEType Apch/Lndg - NONENONEPrecipitation - NONENONEType Apch/Lndg - NONEPersonnel InformationPriot-In-CommandAge - 37Pilot-In-CommandAge - 37Medical Certificate - VALID MEDICAL-WAIVERS/LCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)	Weather Data	Itinerary.		Airport	Proximity		
Completeness- WEATHER NOT PERTINENTDestinationAirport DataBasic Weather- VMCLAWRENCE,KSKANSAS CITY INTERNATIONAWind Dir/Speed-220/008 KTSLAWRENCE,KSRunway Ident- N/AVisibility- 15.0SMATC/AirspaceRunway Lth/Wid- N/ALowest Sky/Clouds- CLEARType of Flight Plan- NONERunway Surface- N/ALowest Ceiling- NONEType of Clearance- NONERunway Status- N/AObstructions to Vision-NONEType Apch/Lndg- NONERunway Status- N/APrecipitation- NONEType Apch/Lndg- NONE- N/A- N/ACondition of Light- NIGHT(DARK)- Age - 37Medical Certificate - VALID MEDICAL-WAIVERS/LCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)	Wx Briefing - UNK/NR	Last Departure Poin	t	ON AI	RPORT		
Basic Weather - VMC LAWRENCE,KS KANSAS CITY INTERNATIONA Wind Dir/Speed-220/008 KTS Runway Ident - N/A Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE - NONE - N/A -Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/L Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)		SAME AS ACC/INC					
Wind Dir/Speed- 220/008 KTS Runway Ident - N/A Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE Runway Status - N/A -Personnel Information Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/L Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	Completeness - WEATHER NOT PERTINENT	Destination					
Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Runway Status - N/A Obstruction of Light - NIGHT(DARK) - Personnel Information - Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/L Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)		LAWRENCE, KS		KANSAS			
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 Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE Condition of Light - NIGHT(DARK) - - -Personnel Information - - - Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/L Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)							
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - NIGHT(DARK) -Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/L Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)							
Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/L Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	•						
Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/L Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)				Runwa	y Status 🛛 ·	- N/A	
Condition of Light - NIGHT(DARK) -Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/L Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)		Type Apch/Lndg	- NONE				
-Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/L Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)							
Pilot-In-CommandAge - 37Medical Certificate - VALID MEDICAL-WAIVERS/LCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)	Condition of Light - NIGHT(DARK)						
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	Personnel Information						
		Age - 37				AIVERS/LIMI	T
DDIVATE Current - VES Total - 103 Last 24 Hrs -							
	PRIVATE	Current - YES	Total -				1
SE LAND Months Since - 3 Make/Model- 102 Last 30 Days- Aircraft Type - C-150 Instrument- 11 Last 90 Days-	SE LAND						(/NR 17

Instrument Rating(s) - NONE

----Narrative----

THE PILOT HAD BEEN AT THIS AIRPORT 31 TIMES SINCE 1979. DURING HIS TAXI TO TAKEOFF FOR A NIGHT FLIGHT, HE MISTOOK A SERVICE ROAD FOR A TAXIWAY. HE TAXIED PAST ONE SIGN WITHOUT SEEING IT BUT STRUCK THE SECOND ONE. THIS IS THE THIRD DOCUMENTED ACCIDENT AT THIS SITE SINCE 1982.

Brief	of	Accident	(Continued)
01101	۰.	Roorachie	(contennaca)

File No	7 1/01/86 KANSAS CITY,MO	A/C Reg. No. N733NF	Time (Lcl) - 1810 CST
Occurrence Phase of Operation	ON GROUND COLLISION WITH OBJECT TAXI - TO TAKEOFF		
 AIRPORT FACILIT 			
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

_ AVIATION)	Aircraft Damag	e		Injur	ies	
		6	Fatal	•		None
		Crew		-		0
	NONE	Pass	ō	Ō	Ó	õ
			-	-	-	-
Eng Make/№	Nodel - LYCOMING	0-360 SERIES	ELT	Installed/A	ctivated	- YES/YE
Number Eng	jines – 1		S	tall Warnin	ng System	- YES
Engine Typ	e - RECIPROCA	TING-CARBURE	TOR			
Rated Powe	er - 150 HP					
Itinerary			Airport (Proximity		
Last Depart	ure Point		ON AIR	PORT		
CREVE CEC)UR,MO					
Destination		1	•			
QUINCY,IL	-					
					•	
· ·					•	
			Runway	Status -	DRY	
Type Apch/L	.ndg - NUNE					
					IVERS/LIM	IT
	leview					
Current	- YES TO	tal - 3	3330	Last 24	Hrs - UNI	
Months Since		ke/Model- 3	3317) Davs UNI	
	Eng Make/N Number Eng Engine Typ Rated Powe Last Depart CREVE CEC Destination QUINCY,IL ATC/Airspace Type of Fli Type of Cle Type Apch/L	SUBSTANTIAL Fire NONE Eng Make/Model - LYCOMING Number Engines - 1 Engine Type - RECIPROCA Rated Power - 150 HP Itinerary Last Departure Point CREVE CEOUR,MO Destination QUINCY,IL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type of Clearance - NONE Type Apch/Lndg - NONE	SUBSTANTIAL Fire Crew NONE Pass Eng Make/Model - LYCOMING 0-360 SERIES Number Engines - 1 Engine Type - RECIPROCATING-CARBURET Rated Power - 150 HP Itinerary Last Departure Point CREVE CEOUR,MO Destination / QUINCY,IL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Age - 65 Medical Certificate Biennial Flight Review Flight	SUBSTANTIAL Fatal Fire Crew O NONE Pass O Eng Make/Model - LYCOMING O-360 SERIES ELT Number Engines - 1 S Engine Type - RECIPROCATING-CARBURETOR Rated Power - Itinerary Airport Last Departure Point ON AIR CREVE CEOUR,MO Destination QUINCY,IL CREVE ATC/Airspace Runway Type of Flight Plan - NONE Runway Type of Clearance NONE Age - 65 Medical Certificate - VALID Biennial Flight Review Flight Time (H	SUBSTANTIAL Fatal Serious Fire Crew 0 0 NONE Pass 0 0 Eng Make/Model - LYCOMING 0-360 SERIES ELT Installed/A Number Engines - 1 Stall Warnin Engine Type - RECIPROCATING-CARBURETOR Rated Power - 150 HP Itinerary Airport Proximity Last Departure Point ON AIRPORT CREVE CEOUR, MO Destination QUINCY, IL CREVE CEOUR Runway Ident - Type of Flight Plan - NONE Runway Surface - Type of Clearance NONE Age - 65 Medical Certificate - VALID MEDICAL-WA Biennial Flight Review Flight Time (Hours)	SUBSTANTIAL Fatal Serious Minor Fire Crew 0 0 1 NONE Pass 0 0 0 Eng Make/Model - LYCOMING 0-360 SERIES ELT Installed/Activated Number Engines - 1 Stall Warning System Engine Type - RECIPROCATING-CARBURETOR Rated Power - 150 HP Itinerary Airport Proximity Last Departure Point ON AIRPORT CREVE CEOUR, MO Obestination QUINCY, IL CREVE CEOUR ATC/Airspace Runway Ident - N/A Type of Flight Plan NONE Runway Surface - ASPHALT Type of Clearance - NONE Runway Status - DRY Type Apch/Lndg - NONE Runway Status - DRY Age - 65 Medical Certificate - VALID MEDICAL-WAIVERS/LIM

Instrument Rating(s) - NONE

----Narrative----

AFTER TAKEOFF FM THE ARPT THE PLT STATED THE ACFT ENG RAN ROUGH AND HE APPLIED CARB HEAT TO HELP THE ENGINE RUN BETTER AFTER APPLICATION OF CARB HEAT THE ENGINE QUIT. THE PLT MADE A FORCED LANDING BACK TO THE AIRPORT FINALLY TOUCHING DOWN ON A TAXIWAY BETWEEN TWO HANGARS. AFTER TOUCHING DOWN THE PLT STATED THE ACFT ENG RESPONDED MOMENTARILY WITH THE ACFT BECOMING AIRBORNE. THE ENG QUIT AFTER THE ACFT BECAME AIRBORNE AND THE PLT STATED HE HAD INSUFFICIENT SPEED WITH WHICH TO CLEAR HANGARS AT THE END OF THE TAXIWAY. THE ACFT DESCENDED BACK TO THE TAXIWAY AND STRUCK ACFT PARKED IN THE HANGAR. A SUBSEQUENT ENGINE RUN FAILED TO DISCLOSE ANY MECHANICAL DIFFICULTY. A FURTHER CHK FOR FUEL LEAKAGE OR CONTAMINATES WAS UNSUCCESSFUL. CARBURETOR ICING PROBABILITY CHARTS SHOW THAT ICING IS LIKELY AT THE TEMP & DEW POINT RECORDED ON THAT DAY. THE PLT STATED HE RAN THE ENG FOR A PERIOD OF 15 TO 20 MINUTES.

File No	9 1/05/86	CREVE CEOUR,MO	A/C Reg. No. N4349J	Time (Lc1) - 0705 CST
Occurrence #1 Phase of Operation		DTAL) - NON-MECHANICAL Se		
	NNING/DECISION - 1	NADEQUATE - PILOT IN CO MED - PILOT IN COMMAND	MMAND	
Occurrence #2 Phase of Operation		SE		
Occurrence #3 Phase of Operation				
Finding(s) 4. OBJECT - AIRCRA	FT PARKED			
Probable Cause				· · · · · · · · · · · · · · · · · · ·

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

1 34

PAGE 209

*

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	ft Damage		Injur	ies	
		ANTIAL		Serious		None
Type of Operation -PERSONAL	Fire	Crev		Serious O O	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE	Pass	s 0	0	Q	1
Accident occurred burning -TAREOFF					. 	
Aircraft Information						
Make/Model - PIPER PA-28-180		YCOMING 0-360-A3A		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnir	ng System	- YES
Max Gross Wt - 2175		ECIPROCATING-CARBUR	RETOR			
No. of Seats - 4	Rated Power -	180 HP				
Environment/Operations Information						
leather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	t	ON AIR	PORT		
Method - N/A	COLUMBIA, MO					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		COLUMB	IA REGIONAL	•	
Wind Dir/Speed- 180/010 KTS					02	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 48	Medical Certifica			IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ght Time (⊦	ours)		
COMMERCIAL, CFI	Current - YES	Total -			Hrs - UN	
SE LAND, ME LAND	Months Since - 16	Make/Model-	781) Days- UN	
	Aircraft Type - PA-28) Days- UN	
		Multi-Eng -	415	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE						
Varrative						
PILOT STATED THAT HE WAS SHOWING HIS PASS		USED IN MULTI-ENGIN		S WHEN HE		
ERTENTLY STALLED THE AIRPLANE AT 300 FEE					F	
ERILIALLI JIALLED INE AIRPLANE AL SOU FEE	AGE UUSI AFTER TAREUFF.	TE COOLD NOT COMPLE	LIL INL KEU	OVENI DEFUR	. –	

File No	21 1/15/86	COLUMBIA, MO	A/C Reg. No. N7013W	Time (Lcl) - 1300 CST
Occurrence #1 Phase of Operation	LOSS OF CONTROL - Takeoff	IN FLIGHT		
	TE - NOT MAINTAINED TENT - PILOT IN COM	- PILOT IN COMMAND MAND		
Occurrence #2 Phase of Operation				
Probable Cause				· · · · · · · · · · · · · · · · · · ·

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

File No 36 1/18/86 INDEF	PENDENCE, MO	A/C Reg. No.	N4977P	т	ime (Lcl) -	1430 CS1	r Fri
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage SUBSTANTIAL		 Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		Fire NONE	Crew Pass	0 0	0 0	0 0	1 0
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number E	/Model - LYCOMING C ngines - 1 ype - RECIPROCAT	-235-N2C	ELT 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 290/014 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Devest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	INDEPEN Destinatio LOCAL ATC/Airspac Type of F	n e light Plan - NONE learance - NONE		ON AIR Airport Da INDEPE Runway Runway Runway	ata NDENCE Ident - Lth/Wid - Surface -	36 2570/ ASPHALT DRY	50
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 33 Biennial Flight Current Months Sinc Aircraft Ty	Review -N/A Tot e -N/A Mak	Certificat Fligh al - e/Model- trument-	t Time (H 21 21	ours) Last 24 Last 3 0	IVERS/LIN Hrs - UN Days- UN Days-	JK/NR JK/NR

Instrument Rating(s) - NONE

----Narrative----

DURING AN ABORTED TAKEOFF IN STRONG CROSSWINDS, THE ACFT VEERED OFF THE RWY AND INTO A DITCH NEAR THE RUNWAYS EDGE. THE NOSE GEAR COLLAPSED REARWARD AND THE RIGHT WING DROPPED STRIKING THE GROUND. THE PLT STATED HE ABORTED THE TAKEOFF WHEN THE ACFT FELT LIKE IT WASN'T GOING TO FLY. WIND CONDITIONS WERE RECORDED AS BEING FROM 290 DEGREES AT 14 KTS WITH GUSTS TO 21 KTS. THE PLT STATED THE WIND WAS OUT OF THE NORTH AND DOWN THE RWY WHEN HE PREFLIGHTED THE ACFT, BUT HAD CHANGED TO THE NORTHWEST WHEN HE BEGAN HIS TAKEOFF ROLL. NO CONTROL PBLMS WERE ACKNOWLEDGED BY THE PLT AT ANY TIME DURING THIS EVENT.

File No. - 36 1/18/86 INDEPENDENCE, MO A/C Reg. No. N4977P Time (Lcl) - 1430 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND _____ Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 4. TERRAIN CONDITION - DITCH ______ _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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

Basic Information		Domone		Turi da su da da		
Type Operating Certificate-ON-DEMAND AI	R TAXI Aircraft I SUBSTANT		Fata]	Injurie Serious	es Minor	None
Type of Operation -MAINT. TEST	Fire		0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	Ō	1
Accident Occurred During -TAXI						
Aircraft Information						
Make/Model - CESSNA 310R	Eng Make/Model - CONT:	INENTAL IO-520-M	ELT I	installed/Act	tivated -	UNK/NF
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2		St	all Warning	System -	YES
Max Gross Wt - 5200	Engine Type - RECI					
No. of Seats - 2	Rated Power - 28	85 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport F			
Wx Briefing - NO RECORD OF BRIEFING			ON AIRF	ORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport Da			
Basic Weather - VMC	LOCAL		DOWNTOW			
Wind Dir/Speed- UNK/NR	·				JNK/NR	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid - l	•	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - I			Surface - L		
Lowest Ceiling - NONE	Type of Clearance - I		Runway	Status - l	JNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg - I	FULL STOP				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information					(_
Pilot-In-Command		edical Certifica			VERS/LIMI	I
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Review Current - YES	Fligh Total -	nt Time (Ho			
SE LAND, ME LAND						
SE LAND, ME LAND	Months Since - 3 Aircraft Type - UNK/NR	Make/Model- Instrument-`U			Jays- UNK	/ INK 200
	All clait type onk/ nk	Multi-Eng -	400	Rotorcraf		
		Marti Eng	400	KO LOI CI AI		
Instrument Rating(s) - AIRPLANE						
Narrative						
NAFFATIVE E AIRPLANE WAS BEING TAXIED TOWARD A PARKIN						
NG CONTACTED THE FRONT OF THE HANGAR.	A SPUT IN PRONT OF A MANGAR AN		NE FAILED A	IND THE LEFT		

File No 11	3 1/26/86	KANSAS CITY,MO	A/C Reg. No. N1905G	Time (Lcl) - 1330 CST
Occurrence #1 Phase of Operation	-	NT/SYSTEM FAILURE/MALF ING	UNCTION	
Finding(s) 1. LANDING GEAR,NOR	MAL BRAKE SYSTEM -	- FAILURE,PARTIAL		
Occurrence #2 Phase of Operation	-			
Finding(s) 2. OBJECT - AIRPORT	FACILITY			
Probable Cause	-			
The National Transpor is/are finding(s) 1	tation Safety Boar	nd determines that the	Probable Cause(s) of this accid	ent

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

· .

Brief of Accident

Basic Information Type Operating Certificate-ON-DEMAN	ND AIR TAXI	Aircraft Dam	age		Injur	ries	
		SUBSTANTIAL		Fatal			None
Type of Operation -POSITION		Fire	Crew		-	0	1
Flight Conducted Under -14 CFR 9		NONE	Pass	6 O	0	0	0
Accident Occurred During -APPROACH	1						
Aircraft Information							
Make/Model - PIPER PA-31-325		Model - LYCOMIN	G TIO-540-F2E		Installed/#		
Landing Gear - TRICYCLE-RETRACTABL		gines – 2		S	tall Warnir	ng System	- YES
Max Gross Wt - 6500		pe - RECIP-F					
No. of Seats - 7	Rated Pow	er - 325	HP				
Environment/Operations Information	·-						
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Depar			ON AIR	PORT		
Method - TELEPHONE	WILMINGT						
Completeness - UNK/NR	Destination			Airport D	ata		
Basic Weather - IMC	SAME AS	ACC/INC		WEISS			
Wind Dir/Speed- 330/008 KTS						· 36	
Visibility - 1.000 SM	ATC/Airspace				Lth/Wid -		40
Lowest Sky/Clouds - UNK/NR	OVERCAST Type of C1	ight Plan - IFR			Surface - Status -	· WET	
Lowest Ceiling - 500 FT Obstructions to Vision- FOG		Lndg - VOR		Runway	status -	WCI	
Precipitation - DRIZZLE	Туре Арсп/						
Condition of Light - NIGHT(DAR	8K)						
Personnel Information	1	Madi	cal Certifica				
Pilot-In-Command Certificate(s)/Rating(s)	Age - 49 Biennial Flight	Medi Roviow		ht Time (H		IVERS/LIM	11
ATP,CFI			Total -			Hrs -	9
SE LAND, ME LAND	Months Since		Make/Model-) Days- UN	-
HELICOPTER	Aircraft Typ	e - 690	Instrument-	671	Last 90) Days-	
HELIOSI TEK	Andrareijp		Multi-Eng -	7700	Rotorcr	aft - UN	
							,
Instrument Rating(s) - AIRPLAN	JE						

File No 114	2/20/86 ST. LOUIS,MO	A/C Reg. No. N111MM	Time (Lc1) - 1930 CST
	FLIGHT COLLISION WITH OBJECT Roach - Circling(IFR)		
Finding(s) 1. WEATHER CONDITION - I 2. PROPER ALTITUDE - I 3. WEATHER CONDITION - I 4. LIGHT CONDITION - DAI 5. OBJECT - TREE(S)	NOT MAINTAINED - PILOT IN COMMA FOG	ND	
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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 129 3/02/86 GRAII	N VALLEY,MO	A/C Reg. No.	N3979L	т	ime (Lcl) -	1230 (CST
Basic Information Type Operating Certificate-NONE (GENER/	AL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious	Minor	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0	0 0	0	. 1
Aircraft Information Make/Model - CESSNA 172 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Number	e/Model - CONTINENTA Engines - 1 Type - RECIPROCAT ower - 145 HP		S	Installed/A tall Warnin		ed - YES/NO em - YES
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed 310/015 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	TOPEKA Destinati GRAIN ATC/Airspa Type of Type of	on VALLEY,MO	C PATTERN	ON AIR Airport Da EAST Ka Runway Runway Runway Runway	ata ANSAS CITY Ident - Lth/Wid - Surface -		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Current Months Sin	t Review	al - e/Model-	t Time (He 150 60	ours) Last 24 Last 30	Hrs - Days-	3

Instrument Rating(s) - NONE

----Narrative----

THE PIC WAS MAKING A ROUNDTRIP FLT TO NUMEROUS AIRPORTS ACROSS KANSAS AND MISSOURI. THE OWNER OF THE AIRCRAFT WAS ABOARD FOR THE TRIP WHICH WAS FOR PLEASURE. THE PIC HAD OBTAINED WEATHER INFO AND WAS APPRISED OF THE WIND CONDITIONS FOR HIS ROUTE OF FLT. UPON LANDING AT GRAIN VALLEY AIRPORT, THE PIC LANDED ON ONE GEAR AND THE ACFT BOUNCED INTO THE AIR. THE ACFT FINALLY SETTLED ON BOTH MAIN GEAR, BUT WHEN THE NOSE GEAR SETTLED THE ACFT VEERED OFF THE LEFT SIDE OF THE EAST WEST RWY. NO LANDING GEAR PBLM WAS NOTED AFTER THE LANDING. THE PIC STATED THAT AFTER THE NOSE GEAR MADE CONTACT WITH THE RWY IT VEERED LEFT AND HE WAS UNABLE TO CORRECT THE PBLM BEFORE DEPARTING THE SIDE OF THE RWY. WIND WAS BLOWING FROM 310 DEGREES MAGNETIC AT 15 KTS WITH RPTS FM THE ACCIDENT AIRPORT OF WIND GUST TO 22 KTS AT THE TIME OF THE ACCIDENT.

A/C Reg. No. N3979L File No. - 129 3/02/86 GRAIN VALLEY, MO Time (Lcl) - 1230 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - DIRT BANK ----Probable Cause----

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

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

File No 153 3/08/86 VERSAILL		eg. No. N3673H		ime (Lcl) -		
Basic Information Type Operating Certificate-NONE (GENERAL A	VIATION) Aircraf SUBSTAN		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI	NONE	Pass Other	0 0	0 0	0 0	0 1
Aircraft Information Make/Model - ERCOUPE 415-C Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1260 No. of Seats - 2	Eng Make/Model - COM Number Engines - 1 Engine Type - REG Rated Power -	ITINENTAL A75 CIPROCATING-CARBURE 75 HP	S	Installed/A tall Warnir		
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point SAME AS ACC/INC		ON AIR	Proximity STRIP		
Completeness - N/A Basic Weather - VMC	Destination LOCAL	. •	Airport D			
Wind Dir/Speed- 180/008 KTS						
Visibility - 10.0 SM Lowest Sky/Clouds - UNK/NR	ATC/Airspace Type of Flight Plan	NONE		•	· UNK/NR · GRASS/TUR	-
Lowest Ceiling - 20000 FT BROKEN Obstructions to Vision- NONE	Type of Clearance				DRY	F
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command Ag	e - 35	Medical Certificate	e - VALID	MEDICAL-WA	IVERS/LIMI	т
	ennial Flight Review		t Time (H			
PRIVATE	Current - YES	Total -	135	Last 24		2
SE LAND	Months Since - 16				Days- UNK	•
	Aircraft Type - C-150	Instrument-	0	Last 90) Davs-	17

Instrument Rating(s) - NONE

----Narrative----

THE PLT REPORTS THAT HE WAS HAND PROPPING THE ENG. HE SAID THE ENG DID NOT START ON THE FIRST ATTEMPT AND HE PRIMED IT A SECOND TIME. ON THE SECOND TRY THE ENG STARTED AND THE ACFT GOT AWAY FROM THE PLT, TAXIED ABOUT 75 FT AND COLLIDED WITH TREES. THE PLT SAID HE THOUGHT HE HAD PLACED A CHOCK ON ONE WHEEL BUT LATER FOUND BOTH CHOCKS ON HIS WORKBENCH.

File No	153	3/08/86	VERSAILLES,MO	A/C Reg. No. N3673H	Time (Lcl) - 1800 CST	
Occurrence #1 Phase of Operation		OUND COLLIS	ION WITH OBJECT			
3. STARTING PROCE	NING/PREF DURE - IN	IPROPER - P	INADEQUATE - PILOT IN ILOT IN COMMAND NING - IMPROPER - PIL			
Probable Cause-						

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

File No 155 3/22/86 NEOS	HO,MO	A/C Reg. No. N1	017X	T 	ime (Lc1) -	1145 CST	
-Basic Information Type Operating Certificate-NONE (GENER		vircraft Damage SUBSTANTIAL		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	F	ire ON GROUND	Crew Pass	0	0	0	1 1
-Aircraft Information Make/Model - PIPER PA-28-151 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Number Engine	- RECIPROCATIN		S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/010 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ARDMORE,OK Destination SAME AS ACC/ ATC/Airspace Type of Flight Type of Cleara	'INC : Plan - NONE		OFF AI Airport D MEMORI Runway Runway Runway	AL Ident - Lth/Wid - Surface -	N/A N/A	٩F
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 26 Biennial Flight Revi Current - Months Since - Aircraft Type -	ew YES Total 21 Make/I C-172 Instru		t Time (H 363 43	Last 24	Hrs - Days- UNI	4

----Narrative----

THE PILOT STATED THAT HE HAD DESCENDED FROM 5500 FEET MSL TO 2000 FEET MSL WITH THE THROTTLE AT IDLE AND WITHOUT USING CARBURETOR HEAT. WHEN HE ADVANCED THE THROTTLE, THE ENGINE DID NOT RESPOND AND HE ATTEMPTED A FORCED LANDING. THE AIRPLANE IMPACTED TREES, THEN POWERLINES BEFORE IMPACTING THE GROUND. INVESTIGATION DID NOT REVEAL ANY REASON FOR THE ENGINE FAILURE. THIS AIRPLANE HAD AN STC FOR USE OF AUTOMOTIVE FUEL AND WAS USING AUTOMOTIVE FUEL AT THE TIME OF THE ACCIDENT. THE TEMPERATURE AND DEW POINT WAS OUTSIDE THE PROBABILITY RANGE FOR CARBURETOR ICE IF AVIATION FUEL WAS BEING USED BUT CAN NOT BE CALCULATED FOR AUTOMOTIVE FUEL.

File No. - 155 3/22/86 NEOSHO, MO A/C Reg. No. N1017X Time (Lc1) - 1145 CST Occurrence #1 LOSS OF POWER Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. UNDETERMINED _____ Occurrence #2 FORCED LANDING Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 2. TERRAIN CONDITION - NONE SUITABLE Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH Finding(s) 3. OBJECT - TREE(S) 4. OBJECT - WIRE, TRANSMISSION (MARKED) Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 5. TERRAIN CONDITION - GROUND ---------Probable Cause----

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

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

-Basic Information						
Type Operating Certificate-AGRICUL		Aircraft Damage SUBSTANTIAL	Fatal	Injur Serious	ies Minor	None
Type of Operation -AERIAL Flight Conducted Under -14 CFR Accident Occurred During -LANDING	APPLICATION F 137	NONE	Crew O Pass O	0	0	1 0
Aircraft Information Make/Model - GRUMMAN G164B Landing Gear - TAILWHEEL-ALL FIXE Max Gross Wt - 6075 No. of Seats - 1		≥1 - P & W R-1340 ≥s - 1 - RECIPROCATING-0 - 600 HP		T Installed/A Stall Warnir		
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRI Method - N/A	Itinerary EFING Last Departure PLAINTON,MO	e Point		t Proximity AIRPORT/STRIF	•	
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport			
Wind Dir/Speed- CALM Visibility - 12.0 SM	ATC/Airspace			ay Ident - av Lth/Wid -	N/A	
Lowest Sky/Clouds - 10000 FT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SCATTERED Type of Flight Type of Cleara Type Apch/Lndg		Runw Runw	ay Surface - ay Status -	DIRT	
Personnel Information Pilot-In-Command	Aae - UNK/NR	Medical Cert	ificate - VAL	ID MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Age - UNK/NR Biennial Flight Revi	iew	Flight Time			
ATP,CFI SE LAND,ME LAND GLIDER	Current - Months Since - Aircraft Type -	YES Iotal 13 Make/Moo PA-34 Instrume	- 8774 lei-UNK/NR ent- 326 lg - 1284	Last 30) Hrs -) Days- UN) Days-	
Instrument Rating(s) - AIRPLA	NE		-			

- /

INSTALLED AND AFTER GROUND RUN, THE ENGINE OPERATED NORMALLY. AFTER REPLACEMENT OF THE RUDDER, THE AIRPLANE WAS

FLOWN OUT OF THE FIELD. AFTER REPLACEMENT OF THE ENGINE, THE AIRPLANE WILL BE RETURNED TO SERVICE.

File No 1	70 4/12/86 ADVANCE,MO	A/C Reg. No. N6609Q	Time (Lcl) - 0930 CST
Occurrence #1 Phase of Operation	LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF MANEUVERING	-	
Finding(s) 1. IGNITION SYSTEM	,MAGNETO - FAILURE,TOTAL		
Occurrence #2 Phase of Operation	FORCED LANDING MANEUVERING		
Occurrence #3 Phase of Operation	NOSE OVER LANDING - ROLL		
Probable Cause			

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

PAGE 225

Basic Information Type Operating Certificate-ON-DEMAND	ATD TAXT	Aircraft			Toi	ıries	
Name of Carrier -READI-AIR,		SUBSTANT		Fata]	•		None
Type of Operation -NON SCHED,	DOMESTIC.CARGO		Cr		-	0	1
Flight Conducted Under -14 CFR 135		NONE	Pa		-	õ	ò
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - PIPER PA-30			MING I0-320-B1	A EL	T Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng			_	Stall Warni	ng System	- YES
Max Gross Wt - 3600			P-FUEL INJECTE	D			
No. of Seats - 4	Rated Powe	er - 1	60 HP 				
Environment/Operations Information							
Weather Data	Itinerary				t Proximity		
Wx Briefing - FSS	Last Depart			ON A	IRPORT		
Method - TELEPHONE	SAME AS A	CC/INC			D - 1		
Completeness - FULL	Destination			Airport			
Basic Weather - VMC Wind Dir/Speed- 230/003 KTS	ATLANTA, G	A			LAS-INTL	40	
Visibility - 15.0 SM	ATC/Airspace				ay Ident ay Lth/Wid	- 18	150
Lowest Sky/Clouds -	· •	ight Plan -	TED		ay Surface		
Lowest Ceiling - OVERCAST	Type of Cle					- DRY	
Obstructions to Vision- NONE		.nda - I		it di la	a, status		
Precipitation - NONE	· Jbe vbev/						
Condition of Light - NIGHT(DARK)							
Personnel Information							
Pilot-In-Command			edical Certifi			O WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight F			ight Time			-
COMMERCIAL, CFI	Current	- YES	Total -			4 Hrs -	3
SE LAND, ME LAND	Months Since	- 4	Make/Model- Instrument-			O Days- U	•
	Aircraft Type	e - UNK/NR	Instrument-		Last	0 Days-	38
			Multi-Eng -	1004			
Instrument Rating(s) - AIRPLANE							
Nannativo							
Narrative REPORTED LOSS OF POWER ON THE RIGHT ENG							

		Brief of A	ccident (Continued)	
File No 1	32 1/06/86	CHARLOTTE, NC	A/C Reg. No. N47KB	Time (Lc1) - 2317 EST
Occurrence #1 Phase of Operation		RTIAL) - NON-MECHANICAI L CLIMB	- · ·	
Finding(s) 1. MAINTENANCE - I	MPROPER - COMPANY	MAINTENANCE PSNL		
Dccurrence #2 Phase of Operation		- ON GROUND		
Finding(s) 2. ALL AVAILABLE R 3. ABORTED TAKEOFF		DT IN COMMAND		
Dccurrence #3 Phase of Operation		ION WITH TERRAIN		
Finding(s) 4. TERRAIN CONDITI				
Occurrence #4 Phase of Operation				
Finding(s) 5. LANDING GEAR,NO 6. LANDING GEAR,MA				
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

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf	t Damage		Injur	ries	
	SUBSTA		Fatal	Serious		None
Type of Operation -PERSONAL	Fire		rew O	0		1
Flight Conducted Under -14 CFR 91	NONE	Pa	ass O	0	0	Ó
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 172N	Eng Make/Model - L\	COMING 0-320 SE	RIES ELT	Installed/#	Activated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		S	tall Warnir		
Max Gross Wt - 2300	Engine Type - RE	CIPROCATING-CAR				-
No. of Seats - 4		160 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	•	ON AIR			
Method - N/A	WASHINGTON, NC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		WARREN	FLD		
Wind Dir/Speed- 005/005 KTS			Runway	Ident -	- 23	
Visibility - 5.0 SM	ATC/Airspace		Runway	Lth/Wid -	- 5000/	150
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runway	Surface -	- ASPHALT	
Lowest Ceiling - NONE	Type of Clearance			Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTE	RN			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 48	Medical Certif	icate - UNK/N	R		
Certificate(s)/Rating(s)	Biennial Flight Review		light Time (H			
STUDENT	Current - N/A	Total	- 48	Last 24	4 Hrs - UN	NK/NR
	Months Since - N/A		- 14		Days- UN	NK/NR
	Aircraft Type - N/A		- 0) Davs-	

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PILOT STATED THAT THE AIRCRAFT ENCOUNTERED A GUST OF WIND DURING LANDING FLARE CAUSING THE AIRCRAFT TO DRIFT TO THE LEFT UPON TOUCHDOWN. IN AN ATTEMPT TO CORRECT FOR THE DRIFT THE STUDENT PILOT APPLIED LEFT BRAKE PRESSURE AS WELL AS LEFT RUDDER PRESSURE AND THE AIRCRAFT ROLLED OFF THE LEFT SIDE OF THE RUNWAY AND NOSED OVER IN THE SOFT SOIL.

