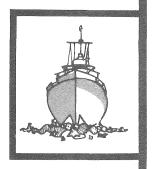


NATIONAL TRANSPORTATION SAFETY BOARD

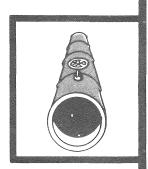


WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS



BRIEF FORMAT U.S. CIVIL AND FOREIGN AVIATION ISSUE NUMBER 3, 1986 ACCIDENTS



NTSB / AAB-87 / 05



UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

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15 Supplementary Notes		

15. Supplementary Notes

16.Abstract

This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1986. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.

File Numbers: 0401 through 0600

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Aviation accident, probable certificate/rating, injuring operating certificate, fliaccident occurred during, weather	ies, type of accident, type ght conducted under,	This document to the public National Techn mation Service field, Virgini	through the nical Infor- e, Spring- a 22161
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FOREWORD

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

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

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

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

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

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

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

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TABLE OF CONTENTS

	<u>Page</u>
Foreword	ΙΙ
Table of Contents	IV
Explanatory Notes	V
AIRCRAFT ACCIDENTS	
File Order Listing	IX
Briefs of Accidents	1_303

DEFINITIONS

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

<u>Aircraft 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.

Serious Injury

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

<u>Substantial</u> <u>Damage</u>

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

<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.

Corporate/Executive Operations

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

<u>Instructional</u> Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 3

CALENDAR YEAR 1986

File Order Listing - Issue No. 3, 1986

File Number	Aircraft Regist.	Date	Location	Aircr Make 	aft Model	Injury Index	Page
401	777CS	020886	MILWAUKEE, WI	CESSNA	401B	NONE	386
402	9778C	052486	STATESVILLE, NC	PIPER	PA-28-161	NONE	254
403	6108T	052286	GULFSHORE, AL	CESSNA	150E	NONE	28
404	6235Q	011586	CONWAY, SC	CESSNA	152	SERIOUS	330
405	3629J	022486	HOMESTEAD, FL	SCHWEIZER	G-164B	NONE	108
407	6762T	033086	YERMO, CA	CESSNA	310D	NONE	62
408	3694C	033186	PHEONIX, AZ	BALLOON WORK	FIREFLY 8-	SERIOUS	42
409	7948K	012286	ANNISTON, AL	BEECH	95-B55	FATAL	20
410	99034	040586	SEATTLE, WA	CESSNA	172P	FATAL	370
410	65783	040586	SEATTLE, WA	CESSNA	172P	FATAL	372
411	734JP	041286	PIOCHE, NV	CESSNA	172N	NONE	294
412	9194H	041586	BORINQUEN, PR	CESSNA	172 M	NONE	326
413	17AT	040886	HOLLYWOOD, FL	BEECH	BE-95	NONE	124
414	742J M	040486	OCKLAWAHA, FL	PIPER	PA-28R-201	FATAL	118
415	7EA	021786	MOORE HAVEN, FL	PIPER	PA-31-310	FATAL	106
416	877AP	030886	KISSIMMEE, FL	PIPER	PA-28-140	SERIOUS	110
417	4242T	041486	NORTH PORT, FL	BELL	UH-1B	NONE	128
418	212ER	041486	BUNNELL, FL	CESSNA	T303	NONE	126
419	2662R	040686	UMATILLA, FL	PIPER	PA-28R-200	NONE	122
421	28QW	052186	N. LITTLE ROCK, AR	HOME-BUILT	JODEL F-9	SERIOUS	34
422	~ 51 W J	041286	SPRINGFIELD, MO	AEROTEK	PITTS S-2A	NONE	222
423	1317J	011786	SAN CARLOS, CA	ROCKWELL	112TC	NONE	50
424	8535\$	011086	CROWN KING, AZ	CESSNA	182H	SERIOUS	38
425	3737K	062386	GEORGETOWN, TX	PIPER	PA-28-140	NONE	354
426	40Z	050486	LONGMONT, CO	GLASER-DIRKS	DG-400	MINOR	100

File Order Listing - Issue No. 3, 1986

File Number	Aircraft Regist.	Date	Location	Aircr Make 	aft Model	Injury Index	Page
427	97TC	010586	HAZARD, KY	CESSNA	177RG	FATAL	210
428	8813Q	060586	LA FERIA, TX	AERO COMMAND	S2R	FATAL	350
429	552Y	060586	LA FERIA, TX	GRUMMAN	G-164	NONE	352
430	5695R	060886	JEFFERSON CITY, MO	CESSNA	172F	NONE	228
431	63177	041186	OMAHA, NE	CESSNA	172P	NONE	270
432	32143	052686	BOLIVAR, MO	PIPER	PA-28-140	NONE	226
433	6272V	042286	ORLANDO, FL	BEECH	95-B55	NONE	140
434	90676	042386	PANAMA CITY, FL	PIPER	PA-60	NONE	142
435	71FW	042586	MIAMI SHORES, FL	BELL	206-L-3	NONE	144
436	528FT	042286	MELBOURNE, FL	PIPER	PA-28RT-20	NONE	138
437	10600	042086	ALACHUA, FL	ADAMS	A55	SERIOUS	136
438	6155V	042286	SAN JUAN, PR	CONSOLIDATED	LAKE LA-4-	NONE	328
439	9592P	041686	OCALA, FL	PIPER	PA-25-235	NONE	130
440	401NA	042586	OPA LOCKA, FL	CESSNA	402B	NONE	146
441	9875E	041086	JACKSON, CA	CESSNA	182	NONE	66
442	9047T	030286	DAKLAND, CA	CESSNA	182C	SERIOUS	58
443	82238	04 1086	FORT HALL, ID	PIPER	PA-32-301T	FATAL	202
444	4339N	020186	BLACK DIAMOND, WA	CESSNA	195	FATAL	368
445	3714T	041086	LONE PINE, ID	PIPER	PA-28R-180	FATAL	200
446	4966	030786	SILETZ, OR	AEROSPATIALE	SE 318C	FATAL	310
447	951Q	041986	ST. AUGUSTINE, FL	BEECH	B95A	MINOR	134
448	121SU	041886	ST. AUGUSTINE, FL	CESSNA	172N	NONE	132
449	35911	040686	ORLANDO, FL	CESSNA	177RG	NONE	120
450	82182	041686	COLUSA, CA	PIPER	PA-18-150	MINOR	72
451	3872E	040886	MESA, AZ	PIPER	PA-23-250	NONE	44

File Order Listing - Issue No. 3, 1986

Number		Date	Location	Make	Mode1	Index	Page
452	45105	020886	MIDDLETOWN, CA	NAVAL AIRCRA	N3N-3	FATAL	54
453	6235D	041286	MESA, AZ	CESSNA	172N	NONE	46
454	9694 M	030986	ROLL, AZ	MOONEY	M-20C	SERIOUS	40
455	714AW	042586	TEMECULA, CA	CESSNA	150M	MINOR	78
456	7320K	010186	KAMUELA, HI	CESSNA	R172K	FATAL	194
457	51156	032986	TIOGA, ND	CESSNA	150J	SERIOUS	268
458	4633B	031686	BROOKLYN PARK, MN	CESSNA	152	NONE	214
459	5644J	051386	FALLON, NV	MAULE	M-6-235	SERIOUS	298
460	91184	051086	SMITHS FERRY, ID	CESSNA	182P	SERIOUS	206
461	65654	042786	HUBBARD, OR	CESSNA	172	NONE	318
462	1371X	041886	LAPWAI, ID	BELL	47G-3B1	NONE	204
463	5786T	041286	RENO, NV	CESSNA	172	NONE	292
464	119JC	033086	SAND POINT, ID	MAULE	M5-180C	MINOR	198
465	54BF	032586	WASCO, OR	S.O.C.A.T.A.	MS894A	SERIOUS	312
466	88415	041186	HARLEN, OR	BELLANCA	7GCBC	NONE	314
467	89403	061786	PACOIMA, CA	CESSNA	140	NONE	80
468	24274	041286	SALINAS, CA	PIPER	PA-38-112	NONE	68
469	77483	032286	WHITEFIELD, OK	CESSNA	120	FATAL	308
470	9165P	070786	SAN ANTONIO, TX	PIPER	PA-24-260	NONE	356
471	53756	051586	HURON, SD	BELLANCA	7GCBC	SERIOUS	334
472	1503E	030186	RED LODGE, MT	AERONCA	7AC	NONE	240
473	8276	052486	FAYETTEVILLE, GA	LANGEFORD	MIDGET MUS	MINOR	192
474	6276P	070586	NENANA, AK	CESSNA	152	NONE	8
475	3162B	070686	TEKANIKA RIVER, AK	CESSNA	170B	NONE	10
476	5472H	070386	SPARROVAHN, AK	PIPER	PA-18	NONE	4

File Order Listing - Issue No. 3, 1986

File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury Index	Page
477	3864V	070886	FAIRBANKS, AK	CESSNA	170	NONE	12
478	4109E	070386	BARROW, AK	PIPER	PA-31-350	NONE	6
479	18SA	021086	MILWAUKEE, WI	CESSNA	207	NONE	388
480	2135R	060886	BENTON, TN	GROB FLUGZEU	G103	MINOR	340
481	6455X	071186	SKWENTNA, AK	CESSNA	180	NONE	16
482	5159E	071086	KVICHAK, AK	CESSNA	180B	NONE	14
484	3476T	030686	ANACONDA, MT	CESSNA	177	FATAL	242
485	8495P	061186	ST.AUGUSTINE, FL	PIPER	PA-24-400	NONE	184
486	246G	050386	MIAMI, FL	PIPER	601P	NONE	154
487	2425P	051286	BROOKSVILLE, FL	PIPER	PA-22-150	MINOR	164
488	9563Y	050986	DESTIN, FL	CESSNA	T210N	NONE	162
489	5601G	051686	KILN, MS	VARGA	2150A	MINOR	232
490	69133	051786	NAPLES, FL	CESSNA	152	NONE	174
491	6926V	050386	STARKE, FL	MOONEY	M2OC	NONE	156
492	3041J	050886	SHAW, MS	CESSNA	T188C	NONE	230
493	7850X	052686	WINDERMERE, FL	CESSNA	172	NONE	180
494	90985	050286	NEW SMYRNA BCH, FL	BELLANCA	7KCAB	NONE	152
495	8993F	050486	JACKSONVILLE, FL	HUGHES	269C	NONE	158
496	11TR	052686	PENSACOLA, FL	BLANIK	L-13	MINOR	178
497	5950D	011986	CEDAR CITY, UT	PIPER	PA-22-150	MINOR	358
498	5019K	012786	MISSOULA, MT	BELL	206L-1	NONE	236
499	51238	011386	FARGO, ND	CESSNA	172P	NONE	260
500	23148	010486	WEST FARGO, ND	CESSNA	150H	NONE	258
501	50384	010386	HOPE, ND	BELLANCA	7ECA	NONE	256
502	166JD	010186	ALAMOGORDO, NM	SCHEMPP-HIRT	VENTUS-B	SERIOUS	274

File Order Listing - Issue No. 3, 1986

File Number	Aircraft Regist.	Date	Location	Aircr Make 	eaft Model	Injury Index	Page
503	35DM	030986	DICKINSON, ND	SMITH	601P AEROS	MINOR	266
504	16210	022686	WATFORD CITY, ND	CESSNA	150L	NONE	262
505	3SB	011886	RIO RANCHO, NM	CAMERON BALL	0-77	MINOR	276
506	7255D	051186	ASHBY, NE	PIPER	PA-22-150	NONE	272
507	12795	050186	HASTINGS, FL	CESSNA	182P	NONE	150
508	3789X	042786	FT.LAUDERDALE, FL	ROCKWELL AER	100	MINOR	148
509	1159W	050986	PANAMA CITY, FL	BELL	47G-3B-1	NONE	160
510	8267Q	051986	MEAD, WA	CESSNA	TU206F	FATAL	378
510	6161M	051986	MEAD, WA	CESSNA	152	FATAL	380
511	5276M	030986	MOCKSVILLE, NC	CESSNA	152	NONE	250
512	33535	011586	STERLING, CO	PIPER	PA-28R-200	NONE	84
513	23930	061486	VAIDEN, MS	AIR TRACTOR	AT-301	NONE	234
514	63133	062186	PLANT CITY, FL	CESSNA	150M	MINOR	188
515	1888Q	053086	JACKSONVILLE, FL	CESSNA	177RG	NONE	182
516	6155B	051486	WINTER HAVEN, FL	CESSNA	182A	NONE	168
517	35 16U	051486	SANFORD, FL	CESSNA	182F	NONE	166
518	4986J	051686	TALLAHASSEE, FL	PIPER	PA-28R-180	NONE	172
519	9491P	051586	TALLAHASSEE, FL	PIPER	PA-24-260	NONE	170
520	3403L	021186	COLUMBIA, TN	CESSNA	U206B	NONE	336
521	63660	010786	UKIAH, CA	CESSNA	150M	SERIOUS	48
522	7049P	010686	PEORIA, AZ	PIPER	PA-24-250	MINOR	36
523	1308W	060586	PELL CITY, AL	MOONEY	M2OE	NONE	30
524	7613J	031786	CROSSVILLE, TN	PIPER	PA-28R-180	NONE	338
525	93567	022186	WILKESBORO, NC	CESSNA	152	FATAL	246
526	114RM	030386	BULLARD, GA	BELL	B-214-B-1	MINOR	190

File Order Listing - Issue No. 3, 1986

File Number	Aircraft Regist.	Date	Location	Aircr Make 	aft Model	Injury Index	Page
527	4877V	021286	SHIPPENVILLE, PA	CESSNA	303	FATAL	320
528	43139	033086	SANTA TERESA, NM	TAYLORCRAFT	BC12D	NONE	288
529	2874K	020286	KALISPELL, MT	CESSNA	180	FATAL	238
530	74HB	031186	HANCEVILLE, AL	PIPER	PA-28R-200	NONE	22
531	1523 M	021986	ELYRIA, OH	CESSNA	182P	FATAL	300
532	8167R	030286	ELKTON, MD	PIPER	PA-28-161	NONE	212
533	57608	042386	MATTAWA, WA	PIPER	PA-36	MINOR	376
534	318M	041086	SPOKANE, WA	MORLEY	AVID FLYER	SERIOUS	374
536	4978X	051986	ODESSA, WA	AYRES	S-2R	NONE	382
537	6VS	042786	MINDEN, NV	EIREAVION OY	PIK 20-D	NONE	296
538	14D M	020886	CARLSBAD, CA	MITSUBISHI	MU-300	NONE	52
539	335RM	031586	MULBERRY, FL	MCFARLAND	QUICKIE 2	FATAL	112
540	20SQ	052086	STUART, FL	CESSNA	152	NONE	176
541	2378D	061186	VERO BEACH, FL	PIPER	PA-38-112	NONE	186
543	9237K	040986	SAN JOSE, CA	PIPER	PA-28-151	NONE	64
544	4162Q	042186	FULLERTON, CA	CESSNA	310N	NONE	74
545	717WL	052086	RIO HÓNDO, TX	PIPER	PA-23-250	MINOR	348
546	4153T	070186	COMPTON, CA	CESSNA	320D	NONE	82
547	9153K	030286	HICKORY, NC	PIPER	PA-28-181	SERIOUS	248
548	4984Q	031486	BOZEMAN, MT	CESSNA	A185F	NONE	244
549	27Y	010286	TERRELL, TX	BEECH	E18S	NONE	342
550	8047G	041286	DALLAS, TX	CESSNA	177RG	FATAL	346
551	8 10Q	040586	MONTAGUE, TX	BEECH	65	FATAL	344
552	5968C	031886	CRYSTAL SPRINGS, FL	BEECH	D-35	FATAL	114
553	40MS	042886	JULIAN, PA	GLASER	DIRK-DG-40	FATAL	322