File No 6	9 2/19/86	WASHINGTON, NC	A/C Reg. No. N1975E	Time (Lc1) - 1300 EST
Occurrence #1 Phase of Operation		ON GROUND		
4. WEATHER CONDITIO 5. DIRECTIONAL CONT	- IMPROPER USE OF OF PROCEDURE,LACK N - GUSTS ROL - NOT MAINTAIN	- PILOT IN COMMAND	N TYPE OF AIRCRAFT - PILOT IN CO	DMMAND
	NOSE OVER LANDING - ROLL			
hase of operacion				

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

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

1

Type Operating Certificate-NONE (GENE	RAI AVIATION)	Aircraft Damage	<u>م</u>		Injur	ies	
Type operating oor throate helte (athe		SUBSTANTIAL	-	Fatal			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							
ircraft Information							
Make/Model - CESSNA 150		lodel - CONTINENT	AL 0-200-A		[nstalled/#		
Landing Gear - TRICYCLE-FIXED	Number Eng				tall Warnir	ng System	- YES
Max Gross Wt - 1600	U	e - RECIPROCA	TING-CARBURE	TOR			
No. of Seats - 2	Rated Powe	er - 100 HP					
nvironment/Operations Information							
eather Data	Itinerary			Airport			
Wx Briefing - NO RECORD OF BRIEFI		ure Point		ON AIR	PORT		
Method - N/A	ELKIN, NC						
Completeness - N/A Basic Weather - VMC	Destination YADKINVIL			Airport Da YADKIN			
Wind Dir/Speed- CALM	TADRINVIL	LE,NC				N/A	
Visibility - UNK/NR	ATC/Airspace				Lth/Wid -		50
Lowest Sky/Clouds - CLEAR		ght Plan - NONE			Surface -		-
Lowest Ceiling - NONE		arance - NONE				DRY	
Obstructions to Vision- NONE		.ndg - TRAFF	IC PATTERN				
Precipitation - NONE		FULL S	STOP				
Condition of Light - DAYLIGHT							
ersonnel Information						······································	
Pilot-In-Command	Age - 17		l Certificat			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight R			t Ìime (Ho			
STUDENT	Current		tal -				
	Months Since	- N/A Mal	ke/Model-	32	Last 30	Days- UN	K/NR
	Aircraft Type		strument-	6	Last 90) Days-	12
		MU	lti-Eng - UN	K/NK	ROTOPCE	art - UN	K/NR
Instrument Rating(s) - NONE							

File No	30 3/11/86	YADKINVILLE, NC	A/C Reg. No. N4752X	Time (Lc1) - 1600 EST
Occurrence #1 Phase of Operation		TOUCHDOWN		
inding(s) 1. RECOVERY FROM B	OUNCED LANDING -]	MPROPER - PILOT IN COMM	AND	
Occurrence #2 Phase of Operation		SED		
inding(s) 2. LANDING GEAR,NO 3. LANDING GEAR,NO			· 	
Occurrence #3 Phase of Operation				

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

Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraft Damage			Iniur	ies	
Type operating ber throate none (dener		STANTIAL	Fatal	Fatal Serious Mi		
Type of Operation -PERSONAL		Cri	ew O	0	0	
Flight Conducted Under -14 CFR 91	NON	IE Pa		õ	Ó	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 182A		CONTINENTAL 0-470				
Landing Gear - TRICYCLE-FIXED		1		tall Warnin	g Syste	m - YES
Max Gross Wt - 2800		RECIPROCATING-CARB	URETOR			
No. of Seats - 4	Rated Power -					
Environment/Operations Information						
leather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN			ON AIR	PORT		
Method - N/A	CHESTERFIELD, VA					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	MYRTLE BEACH, SC			RAIFORD		
Wind Dir/Speed- 270/015 KTS Visibility - 10.0 SM		× ×			22	400
Lowest Sky/Clouds - CLEAR	ATC/Airspace			Lth/Wid - Surface -		
Lowest Ceiling - NONE	Type of Flight Pl Type of Clearance			Status -		1
Obstructions to Vision- NONE		- TRAFFIC PATTER		Status	DRI	
Precipitation - NONE	Type Apeny Endg	INALLIC FALLER				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 40 Biennial Flight Review	Medical Certifi	cate - VALID	MEDICAL-NO	WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fl	ight Time (H	ours)		
PRIVATE	Current - YES	lotal -	279	Last 24	Hrs -	UNK/NR
SE LAND	Months Since - 18	Make/Model~	15	Last 30	Days-	UNK/NR
	Aircraft Type - C-1	82A Instrument-	0	Last 90	Days-	15
Instrument Rating(s) - NONE						

File No. - 187 5/02/86 KENANSVILLE, NC A/C Reg. No. N5334N Time (Lc1) - 1230 EDT _____ ON GROUND COLLISION WITH TERRAIN Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - DITCH 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 3. WEATHER CONDITION - CROSSWIND 4. COMPENSATION FOR WIND CONDITIONS - POOR - 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) 2,4

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

Brief of Accident

Type Operating Certificate-NONE (GEN		aft Damage	Fatal	Inju Serious		Nega
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	Fire	FANTIAL Crev Pass	0	0 0	Minor O O	None 1 1
-Aircraft Information Make/Model - CESSNA 177A Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2500 No. of Seats - 4	Number Engines - Engine Type - F	YCOMING 0-360-A1F 1 RECIPROCATING-CARBUR 180 HP	5	Installed/ Stall Warni		
Environment/Operations Information						
Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTIN		nt 🔨	ON AIF	Data		
Basic Weather - VMC Wind Dir/Speed- 060/010 KTS Visibility - 7.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 1000 FT D Obstructions to Vision- NONE	SCOTTSBLUFF,NE ATC/Airspace Type of Flight Plar /ERCAST Type of Clearance Type Apch/Lndg	- IFR	Runway Runway		- CONCRETE	
Precipitation - NONE Condition of Light - NIGHT(DARK)					
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 50 Biennial Flight Review	Medical Certifica Flic	te - VALIC		AIVERS/LIM	IIT
COMMERCIAL SE LAND, ME LAND	Current - YES Months Since - 3 Aircraft Type - C-177	Total - Make/Model-	1361 836 349	Last 2 Last 3	4 Hrs - O Days- UN O Days-	6 IK/NR 33
Instrument Rating(s) - AIRPLANE						

39 1/06/86 SIDNEY,NE	A/C Reg. No. N30535	Time (Lcl) - 1720 MST
ONTROL - NOT MAINTAINED - PILOT IN COM - DARK NIGHT		
ON GROUND COLLISION WITH TERRAIN		
DN - SNOWBANK		
	LOSS OF CONTROL - ON GROUND TAKEOFF - GROUND RUN ON - SNOW COVERED ONTROL - NOT MAINTAINED - PILOT IN COM - DARK NIGHT ON GROUND COLLISION WITH TERRAIN TAKEOFF - GROUND RUN	LOSS OF CONTROL - ON GROUND TAKEOFF - GROUND RUN ON - SNOW COVERED ONTROL - NOT MAINTAINED - PILOT IN COMMAND - DARK NIGHT ON GROUND COLLISION WITH TERRAIN TAKEOFF - GROUND RUN ON - SNOWBANK NOSE OVER

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

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

Brief of Accident

File No 38 1/13/86 BASSET	T,NE A/C Reg. No. N376B			ime (Lc1)	- 1330 CST	
Basic Information Type Operating Certificate-NONE (GENERAL		aft Damage TANTIAL	Fatal	Inju Serious	ries Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crei	<i>i</i> 0	0 0	0 0	1
Aircraft Information Make/Model - BEECH V35 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3400 No. of Seats - 4	Number Engines -	CONTINENTAL 0-470-G 1 RECIPROCATING-CARBU 240 HP	S		Activated ng System	
Environment/Operations Information Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	nt	ON AIR	PORT		
Method - N/A Completeness - N/A	COLUMBUS,NE Destination		Airport D	949		
Basic Weather - VMC	BASSETT,NE		ROCK C			
Wind Dir/Speed- 290/015 KTS					~ 13	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid	- 2800/	50
Lowest Sky/Clouds - CLEAR	Type of Flight Pla				- ASPHALT	
Lowest Ceiling - NONE	Type of Clearance		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NONE Condition of Light - DAYLIGHT		FULL STOP				
Personnel Information Pilot-In-Command						
	Age - 55 Biennial Flight Review	Medical Certifica	ate - VALID ght Time (H		HAIVERS/LIM	TI
PRIVATE	Current - YES	Total -			4 Hrs - UN	K /ND
SE LAND	Months Since - 3	Make/Model-			30 Davs- UN	
	Aircraft Type - H35	Instrument-			0 Days -	6

Instrument Rating(s) - NONE

----Narrative----

WHILE LANDING HIS ACFT AT BASSETT, NEBRASKA THE PLT RPTD A GUST OF WIND HIT THE ACFT FM BEHIND AND HE LOST DIRECTIONAL CONTROL VEERING OFF INTO A SNOW BANK. THE PLT STATED THAT TWO WITNESSES WHO WERE WALKING NEAR THE RWY TOLD HIM NO WIND WAS BLOWING WHEN THE ACFT FIRST TOUCHED DOWN ON THE RWY. AFTER TOUCHING DOWN ON THE RWY, THE WITNESSES REPORTED A GUST OF WIND STRUCK THE REAR OF THE ACFT. WIND OBSERVATIONS OBTAINED FM THE NATIONAL WEATHER SERVICE OBSERVER LOCATED IN AINSWORTH, NEBRASKA 19 N.M. WEST OF BASSETT SHOWED WINDS FM 290 DEG. AT 15 KTS AT THE TIME OF THE ACCIDENT. THE PLT CHOSE TO LAND ON RWY 13 AFTER SEEING THE WINDSOCK HANGING DOWN. THE WITNESSES STATED THE WIND HAD BEEN BLOWING ERRATICALLY MOST OF THE DAY, POSSIBLY GIVING THE PLT A FALSE INDICATION OF WND CONDITIONS. THE ARPT TETRAHEDRON, ANOTHER SOURCE OF WND DIRECTION, SHOWED THE WIND WAS BLOWING FM THE NW MAKING A LANDING TO RWY 31 THE APPROPRIATE CHOICE.

File No. - 38 1/13/86 BASSETT, NE A/C Reg. No. N376B Time (Lc1) - 1330 CST Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - TAILWIND 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 3. WEATHER CONDITION - GUSTS 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND . Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - SNOWBANK _____ ----Probable Cause----

The National Transportation Safety Board determines that the 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

Brief of Accident

.

File No 115 2/21/86 ALLI	ANCE, NE	A/C Reg. No. N3400C			Time (Lc1) - 1755 CST			
Basic Information Type Operating Certificate-NONE (GENER)	AL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious	ies Minor	None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	1	ire NONE	Crew Pass	0 0	0 0	0	1 0	
Aircraft Information Make/Model - CESSNA 170B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2050 No. of Seats - 4	Number Engine	- RECIPROCATIN		S	Installed/A tall Warnin		•	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL	Itinerary Last Departure ALLIANCE,NE Destination	e Point			Proximity RPORT/STRIP ata			
Basic Weather - VMC Wind Dir/Speed- 260/014 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	LOCAL ATC/Airspace Type of Flight Type of Cleara			Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A DIRT DRY		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 42 Biennial Flight Rev Current - Months Since - Aircraft Type -	iew YES Total 1 Make/ C-170B Instr	Fligh - Model-	t Time (H 1200 928 14	Last 24 Last 30 Last 90		1 K/NR 3	

Instrument Rating(s) - NONE

----Narrative----

THE PLT HAD JUST COMPLETED A BIENNIAL FLIGHT REVIEW IN ALLIANCE, NEBRASKA AND WAS RETURNING TO LAND ON HIS RANCH PROPERTY SOUTH OF ALLIANCE. WIND RPTS FM THE ALLIANCE AIRPORT, AND THE FAA FLIGHT SERVICE STATION IN SCOTTSBLUFF, INDICATED WINDS GENERALLY FM THE SOUTHWEST TO WEST AT SPEEDS FM 14 TO 26 KNOTS. THE PLT WAS AWARE OF THE WIND CONDITIONS IN THE AREA, BUT LANDED DOWNWIND ON A ROAD HE USES FOR A LANDING STRIP ON HIS RANCH PROPERTY. THE PLT LOST CONTROL DURING THE LANDING ROLL AND VEERED OFF THE SIDE OF THE ROAD INTO-UNEVEN TERRAIN. THE WING STRUCK TERRAIN DURING THE DEPARTURE FM THE ROAD SUBSTANTIALLY DAMAGING THE AIRCRAFT.

File No 115	2/21/86 ALLIANCE,NE	A/C Reg. No. N3400C	Time (Lc1) - 1755 CST
Occurrence #1 LOSS Phase of Operation LANE			
	AILWIND /DECISION - INADEQUATE - PILOT - NOT MAINTAINED - PILOT IN CO		· · · · · · · · · · · · · · · · · · ·
Occurrence #2 ON G Phase of Operation LAND	ROUND COLLISION WITH TERRAIN DING - ROLL		
Finding(s) 4. TERRAIN CONDITION - R	ROUGH/UNEVEN		
Probable Cause			
The National Transportatic is/are finding(s) 2,3	on Safety Board determines tha	t the Probable Cause(s) of this accid	ent

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

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENERAL	_ AVIATION) Airc	raft Damage			Injur	ies	
	DES	TROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	ON	GROUND	Pass	0	0	0	1
Accident Occurred During -LANDING						÷.	
Aircraft Information							
Make/Model - BELL 47J2A	Eng Make/Model -	LYCOMING V0540	B1B3	ELT	Installed/A	ctivated	- NO -N/
Landing Gear - TRICYCLE-FIXED	Number Engines -	1			tall Warnin		
Max Gross Wt - 2900	Engine Type -	RECIPROCATING-	CARBURE	TOR			
No. of Seats - 4	Rated Power -	260 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport i	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Po	int		OFF AI	RPORT/STRIP		
Method - N/A	LAWRENCE, MA						
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	ATKINSON, NH						
Wind Dir/Speed- VARIABLE/012 KTS				Runway	Ident -	N/A	
Visibility - UNK/NR	ATC/Airspace			Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - UNK/NR	Type of Flight Pl	an - NONE				N/A	
Lowest Ceiling - UNK/NR	Type of Clearance			Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PA	TTERN				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 39	Medical Cer	tificat	e – VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Fligh	t Time (H	ours)		
COMMERCIAL	Current - YES	Total				Hrs -	2
SE LAND	Months Since - 1					Days- UN	K/NR
HELICOPTER	Aircraft Type - G-5	A Instrum	ent-	5	Last 90	Days-	100
					Rotorcr	aft -	450

Instrument Rating(s) - NONE

----Narrative----

PILOT STATED HE WAS ATTEMPTING TO POSITION THE BELL 47 HELICOPTER ON A SMALL PAD. THIS PAD WAS TOO NARROW TO ACCOMMODATE THIS ACFT AND THE RIGHT SKID SLIPPED OFF THE PLATFORM. THE PILOT THEN REQUESTED HIS PASSENGER TO DEPLANE. AFTER THE PILOT DETERMINED THAT THERE WAS NO DAMAGE TO THE ACFT AN ATTEMPT WAS MADE TO REPOSITION THE ACFT. AT A HOVER OF APPROX 3 FT, THE ACFT STARTED TO ROTATE ABOUT ITS MAST AND HYDRAULIC ASSIST ON THE CYCLIC APPEARED TO HAVE BEEN LOST. THE PILOT ALSO LOST PEDAL CONTROL. THE PILOT THEN LANDED HARD, AND EXITED THE ACFT. SHORTLY THEREAFTER THE ACFT ERUPTED IN FLAMES AND WAS DESTROYED BY FIRE. NEITHER PILOT OR PASSENGER WERE INJURED.

File No 1	09 1/13/86	ATKINSON, NH	A/C Reg. No. N888EN	Time (Lc1) - 1638 EDT
Occurrence #1 Phase of Operation		- IN FLIGHT		
Finding(s) 1. AIRPORT FACILIT 2. IMPROPER US	-	CRAFT - PILOT IN CO	MMAND	
Occurrence #2 Phase of Operation	HARD LANDING HOVER			· · ·
Occurrence #3 Phase of Operation	FIRE LANDING			
Probable Cause				
The National Transpo	rtation Safety Boa	d determines that	the Probable Cause(s) of this accide	ent

is/are finding(s) 1,2

Brief of Accident

.

-Basic Information Type Operating Certificate-AIR CARR	IER - FLAG/DOMESTIC	Aircraft Damage		Iniur	ies	
Name of Carrier -SKYBUS.	INC.	NONE	Fatal		Minor	None
Type of Operation -NON SCHE Flight Conducted Under -14 CFR 1	D,DOMESTIC,PASSENGER	Fire	Crew O	0	0	8
Flight Conducted Under -14 CFR 1	21	NONE	Pass O	1	7	130
Accident Occurred During -STANDING						
-Aircraft Information						
Make/Model - BOEING 727-214		odel - P&W JT8D-7	EL	T Installed/A		•
Landing Gear - TRICYCLE-RETRACTABL		ines - 3		Stall Warnin	ng System	- YES
Max Gross Wt - 173000		- TURBOFAN	UDUCT			
No. of Seats - 164	Rated Power	- 14000 LBS T	HRUSI			
-Environment/Operations Information	-				•	
Weather Data	Itinerary	×		t Proximity		
Wx Briefing - COMPANY	Last Departe		ON A	IRPORT		
Method - TELETYPE	LAS VEGAS	, NV		. .		
Completeness - WEATHER NOT PERTI			Airport			
Basic Weather - VMC Wind Dir/Speed- 080/005 KTS	MOLINE, IL			VEGAS ay Ident -	25	
	ATC/Airspace			ay Lth/Wid -		150
Lowest Sky/Clouds -		ght Plan - IFR		ay Surface -		150
	OVERCAST Type of Clea			ay Status -		
Obstructions to Vision- NONE		ndg - STRAIGHT		.,	2111	
Precipitation - NONE	· · · · · · · · · · · · · · · · · · ·	FULL STO				
Condition of Light - DUSK			ONARY LANDIN			
Pilot-In-Command	Age - 34	Medical C	ertificate - VAL	TD MEDICAL-NO	WATVERS/	ITMTT
Certificate(s)/Rating(s)	Biennial Flight Re		Flight Time			
ATP	Current		- 3775		Hrs -	2
SE LAND, ME LAND	Months Since	- 5 Make/	Model- 2400	Last 30	Days- UN	K/NR
	Aircraft Type	- B-727 Instr	ument- UNK/NR	Last 90	Days-	150
		Multi	-Eng - UNK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLAN						
-Narrative						
ER ACTIVATION OF NO 1 ENGINE FIRE WARN	TNG STONALS A SECOND T	ME FLT CREW DECLA	RED EMERG AND RE	TURNED FOR IN	ng	

REPORTED INJURIES DURING EVACUATION. FIRE WARNING TRACED TO SHORT-CIRCUIT IN SYSTEM; ACFT RETURNED TO SERVICE.

		Brief of a	Accident (Continued)	
File No	16 1/19/86	LAS VEGAS,NV	A/C Reg. No. N545PS	Time (Lcl) - 1744 PST
Occurrence #1 Phase of Operation		ENT/SYSTEM FAILURE/MAL	FUNCTION	
Finding(s) 1. FIRE WARNING SY 2. EMERGENCY PRO 3. FIRE WARNING SY	CEDURE - PERFORME STEM, POWERPLANT -	D - PILOT IN COMMAND SHORTED		
Occurrence #2 Phase of Operation		ENCY		
Finding(s) 4. LOAD JETTISON - 5. PRECAUTIONARY L		T IN COMMAND D - PILOT IN COMMAND		······
Occurrence #3 Phase of Operation	MISCELLANEOUS/O STANDING - ENGI	THER NE(S) NOT OPERATING		
Probable Cause				
The National Transpo is/are finding(s) 1,		ard determines that the	e Probable Cause(s) of this accie	dent

PAGE 243

5

.

-

Brief of Accident

Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage		Injur	ies	
· · · · · · · · · · · · · · · · · · ·			Fatal	Serious		None
Type of Operation -PERSONAL		DESTROYED Fire	Crew 1	0 0		0
Flight Conducted Under -14 CFR 9		NONE	Pass 1	0	0	0
Accident Occurred During -MANEUVER	[NG 					
Aircraft Information						
Make/Mode1 - LUSCOMBE 8A		Model - CONTINENTA		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number En			Stall Warnin	g System	- NO
Max Gross Wt - 1260 No. of Seats - 2		pe - RECIPROCAT er - 65 HP	ING-CARBURETUR			
NO. OF Seats - 2	Rated Pow	er - 65 AP				
Environment/Operations Information						
Weather Data	Itinerary			t Proximity		
Wx Briefing - NO RECORD OF BRIE Method - N/A	FING Last Depar LAS VEGA		UFF /	AIRPORT/STRIP		
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	LOCAL			Dutu		
Wind Dir/Speed- 020/007 KTS			Runwa	ay Ident -	N/A	
Visibility - 25.0 SM	ATC/Airspace		Runwa	ay Lth/Wid -	N/A	
Lowest Sky/Clouds - 25000 FT S	SCATTERED Type of F1	ight Plan - NONE		ay Surface -	•	
Lowest Ceiling - NONE	Type of C1		Runwa	ay Status -	N/A	
Obstructions to Vision- NONE	Type Apch/	Lndg - NONE				
Precipitation - UNK/NR Condition of Light - DAYLIGHT						
Personnel Information	A	Madinal				
Pilot-In-Command Certificate(s)/Rating(s)	Age - 30 Biennial Flight		Certificate - VAL Flight Time		WAIVERS/	LIMII
PRIVATE	Current	- YES Tot	al <u>-</u> 294	Last 24	Hrs - UN	K/NR
SELAND	Months Since	- 2 Mak	e/Model- 77	Last 30	Days-	2
GLIDER	Aircraft Typ	e-8A Ins	e/Model- 77 trument- UNK/NR	Last 90	Days-	3
		Mu1	ti-Eng - UNK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE						
Narrative						
WAS OBSERVED PERFORMING LOW-LEVEL AE	POBATICS FATIED TO C	OMPLETE PULL-OUT F	ROM SECOND CONSECU	FIVE		

•

File No 32	2 1/19/86	SLOAN, NV	A/C Reg. No	. N4 1926	Time (Lc1) - 1218 PST
	IN FLIGHT COLLISI MANEUVERING	ON WITH TERRAIN				
Finding(s) 1. AEROBATICS - PERF 2. PROPER ALTITUDE - 3. IMPROPER USE 4. PULL-UP - NOT ATT	- NOT SELECTED - F OF EQUIPMENT/AIRC	ILOT IN COMMAND RAFT,OVER CONFIDEN	CE IN PERSONAL ABILIT	Y - PILOT IN C	COMMAND	
Probable Cause						
The National Transport is/are finding(s) 2	tation Safety Boar	d determines that	the Probable Cause(s)	of this accid	lent	
Factor(s) relating to	this accident is/	are finding(s) 1,3				n

PAGE 245

Brief of Accident

File No 74 1/27/86 REND,NV	A/C Re	g. No. N2341S	Time (Lc1) - 1119 PST			
Basic Information Type Operating Certificate-NONE (GENERAL AV) Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	IATION) Aircraft DESTROY Fire ON GROU	ED Crew	Fatal 1 0	Injur Serious O O	ies Minor O O	None O O
Aircraft Information Make/Mode1 - CESSNA TR182RG Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3300 No. of Seats - 4	Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -	IPROCATING-CARBURE	S1	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - IN PERSON Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 080/003 KTS Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - 6000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAWN	Itinerary Last Departure Point THERMAL,CA Destination RENO,NV ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	VFR VFR	OFF AIF Airport Da RENO CA Runway Runway Runway Runway	ANNON INTER	NATIONAL N/A N/A N/A	
Personnel Information Pilot-In-Command Age Certificate(s)/Rating(s) Bier PRIVATE SE LAND	nnial Flight Review	Total -	t Time (Ho 169 67	ours) Last 24 Last 30	Hrs - Days-	_IMIT 3 8 9

Instrument Rating(s) - NONE

----Narrative----

THE PILOT WAS FLYING HIS CESSNA TR182RG BACK TO RENO CANNON AIRPORT, A FACILITY WITH A FREQUENT MIXTURE OF LIGHT GENERAL AVIATION AIRCRAFT AND HEAVY TURBINE AIR CARRIER OPERATIONS. THE PILOT HAD ACQUIRED THE MAJORITY OF HIS TERMINAL EXPERIENCE IN AND AROUND THE RENO CANNON AIRPORT. APPROACHING THE AIRPORT UNDER A VFR FLIGHT PLAN AND IN VISUAL METEOROLOGICAL CONDITIONS, THE PILOT WAS ISSUED TRAFFIC ADVISORIES ON 3 OCCASIONS REFERENCING A FRONTIER BOEING 737 AND TWICE CONFIRMED THE JET IN SIGHT. WITNESSES REPORTED OBSERVING THE AIRCRAFT ROLL RAPIDLY INTO A STEEP DESCENDING NOSE LOW ATTITUDE AND COLLIDE WITH THE TERRAIN WHILE IN CLOSE TRAIL BEHIND THE 737.

Time (Lcl) - 1119 PST File No. - 74 1/27/86 REND, NV A/C Reg. No. N23415 Occurrence #1 VORTEX TURBULENCE ENCOUNTERED Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 2. IMPROPER DECISION, COMPLACENCY - PILOT IN COMMAND ------Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

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

Brief of Accident

Basic Information Type Operating Certificate	-NONE (GENERAL	AVIATION) Air	craft Damage			Injur	ies	
Type openating oor throate	MONE (GENERAL		BSTANTIAL		Fatal			None
Type of Operation	-PERSONAL	Fir		Crew	0	0	0	1
Flight Conducted Under		NC	NE	Pass	ŏ	0	0	Ó
Accident Occurred During	-TAXI			Other	0	0	0	3
-Aircraft Information								
		GC-1B Eng Make/Model	- FRANKLIN GAS-35	0	ELT I	nstalled/A		
Landing Gear - TRICYCLE-F		Number Engines	- 1		St	all Warnir:	g System	- YES
Max Gross Wt - 1710 No. of Seats - 2		Engine Type	- RECIPROCATING-C	ARBURET	OR			
No. of Seats - 2		Rated Power	- 220 HP					
-Environment/Operations Infor	mation							
Weather Data		Itinerary			Airport P			
Wx Briefing - UNK/NR		Last Departure P			ON AIRP	ORT		
Method - UNK/NK		SAME AS ACC/IN	C .			• •		
Completeness - WEATHER	NOT PERTINENT			A	irport Da			
Basic Weather - VMC		LOCAL			REPUBLI	-		
Wind Dir/Speed- 300/015							N/A	
Visibility - 15.0	SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds -		Type of Flight P				Surface -		
Lowest Ceiling - Obstructions to Vision-		Type of Clearand			Runway	Status -	N/ A	
		Type Apch/Lndg	- NUNE					
Precipitation - Condition of Light -								
	DAYLIGHI							
-Personnel Information		Ann 57						
Pilot-In-Command Certificate(s)/Rating(s)		Age - 57 Biennial Flight Review Current - YE	Medical Cert	Flight	Time (MEDICAL-WA	IVERS/LIN	17.1
PRIVATE		Current - VE	S Total	- 1	216	Last 24		
SE LAND ME LAND		Months Since - 9		 	210 674	Last 30	Dave = UN	
JE LAND, ME LAND		Aircraft Type - UN	K/NP Instrume	ot- IINK	/ND	Last 90	Dave- IIN	
			Multi-Eng	g - UNK	/NR	Last 90 Rotorcr	aft - UN	K/NR
Instrument Rating(s)								

-.

File No 2	24 2/12/86	FARMINGDALE, NY	A/C Reg. No. N80827	Time (Lc1) - 1356 EST
currence ase of Operation	ON GROUND COLLI Taxi	SION WITH OBJECT		
	T - INADEQUATE - E OF EQUIPMENT/AI		CEPTION - PILOT IN COMMAND	
-Probable Cause				
National Transpo are finding(s) 2,3		ard determines that the	Probable Cause(s) of this accide	ent
tor(s) relating to	o this accident i	s/are finding(s) 1,4		ander 1. desember - Constant States
				· · ·

PAGE 249

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	Minor O	None 1
Flight Conducted Under -14 CFR 91		NONE	Pass	ŏ	ŏ	ŏ	2
Accident Occurred During -STANDING			Other	õ	õ	. Õ	1
Aircraft Information							
Make/Model - PIPER PA-28RT-201T		/Model - LYCOMING ID-3	360-C		installed/A		
Landing Gear - TRICYCLE-FIXED		ngines - 1		St	all Warnin	ng System ·	- YES
Max Gross Wt - 2750 No. of Seats - 4		ype - RECIP-FUEL IN wer - 200 HP	JECIED				
NO. OF SEALS - 4	Raleu PU	wer - 200 mp		. 			
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - UNK/NR	Last Depa			ON AIRF	PORT		
Method - UNK/NR	SAME AS	•					
Completeness - UNK/NR	Destinatio		А	irport Da			
Basic Weather - VMC	ITHACA,	NY		REPUBLI	-		
Wind Dir/Speed- 300/015 KTS						N/A	
Visibility - 15.0 SM	ATC/Airspac				•	N/A	
Lowest Sky/Clouds - CLEAR		light Plan - IFR				N/A	
Lowest Ceiling - NONE		learance - UNK/NR		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch	/Lndg - NONE					
Precipitation - NONE				•			
Condition of Light - DAYLIGHT							
Personnel Information							- M - T
Pilot-In-Command	Age - 36	Medical Ce			MEDICAL-NO	WAIVERS/I	_1M11
Certificate(s)/Rating(s)	Biennial Flight			Time (Ho			
PRIVATE	Current	- YES IOTAI	- 1 a d a 1 a	528		Hrs - UNA Davs- UNA	
SE LAND	Ainens Since	e - 23 Make/M De - UNK/NR Instru	nouel-	1//	Last 30) Days- UNA) Days- UNA	
	Arronant Ty	Multi-	lodel- Iment- UNK Eng - UNK	/NR	Rotorcr	aft - UN	
Instrument Rating(s) - AIRPLANE							

.

RUNUP AREA AND BECAUSE THE SUN WAS IN HIS EYES AND THE PIPER WAS IN HIS BLIND SPOT HE RAN INTO THE PIPER.