File Order Listing - Issue No. 3, 1986

File Number	Aircraft Regist.	Date	Location	Airc Make 	raft Model	Injury Index	Page
553	686U	042886	JULIAN, PA	SCHWEIZER	SGS-1-26B	FATAL	324
555	25SK	042386	ECHO, OR	GRUMMAN	G164-A	NONE	316
556	772K	04 1986	WEST MEMPHIS, AR	BEECH	A-90	NONE	32
557	9726R	042086	MARSHALL, MO	BEECH	M-35	NONE	224
558	3124P	031386	TOLEDO, OH	PIPER	PA-23	FATAL	302
559	118JB	061286	MEAD, WA	SANDERS	STARDUSTER	FATAL	384
560	84394	040586	HAMILTON, OH	AERONCA	7AC	NONE	304
561	55VH	050486	ROANOKE, AL	AERO COMMAND	112	NONE	26
562	210TA	020886	ALBUQUERQUE, NM	CESSNA	T-210M	SERIOUS	280
563	736GS	030886	FT. BRIDGER, WY	CESSNA	R172K	NONE	392
564	3280F	031086	LONGMONT, CO	MOONEY	M2OF	NONE	90
565	96145	032586	FALCON, CO	CHAMPION	7GCAA	NONE	92
566	1593B	033186	WATKINS, CO	LUSCOMBE	T-8F	MINOR	94
567	9072Z	030586	EL TORO, CA	ROBINSON	R-22	NONE	60
56 8	2032T	042386	HEMET, CA	SCHWEIZER	SGS-2-33A	NONE	76
569	22134	041586	HESPERIA, CA	CESSNA	150H	SERIOUS	70
570	7879U	030286	EPHRAIM, UT	CESSNA	172F	MINOR	360
571	761XE	051286	ERIE, CO	CESSNA	T210M	NONE	102
572	2DE	051886	DENVER, CO	PITTS	S-1S	MINOR	104
573	6353M	021986	ALAMEDA, NM	CESSNA	152	NONE	282
574	2436D	040886	ST GEORGE, UT	CESSNA	170B	NONE	364
575	8935V	022686	QUEMADO, NM	CESSNA	172 M	NONE	284
576	91319	030686	BOUNTIFUL, UT	PIPER	PA-38-112	NONE	362
577	1580Q	040586	FALCON, CO	CESSNA	150L	MINOR	96
578	85255	030286	SANTA ROSA, NM	AERONCA	7AC	NONE	286

File Order Listing - Issue No. 3, 1986

File	Aircraft			Aircr		Injury	
Number	Regist.	Date	Location	Make 	Model	Index	Page
579	27387	022086	MEEKER, CO	AEROSPATIALE	SA315B	MINOR	88
580	761JP	020286	TRUTH OR CONSEQ, NM	CESSNA	T210M	NONE	278
581	9923N	030386	CASPER, WY	CESSNA	180J	NONE	390
582	7647 M	030286	KULM, ND	CESSNA	175	NONE	264
583	5721D	022586	ESTELLINE, SD	PIPER	PA-22-150	NONE	332
584	6735T	011786	LEADVILLE, CO	BEECH	V35B	FATAL	86
585	NONE	030286	CORONA, CA	ROTORWAY	SCORPION 1	NONE	56
586	9288F	042386	KAHULUI, HI	HUGHES	269	MINOR	196
588	14RN	041186	LOVELAND, CO	AEROTEK	PITTS-S-1S	MINOR	98
589	97266	032386	MARSEILLES, IL	CESSNA	172	MINOR	208
590	10415	032986	LAKEVILLE, MN	HUGHES	269A (TH-5	MINOR	216
591	3960S	050386	CLYDE, OH	CESSNA	172E	MINOR	306
592	2851Q	040886	CHARLOTTE, NC	CESSNA	172L	SERIOUS	252
593	455JS	031586	MOBILE, AL	SHAFFER	KR-2	SERIOUS	24
594	1504Q	072786	ANCHORAGE, AK	CESSNA	150L	SERIOUS	18
595	2536B	050186	FAIRBANKS, AK	CONSOLIDATED	L-13	NONE	2
596	83GD	031986	LAKELAND, FL	DURKOTA	THORP T-18	FATAL	116
597	180BK	042086	ROOSEVELT, UT	CESSNA	180G	NONE	366
598	2896L	041486	CROSSROADS, NM	CESSNA	172H	NONE	29 0
599	9220R	042186	GREENBUSH, MN	CESSNA	A 188B	SERIOUS	218
600	6559A	042986	BRAINERD, MN	CESSNA	180	FATAL	220

AIRCRAFT ACCIDENT REPORTS BRIEF FORMAT U.S. CIVIL AND FOREIGN AVIATION ISSUE NUMBER 3 OF 1986 ACCIDENTS

File No 595 5,	BANKS, AK	A/C Reg. No. N2	Time (Lcl) - 1800 ADT					
Basic Information Type Operating Certifica	te-NONE (GENER	AL AVIATION) Ai	rcraft Damage			Inje	uries	
,, , , , , , , , , , , , , , , , , , ,			SUBSTANTIAL		Fatal	Serious		None
Type of Operation	-BUSINESS		re	Crew	-	0	0	1
Flight Conducted Under		N	IONE	Pass	0	0	0	0
Accident Occurred During	~TAKEUFF							
Aircraft Information								
	ATED VULTEE L-		- LYCOMING R-6	80			/Activated	
Landing Gear - TAILWHEE	ALL FIXED	Number Engines				1 Warning	System - N	0
Max Gross Wt - 3550		Engine Type	- RECIPROCATIN	IG-CARBUR	ETOR			
No. of Seats - 1		Rated Power	- 300 HP					
Environment/Operations Info	ormation							
Weather Data		Itinerary			Airport	Proximity		
Wx Briefing - FSS		Last Departure	Point.		ON AIR	PORT		
Method - UNK/NR		FAIRBANKS,AK						
Completeness - UNK/NR		Destination			Airport D			
Basic Weather - VMC		LOCAL			METRO			
Wind Dir/Speed- 320/00						Ident	- 06	
Visibility - 80.0		ATC/Airspace					- 4400/	150
Lowest Sky/Clouds -		TERED Type of Flight					- ASPHALT	
	- NONE	Type of Clearar			Runway	Status	- DRY	
Obstructions to Vision		Type Apch/Lndg	- NONE					
Precipitation Condition of Light								
Personnel Information Pilot-In-Command		Age - 55	Medical C	`ertifica	te - VALID	MEDICAL -	WAIVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Revie			ht Time (H		WALTENS, EIN	• '
COMMERCIAL	,	Current - Y				,	24 Hrs - UN	K/NR
SE LAND, ME LAND, SE SI	ĒΑ	Months Since -	1 Make/	Mode1-	6	Last :	30 Days- UN	K/NR
HELICOPTER		Aircraft Type - 0	-150 Instr	ument-	70	Last 9	90 Days- UN	k/NR
			Multi	-Eng -	7			
Instrument Rating(s)	- UNK/NR							
Narrative								
NG THE TAKEOFF ROLL THE PI	OT LOST CONTRO	L OF THE AIRCRAFT. THE	ACFT EXITED TH	E RUNWAY	AND ROLLE	D OVER ON	ITS RIGHT	
. THE INSPECTION OF BOTH TA								
TAILWHEEL. AT THE TIME OF								

File No. - 595 5/01/86 FAIRBANKS,AK A/C Reg. No. N2536B Time (Lcl) - 1800 ADT

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

Finding(s)

- 1. LANDING GEAR, TAILWHEEL ASSEMBLY INOPERATIVE
- 2. AIRCRAFT PREFLIGHT IMPROPER PILOT IN COMMAND
- 3. LANDING GEAR, TAILWHEEL ASSEMBLY LOOSE
- 4. AIRCRAFT HANDLING INADEQUATE PILOT IN COMMAND
- 5. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

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

Basic Information						
Type Operating Certificate-NONE (GEI		raft Damage		Injur		
Type of Operation -PERSONAL		STANTIAL Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 9		E Pass	-	0	0	Ó
Accident Occurred During -LANDING	T HOI	1 433	Ü	J	J	Ū
Aircraft Information						
Make/Model - PIPER PA-18		LYCOMING 0-320		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED				Stall Warnin	g Syst e m	- NO
Max Gross Wt - 1750		RECIPROCATING-CARBUR	EIUR			
No. of Seats - 2	Rated Power -	150 HP				
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIE	Itinerary FING Last Departure Po	.im#		Proximity IRPORT/STRIP		
Method - N/A	ring Last Departure Po LIME VILLAGE,AK		UFF A.	IKPUKI/SIKIP		
Completeness - N/A	Destination	•	Airport I	nata		
Basic Weather - VMC	LOCAL		All por c i	Julu		
Wind Dir/Speed- CALM	2002		Runwa	/ Ident -	N/A	
Visibility - 100.0 SM	ATC/Airspace			, y Lth/Wid -	N/A	
Lowest Sky/Clouds - 6000 FT	SCATTERED Type of Flight Pl	an - NONE	Runwa	y Surface -	N/A	
Lowest Ceiling - 10000 FT I			Runwa	y Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 40	Medical Certifica	+a - VALTI	NEDICAL-NO	WATVEDS /	'I TMTT
Certificate(s)/Rating(s)	Biennial Flight Review	Flic	ht Time (H	Hours)	•	
COMMERCIAL	Current - YES	Total -	2285	Last 24	Hrs -	5
SE LAND, SE SEA	Months Since - 6	Total - Make/Model- 106 Instrument-	1510	Last 30	Days-	60
	Aircraft Type - C-2	.06 Instrument-	81	Last 90	Days-	135
Instrument Rating(s) - AIRPLAN	E	·				
Narrative						
PLT REPORTED A TOTAL LOSS OF PWR OCCUI	RRED WHILE MANEUVERING OVER	AN AREA TO OBSERVE TH	E TERRAIN	. A FORCED L	ANDING	
MADE ON A GRAVEL BAR DURING WHICH THE	ACFT NOSED OVER. IN HIS REC	OMMENDATION ON HOW TH	E ACCIDEN	T COULD HAVE	BEEN	

File No. - 476 7/03/86 A/C Reg. No. N5472H Time (Lc1) - 0600 ADT SPARROVAHN, AK Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation MANEUVERING Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 3. FUEL SUPPLY - NOT IDENTIFIED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. TERRAIN CONDITION - LOOSE GRAVEL/SANDY The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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

Type of Operation -FERRY Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTAN Fire NONE Eng Make/Model - LYC Number Engines - 2 Engine Type - REC	Crew Pass	Ŏ	Serious O O	Minor O O	None 1 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-31-350 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 7000 No. of Seats - 8	NONE Eng Make/Model - LYC Number Engines - 2	Pass	ŏ 	ō ·	~	-
Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-31-350 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 7000 No. of Seats - 8	Eng Make/Model - LYC Number Engines - 2					
Aircraft Information Make/Model - PIPER PA-31-350 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 7000 No. of Seats - 8	Number Engines - 2	OMING TIO-540-J2B	ELT 1			
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 7000 No. of Seats - 8	Number Engines - 2	OMING TIO-540-J2B	ELT I			
Max Gross Wt - 7000 No. of Seats - 8	-			Installed/A		
No. of Seats - 8	Engine Type - REC		St	tall Warnin	ng System	- YES
		IP-FUEL INJECTED		•		
5 - 1 1 - 1 1 1 1 1 1 1 1	Rated Power -	350 HP				
Environment/Operations Information	744		A			
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point		Airport F	Proximity RPORT/STRIP	,	
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	POINT LAY, AK		OFF AIR	(PURI/SIRIP		
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	BARROW, AK		A II POI C DE	114		
Wind Dir/Speed- 240/010 KTS	DANNOW, AN		Runway	Ident -	· N/A	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	VFR		Surface -		
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						·
		Medical Certifica			WAIVERS/	LIMIT
, , , , , , , , , , , , , , , , , , ,	nnial Flight Review		ht Time (Ho	•		
COMMERCIAL	Current - YES	Total -		Last 24 Last 30		4
SE LAND, ME LAND	Months Since - 6 Aircraft Type - PA-31	Make/Model-		Last 30		70 140
	Aircraft Type - PA-31	Instrument- Multi-Eng -		Last 90	Days-	140
		Multi-Eng -	400			
Instrument Rating(s) - AIRPLANE						

File No. - 478 7/03/86 Time (Lc1) - 2025 ADT BARROW, AK A/C Reg. No. N4109E Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation CRUISE - NORMAL Finding(s) 1. LUBRICATING SYSTEM - LEAK 2. FLUID, OIL - LEAK Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 3. FLUID, FUEL - STARVATION 4. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - ROUGH/UNEVEN 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

File No 474 7/05/86	NENANA, AK	A/C Reg. No. No.	6276P	Ŧ	ime (Lc1)	- 2320 A	DT
-Basic Information							
Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage			Inju		
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERS		Fire	Crew	0	0	0	1
Flight Conducted Under -14 C		NONE	Pass	0	0	0	0
Accident Occurred During -LAND	ING						
-Aircraft Information							
Make/Model - CESSNA 152	Eng Make/	/Model - LYCOMING 0-:	235-N2C	ELT :	[nstalled/	Activate	d - YES/YE
Landing Gear - TRICYCLE-FIXED		ngines - 1			tall Warni	ng Syste	m - YES
Max Gross Wt - 1670		/pe - RECIPROCATII	NG-CARBURET	OR			
No. of Seats - 2	Rated Pov	ver - 108 HP					
-Environment/Operations Informatio	n						
Weather Data	Itinerary			Airport I	Proximity		
Wx Briefing - NO RECORD OF	BRIEFING Last Depar	rture Point		OFF AII	RPORT/STRI	P	
Method - N/A	FORT YUR	(ON, AK					
Completeness - N/A	Destination	า	Δ	irport Da	ata		
Basic Weather - VMC	CIR HOT	SPRINGS, AK					
Wind Dir/Speed- CALM				Runway	Ident	- N/A	
Visibility - 15.0 SM	ATC/Airspace	9		Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Fi	light Plan - VFR		Runway	Surface	- N/A	
Lowest Ceiling - NONE	Type of Ci	learance - NONE		Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/	Lndg - FORCED I	LANDING				
Precipitation - NONE		_					
Condition of Light - DAYLI	GHT						
-Personnel Information							
Pilot-In-Command	Age - 33	Medical (Certificate	- VALID	MEDICAL-W	AIVERS/L	IMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight			Time (He		-,-	
STUDENT	Current		1 -	39		4 Hrs -	6
	Months Since	e - N/A Make.	/Mode1-		Last 3	O Davs-	UNK/NR
	Aircraft Typ		rument-	0	Last 9		. 8
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	.,,,,		-		,.	_
Instrument Rating(s) - NON	E						
-Narrative							
STUDENT PLT STATED THAT HE RAN OU		INIRY FLT AFTER BECOM	MING DISORI	ENIED. A	FURCED LA	NDING	
MADE DURING WHICH THE ACFT NOSED	IIVER						

File No 4'	74 7/05/86	NENANA,AK 	A/C Reg. No. N6276P	Time (Lc1) - 2320 ADT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTA	AL) - NON-MECHANICA	L	
 BECAME LOST/DISC REFUELING - NOT 	ING/DECISION - INAD	IN COMMAND		
Occurrence #2 Phase of Operation		CY		
Occurrence #3	NOSE OVER LANDING - ROLL			

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

File No 475 7/06/86 TEKA	NIKA RIVER,AK A/C	Reg. No. N3162B	T	ime (Lc1) -	1630 ADT	
-Basic Information Type Operating Certificate-NONE (GENER		ft Damage		Injur		
		ANTIAL	Fatal			None
Type of Operation -PERSONAL	Fire	Crew	_	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	O _.	0	2
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model ~ CESSNA 170B		ONTINENTAL C-145		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warnin	g System	- YES
Max Gross Wt - 2200		ECIPROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power -	145 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		t	OFF AI	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	FAIRBANKS,AK					
Wind Dir/Speed- 030/006 KTS			Runway	Ident -	N/A	
Visibility - 30.0 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		į				
-Personnel Information						
Pilot-In-Command	Age - 20		te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	Flig	ht Time (H	lours)		
PRIVATE	Current - YES	Total -		Last 24	Hrs -	4
SE LAND	Months Since - 2 Aircraft Type - C-170	Make/Model~	211	Last 30	Days-	6 0
	Aircraft Type - C-170	Instrument-	4	Last 90	Days-	122
		Multi-Eng -	1			
Instrument Rating(s) - NONE						
-Narrative						
ACFT NOSED OVER DURING THE FORCED LANDIN OIL PRESSURE DURING CRUISE FLT JUST PRIOR H ROD HAD FAILED.						