File No 24	2/12/86 FARMINGDALE,NY	A/C Reg. No. N8298A	Time (Lc1) - 1356 EST
	OUND COLLISION WITH OBJECT DING - ENGINE(S) OPERATING		
Finding(s) 1. OBJECT - AIRCRAFT MOVI 2. REMEDIAL ACTION - NO	NG ON GROUND IT POSSIBLE - PILOT IN COMMAND		
Probable Cause	· · · · · · · · · · · · · · · · · · ·		

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

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

Brief of Accident

Basic Information				T an da a		
Type Operating Certificate-NONE (GENER)	SUBSTA	t Damage NTIAL	Fatal	Inju Serious	ries Minor	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 - SCHWEIZER SGS 1-26A	Eng Make/Model - N/				Activated	
Landing Gear - N/A Max Gross Wt - 600	Number Engines - N/ Engine Type - N/		5	tall Warni	ng System	- NO
No. of Seats - 1	Rated Power - N/					
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIR	PORT		
Method - N/A	WAYNESVILLE, OH					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	LOCAL			VILLE GLID		
Wind Dir/Speed- 200/010 KTS					- 36	
Visibility - 15.0 SM	ATC/Airspace	NONE			- 3000 -UI	
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan Type of Clearance			Status	- GRASS/TU	<f< td=""></f<>
Obstructions to Vision- NONE		- TRAFFIC PATTERN	Runway	Status	- DRY	
Precipitation - NONE	Type Apch/ Lhug	FULL STOP				
Condition of Light - DAYLIGHT		TOLE STOP				
Personnel Information						
Pilot-In-Command	Age - 42	Medical Certificat	e - UNK/N	IR		
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	it Time (⊦	lours)		
STUDENT	Current - N/A		12		4 Hrs -	1
	Months Since - N/A	Make/Model- UN			10 Days- UN	
GLIDER	Aircraft Type - N/A	Instrument-	0	Last 9	0 Days-	1
Instrument Rating(s) - NONE						
Narrative PILOT MISREAD HIS ALTIMETER AND MISJUDGED				AT THE		
ATE GLIDERPORT. THE GLIDER COLLIDED WITH RUNWAY SURFACE.	POWERLINES ON THE APPROACH	END OF THE RUNWAY A	ND CRASHE	D SHORT OF	:	

File No. - 149 4/12/86 WAYNESVILLE, OH A/C Reg. No. N276OR Time (Lc1) - 1545 EST _____ Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. OBJECT - WIRE, TRANSMISSION 2. PLANNED APPROACH - POOR - PILOT IN COMMAND 3. ALTITUDE - MISJUDGED - PILOT IN COMMAND _____ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 2,3

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

Brief of Accident

Type Operating Certifica			Aircraft				Inju		
Name of Carrier	-ROCKY MOUNT	AIN HELICOPTER	SUBSTAN	TIAL		Fatal	Serious		None
Type of Operation	-NON SCHED, D	OMESTIC, PASSENGER	Fire		Crew	0	0	0	1
Flight Conducted Under			NONE		Pass	0	0	0	1
Accident Occurred During	-TAKEOFF								
Aircraft Information								,	
Make/Model - AEROSPAT	IALE SA319B	Eng Make/Mo		BOMECA A	ASTAZOU XI		Installed/		
Landing Gear - TRICYCLE	-FIXED	Number Engi					Stall Warni	ng System	- NO
Max Gross Wt - 4960		Engine Type							
No. of Seats - 7		Rated Power	-	858 LBS	THRUST				
Environment/Operations Info	ormation					· · ·			
Weather Data		Itinerary				Airport	Proximity		
Wx Briefing - UNK/NR		Last Departu				ON AI	RPORT		
Method - UNK/NR		SAME AS AC	C/INC						
Completeness - UNK/NR		Destination				Airport	Data		
Basic Weather - VMC		MCALESTER,	OK				REST MEDICA		
Wind Dir/Speed- 315/00	3 KTS					Runwa	y Ident	- UNK/NR	
Visibility - UNK/NR		ATC/Airspace					y Lth/Wid		
Lowest Sky/Clouds -		Type of Flig					y Surface		E
Lowest Ceiling		Type of Clea				Runwa	y Status	- DRY	
Obstructions to Vision		Type Apch/Ln	dg -	FORCED	LANDING				
Precipitation	· UNK/NR								
Condition of Light	· DAYLIGHT								
Personnel Information									
Pilot-In-Command		Age - 40		Medical			D MEDICAL-N	O WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re	view			nt Time (Hours)		
COMMERCIAL, CFI			- YES	Tota	al - "	11300	Last 2	4 Hrs - U	NK/NR
SE LAND, ME LAND		Months Since	- UNK/NR	Make	e/Mode1-			0 Days- U	
HELICOPTER		Aircraft Type	- UNK/NR	Inst	trument- U	NK/NR	Last 9	0 Days- U	
				Mult	ti-Eng -	300	Rotorc	raft -	6000
	- AIRPLANE								

A/C Reg. No. N67102 Time (Lc1) - 0930 CST File No. - 98 1/07/86 TULSA, OK Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. ROTOR SYSTEM, MAIN ROTOR HUB DAMPER - FAILURE, PARTIAL 2. ROTOR SYSTEM, MAIN ROTOR BLADE - VIBRATION Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 3. AUTOROTATION - 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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircra	ft Damage		Injur	ies	
	SUBST		Fatal			None
Type of Operation -PERSONAL	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Ó	ō	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - BOEING A75N1		ONTINENTAL W670-6A	ELT	Installed/A	ctivated ·	- YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warnin	g System	- UNK/NR
Max Gross Wt - 2717		ECIPROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power - U	NK/NR				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	t j	ON AIR	PORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport Da PAGE	ата		
Wind Dir/Speed- 010/014 KTS	LUCAL			Ident		
Visibility - 1.000 SM	ATC/Airspace			Ident - Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		
Lowest Ceiling - NONE	Type of Clearance				DRY	
Obstructions to Vision- NONE	Type Apch/Lndg		Kanway	Juu	DRT	
Precipitation - NONE	Type Aperly Endg	FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information	· · · · · · · · · · · · · · · · · · ·					
Pilot-In-Command	Age - 55	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			
PRIVATE	Current - YES	Total -		Last 24	Hrs -	1
SE LAND	Months Since - 3 Aircraft Type - UNK/N	Make/Model-	154	Last 30	Days- UN	
	Aircraft Type - UNK/N	R Instrument- Multi-Eng -	0	Last 90	Days-	33
		Multi-Eng -	13			
Instrument Rating(s) - NONE						

THE LEFT BRAKE LOCKED AFTER THE AIRCRAFT ROLLED A SHORT DISTANCE DURING LANDING. AIRCRAFT SLOWED UNTIL ABOUT 20 MPH FORWARD SPEED AND THEN FLIPPED INVERTED AND STOPPED. POST ACCIDENT EXAMINATION REVEALED THE BRAKE SHOE RETURN SPRING ON THE LEFT BRAKE WAS BROKEN. REASON FOR THE SPRING FAILURE WAS NOT DETERMINED.

P.

File No	4	1/18/86	YUKON, OK		A/C Reg. No. N4935N	Time (Lcl) -	1533 CST
Occurrence #1 Phase of Operation		ME/COMPONEN G - Roll	IT/SYSTEM FAILU	RE/MALFUNCTI)N		
Finding(s) 1. LANDING GEAR,NO	RMAL BRAN	KE SYSTEM -	FAILURE, TOTAL				
Occurrence #2 Phase of Operation	NOSE ON	/ER G - ROLL					
Probable Cause							

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf	t Damage		Injurie	s	
·);;; ;;; ;; ;; ;; ;; ;; ;; ;; ;; ;; ;; ;	DESTRO		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Cre	w 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pas	s O	0	0	0
Accident Occurred During -DESCENT						
Aircraft Information					•	
Make/Mode1 - STEPHENSON TEENIE TWO	Eng Make/Model - VO					
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warning	System -	- NO
Max Gross Wt - UNK/NR	Engine Type - RE		RETOR			
No. of Seats - 1	Rated Power -	40 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRIP		
Method - N/A	OWASSO, OK					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC Wind Dir/Speed- 170/011 KTS	LOCAL		OWASSO		/.	
Visibility - 15.0 SM	ATC/Airspace			Ident - N Lth/Wid - N	•	
Lowest Sky/Clouds - 2500 FT THIN				Surface - N	•	
Lowest Ceiling - 2500 FT BROKE	N Type of Clearance			Status - N		
Obstructions to Vision- NONE	Type Apch/Lndg		Kanway		/ 5	
Precipitation - NONE	type Apony Enag	Home				
Condition of Light - DUSK						
Personnel Information						
	Age - 40	Medical Certific				
• • • •	Biennial Flight Review	Fli	ght Time (H	ours)		
COMMERCIAL	Current - UNK/NR	Total -	1000	Last 24 H	rs - UNM	
SE LAND, ME LAND	Months Since - UNK/NR Aircraft Type - UNK/NR	Make/Model- Instrument-	JNK/NR	Last 30 D	ays- UNM	
HELICOPTER	Aircraft Type - UNK/NR	Instrument-				
		Multi-Eng - I	JNK/NR	Rotorcraf	t - UNM	K/NR
Instrument Rating(s) - AIRPLANE						
Narrative						
HE ACFT DESCENDED TO GROUND IMPACT IN A STEEP		V FIGHT MANELIVERS	THE LAST	THEN WAS VEDV		
FEEP AT LOW ALT AND THE ACFT DISAPPEARED BEHI						
HE OWNER. THE GROUND IMPACT ANGLE WAS 65-85 D						

File No 159 2/0	1/86 OWASSO,OK	A/C Reg. No. N106TD	Time (Lcl) - 1720 CST
Occurrence #1 LOSS OF CD Phase of Operation MANEUVERIN			
Finding(s) 1. AEROBATICS - PERFORMED - PI 2. ALTITUDE - NOT MAINTAINED - 3. CLEARANCE - NOT MAINTAINED 4. SPIRAL - NOT CORRECTED - PI	PILOT IN COMMAND - PILOT IN COMMAND LOT IN COMMAND		
Occurrence #2 IN FLIGHT Phase of Operation DESCENT -	COLLISION WITH TERRAIN		
Finding(s) 5. TERRAIN CONDITION - OPEN FI	ELD		
Probable Cause			
The National Transportation Safe is/are finding(s) 2,3,4	ty Board determines that th	ne Probable Cause(s) of this accider	nt

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

Brief of Accident

;

Basic Information		nameft Demons			T an da an		
Type Operating Certificate-NONE (GENERAL		rcraft Damage UBSTANTIAL		Fatal	Injur Serious	nes Minor	N
Type of Operation -PERSONAL			Crew	0	0	Minor	None
Flight Conducted Under -14 CFR 91		DNE	Pass	ŏ	ŏ	0	1
Accident Occurred During -APPROACH				Ū	Ŭ		
Aircraft Information							
Make/Model - CESSNA 172		- CONTINENTAL 0-3	00-A		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines				tall Warnir	ng System	n - UNK/NF
Max Gross Wt - 2075		- RECIPROCATING-C	ARBURET	OR ·			
No. of Seats - 4	Rated Power	145 HP					
Invironment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure			ON AIR	PORT		
Method - N/A	GREENVILLE, TX						
Completeness - N/A	Destination		A	irport Da			
Basic Weather - VMC Wind Dir/Speed- 230/015 KTS	SAME AS ACC/I	NC		SALLIS		24	
Visibility - 20.0 SM	ATC/Airspace				Ident - Lth/Wid -	31	100
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE		•	Surface -		100
Lowest Ceiling - NONE	Type of Clearan						
Obstructions to Vision- NONE	Type Apch/Lndg		TERN	······································	·	D.N.T	
Precipitation - NONE	· · · · · · · · · · · · · · · · · · ·						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 35	Medical Cert				WAIVERS	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revie			Time (He			
PRIVATE	Current - Y			/NR		Hrs - L	•
SE LAND	Months Since -		e:- :::::::::::::::::::::::::::::::::::	245 /ND	Last 30) Days- L	
	Aircraft Type - C	-1/2 Instrume Multi-En) Days- L `aft - L	
		Marci En	y onr	/			
Instrument Rating(s) - NONE				-			

THE PILOT STATED THAT ON APPROACH INTO AN UNFAMILIAR AIRSTRIP HE ENCOUNTERED TURBULENCE AND A TAIL WIND. HE ATTEMPTED A GO-AROUND AT A LOW ALTITUDE WITH FULL FLAPS. BEFORE SUFFICIENT AIRSPEED COULD BE REACHED AND FLAPS RETRACTED, THE AIRCRAFT COLLIDED WITH TREES ALONG THE RUNWAY, CAUSING SUBSTANTIAL DAMAGE TO THE AIRCRAFT.

.

Occurrence IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s)	
Finding(s)	
1. OBJECT - TREE(S) 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT 4. JUDGEMENT - POOR - PILOT IN COMMAND 5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND	IN COMMAND

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

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

...

Brief of Accident

A/C Reg. No. N2826L File No. - 104 3/31/86 BRISTOW, OK Time (Lcl) - 1215 CST -Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries SUBSTANTIAL Fatal Serious Minor None Type of Operation -PERSONAL Fire Crew 0 0 0 1 Flight Conducted Under -14 CFR 91 NONE 0 Pass 0 0 0 Accident Occurred During -TAXI ____ -Aircraft Information----Make/Model - CESSNA 172H Eng Make/Model - CONTINENTAL 0-300-D ELT Installed/Activated - YES/YES Number Engines - 1 Landing Gear - TRICYCLE-FIXED Stall Warning System - YES Max Gross Wt - 2150 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 145 HP No. of Seats - 4 ----Environment/Operations Information----Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT - N/A . Method SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL JONES MEMORIAL Wind Dir/Speed- 190/023 KTS Runway Ident - 35 Visibility - 12.0 SM ATC/Airspace Runway Lth/Wid - 3375/ 50 Lowest Sky/Clouds - 6000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT ----------Personnel Information----Age -36Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMITBiennial Flight Review
Current - YESFlight Time (Hours)Current - YESTotal -386Months Since - 3Make/Model -386Last 30 Days- UNK/NR Pilot-In-Command Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) PRIVATE SE LAND Aircraft Type - C-172 Instrument-Last 90 Davs- 56 Instrument Rating(s) - NONE

----Narrative----

THE PILOT REPORTED ENCOUNTERING STRONG GUSTY WINDS WHILE TAXIING FOR DEPARTURE AT JONES MEMORIAL AIRPORT, BRISTOW, OK. AS A RESULT HIS AIRCRAFT WAS FLIPPED UPSIDE DOWN AND SUBSTANTIALLY DAMAGED. THE PILOT WAS NOT INJURED.

File No 1	04 3/3	81/86 BRI	STOW, OK	A/C Reg. No. M	12826L	Time (Lcl) - 1215 CST
Occurrence #1 Phase of Operation	LOSS OF CO TAXI	INTROL - ON	GROUND			
Finding(s) 1. COMPENSATION FO	R WIND CONDI	TIONS - IMP	ROPER - PILOT IN CO		· 	
Occurrence #2 Phase of Operation	MISCELLANE TAXI			· · ·		
Probable Cause						
The National Transpo is/are finding(s) 1	rtation Safe	ty Board de	termines that the P	robable Cause(s) of	this accident	
			~			
· · · ·						

PAGE 263

.

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERAL A	VIATION) Aircraft	Damage		Injur	, ies	
	SUBSTAN	0	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	ō	õ	õ	ò
Accident Occurred During -LANDING		-				÷
Make/Model - CESSNA 140	Eng Make/Model - CON	INENTAL C-90-12F		[nstalled/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warnir	ng System ·	- UNK/NR
Max Gross Wt - 1500	Engine Type - REC		TOR			
No. of Seats - 2	Rated Power -	90 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRIP	•	
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	SAME AS ACC/INC		_			
Wind Dir/Speed- CALM					N/A	
Visibility - 5.0 SM	ATC/Airspace	NONE			N/A	
Lowest Sky/Clouds -	Type of Flight Plan -			Surface -		
Lowest Ceiling - 500 FT OVERCAS Obstructions to Vision- FOG	T Type of Clearance - Type Apch/Lndg -		Runway	Status -	N/A	
Precipitation - FREEZING RAIN	Type Apony Linug -	FURGED LANDING				
Condition of Light - DAWN						
-Personnel Information		.	–			
		ledical Certificat			WAIVERS/	LIMIT
	ennial Flight Review	-	t Time (Ho			
COMMERCIAL	Current - YES	Total -		Last 24		1
SE LAND	Months Since - 24 Aircraft Type - UNK/NR	Make/Model-	19	Last 30) Days- UNI	
	Ainonoft Tuno - UNK/ND	Instrument-	15	Last 90	Dave-	25

Instrument Rating(s) - NONE

----Narrative----

THE PILOT ATTEMPTED TO FLY HIS NEWLY PURCHASED AIRCRAFT A DISTANCE OF 3 MILES FROM ONE LOCAL AIRSTRIP TO ANOTHER FOR THE PURPOSE OF HANGARING IT. A CEILING OF 500 FEET OVERCAST WITH 5 MILES VISIBILITY FOG AND FREEZING RAIN WERE PRESENT. THE WINDSCREEN ICED UP AND A FORCED LANDING WAS MADE CAUSING SUBSTANTIAL DAMAGE.

File No	17 1/05/86	IONE, OR	A/C Reg. No. N1920	OV Time (Lcl) - 1350 PDT
Occurrence #1 Phase of Operation		ER WITH WEATHER		
3. WEATHER CONDITI	ATION - DISREGARDED ON - ICING CONDITIO NOWN ADVERSE WEATHE	INS		
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation		OUCHDOWN		
Probable Cause			the Probable Cause(s) of thi	

.

is/are finding(s) 2,4

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

Brief of Accident

 -Basic Information								
Type Operating Certificate-ON-DEMAND AIR	,	Aircraft Damage DESTROYED			Injuries Fatal Serious Minor None			
Type of Operation -AERIAL APPLIC Flight Conducted Under -14 CFR 137 Accident Occurred During -DESCENT	NONE		1 0	0 0	0	0 0		
-Aircraft Information Make/Model - HILLER/SOLOY UH-12E Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3100 No. of Seats - 3	Eng Make/Model - ALL Number Engines - 1 Engine Type - TUR	g Make/Model - ALLISON 250-020 ELT Installed/Activa mber Engines - 1 Stall Warning Sys gine Type - TURBOSHAFT						
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - IMC Wind Dir/Speed- 160/019 KTS Visibility - 2.000 SM Lowest Sky/Clouds - Lowest Ceiling - 1200 FT BROKE Obstructions to Vision- FOG	Itinerary Last Departure Point HORTON,OR Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - N Type of Clearance - Type Apch/Lndg -	NONE	OFF AI Airport C Runway Runway Runway		- N/A - N/A - N/A			
Precipitation - RAIN Condition of Light - DAYLIGHT								
 -Personnel Information Pilot-In-Command	Age - 37	Medical Certifica				TMTT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (F	lours)				
COMMERCIAL	Biennial Flight Review Current - YES	Total -	4733	Last 24		4		
'SE LAND HELICOPTER	Months Since - 12 Aircraft Type - UNK/NR	Make/Model- Instrument- U Multi-Eng - U	3100 INK/NR INK/NR	Last 30 Last 90 Rotorcr	D Days- UN D Days- raft -	120		
Instrument Rating(s) - NONE								
Narrative E FORK CONNECTING THE ROTORCRAFT'S BLUE BLAD D SPREAD THROUGH MORE THAN 60% OF THE FORK C SPECTION OF THE FORK UNIT AS DELINEATED IN T RDING OF THE AD COUPLED WITH THE MISPERCEPTI E PENETRANT CHECK. THE MISPERCEPTION OF THE RK WITH ITS TEN THOUSAND SERIES SERIAL NUMBE MBER WAS NO LONGER EVIDENT ON THE PART AND M	IRCUMFERENCE. THE OPERATOR HE FAA AIRWORTHINESS DIRECT ON THAT THE FORK REQUIRED O TYPE OF INSPECTION WAS BORN R REQUIRED ONLY A VISUAL CH	FAILED TO CARRY O IVE DUE IN PART T NLY A VISUAL INSP OUT OF A BELIEF ECK. THE INSTALLE	UT THE APP O CONFUSIO ECTION RAT THAT THE C D BLADE FO	ROPRIATE NOVER THE HER THAN A RIGINAL BLA NRK SERIAL				

ACCIDENT SITE ASSOCIATED WITH FRONTAL PASSAGE AT THE TIME OF THE ACCIDENT.

FROM VERIFYING THE SERIAL NUMBER AND INSTITUTING THE NECESSARY INSPECTION. STRONG GUSTY WINDS EXISTED AT THE

File No. - 137 1/16/86 HORTON, OR A/C Reg. No. N40290 Time (Lc1) - 1238 PST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation MANEUVERING Finding(s) 1. ROTOR SYSTEM, MAIN ROTOR HUB GRIP(SLEEVE) - FATIGUE 2. MAINTENANCE.INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL IMPROPER USE OF PROCEDURE, INFORMATION INSUFFICIENT - COMPANY MAINTENANCE PSNL 3. INSUFFICIENT STANDARDS/REQUIREMENTS - FAA(ORGANIZATION) 4. 5. MAINTENANCE, RECORDKEEPING - POOR - MANUFACTURER WEATHER CONDITION - GUSTS Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation DESCENT - UNCONTROLLED ____ Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----------Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)			Damage			Injur	ies	
		SUBSTAN	TIAL		Fatal			None
Type of Operation -BUSIN		Fire		Crew	0			1
Flight Conducted Under -14 CF		NONE		Pass	0	0	0	0
Accident Occurred During -LANDI	NG							
Aircraft Information								
Make/Model - CESSNA T210-H	Eng	Make/Model - CON	TINENTAL TSIC)-520-H	H ÉLT I	installed/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-RETRACT		er Engines – 1			St	all Warnin:	g System	- YES
Max Gross Wt - 3400		ne Type – REC		CTED				
No. of Seats - 6	· Rate	d Power -	300 HP					
Environment/Operations Information								
Weather Data	Itinera	ry			Airport F	Proximity		
Wx Briefing - UNK/NR	Last	Departure Point			ON AIRF	ORT		
Method - UNK/NR	POR	TLAND,OR						
Completeness - UNK/NR	Destin	ation			Airport Da	ata		
Basic Weather - VMC	CAS	CADE LOCKS,OR			CASCADE			
Wind Dir/Speed- 090/010 KTS							06	
Visibility - 30.0 SM	ATC/Air					Lth/Wid -		30
Lowest Sky/Clouds - UNK/NR		of Flight Plan -				Surface -		
Lowest Ceiling - 4000					Runway	Status -	WET	
Obstructions to Vision- NONE	Туре	Apch/Lndg -	FULL STOP					
Precipitation - NONE								
Condition of Light - DAYLIG	1 							
Personnel Information								
Pilot-In-Command	Age - UNK/N	R ight Review	Medical Cert	ificate	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Fl	ight Review	-	Flight	t lime (Ho	ours)		
SE LAND, ME LAND		Since - UNK/NR		31-	563	Last 30	Days- UN	K/NR
	Aircrat	t Type – UNK/NR	Instrumer Multi-Eng	11-	208	Last 90	Days-	/
			Muiti-Eng] -	134			
Instrument Rating(s) - AIRP	LANE							
Narrative								

.

File No	40 1/30/86	CASCADE LOCKS,OR	A/C Reg. No. N1TF	Time (Lcl) - 1555 PST
Occurrence #1 Phase of Operation		- ON GROUND		
2. GROUND LOOP/SWE 3. BRAKES(NORMAL)	RVE - NOT CORRECTE - IMPROPER USE OF	NED - PILOT IN COMMAND D - PILOT IN COMMAND - PILOT IN COMMAND AREA CONDITION - WET		
Occurrence #2 Phase of Operation	NOSE OVER LANDING - ROLL			
Finding(s) 5. TERRAIN CONDITI 6. TERRAIN CONDITI				
Probable Cause				

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

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 42 1/31/86 SANDY	, OR A/C Reg	I. No. N2085R	т	ime (Lc1) -	1700 PST	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft SUBSTAN		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew	0	0	1 1	0
Aircraft Information Make/Model - CESSNA 182 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3100 No. of Seats - 4	Eng Make/Model - CONT Number Engines - 1 Engine Type - RECI Rated Power - 2		S	Installed/A tall Warnin		
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS Method - TELETYPE	Last Departure Point YAKIMA,WA		UFF AI	RPORT/STRIP		
Completeness - UNK/NR	Destination		Airport D	ata		
Basic Weather - VMC	CRESSWELL, OR			aca		
Wind Dir/Speed- 120/014 KTS			Runway	Ident -	N/A	
Visibility - 40.0 SM	ATC/Airspace			Lth/Wid -	N/A	
Lowest Sky/Clouds -	Type of Flight Plan -	IFR	Runway	Surface -	N/A	
Lowest Ceiling - 9000 FT BROK	EN Type of Clearance -	IFR	Runway	Status -	N/A	
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/Lndg -	FORCED LANDING				
Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)		edical Certificat			WAIVERS/	
PRIVATE	Biennial Flight Review Current - YES	Total -	t Time (H		Wne -	4
SE LAND	Months Since - 21				Days- UN	
	Aircraft Type - UNK/NR	Instrument-	302 \	Last 90		45
		Multi-Eng -			-	

Instrument Rating(s) - AIRPLANE

----Narrative----

A TOTAL LOSS OF POWER OCCURRED DUE TO A COMPLETE LOSS OF OIL. DURING ENGINE TEARDOWN IT WAS FOUND THAT THE OIL FILTER ADAPTER HAD SLIPPED PAST THE THREADS IN THE OIL PUMP HOUSING. THE AIRCRAFT HAD THE OIL FILTER ADAPTER REPLACED AS WELL AS THE O RING ON 12-11-85. THE MECHANIC TOLD THE AIRCRAFT OWNER VIA A WRITTEN WORK ORDER THAT THE THREADS ON THE ADAPTER WERE WORN AND BROKEN. DUE TO UNSUITABLE LANDING AREAS AVAILABLE A NOSE OVER OCCURRED DURING LANDING ON THE GRASS FIELD.

File No	42 1/31	/86 SANDY,OR	A/C Reg. No. N20	985R Time (Lc1) - 1700 PST	
Occurrence #1 Phase of Operation					
3. FLUID,OIL - STA	NSTALLATION - RVATION	IMPROPER - OTHER MAINT	•		
Occurrence #2 Phase of Operation		LARE/TOUCHDOWN			
Finding(s) 5. TERRAIN CONDITI	ON - RISING ON - SOFT				

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

.

Basic Information Type Operating Certificate-NONE (GENE				Tradition		
Type operating certificate-None (GENE	SUBSTA	t Damage NTIAI	Fatal	Injur Serious		None
Type of Operation -PERSONAL	Fire			0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	Ō	ò
Accident Occurred During -TAKEOFF						
Aircraft Information						
Make/Model - ALON A2	Eng Make/Model - CO			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			itall Warnir	ng System -	YES
Max Gross Wt - 1450	Engine Type - RE		ETOR			
No. of Seats - 2	Rated Power -	90 HP				
nvironment/Operations Information						
leather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFI Method - N/A			ON AIR	STRIP		
Completeness - N/A	WOODBURN,OR Destination		Airport D	0.+0		
Basic Weather - VMC	CANBY, OR		Ampoint	ala		
Wind Dir/Speed- CALM	CANDI, OR		Runway	Ident -		
Visibility - 25.0 SM	ATC/Airspace			Lth/Wid -		
	CATTERED Type of Flight Plan	- NONE		•	GRASS/TUR	F
Lowest Ceiling - NONE	Type of Clearance				DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE			ICE COVER	ED
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 40	Medical Certifica			WAIVERS/L	TIMIT
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - YES	Total -	ht Time (H	lours)	Hrs - UNK	
SE LAND	Months Since - 5	Make/Model-	40		Dave- UNK	
JE LAND	Aircraft Type - UNK/NR		7	Last 90) Days UNK	39
		Multi-Eng - U			aft - UNK	
			,			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
Instrument Rating(s) - NONE						
larrative						
ILOT WAS ATTEMPTING TO DEPART THE SOD	1300 FOOT RUNWAY AND DUE TO P	OOR SOFT FIELD TEC	HNIQUE FAT	LED TO CLEA	R	

.

File No	33	2/12/86	WOODBURN, OR	A/C Reg. No. N5632F	Time (Lcl) - 1550 PST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT

2. PLANNING-DECISION - POOR - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

...

-Basic Information	•						
Type Operating Certificate-ON-		Aircraft Damage	·		Injuri		
Name of Carrier -AAR Type of Operation -NON		SUBSTANTIAL		tal 9 0	Serious O	Minor O	None
Flight Conducted Under -14	CED 125	NONE	Crew Pass	0	0	0	1
Accident Occurred During -LAN		NONE	rass	0	U		0
Aircraft Information							
Make/Model - CESSNA 340		lodel - CONTINENTAL	TSI0-520N		stalled/Ac		
Landing Gear - TRICYCLE-RETRA				Sta	ll Warning	g System	- YES
Max Gross Wt - 5975		e - RECIP-FUEL II	NJECTED				
No. of Seats - 6	Rated Powe	er - 310 HP					
-Environment/Operations Informati							
Weather Data	Itinerary			port Pro			
Wx Briefing - FSS	Last Depart		0	N AIRPOR	RT		
Method - IN PERSON	REDMOND, C	IR					
Completeness - UNK/NR Basic Weather - VMC	Destination			ort Data URNS MUN			
Wind Dir/Speed- 300/004 KTS	BURNS, OR				dent -	20	
Visibility - 5.0 SM	ATC/Airspace				th/Wid -		150
Lowest Sky/Clouds -		ght Plan - IFR			urface -		100
	O FT OVERCAST Type of Cle				tatus -		
Obstructions to Vision- FOG		.ndg - VOR/TVOR					
Precipitation - SNOW		FULL STO					
Condition of Light - DAYL	IGHT						
-Personnel Information							
Pilot-In-Command	Age - 28		ertificate -			VERS/LIM	IT
Certificate(s)/Rating(s) COMMERCIAL.CFI	Biennial Flight R Current		Flight Ti - 2990			11	F
SE LAND, ME LAND	Months Since	- YES Otal	- 2990 Model- 112		Last 24	Days- UNI	
, SE LAND, ME LAND	Aircraft Type	- J Make/	Model- 112 ument- 287		Last 30	Days- UN	217
	Anciart Type	Multi-	-Eng - 388			ift - UNI	- • •
Instrument Rating(s) - AI	RPLANE			,			
-Narrative							
AIRCRAFT ENCOUNTERED AIRFRAME IC	ING ON A DESCENT FOR A VOR STALL TO OCCUR PRIOR TO TOU				SENT		

.