File No 4	75 7/06/86	TEKANIKA	RIVER, AK	A/C Reg. No. N	N3162B	Time (Lc1) - 1630 ADT
Occurrence #1 Phase of Operation 1. ENGINE ASSEMBLY	CRUISE	,	H FAILURE/MALFU	NCTION		
Occurrence #2 Phase of Operation	•					
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

-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	ft Damage		Injur	ies	
Type operating out the roate mone (demand		ANTIAL	Fatal		Minor	None
Type of Operation -PERSONAL	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 170	Eng Make/Model - C			Installed/A		
Landing Gear - FLOAT	Number Engi n es -			tall Warnin	g System	- YES
Max Gross Wt - 2200	Engine Type - R		RETOR			
No. of Seats - 4	Rated Power -	145 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRIP		
Method - N/A	N. INIAKUK LAKE,A	K				
Completeness - N/A	Destination		Airport Da	ата		
Basic Weather - VMC Wind Dir/Speed- CALM	FAIRBANKS, AK		Dumino	Talama	N/A	
Visibility - 10.0 SM	ATC/Airspace			Ident - Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- VED		Surface -		
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		Kariway	Status	147.6	
Precipitation - NONE	. ypo npon, inag					
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 40	Medical Certifica			IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review		tht Time (He			
PRIVATE	Current - YES	Total -				6
SE LAND, SE SEA	Months Since - 1			Last 30		6
	Aircraft Type - C-170	Instrument-	5	Last 90	Days-	17
Instrument Rating(s) - NONE						
Namativa						
Narrative PLT REPORTED EXPERIENCING A TOTAL LOSS OF	DWD DUDTNG COUTSE ELT HE	STATED HE SWITCHED	ELIEL TANK	S AND WAS		
ORARILY ABLE TO REGAIN PWR BEFORE EXPERIE					FORCED	
ING. DURING POST ACCIDENT TESTS THE ACFT						
MONITORED THE CARB HEAT MORE CLOSELY.	THE WAR DIAMIED AND OF ENATI			3110		

File No 4	7/08/86	FAIRBANKS,AK	A/C Reg. No. N3864V	Time (Lcl) - 1130 ADT
Occurrence #1 Phase of Operation	LOSS OF POWER(TO	OTAL) - NON-MECHANICAL		
3. CARBURETOR HEAT	NNING/DECISION - :	IMPROPER - PILOT IN CO PILOT IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING	ENCY		
Occurrence #3 Phase of Operation		SION WITH TERRAIN		
Probable Cause				
The National Transpo		ard determines that th	e Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is	s/are finding(s) 2		

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	ft Damage		Injur	ies	
		ANTIAL	Fatal			None
Type of Operation -PERSONAL	Fire			0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pas	5 0	0	0	0
Accident Occurred During -TAKEOFF						
Aircraft Information						
Make/Model - CESSNA 180B	Eng Make/Model - C	ONTINENTAL 0-470-R		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warning	g System	- YES
Max Gross Wt - 2650	Engine Type - R		RETOR			
No. of Seats - 4	Rated Power -	230 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t	ON AIR	PORT		
Method - N/A	KVICHAK, AK					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	SAME AS ACC/INC		KVICHA		0.0	
Wind Dir/Speed- CALM	ATC/Airspace			Ident - Lth/Wid -	36	NIZ /NID
Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		NK/ NK
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		·	Status	55	
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 27	Medical Certifica	ate - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H			
PRIVATE	Current - NO	Total -	1200	Last 24	Hrs -	. 3
SE LAND, SE SEA	Months Since - UNK/N		3	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/N			Last 90	Days-	180
		Multi-Eng - l	JNK/NR	Rotorcr	aft - UNI	K/NK
Instrument Rating(s) - NONE						
Narrative PLT ATTEMPTED TO BECOME AIRBORNE WITHOUT	CHEETCIENT ATDODEED AFTER	NOTICING THAT THER	WAS NOT 5	NOTICE DWY		
PLI ATTEMPTED TO BECOME ATRBURNE WITHOUT INING TO COMPLETE THE TAKEOFF. THE ACFT M						

7/10/86 File No. - 482 KVICHAK, AK A/C Reg. No. N5159E Time (Lc1) - 1200 ADT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND 4. AIRSPEED - INADEQUATE - PILOT IN COMMAND 5. ROTATION - PREMATURE - PILOT IN COMMAND 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 7. TERRAIN CONDITION - DIRT BANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 2,3,4,5,6$ Factor(s) relating to this accident is/are finding(s) 1

File No 481 7/11/86 SKWEN	TNA,AK A/C	Reg. No. N6455X	Time (Lcl) - 1100 ADT			
Basic Information						
Type Operating Certificate-NONE (GENERA		ft Damage		Injur		
	=	ANTIAL	Fatal		Minor	None
Type of Operation -PERSONAL	Fire	Crev		,o	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	6 0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information	•					
Make/Model - CESSNA 180		ONTINENTAL 0-470-R				
Landing Gear - AMPHIBIAN	Number Engines -			tall Warning	g System	- YES
Max Gross Wt - 2950	Engine Type - R		RETOR			
No. of Seats ~ 4	Rated Power -	230 HP				
Environment/Operations Information			,			
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t	OFF AI	RPORT/STRIP		
Method - N/A	PALMER, AK					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SKWENTNA, AK					
Wind Dir/Speed- VARIABLE					N/A	
Visibility - 40.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 47				WAIVERS	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flig	yht Time (H			
COMMERCIAL		Total -			Hrs -	1
SE LAND, SE SEA	Months Since - 3 Aircraft Type - C-180	Make/Mode1-	810	Last 30	Days-	10
	Aircraft Type - C-180		20	Last 30 Last 90 Rotorcra	Days-	95
		Multi-Eng - L	INK/NR	Rotorcra	aft - UN	NK/NR
Instrument Rating(s) - AIRPLANE						
Managetina						
-Narrative	THE THE LANDING CEAD ON THE	FLOATS IN THE SOUR	LAND LOCKE	D DOCTTION	THE	
: PLT STATED THAT HE LANDED IN THE WATER WI :T NOSED OVER IN THE WATER ON TOUCHDOWN. TH					IHE	
I NUSED OVER IN THE WATER ON TOUCHDOWN. TH	E ALI SIMIEN HE LATER IN	JOE W RELAKE FUNDIN	IG CMECKLIS	1.		

File No. - 481 7/11/86 SKWENTNA,AK A/C Reg. No. N6455X Time (Lcl) - 1100 ADT

Occurrence NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. CHECKLIST NOT FOLLOWED PILOT IN COMMAND
- 2. WHEELS DOWN LANDING IN WATER CONTINUED PILOT IN COMMAND
- 3. WHEELS DOWN LANDING IN WATER INATTENTIVE PILOT IN COMMAND

----Probable Cause----

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

File No 594 7/27/86 ANC	HORAGE, AK	A/C Reg. No	. N1504Q	Time (Lc1) - 1100 ADT			
-Basic Information				-			
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damag	ge	F-4-1	Injur		Mana
Type of Operation -PERSONAL		SUBSTANTIAL Fire	Crew	Fatal O	Serious 1	Minor O	None 0
Flight Conducted Under -14 CFR 91		NONE	Pass	Ö	Ó	1	Ö
Accident Occurred During -LANDING			,	_	Ų.		
-Aircraft Information							
Make/Model - CESSNA 150L		odel – CONTINEN			Installed/A		
Landing Gear - TRICYCLE-FIXED		jines - 1			tall Warnir	ng System	- YES
Max Gross Wt - 1600	Engine Typ		ATING-CARBURE	IOR			
No. of Seats - 2	Rated Powe	er - 100 HI					
-Environment/Operations Information							
Weather Data	Itinerary	Dadat		Airport F			
Wx Briefing - FSS Method - TELEPHONE	Last Depart HOMER.AK	ure Point		OFF AIR	RPORT/STRIF	•	
Completeness - FULL	Destination			Airport Da	ata		
Basic Weather - VMC	ANCHORAGE	: AK	•	an por c be			
Wind Dir/Speed- 020/005 KTS	,	,,,,,,,		Runway	Ident -	N/A	
Visibility - 90.0 SM	ATC/Airspace				Lth/Wid -	N/A	
Lowest Sky/Clouds - 20000 FT UN	K/NR Type of Fli	ght Plan - VFR		Runway	Surface -	N/A	1
Lowest Ceiling - NONE		arance - NONE		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/L	.ndg - FORCI	ED LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT			· 				
-Personnel Information				==		= =	
Pilot-In-Command	Age - 33 Biennial Flight R	Medica	al Certificate			WAIVERS/	LIMII
Certificate(s)/Rating(s) PRIVATE	Bienniai Fiight K	eview - YES To		t Time (Ho		Una -	5
SE LAND	Months Since	- 1E3 IG	otal -	54 58	Last 24	, Dave- IIVII	
SE LAND	Aircraft Type	- 3 Ma - C-150 Ir	nstrument-	20	Last 90	Days ON	22
	Andraic Type	. 0 100 11	io er amorre		2001 00	Juju	
Instrument Rating(s) - NONE							
	RING A FORCED LANDIN	IG FOLLOWING AN I	ENGINE FAILURE	DUF TO F	FUFI FXHAUS	TION	
ACFT HAD OPERATED 5.1 HOURS SINCE IT WA							
RANGE FOR THE ACFT.							

File No 5	94 7/27/86	ANCHORAGE, AK	A/C Reg.	No. N1504Q	Time (Lc1) - 1100 ADT
Occurrence #1 Phase of Operation	LOSS OF POWER(TO	TAL) - NON-MECHANICAL			
Finding(s) 1. REFUELING - NOT 2. FLUID,FUEL - EX	PERFORMED - PILOT HAUSTION	IN COMMAND			
Occurrence #2 Phase of Operation		NCY			
Occurrence #3 Phase of Operation					
Probable Cause					

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

File No 409 1/22/86 ANNIST	UN, AL	A/C Reg.	No. N7948K		Time (Lc1) -	1445 CS	ı
 -Basic Information Type Operating Certificate-NONE (GENERAL 	AVIATION)	Aircraft D			Injur	ies	
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire		ew 1	0	0	0
Flight Conducted Under -14 CFR 91		ON GROUND) Pa	iss O	0	0	0
Accident Occurred During -CRUISE							
-Aircraft Information							
Make/Model - BEECH 95-B55		e/Model - CONTI	NENTAL IO-470		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE		Engines - 2			Stall Warning	g System	- YES
Max Gross Wt - 5000		Type - RECIF		D			
No. of Seats - 6	Rated Po	ower - 26	SO HP				
-Environment/Operations Information						-	
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Depa	arture Point		OFF A	RPORT/STRIP		
Method - N/A	NATCHI	TOCHES, LA					
Completeness - N/A	Destination	on		Airport [Data		
Basic Weather - IMC	ATLANTA	A,GA					
Wind Dir/Speed- 230/005 KTS				Runway	/ Ident -	N/A	
Visibility - 5.0 SM	ATC/Airspac				/ Lth/Wid -		
Lowest Sky/Clouds - UNK/NR		Flight Plan - N		Runway	/ Surface -	N/A	
Lowest Ceiling - 1500 FT BROKE				Runway	/ Status -	N/A	
Obstructions to Vision- HAZE	Type Apci	h/Lndg - N	IONE				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 33	Me	edical Certifi	cate - EXPIR	RED		
Certificate(s)/Rating(s)	Biennial Fligh	t Review	F1	ight Time (F	lours)		
PRIVATE	Current		Total -	76	Last 24	Hrs - U	NK/NR
SE LAND, ME LAND	Months Sind	ce - UNK/NR	Make/Model-	Ignt Time (F 76 UNK/NR UNK/NR UNK/NR	Last 30	Days- U	NK/NR
	Aircraft Ty	ype - UNK/NR	Instrument-	UNK/NR	Last 90	Days- U	NK/NR
			Multi-Eng	UNK/NR	Rotorcra	aft - UN	NK/NR
Instrument Rating(s) - NONE							

-Narrative	AE THE 1 ALL : 5:	E. 0.010					
ACFT WAS OBSERVED FLYING THROUGH THE BASE							
NTAIN. THE PLT WAS NOT INSTRUMENT RATED, HA							
ERAL HUNDRED FT BELOW THE MAX ELEVATION FIG ING.	URE SHOWN ON TH	HE AERONAUTICAL	. CHART FOR TH	E SECTION IN	MHICH HE WA	45	

A/C Reg. No. N7948K File No. - 409 1/22/86 ANNISTON, AL Time (Lcl) - 1445 CST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 4. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND 5. JUDGEMENT - POOR - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation CRUISE - NORMAL Finding(s) 6. TERRAIN CONDITION - MOUNTAINOUS/HILLY 7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 2,3,4,5,7$

File No 530 3/11/86 HANCE	/ILLE,AL	A/C Reg. No	. N74HB	т	ime (Lc1)	- 1716 CS	ST
Basic Information Type Operating Certificate-ON-DEMAND AIF Name of Carrier -CONDOR AERO S Type of Operation -NON SCHED, DON Flight Conducted Under -14 CFR 135 Accident Occurred During -LANDING	SERVICES	Aircraft Dama SUBSTANTIAL Fire NONE	ge Crew Pass	Fatal O O	Injur Serious O O		None 1 0
Aircraft Information Make/Model - PIPER PA-28R-200 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2900 No. of Seats - 2		•	EL INJECTED		Installed/A		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 160/008 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 25000 FT Lowest Ceiling - 25000 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	BIRMINGH ATC/Airspace Type of Fl	LE,AL AM,AL ight Plan - NONE earance - VFR	ED LANDING	OFF AI Airport D Runway Runway Runway	Ident - Lth/Wid - Surface -	- N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND	Age - 28 Biennial Flight Current Months Since Aircraft Typ	Review - YES To - 1 Marker - UNK/NR II		nt Time (H 2044 46 113	ours) Last 24 Last 30 Last 90	Hrs - Days- U	2
Instrument Rating(s) - AIRPLANE							
Narrative HILE ENROUTE TO BIRMINGHAM THE PILOT EXPERIEN NGINE ASSEMBLY. THE PILOT ATTEMPTED TO MAKE A OLLIDED WITH AN EMBANKMENT ADJACENT TO THE SO AD EXPERIENCED SEVERE ENGINE VIBRATIONS TWICE HE CYLINDERS WERE OVERHAULED AND THE AIRCRAFT TATED THAT HE DID NOT FOLLOW THE PROCEDURES A NSPECT THE ENGINE ASSEMBLY CAUSED THE OTHER O	N EMERGENCY LAND DUTHBOUND LANES. WITHIN THE LAST RETURNED TO SER S OUTLINED IN TH	ING ON INTERSTATE THE INVESTIGATION THREE MONTHS PRI VICE. THE MAINTEN E ENGINE SERVICE	E 65 NEAR HAN N DETERMINED IOR TO THE AC NANCE PERSONN MANUAL. THE	ICEVILLE, THAT THE CCIDENT. O IEL WHO RE FAILURE T	AL, AND THE AIRCRAFT N BOTH OCCU PAIRED THE O RETORQUE	AIRCRAF IRRENCES ENGINE	Ť

3/11/86 A/C Reg. No. N74HB Time (Lcl) - 1716 CST File No. - 530 HANCEVILLE, AL Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE Finding(s) 1. ENGINE ASSEMBLY, CYLINDER - SEPARATION 2. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL 3. ENGINE ASSEMBLY, CONNECTING ROD - OVERLOAD 4. MAINTENANCE, INSPECTION OF AIRCRAFT - NOT PERFORMED - COMPANY MAINTENANCE PSNL 5. MAINTENANCE, SERVICE BULLETINS - NOT FOLLOWED - COMPANY MAINTENANCE PSNL Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL ----Probable Cause----

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

File No 593	3/15/86 N	MOBILE,AL	,	A/C Reg.	No. N455JS		Т	ime (Lcl)	- 1450	CST
-Basic Information Type Operating Certifica	ate-NONE (GE	ENERAL AVIAT		rcraft Da					uries	
				JBSTANTIA		_	Fatal	Serious		
Type of Operation	-PERSONAL	_		re		Crew	0	1	0	-
Flight Conducted Under Accident Occurred During		31	NI.	ONE		Pass	0	0	0	0
-Aircraft Information Make/Model - SHAFFER	KD-2		Eng Make/Model	- VOLKEN	MCON 1925		ELT	Installed	/Activat	ed - YES/YI
Landing Gear - TRICYCL			Number Engines		AGON 1835			tall Warn		
Max Gross Wt - UNK/NR	LITALD		Engine Type		OCATING-CA	PRUPET		carr warr	ing syst	e 140
No. of Seats - 2				- UNK/NR		REGRET				
-Environment/Operations In	formation									
Weather Data	2000 05 0075		inerary					Proximity		
<u> </u>	CORD OF BRIE		Last Departure F NEW BRAUNSFELS				OFF AI	RPORT/STR	11	
Method - N/A Completeness - N/A			NEW BRAUNSFELS	5,1%			irport D	a+a		
Basic Weather - VMC		, D.	MOBILE,AL			^	ii poi t b	ata		
Wind Dir/Speed- 180/0	10 KTS		MODILE, AL				Runway	Ident	- N/A	
Visibility - 15.0		ATO	C/Airspace					Lth/Wid		
Lowest Sky/Clouds -	3000 FT	SCATTERED 3	Type of Flight F	Plan - NO	NE		Runway	Surface	- N/A	
Lowest Ceiling			Type of Clearand					Status	- N/A	
Obstructions to Vision		٦	Type Apch/Lndg	- NO	NE					
	- NONE									
Condition of Light	- DAYLIGHT									
-Personnel Information Pilot-In-Command		Age -	33	Mod	lical Certi	ficato	- VALTD	MEDICAL -	WATVEDS/	I TMTT
Certificate(s)/Rating(s)		al Flight Review				Time (H		WAITENS,	
PRIVATE	-,		rrent - YE		Total		339		24 Hrs -	5
SE LAND			nths Since - 6				176	Last	30 Days-	UNK/NR
			rcraft Type - UN		Instrumen	t-	14			
			,,	•	Multi-Eng	-	12		_	
Instrument Rating(s) - NONE				_					
instrument kating(s										
-Narrative PILOT LOST CONTROL OF THE			FLIGHT WHILE AT A SPIN AND THE F						ח	