File No 23	2/19/86 BUR	NS, OR	A/C Reg. No. N7774Q	Time (Lc1) - 1220 PST
	FLIGHT ENCOUNTER W SCENT - NORMAL	ITH WEATHER		
Finding(s) 1. WEATHER CONDITION - 2. WEATHER CONDITION -				
Occurrence #2 HAR Phase of Operation LAN	RD LANDING NDING - FLARE/TOUCH	IDOWN		
- inding(s) 3. IN-FLIGHT PLANNING/D	ECISION - INADEQUA	TE - PILOT IN COMMA	ND	

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage	1		Injur	ies	
	······································	DESTROYED		Fatal			None
Type of Operation -BUSINESS		Fire	Crew		0	0	0
Flight Conducted Under -14 CFR 91		ON GROUND	Pass	1	0	0	0
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - PIPER PA34-200T		lodel - CONTINENTA	L L-TSIO-36				
Landing Gear - TRICYCLE-RETRACTABLE		jines - 2		S	tall Warnin	g System	- YES
Max Gross Wt - 4570		e - RECIP-FUEL	INJECTED				
No. of Seats - 7	Rated Powe	er - 200 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Depart			OFF AI	RPORT/STRIP		
Method - TELEPHONE	PORTLAND				- • -		
Completeness - FULL	Destination			Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- 080/004 KTS	RAJNEESH	URAM, UR		Bunway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds -		ight Plan - IFR			Surface -		
Lowest Ceiling - 4000 FT BR		earance - VFR ON			Status -		
Obstructions to Vision- NONE	Type Apch/L	.ndg - NONE			•••••		
Precipitation - DRIZZLE							
Condition of Light - NIGHT(DARK)							
Personnel Information							
Pilot-In-Command	Age - 43	Medical	Certificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight F	leview	Fligh	nt Time (H	ours)		
COMMERCIAL	Current	- YES Tot	al -	5743	Last 24	Hrs -	2
SE LAND,ME LAND,SE SEA,ME SEA	Months Since	- 4 Mak	e/Model-	20	Last 30	Days- UN	K/NR
	Aircraft Type	e - BN-2 Ins	trument-	335	Last 90	Days-	50
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND,SE SEA,ME SEA		Mul	ti-Eng -	1760	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE							
Narrative							
WAS OPERATING VFR ON TOP AT 11000 FEET,						IGHT	
ILES OUT, PASSING 6500 FT, CANCELLED FL							
INATION. DARK NIGHT CONDS EXISTED, WITH	OVEDOACT POOLE FOOL						

NOSE-HIGH ATTITUDE WITH POWER ON.

File No 134 2/25/86 ANTELOPE.OR	A/C Reg. No. N8305C	Time (Lc1) - 1855 PST
ccurrence IN FLIGHT COLLISION WITH TERRAIN hase of Operation DESCENT		
inding(s) 1. ALTITUDE - MISJUDGED - PILOT IN COMMAND 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND 3. TERRAIN CONDITION - RISING 4. LIGHT CONDITION - DARK NIGHT 5. WEATHER CONDITION - RAIN 6. WEATHER CONDITION - TURBULENCE 7. WEATHER CONDITION - DOWNDRAFT		
Probable Cause he National Transportation Safety Board determines that the s/are finding(s) 1,2		and the second

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

-Basic Information			· ·		_		
Type Operating Certificate-NONE (GENERAL		raft Damage STANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONAL	Fire		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NON	E	Pass	Ō	Ō	Ō	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - PATRICK HENRY FOKKER DR.	. .	LYCOMING 0-320		ELT	[nstalled/#	Activated	- NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -				tall Warnir	ng System	- NO
Max Gross Wt - UNK/NR No. of Seats - 1	Engine Type - Rated Power -		ARBURE	IUR			
Environment/Operations Information	T t t t t t t t t t t			1 dumant 1			
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Po	int			Proximity RPORT/STRIF	`	
Method - N/A	GRANTS PASS, OR	, int		UFI AII	CPURI/SIRIF	-	
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 320/003 KTS						- N/A	
Visibility - 30.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 25000 FT THIN					Surface -		RF
Lowest Ceiling - NONE	Type of Clearance	- NONE	TEDN	Runway	Status -	- SOFT	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	TOUCH AND G					
Condition of Light - DAYLIGHT		TOUCH AND G	U				
Personnel Information Pilot-In-Command	Age - 42	Medical Cert	ificat		MEDICAL -WA	TVERS/ITM	тт
	Biennial Flight Review			t Time (He			
PRIVATE	Current - YES Months Since - 8	Total	- 0	481	Last 24	l Hrs -	1
SE LAND	Months Since - 8	Make/Mode	el-	136 `	Last 30		
	Aircraft Type - UNK	/NR Instrume	nt-	2	Last 90) Days-	9
Instrument Rating(s) - NONE							
Narrative							

·

 File No. 19
 3/03/86
 GOLD HILL,OR
 A/C Reg. No. N35PH
 Time (Lc1) - 1330 PST

 Occurrence #1
 NOSE OVER

 Phase of Operation
 LANDING - ROLL

 Finding(s)
 1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

 2. TERRAIN CONDITION - SOFT

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Type Operating Certificate-NONE (G	NERAL AVIATION)	Aircraft Da	-		-	ries	
Type of Operation -PERSONAL		SUBSTANTIA Fire		Fatal O	Serious		
Flight Conducted Under -14 CFR 9		ON GROUND	Crew Pass		0	0	1
Accident Occurred During -LANDING			1 400	Ũ	v	Ŭ	•
Aircraft Information							
Make/Model - GREAT LAKES 2T-1A-2		Aodel - LYCOMI	NG AEIO-360-B1		Installed/		
Landing Gear - TAILWHEEL-ALL FIXE		gines - 1		ę	Stall Warni	ng Syste	m - UNK/NR
Max Gross Wt - 1580 No. of Seats - 2	Engine Typ Rated Powe		FUEL INJECTED				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRI		ture Point			RPORT/STRI	P	
Method - N/A	COLUMBIA					-	
Completeness - N/A	Destination			Airport [Data		
Basic Weather - VMC	LOCAL				FIELD		
Wind Dir/Speed- 072/005 KTS					Ident		
Visibility - 6.0 SM	ATC/Airspace				/ Lth/Wid		
Lowest Sky/Clouds - 3000 FT Lowest Ceiling - 9000 FT	SCATTERED Type of FI	ignt Plan - NUI Barance - NOI			Surface		
Obstructions to Vision- NONE		Indg - FOI		Runway	Status	- N/A	
Precipitation - NONE	Type Apeny	ing ru	KCLD LANDING				
Condition of Light - DAYLIGHT						• •	
Personnel Information							
Pilot-In-Command	Age - 49		ical Certifica			AIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight F			ht Time (H			
PRIVATE	Current		Total - Make/Model-	4365	Last 2	4 Hrs - 1	
SE LAND	Months Since	≥ - UNK/NR ≥ - UNK/NR	Make/Model-	5	Last 3	0 Days- I 0 Days-	
GLIDER	Aircraft Type	e - UNK/NK	Multi-Eng -		Last 9	U Days-	34
	_			ULUU			
Instrument Rating(s) - AIRPLAN							
Narrative						•	
E ON CROSSWIND FOLLOWING TAKEOFF THE							
I TOWARD A FIELD AND COLLIDED WITH TRE	ES ON THE APPROACH END	OF THE FIELD	. POST-CRASH E Duction system	XAMINATION	I OF THE AI	RCRAFT	

File No	68 2/09	/86 COLUMBIA,SC		A/C Reg. No. N37	73F	Time (Lc1) - 1430 EST	
Occurrence #1 Phase of Operation	LOSS OF POW Takeoff - I	ER(TOTAL) - MECH FA NITIAL CLIMB	ILURE/MALFUNCTI	ON		·	
Finding(s) 1. INDUCTION AIR C	ONTROL - BLOC	KED(TOTAL)			2		
Occurrence #2 Phase of Operation	FORCED LAND LANDING - F	ING LARE/TOUCHDOWN					
Occurrence #3 Phase of Operation		DLLISION WITH OBJEC LARE/TOUCHDOWN	T				
Finding(s) 2. OBJECT - TREE(S)					n an anna Anna 1997 - Anna Anna Anna Anna Anna Anna Anna Anna	_
Probable Cause							
The National Transpo is/are finding(s) 1	rtation Safet	y Board determines	that the Probat	ole Cause(s) of t	his accident		
						an a	
and the second							
antina di Angelandia Angelandia Angelandia Angelandia	a tang sa			ela trada en el secondo Secondo en el secondo		an a	
	· · · · · · · · · · · · · · · · · · ·	and the second					
						an a	
				• •			

PAGE 281

File No 71 2/09/86	CHARLESTON, SC A/C	Reg. No. N39663	Т	Time (Lcl) - 1700 EST			
-Basic Information Type Operating Certificate-NONE (C		aft Damage STANTIAL	Fatal	Injur Serious		None	
Type of Operation -PERSONA Flight Conducted Under -14 CFR Accident Occurred During -LANDING	91 NONE	Cre Pas		0 0	0 0	1 1	
-Aircraft Information Make/Model - PIPER PA-28-181 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1416 No. of Seats - 4	Number Engines -	RECIPROCATING-CARBL	S	Installed/A tall Warnin			
-Environment/Operations Information							
Weather Data	Itinerary			Proximity			
Wx Briefing - FSS	Last Departure Poi	int	OFF AI	RPORT/STRIP			
Method - TELEPHONE	OCEAN CITY, NJ						
Completeness - FULL	Destination		Airport D				
Basic Weather - VMC	CHARLESTON, SC			STON INTER.			
Wind Dir/Speed- 120/007 KTS					N/A		
Visibility - 10.0 SM	• •			Lth/Wid -			
Lowest Sky/Clouds - CLEAR	Type of Flight Pla			Surface -			
Lowest Ceiling - 8500 FT Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/Lndg	- NONE - FORCED LANDING	Runway	Status -	N/A		
-Personnel Information							
Pilot-In-Command	Age - 40	Medical Certific			IVERS/LIM	IT	
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H				
PRIVATE	Current - YES	Total -	404	Last 24	Hrs - UNI		
SE LAND	Months Since - 21 Aircraft Type - UNK/	Make/Model-	16	Last 30	Days- UNI Days-		

Instrument Rating(s) - NONE

----Narrative----

.

WHILE ON A PERSONAL CROSS-COUNTRY FLIGHT THE AIRCRAFT EXPERIENCED A COMPLETE LOSS OF POWER AND MADE AN EMERGENCY LANDING ON A ROAD 2.5 MILES EAST OF THE AIRPORT. THE PILOT STATED THAT THE AIRCRAFT RAN OUT OF FUEL.

2/09/86 CHARLESTON, SC A/C Reg. No. N39663 Time (Lcl) - 1700 EST File No. - 71 Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND 3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND 4. REFUELING - NOT PERFORMED - PILOT IN COMMAND FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY Occurrence #3 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) 2,3,4

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Type Operating Certificate-NONE (GENERAL		ft Damage		Injur	ies	
•		NTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 150	Eng Make/Model - CO	ONTINENTAL 0-200-A	ELT	Installed/#	ctivated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines -	1	5	tall Warnir	ng System	- YES
Max Gross Wt - 1600	Engine Type - RI	ECIPROCATING-CARBURE				
No. of Seats - 2	Rated Power -	100 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	t	ON AIF			
Method - N/A	ORANGEBURG, SC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		ORANGE	BURG		
Wind Dir/Speed- 120/008 KTS			Runway	Ident -	• 04	
Visibility - 20.0 SM	ATC/Airspace		Runway	Lth/Wid -	4500/	100
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runway	Surface -	ASPHALT	
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg					
Precipitation - NONE	· · · · · · · · · · · · · · · · · · ·	FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 48	Medical Certificat) WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		it Time (F			
STUDENT	Current - N/A	Total -	19	Last 24		2
	Months Since - N/A	Make/Model-	19	Last 30) Days- U	
•	Aircraft Type - N/A	Instrument-	0	Last 90) Days-	13
Instrument Rating(s) - NONE						
Narrative						

4/13/86 A/C Reg. No. N714DC File No. - 158 ORANGEBURG, SC Time (Lcl) - 1310 EDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND -----Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - DITCH -----------Probable Cause----

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

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

File No 58 1/20/86 JASPER	R, TN	A/C Reg. No. N5904Z Time (Lcl) - 1'			1700 CS		
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Aircraft Damage DESTROYED Fire NONE	Crew Pass	Fatal O O	Injur Serious 1 O		None 0 0
Aircraft Information Make/Model - PIPER PA-22 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1650 No. of Seats - 2	Number Engin	- RECIPROCATI		S	Installed/A tall Warnin		•
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	BLACKSBURG, Destination HUNTSVILLE, ATC/Airspace Type of Fligh Type of Clear	VA AL t Plan - NONE		OFF AI Airport Da MARION Runway Runway Runway Runway	COUNTY Ident - Lth/Wid - Surface -	21 3500/	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND	Age - 55 Biennial Flight Rev Current - Months Since - Aircraft Type -	iew YES Tota 16 Make UNK/NR Inst	Fligh 1 - 1	t Time (He 1500 18 2002	Last 24 Last 30 Last 90	Hrs - U	INK/NR INK/NR INK/NR
Instrument Rating(s) - AIRPLANE							

----Narrative----

THE ACFT CRASHED INTO A HOUSE BEFORE STRIKING THE GROUND IN AN UNCONTROLLED DESCENT. THE ACFT WAS APPROACHING MARION ARPT FOR A LANDING WHEN THE PLT LOST CONTROL. THE PLT SAID THAT THE STABILIZER ADJUSTMENT "STRIPPED". THE PILOT WAS USING THE TRIM TAB WHEN THE ACFT NOSED UP VIOLENTLY DURING FINAL APPROACH.

1/20/86 File No. - 58 JASPER, TN A/C Reg. No. N5904Z Time (Lcl) - 1700 CST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. UNDETERMINED ------Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 2. PROPER GLIDEPATH - NOT POSSIBLE - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - UNCONTROLLED Findina(s) 3. OBJECT - RESIDENCE Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----------Probable Cause----

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

File No 168 3/16/86 LAFAYE		A/C Reg. No. N			ime (Lcl) -		
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Fire NONE	Crew Pass	0 0	0 0	0 0	1
Aircraft Information Make/Model - CESSNA 150 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1640 No. of Seats - 2	Eng Make/M Number Eng Engine Typ Rated Powe	e - RECIPROCATI		S	Installed/A tall Warnir		
Environment/Operations Information	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departs SAME AS A			ON AIR			
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR	Destination SAME AS A	CC/INC		Airport D LAFAYE Rupway	TTE	· 18	
Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - UNK/NR Condition of Light - DUSK		ght Plan - NONE arance - NONE ndg - TRAFFIC	PATTERN	Runway Runway	Lth/Wid - Surface -	4000/	75
Personnel Information Pilot-In-Command	Age - 32	Medical (Certificat	e - VALID	MEDICAL-WA	IVERS/LIN	·
	Biennial Flight Re			nt Time (H			
COMMERCIAL, ATP, CFI	Current	- YES Tota		6848	Last 24		1
SE LAND, ME LAND	Months Since Aircraft Type		/Model- rument-		Last 30 Last 90) Days- UN Days-	IK/NR 42
	All chart Type			3490	Last 90	Days-	42

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT STATED THAT HE HAD COMPLETED A TOUCHDOWN AND WAS ON ROLLOUT WHEN HE NOTICED A DEER ON THE RUNWAY. HE INCREASED THE POWER ENOUGH TO AVOID COLLIDING WITH THE DEER, BUT STALLED THE AIRCRAFT AND COLLIDED WITH THE RUNWAY SURFACE FAILING THE NOSE GEAR. THE AIRCRAFT FLIPPED INVERTED AND SKIDDED OF THE LEFT SIDE OF THE PAVED SURFACE. RECEIVING SUBSTANTIAL DAMAGE. THE PILOT & PASSENGER WERE NOT INJURED. THE FLIGHT DEPARTED LAFAYETTE AT 1900 HOURS. THE PILOT REPORTED DURING A TELEPHONE INTERVIEW THAT AFTER THE INITIAL CLIMB, HE NOTICED THAT THE AIRCRAFT LIGHTS WERE DIMMING AND FELT THAT THE FLIGHT COULD NOT BE CONTINUED. HE STATED THAT THE TRAFFIC PATTERN AND LANDING WAS MADE WITHOUT USING THE LANDING LIGHTS. DURING THE LANDING ROLL, THE PILOT SAID HE SAW A DEER ON THE RUNWAY. HE THEN PROCEEDED TO INCREASE POWER TO GO AROUND. THE AIRCRAFT CLIMBED HIGH ENOUGH TO AVOID A COLLISION WITH THE DEER, BUT SETTLED BACK TO THE GROUND. THE NOSE GEAR FAILED AND THE ACFT FLIPPED OVER ON ITS BACK.

File No. - 168 3/16/86 LAFAYETTE.TN A/C Reg. No. N2618J Time (Lcl) - 1905 CST Occurrence #1 ABRUPT MANEUVER Phase of Operation LANDING - ROLL Finding(s) 1. LIGHT CONDITION - DUSK 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 3. OBJECT - ANIMAL(S) 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND LOSS OF CONTROL - IN FLIGHT Occurrence #2 Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 6. STALL - UNCONTROLLED - PILOT IN COMMAND 7. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 8. TERRAIN CONDITION - RUNWAY 9. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL 10. LANDING GEAR, NOSE GEAR - OVERLOAD Occurrence #4 NOSE OVER OTHER Phase of Operation ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6,7

Brief of Accident (Continued)

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

.

-Basic Information Type Operating Certificate-NONE (GENE		Aircraft Damage			Injur	ioe	
Type operating certificate None (GENE	RAE AVIATION)	SUBSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0 0 0	0	0
Accident Occurred During -TAXI			Other	0	0	• 0	1
-Aircraft Information							
Make/Model - PIPER PA-14	Eng Make/M	Nodel - LYCOMING 0-3			Installed/#		
Landing Gear - TAILWHEEL-ALL FIXED					tall Warnir	ng System	- UNK/NR
Max Gross Wt - 1700 No. of Seats - 4		De - RECIPROCATINO Pr - 150 HP	G-CARBURE I	JR .			
NO. OF SEATS - 4		er - 150 HP					
-Environment/Operations Information							
Weather Data	Itinerary		1	•	Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Depart UNK/NR	ture Point		ON AIR	PORI		
Completeness - UNK/NR	Destination		٨٠	irport Da	ata		
Basic Weather - VMC	UNK/NR		<u> </u>	MEMPHI			
Wind Dir/Speed- UNK/NR	,					N/A	
Visibility - UNK/NR	ATC/Airspace			Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR		ight Plan - VFR			Surface -	· N/A	
Lowest Ceiling - NONE		earance - NONE		Runway	Status -	• N/A	
Obstructions to Vision- NONE	Type Apch/L	ndg - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 48 Biennial Flight F	eview	ertificate Flight			J WAIVERS/	LIMII
COMMERCIAL	Current	- YES Total				L Hrs - LIN	
SE LAND, ME LAND, SE SEA	Months Since	- 5 Make/I	Model- 5	520	Last 30) Davs- UN	
	Aircraft Type	- 5 Make/I e - PA-14 Instru	ument- UNK	/NR	Last 90) Days-	7
	21	Multi	-Eng - 10	000	Rotorcr	haft - UN	IK/NR
Instrument Rating(s) - NONE							
-Narrative						_	
ACFT COLLIDED WITH AN AIR COMPRESSOR AN		NG TAXI AFTER THE PI WAS PULLING THE PRO					

File No 189	3/21/86 MEMPHIS,TN	A/C Reg. No. N4276H	Time (Lc1) - 0630 CST	
ccurrence #1 ON GRI hase of Operation TAXI	OUND COLLISION WITH OBJECT			
2. JUDGEMENT - POOR - PILO	GINE(S) RUNNING - IMPROPER - ITY			

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

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

Basic Information Type Operating Certificate-NONE (GENERAL		t Damage		Injur	iee '	
Type operating ber threate none (denerate	SUBST	0	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Ō	ō	Ó
Accident Occurred During -LANDING						-
Aircraft Information						
Make/Model - PIPER PA-34	Eng Make/Model - C	NTINENTAL TS10-360-	E ELT II	nstalled/Ad	ctivated	I - YES/N
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2		Sta	all Warning	g System	I - YES
Max Gross Wt - 4300	Engine Type - RI					
No. of Seats - 6	Rated Power -	210 HP				
Environment/Operations Information					. •	
Weather Data	Itinerary		Airport P			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	:	ON AIRPO	ORT		
Method - N/A	MURFREESBORO, TN					
Completeness - N/A	Destination		Airport Da			
Basic Weather - VMC	SMITHVILLE, TN		SMITHVI		i./.	
Wind Dir/Speed- UNK/NR Visibility - UNK/NR	ATC/Airspace		Runway		N/A	76
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan		•	Lth/Wid - Surface -		
Lowest Ceiling - UNK/NR	Type of Clearance		Runway		DRY	
Obstructions to Vision- NONE	Type Apch/Lndg		Kullway	512145	DRI	
Precipitation - NONE	Type Apen/Endg	TOLE STOR				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 25	Medical Certificat	e - VALID	MEDICAL-NO	WAIVERS	S/LIMIT
	Biennial Flight Review		nt Time (Ho			
COMMERCIAL	Current - YES	Total - UN	IK/NR	Last 24	Hrs - l	JNK/NR
SE LAND, ME LAND	Months Since - 4					
·	Aircraft Type - UNK/N					
		Multi-Eng - UN	IK/NR	Rotorcra	aft −l	JNK/NR
Instrument Rating(s) - AIRPLANE						

THE ACFT RAN OFF THE DEPARTURE END OF THE RWY DURING LANDING. THE ACFT REPORTEDLY LANDED 1/2 WAY DOWN THE 3400 FT RWY. THE PLT STATED IN A POST ACC INTERVIEW THAT HE WAS "TOO HIGH TOO FAST AND TOO LONG."

File No 87	3/25/86	SMITHVILLE, TN	A/C Reg. No. N3951X	Time (Lc1) - 0845 CDT	
	ERRUN NDING - ROLL				
Finding(s) 1. AIRSPEED - EXCEEDED		MAND			
2. PROPER TOUCHDOWN PO 3. GO-AROUND - NOT PER	INT - NOT ATTA	INED - PILOT IN COMMAN	D		
4. WEATHER CONDITION - 5. WRONG RUNWAY - SE	TAILWIND				
Probable Cause					

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

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

Basic Information Type Operating Certificate-NONE (GENERA	AVIATION)	Aircraft Dama	ae		Injur	ies	
		SUBSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew		0	0	
Flight Conducted Under -14 CFR 91		NONE	Pass	õ	ō	Ō	
Accident Occurred During -LANDING							
Make/Model - CESSNA 152	Eng Make/Mod	el - LYCOMING	0-235	ELT	Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engin	es - 1		S	tall Warnir	ng Syste	em - YES
Max Gross Wt - 1670		- RECIPROC		TOR			
No. of Seats - 2	Rated Power	- 110 H	P 				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	· · · · · · · · · · · · · · · · · · ·			ON AIR	PORT		
Method - N/A	MURFREESBOR	O,TN			- • -		
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC	LOCAL			-	ESBORO MUNI		
Wind Dir/Speed- 180/008 KTS					Ident -		
Visibility - 12.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Fligh				Lth/Wid - Surface -		
Lowest Ceiling - NONE	Type of Clear	anco - NONE			Status -		- 1
Obstructions to Vision- NONE	Type Apch/Lnd		ETC PATTERN	Kuliway	Status	DKI	
Precipitation - NONE	Type Apen/End		STOP				
Condition of Light - DAYLIGHT		, oll	5101				
						· 	
Pilot-In-Command	Age - 18	Medic	al Certificat	e - VALID	MEDICAL-NO	WAIVER	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev	iew	Fligh	t Time (H	ours)		
STUDENT	Current -	N/A T	otal -	15	Last 24	Hrs -	UNK/NR
	Months Since -	N/A M	ake/Model-	15	Last 30) Days-	UNK/NR
	Current - Months Since - Aircraft Type -	N/A I	nstrument-	0	Last 90) Days-	14
Instrument Rating(s) - NONE	-						

THE RUNWAY.

MURFREESBORO, TN File No. - 140 4/03/86 A/C Reg. No. N93589 Time (Lcl) - 1700 EST -----Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation _____LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND 4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 5. OBJECT - TREE(S) ------_____ ----Probable Cause----

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENE		craft Damage		Inju	ries	
Type operating der till loate hone (alle		STRÓYED	Fata	al Serious		None
Type of Operation -AERIAL OBS	FRVATION Fin	STROYED e	Crew (1	0
Flight Conducted Under -14 CFR 91	NO		Pass (0 C	0	0
Accident Occurred During -MANEUVERIN						
Make/Model - CESSNA 150	Eng Make/Model	- CONTINENTAL 0-	200A E	ELT Installed/	Activated	- YES/YE
Landing Gear - TRICYCLE-FIXED	Number Engines	- 1		Stall Warni	ng System	- YES
Max Gross Wt - 1600	Engine Type		CARBURETOR			
No. of Seats - 2	Rated Power	- 100 HP				
Weather Data	Itinerary		Airpo	ort Proximity		
Wx Briefing - NO RECORD OF BRIEF	NG Last Departure Po	oint	OFF	F AIRPORT/STRI	Р	
Method - N/A	JACKSBORO, TN	•				
Completeness - N/A	Destination		Airpor	rt Data		
Basic Weather - VMC	LOCAL		_			
Wind Dir/Speed- 360/005 KTS				nway Ident		
Visibility - 15.0 SM Lowest Sky/Clouds - 3000 FT 0	ATC/Airspace			nway Lth/Wid		
Lowest Sky/Clouds -	Type of Flight P			way Surface		
Lowest Ceiling - 3000 FT ON Obstructions to Vision- NONE	Type Apch/Lndg		Rur	nway Status	- N/A	
Precipitation - NONE	Type Apch/Lhug	- NONE				
Condition of Light - DAYLIGHT						
Personnel Information	4.00 - 40	Nadical Car	tificato - VI	ALID MEDICAL-N		/ T MAT T
Pilot-In-Command	Age – 40 Biennial Flight Review	medical cer	Flight Time		U WAIVERS/	LIMII
	Current - YES	S Total	- 1183	last 2	4 Hrs -	4
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND	Months Since - 4	Make/Mo	del- 52	Last 3	0 Davs- UN	
	Aircraft Type - UN	K/NR Instrum	ent- 61	Last 9	0 Days-	5
	Months Since - 4 Aircraft Type - UN	Múlti-E	ng - 4	Rotorc	raft -	1051
Instrument Rating(s) - AIRPLANE						

File No	167 4/18/86	LAKE CITY,TN	A/C Reg. No. N63636	Time (Lc1) - 1530 EST	
Occurrence Phase of Operation		SION WITH TERRAIN			
		INADEQUATE - PILOT IN DT IN COMMAND	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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

.

Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage			Injur	ies	
	-	DESTROYED Fire NONE		,	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0 0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	2
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 172F		del - CONTINENTAL		ELT 1	nstalled/A	ctivated	- YES/N
Landing Gear - TRICYCLE-FIXED		nes - 1			all Warnir:	ng System	- YES
Max Gross Wt - 2400		- RECIPROCATIN	IG-CARBURE	TOR			
No. of Seats - 4	Rated Power	- 145 HP					
Environment/Operations Information							
Weather Data	Itinerary				roximity		
Wx Briefing - NWS Method - UNK/NR	Last Departur	re Point		OFF AIF	PORT/STRIP		
Method - UNK/NR	SAN MARCUS,	ТХ					
Completeness - UNK/NR	Destination			Airport Da	ita		
Basic Weather - VMC	LOCAL			-			
Wind Dir/Speed- CALM					Ident -		
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid - Surface -		
Lowest Sky/Clouds - CLEAR Lowest Ceiling -	Type of Filgr	nt Plan - NONE rance - NONE			Status -		
Obstructions to Vision- NONE	Type of creat	ance - Nonc lg - Forced L	ANDING	Kunway	Status	DRT	
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 42 Biennial Flight Rev	Medical C	ertificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev	/iew	Fligh	t Time (Ho	urs)		
PRIVATE	Current -	YES Total	-	800	Last 24	Hrs - UN	K/NR
SE LAND	Months Since -	· O Make/ · C-172 Instr	'Model-	150	Last 30) Days-	1
	Aircraft Type -	C-172 Instr	ument-	10	Last 90) Days-	1
		Multi	-Eng -	300 ·	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE	、 				,		
 Narrative							

File No	55 1/05/86 SARATOGA,TX	A/C Reg. No. N8267U	Time (Lcl) - 1745 CST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL CRUISE - NORMAL		
3. REFUELING - NOT 4. IN-FLIGHT PLANN	HAUSTION ING/PREPARATION - INADEQUATE - PILOT IN PERFORMED - PILOT IN COMMAND ING/DECISION - IMPROPER - PILOT IN COMMA N CALCULATIONS - INACCURATE - PILOT IN C		
Occurrence #2 Phase of Operation			· · · ·
	IN FLIGHT COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN		
Finding(s) 6. OBJECT - TREE(S 7. OBJECT - WIRE,TI			
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		

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

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

Basic Information Type Operating Certificate-NONE (GENERA	I AVIATION) Aircraf	t Damage		Inju	ries	
	SUBSTA		Fatal			None
Type of Operation -PERSONAL	Fire	Crew	0	-	•	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -LANDING						
ircraft Information						
Make/Model - PIPER PA-32-300T	Eng Make/Model - Ly			Installed//		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		5	tall Warnir	ng System	- YES
Max Gross Wt - 3200 No. of Seats - 5	Engine Type - RE Rated Power -	300 HP				
	Rated Power -					
nvironment/Operations Information leather Data	Itinonony		Ainpont	Provimity		
Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point			Proximity RPORT/STRIF	5	
Method - N/A	BIG SPRING, TX	•	ULL AI			
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAGINAW, TX	1	SAGINA	W		
Wind Dir/Speed- 220/018 KTS			Runway	Ident -	- 17	
Visibility - 7.0 SM	ATC/Airspace		•	Lth/Wid -		20
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface ·		
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status -	- DRY	
Obstructions to Vision- SMOKE Precipitation - NONE	Type Apch/Lndg	FULL STOP				
Condition of Light - DAYLIGHT		FULL STUP				
Personnel Information						
Pilot-In-Command	Age - 52	Medical Certificat	e - VALID	MEDICAL-WA	AIVERS/LI	I IT
Certificate(s)/Rating(s)	Age - 52 Biennial Flight Review	Fligh	nt Time (H		- ,	
PRIVATE	Current - YES Months Since - 7	Total - ŪN	IK/NR	Last 24	4 Hrs - Ul	NK/NR
SE LAND		Total - UN Make/Model- UN	IK/NR	Last 30) Days- U	NK/NR
· · · · ·	Aircraft Type - C-172	'Instrument- UN		Last 90) Days- U	NK/NR
		Multi-Eng - UN	IK/NR	Rotorcı	raft - UI	NK/NR
Instrument Rating(s) - NONE						
LONG DEPARTED BIG SPRING, TEXAS WITH TW	O PASSENGERS VFR TO SAGINAW	AIRPORT, SAGINAW,	TEXAS. TH	E PILOT WAS	5 FLYING	
L, VOR 065 RADIAL, DESCENDING TO PATTERN						
ORT PREVIOUSLY. HEAVY SMOKE FROM A GRASS						
IAW AIRPORT RUNWAY. PILOT LONG ENTERED TH						
ANE LANDED ON A STREET APPROXIMATELY 3/4						
TING IN SUBSTANTIAL DAMAGE TO THE RIGHT						
NVESTIGATOR WAS AT THE TAKEOFF END OF TH	S THE APPROACH END TO SAGIN					

A/C Reg. No. N82072 File No. - 99 1/11/86 SAGINAW, TX Time (Lcl) - 1130 CST Occurrence ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND 3. PLANNED APPROACH - NOT ATTAINED - PILOT IN COMMAND 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND 5. OBJECT - OBJECT ----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		onaft Damago			Iniu	ries	
Type Operating Certificate-AGRICULTURA		rcraft Damage ESTROYED		Fatal	Serious		None
Type of Operation -AERIAL APPL			Crew	0	0	1	0
Flight Conducted Under -14 CFR 137	N	DNE	Pass	0	0	· O	0
Accident Occurred During -DESCENT							
Aircraft Information		· · · · · · · · · · · · · · · · · · ·					
Make/Model - EAGLE AIRCRAFT DW-1		- LYCOMING IO-54	0-M1B5		installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines			St	all Warniı	ng System	- YES
Max Gross Wt - 4000		- RECIP-FUEL INJ	ECTED			-	
No. of Seats - 1	Rated Power	- 300 HP					
Environment/Operations Information						•	
Weather Data	Itinerary			Airport P		_	
Wx Briefing - UNK/NR	Last Departure f	Point		OFF AIR	PORT/STRI	P	
Method - UNK/NR	MARLIN,TX			Ainpont Da	+-		
Completeness - WEATHER NOT PERTINEN Basic Weather - VMC	T Destination LOCAL			Airport Da	ita j		
Wind Dir/Speed- CALM	LUCAL			Runway	Ident	- Ń/A	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight F	Plan - NONE				- N/A	
Lowest Ceiling - NONE	Type of Clearand					- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg			-			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 26	Medical Cer				D WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review			t Time (Ho		4.11	
	Current - YE Months Since - S		-	5780	Last 24	4 Hrs - D Days- UN	4 /ND
SE LAND, ME LAND	Aircraft Type - C	- 190 Make/MO	ue -	123 21 ·	Last 3) Days- UN) Days-	25
	All Clart, Type - C	Multi-E	ng -	27	Rotorci	raft - UN	
Instrument Rating(s) - NONE							
NATRATIVE DRDING TO THE PILOT, THE AIRCRAFT WAS BEI		ELVERS OF CARWOO			X 214 MA		

WAS NO FIRE. THE AIRCRAFT WAS DESTROYED. THE PILOT SUFFERED A BRUISED SHOULDER.