File No. - 593 3/15/86 A/C Reg. No. N455JS Time (Lc1) - 1450 CST MOBILE,AL Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. DOOR, INTERIOR CREW - OPEN 2. MAINTENANCE, MODIFICATION - POOR - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation DESCENT - EMERGENCY Finding(s) 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND 6. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

File No 561 5/04/86 ROANO	KE,AL A	/C Reg. No. N55VH	Т	ime (Lcl)	- 1850 CDT	-
Basic Information Type Operating Certificate-NONE (GENERAL	_ AVIATION) Air	craft Damage		Inju	ries	
		BSTANTIAL	Fatal	Serious		None
Type of Operation -PERSONAL	Fire	e Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NO	NE Pass	. 0	0	0	3
Accident Occurred During -APPROACH						
Aircraft Information						
Make/Model - AERO COMMANDER 112	Eng Make/Model	- LYCOMING IO-360-C1D6	ELT	Installed/	Activated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines			tall Warni		
Max Gross Wt - 2650		- RECIP-FUEL INJECTED				
No. of Seats - 4	Rated Power	- 200 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Po	oint		RPORT/STRI	Р	
Method - N/A	SAME AS ACC/IN			,	•	
Completeness - N/A	Destination		Airport D	ata		
Basic Weather ~ VMC	SAME AS ACC/IN	2	ROANAK			
Wind Dir/Speed- CALM					- 11	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid		80
Lowest Sky/Clouds - CLEAR	Type of Flight P	lan - NONE	Runway	Surface	- ASPHALT	
Lowest Ceiling - NONE	Type of Clearance	e - 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 - 46	Medical Certifica	te - VALID	MEDICAL-W	AIVERS/LIM	IIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flig	ht Time (H	ours)		
PRIVATE	Current - YES	Total -	235	Last 2	4 Hrs -	2
SE LAND	Current - YES Months Since - 12	Make/Model~	38	Last 3	O Days- UN	IK/NR
	Aircraft Type - PA	-28 Instrument-	8	Last 9	O Days-	6
Instrument Rating(s) - NONE						
Narrative						
THE PLT LOST CONTROL OF THE ACFT DURING AN ATT WAS ADDED TO MAINTAIN 80 KTS. THE ACFT CONTINU ACTIVATED. THE PLT THEN APPLIED PWR TO GO-AROL CONTINUED TO MUSH. THE ACFT TRAVELED OFF THE LATER REFLECTED HE HAD NOT RECENTLY PRACTICED ADDED.	JED DESCENDING, THE AIR: JND, HOWEVER, HE APPLIE JEFT SIDE OF THE RWY, DO	SPEED DECREASED TO 65- D TOO MUCH BACK PRESSU DWN AN EMBANKMENT AND	70 KTS AND RE ON THE INTO A WOO	THE STALL YOKE AND T DED AREA.	WARNING HE ACFT THE PLT	

File No 5	61 5/04/86	ROANOKE, AL	A/C Reg. No. N55VH	Time (Lcl) - 1850 CDT
Occurrence #1 Phase of Operation				
	E OF PROCEDURE,COMF S - INADVERTENT - F AYED - PILOT IN COM SIVE - PILOT IN COM	MMAND MMAND	MAND	
Occurrence #2 Phase of Operation				
Finding(s) 7. OBJECT - TREE(S)			
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that the F	robable Cause(s) of this acc	cident
Factor(s) relating t	o this accident is/	are finding(s) 2		

-Basic Information Type Operating Certificate-NONE (GENERA	AVIATION) Aircraft	Damage		Injur	ies	
Type operating our tri route none (denem	SUBSTAN		Fatal			None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						
Aircraft Information			·			
Make/Model - CESSNA 150E	Eng Make/Model - CON	TINENTAL 0-200-A		Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600	Number Engines - 1	IPROCATING-CARBUR		tall Warnin	g System	- YE2
No. of Seats - 2		100 HP				
-Environment/Operations Information						,
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRIP		
Method - N/A	ROANOKE, VA			_		
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC Wind Dir/Speed- CALM	FOLEY, AL		JACK E		N/A	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance -			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg -			• •		
Precipitation - NONE	,, , , , <u>, , , , , , , , , , , , , , ,</u>					
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 31 Biennial Flight Review	Medical Certifica			WAIVERS/	LIMII
<pre>Certificate(s)/Rating(s) PRIVATE</pre>	Cupport - VES	Filg	nt Time (H	ours)	Una -	4
SE LAND	Months Since - 4	Make/Model -	66	Last 24	Dave- IIN	K/ND
SE EAND	Current - YES Months Since - 4 Aircraft Type - UNK/NR	Total - Make/Model- Instrument-	0	Last 90	Days-	12
	A Tropart Type Gully like	The cramerre	ŭ	2451 30	buyo	
Instrument Rating(s) - NONE						
-Narrative						
PILOT RELATED THAT THE AIRCRAFT RAN OUT O	F FUEL AND HE ATTEMPTED A FO	RCED LANDING IN A	FIELD 3 M	ILES FROM H	IS	
PORT OF INTENDED LANDING. THE FUEL CELLS W						
OT STATED THAT THE FUEL GAUGES INDICATED 2	O GALLONS PRIOR TO DEPARTURE					

Time (Lc1) - 2030 CDT File No. - 403 5/22/86 GULFSHORE, AL A/C Reg. No. N6108T LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. TERRAIN CONDITION - OPEN FIELD 5. TERRAIN CONDITION - CROP

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

----Probable Cause----

ge F Crew Pass IO-360-A1A EL INJECTED	Injuratal Serious O O O O ELT Installed/	Minor O O	None 1 1
Crew Pass IO-360-A1A EL INJECTED	atal Serious O O O O ELT Installed/	Minor O O	1 1
Pass IO-360-A1A L INJECTED	0 0 ELT Installed/	ŏ 	1
IO-360-A1A	ELT Installed/		
L INJECTED		 lctivated -	
L INJECTED		\ctivated -	
L INJECTED		Activated -	
L INJECTED	Stall Warni		YES/NO
		na System -	YES
•		•	
Ai	rport Proximity		
	OFF AIRPORT/STRIE	Þ	
	•		
Air	port Data		
	•	*	
	Runway Ident	- N/A	
		- N/A	
	,		
al Certificate -	VALID MEDICAL-WA	AIVERS/LIMI	т
		,	
		4 Hrs -	2
			61
	Air D LANDING Al Certificate - Flight Total - 58 ake/Model - 10 astrument - 1	OFF AIRPORT/STRIF Airport Data Runway Ident Runway Surface Runway Status D LANDING Al Certificate - VALID MEDICAL-W/ Flight Time (Hours) otal - 585 Last 24 ake/Model- 102 Last 36 astrument- 16 Last 96	OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A ED LANDING Al Certificate - VALID MEDICAL-WAIVERS/LIMI Flight Time (Hours) Otal - 585 Last 24 Hrs -

File No. - 523 - 6/05/86 PELL CITY, AL A/C Reg. No. N1308W Time (Lc1) - 1500 CDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION PREFLIGHT PLANNING/PREPARATION - INACCURATE - PILOT IN COMMAND 3. JUDGEMENT - POOR - PILOT IN COMMAND 4. REFUELING - NOT PERFORMED - PILOT IN COMMAND 5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - UNCONTROLLED Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5Factor(s) relating to this accident is/are finding(s) 1

Type Operating Certificate-NONE (GENERAL		t Damage		Injur		
Type of Operation -POSITIONING	SUBSTA Fire	NTIAL Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91	NONE		_	ŏ	ŏ	Ö
Accident Occurred During -LANDING						
Aircraft Information			-			
Make/Model - BEECH A-90 Landing Gear - TRICYCLE-RETRACTABLE	Eng Make/Model ~ P8 Number Engines - 2			Installed/A tall Warnin		
Max Gross Wt - 9300	Engine Type - TU		•	stari warnin	g system	- 163
No. of Seats - 9	Rated Power -	550 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIF	RPORT		
Method - N/A	DYERSBURG, TN					
Completeness - N/A	Destination		Airport [
Basic Weather - VMC Wind Dir/Speed- 210/005 KTS	SAME AS ACC/INC			MEMPHIS / Ident -	17	
Visibility - 5.0 SM	ATC/Airspace			/ Ident - / Lth/Wid -	17 5000/	100
Lowest Sky/Clouds - 2900 FT	Type of Flight Plan	- NONE		Surface -		
	CAST Type of Clearance				WET	
Obstructions to Vision- NONE	•	- VISUAL				
Precipitation - RAIN		TRAFFIC PATTERN				
Condition of Light - DUSK						
Personnel Information						
	Age - 48	Medical Certifica	ite - VALIL iht Time (H		IVERS/LIM	11
<pre>Certificate(s)/Rating(s) ATP</pre>	Biennial Flight Review Current - YES				Hrs - UN	k /ND
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 4	Make/Model-		Last 30		
SE EMID, ME EMID, SE SEA, ME SEA	Aircraft Type - BOEING		INK/NR	Last 90	Days-	627
		Multi-Eng -			aft - UN	
Instrument Rating(s) - AIRPLANE						
Narrative E PLT MADE A LANDING TO A RAIN SLICK RWY AT	WEST MEMPHIS ARKANSAS TH	IF PLT STATED THE A	CET HYDROE	PLANED AND		
AT BRAKING WAS NEGLIGIBLE. THE PIC'S ATTEMPT					N THE	
	INT. THE ACFT LANDED WITH T					

4/19/86 WEST MEMPHIS,AR File No. - 556 A/C Reg. No. N772K Time (Lcl) - 2100 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

- 1. WEATHER CONDITION THUNDERSTORM
- 2. WEATHER CONDITION TAILWIND
- 3. IN-FLIGHT PLANNING/DECISION POOR PILOT IN COMMAND
- 4. FLIGHT INTO KNOWN ADVERSE WEATHER CONTINUED PILOT IN COMMAND
- 5. COMPENSATION FOR WIND CONDITIONS NOT PERFORMED PILOT IN COMMAND

Occurrence #2 OVERRUN Phase of Operation LANDING - ROLL

Finding(s)

- 6. PROPER TOUCHDOWN POINT NOT ATTAINED PILOT IN COMMAND
- 7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION WET
- 8. GO-AROUND DELAYED PILOT IN COMMAND

----Probable Cause----

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

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

File No 421 5/21/86 N. LI	TTLE ROCK,AR A/C Re	g. No. N28QW	Tir	me (Lc1) - 1545	CDT
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	L AVIATION) Aircraft SUBSTAN Fire NONE		Fatal 0 0	Injuries Serious Mino 1 (0
Accident Occurred During -DESCENT					
Aircraft Information Make/Model - HOME-BUILT JODEL F-9 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 660 No. of Seats - 1	Eng Make/Model - VOLI Number Engines - 1 Engine Type - REC Rated Power -		Sta	nstalled/Activat all Warning Syst	
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 100/008 KTS Visibility - 7.0 SM Lowest Sky/Clouds - UNK/NR SCAT Lowest Ceiling - 20000 FT BROK Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	JACKSONVILLE,AR Destination N. LITTLE ROCK,AR ATC/Airspace TERED Type of Flight Plan -	NONE NONE	Airport Da ^r N. LITTI Runway : Runway I Runway :	PORT/STŔIP ta	o/ 50
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Biennial Flight Review	9	t Time (Ho	urs)	
PRIVATE SE LAND	Current - YES Months Since - 1 Aircraft Type - BE-19	Total - Make/Model- Instrument-	12	Last 24 Hrs - Last 30 Days- Last 90 Days-	50
Instrument Rating(s) - NONE					
Narrative HE ACFT STALLED AND IMPACTED THE TERRAIN IN NG FAILURE. POST ACCIDENT INSPECTION REVEALE HICH INDICATED WEAR ON THE COUPLING AND MAGN RIOR TO THE ACCIDENT. THE PREVIOUS OWNER STA HERE IT IS INSERTED INTO THE ENG DRIVE ASSEM	D THE MAGNETO DRIVE COUPLING ETO DRIVE. THIS HOMEBUILT AC TED THE MAGNETO IN THIS TYPE	HAD FAILED. THERE FT HAD NOT BEEN FL ENG HAS CONSIDERA	WAS EVIDEN OWN FOR API BLE PLAY IN	NCE PRESENT RX EIGHT YEARS	

File No 4	121 5/21/86 	N. LITTLE	ROCK,AR	A/C Reg. No. N28QW	Time (Lcl) - 1545 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTA APPROACH - GO-AROU		FAILURE/MAL	FUNCTION	
	I,MAGNETO - FAILURE,T KNOWN DEFICIENCIES I		T - INITIAT	ED - PILOT IN COMMAND	
Occurrence #2 Phase of Operation	LOSS OF CONTROL - DESCENT - EMERGENC				
4. STALL	MAINTAINED - PILOT I				
Occurrence #3 Phase of Operation	DESCENT - UNCONTRO	LLED			
Probable Cause					
The National Transpois/are finding(s) 1,		determine	s that the	Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is/a	re finding	(s) 2		

-Basic Information Type Operating Certificate-NONE (GENERA	I AVIATION) Aircra	aft Damage		Injur	ies	
		TANTIAL	Fatal	Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire			0	1 1	0
Accident Occurred During -LANDING	NUNE	Pass	O	O	1	O
-Aircraft Information						
Make/Model - PIPER PA-24-250 Landing Gear - TRICYCLE-RETRACTABLE	Eng Make/Model - L Number Engines -	YCOMING 0-540	ELI	Installed/A		
Max Gross Wt - 2800		RECIPROCATING-CARBUR		tarr warmin	g Jystem	123
No. of Seats - 4	Rated Power -	250 HP				
-Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Poir	n+		Proximity RPORT/STRIP		
Method - N/A	SAME AS ACC/INC	10	OII AI	KFUKI/ SIKIF		
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	LOCAL		GLENDA			
Wind Dir/Speed- 250/020 KTS Visibility - 20.0 SM	ATC/Airspace			Ident - Lth/Wid -	17 2400/	. 50
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	n - NONE		Surface -		30
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg					
Precipitation - NONE Condition of Light - DAYLIGHT		FORCED LANDING				
-Personnel Information						
Pilot-In-Command	Age - 60 Biennial Flight Review	Medical Certifica			IVERS/LIM	IT
Certificate(s)/Rating(s) COMMERCIAL	Current - VFS	Total -	ht Time (H	ours) last 24	Hrs - IIN	k /NR
SE LAND	Current - YES Months Since - 8 Aircraft Type - PA-24	Make/Model-	350	Last 30	Days- UN	K/NR
	Aircraft Type - PA-24	Instrument-	0	Last 90	Days-	6
Instrument Rating(s) - NONE						
ACFT LANDED SHORT OF THE INTENDED RWY AND	COLLIDED WITH A CEMENT BI	OCK WALL SURROUNDIN	G A TRAILE	R PARK ON T	HE	
H PATH TO THE RWY. THE PLT STATED THAT THE	ENG QUIT ON THE FINAL APO	CH TO LANDING DUE TO	APPARENT	FUEL STARVA	TION.	