File No	56 1/15/86 BREMOND	TX A/C Reg. No.	N8805M T	ime (Lcl) - 1045 CST
Occurrence Phase of Operation	IN FLIGHT COLLISION WITH DESCENT - UNCONTROLLED	TERRAIN		
Finding(s) 1. UNDETERMINED				
Probable Cause-				

----Probable Cause----

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

File No 41 1/21/86 FLYNN,	A/0 Keg. NO.	A/C Reg. No. N714UU			Time (Lcl) - 1300 CST				
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION) Type of Operation -PERSONAL		Aircraft Damage SUBSTANTIAL Fire Crew		Injuries Fatal Serious Mino 0 0 0			or None 0 1		
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	ò		
-Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number E	/Model - LYCOMING ngines - 1 ype - RECIPROCA wer - 110 HP	TING-CARBURE	S	Installed/A tall Warnin				
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	TEAGUE,			OFF AI	Proximity RPORT/STRIP				
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		E,TX e light Plan - NONE learance - NONE	D LANDING	Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A N/A N/A			
		Review -YES To ∋-4 Mal	l Certificat Fligh tal - ke/Model- strument-	t Time (He 127	ours) Last 24	Hrs - UNI Days- UNI	K/NR		

Instrument Rating(s) - NONE

----Narrative----

THE ENGINE LOST POWER WHILE IN CRUISE FLIGHT ABOUT 9 MILES SHORT OF THE PILOT'S PLANNED DESTINATION. HE MADE A FORCED LANDING IN AN OPEN FIELD. AFTER ROLLING ABOUT 75 FEET THE AIRPLANE WHEELS BOGGED IN AND IT FLIPPED INVERTED. THE OWNER OF THE AIRCRAFT, MR. JERRELL CROSBY, STATED HE SUSPECTED THE AIRCRAFT'S FUEL SUPPLY WAS EXHAUSTED WHEN THE CRASH OCCURRED. HE WAS CONTACTED AGAIN, AFTER THE AIRCRAFT WAS RECOVERED, TO SEE IF ANY MECHANICAL PROBLEMS WERE FOUND. AT THIS TIME HE STATED HIS EARLIER SUSPICIONS WERE CONFIRMED AND THAT THERE WERE NO MECHANICAL PROBLEMS INVOLVED IN THE ACCIDENT.

File No. - 41 1/21/86 FLYNN, TX A/C Reg. No. N714UU Time (Lcl) - 1300 CST _____ _____ Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. REFUELING - NOT PERFORMED - PILOT IN COMMAND 3. FLUID, FUEL - EXHAUSTION _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ NOSE OVER Occurrence #3 Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - WET 5. 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) 4,5

File No 6 1/21/86 BRENHA	м,тх	A/C Reg.	No. N355RA	1	ime (Lcl) -	- 1214 CST	
-Basic Information							
Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft D SUBSTANTI		Fatal	Injur Serious	ries Minor	None
Type of Operation -BUSINESS		Fire	Cre		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pa	ss O	0	0	0
Make/Model - S.O.C.A.T.A. MS RALLYE 2		/Model - LYCOM	ING 0-540-B4B		Installed/#		
Landing Gear - UNK/NR		ngines - 1			itall Warnir	ng System	- UNK/NR
Max Gross Wt - 2645 No. of Seats - 4		ype -RECIP wer - 23		URETUR			
			5 MP				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity	4	
Wx Briefing - NO RECORD OF BRIEFING		rture Point		ON AIF	PORT		
Method - N/A	BENCHLE						
Completeness - N/A	Destinatio			Airport D			
Basic Weather - VMC	SAME AS	ACC/INC		BRENHA		40	
Wind Dir/Speed- 015 KTS Visibility - 15.0 SM	ATC/Airspac	~				- 16 - 4000/	75
Lowest Sky/Clouds - CLEAR		e light Plan - N	ONE		Surface -	· · · ·	75
Lowest Ceiling - NONE		learance - N				- DRY	
Obstructions to Vision- NONE			TRAIGHT-IN	Karlway	Julub	BRT	
Precipitation - NONE			O AROUND				
Condition of Light - DAYLIGHT		F	ULL STOP				
-Personnel Information					MED T 0.11		
	Age - 35 Riannial Eliabe		dical Certific			WAIVERS/	LIMIT
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Current	- YES		ight Time (⊦ 440	Last 24		8
SE LAND		e - 8		· · -) Davs- UN	-
JL LAND	Aircraft Ty		Instrument-		Last 90		30

Instrument Rating(s) - NONE

----Narrative----

THE RIGHT FLAP PUSH ROD EXPERIENCED A PROGRESSIVE TYPE FAILURE FROM REPEATED EXCESSIVE FORCE BEING APPLIED BY THE FLAP DRIVE MOTOR. THE EXCESSIVE FORCE WAS CAUSED BY THE FLAP ROLLERS BEING NEGLECTED DURING MAINTENANCE TO THE EXTENT THAT THEY BECAME DRY AND SLID ON THE FLAP TRACK INSTEAD OF ROTATING. THE FLAP TRACK ALSO CONTAINED NOTICABLE WEAR ALTHOUGH THE LAST ANNUAL INSPECTION WAS COMPLETED ONLY THREE MONTHS PRIOR TO THE ACCIDENT. THE AIRCRAFT BECAME UNCONTROLLABLE DUE TO SPLIT FLAPS DURING THE FINAL PORTION OF ITS FINAL APPROACH FOR LANDING. THE AIRCRAFT TOUCHED DOWN BUT WAS VEERING LEFT. IN ORDER TO PREVENT A COLLISION WITH PARKED AIRCRAFT THE PILOT ADVANCED THE THROTTLE AND BECAME AIRBORNE. AFTER CLEARING THE PARKED AIRCRAFT THE PILOT ATTEMPTED A FORCED LANDING WHICH TERMINATED IN A GROUP OF TREES ON THE EDGE OF THE AIRPORT.

Time (Lcl) - 1214 CST 1/21/86 A/C Reg. No. N355RA File No. -6 BRENHAM, TX Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Findina(s) 1. FLT CONTROL SYST, WING FLAP CONTROL - FAILURE, TOTAL 2. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL 3. FLIGHT CONTROL, FLAP - JAMMED Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ Occurrence #3 . IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. OBJECT - TREE(S) ----Probable Cause----

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

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

Brief of Accident

File No 5 1/21/86 SPRING,	TX A/CR	eg. No. N3373B	т	ime (Lcl) -	0330 CS1	- ,
Basic Information Type Operating Certificate-NONE (GENERAL /	AVIATION) Aircraf SUBSTA	t Damage NTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew	0	0 0	0 0	1 0
Aircraft Information Make/Model - CESSNA 172G Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power -		S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - ACFT RADIO Completeness - WEATHER NOT PERTINENT Basic Weather - IMC Wind Dir/Speed- 220/004 KTS Visibility - 1.000 SM Lowest Sky/Clouds - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 200 FT OVERCAS Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point MOBILE,AL Destination TOM BALL,TX ATC/Airspace Type of Flight Plan ST Type of Clearance Type Apch/Lndg	- NONE - NONE	OFF AI Airport D HOUSTO Runway Runway Runway	N	N/A 12000/ ASPHALT	150
	ge - 44 iennial Flight Review Current - YES Months Since - 17 Aircraft Type - UNK/NR	Total - Make/Model-	it Time (H 3091 557 270	ours) Last 24 Last 30		14

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT CONTINUED VFR FLIGHT INTO IFR WEATHER CONDITIONS WHICH HE HAD ENCOUNTERED NEAR HIS DESTINATION DURING THE LAST FEW MOMENTS OF HIS APPROXIMATE FOUR HOUR, NIGHT, CROSS-COUNTRY FLIGHT. HE THEN TURNED BACK TO HOUSTON INTERCONTINENTAL AIRPORT TO LAND. HE WAS LOW ON FUEL. HIS ENGINE STOPPED ABOUT THREE MILES FROM THE INTENDED POINT OF TOUCHDOWN. HE DESCENDED THROUGH THE FOG AND SPOTTED A ROAD ON WHICH HE MADE A FORCED LANDING. DURING ROLLOUT THE AIRCRAFT IMPACTED MAIL BOXES AND CAME TO REST IN THE FRONT OF A RESIDENCE.

File No. - 5 1/21/86 SPRING, TX A/C Reg. No. N3373B Time (Lcl) - 0330 CST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #2 Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR) Finding(s) 2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND 3. FLUID, FUEL - EXHAUSTION 4. REFUELING - NOT PERFORMED - PILOT IN COMMAND Occurrence #3 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 5. LIGHT CONDITION - DARK NIGHT Occurrence #4 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 6. OBJECT - UTILITY POLE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

Brief of Accident

.

File No 77 1/24/86 TOMB/	ALL,TX	A/C Reg. No. N98	523	T 	ime (Lc1)	- 0930	CST
Basic Information Type Operating Certificate-NONE (GENER/ Type of Operation -INSTRUCTION/ Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	AL Fi	rcraft Damage JBSTANTIAL re DNE	Crew Pass	Fatal O O	Serious	uries Mino O	1
Aircraft Information Make/Model - CESSNA 172 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Number Engines	- RECIPROCATING		S	tall Warn	ing Syst	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 5.0 SM Lowest Sky/Clouds - Lowest Ceiling - 4000 FT OVER Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure SAME AS ACC/I Destination LOCAL ATC/Airspace Type of Flight RCAST Type of Clearan Type Apch/Lndg	NC Plan - NONE ce - NONE	ATTERN	ON AIR Airport D DAVID Runway Runway Runway	Proximity PORT	<s - 17L - 4000 - ASPHA</s 	/ 45
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONE	Age - 35 Biennial Flight Revie Current - N Months Since - N Aircraft Type - N	W A Total A Make/M	Flight - lodel-	t Time (H 33 33	ours) Last : Last :	24 Hrs -	0 UNK/NR

THE ACFT VEERED OFF THE LEFT SIDE OF THE RWY DURING LANDING. THE NOSE WHEEL DUG INTO MUD AND THE ACFT NOSED OVER. THE PLT SAID HE WAS UNABLE TO CORRECT THE VIOLENT TURN TO THE LEFT.

PAGE 310

File No. - 77 1/24/86 TOMBALL, TX A/C Reg. No. N98523 Time (Lcl) - 0930 CST _____ T Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND Occurrence #2 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

.

.

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage	۰.		Iniur	ies	
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	2	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA 172P	Eng Make/Mo	del - LYCOMING 0-32			nstalled/A		
Landing Gear - TRICYCLE-FIXED					all Warnir	ng System ·	- YES
Max Gross Wt - 2400	Engine Type	- RECIPROCATING	-CARBURE	TOR			
No. of Seats - 4	Rated Power	- 150 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport P			
Wx Briefing - FSS Method - TELEPHONE		re Point		OFF AIR	PORT/STRIP	•	
Method - TELEPHONE	NEW BRAUNF	ELS,TX					
Completeness - FULL	Destination	011 TY		Airport Da			
Basic Weather - UNK/NR	LAKE JACKS	ON, TX		BRAZORI	ACU. Ident -	47	
Wind Dir/Speed- 140/011 KTS Visibility - 4.000 SM	ATC/Airspace				Lth/Wid -		75
Lowest Sky/Clouds - UNK/NR		ht Plan - NONE			Surface -		/5
Lowest Ceiling - 300 FT OVE					Status -		
Obstructions to Vision- FOG		dg - TRAFFIC P	ATTERN		••••••		
Precipitation - NONE	· · · · · · · · · · · · · · · · · · ·	FORCED LA					
Condition of Light - NIGHT(DARK)							
-Personnel Information Pilot-In-Command	Ace - 19	Medical Ce	rtificat				TMTT
Certificate(s)/Rating(s)	Biennial Flight Re	view Medical Ce		t Time (Ho		WAIVERS/1	
PRIVATE	Current	- YES Total	-	198	Last 24	Hrs -	3
SE LAND	Months Since	- YES Total - 4 Make/M	odel-	182	Last 30) Davs- UN	
	Aircraft Type	- C-172 Instru	ment-	24	Last 90	Days-	26
				K/NR		aft - UNI	
Instrument Rating(s) - NONE							,
-Narrative							
		CFT ENG QUIT, AFTER					

FOUND IN THE TANKS AND CARBURETOR FLOAT BOWL BUT NONE IN THE GASCOLATOR OR RELATED FUEL LINES. THE REFUELED ENG WAS RUN SUCCESSFULLY ON A TEST STAND AFTER THE ACC. ONE OF THE PASSENGERS SAID HE AND THE PLT NOTED THE FUEL GAUGES AT A LOW FUEL STATE NEAR THE END OF THE FLT.

~

 $((0,1))_{i\in I} \leq (1,1)^{i+1} < (1,1)^{i+1}$

File No !	50 2/03/86 LA	KE JACKSON, TX	A/C Reg. No. N5:	2768	Time (Lcl) - 0100 C	ST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) APPROACH - VFR PATTE					
3. IN-FLIGHT PLANN	HAUSTION NNING/PREPARATION - IN ING/DECISION - IMPROPE PERFORMED - PILOT IN	R - PILOT IN COMMAND	COMMAND	an a		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY			an an an an Arthread Anna an Arthread Anna Anna Anna Anna Anna Anna Anna An		
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION Landing - Flare/Touc		States -	kan di seti per Kan		
Probable Cause						
The National Transpo is/are finding(s) 1,2	rtation Safety Board o 2,3,4	etermines that the Pr	obable Cause(s) of	this accident		
· · · · ·						
		· · ·		1. Sec. 1. Sec		
1. S. 1.	and the second					
					din series de la composition de la comp	
					an an taon 1885 an taon 1885. An taon an taon 1886	
						19 - K

PAGE 313

and a state of the state of th

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER/		aft Damage		Ini	uries	
Type operating out the foate hole (deliek)	÷	STANTIAL	Fata			None
Type of Operation -FERRY	Fire		Crew (D . 1	0	0
Flight Conducted Under -14 CFR 91	NONI		Pass (0 C	0	0
Accident Occurred During -LANDING						
Aircraft Information					_	_
Make/Model - CESSNA 421	Eng Make/Model -		(0-520-H I			
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -		TED	Stall Warr	ning System	- YES
Max Gross Wt - 7450 No. of Seats - 8	e ,.	RECIP-FUEL INJE	JIED			
	Rated Power -	3/3 HP				
Environment/Operations Information						
Weather Data	Itinerary			ort Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	G Last Departure Por DALLAS,TX	μητ	UFI	AIRPORT/STR	1P	
Completeness - N/A	Destination		Ainpo	rt Data		
Basic Weather - VMC	WICHITA FALLS,T	(Апро	l'uata		
Wind Dir/Speed- 330/015 KTS	#IONITA TALLS, //	v	Rui	nway Ident	- N/A	
Visibility - 15.0 SM	ATC/Airspace			nway Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	an - NONE		way Surface		
Lowest Ceiling - NONE	Type of Clearance	- NONE	Rui	nway Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LAND	ING			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 44	Medical Cert			NO WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Tatal	Flight Time - 10917	• •	04 11-	-
ATP SE LAND, ME LAND	Current - YES Months Since - UNK/	IOTAI	- 10917 e1- 402		24 Hrs - 30 Davs-	5 120
SE LAND, ME LAND	Aircraft Type - BA-3		nt- 2424		90 Davs-	-
			g - 5950	Last	50 Days-	521
Instrument Rating(s) - AIRPLANE						
Narrative						
ACFT COLLIDED WITH TREE TOPS AND SHEARED	THE LANDING GEAR DURING A	FORCED LANDING	OFF ARPT	THE LEFT ENG	HAD	
FEATHERED DUE TO LOSS OF OIL FROM A RUPT						
POWER BECAUSE OF AN AIR DUCT BEING SEPAR	ATED FROM THE THROTTLE AS	SENDLY A CLAND			CC	

2/22/86 A/C Reg. No. N8155Q File No. - 110 ALVORD, TX Time (Lc1) - 1440 CST Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID,OIL - LOSS,TOTAL 2. LUBRICATING SYSTEM, OIL HOSE - BURST 3. FLUID,OIL - LEAK 4. INDUCTION AIR CONTROL, LINKAGE - SEPARATION -------_____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY IN FLIGHT COLLISION WITH OBJECT Occurrence #3 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. OBJECT - TREE(S) 6. OBJECT - FENCE ----------Probable Cause----

Brief of Accident (Continued)

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

Basic Information					. .		
Type Operating Certificate-AIR CARRIER	- FLAG/DOMESTIC	Aircraft Damage SUBSTANTIAL		Fatal	Inju Serious		r None
Type of Operation -INSTRUCTION	AL	Fire	Crew	0	0	0	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	1
-Aircraft Information							
Make/Model - CESSNA 402B		del - CONTINENTAL	_ TSI0-520-				ed - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE		ines - 2 P - RECIP-FUEL		St	all Warni	ng Syst	em ~ YES
Max Gross Wt - 6300 No. of Seats - 3	Rated Power		INJECTED				
 -Environment/Operations Information							
Weather Data	Itinerary			Airport P	roximity		
Wx Briefing - FSS	Last Depart	ure Point		ON AIRP	ORT		
Method - IN PERSON	LUBBOCK,T	(•				
Completeness - FULL	Destination	/		Airport Da			
Basic Weather - VMC	SAME AS A	CC/INC		HALE CO		04	
Wind Dir/Speed- 210/012 KTS Visibility - 15.0 SM	ATC/Airspace				Ident Lth/Wid		/ 100
Lowest Sky/Clouds - CLEAR	<i>i</i>	ght Plan - COMPAN	(VFR)		Surface		
Lowest Ceiling - NONE		arance - NONE			Status		
Obstructions to Vision- NONE		ndg - STRAIG	HT-IN				
Precipitation - NONE		GO AROL					
Condition of Light - DUSK							
-Personnel Information							
Pilot-In-Command	Age - 27 Biennial Flight R	Medical	Certificat	e - VALID t Time (Ho	MEDICAL-W	AIVER5/	
Certificate(s)/Rating(s) ATP	Current	- YES Tota			Last 2	4 Hrs -	5
SE LAND, ME LAND	Months Since	- 3 Make	e/Model-	1090	Last 3		
	Aircraft Type	- C-210 Ins	trument-	605	Last 9		195
			ti-Eng -			-	
Instrument Rating(s) - AIRPLANE							

ABORTED DUE TO AN IMPROPER APPROACH. WHEN THE APPROACH PROCEEDED TO THIS POINT WITH AN INTENTIONALLY INOPERATIVE ENG THE GO-AROUND WAS NOT A PRACTICAL SOLUTION. WHEN THE PLT REALIZED THIS HE CONCLUDED THE FLT BY LANDING GEAR-UP ON THE ARPT.

······································	0 2/22/86	PLAINVIEW,TX	A/C Reg. No. N4605N	Time (Lcl) - 1830 CST
Occurrence #1 Phase of Operation				
Finding(s) 1. EMERGENCY PROCED 2. PROCEDURES/DIREC 3. IN-FLIGHT PLANNI	TIVES - IMPROPER			
Occurrence #2 Phase of Operation				
inding(s) 4. GO-AROUND - ATTE 5. AIRCRAFT PERFORM 6. PROPELLER FEATHE	ANCE,CLIMB CAPABI		ND	
Occurrence #3 Phase of Operation				
inding(s) 7. WHEELS UP LANDIN	G - PERFORMED - P	LOT IN COMMAND		

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

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

-

Basic Information							
Type Operating Certificate-NONE (GENERAL		ft Damage ANTIAL		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL	Fire		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	NONE		Pass	0	0	Ō	1
Aircraft Information							(
Make/Model - CESSNA 182A	Eng Make/Model - Ci		70-L		Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2650	Number Engines - Engine Type - R				tall Warnin	g System	- YES
No. of Seats - 4	Rated Power -		ARDUREI	UR			
Environment/Operations Information					•		
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	t		OFF AI	RPORT/STRIP		
Method - N/A	FORT WORTH,TX Destination			innent D			
Completeness - N/A Basic Weather - VMC	FORT WORTH,TX		A	irport Da	ala		
Wind Dir/Speed- 320/008 KTS	TORT WORTH, TA			Punway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace					N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE				N/A	
Lowest Ceiling - NONE	Type of Clearance					N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE		······			
Precipitation - NONE	· · · · · · · · · · · · · · · · · · ·						
Condition of Light - DAYLIGHT							
Personnel Information							
	Age - 33	Medical Cert				WAIVERS/	LIMIT
	Biennial Flight Review	Totol		Time (H		Line.	0
PRIVATE	Current - YES			390	Last 24		2
SE LAND	Months Since - 19 Aircraft Type - C-182	Make/Mod		390		Days- UN	к/NR 12
	Aircraft Type - C-182	INSTRUME	nc-	90	Last 90	Days-	12

Instrument Rating(s) - AIRPLANE

.

----Narrative----

THE ACFT WAS DAMAGED IN A COLLISION WITH A POWER LINE DURING A LOW PASS OVER A FIELD. THE ACFT WAS LANDED OFF ARPT IN A FIELD AFTER THE COLLISION WITH THE WIRES. HALF THE RUDDER AND VERT FIN WERE SEPARATED, THE WING WAS TORN AND THE PROP NICKED DURING THE COLLISION.

File No	97 _ 2/22/86 DECATUR,TX	A/C Reg. No. N4071D	Time (Lc1) - 1608 CST
Occurrence #1 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT MANEUVERING		
3. LIGHT CONDITION 4. CLEARANCE - N	ORMED - PILOT IN COMMAND - SUNGLARE DT MAINTAINED - PILOT IN COMMAND RUDDER - SEPARATION		
Occurrence #2 Phase of Operation	FORCED LANDING Descent - Emergency		
Finding(s) 6. PRECAUTIONARY L	ANDING - PERFORMED - PILOT IN COMMAND		
	LANDING - FLARE/TOUCHDOWN		
Probable Cause			
The National Transpo is/are finding(s) 2,	rtation Safety Board determines that t 4,6	he Probable Cause(s) of this accid	ent

Factor(s) relating to this accident is/are finding(s) 1.3

,

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Airc	raft Damage			Injur	ies	
		STANTIAL		Fatal	Serious		None
Type of Operation -BUSINESS	Fire)	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NON	IE	Pass	0	1	1	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - BALLOON WORKS FIRE FLY	7 Eng Make/Model -	N/A		ELT I	nstalled/A	ctivated	- NO -N/A
Landing Gear - UNK/NR	Number Engines -	N/A		Sta	all Warnin	g System	- NO
Max Gross Wt - 600	Engine Type -	N/A					
No. of Seats - UNK/NR	Rated Power -	N/A					
Environment/Operations Information							
Weather Data	Itinerary			Airport P	roximity		
Wx Briefing - FSS	Last Departure Po	oint		OFF AIR	PORT/STRIP	,	
Method - TELEPHONE	FORTH WORTH, TX						
Completeness - FULL	Destination		A	irport Da	ta		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 200/007 KTS						N/A	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Pl				Surface -		
Lowest Ceiling - NONE	Type of Clearance	- NONE		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- SIRAIGHI-I	N				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 38	Medical Cer					
Certificate(s)/Rating(s)	Biennial Flight Review	T-+-1	Flight	Time (Ho	urs)	l In e	-
COMMERCIAL	Current - YES Months Since - 6 Aircraft Type - FF-) IOTAI Naka/Na	-	520	Last 24 Last 30	Days-	5
	Months Since - 6	7 Tastaur	ont-UNK	520 /ND		Days-	4 12
FREE BALLOON	Allechart Type - FF-		ient-UNK	/NR		aft - UN	
		MUILI-5.			Rotorer		
Instrument Rating(s) - NONE							

THE BALLOON ENVELOPE WAS MELTED AND TORN BY THE COLLISION.

.

File No 53 2/23/86 KELLER,TX	A/C Reg. No. N2269H	Time (Lc1) - 0815 CST	
Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN			
Finding(s) 1. PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND 2. VISUAL LOOKOUT - POOR - PILOT IN COMMAND 3. OBJECT - WIRE,TRANSMISSION 4. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND			
Probable Cause			

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

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

Brief of Accident

-

File No 54 2/24/86 EL PAS	0,TX	A/C Reg. No. No.	67888	т	ime (Lcl) -	1155 MST	
Basic Information Type Operating Certificate-NONE (GENERAL		ircraft Damage SUBSTANTIAL		Fatal		ies Minor	None
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		ire NONE	Crew Pass	0 0	0 0	1 0	0 0
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Number Engine	- RECIPROCATIN		s for	Installed/A tall Warnin	g System	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 310/003 KTS Visibility - 70.0 SM Lowest Sky/Clouds - 25000 FT SCATT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure EL PASO,TX Destination EL PASO,TX ATC/Airspace ERED Type of Flight Type of Cleara Type Apch/Lndg	: Plan - NONE		Airport ON AIR Airport D EL PAS Runway Runway Runway	Proximity PORT ata O INTERNATI Ident - Lth/Wid - Surface -	0NAL 08L 5493/	75
	Age - 41 Biennial Flight Revi Current - Months Since - Aircraft Type -	ew N/A Tota N/A Make, N/A Instr		t Time (H 28 28 K/NR	Last 24 Last 30 Last 90		2 K/NR 27
Instrument Rating(s) - NONE				, , , , , , , , , , , , , , , , , , , 			.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,

----Narrative----

THE ACFT WENT OFF THE RWY AND NOSED OVER IN THE ROUGH SAND. THE PLT SAID THAT SHE LOOKED INTO THE COCKPIT TO LOCATE THE FLAP SWITCH TO RAISE THE FLAPS FOR A RUNNING TAKEOFF. POWER HAD ALREADY BEEN ADDED AND THE ACFT STARTED TO THE LEFT BY THE TIME THE PLT LOOKED UP AGAIN. CORRECTIVE ACTION ATTEMPTED WAS NOT EFFECTIVE AND THE USE OF POWER TO GO OVER A DITCH AND UP A SANDY MOUND ENDED IN A NOSE OVER AT THE BASE OF THE ELEVATION.

File No. - 54 2/24/86 EL PASO.TX A/C Reg. No. N67888 Time (Lcl) - 1155 MST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 4. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND 5. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND 6. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND 7. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND _____ Occurrence #2 NOSE OVER Phase of Operation TAKEOFF - GROUND RUN Finding(s) 8. TERRAIN CONDITION - SOFT 9. TERRAIN CONDITION - LOOSE GRAVEL/SANDY _____ _____ ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7

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

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft [SUBSTANT]	-	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0	0	0	1 1
Aircraft Information Make/Model - PIPER PA-18 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1300 No. of Seats - 2	5 71	MING O-32O-A2B PROCATING-CARBURE 50 HP	St	Installed/A tall Warnir		
Environment/Operations Information	T.L.:					
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point SAME AS ACC/INC		ON AIRS	Proximity STRIP		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 135/005 KTS	Destination LOCAL			N RANCH	60	
Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	ATC/Airspace Type of Flight Plan - N Type of Clearance - N	IONE	Runway	Lth/Wid - Surface - Status -		50 RF
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		ULL STOP	Kunway	Jiarus		
Personnel Information Pilot-In-Command A	.ge - 41 Me	edical Certificat			WATVERS/	
	Giennial Flight Review		t Time (He			
PRIVATE	Current - YES	Total -	230		Hrs -	1
SE LAND	Months Since - 20	Make/Model-	12	Last 30) Days- UNI	K/NR

Instrument Rating(s) - NONE

----Narrative----

THE ACFT COLLIDED WITH MESQUITE BRUSH DURING A LANDING ON A RANCH AIRSTRIP. THE PLT OVERCORRECTED AND THE ACFT TOUCHED DOWN IN A CRAB TO THE RIGHT. THE PLT APPLIED THE BRAKES & THE ACFT NOSED OVER.

File No	95 2/27/86	UVALDE,TX	A/C Reg. No	D. N6798A	Time (Lcl) - 1630 CST
Occurrence #1 Phase of Operation					
) AIN - SELECTED - PI MAINTAINED - PILOT				
Occurrence #2 Phase of Operation		ON GROUND			
<pre>Finding(s) 4. FLIGHT CONTROLS</pre>	- IMPROPER USE OF	- PILOT IN COMMAND			· · · · · · · · · · · · · · · · · · ·
Occurrence #3 Phase of Operation					
Finding(s) 5. BRAKES(NORMAL)	- IMPROPER USE OF -				
Probable Cause					
The National Transpo is/are finding(s) 2,		d determines that th	e Probable Cause(s)	of this ac	cident

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

.

Basic Information							
Type Operating Certificate-AGRICULTURAL						ies	
		SUBSTANTIAL	0	Fatal		Minor O	
Type of Operation -AERIAL OBSER Flight Conducted Under -14 CFR 137		Fire NONE	Crew Pass	0	0		
Accident Occurred During -DESCENT					-	. 0	U
\ircraft Information							
Make/Model - PIPER PA-36-300	Eng Make/	Model - LYCOMING TI	0-540-KIG5	ELT	Installed/A	ctivated	- NO -N/
Make/Model - PIPER PA-36-300 Landing Gear - TAILWHEEL-ALL FIXED	Number En	igines - 1			tall Warnin	g System	- YES
Max Gross Wt - 4400	Engine Ty	pe - RECIPROCATI	ING-CARBURE	TOR			
No. of Seats - 1	Rated Pow	er - 300 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING		ture Point		OFF AI	RPORT/STRIP		
Method ~ N/A	MULESHOE	-					
Completeness - N/A	Destination	1		Airport D			
Basic Weather - VMC	LOCAL				BROTHERS		
Wind Dir/Speed- 260/003 KTS						N/A	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - SCATTERED	Type of F1	ight Plan - NONE earance - NONE			Surface -		
Lowest Ceiling - NONE	Type of Cl	earance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/	Lndg - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							<i>.</i>
Pilot-In-Command	Age - 28	Medical Review	Certificat		MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligh	t Time (H	ours)		
COMMERCIAL	Current	- YES Tota - 20 Make De - UNK/NR Inst	1 - . / M 1 - 1	2213	Last 24	Hrs -	1
SE' LAND	Months Since		e/model-	1138	Last 30	Days- U	
	Aircraft lyp	DE - UNK/NK INS1	rument-	11	Last 90	Days-	23
Instrument Rating(s) - NONE							

THE TOP WIRE AS THE ACFT STARTED LEVELING OFF. THE WIRE DID NOT BREAK AND THE ACFT DESCENDED TO GROUND IMPACT. THE LNDG GEAR SNAPPED OFF AND THE ACFT SLID ON ITS BELLY ABOUT 30 FT BEFORE STOPPING.