File No 5	22 1/06/86	PEORIA,AZ	A/C Reg. No. N7049P	Time (Lc1) - 1610 MST
Occurrence #1 Phase of Operation		OTAL) - NON-MECHANICA	AL	
Finding(s) 1. FLUID,FUEL - EX 2. PREFLIGHT PLA 3. FUEL SUPPLY - I	NNING/PREPARATION		T IN COMMAND	
Occurrence #2 Phase of Operation		ENCY		
Occurrence #3 Phase of Operation				
Finding(s) 4. OBJECT - FENCE	·			
Probable Cause				
The National Transpois/are finding(s) 2,		ard determines that t	the Probable Cause(s) of this accid	lent
Factor(s) relating t	o this accident is	s/are finding(s) 1,4		

Basic Information Type Operating Certific Type of Operation Flight Conducted Under	ate-NONE (GENERAL AVIATION)						
Type of Operation Flight Conducted Under	ate-NONE (GENERAL AVIATION)						
Flight Conducted Under			Aircraft			Inju		
Flight Conducted Under			SUBSTAN		Fatal	-		None
	-BUSINE		Fire	Cre		2	0	0
			NONE	Pas	s 0	0	0	0
Accident Occurred Durin	g -APPROA	CH 						
Aircraft Information								
Make/Model - CESSNA				TINENTAL 0-470-R				- YES-UNK/N
Landing Gear - TRICYCL	E-FIXED		ingines - 1			Stall Warnii	ng System	- YES
Max Gross Wt - 2800		Engine T	ype - REC	IPROCATING-CARBU	RETOR			
No. of Seats - 4		Rated Po	wer -	230 HP				
Environment/Operations In	formation-							
Weather Data		Itinerary			Airport	Proximity		
Wx Briefing - FSS		Last Depa	rture Point		ON AIR	RSTRIP		
Method - TELEP	HONE	GLENDAL						
Completeness - FULL		Destination			Airport D)ata		
Basic Weather - VMC			ACC/INC		•	E AIRSTRIP		
Wind Dir/Speed- 120/0	05 KTS		,				- 05	
Visibility - 30.		ATC/Airspac	e			Lth/Wid	- 1000 -L	JNK/NR
Lowest Sky/Clouds -			light Plan -	NONE		Surface		
Lowest Ceiling	- NONE		learance -			Status		
Obstructions to Visio				TRAFFIC PATTERN				
Precipitation		.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	, _,, _,					
Condition of Light	- DAYLIGH	т						
Personnel Information								
Pilot-In-Command		Age - 56	1	Medical Certific	ate - VALTE	MEDICAL-WA	TVFRS/LTM	ATT
Certificate(s)/Rating(s)	Biennial Flight			ght Time (H		1112/13/ 21/	
COMMERCIAL, CFI	3,	Current	- YES				1 Hrs -	1
SE LAND, ME LAND		Months Sinc	·a - 16	Make/Model-			Days-	22
SE EAND, ME EAND		Aircraft Tv	ne - C-172	Instrument-	300	Last 9		66
		Anciarcity	pe C 1/2	Multi-Eng -		Lust St	Days	30
Instrument Rating(s) - AIRPL	ANE						
Narrative HE ACFT COLLIDED WITH A 5600 LOPING AIRSTRIP. GROUND WITN	ESSES REPO	RTED THE ACFT WAS ON S	HORT FINAL O	N RWY O5 WHEN TH	IE PLT APPLI	ED FULL PW	R. WHEN	
HE ACFT WAS AT THE NORTHEAST BOUT 10-15 KTS WITH INTERMIT	END OF TH TENT GUSTS	E RWY IT FAILED TO CLE OF UNKNOWN INTENSITY.	AR THE RIDGE THE PLT REP	LINE. THE WINDS DRTED THAT THE A	WERE FROM	THE NORTHE ERED A SEVI	AST AT ERE	
OWNDRAFT AND THAT HE TRIED T								
TRUCK THE GROUND. THE PLT FU							,	
TROOK THE GROOMD. THE LET TO	EN SIMI	ES THAT THE ENG MAS IN	JJJJJIII I OLL	DONAING THE				

File No. - 424 1/10/86 CROWN KING, AZ A/C Reg. No. N8535S Time (Lcl) - 1035 MST LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. WEATHER CONDITION - DOWNDRAFT 2. TERRAIN CONDITION - MOUNTAINOUS/HILLY 3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND 4. MANEUVER - EXCESSIVE - PILOT IN COMMAND 5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5 Factor(s) relating to this accident is/are finding(s) 1,2

File No 454 3/09/86	ROLL,AZ	A/C Reg.	No. N9694M	Time (Lc1) - 2300 MST				
Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Da	mage		Inju	ries		
		SUBSTANTIA	ıL _	Fatal	Serious	Minor	None	
Type of Operation -BUSINES		Fire	Crew		1	0	0	
Flight Conducted Under -14 CFR		NONE	Pass	0	1	0	0	
Accident Occurred During -LANDING								
Aircraft Information						•		
Make/Model - MOONEY M-20C			NG 0-360-A1D		Installed/			
Landing Gear - TRICYCLE-RETRACTAB		gines - 1		S.	tall Warni	ng System	- YES	
Max Gross Wt - 2575	Engine Ty		FUEL INJECTED					
No. of Seats - 4	Rated Pow	er - 180) HP 					
Environment/Operations Information								
Weather Data	Itinerary				Proximity			
Wx Briefing - FSS	•	ture Point		ON AIR	PORT			
Method - TELEPHONE	GILA BEN	•						
Completeness - PARTIAL, LMTD BY		1		Airport Da	ata			
Basic Weather - VMC	YUMA, AZ			5				
Wind Dir/Speed- 270/015 KTS	470/4/					- 08	Aug /Aug	
Visibility - 25.0 SM Lowest Sky/Clouds - 20000 FT	ATC/Airspace	: ight Plan - NO		-	Lth/Wid		NK/NK	
Lowest Sky/Clouds - 20000 FT Lowest Ceiling - 20000 FT					Surface			
Obstructions to Vision- NONE		Lndg - FC		Runway	Status	- DR1		
Precipitation - NONE	Type Apch/	Lnag - Ft	RCED LANDING					
Condition of Light - DAYLIGHT								
Personnel Information Pilot-In-Command	Age - 47	Med	lical Certifica	te - VALID	MEDICAL -W	ATVERS/LIM	ITT	
Certificate(s)/Rating(s)	Biennial Flight			ht Time (Ho		,		
PRIVATE	Current	- YES	Total -	440		4 Hrs -	5	
SE LAND	Months Since	- YES - 1	Make/Model-	50	Last 2	0 Davs-	20	
	Aircraft Typ	e - M-20C	Instrument-	3	Last 9	Days-	50	
Instrument Rating(s) - NONE								
E PLT LANDED AT GILA BEND MUNICIPAL AR PROCEED TO YUMA INT'L ARPT, ABOUT 113 MINUTES PRIOR TO DEPARTING FOR YUMA. AI SS DUE TO FUEL EXHAUSTION. THE PLT ELE D COLLIDED WITH A SAND BERM EAST OF TH RFACE WINDS WERE FROM THE WEST AT 15 T	MILES EAST OF GILA BE BOUT 40 MINUTES AFTER CTED TO LAND ON A DIRT E DEPARTURE END OF THE	ND ARPT. THE F DEPARTING THE STRIP. THE AC	LT HAD FLOWN TI ARPT THE ACFT I FT TOUCHED DOWN	HE ACFT FOI EXPERIENCEI N LONG, OVI	R ABOUT 4 I D A TOTAL I ERSHOT THE	HRS AND ENG PWR RWY		

File No. - 454 3/09/86 ROLL, AZ A/C Reg. No. N9694M Time (Lc1) - 2300 MST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND 3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY Occurrence #3 OVERRUN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND 5. WEATHER CONDITION - TAILWIND 6. WRONG RUNWAY - SELECTED - PILOT IN COMMAND Occurrence #4 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 7. TERRAIN CONDITION - SAND BAR 8. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 2.3.4.6

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

-Basic Information Type Operating Certificate-N	NONE (GENERAL A	VIATION) A	rcraft	Damage		In	juries	
Type operating occurred to	TOTAL (GENERAL A		ONE	Damage	Fata!	Serious		None
Type of Operation -9	SIGHTSEEING		re	Crew		0	0	1
Flight Conducted Under -		N	ONE	Pass	Ö	1.	ŏ	5
Accident Occurred During -[DESCENT					·	_	
-Aircraft Information								
Make/Model - BALLOON WORK	KS FIREFLY 8-24	Eng Make/Model	- N/A				d/Activated -	
Landing Gear - N/A		Number Engines			S	tall Warr	ning System -	· UNK/NR
Max Gross Wt - 2020			- N/A					
No. of Seats - UNK/NR		Rated Power	- N/A					
-Environment/Operations Informa	ation					÷		
Weather Data		Itinerary				Proximity		
Wx Briefing - FSS		Last Departure	Point		OFF AI	RPORT/ST	RIP	
Method - TELEPHONE		GLENDALE, AZ						
Completeness - FULL		Destination			Airport D	ata		
Basic Weather - VMC		LOCAL			_			
Wind Dir/Speed- 050/007 Ki		.== (Ident	•	
Visibility - 50.0		ATC/Airspace			•	Lth/Wid	•	
	0000 FT	Type of Flight					- GRAVEL	
		T Type of Clearan			Runway	Status	- DRY	
Obstructions to Vision- NO		Type Apch/Lndg	-	NONE				
Precipitation - NC								
Condition of Light - DA	AYLIGHI 							
-Personnel Information Pilot-In-Command	A a.	e - 27		Medical Certifica	+ NO ME	DICAL		
Certificate(s)/Rating(s)		e - 27 ennial Flight Revie			ht Time (H			
COMMERCIAL	ы		w ES				24 Hrs -	2
COMMERCIAL		Months Since -	0	Make/Model-			30 Davs-	35
FREE BALLOON		Aircraft Type - A			0		90 Days-	35 67
FREE BALLOUN		Aircraft Type - A	^o-oo	This trument	U	Last	90 Days-	67
Instrument Rating(s) -	NONE			•				
-Narrative								
BALLOON COLLIDED WITH THE TERM								
BULENT WX PHENOMENA KNOWN AS RO								
DING AND DESCENDED TO AN ALT OF								
AN OPEN FLD WHEN IT ENCOUNTERED								
TIATED A CLIMB BY SWITCHING ON								
ORCHARD. AT 20 FT AGL THE BALL								
PLT SHUT OFF BOTH BURNERS AND								

File No. - 408 3/31/86 PHEONIX, AZ A/C Reg. No. N3694C Time (Lc1) - 0730 MST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND Occurrence #2 ALTITUDE DEVIATION, UNCONTROLLED Phase of Operation DESCENT - UNCONTROLLED Finding(s) 3. WEATHER CONDITION - DOWNDRAFT Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND 5. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND 6. PASSENGER BRIEFING - 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) 5.6

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

-Basic Information	AVIATION) A	inanaft Damaga			Tmirro	100		
Type Operating Certificate-NONE (GENERA		ircraft Damage SUBSTANTIAL	Fatal	Injur Serious	Minor			
Type of Operation -PERSONAL		ire	Crew		0	0	1	
Flight Conducted Under -14 CFR 91		NONE	Pass	Ō	Ō	Ō	1	
Accident Occurred During -LANDING								
-Aircraft Information							_	
Make/Model - PIPER PA-23-250		1 - LYCOMING TIO	-540-61A		nstalled/A			
Landing Gear - TRICYCLE-RETRACTABLE	Number Engine		LIFOTED	St	all Warnin	g System	- NO	
Max Gross Wt ~ 5200 No. of Seats ~ 6	Engine Type Rated Power	- RECIP-FUEL I - 250 HP	NOECLED					
NO. Of Seats - 6	kated Power	- 250 HP						
-Environment/Operations Information	•							
Weather Data	Itinerary	Defeat		Airport P	•			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure PHOÉNIX.AZ	Point		ON AIRP	UKI			
Completeness - N/A	Destination			Airport Da	ta			
Basic Weather - VMC	MESA, AZ			FALCON				
Wind Dir/Speed- 140/007 KTS	HEON, AL				-	22		
Visibility - 35.0 SM	ATC/Airspace				Lth/Wid -		100	
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE		Runway	Surface -	ASPHALT		
Lowest Ceiling - NONE	Type of Cleara			Runway	Status -	DRY		
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC	PATTERN					
Precipitation - NONE								
Condition of Light - DAYLIGHT								
-Personnel Information				==		(
Pilot-In-Command	Age - 54			te - VALID		IVERS/LII	NII	
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Revi	ew YES Total	Filgr	nt Time (Ho 8000	urs)	Hrs - UI	NK /ND	
SE LAND.ME LAND.SE SEA	Months Since -	10tai	Model-	1500	Last 24			
SE EAND, ME EAND, SE SEA	Aircraft Type -	3 Make/I C-150 Instr	ument- UN	1500 NK/NR	last 90	Days - U	NK/NR	
			-Eng - UN			aft - UI		
Instrument Rating(s) - AIRPLANE								
PILOT LOST CONTROL OF THE AIRCRAFT WHICH	TRAVELED OFF THE BUNN	AV EOLLOWING A N	OSE GEAD	COLLARSE D	LIDTNG LAND	TNG		

File No. - 451 4/08/86 MESA, AZ A/C Reg. No. N3872E Time (Lc1) - 1232 MST Occurrence #1 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. FLARE - IMPROPER - PILOT IN COMMAND 2. LANDING GEAR, NOSE GEAR - OVERLOAD 3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Occurrence #2

LOSS OF CONTROL - ON GROUND

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

File No 453 4/12/86 MI	ESA,AZ	A/C Reg. No. N6235D			Time (Lc1) - 0934 MST				
Basic Information	JERAL ANTATION)	4 6 4	S		7				
Type Operating Certificate-NONE (GEN	NERAL AVIATION)	SUBSTAN	Damage	Fo+o1	Injur Serious		None		
Type of Operation -PERSONAL		Fire	Crew	Fatal O	Serious	0	None 1		
Flight Conducted Under -14 CFR 9			Pass	0 0	Ö		o'.		
Accident Occurred During -DESCENT						•	Ū		
Aircraft Information									
Make/Model - CESSNA 172N	Eng Make/	Model - LYC	OMING 0-320-HDA2	ELT I	nstalled/A	ctivated	- YES/YE		
Landing Gear - TRICYCLE-FIXED					all Warnin				
Max Gross Wt - 2300	Engine Ty	pe - REC	PROCATING-CARBUR	ETOR					
No. of Seats - 4	Rated Pow	er -	160 HP						
Environment/Operations Information									
Weather Data	Itinerary			Airport P	roximity				
Wx Briefing - NO RECORD OF BRIEF		ture Point		ON AIRP					
Method - N/A	MESA,AZ								
Completeness - N/A	Destination	1		Airport Da	ta				
Basic Weather - VMC	LOCAL			FALCON	FIELD				
Wind Dir/Speed- 110/008 KTS				Runway	Ident -	04L			
Visibility - 35.0 SM	ATC/Airspace	1		Runway	Lth/Wid -	3800/	75		
Lowest Sky/Clouds - 12000 FT	Type of F1	ight Plan -	NONE	Runway	Surface -	ASPHALT			
Lowest Ceiling - 12000 FT E	ROKEN Type of C1	earance -	NONE	Runway	Status -	DRY			
Obstructions to Vision- NONE	Type Apch/	Lndg -	TRAFFIC PATTERN	-					
Precipitation - NONE			TOUCH AND GO	. ·					
Condition of Light - DAYLIGHT									
Personnel Information									
Pilot-In-Command	Age - 35 Biennial Flight		Medical Certifica			WAIVERS/	LIMIT		
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	ht Time (Ho	urs)				
PRIVATE	Current	- YES	Total -	81	Last 24	Hrs - UN	IK/NR		
SE LAND	Months Since	- 2	Total - Make/Model-	5	Last 30	Days-	10		
	Aircraft Typ	e - C-152	Instrument-	4	Last 90	Days-	29		
Instrument Rating(s) - NONE									
Narrative									
E PLT LOST CONTROL OF THE ACFT DURING A CK OFF THE GROUND AND DRIFTED RIGHT. THE T THEN NOTICED A DRAINAGE DITCH AND ATTE	ACFT THEN SETTLED A	ND TOUCHED	DOWN ON THE RIGHT	SHOULDER O	F THE RWY.	THE			
TCH AND IMPACTED THE GROUND IN A NOSE LOPORT THAT THE ACFT WAS EQUIPPED WITH STO	DW, RIGHT WING LOW AT DL WINGTIPS AND THAT	TITUDE. THE	PLT INDICATED ON	HIS PILOT/	OPERATOR A	CCIDENT			
ALSO STATED, "I THINK I MAY HAVE STALLE	U THE AIRCRAFT."								

File No. - 453 4/12/86 MESA.AZ A/C Reg. No. N6235D Time (Lc1) - 0934 MST LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4. TERRAIN CONDITION - DITCH IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 7. GO-AROUND - DELAYED - PILOT IN COMMAND 8. STALL ______ Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,8

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

File No 521 1/07/86 UKIA	H,CA A/C Re	g. No. N63660	Т.	ime (Lcl)	- 1924 PST	
-Basic Information		_			 	
Type Operating Certificate-NONE (GENER					uries	
Town of Organition DEDCOMAL	SUBSTAN		Fatal O		Minor O	None 0
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass	0	1	0	0
Accident Occurred During -LANDING	NONE	Pass	U	,	U	U
-Aircraft Information						
Make/Model - CESSNA 150M	Eng Make/Model - CON	TINENTAL 0-200-A	FLT	Installed.	/Activated	- YES/YE
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	TIMENTAL O 200 A			ing System	
Max Gross Wt - 1600		IPROCATING-CARBURE		carr warm	ing system	
No. of Seats - 2		100 HP	,, , , ,			
-Environment/Operations Information						
Weather Data	Itinerary		Airport I	Proximity		
Wx Briefing - FSS	Last Departure Point			RPORT/STR	[P	
Method - TELEPHONE	CRESCENT CITY, CA			,	••	
Completeness - FULL	Destination		Airport Da	ata		
Basic Weather - VMC	LAKEPORT, CA					
Wind Dir/Speed- 150/010 KTS			Runway	Ident	- N/A	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	VFR			- GRASS/TU	RF
Lowest Ceiling - NONE	Type of Clearance -			Status	- DRY	
Obstructions to Vision- NONE		FORCED LANDING				
Precipitation - NONE	.,,,,					
Condition of Light - NIGHT(DARK)						
-Personnel Information						
Pilot-In-Command	Age - 35	Medical Certificat			VAIVERS/LIM	ΙT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Fligh	t Time (Ho	ours)		
PRIVATE	Current - YES	Total -	146		24 Hrs - UN	K/NR
SE LAND	Months Since - 2	Make/Model-	53	Last 3	30 Days-	26
	Months Since - 2 Aircraft Type - C-150	Instrument-	0	Last 9	0 Days	70
Instrument Rating(s) - NONE						
-Narrative						
ACFT'S ENG LOST PWR DURING A NORMAL DESC	ENT DURING A NIGHT X-COUNTRY	FLT AND THE ACET O	RASHED DU	RING THE E	ENSUING	
CED LANDING ATTEMPT. FIRE DEPARTMENT PERS	ONNEL REPORTED THAT THE RIGHT	WING FUEL TANK WA	S EMPTY A	ND THE LEF	T WING	
L TANK CONTAINED ONE INCH OF FUEL. THE FU	EL TANKS WERE TOPPED PRIOR TO	DEPARTURE AND THE	ACFT HAD	FLOWN APP	ex .	
EE HRS AND FIVE MINUTES WHEN THE ENG QUIT	. THE PLT REPORTED HAVING PRE	VIOUSLY MADE THE S	AME FLT W	THOUT HAV	/ING	
REFUEL, HOWEVER, WINDS ALOFT WERE STRONGE	R DURING THE ACCIDENT FLT THA	N ON THE PREVIOUS	FLT.			
REFUEL, HUWEVER, WINDS ALUFI WERE SIRUNGE						

File No. - 521 1/07/86 UKIAH, CA A/C Reg. No. N63660 Time (Lc1) - 1924 PST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation DESCENT - NORMAL Finding(s) 1. FLUID, FUEL ~ EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. WEATHER EVALUATION - POOR - PILOT IN COMMAND 4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY IN FLIGHT COLLISION WITH TERRAIN Occurrence #3 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. LIGHT CONDITION - DARK NIGHT ----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-NONE (GENERA)	AVIÁTION)	Aircraft Da	ımage		Injur	ies	
Type operating our tirround monte (dentina	,	SUBSTANTIA		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - ROCKWELL 112TC		e/Model - LYCOM	NG TO-360-C1A6		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE		ingines - 1	FUEL THUESTED	5	tall Warnin	g Syste	em - YES
Max Gross Wt - 2300 ·	Engine Rated Po	Type - RECIP	HP INSECTED				
No. of Seats - 4	Rated Po	ower - 210	, ur 				
Environment/Operations Information	*				D.,		
Weather Data	Itinerary				Proximity RPORT/STRIP		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A		arture Point S ACC/INC	•	OFF AI	RPURI/SIRIP		
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	OAKLANI			Amport	a tu		
Wind Dir/Speed- 180/004 KTS	OANEAN	, on		Runway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspac	ce			Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of I	light Plan - No	INE	Runway	Surface -	DIRT	
Lowest Ceiling - NONE		Clearance - Vi		Runway	Status -		
Obstructions to Vision- NONE	Type Apc	n/Lndg - F0	RCED LANDING			SOFT	
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							•
Pilot-In-Command	Age - 34		lical Certifica			WAIVER	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Fligh			nt Time (H		11	20
COMMERCIAL, CFI	Current Months Sind	- YES	Total - Make/Model-		Last 24 Last 30		
ME LAND	Months Sind	pe - 18 pe - UNK/NR	Instrument-				
	Aircrait	the - plantiak	Multi-Eng -		Last 50	Days	ONK/ NK
			Marci Eng	1301			
Instrument Rating(s) - AIRPLANE							
Narrative							
ACFT EXPERIENCED A LOSS OF ENG PWR AT AN A							
ING IN A MUDDY FLD NEXT TO THE RWY AND TH							
ED BUT COULD NOT BE POSITIVE BECAUSE THE !	MAGNETO. WIRES.	AND PLUGS WERE	DESTROYED BY MU	JD AND SAL	T WATER. NE	W	

File No. - 423 1/17/86 SAN CARLOS,CA A/C Reg. No. N1317U Time (Lc1) - 1115 PST

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER LANDING - FLARE/TOUCHDOWN

Finding(s)
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

File No 538 2/08/86	CARLSBAD, CA	A/C Reg.	No. N14DM	1	ime (Lc1)	- 0934 P	ST
	ENERAL AVIATION)	Aircraft Da	mage		Inj	uries	
		SUBSTANTIA	L	Fatal	Serious	Minor	None
Type of Operation -EXECUTI		Fire	Crew		0	0	_
Flight Conducted Under -14 CFR		NONE	Pass	. 0	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - MITSUBISHI MU-300	Eng Make/M	lode1 - P&W J1	15D-4	ELT	Installed	/Activate	d - NO -N/A
Landing Gear - TRICYCLE-RETRACTAB	LE Number Eng	ines - 2		S	tall Warn	ing Syste	m - YES
Max Gross Wt - 13890		e - TURBO				•	
No. of Seats - UNK/NR	Rated Powe	r - 2500	LBS THRUST				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Depart	ure Point		ON AIR			
Method` - TELEPHONE	SANTA MON						
Completeness - UNK/NR	Destination	,		Airport D	ata		
Basic Weather - VMC	SAME AS A	CC/INC		•	AD-PALOMA	R	
Wind Dir/Speed- UNK/NR	•	,			Ident	- 24	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid		150
Lowest Sky/Clouds - 1400 FT		oht Plan - IF	R		Surface		
Lowest Ceiling - 1400 FT				-	Status		•
Obstructions to Vision- NONE		ndg - Il			0 1-1-0		
Precipitation - RAIN SHO	• • • •		0 00				
Condition of Light - DAYLIGHT							
Personnel Information							- /
Pilot-In-Command	Age - 29		ical Certifica			NO WALVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight R			ht Time (H			
ATP, CFI	Current	- YES	Total -	2327	Last		
SE LAND, ME LAND	Months Since	- 2	Make/Model- Instrument-	593	Last	30 Days-	UNK/NR
	Aircraft Type	- UNK/NR	Instrument-	128	Last	90 Days-	105
			Multi-Eng -	1145			
Instrument Rating(s) - AIRPLA	NE						
Narrative							
E ACFT RAN OFF THE END OF RWY 24 AT TH							
RE REPORTED TO THE PLTS AS BEING FROM							•
TERIAL WHICH PROVIDES GOOD BRAKING ACT							
WN LONG AND FAST. THE PLTS STATED THEY							
THE RWY. TESTS ON THE BRAKE AND HYDRA							
E PLTS STATED THEY DID NOT UTILIZE THE			WHY THEY DIDN'	I. THE PLT	STATED T	HAT THE	
NDING DATA COMPUTED WAS FOR A 10 KT HE	ADWIND COMPONENT ON A D	RY RWY.					

File No. - 538 2/08/86 CARLSBAD, CA A/C Reg. No. N14DM Time (Lc1) - 0934 PST Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - WET 2. BRAKES(EMERGENCY) - NOT USED - PILOT IN COMMAND 3. WEATHER CONDITION - RAIN 4. BRAKES(EMERGENCY) - NOT USED - COPILOT 5. WEATHER CONDITION - UNFAVORABLE WIND 6. PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND 7. COMPENSATION FOR WIND CONDITIONS - NOT CORRECTED - PILOT IN COMMAND 8. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND 9. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND 10. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8,9,10

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

File No 452 2/08/86 MIDE	LETOWN, CA	A/C Reg. N	o. N45105	Т	ime (Lc1)	- 1546 PS	Т
Type Operating Certificate-NONE (GENER Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	AL AVIATION)	Aircraft Dam DESTROYED Fire ON GROUND	age Crew Pass		Inju Serious O O	ries Minor O O	None O O
Aircraft Information Make/Model - NAVAL AIRCRAFT FACTORY Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3200 No. of Seats - 2			CATING-CARBUR	ETOR	Installed/ Stall Warni	ng System	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 360/005 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	MIDDLETON Destination LOCAL ATC/Airspace Type of F1	VN,CA ight Plan - NON zarance - NON		Airport ON AIR Airport E 7M RAN Runway Runway Runway Runway	ata ICH	- 30 - 5000/ - DIRT	200
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND	Age - 44 Biennial Flight F Current Months Since Aircraft Type	Review - YES - 18 - PA-31	cal Certifica Flig Total - Make/Model- Instrument- Multi-Eng -	ht Time (F 2723 35 125	lours)	4 Hrs - U 0 Days-	
Instrument Rating(s) - AIRPLANE							
THE ACFT DEPARTED THE PRIVATELY OWNED DIRT S PROSPECTIVE BUYER OCCUPIED THE FRONT SEAT. S A COURSE REVERSAL TURN. DURING THE TURN THE TO THE INITIAL GROUND CONTACT. AFTER GROUND ATTITUDE. THE LEFT WING FUEL TANK LINE RUPTL TO REST RIGHT SIDE UP. THE OCCUPANTS WERE UN PRECEDING FOUR MONTHS. GROUND WITNESSES COUL FUEL TANKS WERE DRAINED PRIOR TO FLT. FUEL S ENG EXAMINATION DISCLOSED NO EVIDENCE OF ANY	HORTLY AFTER DEPARTACET STALLED. THE FOUNTACT THE ACFT BOURD A POST IMPABLE TO EXIT THE BUD NOT STATE IF EITH AMPLES TAKEN FROM TO	FING THE ENG BE PLT WAS ABLE TO DUNCED AND STRU ACT FIRE BEGAN. JRNING ACFT. TH HER PLT HAD PER FHE FUEL SUPPLY	GAN TO RUN RO RECOVER TO A CK THE GROUND THE ACFT ROT E ACFT HAD NO FORMED A PREF	UGH. THE A WINGS LEV IN A LEFT ATED TO THE BEEN FLO	CFT ENTERENTEL ATTITUDE WING/NOSE ELEFT AND WN WITHIN ECTION AND	D INTO E PRIOR DOWN CAME THE IF THE	

52 2/08/86 	MIDDLETOWN, CA	A/C Reg. No. N45105	Time (Lc1) - 1546 PST
LOSS OF POWER TAKEOFF - GROUND	RUN		
ING/PREPARATION -	NOT PERFORMED - PILOT IN		·
MAINTAINED -			
	ROLLED		
FIRE/EXPLOSION DESCENT - UNCONT	POLL ED		
	LOSS OF POWER TAKEOFF - GROUND ING/PREPARATION - LOSS OF CONTROL MANEUVERING - TU MAINTAINED - IN FLIGHT COLLIS DESCENT - UNCONT	LOSS OF POWER TAKEOFF - GROUND RUN ING/PREPARATION - NOT PERFORMED - PILOT IN LOSS OF CONTROL - IN FLIGHT MANEUVERING - TURN TO REVERSE DIRECTION MAINTAINED - IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED	LOSS OF POWER TAKEOFF - GROUND RUN ING/PREPARATION - NOT PERFORMED - PILOT IN COMMAND LOSS OF CONTROL - IN FLIGHT MANEUVERING - TURN TO REVERSE DIRECTION MAINTAINED - IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED

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

File No 585 3/02/86 CORONA	A,CA	A/C Reg. No. N	NONE	Ti	me (Lc1)	- 0730 PS	T
Basic Information Type Operating Certificate~NONE (GENERAL		rcraft Damage			Inju		
T == = 0 0==== 1/== 0 000000	_	ESTROYED	•	Fatal	Serious		None
Type of Operation -PERSONAL	• •	re	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -HOVER	O	N GROUND	Pass	0	0	0	0
Aircraft Information							
Make/Model - ROTORWAY SCORPION 133	Eng Make/Model				nstalled/		
Landing Gear - SKID	Number Engines				all Warniı	ng System	- UNK/NR
Max Gross Wt - UNK/NR		- RECIPROCATIN	IG-CARBURET	OR			
No. of Seats - 2	Rated Power	- UNK/NR					
Environment/Operations Information	-						
Weather Data	Itinerary				roximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure	Point		ON AIRF	PORT		
Method - N/A	CORONA, CA						
Completeness - N/A	Destination		A	irport Da	ıta		
Basic Weather - VMC	SAME AS ACC/I	NC		CORONA			
Wind Dir/Speed- CALM						- UNK/NR	
Visibility - 1.000 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - UNK/NR THIN					Surface		
Lowest Ceiling - 1000 FT OVERO				Runway	Status	- UNK/NR	
Obstructions to Vision- FOG	Type Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information					_		
Pilot-In-Command	Age - 43		Certificate				
	Biennial Flight Revie			Time (Ho			
PRIVATE		ES Total			Last 2		
SE LAND	Months Since -		Model - UNK,		Last 30		
	Aircraft Type - U	NK/NK Instr	ument-	O	Last 90	Days- U	NK/NR
Instrument Rating(s) - NONE							
Narrative HE PLT STATED HE WAS "RUNNING UP THE ENGINE" LT LIFTED OFF TO A 5 TO 6 FT HOVER. THE HELIC ND THE HELICOPTER ROLLED OVER. THE PLT EXITED NGINE COMPARTMENT.	COPTER TIPPED TO THE R	IGHT, THE MAIN	ROTOR BLAD	S CONTAC	TED THE TI	ERRAIN	

File No 5	85 3/02/86 	CORONA, CA	A/C Reg.	No. NONE	Time (Lc1) - 0730 PST
Occurrence #1 Phase of Operation	ROLL OVER HOVER				
Finding(s) 1. PLANNING-DECISI 2. AIRCRAFT HANDLI			ND		
Occurrence #2 Phase of Operation	FIRE OTHER				
Probable Cause					

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

File No 442 3/02/86 0A	KLAND, CA	A/C Reg. No. N	9047T	Т	ime (Lc1) -	1728 PS1	Γ
Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	ircraft Damage		 	Injur	ies	
· , , , , , , , , , , , , , , , , , , ,		SUBSTANTIAL		Fatal		Minor	None
Type of Operation -PERSONAL		ire	Crew		1	0	0
Flight Conducted Under -14 CFR 91		ON GROUND	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 182C		1 - CONTINENTAL	0-470-L				
Landing Gear - TRICYCLE-FIXED	Number Engine				tall Warnin	g System	- YES
Max Gross Wt - 2650		- RECIPROCATII	NG-CARBUR	ETOR	•		
No. of Seats - 4	Rated Power	- 230 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEF		Point		OFF AI	RPORT/STRIP		
Method - N/A	DAKLAND,CA						
Completeness - N/A	Destination			Airport D	ata D INTL′ AIR	DODT	
Basic Weather - VMC Wind Dir/Speed- 280/004 KTS	REDDING, CA					N/A	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		
	CATTERED Type of Flight	Dlan - NONE			Surface -		
Lowest Ceiling - NONE	Type of Cleara	nce - VFP			Status -		
Obstructions to Vision- NONE		FORCED I	LANDING	Kanway	Status	DICT	
Precipitation - NONE	7,5 - 1,5 - 1,5	,					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 61				MEDICAL-WA	IVERS/LIM	MIT
Certificate(s)/Rating(s)	Biennial Flight Rev	ew		ht Time (H	ours)		
COMMERCIAL		YES Tota	1 -	2320	Last 24 Last 30	Hrs - UN	NK/NR
SE LAND, ME LAND	Months Since -	19 Make,		569	Last 30	Days- UN	NK/NR
	Aircraft Type -		rument- i-Eng -		Last 90	Days-	22
			·	,50			
Instrument Rating(s) - AIRPLANE							
·Narrative							
ACFT CONTACTED SEVERAL VEHICLES DURING							
DENT INSPECTION OF THE ACFT REVEALED T		/3 FULL OF WATER	R. NO OTH	ER DISCREP	ANCIES WERE	NOTED	
CH WOULD HAVE RESULTED IN THE LOSS OF P	WR.						