File No	72 2/28/86	MULESHOE,TX	A/C Reg. No. N57878	Time (Lc1) - 1100 CDT
Occurrence #1 Phase of Operation	<pre>#1 IN FLIGHT COLLISION WITH OBJECT eration MANEUVERING - AERIAL APPLICATION - MISJUDGED - PILOT IN COMMAND NCE - NOT OBTAINED - PILOT IN COMMAND - WIRE,TRANSMISSION OFF - PREMATURE - PILOT IN COMMAND #2 IN FLIGHT COLLISION WITH TERRAIN eration DESCENT - UNCONTROLLED</pre>			
2. CLEARANCE - NOT 3. OBJECT - WIRE,1	OBTAINED - PILOT RANSMISSION	IN COMMAND		· · · · · · · · · · · · · · · · · · ·
	-			
Probable Cause				
The National Transpo is/are finding(s) 1,		rd determines that th	ne Probable Cause(s) of this acc	ident

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

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Air	craft Damage			Iniu	ries	
		BSTANTIAL		Fatal			None
Type of Operation -PERSONAL	Fir	9	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NOI	NE	Pass	0	0	3	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - BALLOON WORKS 8B	Eng Make/Model				[nstalled//		
Landing Gear - N/A	Number Engines			S	tall Warniı	ng System	- NO
Max Gross Wt - 1600	Engine Type						
No. of Seats - UNK/NR	Rated Power	- N/A					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Po	oint		OFF AI	RPORT/STRI	>	
Method - N/A	AUSTIN, TX						
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC							
Wind Dir/Speed- 180/015 KTS	•					- N/A	
Visibility - UNK/NR	ATC/Airspace					- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight P					- GRAVEL	
Lowest Ceiling - NONE	Type of Clearance			Runway	Status ·	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg						
Precipitation - NONE		VALLEY/TER	RAIN FO	LLOWING			
Condition of Light - DAYLIGHT		FULL STOP					
Personnel Information					_		
	Age - 30						
	Biennial Flight Review			t Time (He			-
COMMERCIAL	Current - YES	5 Total			Last 24	4 Hrs	
	Months Since - 8 Aircraft Type - S-6	Make/Mo	aei-	2	Last 30	Days- U	
FREE BALLOON	Aircraft Type - S-0	DUA INSTRUM	ent-	U	Last 90	J Days-	15
Instrument Rating(s) - NONE							

THE BALLOON WAS DAMAGED DURING LANDING IN A WIND OF 15 KIS GUSTING TO 40 KIS. THE PLT SAID THAT THE SURFACE WIND INCREASED DURING THE FLT. THE BALLOON WAS BLOWN ABOUT 900 YDS WHILE DRAGGING THE BASKET ACROSS A GRASS FIELD DURING THE LANDING.

PAGE 328

File No 1	25 3/01/86	ROUND ROCK,TX	A/C Reg. No. N	74176	Time (Lc1) - 1000 CST
Occurrence #1 Phase of Operation		TER WITH WEATHER			
Finding(s) 1. WIND INFORMATIO 2. WEATHER CONDITI 3. WEATHER EVALUAT	DN - HIGH WIND		· · · · · · · · · · · · · · · · · · ·		
Occurrence #2 Phase of Operation	LANDING - FLARE	TOUCHDOWN			
	ON GROUND COLLIS LANDING - FLARE/	ION WITH TERRAIN TOUCHDOWN			

is/are finding(s) 1,3

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

·...

Brief of Accident

Type Operating Certificate-NONE (GEN	ALKAL AVIATION) ATC	raft Damage				
	DES	TROYED	Fatal	Inju Serious	Minor	None
Type of Operation -PERSONAL	Fire			0	1	0
Flight Conducted Under -14 CFR 9	1 NON	E Pass	s 0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA U206F	Eng Make/Model -	CONTINENTAL IO-520F	ELT	Installed/#	Activated -	- YES/NC
Landing Gear - TRICYCLE-FIXED	Number Engines -		5	Stall Warnin	ng System –	- YES
Max Gross Wt - 3600		RECIP-FUEL INJECTED				
No. of Seats - 4	Rated Power -	285 HP				
Environment/Operations Information	-					
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Po		ON AIF	PORT		
Method - UNK/NR	SAME AS ACC/INC					
Completeness - UNK/NR	Destination		Airport D			
Basic Weather - VMC	UNK/NR			INTERNATIO		
Wind Dir/Speed- 140/010 KTS					- 13 7100 ()	150
Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace			/ Lth/Wid · / Surface ·		150
Lowest Ceiling -	Type of Flight Pl.	- TRAFFIC ADVISORY		Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		Kunway	Status		
Precipitation - NONE	Type Aperly Endg	FULL STOP				
Condition of Light - DAYLIGHT		TOLL STOP				
Personnel Information Pilot-In-Command	Age - 41	Medical Certifica				TMTT
Certificate(s)/Rating(s)	Age - 41 Biennial Flight Review		ht Time (F		J WAIVERS/L	-11411
PRIVATE	Current - YES	-			1 Hrs - UNK	
SE LAND	Months Since - 8		47) Davs- UNK	
SE EAND	Aircraft Type - UNK) Days- UNK	
		Multi-Eng - L			raft - UNK	
Instrument Rating(s) - NONE						

RUNWAY AND FLIPPED OVER ON ITS BACK APPROXIMATELY 2500 FT. FROM THE APPROACH END OF RUNWAY 13.

File No 1	00 3/05/86	MCALLEN, TX	A/C Reg. No. N8502Q	Time (Lc1) - 0854 CST
Occurrence #1 Phase of Operation				
2. RECOVERY FROM B 3. DIRECTIONAL CON	TROL - NOT MAINTAIN	ND IPROPER - PILOT IN CO IED - PILOT IN COMMAN) - PILOT IN COMMAND		
Occurrence #2 Phase of Operation		ED		
Finding(s) 5. LANDING GEAR,NO	SE GEAR ASSEMBLY -	OVERLOAD		
Occurrence #3 Phase of Operation				
Probable Cause				

· ·

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

4

Basic Information Type Operating Certificate-NONE (GENERAI		t Damage		Iniu	ries	
Type operating certificate-none (deneral	SUBSTA		Fatal	Serious		None
Type of Operation -INSTRUCTIONAL			rew O	0	0	2
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE	Pa	ass O	0	0	0
		·		·		
-Aircraft Information				T		
Make/Model - LUSCOMBE 8A	Eng Make/Model - CO					
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1200	Number Engines - 1 Engine Type - RE			itall Warni	ng system	- UNK/NR
No. of Seats - 2	Rated Power -		DURETUR			
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIF	PORT		
Method - N/A	SAME AS ACC/INC		.			
Completeness - N/A	Destination		Airport E			
Basic Weather - VMC	SAME AS ACC/INC		WEISER		10	
Wind Dir/Speed- 180/003 KTS Visibility - 12.0 SM	ATC/Airspace			/ Lth/Wid	- 10	100
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface		
Lowest Ceiling - NONE	Type of Clearance					IK F
Obstructions to Vision- NONE	Type Apch/Lndg		Kuliway	Status	UNK/ NK	
Precipitation - NONE	Type Apen/Endg					
Condition of Light - DAYLIGHT						
·						
-Personnel Information Pilot-In-Command	Age - 58	Medical Certif	icate - VALIE		ATVERS/I TN	IT
Certificate(s)/Rating(s)	Pionnial Elight Doviou	E	light Time (F		1100/210	
COMMERCIAL, CFI	Current - YES	Total	- 10290		4 Hrs -	1
SE LAND, ME LAND	Months Since - 13	Make/Model	- 20		0 Davs- UN	-
HELICOPTER	Aircraft Type - UNK/NR	Instrument	- 875	Last 9	0 Days-	
		Multi-Eng	- 400	Rotorc	raft -	
Instrument Rating(s) - AIRPLANE,HE	ICOPTER					

DITCH, DAMAGING THE MAIN GEAR, LEFT WING AND PROPELLER.

File No 106	3/29/86 HOUSTON, TX	A/C Reg. No. N71611	Time (Lc1) - 0930 CST
	GROUND COLLISION WITH TERRAIN		
2. VISUAL LOOKOUT - INA	IITIATED - PILOT IN COMMAND DEQUATE - PILOT IN COMMAND - PERFORMED - PILOT IN COMMAND VILOT IN COMMAND		
Probable Cause	·		

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

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENE Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	RAL AVIATION)	Aircraft Damage SUBSTANTIAL Fire NONE	Crew Pass	Fatal O O	Injur Serious O O	ries Minor O O	None 1 0
-Aircraft Information Make/Model - MAULE M-5-235C Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2300 No. of Seats - 4	Number Eng	e - RECIPROCATI		5 [.] OR	Installed/# tall Warnir	ng Syster	
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFI Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 150/011 KTS Visibility - 10.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 2500 FT OV Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	MCALLEN,T Destination DALLAS,TX ATC/Airspace Type of Flig RCAST Type of Clea	(ght Plan - NONE	A	Airport F OFF AIF irport Da WACO Runway Runway Runway	Proximity RPORT/STRIF	- N/A - N/A - DIRT	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Biennial Flight R	- UNK/NR Tota - UNK/NR Make - UNK/NR Inst		Time (Ho 899 /NR /NR	ours) Last 24 Last 30 Last 90	i Hrs - l	JNK/NR JNK/NR JNK/NR
Instrument Rating(s) - NONE							

UNDETERMINED. THE PILOT/OPERATOR FORM 6120.1 HAS NOT BEEN RECEIVED AS OF THE DATE OF THIS REPORT.

AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE TO THE MAIN GEAR AND PROPELLER. THE CAUSE OF THE ENGINE FAILURE IS

File No 1	24 4/01/86 WEST,TX	A/C Reg. No. N56366	Time (Lc1) - 1105 CST
Occurrence #1 Phase of Operation			
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY	-	
Finding(s) 2. EMERGENCY PROCE	DURE - PERFORMED - PILOT IN COMMAND		
Occurrence #3 Phase of Operation			
Probable Cause			
The National Transpo is/are finding(s) 1	rtation Safety Board determines that the	Probable Cause(s) of this accide	ent

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

Brief of Accident (Continued)

File No 102 4/04/86 SPRIN	A/C Reg. No	Time (Lcl) - 1845 CST					
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Dama SUBSTANTIAL		Fatal	Inju Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0 0	0 0	0 0	1
-Aircraft Information Make/Model - PIPER PA-28-235 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2900 No. of Seats - 4	Eng Make Number E	/Model - LYCOMING ngines - 1 ype - RECIPROC wer - 235 H	G 0-540-B4B5	ELT I St	nstalled// all Warnir	Activated	
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 120/012 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 4000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SNYDER, Destinatio SPRINGT ATC/Airspac TERED Type of F Type of C	TX n OWN,TX e		Runway Runway	ORT ta Ident Lth/Wid Surface		20
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Current	Review	otal -	t Time (Ho 82	urs) Last 24	1 Hrs - UN	IK/NR
Instrument Rating(s) - NONE -Narrative PILOT REPORTED COLLIDING WITH A FENCE AT O KEZER AIRPORT NEAR SPRINGTOWN, TX. HIS A PROPELLER AFTER TRAVELLING 200 FT. FROM I	IRCRAFT SUSTAINE	D SUBSTANIAL DAMA	GE TO THE LEF	r WING, NO	SE GEAR	1	

File No 10	92 4/04/86	SPRINGTOWN, TX	A/C Reg. No. N9019W	Time (Lc1) - 1845 CST
Occurrence #1 Phase of Operation	IN FLIGHT COLLIS APPROACH	ION WITH OBJECT		
Finding(s) 1. JUDGEMENT - POO 2. PROPER TOUCHDOW		ND D - PILOT IN COMMAND		
Occurrence #2 Phase of Operation		SED		
Probable Cause	-			
The National Transpo is/are finding(s) 2	tation Safety Boa	rd determines that the	Probable Cause(s) of this accid	ent

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

.

Brief of Accident

Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage	•		Injur	ies	
<u>, , , , , , , , , , , , , , , , , , , </u>	RUCTIONAL	SUBSTANTIAL Fire	Crew	Fatal O	Serious O		None 2
Flight Conducted Under -14 C		NONE	Pass	0	ŏ	0	2 0
Accident Occurred During -LAND							
Aircraft Information		·					
Make/Model - TEMCO SWIFT GC- Landing Gear - TAILWHEEL-ALL F		odel - CONTINENTAL	C-125-2		nstalled/Ad all Warning		
Max Gross Wt - 1710	Engine Typ				an warning	y system	- TES
No. of Seats - 2	Rated Powe						
Environment/Operations Informatio	n						
Weather Data	Itinerary	-		Airport F			
Wx Briefing - NO RECORD OF	•			ON AIRP	ORT		
Method - N/A Completeness - N/A	SAME AS A Destination			Airport Da	+		
Basic Weather - VMC	SAME AS A	CC/INC		DEL RIC			
Wind Dir/Speed- 005/001 KTS					Ident -	31	
Visibility - 7.0 SM	ATC/Airspace			Runway	Lth/Wid -	5105/	75
Lowest Sky/Clouds - CLEAR		ght Plan - NONE			Surface -	ASPHALT	
Lowest Ceiling - NONE		arance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/L	ndg - TRAFFIC	PATTERN				
Precipitation - NONE Condition of Light - DAYLI	CHT						
Personnel Information Pilot-In-Command	Age - 35	Medical	Certificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight R			t Time (Ho			
COMMERCIAL, ATP, CFI	Current		1 -			Hrs -	
	Months Since	- 9 Make	/Model-	50	Last 30	Days- UN	
SE LAND, ME LAND	Aircraft Type	– SWIFT Inst	rument-	485	Last 90	Days-	240
SE LAND, ME LAND		Mult	i-Eng -	3800	Rotorcra	aft - UN	K/NR

File No 1	22 4/08/86	DEL RIO,TX	A/C Reg. No.	N2360B	Time (Lcl) - 1700 CST
Occurrence #1 Phase of Operation					
Finding(s) 1. BRAKES(NORMAL) 2. SUPERVISION - II 3. DIRECTIONAL CON 4. GROUND LOOP/SWE 5. REMEDIAL ACTION	IMPROPER USE OF NADEQUATE - PILOT FROL - NOT MAINTAI RVE - UNCONTROLLED	- DUAL STUDENT IN COMMAND(CFI) NED - DUAL STUDENT - DUAL STUDENT			
Occurrence #2 Phase of Operation		ION WITH TERRAIN			
Probable Cause					
The National Transpo is/are finding(s) 1,1		rd determines that the	Probable Cause(s)	of this ac	cident

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) A	ircraft Damage			Injur	ries		
· · · · ·		SUBSTANTIAL		Fatal			None	
Type of Operation -PERSONAL	-	ire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0	
Accident Occurred During -APPROACH								
-Aircraft Information								
Make/Model - CESSNA 152		I - LYCOMING 0-23	5-L2C	ELT I	nstalled/#	Activated	- YES/NO	
Landing Gear - TRICYCLE-FIXED	Number Engine				all Warnir	ng System	- YES	
Max Gross Wt - 1670		- RECIPROCATING	-CARBURE	TOR				
No. of Seats - 2	Rated Power	- 110 HP						
Weather Data	Itinerary			Airport P	roximitv			
Wx Briefing - NO RECORD OF BRIEFIN		Point		ON AIRP				
Method - N/A	SAME AS ACC/							
Completeness - N/A	Destination			Airport Da	ta			
Basic Weather - VMC	SAME AS ACC/	SAME AS ACC/INC			EL PASO			
Wind Dir/Speed- 270/008 KTS						- UNK/NR		
Visibility - 30.0 SM	ATC/Airspace				Lth/Wid -		30	
Lowest Sky/Clouds - 25000 FT THI					Surface ·			
Lowest Ceiling - NONE	Type of Cleara			Runway	Status -	- DRY		
Obstructions to Vision- NONE	Type Apch/Lndg	- GO AROUND TOUCH AND						
Precipitation - NONE Condition of Light - DAYLIGHT		TUUCH AND	GU					
-Personnel Information								
Pilot-In-Command	Age - 21	Medical Ce				D WAIVERS/	LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Revi	• · · · · · · · · · · · · · · · · · · ·	0	t Time (Ho				
STUDENT	Current - I	N/A Total	-	20 23 K/NP	Last 24	4 Hrs - UN		
	Months Since - I	N/A Make/M	odel-	23	Last 30	Days- UN		
	Aircraft Type -	vya instru	ment-UNI Eng - UNI		Last St) Days- ^aft - UN		
		Multi-	Eng - UNI	N/ NR	Rotorer	Tart - UN	K/NR	
Instrument Rating(s) - NONE								
-Narrative			DTD			-		
TUDENT PILOT, PRACTICING TOUCH AND GO LAN	DINGS, ATTEMPTED A GO-A	AROUND. THE PILOT	υιυ ΝΟΤ	MAINTAIN	SUFFICIENT	I		

File No 1	21 4/09/86	EL PASO,TX	A/C Reg. No. N69054	Time (Lc1) - 1755 CST
Occurrence #1 Phase of Operation	LOSS OF CONTROL - APPROACH - GO-ARC			
Finding(s) 1. AIRSPEED - NOT	MAINTAINED - PILOT	IN COMMAND	· · · · · · · · · · · · · · · · · · ·	
Occurrence #2 Phase of Operation	IN FLIGHT COLLISI DESCENT - UNCONTR			
Probable Cause		·		

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

-

Brief of Accident

File No 161 4/12/86 GRAH	IAM, TX	A/C Reg. No. N5	C Reg. No. N50639			Time (Lcl) - 1600 CST			
Type Operating Certificate-NONE (GENER		ircraft Damage	•		Injur				
		SUBSTANTIAL	_	Fatal	Serious	Mino			
Type of Operation -PERSONAL		ire	Crew	0	1	0	-		
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		NONE	Pass	0	1	0	0		
Accident occurred buring "Descent									
-Aircraft Information									
Make/Mode1 - TAYLORCRAFT L-2	Eng Make/Mode	1 - CONTINENTAL	A-65-7	ELT	Installed/A	ctivat	ed - NO -N//		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engine				tall Warnir	ng Syst	em - YES		
Max Gross Wt - 1300		- RECIPROCATIN	IG-CARBURE	TOR					
No. of Seats - 2	Rated Power	- 65 HP							
-Environment/Operations Information									
Weather Data	Itinerary			Airport	Proximity				
Wx Briefing - NO RECORD OF BRIEFIN	,	Point		ON AIR					
Method - N/A	SAME AS ACC								
Completeness - N/A	Destination			Airport D	ata				
Basic Weather - VMC	SAME AS ACC/	INC		GRAHAM					
Wind Dir/Speed- 040/006 KTS				Runway	Ident -	UNK/N	R		
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -				
	ATTERED Type of Flight				Surface -		LT		
Lowest Ceiling - NONE	Type of Cleara			Runway	Status -	DRY			
Obstructions to Vision- NONE	Type Apch/Lndg	I – NONE							
Precipitation - NONE									
Condition of Light - DAYLIGHT									
-Personnel Information									
Pilot-In-Command	Age - 39 Biennial Flight Revi	Medical C			MEDICAL-NO	WAIVE	RS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Revi	ew		t Time (H					
PRIVATE	Current -	YES Total	-				UNK/NR		
SE LAND	Months Since -		Model-				UNK/NR		
	Aircraft Type -	UNK/NR Instr	ument-	0	Last 90	Days-	UNK/NR		
•									
Instrument Rating(s) - NONE									

WITNESSES STATED THE AIRCRAFT STALLED DURING A SHARP RIGHT BANK AT APPROXIMATELY 150 FEET. THE PROPELLER EXHIBITED NO SIGNS OF ROTATION AT IMPACT. THE ENGINE WAS DISSASSEMBLED IN AN ATTEMPT TO DETERMINE THE APPARENT FAILURE. NO EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION OF THE ENGINE OR ITS COMPONENTS WAS FOUND. THE AIRCRAFT WAS PERFORMING IN AN AIRSHOW AT THE TIME OF THE ACCIDENT.

File No 1	61 4/12/86	GRAHAM, TX	A/C Reg. No. N50639	Time (Lc1) - 1600 CST
Occurrence #1 Phase of Operation				
Finding(s) 1. ENGINE ASSEMBLY 2. STALL/SPIN - IN	•	IN COMMAND		
Occurrence #2 Phase of Operation				
Finding(s) 3. STALL/SPIN - NO	T CORRECTED - PILO	IN COMMAND		• •
Probable Cause				
Probable Cause	 rtation Safety Boar		the Probable Cause(s) of this accide	

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

.

Brief of Accident

File No 123 4/16/86 MT. V	/ERNON,TX A/C	Reg. No. N2122L	1	ime (Lc1) -	1845 CST	·
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		ft Damage ANTIAL Crev Pass		Injur Serious O O	ries Minor O O	None 1 0
Aircraft Information Make/Model - PIPER PA-28-181 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 4	Eng Make/Model - L Number Engines - Engine Type - R Rated Power -	1	S	Installed/# 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- 200/003 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 Poin REDBIRD,TX Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	ON AIF Airport E PRIVAI Runway Runway Runway Runway	Data	- 2200/ · DIRT	80
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE	Age - 49 Biennial Flight Review Current - YES Months Since - 3 Aircraft Type - PA-28	Total - Make/Model-	ght Time (H 117 117 1	lours) Last 24 Last 30 Last 90		2 (/NR 36

----Narrative----

THE PILOT REPORTED LANDING AT ABOVE NORMAL SPEED, WHEN HE LOST CONTROL OF THE AIRCRAFT AT TOUCHDOWN. THE AIRCRAFT THEN VEERED OFF THE RUNWAY ONTO WET GRASS. DO TO THE SLIPPERY CONDITIONS, THE AIRCRAFT BEGAN SLIDING UNTIL IT COLLIDED WITH A FENCE 100 FEET FROM THE END OF THE RUNWAY. A FENCE POST CAUGHT THE RIGHT WING, CAUSING THE RIGHT WING TO DISLODGE FROM THE FUSELAGE.

.

File No 123	4/16/86 MT. VERNON,TX	A/C Reg. No. N2122L	Time (Lcl) - 1845 CST
Occurrence #1 LOSS Phase of Operation LAND			
Finding(s) 1. AIRSPEED - IMPROPER - 2. GROUND LOOP/SWERVE -	PILOT IN COMMAND INADVERTENT - PILOT IN COMMAND		
Occurrence #2 ON G Phase of Operation LAND	ROUND COLLISION WITH OBJECT ING - FLARE/TOUCHDOWN		
Finding(s) 3. OBJECT - FENCE			
Probable Cause			
The National Transportatio is/are finding(s) 2	n Safety Board determines that the	Probable Cause(s) of this accide	ent

. . .

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

Brief of Accident

Basic Information					T = 1		
Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damag SUBSTANTIAL		Fatal	Inju Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	· 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	0
-Aircraft Information	Fra Maka		0-200 504	с. т	T	Ántivotod	
Make/Model - PIPER PA-28 Landing Gear - TRICYCLE-FIXED	U	/Model - LYCOMING ngines - 1	U-320-E2A		Installed/ tall Warni		
Max Gross Wt - 2050	Engine T	-	TING-CARBURE			ng system	123
No. of Seats - 2	Rated Po						
-Environment/Operations Information Weather Data				Aincont	Brovinity		
Weather Data Wx Briefing - NO RECORD OF BRIEF	Itinerary	rture Point		ON AIR	Proximity POPT		
Method - N/A	•	ACC/INC		UN AIR			
Completeness - N/A	Destinatio			Airport D	ata		
Basic Weather - VMC		ACC/INC		GOODE			
Wind Dir/Speed- 300/010 KTS		•		Runway	Ident	- 36	
Visibility - 7.0 SM	ATC/Airspac	e		Runway	Lth/Wid	- 2600/	75
	CATTERED Type of F	light Plan - NONE		Runway	Surface	- ASPHALT	
Lowest Ceiling - NONE	Type of C	learance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch	/Lndg - TRAFF	IC PATTERN				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Pilot-In-Command	Age - 26	Medica	1 Certificat	e - VALTO	MEDICAL-W	AIVERS/ITM	IT
Certificate(s)/Rating(s)	Biennial Flight			t Time (H			
STUDENT	Current		tal -			4 Hrs -	1
STODERT	Months Sinc	e - N/A Ma	ke/Model-	21	Last 3	O Days~ UN	K/NR

Instrument Rating(s) - NONE

----Narrative----

- - -

THE PILOT REPORTED COLLIDING WITH A DITCH ALONG SIDE THE RUNWAY AT GOODE AIRPORT IN KELLER, TX, WHEN HE FAILED TO MAINTAIN DIRECTIONAL CONTROL ON LANDING. THERE WAS SUBSTANTIAL DAMAGE TO THE AIRCRAFT WHEN THE IMPACT TORE OFF THE LEFT STRUT, CAUSING THE LEFT WING TO DIP AND COLLIDE WITH THE GROUND.

File No 16	3 4/20/86	KELLER, TX	A/C Reg. No. N8376R	Time (Lc1) - 1825 CST
Occurrence #1 Phase of Operation				
Finding(s) 1. DIRECTIONAL CONT 2. JUDGEMENT - POOR			MAND	
Occurrence #2 Phase of Operation	-	ON WITH TERRAIN		
Finding(s) 3. GROUND LOOP/SWER 4. TERRAIN CONDITIO		- PILOT IN COMMAND		
Probable Cause				
Probable Cause	-	d determines that	the Probable Cause(s) of this accid	ent

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

1

, *****-

•

Brief of Accident

-Basic Information		+ D		-	•	
Type Operating Certificate-NONE (GENERAL		t Damage NTIAL	Fatal	Injur Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crev		0	0	
Flight Conducted Under -14 CFR 91	Fire NONE	Pass	s O	0	1	1
Accident Occurred During -APPROACH						
-Aircraft Information		2				
Make/Model - CESSNA 177	Eng Make/Model - LY	COMING 0-320-E2D	ELT			
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		S	all Warning	g System ·	- YES
Max Gross Wt - 2275 No. of Seats - 4	Engine Type - RE Rated Power -		RETOR			
	Rated Power -					
-Environment/Operations Information	• • • • • • •					
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point		Airport A ON AIR			
Method - N/A	SAME AS ACC/INC		UN AIR	URI		
Completeness - N/A	Destination		Airport Da	ita		
Basic Weather - VMC	SAME AS ACC/INC				L	
Wind Dir/Speed- 330/010 KTS				Ident -		
Visibility - 15.0 SM				Lth/Wid -		30
Lowest Sky/Clouds - 25000 FT THIN B	KN Type of Flight Plan		Runway	Surface -	ASPHALT	
Lowest Ceiling - NONE			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- GO AROUND				
Precipitation - NONE		·				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command A	ge - 41 iennial Flight Review Current - YES Months Since - 4 Aircraft Type - C-177	Medical Certifica	ate - UNK/NI	{ 		
Certificate(s)/Rating(s) B PRIVATE		Total -	co	Jact 24	Hoe - UNK	
SE LAND	Months Since - 4	Make/Model-	8	Last 24	Davs- UN	
	Aircraft Type - C-177	Instrument-	2	Last 90	Days on	6
			-	2201 00	54,5	-
	ž					
Instrument Rating(s) - NONE						
ING AN ATTEMPTED GO-AROUND, AFTER TOUCHING D	OWN PAST THE RUNWAY MID-P	OINT. THE PILOT ST	TATED HE WAS	UNABLE TO		
AIN SUFFICIENT POWER DURING THE GO-AROUND. T						
PECTORS ON THE SCENE STATED THAT THEY COULD	FIND NO EVIDENCE OF PRE-I	MPACT FAILURE OR N	ALFUNCTION	AND THAT A	N	
FORCE INSTRUCTOR PILOT HAD INFORMED THEM TH	AT THE PILOT USED IMPROPE	R FLYING TECHNIQUE	S WHICH RE	SULTED IN		

File No 1	62 4/20/86 LUBB	оск, тх	A/C Reg. No. N29612	Time (Lc1) - 1621 CST	
	LOSS OF CONTROL - IN F Approach - Go-around (
2. AIRSPEED - NOT 3. JUDGEMENT - POO 4. PROPER ALTITUDE	EMPTED - PILOT IN COMMAN DBTAINED - PILOT IN COMM R - PILOT IN COMMAND - NOT ATTAINED - PILOT SELECTED - PILOT IN COMM	IN COMMAND			
Phase of Operation	IN FLIGHT COLLISION WI Approach - go-around (
Probable Cause					
The National Transpo is/are finding(s) 2,		ermines that the P	robable Cause(s) of this acc	ident	• •

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

Brief of Accident

File No 164 4/21/86 TOMBA	L,TX A/C	A/C Reg. No. N6272Z Time (Lcl) - 1810			1810 CS	бТ
-Basic Information						
Type Operating Certificate-NONE (GENERA		aft Damage		Inju		
		FANTIAL	Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA TU206G	Eng Make/Model - (CONTINENTAL TSI0-520	-M ELT	Installed/#	ctivated	I - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines -	1	S	tall Warnir	ng System	n - YES
Max Gross Wt - 3600	Engine Type - F	RECIPROCATING-CARBUR	ETOR			
No. of Seats - 6	Rated Power -	310 HP				
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poir	nt	ON AIR			
Method - N/A	AUSTIN MILLER, TX					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		TOMBAL			
Wind Dir/Speed- 360/011 KTS	•••••••••••••••				- 18	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid ·		80
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface ·		
Lowest Ceiling - NONE	Type of Clearance			Status ·		
Obstructions to Vision- NONE		- TRAFFIC PATTERN	nannay	Juluo	2	
Precipitation - NONE	Type Apeny Endg					
Condition of Light - DAYLIGHT						
-Personnel Information	100 - 11	Medical Certifica				/1 14417
Pilot-In-Command Certificate(s)/Rating(s)	Age - 44 Biennial Flight Review		nt Time (H		WAIVERS)/LIMII
PRIVATE	Current - YES	Total -			l Hne -	33
SE LAND	Months Since - 4	Make/Model~	13	Last 30) Days- L) Davs-	
	Aircraft Type - C-200	5 Instrument-	100	Last 90	Juays-	15
Instrument Rating(s) - NONE						
				'		
-Narrative						
PILOT REPORTED THAT HE FAILED TO FLARE TH	ATROBART WHEN HE TOUCHE	DOWN DURING LANDIN	AT TOMBA	LL. TX.		
AIRCRAFT BOUNCED TWICE AND THE NOSEWHEEL						
SANGUALI DOUNDED IMADE AND THE NUGEWHELE	YOW THIS THE DIKE DIKE OF	ACCOUNT THE MANYNALL				

-

File No. - 164 4/21/86 TOMBALL, TX A/C Reg. No. N6272Z Time (Lc1) - 1810 CST Occurrence #1 HARD LANDING LANDING - FLARE/TOUCHDOWN Phase of Operation Finding(s) 1. FLARE - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT 3. RECOVERY FROM BOUNCED LANDING - POOR - PILOT IN COMMAND --------Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3 Factor(s) relating to this accident is/are finding(s) 1,2

,

.

.