File No 4	3/02/86	OAKLAND, CA	A/C Reg. No. N9047T	Time (Lc1) - 1728 PST
Occurrence #1 Phase of Operation			CAL	
Finding(s) 1. FLUID,FUEL - CC 2. FLUID,FUEL - WA 3. PREFLIGHT PLA	TER	- INADEQUATE - PILC	OT IN COMMAND	
Occurrence #2 Phase of Operation	DESCENT - EMERGE			
Occurrence #3 Phase of Operation	LANDING			
Probable Cause			·	

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

Type Operating Certificate-NONE (GENE	DAI AVIATIONII — Aire	craft Damage			Injur	100	
		BSTANTIAL		Fatal			None
Type of Operation -BUSINESS	Fire		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NOI	NE	Pass	0	0	0	1
Accident Occurred During -APPROACH							
ircraft Information							
Make/Model - ROBINSON R-22	Eng Make/Model		O-A2B		nstalled/A		
Landing Gear - SKID	Number Engines				all Warnin	g Syste	m - NO
Max Gross Wt - 1300	Engine Type		-CARBURE	TOR			
No. of Seats - 2	Rated Power	- 124 HP 					
nvironment/Operations Information							
eather Data	Itinerary			Airport P			
Wx Briefing - NO RECORD OF BRIEFI	NG Last Departure Po			OFF AIR	PORT/STRIP		
Method - N/A Completeness - N/A	SAME AS ACC/ING Destination	•		Airport Da	**		
Basic Weather - UNK/NR	LOCAL			A Inpont Da	ita		
Wind Dir/Speed- VARIABLE	LOCAL			Punway	Ident -	N/A	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight P	lan - NONE			Surface -		
Lowest Ceiling - NONE	Type of Clearance					N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- GO AROUND					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
ersonnel Information							
Pilot-In-Command	Age - 32	Medical Ce				IVERS/L	IMIT.
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Review Current - YE	Total		nt Time (Ho	urs) Last 24	Una -	LINIK /NID
SE LAND, ME LAND	Months Since = 2	Make/M	odel-	821 76	Last 24	nrs -	UNK/NK
HELICOPTER	Aircraft Type - UNI	Make/M //ND Instru	ment-	106	Last 30	Days-	117
HELICOFIER	Months Since - 2 Aircraft Type - UNI	Multi-	Fna -	29	Rotoror	aft -	76
		Marci	Ling	23	NO COT CT	۵, ۰	, 0
Instrument Rating(s) - AIRPLANE							
arrative							
ICOPTER CRASHED INTO A MOUNTAIN SLOPE	EAST OF EL TORO. CA WHILE	ON A BUSINESS	FLT. WHI	LE THE ACE	T APPROACH	ED THE	
AIN PEAK THE PLT EXPERIENCED AN INCREA							Α
ASED MAIN ROTOR RPM, THE ACFT CONTINUE NICAL DIFFICULTIES OR FAILURES WITH TH	D TO SETTLE AND THE TAIL I	ROTOR STRUCK TH					

3/05/86 File No. - 567 EL TORO.CA A/C Reg. No. N9072Z Time (Lc1) - 1330 PST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. TERRAIN CONDITION - MOUNTAINOUS/HILLY 2. PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND 3. ADEQUATE ROTOR RPM - NOT FOLLOWED - PILOT IN COMMAND 4. PERFORMANCE DATA - NOT FOLLOWED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 5. GO-AROUND - DELAYED - PILOT IN COMMAND ----Probable Cause----

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

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

File No 407 3/30/86 YERMO	D,CA A/C	Reg. No. N6762T	T	ime (Lc1) -	1645 PS	T
Basic Information						
Type Operating Certificate-NONE (GENERA		aft Damage			ies .	
		TANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Cre		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pas	s 0	0	0	3
Accident Occurred During -TAKEOFF						
Aircraft Information						
Make/Model - CESSNA 310D	Eng Make/Model - (CONTINENTAL IO-470-	D ELT	Installed/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -	2	S	tall Warnin	g System	- YES
Max Gross Wt - 4830	Engine Type -	RECIP-FUEL INJECTED			•	
No. of Seats - 4	Rated Power -	360 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		nt	ON AIR			
Method - N/A	YERMO, CA	-				
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 270/005 KTS	2007.2		Runway	Ident -	25	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -		30
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	n - NONE		Surface -		00
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE	Kurinay	314145		
Precipitation - NONE	Type Apeny Endg	110112				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 53	Medical Certific	ate - VALID	MEDICAL-WA	IVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fli	ght Time (H	ours)		
PRIVATE	Current - YES	Total -	1517	Last 24	Hrs - U	NK/NR
SE LAND, ME LAND	Months Since - 8	Make/Mode1-	13	Last 30	Days- U	NK/NR
·	Aircraft Type - PA-2	3 Instrument-	UNK/NR	Last 90	Davs- U	NK/NR
	,.	Multi-Eng -	18	Rotorcr	aft - U	NK/NR
Instrument Rating(s) - NONE	•					
Narrative						
E ACFT COLLIDED WITH ROUGH TERRAIN AFTER AN						
AT THE LEFT ENG FAILED JUST AFTER LIFTOFF.						
RIP. THE PLT ABORTED THE TAKEOFF AND THE AC			47 7 1101100	OF MINITTEN	CTAIC	
RIP. THE PLT ABORTED THE TAKEOFF AND THE AC /EALED THE GEAR COLLAPSED DUE TO SIDE LOAD]						
RIP. THE PLT ABORTED THE TAKEOFF AND THE AC						

File No. - 407 3/30/86 YERMO.CA A/C Reg. No. N6762T Time (Lcl) - 1645 PST Occurrence #1 LOSS OF POWER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. UNDETERMINED 2. MAINTENANCE, ANNUAL INSPECTION - DISREGARDED - PILOT IN COMMAND LOSS OF CONTROL - IN FLIGHT Occurrence #2 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 3. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND 4. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 7. TERRAIN CONDITION - ROUGH/UNEVEN The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

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

Basic Information Type Operating Certificate-NONE (GENERA	I AVIATION) Aircri	aft Damage		Injun	ios	
Type operating centri icate-none (Genera		ANTIAL	Fata1	Injur Serious	Minor	None
Type of Operation -PERSONAL	Fire	Cre		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pas	s 0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA-28-151	Eng Make/Model - I			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnin	g System	- YES
Max Gross Wt - 2325		RECIPROCATING-CARBU	RETUR			
No. of Seats - 4	Rated Power -	150 HP				
Environment/Operations Information	744		* * * * * * * *	D		
Weather Data	Itinerary Last Departure Poir			Proximity RPORT/STRIP		
Wx Briefing - UNK/NR Method - ACFT RADIO	HARRIS RANCH,CA	it	UFF AI	KPUKI/SIKIP		
Completeness - PARTIAL, LMTD BY FCSTR			Airport D	a+a		
Basic Weather - VMC	SAN JOSE, CA	•	•	ILLVIEW		
Wind Dir/Speed- 290/005 KTS	5AN 6552, 6A			Ident	31R	
Visibility - 30.0 SM	ATC/Airspace			Lth/Wid -		75
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-IN				
Precipitation - NONE		FULL STOP				
Condition of Light - NIGHT(DARK)		FORCED LANDING				
Personnel Information						
Pilot-In-Command	Age - 29				WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	F11	ght Time (H	ours) Last 24		
PRIVATE SE LAND						4 / ND
SE LAND	Months Since - 13 Aircraft Type - UNK/N	Make/Model- IR Instrument-	42	Last 30	Days- UN	30
	All Clart Type Olik/i	ik instrument	v	Last 50	Days	30
Instrument Rating(s) - NONE						
ACFT COLLIDED WITH TERRAIN AFTER A COMPLE	TE LOSS OF PWR WHILE ON F	NAL APCH. POST ACC	IDENT EXAM	OF THE ACET		
CLOSED NO FUEL IN EITHER THE MAIN TANKS NO						
DENT REPORT THE RIGHT AND LEFT FUEL TANKS						

File No. - 543 4/09/86 SAN JOSE, CA A/C Reg. No. N9237K Time (Lc1) - 2003 PST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PLANNING-DECISION - POOR - PILOT IN COMMAND 3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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

File No 441 4/10/86 JACKS	ON,CA A/C	Time (Lc1) - 1100 PST				
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL	SUBS Fire	aft Damage FANTIAL Crew	Fatal O	Injur Serious O		None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	P as s	0	0	0	3
-Aircraft Information Make/Model - CESSNA 182 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2950 No. of Seats - 4	Number Engines -	CONTINENTAL 0-470-S1 1 RECIPROCATING-CARBUR 230 HP	S	Installed/A tall Warnin		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 280/010 KTS Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poil JACKSON,CA Destination LOCAL ATC/Airspace Type of Flight Plat Type of Clearance Type Apch/Lndg	n – NONE – NONE	ON AIR Airport D WESTOV Runway Runway Runway	ata ER FIELD Ident - Lth/Wid - Surface -		60
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 51 Biennial Flight Review Current - YES Months Since - 11 Aircraft Type - C-152	Total - Make/Model-	ht Time (H 122		Hrs - Days-	2 4 4
Instrument Rating(s) - NONE						
Narrative HE ACFT WENT OUT OF CONTROL AND COLLIDED WIT F WIND LIFTED THE RIGHT WING DURING THE LAND T REPORTED THAT THE WINDS WERE FROM 270 TO WISTRUCTION WITH A CFI PRIOR TO THE ACCIDENT.	ING ROLL AND THE ACFT DEPA	ARTED THE RWY AND CO	LLIDED WIT	H A DITCH.	THE	

File No 4	41 4/10/86 	JACKSON, CA	A/C Reg. No	N9875E	Time (Lcl) - 1100 PST
Occurrence #1 Phase of Operation		ON GROUND			
	FOR WIND CONDITIONS		OT IN COMMAND NCE IN TYPE OF AIRCRAFT	- PILOT IN C	COMMAND
Occurrence #2 Phase of Operation		ON WITH TERRAIN			
Finding(s) 4. TERRAIN CONDITI	ON - DITCH				
Probable Cause					
The National Transpois/are finding(s) 2,	-	d determines that	the Probable Cause(s)	of this accid	dent
Factor(s) relating t	o this accident is/	are finding(s) 1,	4		

File No 468 4/12/86 SALINAS	,CA A/C Reg	. No. N24274	т	ime (Lc1)	- 1330 PS	Г
Basic Information		_				
Type Operating Certificate-ON-DEMAND AIR				Inju		
T	SUBSTANT		Fatal			None
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91	Fire	Crew	-	0	0	2 0
Accident Occurred During -DESCENT	NONE	Pass				
Aircraft Information						
Make/Model - PIPER PA-38-112	Eng Make/Model - LYCO			Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnir	ng Syst em	- YES
Max Gross Wt - 3600	Engine Type - RECII		ETOR			
No. of Seats - 2	Rated Power - 1	12 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIR	PORT		
Method - N/A	SALINAS, CA					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL			S MUNICIPAL		
Wind Dir/Speed- 260/018 KTS					- 31	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -		150
	RED Type of Flight Plan - I			Surface -		
Lowest Ceiling - NONE	Type of Clearance - \		Runway	Status -	- DRY	
Obstructions to Vision- NONE		TRAFFIC PATTERN				
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information						
		edical Certifica) WAIVERS,	LIMIT
	iennial Flight Review	Fligi	ht Time (H			_
COMMERCIAL, CFI	Current - YES Months Since - 2	Total -		Last 24		5
SE LAND	Months Since - 2	Make/Model -		Last 30		50
	Aircraft Type - PA-28RT	Instrument- Multi-Eng -		Last 90	Days-	128
Instrument Rating(s) - AIRPLANE						
	JORTI V AFTER REDARTING DWY	74 AT CALTNAC MIII		DDODT NEIT		
E ACFI STALLED AND CULLIDED WITH THE GROUND ST E CERTIFIED FLIGHT INSTRUCTOR NOR THE DUAL STU UDENT PLT "TOUCH AND GO" TAKEOFF AND LANDING :	UDENT WAS INJURED. THE INSTE	RUCTOR REPORTED	THAT SHE W	AS GIVING	THE	
E STUDENT ROTATED AT ABOUT 70 MPH AND WHEN THE						
LLOWED BY A RIGHT ROLL. THE INSTRUCTOR ASSUMED						
JLD REESTABLISH CONTROL.						