Brief of Accident

Basic Information Type Operating Certifi	icate-NONE (GENE	AL AVIATION)	Aircraft [amage		Ini	uries	
			SUBSTANT		Fatal	Serious		r None
Type of Operation	-PERSONAL		Fire	Cre	w O	0	0	
Flight Conducted Under			NONE	Pas	s O	0	. 0	0
Accident Occurred Duri	ing -TAKEOFF					.		
Aircraft Information	•							
Make/Model - CESSNA				NENTAL ID-360-	C/D EL			ed - YES/YES
Landing Gear - TRICYC			gines - 2			Stall Warr	ni ng Syst	em - YES
Max Gross Wt - 4400		Engine Ty		ROCATING-CARBU	RETOR			
No. of Seats - 5	; 	Rated Pow	er - 2'	O HP				
Environment/Operations I	information							
Weather Data		Itinerary				t Proximity		
Wx Briefing - NO R	RECORD OF BRIEFIN		ture Point		OFF	AIRPORT/STR	RIP	
Method - N/A		UNK/NR						
Completeness - N/A		Destination			Airport			
Basic Weather - VMC		LOCAL			EDIN			
Wind Dir/Speed- 100/						ay Ident	- N/A	
Visibility - 6		ATC/Airspace				ay Lth/Wid		
Lowest Sky/Clouds -		N BKN Type of F1				ay Surface		
Lowest Ceiling		RCAST Type of Cl		IONE	Runwa	ay Status		
Obstructions to Visi		Type Apch/	Lndg - N	IONE			ROUGH	
Precipitation	- NONE				•			
Condition of Light	- DAYLIGHT							
Personnel Information	· -							
Pilot-In-Command		Age - 22		dical Certific				
Certificate(s)/Rating	j(s)	Biennial Flight			ght Time			
PRIVATE		Current	- YES	Total -			24 Hrs -	•
SE LAND		Months Since		Make/Model-	75		30 Days-	
		Aircraft Typ	e - C-337	Instrument-		Last	90 Days-	50
				Multi-Eng -	75			
н 								

File No 2	200 5/08/86	EDINBERG, TX	A/C Reg. No. N337D	
Occurrence #1 Phase of Operation	LOSS OF CONTROL Takeoff - ground		•	
2. IMPROPER DE 3. COMPENSATION FO	CISION, OVER CONFIDE	 INADEQUATE - PILOT 1 PILOT IN COMMAND 	TY - PILOT IN COMMAND	
Occurrence #2 Phase of Operation			in a start and a	
Finding(s) 5. TERRAIN CONDITI				$\mathcal{F}_{1,2}(x) = \mathcal{F}_{2,2}(x) + \mathcal{F}_{2,2}(x)$
Probable Cause				
The National Transpo is/are finding(s) 3	rtation Safety Boar	d determines that the	Probable Cause(s) of this	accident
Factor(s) relating t	o this accident is/	are finding(s) 1,2,4,		
	• • • • • • • • • • • • • • • • • • •			
			an a	
			an Na ang katalogi katalogi katalogi	an a
		2 A.		

-

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENE		raft Damage		Inju		
Type operating centri icate-none (Gener		STANTIAL	Fatal			None
Type of Operation -BUSINESS	Fire	-	rew 0	0		
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91	NON		ass Ö	0 0	ŏ	_
Accident Occurred During -LANDING						_
Aircraft Information						
Make/Model - CESSNA R182		LYCOMING 0-540-J30		[nstalled//		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -			tall Warnin	ng System	- YES
Max Gross Wt - 3100		RECIPROCATING-CARE	BURETOR			
No. of Seats - 4	Rated Power -	235 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport F			
Wx Briefing - VRS	Last Departure Po	int	ON AIRF	PORT		
Method - TELEPHONE	WASHINGTON, DC					
Completeness - FULL	Destination		Airport Da			
Basic Weather - VMC	LEESBURG, VA			RG MUNICIP		
Wind Dir/Speed- 220/009 KTS Visibility - 20.0 SM					- 17	76
Visibility - 20.0 SM Lowest Sky/Clouds - 10000 FT SC/				Lth/Wid Surface		15
Lowest Ceiling - NONE				Status		
	Type Apch/Lndg		2N	Status	DRT	
Precipitation - NONE	Type Apen/Endg	FULL STOP				
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 41		icate - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	F1	light Time (Ho			
ATP	Current - YES	Total -	- 5312	Last 24		1
MELAND	Months Since - 2	Make/Model-	- 643	Last 30	D Days- UN	•
	Months Since - 2 Aircraft Type - C-18	B2 Instrument-	- 998	Last 90	D Days-	86
		Multi-Eng -	- 2156			
Instrument Rating(s) - AIRPLANE						

IT WAS FLOWN DIRECTLY TO LEESBURG, VA WHERE THE WINDS WERE GENERALLY OUT OF THE WEST AND THERE WAS THE POTENTIAL FOR WINDSHEAR W/I 2000AGL. BOTH PLT AND CO-PLT REMEMBER CROSSING OVR THE RWY #'S BETWEEN 20 AND 30 FT AGL BETWEEN 65 AND 68KTS. APPROX 500-700FT DOWN THE RWY THE NOSE OF THE ACFT WAS OVSVD BY A WITNESS TO ASCEND SLIGHTLY AND THE ACFT LOST FLYING SPEED AND FELL ONTO THE RWY. IT THEN BOUNCED BACK UP INTO THE AIR, STILL IN A NOSE HIGH ATTITUDE, AND SANK AGAIN BACK ONTO THE RWY. IT WAS THEN OBSVD TO VEER OFF TO THE LEFT AND NOSE OVER BEFORE COMING TO REST IN FRONT OF THE PARKING APRON JUST SOUTH OF THE FSS. A WITNESS SAW THE WINDSOCK INDICATING A 90 DEGREE X-WIND & STANDING APRX"STRAIGHT OUT." ANOTHE R WITNESS SAW A"HEAVY EXTENSION OF FLAPS" & A NOSE HIGH ATTITUDE. BOTH OBSERVATIONS OCCURRED AS THE ACFT FLEW LEVEL FOR APRX 500-700 FT ABOUT 20FT AGL. A ROAR OF PWR WAS HEARD AT TIME OF IMPACT.

File No	1 1/06/86	LEESBURG, VA	A/C Reg. No. N6375T	Time (Lc1) - 1025 EST
ccurrence #1 hase of Operation				
inding(s)				
1. WEATHER CONDITI 2. LOWERING OF F		COPILOT		
3. WEATHER CONDITI				
 SUPERVISION - PROCEDURES/DIRE 	INADEQUATE - PILO CTIVES - NOT FOLLO			
6. PROPER DESCENT				
7. THROTTLE/POWER 8. REMEDIAL ACTION				
9. STALL/MUSH - UN	CONTROLLED - PILOT	IN COMMAND		
	LANDING - FLARE/	DT ATTAINED - PILOT		
ccurrence #3 hase of Operation	NOSE GEAR COLLAP Landing - Roll	SED		
inding(s) 12. LANDING GEAR,NO	SE GEAR ASSEMBLY -	OVERLOAD		
ccurrence #4 hase of Operation	LANDING - ROLL			
Probable Cause	1			
he National Transpo s/are finding(s) 4,		rd determines that t	he Probable Cause(s) of this accio	lent

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injur		•
Type of Operation -PERSON		Fire	Fatal Crew O	Serious O	Minor 1	None O
Flight Conducted Under -14 CFR Accident Occurred During -DESCEN	91	NONE	Pass 0	Ŏ	ò	ŏ
Aircraft Information						
Make/Model - CESSNA 172L Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Number Engi	- RECIPROCATING		Installed/Ac Stall Warning		
Environment/Operations Information-						
Weather Data W× Briefing - NO RECORD OF BR Method - N/A	Itinerary		•	Proximity IRPORT/STRIP		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 310/006 KTS	Destination ORANGE,VA	e me da en da da en d		NSVILLE	04	
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE	ATC/Airspace T SCATTERED Type of Flig Type of Clea Type Apch/Ln	ance - NONE	Runwa Runwa	y Lth/Wid - y Surface - y Status -	ASPHALT	40
Condition of Light - DAYLIGH	r 					
Personnel Information Pilot-In-Command	Age - 41	Medical Ce	ertificate - VALI	D MEDICAL-WAI	VERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Re		Flight Time (•		
STUDENT	Current	- N/A Total	- 39	Last 24		1
	Months Since Aircraft Type	- N/A Make/M	MODEL- 39	Last 30 Last 90		1
	Ancrait Type	Multi-	Model- 39 ument- UNK/NR -Eng - UNK/NR	Rotorcra	aft - UNI	
Instrument Rating(s) - NONE						
Narrative EBRUARY 23, 1986, AT 1621 EST, A CE DONSVILLE AIRPORT, GORDONSVILLE, VA. E AND NO FLIGHT PLAN WAS FILED. THE JRIES. THE FLIGHT ORIGINATED FROM CH APPROACH WAS HIGH AND FAST AS THE P K-FIRE SEVERAL TIMES. HE THEN OBSERV A TREE AND THE AIRCRAFT FLIPPED OV	, WHILE ON A PLEASURE FLI AIRCRAFT WAS SUBSTANTIALL ARLOTTESVILLE, VA, ON FEB DWER WAS INCREASED FOR WH ED THE AIRCRAFT DESCENDIN	GHT. VISUAL METEORG 7 DAMAGED AND THE S RUARY 23, 1986. A W AT HE ASSUMED WAS A G INTO A FIELD DURI	DLOGICAL CONDITIO STUDENT PILOT REC WITNESS, JAMES CH A GO-AROUND THE E	NS PREVAILED EIVED MINOR UMM, STATED 1 NGINE WAS HEA	HAT ARD TO	

2/23/86 File No. - 70 GORDONSVILLE, VA A/C Reg. No. N7191Q Time (Lc1) - 1621 EST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND 2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 3. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - EMERGENCY Finding(s) 5. OBJECT - TREE(S) Occurrence #4 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----3 The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1.3.4

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

PAGE 357

Brief of Accident

Type Operating Certificate-NONE (C	ENERAL AVIATION)	Aircraft Damage	•		Injur	ies	
·);		SUBSTANTIAL			Serious	Minor	None
Type of Operation -BUSINES		Fire	Crew	0	0 0	0	-
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	2
Accident Occurred During -LANDING							
-Aircraft Information						•	
Make/Model - BEECHCRAFT BE65		lel - LYCOMING IGSO4					
Landing Gear - TRICYCLE-RETRACTAE				St	all Warnin	g System	- YES
Max Gross Wt - 7700		- RECIP-FUEL INJ - 🗹 340 HP	IECTED				
No. of Seats - 7	Rated Power	- 340 HP					
-Environment/Operations Information							
Weather Data Wx Briefing - NWS	Itinerary			Airport P			
Wx Briefing - NWS Method - TELEPHONE	Last Departur			ON AIRP	ORT		
Method - TELEPHONE Completeness - WEATHER NOT PERT		VA		irport Da	+ 2		
Basic Weather - VMC	WAKEFIELD, V	Δ	~	WAKEFIE			
Wind Dir/Speed- 360/008 KTS		~			Ident -	N/A	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 4500 FT	SCATTERED Type of Fligh	nt Plan - NONE		Runway	Surface -	N/A	
Lowest Ceiling - 10000 FT	BROKEN Type of Clear	ance - NONE		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lnd	Ig - FORCED LAN	DING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 55	Medical Cer				IVERS/LIM	IT
				Time (Ho	urs) Last 24		6
Certificate(s)/Rating(s)		res local			Last 30		6
ATP	Months Since	. A Mako/Mo		070	Last 90) Days-	
	Current - Months Since - Aircraft Type -	4 Make/Mo	ent-	4/h		buyu	Ŭ
ATP	Months Since - Aircraft Type -	·UNK/NR Instrum	ient- ing - 2				
ATP SE LAND, ME LAND	Aircraft Type -	·UNK/NR Instrum	ient-				
ATP SE LAND,ME LAND Instrument Rating(s) - AIRPLA	Aircraft Type -	·UNK/NR Instrum	ient-				
ATP SE LAND, ME LAND	Aircraft Type -	UNK/NR Instrum Multi-E	nent- ing - 2	.006			

......

File No	73 2/27/86 W	AKEFIELD, VA	A/C Reg. No. N1QV	Time (Lc1) - 0	900 EST
ccurrence #1 hase of Operation	LOSS OF POWER(TOTAL APPROACH) - NON-MECHANICAL			
3. REFUELING - NOT	HAUSTION NNING/PREPARATION - I PERFORMED - PILOT IN N CALCULATIONS - INAC	COMMAND	MMAND		
ccurrence #2 hase of Operation	FORCED LANDING DESCENT - EMERGENCY	 			¢
inding(s) 5. PROPELLER FEATH	ERING - NOT PERFORMED				
ccurrence #3 hase of Operation	UNDERSHOOT LANDING - FLARE/TOU	CHDOWN		•	
inding(s) 6. TERRAIN CONDITI	ON - DIRT BANK				
	COMPLETE GEAR COLLA LANDING - FLARE/TOU				
	IN GEAR ATTACHMENT - (SE GEAR ASSEMBLY - OV	RLOAD			
Probable Cause					
he National Transpo s/are finding(s) 1,		determines that the	Probable Cause(s) of this a	accident	
	•				

. 4

` `

Brief of Accident

Basic Information		t Demogra		Tandaan	•	
Type Operating Certificate-NONE (GENERA	L AVIATION) ATCCAT	t Damage	Fatal	Injur Serious		None
Type of Operation -PERSONAL	Fire	-		0	0	nione 0
Flight Conducted Under -14 CFR 91	NONE	Pass	1	Ō	õ	ŏ
Accident Occurred During -MANEUVERING						-
Aircraft Information			,			
Make/Model - PIPER PA28-151	Eng Make/Model - LY			nstalled/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			all Warning	g System	- YES
Max Gross Wt - 2325 No. of Seats - 4	Engine Type - RE Rated Power -	CIPROCATING-CARBUR 150 HP	EIUR			
NO. OF Seals - 4						
Environment/Operations Information	Thirphone					
Weather Data Wx Briefing - FSS	Itinerary Last Departure Point	• •	Airport P	PORT/STRIP		
Method - TELEPHONE	KELSO, WA		UT AIN	FURI/JIKIP		
Completeness - PARTIAL, LMTD BY PILOT			Airport Da	ta		
Basic Weather - IMC	TROUTDALE, OR					
Wind Dir/Speed- 130/017 KTS			Runway	Ident -	N/A	
Visibility - 2.000 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds -	Type of Flight Plan		Runway	Surface -	N/A	
Lowest Ceiling - OVERCAST	Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- FOG	Type Apch/Lndg	- NONE				
Precipitation - RAIN						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 26 Riempiel Elight Review	Medical Certifica			WAIVERS/	LIMIT
PRIVATE	Biennial Flight Review Current - YES		ht Time (Ho	Last 24	Line -	3
SE LAND	Months Since - 10	Make/Model-	6	Last 24	Dave-	12
SE EAND	Months Since - 10 Aircraft Type - C-150	Instrument-	5	Last 90		43
					54,4	
Instrument Rating(s) - NONE						
Narrative					- -	
UTE TO DEST. PLT DIVERTED TO NEARBY AIRFI						
CONTINUED FLT TO DEST WAS VFR NOT RECOMME LLOWING ACFT REVSD COURSE AND RE-LANDED,						
R TAKEOFF. MISHAP ACFT FOUND BY SAR NEXT					I	

1

.

÷

File No 15 1/05/86 KELSO,WA	A/C Reg. No. N43552	Time (Lc1) - 1310 PST
Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE		
hase of Operation CRUISE		
inding(s) 1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAN 2. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAN 3. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN CO	D OMMAND	
4. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COM 5. WEATHER CONDITION - LOW CEILING	MAND .	
6. WEATHER CONDITION - FOG 7. WEATHER CONDITION - RAIN		
Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING		
Probable Cause		
he National Transportation Safety Board determines that the Pros s/are finding(s) 3		dent
actor(s) relating to this accident is/are finding(s) 1,2,4,5,6,	,7	
	en de la construcción de la constru La construcción de la construcción d	Α.
	and the second	and the second
	and the second	
	an a	
		•
PAGE 3	964	

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Dam	age		Injur		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		DESTROYED Fire NONE	Crew Pass	Fatal O O	Serious O O	Minor 1 O	None O 1
Aircraft Information Make/Model - CESSNA 150-L Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1650 No. of Seats - 2			CATING-CARBURI	S	Installed/A tall Warnir		- YES-UNK/N - YES
Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFI	Itinerary NG Last Depar	rture Point			Proximity RPORT/STRIP	•	
Method - N/A	TACOMA.			UTT AT	KFURI/ SIRIF		
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	TACOMA,	A			NARROWS		
Wind Dir/Speed- 350/008 KTS				Runway	Ident -	35	
Visibility - 50.0 SM	ATC/Airspace			Runway	Lth/Wid -	5000/	150
	ATTERED Type of Fi				Surface -		
Lowest Ceiling -	21	earance - NON		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/		FFIC PATTERN				
Precipitation - NONE Condition of Light - DAYLIGHT			L STOP ULATED FORCED	LAN			
Personnel Information	F 4				MEDIOÁ		
Pilot-In-Command	Age - 51 Riserviel Eligent		cal Certificat			IVERS/LI	411 -
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Current		Total -	nt Time (H 687	ours) Last 24	Hre -	2
	Guirent						. —
SE LAND	Months Since	- 15	Make/Model-	168	Last 30) Days- Ul	

Instrument Rating(s) - NONE

----Narrative----

A TOTAL LOSS OF POWER OCCURRED DUE TO FUEL EXHAUSTION WHILE IN AN EXTENDED TRAFFIC PATTERN DUE TO LANDING TRAFFIC. AN INADVERTENT STALL OCCURRED PRIOR TO TOUCHDOWN. THE LEFT WING STRUCK A PILE OF DIRT WHICH SPUN THE AIRCRAFT AROUND. THE LANDING WAS ACCOMPLISHED UPHILL.

_____<u>`</u>______

File No. - 14 1/11/86 GIG HARBOR.WA A/C Reg. No. N6989G Time (Lc1) - 1426 PST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. IN-FLIGHT PLANNING/DECISION - INACCURATE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING Finding(s) 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UPHILL 4. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - NONE SUITABLE 6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN _____ Occurrence #4 GEAR COLLAPSED Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

Brief of Accident

File No 45 1/14/86 ME	e No 45 1/14/86 MEAD,WA A/C Reg. No. N714AQ			Ti	Time (Lc1) - 1455 PDT				
-Basic Information					T a dou				
Type Operating Certificate-NONE (GEN		ircraft Damage SUBSTANTIAL		Fatal	Inju Serious		None		
Type of Operation -PERSONAL	F	ire	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 150-M	Eng Make/Mode	1 - CONTINENTAL (D-200-A	ELT I	installed/	Activated	- YES/NO		
Landing Gear - TRICYCLE-FIXED	Number Engine				all Warni	ng System	- YES		
Max Gross Wt - 1670	Engine Type	- RECIPROCATING	G-CARBURE	TOR					
No. of Seats - 2	Rated Power	- 100. HP							
Environment/Operations Information									
Weather Data	Itinerary			Airport F	roximity				
Wx Briefing - FSS	Last Departure	Point		ON AIRF					
Method - TELEPHONE	COLVILLE, WA								
Completeness - UNK/NR	Destination			Airport Da	ita				
Basic Weather - VMC	MEAD, WA			MEAD A1	RPORT				
Wind Dir/Speed- CALM				Runway	Ident ·	- 40			
Visibility - 30.0 SM	ATC/Airspace			Runway	Lth/Wid	- 2550/	30		
Lowest Sky/Clouds -	Type of Flight	Plan - NONE		Runway	Surface	- ASPHALT			
	VERCAST Type of Cleara			Runway	Status	- SNOW - (CRUSTED		
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-							
Precipitation - NONE		FULL STOP	2						
Condition of Light - DAYLIGHT									
-Personnel Information									
Pilot-In-Command	Age - 28			e - VALID		AIVERS/LI	AIT		
Certificate(s)/Rating(s)	Biennial Flight Revi			nt Time (Ho					
PRIVATE, CFI			-			4 Hrs - Ul			
SE LAND	Months Since -	24 Make/M	Node1-			Days- U			
	Aircraft Type -	UNK/NR Instru	ument-	73	Last 90) Days-	38		
Instrument Rating(s) - AIRPLANE									

A/C Reg. No. N714AQ Time (Lc1) - 1455 PDT File No. - 45 1/14/86 MEAD, WA LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND _____ ON GROUND COLLISION WITH TERRAIN Occurrence #2 Phase of Operation LANDING - ROLL _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 2,3

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

Brief of Accident

Landing Gear - TRICYCLE-RETRACTABLE Number Max Gross Wt - 11850 Engine No. of Seats - 8 Rated P	Aircraft DamageInjuriesSUBSTANTIALFatal Serious MinorFireCrew00NONEPass00NONEPass00e/Model - P&W JT15D-1BELT Installed/Activated -Engines - 2Stall Warning System -Type- TURBOFANSwer- 2200 LBS THRUST	
Make/Model- CESSNA 501Eng MakLanding Gear- TRICYCLE-RETRACTABLENumberMax Gross Wt- 11850EngineNo. of Seats-8Environment/Operations Information	Engines - 2 Stall Warning System - Type - TURBOFAN	
-Environment/Operations Information Weather Data Itinerary		
Method- TELEPHONEVISALICompleteness- UNK/NRDestinatiBasic Weather- VMCNORTHWind Dir/Speed-190/015 KTSVisibility- 5.0 SMATC/AirspaLowest Sky/Clouds-Type ofLowest Ceiling- 1400 FT BROKENType of	on Airport Data 3END,OR NORTH BEND MUNICIPAL Runway Ident - 04	50
Certificate(s)/Rating(s) Biennial Fligh PRIVATE Current ME LAND Months Sin	Medical Certificate - VALID MEDICAL-NO WAIVERS/L t Review Flight Time (Hours) - YES Total - 5500 Last 24 Hrs - UNK ce - 3 Make/Model- UNK/NR Last 30 Days- UNK ype - UNK/NR Instrument- UNK/NR Last 90 Days- Multi-Eng - UNK/NR Rotorcraft - UNK	/NR /NR 35

WHILE ON FINAL THE FSS GAVE THE PILOT THE CURRENT WINDS AND THE FAVORED RUNWAY. THE PILOT WAS ATTEMPTING TO LAND THE AIRCRAFT ON RUNWAY O4 WITH A RIGHT GUSTING QUARTERING TAIL WIND AND WET RUNWAY. HYDROPLANING OCCURRED AND THE PILOT ELECTED TO GO-AROUND WHEN THE AIRCRAFT WAS MORE THAN 1/2 WAY DOWN THE RUNWAY. DURING CLIMB OUT LOCALIZER ANTENNAS WERE STRUCK. THE PILOT THEN LANDED ON RWY 13.

PAGE 366

File No. - 75 1/15/86 NORTH BEND.WA A/C Reg. No. N414CB Time (Lc1) - 1016 PST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND 3. WEATHER CONDITION - GUSTS 4. WIND INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND 5. WEATHER CONDITION - TAILWIND 6. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 7. GO-AROUND - PERFORMED - PILOT IN COMMAND _____ Occurrence #2 FORCED LANDING Phase of Operation CLIMB Finding(s) 8. OBJECT - AIRPORT FACILITY _____ ----Probable Cause----

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

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

Brief of Accident

Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Dama	de		Ini	uries	
		SUBSTANTIAL		Fatal			None
Type of Operation -PERS	ONAL	Fire	Crew	0	· 0	0	1
Flight Conducted Under -14 C	FR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LAND	0ING						
-Aircraft Information							
Make/Model - PIPER PA-22-108		Model - LYCOMING	0-235-C1B			/Activated	
Landing Gear - TAILWHEEL-ALL F		gines - 1			tall Warn	ing System	- YES
Max Gross Wt - 1650	Engine Ty		ATING-CARBURET	OR			
No. of Seats - 2	Rated Pow	er - 108 H	P 				
-Environment/Operations Informatio		•					
Weather Data	Itinerary				Proximity		
Wx Briefing ~ FSS		ture Point		ON AIR	SIRIP		
Method - IN PERSON	WENATCHE			innent D	ata		
Completeness - FULL Basic Weather - VMC	Destination ELLENSBU		А	irport D	AVIATION		
Wind Dir/Speed- 300/015 KTS	ELLENSBU	KG,WA			Ident	- UNK/NR	
Visibility - 30.0 SM	ATC/Airspace	•				- 3500 -U	
Lowest Sky/Clouds -		ight Plan - NONE				- GRAVEL	
Lowest Ceiling - 10000					Status		
Obstructions to Vision- NONE	Type Apch/			-			
Precipitation - NONE		-				•	
Condition of Light - DAYLI	GHT						
Personnel Information							
Pilot-In-Command	Age - 46		al Certificate			WAIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight			Time (H			
PRIVATE	Current		otal -			24 Hrs -	1
SE LAND	Months Since	e - UNK∕NR I	lake/Model-	0		30 Days- UN 90 Days-	
	Alrcraft Typ	e-UNK/NK I	lulti-Eng -	6	Last	90 Days-	7
			urtr-Eng -	0			
Instrument Rating(s) - NON	IE Constant and the second						
Narrative						D TO	
GUST OF WIND OCCURRED ON SHORT FINA D POWER BUT RAISED THE AIRCRAFT'S N							
S ACCOMPLISHED TO THE LEFT OF THE R	UNWAY UNIT 1 FULLI TEEP SN	INW THE ATRUBAET	CAME IU RENI				

1/19/86 ELLENSBURG, WA A/C Reg. No. N5338Z Time (Lcl) - 1630 PST File No. - 35 IN FLIGHT ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. WEATHER EVALUATION - NOT UNDERSTOOD - PILOT IN COMMAND 3. WEATHER CONDITION - GUSTS Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. FLARE - IMPROPER - PILOT IN COMMAND 5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND 6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND NOSE OVER Occurrence #3 Phase of Operation LANDING - ROLL ----------Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6

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

Brief of Accident

Basic Information Type Operating Certificate-ON-DEMAND A		Domona		Tanéra		
Type uperating centificate-un-Demand a	IR TAXI Aircraft SUBSTAN		Fatal	Inju Serious		None
Type of Operation -PERSONAL	Fire	Crev		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	; Ö	Ó	Ō	0
Accident Occurred During -LANDING					. •	
-Aircraft Information						
Make/Model - CESSNA 206	Eng Make/Model - CON					
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		S	tall Warnin	ng System	- YES
Max Gross Wt - 3300 No. of Seats - 6	Engine Type - REC Rated Power -	285 HP				
NO. OF Seats - 6	Rated Power -	280 ПР				
-Environment/Operations Information	T A A A A A A A A A A					
Weather Data	Itinerary Last Departure Point		Airport ON AIR	Proximity		
Wx Briefing - FSS Method - TELEPHONE	SEATTLE, WA		UN AIR	PURI		
Completeness - UNK/NR	Destination		Airport D	ata		
Basic Weather - VMC	WENATCHEE, WA		FANCHE			
Wind Dir/Speed- CALM	· · · · · · · · · · · · · · · · · · ·			Ident ·	- UNK/NR	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid ·		50
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -		Runway	Surface	- ASPHALT	
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status ·	- SNOW - C	RUSTED
Obstructions to Vision- NONE	Type Apch/Lndg -	FULL STOP				
Precipitation - NONE						
Condition of Light - NIGHT(DARK)						
-Personnel Information Pilot-In-Command	1 ma 50	Madiaal Cantifian				
Certificate(s)/Rating(s)	Age - 58 Biennial Flight Review	Medical Certifica	ht Time (H		AIVER5/LIM	11
COMMERCIAL, ATP		Total ~	16211	195+ 2/	1 Hrs -	3
SE LAND, ME LAND	Months Since - 12	Total - Make/Model-	3510	Last 30) Days- UN	
	Aircraft Type - UNK/NR	Instrument-	930	Last 90) Days-	
		Multi-Eng -	211			
Instrument Rating(s) - AIRPLANE						

File No. - 34 1/24/86 WENATCHEE,WA A/C Reg. No. N8785Q Time (Lc1) - 2200 PST

Occurrence NOSE OVER Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED

2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

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

۵

Brief of Accident

Basic Information								
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries				
	DEST		Fatal	Serious	Minor	None		
Type of Operation -INSTRUCTIO				0	2	0		
Flight Conducted Under -14 CFR 91	NONE	Pass	s 0	0	0	0		
Accident Occurred During -LANDING		·						
-Aircraft Information								
Make/Model - BELLANCA 1413-2		RANKLIN 6A4-150-B3	ELT	Installed/A	ctivated	- YES/YES		
Landing Gear - TAILWHEEL-RETRACTABLE				tall Warnin	g System	- YES		
Max Gross Wt - 2100		RECIPROCATING-CARBU	RETOR					
No. of Seats - 4	Rated Power -	180 HP						
-Environment/Operations Information	·				•			
Weather Data	Itinerary		Airport	Proximity				
Wx Briefing - NO RECORD OF BRIEFI	• -	nt	OFF AI	RPORT/STRIP				
Method - N/A	TILLAMOOK, OR							
Completeness - N/A	Destination		Airport D					
Basic Weather - VMC Wind Dir/Speed- 100/018 KTS	VANCOUVER, WA		-	EEN AIRPARK Ident -	10			
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -	-	42		
Lowest Sky/Clouds - CLEAR	Type of Flight Plar		•	Surface -		42		
Lowest Ceiling - NONE	·····			Runway Status - DRY				
Obstructions to Vision- NONE	Type Apch/Lndg							
Precipitation - NONE								
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 66	Medical Certifica	ate - VALID	MEDICAL-WA	IVERS/LIM	IT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ght Time (H	ours)	-			
PRIVATE, CFI	Current - YES		4481	Last 24		1		
SE LAND	Months Since - 12		9	Last 30	Days- UN	•		
	Aircraft Type - UNK/N	NR Instrument-	14	Last 90	Days-	45		
Instrument Rating(s) - NONE								

A TOTAL LOSS OF POWER OCCURRED DUE TO A PREVIOUSLY BURNT FLEX HOSE WHICH BLOCKED AIR FROM COMING INTO THE INDUCTION SYSTEM. THE AIRCRAFT WAS UNABLE TO REACH THE RUNWAY AND STRUCK TREES BEFORE IT CAME TO REST ON THE ROOF TOP OF A RESIDENCE.

File No 3	1 1/25/86	VANCOUVER, WA	A/C Reg	g. No. N74461	Time (Lcl) - 1215 PST
Occurrence #1 Phase of Operation	· · · · ·	TAL) - MECH FAILURE/I ATTERN - BASE TURN	MALFUNCTION		
Finding(s) 1. INDUCTION AIR CO	NTROL - BLOCKED(T	DTAL)		· · · · · · · · · · · · · · · · · · ·	
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS LANDING - FLARE/				
Finding(s) 2. OBJECT - TREE(S)					
Probable Cause	-				
The National Transpor is/are finding(s) 1	tation Safety Boa	rd determines that t	he Probable Cau	se(s) of this ac	cident

Brief of Accident

File No 135 2/	ile No 135 2/09/86 RENTON,WA A/C Reg. No. N738XX			Time (Lc1) - 1150 PST				
Basic Information Type Operating Certificate-ON-DEMAND AIR TAXI			t Damage /ED	Injuries Fatal Serious Minor None				
Type of Operation Flight Conducted Under Accident Occurred During		Fire ON GROU	Crew	0	1 0	0	0	
Aircraft Information Make/Model - CESSNA 17 Landing Gear - TRICYCLE- Max Gross Wt - 2300 No. of Seats - 4		Eng Make/Model - LY(Number Engines - 1 Engine Type - RE(Rated Power -		S	Installed/A tall Warnin		- YES-UNK/N - YES	
Environment/Operations Info Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 320/008 Visibility - 15.0 Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light -	8 KTS SM 3000 FT SCATTE NONE HAZE NONE	Itinerary Last Departure Point SEATTLE,WA Destination LOCAL ATC/Airspace RED Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - VFR	ON AIR Airport D RENTON Runway Runway Runway		5379/ ASPHALT	200	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Ē	ge - 46 Tiennial Flight Review Current - YES Months Since - 10 Aircraft Type - UNK/NR		nt Time (H 105 14 NK/NR	ours) Last 24 Last 30 Last 90	IVERS/LIN Hrs - Days- UN Days- UN aft - UN	1 JK/NR JK/NR	
<pre>Instrument Rating(s)</pre>	- NONE							
Narrative HE RECENTLY CERTIFICATED PRIVA ECOND APPROACH THE THROTTLE CC ETARD THE THROTTLE FROM A FULL HE AIRPORT IN A HIGH SPEED, CL REES AND A FENCE SLIGHTLY NORT TUCK THROTTLE PROCEDURES WHICH	NTROL ROD BECAME POWER CONDITION EAN, DESCENDING HWEST OF MIDFIEL	DISCONNECTED FROM THE TH I. THE PILOT SUBSEQUENTLY N PROFILE AND OVERSHOT THE N D. THERE WAS NO APPARENT A	ROTTLE CABLE AND TH MANEUVERED THE AIR FINAL APPROACH EVEN ATTEMPT BY THE PILO	HE PILOT W CRAFT BACK NTUALLY CO DT TO EXEC	AS UNABLE T TOWARDS LLIDING WIT UTE THE			

File No. - 135 2/09/86 RENTON, WA A/C Reg. No. N738XX Time (Lcl) - 1150 PST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation APPROACH - VFR PATTERN - DOWNWIND Finding(s) 1. THROTTLE/POWER LEVER, PUSH/PULL ROD - DISCONNECTED _____ Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 2. OBJECT - TREE(S) 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 4. OBJECT - FENCE 5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 6. IMPROPER DECISION, PANIC - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED -----------Probable Cause----

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

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

j.

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage			Injuries				
		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 -TAKEOFF									
Aircraft Information									
Make/Model - CESSNA 172	Eng Make/Model - L	YCOMING 0-320-	H2AD	ELT I	nstalled/#	ctivated	- YES/N		
Landing Gear - TRICYCLE-FIXED	Number Engines -				all Warnir	ng System	- YES		
Max Gross Wt - 2300	Engine Type – R		ARBURETO	R					
No. of Seats - 4	Rated Power -	160 HP							
Environment/Operations Information									
Weather Data	Itinerary		А	irport P	roximity				
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poir	nt		ON AIRP	ORT				
Method - N/A	RENTON, WA								
Completeness - N/A	Destination		Ai	rport Da	ita				
Basic Weather - VMC	KENT,WA			RENTON					
Wind Dir/Speed- 320/015 KTS						- 33			
Visibility - 90.0 SM	ATC/Airspace				Lth/Wid -		200		
Lowest Sky/Clouds - CLEAR	Type of Flight Plar				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 - 24	Medical Cert				WAIVERS/	LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review		Flight						
STUDENT	Current - N/A	Total	- UNK/	NR	Last 24	Hrs ~ UN	K/NR		
	Months Since - N/A	Make/Moo		1	Last 30 Last 90) Days- UN			
•	Aircraft Type - N/A	Instrume	ng - UNK/	NR	Last 90) Days- UN	K/NR		
		MUITI-Er	ng - UNK/	NK	ROTOPCI	aft - UN	K/NR		
Instrument Rating(s) - NONE									
 Narrative									

.

2/12/86 Time (Lcl) - 1525 PST File No. - 22 RENTON, WA A/C Reg. No. N739UW 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. OBJECT - VEHICLE 3. OBJECT - BUILDING(NONRESIDENTIAL) ----Probable Cause----

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

File No 76 2/19/86 MOUNT	ST.HELENS,WA	A/C Reg	No. N4521H	T 	ime (Lc1) -	1730 PS	r
Basic Information Type Operating Certificate-NONE (GENERAL	L AVIATION)	Aircraft [DESTROYE[) -	Fatal	Injur Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING		Fire NONE	Cre Pas		1 0	0 1	0 0
Aircraft Information Make/Model - PIPER PA-15 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1100 No. of Seats - 2	Number Eng	jines - 1 De - RECII	INENTAL A-75 PROCATING-CARBU 75 HP	S	Installed/A		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	KELSO,WA	ure Point		OFF AI	Proximity RPORT/STRIP		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Cle Type Apch/L	ght Plan - M earance - M .ndg - M	NONE NONE NONE	Runway Runway Runway	Ident - Lth/Wid - Surface - Status -	N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 36 Biennial Flight F Current Months Since	Me ?eview - NO - 68	edical Certific	ate - EXPIR ght Time (H 75 2	ED lours) Last 24	Hrs - Days- UM Days- UM	
Instrument Rating(s) - NONE							
Narrative HE PILOT WAS ATTEMPTING TO FLY INSIDE A VOLCA AS A 75 HORSEPOWER ENGINE. HIGH WINDS ENTERIN DOWNDRAFT THAT THE AIRCRAFT COULD NOT OUTCL	ANIC CRATER AROUNE NG THE CRATER FROM	THE LAVA DO	DME ABOVE 6000 AST FLOWING ACR	FEET M.S.L. ROSS THE LAV	. THE AIRCR	AFT	
			. •1 [*]			 	
		L. Contractor					

File No. - 76 2/19/86 A/C Reg. No. N4521H Time (Lcl) - 1730 PST MOUNT ST. HELENS, WA Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation MANEUVERING Finding(s) 1. WEATHER CONDITION - HIGH WIND 2. WIND INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND 3. WEATHER CONDITION - GUSTS 4. JUDGEMENT - POOR - PILOT IN COMMAND 5. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING ---------------Probable Cause----

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

-Basic Information Type Operating Certificate-ON-DEM	IAND AIR TAXI	Aircraft D	amage		Injur	ies	
		DESTROYED		Fatal	Serious		None
Type of Operation -OTHER		Fire	Crew	-	0	-	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	0
Accident Occurred During -MANEUV	'ERING						
-Aircraft Information							
Make/Mode1 - HILLER UH-12E	Eng I	Make/Model - LYCOM	IING IVO-540-B1A		nstalled/A		
Landing Gear - SKID Max Gross Wt - 3100 No. of Seats - 2		er Engines - 1		St	all Warnin	g System ·	UNK/NR
Max Gross Wt - 3100		ne Type - RECIP		TOR			
No. of Seats - 2	Rated	i Power - 30	95 HP				
-Environment/Operations Information-							
Weather Data	Itinera	עי		Airport F	roximity		
Wx Briefing - NO RECORD OF BR		Departure Point		OFF AIR	PORT/STRIP		
Method - N/A	ODES	-					
Completeness - N/A	Destina			Airport Da	ita		
Basic Weather - VMC	ODES	SSA, WA		NONE	T =1 = A		
Wind Dir/Speed- CALM Visibility - 50.0 SM	ATC/Airs	space			Ident -		
Lowest Sky/Clouds - 20000 F		puoc			Lth/Wid - Surface -		
Lowest Ceiling -		of Clearance - N			Status -		
Obstructions to Vision- NONE		Apch/Lndg - N	ONF	Kanway	514145		
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	.pe., 2g					
Condition of Light - DAYLIGH	т						
Personnel Information							
Pilot-In-Command	Age - 4	l Me	dical Certificat	e - VALID	MEDICAL-NO	WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Fli	ight Review	Flight	t Time (Ho	urs)		
COMMERCIAL,CFI Se land,se sea	Current	- YES Since - 11	Total - Make/Model- Instrument-	4686	Last 24	Hrs -	1
SE LAND, SE SEA	Months S	Since - 11	Make/Model-	2853	Last 30	Days- UN	K/NR
HELICOPTER ,GLIDER	Aircraft	Type - UNK/NR	Instrument-	44	Last 90	Days-	
			Multi-Eng - UN	IK/NR	Rotorcr	aft - 3	3175
Instrument Rating(s) - AIRPL	ANF						
-Narrative							
ING AN EXTERNAL LOAD OPERATION TO RE	MOVE GROUNDWIRE OFF	F CROSSARMS, THE C	ABLE SPLICE JAM	ED IN THE	PULLEY FRA	ME.	
			ILOT SAID THE CA		FIFACE DTD	A. 1 / T	

File No	26 2/21/86	ODESSA, WA	A/C Reg. No. N8542F	Time (Lc1) - 0930 PST	
Occurrence #1 Phase of Operation	AIRFRAME/COMPONEN MANEUVERING	T/SYSTEM FAILURE/MALF	UNCTION		
Finding(s) 1. AIRCRAFT/EQ	UIPMENT, INADEQUATE	DESIGN(STANDARD/REQUI	REMENT),EQUIPMENT INTERFERENCE -	OTHER PERSONNEL	
Occurrence #2 Phase of Operation	IN FLIGHT COLLISI DESCENT - UNCONTR				
Probable Cause					

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

National Transportation Safety Board [/] Washington, D.C. 20594

• _

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERA		ircraft Damage			Injur	ine	
Type operating der till foate hone (denekki		SUBSTANTIAL		Fatal			None
Type of Operation -PERSONAL		ire	Crew	0		0	
Flight Conducted Under -14 CFR 91		NONE	Pass	Ō	Ō	Ō	Ó
Accident Occurred During -CRUISE							
Make/Model - CESSNA 172	Eng Make/Mode	1 - LYCOMING 0-3	20-H2AD	ELT :	[nstalled/#	ctivate	ed - YES/N
Landing Gear - TRICYCLE-FIXED	Number Engine	s - 1 .		St	tall Warnir	ng Syste	em - YES
Max Gross Wt - 2300		- RECIPROCATIN	G-CARBURE	TOR			
No. of Seats - 4	Rated Power	- 160 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure	Point		OFF AI	RPORT/STRIF)	
Method - N/A	CONCRETE, WA						
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	SNOHOMISH, WA			_			
Wind Dir/Speed- CALM	. = 0 (N/A	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Type of Cleara	Plan - NONE			Surface -	•	
Lowest Ceiling - NONE	Type of Cleara	nce - NUNE		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC	PATTERN				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information	A	Madiaa1.0					C /1 TMTT
Pilot-In-Command	Age - 23 Bioppiel Elight Devi	Medical Co	ertificat	e - VALID t Time (14	MEDICAL-NU	WAIVER	S/LIMII
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Revi Current -		Filgh	t lime (Ho	Last 24	Una	2
SE LAND	Months Since -	UNK/NR TOTAT	- Nadal-	129	Last 24		
JE LAND	Aircraft Type -	UNK/NR Make/I	Model-	<i>``</i>	Last 90	Days-	47
	Anchart Type -			U	Last st	Days-	17
Instrument Rating(s) - NONE							

File No 1	26 3/02/86	CONCRETE, WA	A/C Reg. No. N734LQ	Time (Lcl) - 1530 PST
Occurrence Phase of Operation	IN FLIGHT COLLIS CRUISE	ION WITH OBJECT		
Finding(s) 1. PROPER ALTITUDE	- 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) 1

Brief of Accident A/C Reg. No. N84842 File No. - 166 3/10/86 EAST SOUND, WA Time (Lcl) - 1500 PST _____ ______ ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries SUBSTANTIAL Serious Minor Fatal None -PERSONAL Fire Crew 0 0 0 Type of Operation 1 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 1 Accident Occurred During -LANDING _____ ----Aircraft Information----- AERONCA 7AC Eng Make/Model - CONTINENTAL A65-8F ELT Installed/Activated - YES/YES Make/Model Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - UNK/NR Engine Type - RECIPROCATING-CARBURETOR Max Gross Wt - 1300 No. of Seats -2 Rated Power 65 HP --Environment/Operations Information----Weather Data Itinerary Airport Proximity ON AIRPORT Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A SNOHOMISH.WA Completeness - N/A Destination Airport Data Basic Weather - VMC EAST SOUND.WA ORCAS ISLAND Wind Dir/Speed- 120/005 KTS Runway Ident - 16 ATC/Airspace Runway Lth/Wid - 2900/ Visibility - 40.0 SM 60 Runway Surface - ASPHALT Lowest Sky/Clouds - 6000 FT SCATTERED Type of Flight Plan - NONE Type of Clearance - NONE Runway Status - DRY Lowest Ceiling - NONE Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT _____ --Personnel Information----Pilot-In-Command Aae -21 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) 152 Current - YES Last 24 Hrs -2 PRIVATE Total -Months Since - 8 Make/Model-25 Last 30 Days- UNK/NR SE LAND Last 90 Davs-Aircraft Type - UNK/NR Instrument-1 34

Instrument Rating(s) - NONE

----Narrative----

UPON ROLLOUT, A LOSS OF DIRECTIONAL CONTROL OCCURRED DURING A WIND GUST. THE PILOT ELECTED TO GO-AROUND. SHORTLY AFTER LIFT OFF, THE MAIN GEAR OF THE AIRCRAFT STRUCK VASI LIGHTS. THE AIRCRAFT THEN STRUCK THE GROUND.

File No 10	56 3/10/86	EAST SOUND, WA	A/C Reg. No. N84842	Time (Lcl) - 1500 PST
Occurrence #1 Phase of Operation		- ON GROUND		
Finding(s) 1. DIRECTIONAL CON 2. WEATHER CONDITIO		NED - PILOT IN COMMAN	ND	
Occurrence #2 Phase of Operation				
Finding(s) 3. PROPER ALIGNMEN	- NOT MAINTAINED	- PILOT IN COMMAND		
Occurrence #3 Phase of Operation				
Probable Cause	-			

1

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

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

Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT Aircraft Information Make/Model - STINSON 108-2 Eng Make/Mod Landing Gear - FLOAT Number Engin Max Gross Wt - 2400 Engine Type No. of Seats - 4 Rated Power Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departur Method - N/A KENMORE,WA Completeness - N/A Destination Basic Weather - VMC SAME AS ACC Wind Dir/Speed- CALM Visibility - 10.0 SM ATC/Airspace Lowest Sky/Clouds - 5000 FT SCATTERED Type of Fligh	DESTRO Fire NONE 	ANKLIN 6A CIPROCATII 165 HP		S O Pr O El RETOR Airpon OFF	I Serio 1 0 1 T Install Stall Wa t Proximi AIRPORT/S	ed/Act rning s	Minor O O 	
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT Aircraft Information Make/Model - STINSON 108-2 Eng Make/Mod Landing Gear - FLOAT Number Engin Max Gross Wt - 2400 Engine Type No. of Seats - 4 Rated Power Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departur Method - N/A KENMORE,WA Completeness - N/A Destination Basic Weather - VMC SAME AS ACC Wind Dir/Speed- CALM Visibility - 10.0 SM ATC/Airspace Lowest Sky/Clouds - 5000 FT SCATTERED Type of Fligh	NONE le1 - FR/ les - 1 - RE(- - e Point	CIPROCATII 165 HP	Pass Othe 4-165-B3	S O Pr O El RETOR Airpon OFF	O 1 T Install Stall Wa Stall Wa AIRPORT/S	ed/Act rning s	0 0 	O O - YES/N
Accident Occurred During -DESCENT Aircraft Information Make/Model - STINSON 108-2 Eng Make/Model Landing Gear - FLOAT Number Engin Max Gross Wt 2400 Engine Type No. of Seats - 4 Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Method - N/A KENMORE,WA Completeness - N/A Destination Basic Weather - VMC SAME AS ACC Wind Dir/Speed- CALM Visibility - Visibility - 10.0 SM ATC/Airspace Lowest Sky/Clouds - 5000 FT SCATTERED Type of Fligh	lel - FR/ les - 1 - RE(- - e Point	CIPROCATII 165 HP	0the 4-165-B3	EI RETOR Airpon OFF	T Install Stall Wa Stall Wa	ed/Act rning s	0 ivated ·	O - YES/N
Aircraft Information Make/Model - STINSON 108-2 Landing Gear - FLOAT Max Gross Wt - 2400 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 10.0 SM Lowest Sky/Clouds - 5000 FT SCATTERED Type of Fligh	es - 1 - REC - - 	CIPROCATII 165 HP	4-165-B3	EI RETOR A i r por OFF	T Install Stall Wa Stall Wa	ed/Act rning ! 	ivated ·	- YES/N
Make/Model- STINSON 108-2Eng Make/ModLanding GearFLOATNumber EnginMax Gross Wt- 2400Engine TypeNo. of Seats-4Environment/Operations InformationRated PowerEnvironment/Operations InformationItineraryWeather DataItineraryWx Briefing- NO RECORD OF BRIEFINGLast DeparturMethod- N/ADestinationBasic Weather- VMCSAME AS ACCWind Dir/Speed- CALMVisibility-Visibility-10.0SMATC/AirspaceLowest Sky/Clouds-	es - 1 - REC - - 	CIPROCATII 165 HP		RETOR Airpor OFF	Stall Wa T Proximi AIRPORT/S	rning s		
Landing Gear - FLOAT Number Engin Max Gross Wt - 2400 Engine Type No. of Seats - 4 Rated Power Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departur Method - N/A KENMORE,WA Completeness - N/A Destination Basic Weather - VMC SAME AS ACC Wind Dir/Speed- CALM Visibility - 10.0 SM ATC/Airspace Lowest Sky/Clouds - 5000 FT SCATTERED Type of Fligh	es - 1 - REC - - 	CIPROCATII 165 HP		RETOR Airpor OFF	Stall Wa T Proximi AIRPORT/S	rning s		
Max Gross Wt-2400Engine Type Rated PowerNo. of Seats-4Rated PowerEnvironment/Operations Information Weather DataItineraryWx Briefing-NO RECORD OF BRIEFINGLast Departur KENMORE,WAMethod-N/ADestinationBasic Weather-VMCSAME AS ACCWind Dir/Speed-CALMVisibility-Visibility-10.0SMATC/AirspaceLowest Sky/Clouds-5000 FT SCATTERED Type of Fligh	- REG	CIPROCATII 165 HP	NG-CARBUF	Airpon OFF	rt Proximi AIRPORT/S		System	- NC
No. of Seats -4Rated PowerEnvironment/Operations Information Weather DataItineraryWx Briefing- NO RECORD OF BRIEFING WethodLast Departur KENMORE,WACompleteness -N/ADestinationBasic Weather- VMCSAME AS ACCWind Dir/Speed-CALMVisibilityVisibility- 10.0SMATC/AirspaceLowest Sky/Clouds- 5000 FT SCATTEREDType of Fligh	- e Point	165 HP	NG-CARBUF	Airpon OFF	AIRPORT/S			
Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departur Method - N/A KENMORE,WA Completeness - N/A Destination Basic Weather - VMC SAME AS ACC Wind Dir/Speed- CALM Visibility - 10.0 SM ATC/Airspace Lowest Sky/Clouds - 5000 FT SCATTERED Type of Fligh	e Point			OFF	AIRPORT/S			
Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departur Method - N/A KENMORE,WA Completeness - N/A Destination Basic Weather - VMC SAME AS ACC Wind Dir/Speed- CALM Visibility - 10.0 SM ATC/Airspace Lowest Sky/Clouds - 5000 FT SCATTERED Type of Fligh		·		OFF	AIRPORT/S			
Wx Briefing- NO RECORD OF BRIEFINGLast Departur KENMORE,WAMethod- N/AKENMORE,WACompleteness- N/ADestinationBasic Weather- VMCSAME AS ACCWind Dir/Speed-CALMVisibilityVisibility- 10.0SMATC/AirspaceLowest Sky/Clouds- 5000 FT SCATTERED Type of Fligh				OFF	AIRPORT/S			
Method- N/AKENMORE,WACompleteness- N/ADestinationBasic Weather- VMCSAME AS ACCWind Dir/Speed-CALMVisibility- 10.0Visibility- 10.0SMATC/AirspaceLowest Sky/Clouds- 5000 FT SCATTERED Type of Fligh					-	TRIP		
Completeness- N/ADestinationBasic Weather- VMCSAME AS ACCWind Dir/Speed- CALMVisibility- 10.0Visibility- 10.0SMATC/AirspaceLowest Sky/Clouds- 5000 FT SCATTERED Type of Fligh	/INC			Airport				
Basic Weather - VMC SAME AS ACC Wind Dir/Speed- CALM Visibility - 10.0 SM ATC/Airspace Lowest Sky/Clouds - 5000 FT SCATTERED Type of Fligh	/INC			Ainport				
Wind Dir/Speed- CALM Visibility - 10.0 SM ATC/Airspace Lowest Sky/Clouds - 5000 FT SCATTERED Type of Fligh	/INC			мпрог	t Data			
Visibility - 10.0 SM ATC/Airspace Lowest Sky/Clouds - 5000 FT SCATTERED Type of Fligh				_	- · · ·			
Lowest Sky/Clouds - 5000 FT SCATTERED Type of Fligh					way Ident			
					way Lth/Wi			
					way Surfac way Status		ATER ATER-CAL	
Lowest Ceiling - 8000 FT BROKEN Type of Clear Obstructions to Vision-NONE Type Apch/Lnd	ance .	- STRAIGH		Kurn	ay status	- w/	ATER-CAL	- 141
Precipitation - NONE	g	JIKATON	1 11					
Condition of Light - DUSK								
Personnel Information								
Pilot-In-Command Age - 41 Certificate(s)/Rating(s) Biennial Flight Rev COMMERCIAL, ATP Current -		Medical	Certifica	ate - VAL	ID MEDICA	L-NO W	AIVERS/I	LIMIT
Certificate(s)/Rating(s) Biennial Flight Rev	iew		Flig	ght Time	(Hours)			
COMMERCIAL, ATP Current -	YES	Tota		4861		t 24 Hi		7
SE LAND, ME LAND, SE SEA, ME SEA Months Since - Aircraft Type -	10	Make	/Model-	9	Las	t 30 Da	•	9
Aircraft Type -	C-172	Inst	rument-	317	Las	t 90 Da	ays-	9
		Mult	i-Eng -	2153				
Instrument Rating(s) - AIRPLANE				1.				

ACFT CONTACTED WATER SURFACE IN AGGRAVATED SKID, BOUNCED ONTO SHORELINE, STRIKING BYSTANDER.

3/10/86 LA CONNER, WA A/C Reg. No. N388C File No. - 165 Time (Lc1) - 1820 PST Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND 3. LIGHT CONDITION - DUSK 4. OBJECT - WIRE, TRANSMISSION(MARKED) Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1

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

PAGE 387

National Transportation Safety Board Washington, D.C. 20594

· • •

Brief of Accident

Basic Information								
Type Operating Certificate	-UN-DEMAND AIR IAXI		Aircraft Dama SUBSTANTIAL		Fatal	Injur Serious		
Name of Carrier Type of Operation	-NON SCHED DOMESTIC	PASSENGER	Fire	Crev		0	Minor O	None
Flight Conducted Under	-14 CER 135	, ASSENCEN	NONE			ŏ	ŏ	1
Accident Occurred During			HUHL	1 40			Ū	
-Aircraft Information								
Make/Model - BEECH 18			de1 - P & W P1			Installed/#		
Landing Gear - TAILWHEEL	RETRACTABLE MAINS				S	tall Warnir	ng System -	YES
Max Gross Wt - 9900	·		- TURBOPRO	DP 				
No. of Seats - 11		Rated Power	- 680 H	1P 				
-Environment/Operations Info								
Weather Data	I I	tinerary				Proximity		
Wx Briefing - UNK/NR		Last Departur	re Point		ON AIR	PORT		
Method - UNK/NR		SAME AS ACC	C/INC					
Completeness - UNK/NR		Destination			Airport D			
Basic Weather - VMC Wind Dir/Speed- 120/010		BOISE, ID				E-TACOMA IN		
Visibility - 10.0		TC/Airspace				Ident - Lth/Wid -	16	50
Lowest Sky/Clouds -	5000 FT SCATTERED		+ Dian - TED			Surface -		50
Lowest Ceiling -	NONE					Status -		
Obstructions to Vision-	NONE	Type Apch/Lnc		-	Kullway	Status	DRT	
Precipitation -		Type Apen/Line		-				
Condition of Light -								
Personnel Information Pilot-In-Command	A 990 -	26	Modia	al Certifica	to - MALTD	MEDICAL		-
Certificate(s)/Rating(s)		36 ial Flight Rev			ght Time (H		IVERS/LIMI	1
COMMERCIAL.ATP		urrent -	YES 1	[0ta] -	A 178	iaet 24	Hrs -	4
SE LAND, ME LAND		onths Since -		lake/Model-	20	Last 30) Davs- UNK	•
SE EARD; ME EARD	A	onths Since - ircraft Type -		Instrument-	493	Last 90		203
			N N	Multi-Eng -	2590	Rotorcr	aft - UNK	
			-					,
Instrument Rating(s)	- AIRPLANE							
Narrative								
	RCRAFT ON TAKEOFF A				TUQUOU TUE	DTI OT LIAC	•	

File No 12	8 3/10/86	SEATTLE, WA	A/C Reg. No. N926T	Time (Lc1) - 2006 PST
ccurrence #1 hase of Operation	LOSS OF CONTROL - TAKEOFF - GROUND			
inding(s) 1. PROPER ALIGNMENT	- NOT MAINTAINED	- PILOT IN COMMAND		
ccurrence #2 hase of Operation	ON GROUND COLLISI TAKEOFF - GROUND			
inding(s) 2. GROUND LOOP/SWER	VE - INADVERTENT -	PILOT IN COMMAND		
Probable Cause		• • • • • • • • • • • • • • • • • • • •		

is/are finding(s) 1,2

Basic Information								
Type Operating Certificate-NO	NE (GENERAL A		ircraft Damage	1	F - + - 1	Injur		
Turns of Operation	RSONAL		SUBSTANTIAL	Crew	Fatal O			None 1
Type of Operation -PE Flight Conducted Under -14		-	NONE		-	0	0	1
Accident Occurred During -DE					0	0		•
Aircraft Information								
Make/Model - CESSNA L-19			el - CONTINENTA					
Landing Gear - TAILWHEEL-ALL	FIXED		es - 1			tall Warnin	g Syste	m - UNK/NR
Max Gross Wt - 2430			- RECIPROCAT	ING-CARBURI	LIOR			
No. of Seats - 2		Rated Power	- 145 HP					
Environment/Operations Informat	ion							
Weather Data		Itinerary			Airport	Proximity		
Wx Briefing - UNK/NR		Last Departure			OFF AI	RPORT/STRIP		
Method - UNK/NR		SAME AS ACC	INC					
Completeness - UNK/NR		Destination			Airport D	ata		
Basic Weather - VMC		LOCAL			_	.		
Wind Dir/Speed- CALM						Ident -		
Visibility - 10.0 SM Lowest Sky/Clouds - 25		ATC/Airspace				Lth/Wid - Surface -		
Lowest Sky/Crouds - 25 Lowest Ceiling - BRO		Type of Cleara				Status -		EGETATION
Obstructions to Vision- HAZ	F	Type Apch/Lndo			Kanway	Status		LGLIATION
Precipitation - NON				LANDING				
Condition of Light - DAY	LIGHT							
Personnel Information		10				_		
Pilot-In-Command	Age	e – 42 ennial Flight Revi	Medical	Certifica	te – UNK/NI	<		
Certificate(s)/Rating(s) PRIVATE	610	Current -	YES Tot	riigi al -	620	Last 24	Hne -	
SE LAND		Months Since -						•
GLIDER		Aircraft Type -	UNK/NR Ins	trument-	10			
GLIDEN							24,0	• •
Instrument Rating(s) - N	ONE							

THE PILOT DRAINED THE FUEL TANKS UNTIL NO EVIDENCE OF WATER WAS PRESENT. ALCOHOL & 100LL WAS ADDED PRIOR TO TAKEOFF. IN THE TRAFFIC PATTERN ENGINE POWER WAS LOST. THE RUNWAY WAS OVER FLOWN & A COLLISION WITH A FENCE INSUED DURING THE FORCED LANDING. WATER WAS FOUND IN FUEL LINES & THE CARBURETOR. THE ENGINE WAS TEST RUN WITH NO PROBLEMS NOTED.

File No. - 89 1/23/86 KENOSHA, WI A/C Reg. No. N48149 Time (Lc1) - 1240 CST _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - DOWNWIND Finding(s) 1. FLUID,FUEL - WATER 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY ------Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY Finding(s) . 3. OBJECT - FENCE 4. PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,2

.

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

\$

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident 2/26/86 JANESVILLE,WI File No. - 156 A/C Reg. No. N723T Time (Lcl) - 0516 CST ---------Basic Information----Type Operating Certificate-ON-DEMAND AIR TAXI Aircraft Damage Injuries Name of Carrier -RICHARD J. WIXOM DESTROYED Fatal Serious Minor None Type of Operation -NON SCHED,DOMESTIC,CARGO Flight Conducted Under -14 CFR 135 Fire Crew 0 1 0 0 NONE Pass 0 0 0 0 Accident Occurred During -APPROACH ----Aircraft Information----Make/Model - BEECH G18S Eng Make/Model - P & W R-985-AN ELT Installed/Activated - YES/YES Number Engines - 2 Landing Gear - TAILWHEEL-ALL RETRACTABLE Stall Warning System - UNK/NR Max Gross Wt - 10100 Engine Type - RECIPROCATING-CARBURETOR No. of Seats -Rated Power - 450 HP 2 _____ -Environment/Operations Information----Weather Data Airport Proximity Itinerary - FSS Wx Briefing Last Departure Point ON AIRPORT Method - UNK/NR DETROIT,MI Completeness - UNK/NR Destination Airport Data Basic Weather - IMC SAME AS ACC/INC JANESVILLE/ROCK CO. Wind Dir/Speed- 160/004 KTS Runway Ident - 04 Visibility - 1.000 SM ATC/Airspace Runway Lth/Wid - 6701/ 150 Lowest Sky/Clouds -Type of Flight Plan - IFR Runway Surface - ASPHALT Lowest Ceiling - 200 FT OBSCURED Type of Clearance - IFR Runway Status - SNOW - DRY Obstructions to Vision- FOG Type Apch/Lndg - ILS-COMPLETE Precipitation - UNK/NR Condition of Light - DAWN _____ _____ ----Personnel Information----Pilot-In-Command Age - 60 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Biennial Flight Review Certificate(s)/Rating(s) Current - YES Flight Time (Hours) Total - 15000 Last 24 Hrs - UNK/NR ATP Make/Model- 5700 SE LAND, ME LAND Last 30 Days- 50 Aircraft Type - UNK/NR Instrument- 1608 Last 90 Days- UNK/NR Multi-Eng - 13000 Instrument Rating(s) - AIRPLANE ----Narrative----THE AIRCRAFT IMPACTED THE GROUND ABOUT 1,000 FT TO THE LEFT OF THE RUNWAY. THE PILOT STATED THAT HE DID NOT HAVE VISUAL CONTACT WITH THE GROUND & REMEMBERS ATTEMPTING TO MAKE A MISSED APPROACH. CONDITIONS WERE IMC.

File No 156	2/26/86 JANESVILLE,WI	A/C Reg. No. N723T	Time (Lc1) - 0516 CST	
	HT COLLISION WITH TERRAIN H - MISSED APPROACH (IFR)			
4. WEATHER CONDITION - OBSCU 5. WEATHER CONDITION - LOW (D - PILOT IN COMMAND TIVATION - PILOT IN COMMAND URATION		•	
6. LIGHT CONDITION - DAWNProbable 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



e de la companya de l La companya de la comp

.

U.S. DEPARTMENT OF COMMERCE National Technical Information Service Springfield, Va 22161

AN EQUAL OPPORTUNITY EMPLOYER

Penalty for Private Use, \$300

OFFICIAL BUSINESS

US DEPARTMENT OF COMMERCE



SPECIAL FOURTH-CLASS RATE BOOK