File No. - 468 4/12/86 SALINAS,CA A/C Reg. No. N24274 Time (Lc1) - 1330 PST

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - DUAL STUDENT

2. STALL

3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

-----Probable Cause----

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

Basic Information Type Operating Certificate-NONE (GENERAL AVIATION) DESTROYED Type of Operating	File No 569 4/15/86 HESPERI	A,CA	A/C Reg. N	o. N22134	Т	ime (Lc1)	- 1238 PST	Г
Type of Operation		AVIATION)	Aircraft Dam	age		Injur	ries	
Fight Conducted Under		•	DESTROYED	J	Fatal			None
-Aircraft Information Make/Model - CESSNA 150H Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2 Rated Power - 100 HP -Environment/Operations Information Weather Data W. Briefing - UNK/NR Method Completeness - FARTIAL,LMTD BY PILOT Bail Olf/Speed - 170/020 KTS Wisibility - 40.0 SM Lowest Sky/Clouds - 8000 FT SCATTERED Type of Flight Plan - NONE Lowest Sky/Clouds - 8000 FT SCATTERED Type of Clearance - NONE Position of Vision- NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) RISH On NONE Age - 54 Months Since - 18 Months Since			Fire	Crew	0	0	1	0
Make/Model - CESSNA 150H			ON GROUND	Pass	0	1	0	0
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 100 HP -Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - TELEPHONE Completeness - PARTIAL, LMTD BY PILOT Basic Weather - VMC Wind Dir/Speed- 170/020 KTS Wisibility - 40.0 SM Lowest Sky/Clouds - 8000 FT SCATTERED Type of Flight Plan - NONE Condition of Light - 21000 FT BROKEN Ubstructions to Vision- NONE Condition of Light - DAYLIGHT -Personnel Information PPIOT-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Current - YES Months Since - 18 Make/Model- UNK/NR Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Fight Time (Hours) PRIVATE SE LAND Instrument Rating(s) - NONE								
Max Gross Wt - 1600 No. of Seats - 2 Rated Power - 100 HP -Environment/Operations Information Weather Data W. Briefing - UNK/NR Method - TELEPHONE MHITEMAN, CA Completeness - PARTIAL, LMTD BY PILOT Basic Weather - VMC Wind Dir/Speed- 170/020 KTS Wisbility - 40.0 SM Lowest Sky/louds - 8000 FT SCATTERED Type of Flight Plan - NONE Lowest Sky/louds - 8000 FT SCATTERED Type of Flight Plan - NONE Conditions to Vision- None Precipitation - NONE Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information PIIOt-In-Command Age - Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Corrent - YES Total - 487 Last 24 Hrs - UNK/NR SE LAND Biennia Flight Review FIIght Time (Hours) FRIVATE Current - YES Total - 487 Last 24 Hrs - UNK/NR Aircraft Type - UNK/NR Instrument - 6 Last 90 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 6 Last 90 Days- UNK/NR Aircraft Type - UNK/NR TINITIATED AGO-AROUND BY APPLYING FULL ER AND RISING THE FLAPS FROM THE 30 DEG POSITION. THE ACFT DRIFTED TO THE RIGHT OF THE RWY NAS DELIMING. PLT TURNED RIGHT TO THE NORTH AND THE ACFT STRUCK THE WIRES WITH THE VERTICAL FINANCE THE RIGHT OF THE RWY NAS DOT CLIMBING. PLT TURNED RIGHT TO THE NORTH AND THE ACFT STRUCK THE WIRES WITH THE VERTICAL FINANCE ACFT COLLEDENT SITE REPORTED				NTAL 0-200-A	ELT	Installed/	Activated	- YES-UNK/N
No. of Seats - 2 Rated Power - 100 HP -Environment/Operations Information Weather Data WX Briefing - UNK/NR Method - TELEPHONE			5 * * * * * * * * * * * * * * * * * * *			tall Warnir	ng System	- YES
-Environment/Operations Information Weather Data Itinerary					TOR			
Was Briefing - UNK/NR Last Departure Point Method - TELEPHONE WHITEMAN, CA Completeness - PARTIAL, LMTD BY PILOT Destination HESPERIA. CA HESPERIA A TIEMPTED GO-ARQUND ON APCH TO RWY 21. ON SHORT FINAL TO RWY 21 AT APRX 20 FT ARD TRUNK/NR Last 90 Days - UNK/NR Last 90 Days - UNK/NR LAST 90 DAYS - UNK/NR SHORT FINAL TO RWY 21 AT APRX 20 FT ARD TRUNK - A COFF TO RAY - A GET TURNED RISHOP THE NOTICE BY AND TRIED TO AVOID THE ROTH TO RAY 1.0 MAD CRASHOHT OF THE ROY AND CRAFTED THE POINT AND TREE DID AVOID THE ROY AND THE ROY THE ROY AND THE ROY THE ROY AND THE ROY AND THE ROY AND THE ROY THE ROY AND THE ROY AND THE ROY AND THE ROY THE ROY THE ROY AND THE ROY THE ROY AND THE ROY THE ROY THE ROY AND THE ROY THE ROY THE ROY AND THE ROY THE ROY AND THE ROY THE ROY THE ROY THE ROY THE ROY AND THE ROY THE R	No. of Seats - 2	Rated Pow	er - 100	HP 				
Wx Briefing - UNK/NR	· •						•	
Method - TELEPHONE WHITEMAN,CA Completeness - PARTIAL,LMTD BY PILOT Destination Basic Weather - VMC HESPERIA,CA HESPERIA CA HESPERIN AIR LODGE Wind Dir/Speed- 170/020 KTS Runway Ident - 21 Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - 3910/ 50 Lowest Sky/Clouds - 8000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - 12000 FT BROKEN Type of Clearance - NONE Runway Surface - GRASS/TURF Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Current - YES Total - 487 Last 24 Hrs - UNK/NR SE LAND Biennial Flight Review Make/Model- UNK/NR Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 6 Last 90 Days- UNK/NR Instrument Rating(s) - NONE -Narrative ACFT COLLIDED WITH WIRES AFTER AN ATTEMPTED GO-AROUND ON APCH TO RWY 21. ON SHORT FINAL TO RWY 21 AT APRX 20 FT A GRANG RISING THE FLAPS FROM THE 30 DEG POSITION. THE ACFT DRIFTED TO THE RIGHT OF THE RWY AND WAS NOT CLIMBING. PLT TURNED RIGHT TO THE NORTH AND THE ACFT WAS STILL NOT CLIMBING. THE PLT THEN NOTICED ELECTRICAL WIRES IN THE PATH AND TRIED TO AVOID THEM. THE ACFT STRUCK THE WIRES WITH THE VERTICAL FIN AND CRASHED VERTICALLY NOSE DOWN. PLT AND PAX EXITED THROUGH THE PASSENGER DOOR OF THE ACFT. A GRASS FIRE STARTED AS RESULT OF THE CRASH AND ENQULFED ACFT COMPLETELY DESTROYING IT. A WX REPORTING SERVICE DLOCATED APRX 14 MILES NORTH OF THE CRASH AND ENQULFED								
Completeness - PARTIAL, LMTD BY PILOT Destination Basic Weather - VMC Wind Dir/Speed - 170/020 KTS Wind Dir/Speed - 170/020 KTS Wind Dir/Speed - 170/020 KTS Lowest Sky/Clouds - 8000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - 12000 FT BROKEN Type of Clearance - NONE Condition of Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information - NONE Certificate(s)/Rating(s) PRIVATE SE LAND Age - 54 Biennial Flight Review Months Since - 18 Months Since - 18 Make/Model - UNK/NR Months Since - 18 Make/Model - UNK/NR Make/Model - UNK/NR Instrument Rating(s) - NONE -Narrative ACFT COLLIDED WITH WIRES AFTER AN ATTEMPTED GO-AROUND ON APCH TO RWY 21. ON SHORT FINAL TO RWY 21 AT APRX 20 FT , A GUST OF WIND BLEW THE ACFT OFF THE CENTERLINE OF THE RWY. THE PLT INITIATED A GO-AROUND BY APPLYING FULL ER AND RISING THE FLAPS FROM THE 30 DEG POSITION. THE ACFT DETFED TO THE RIGHT OF THE RWY AND WAS NOT CLIMBING. PLT URNED RIGHT TO THE NORTH AND THE ACFT STRUCK THE WIRES WITH THE VERTICAL FIN NOT CLEDE LECTRICAL WIRES IN THE PATH AND TRIED TO AVOID THEM. THE ACFT STRUCK THE WIRES WITH THE VERTICAL FIN NOT CLEDE LECTRICAL WIRES IN THE PATH AND TRIED TO AVOID THEM. THE ACFT STRUCK THE WIRES WITH THE VERTICAL FIN NON CRASHED VERTICALLY NOSE DOWN. PLT AND PAX EXITED THROUGH THE PASSENGER DOOR OF THE ACFT. A GRASS FIRE STARTED AS RESULT OF THE CRASH AND ENGULFED					OFF AI	RPORT/STRIF	•	
Basic Weather - VMC					Airport D	a+a		
Wind Dir/Speed- 170/020 KTS Visibility - 40.0 SM ATC/Airspace Runway Ident - 21 Visibility - 40.0 SM ATC/Airspace Runway Surface - GRASS/TURF Lowest Sky/Clouds - 8000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - 12000 FT BROKEN 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 - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 487 Last 24 Hrs - UNK/NR SE LAND Months Since - 18 Make/Model- UNK/NR Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 6 Last 90 Days- UNK/NR Instrument Rating(s) - NONE -Narrative ACFT COLLIDED WITH WIRES AFTER AN ATTEMPTED GO-AROUND ON APCH TO RWY 21. ON SHORT FINAL TO RWY 21 AT APRX 20 FT , A GUST OF WIND BLEW THE ACFT OFF THE CENTERLINE OF THE RWY. THE PLT INITIATED A GO-AROUND BY APPLYING FULL ER AND RISING THE FLAPS FROM THE 30 DEG POSITION. THE ACFT DRIFTED TO THE RIGHT OF THE RWY AND WAS NOT CLIMBING. PLT TURNED RIGHT TO THE NORTH AND THE ACFT WAS STILL NOT CLIMBING. THE PLT THEN NOTICED ELECTRICAL WIRES IN THE PATH AND TRIED TO AVOID THEM. THE ACFT STRUCK THE WIRES WITH THE VERTICAL FIN AND CRASHED VERTICALLY NOSE DOWN. PLT AND PAX EXITED THROUGH THE PASSENGER DOUR OF THE ACFT. A GRASS FIRE STARTED AS RESULT OF THE CRASH AND ENGULFED	•						\$F	
Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - 3910/ 50 Lowest Sky/Clouds - 8000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - 12000 FT BROKEN Type of Clearance - NONE Runway Surface - GRASS/TURF Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 487 Last 24 Hrs - UNK/NR SE LAND Months Since - 18 Make/Model- UNK/NR Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 6 Last 90 Days- UNK/NR Instrument Rating(s) - NONE -Narrative ACFT COLLIDED WITH WIRES AFTER AN ATTEMPTED GO-AROUND ON APCH TO RWY 21. ON SHORT FINAL TO RWY 21 AT APRX 20 FT , A GUST OF WIND BLEW THE ACFT OFF THE CENTERLINE OF THE RWY. THE PLT INITIATED A GO-AROUND BY APPLYING FULL ER AND RISING THE FLAPS FROM THE 30 DEG POSITION. THE ACFT DRIFTED TO THE RIGHT OF THE RWY AND WAS NOT CLIMBING. PLT TURNED RIGHT TO THE NORTH AND THE ACFT ORIFTED TO THE RIGHT OF THE RWY AND WAS NOT CLIMBING. PLT TURNED RIGHT TO THE NORTH AND THE ACFT STRUCK THE WIRES WITH THE VERTICAL FIN AND CRASHED VERTICALLY NOSE DOWN. PLT AND PAX EXITED THROUGH THE PASSENGER DOOR OF THE ACFT. A GRASS FIRE STARTED AS RESULT OF THE ACCIDENT SITE REPORTED			,					
Lowest Sky/Clouds - 8000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - 12000 FT BROKEN 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 - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 487 Last 24 Hrs - UNK/NR SE LAND Months Since - 18 Make/Model- UNK/NR Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 6 Last 90 Days- UNK/NR Instrument Rating(s) - NONE -Narrative ACFT COLLIDED WITH WIRES AFTER AN ATTEMPTED GO-AROUND ON APCH TO RWY 21. ON SHORT FINAL TO RWY 21 AT APRX 20 FT , A GUST OF WIND BLEW THE ACFT OFF THE CENTERLINE OF THE RWY. THE PLT INITIATED A GO-AROUND BY APPLYING FULL ER AND RISING THE FLAPS FROM THE 30 DEG POSITION. THE ACFT DRIFTED TO THE RIGHT OF THE RWY AND WAS NOT CLIMBING. PLT TURNED RIGHT TO THE NORTH AND THE ACFT WAS STILL NOT CIMBING. THE PLT TURNED RIGHT TO THE NORTH AND THE ACFT WAS STILL NOT CIMBING. THE PLT TURNED RIGHT TO THE NORTH AND THE ACFT WAS STILL NOT CIMBING. THE PLT TURNED RIGHT TO THE NORTH AND THE ACFT WAS STILL NOT CIMBING. THE PLT TURNED RIGHT TO THE NORTH AND THE ACFT WAS STILL NOT CIMBING. THE PLT TURNED RIGHT TO THE NORTH AND THE ACFT WAS STILL NOT CIMBING. THE PLT TURNED RIGHT TO THE NORTH AND THE ACFT STRUCK THE WIRES WITH THE VERTICAL FIN AND CRASHED VERTICALLY NOSE DOWN. PLT AND PAX EXITED THROUGH THE PASSENGER DOOR OF THE ACFT. A GRASS FIRE STARTED AS RESULT OF THE CRASH AND ENGULFED ACFT COMPLETELY DESTROYING IT. A WX REPORTING SERVICE LOCATED APRX 14 MILES NORTH OF THE ACCIDENT SITE REPORTED		ATC/Airspace						50
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current YES Total - 487 Last 24 Hrs - UNK/NR SE LAND Months Since - 18 Make/Model- UNK/NR Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 6 Last 90 Days- UNK/NR Instrument Rating(s) - NONE Narrative ACFT COLLIDED WITH WIRES AFTER AN ATTEMPTED GO-AROUND ON APCH TO RWY 21. ON SHORT FINAL TO RWY 21 AT APRX 20 FT ., A GUST OF WIND BLEW THE ACFT OFF THE CENTERLINE OF THE RWY. THE PLT INITIATED A GO-AROUND BY APPLYING FULL BER AND RISING THE FLAPS FROM THE 30 DEG POSITION. THE ACFT TO THE RIGHT OF THE RWY AND WAS NOT CLIMBING. PLT TURNED RIGHT TO THE NORTH AND THE ACFT WAS STILL NOT CLIMBING. THE PLT THEN NOTICED ELECTRICAL WIRES IN THE PATH AND TRIED TO AVOID THEM. THE ACFT STRUCK THE WIRES WITH THE VERTICAL FIN AND CRASHED VERTICALLY NOSE DOWN. PLT SURPLED THROUGH THE PASSENGER DOOR OF THE ACFT. A GRASS FIRE STARTED AS RESULT OF THE CRASH AND ENGULFED ACFT COMPLETELY DESTROYING IT. A WX REPORTING SERVICE LOCATED APRX 14 MILES NORTH OF THE ACCIDENT SITE REPORTED				E				
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Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command	Obstructions to Vision- NONE	Type Apch/	Lndg - TRA	FFIC PATTERN	·			
Personnel Information Pilot-In-Command		•						
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Time (Lc1) - 1238 PST File No. - 569 4/15/86 HESPERIA.CA A/C Reg. No. N22134 Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. OBJECT - WIRE, TRANSMISSION 2. WEATHER CONDITION - GUSTS 3. WEATHER CONDITION - CROSSWIND 4. GO-AROUND - IMPROPER - PILOT IN COMMAND 5. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - GO-AROUND (VFR) Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5 Factor(s) relating to this accident is/are finding(s) 3

File No 450 4/16	5/86 COLUSA,CA	A/C Reg. No. N82182 Time (Lc1) - 1430 PS				1430 PS	Т
-Basic Information Type Operating Certificate- Type of Operation Flight Conducted Under Accident Occurred During	AERIAL OBSERVATION	Aircraft [SUBSTANT] Fire NONE	IAL Cre	-	Q		None 1 0
-Aircraft Information Make/Model - PIPER PA-18 Landing Gear - TAILWHEEL-A Max Gross Wt - 1760 No. of Seats - 2	LL FIXED	Eng Make/Model - LYCOM Number Engines - 1 Engine Type - RECIF Rated Power - 15	PROCATING-CARBU	S	Installed/A tall Warnin		
-Environment/Operations Inform							
Weather Data Wx Briefing - FSS Method - TELEPHONE		inerary _ast Departure Point _UKIAH.CA			Proximity RPORT/STRIP		
Completeness - UNK/NR Basic Weather - VMC	De	estination SACRAMENTO,CA		Airport D			
Wind Dir/Speed- 170/012 K Visibility - 6.0 Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- N Precipitation - S Condition of Light - D	SM ATC 4000 FT SCATTERED 1 8000 FT BROKEN 1 IONE 1		NONE	Runway Runway	Ident - Lth/Wid - Surface - Status -	N/A N/A	
-Personnel Information Pilot-In-Command	Age -	69 Me	edical Certific	ate - VALID	MEDICAL-NO	WATVERS	/I TMTT
<pre>Certificate(s)/Rating(s)</pre>	Biennia	al Flight Review	Fli	ght Time (H	ours)	·	
COMMERCIAL SE LAND,ME LAND	Cur Mor Air	rrent - YES oths Since - 10 ocraft Type - PA-18	Total - Make/Model- Instrument- Multi-Eng -	2146	Last 24 Last 30 Last 90	Hrs - Days- Days-	6 74 265
Instrument Rating(s) -	AIRPLANE						
Narrative E PILOT REPORTED THAT WHILE ON DW SHOWERS AND FREEZING RAIN. W FENT THAT ANY FURTHER TURNS WOU NDING" IN AN OPEN AREA AND WHIL Y PRE-IMPACT MALFUNCTIONS AND/O	HEN HE ATTEMPTED TO LD HAVE CAUSED THE A E ON FINAL APPROACH	DEPART THE AREA THE ADARCE AT THE AT	RCRAFT BEGAN T PILOT ELECTED	O SHUDDER A TO NEGOTIAT	ND VIBRATE E A "PRECAU	TO THE TIONARY	

File No. - 450 4/16/86 A/C Reg. No. N82182 COLUSA, CA Time (Lcl) - 1430 PST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE Finding(s) 1. WEATHER CONDITION - ICING CONDITIONS 2. WEATHER CONDITION - TURBULENCE 3. FLIGHT TO ALTERNATE DESTINATION - CONTINUED - 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) 4. OBJECT - TREE(S) 5. TERRAIN CONDITION - ROUGH/UNEVEN 6. TERRAIN CONDITION - HIGH VEGETATION

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

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

----Probable Cause----

File No 544 4/21/86 FULLE	RTON, CA	A/C Reg.	No. N416	2Q	Time (Lc1) - 1044 PST			ST
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	SUBSTANTIAL			Fatal		None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE		Crew Pass	0	0	0	1 1
Aircraft Information Make/Model - CESSNA 310N Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5200 No. of Seats - 6	Eng Make/M Number Eng Engine Typ Rated Powe	e - RECIF	NENTAL IO P-FUEL INU SO HP			Installed/ tall Warni		ed - YES/YES 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- 210/006 KTS Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	FULLERTON Destination LAS VEGAS ATC/Airspace Type of Fli	N,CA S,NV ight Plan - N earance - N			ON AIR Airport D FULLER Runway Runway Runway Runway	ata	- ASPHAL	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	Age - 51 Biennial Flight R Current Months Since Aircraft Type	Review - YES - 1	edical Cer Total Make/Mo Instrum Multi-E	Fligh - odel- ent-	t Time (H	Last 2 Last 3	UO WAIVER 24 Hrs - 30 Days- 90 Days-	UNK/NR UNK/NR
Instrument Rating(s) - AIRPLANE								
THE ACFT OVERRAN THE RWY DURING AN ABORTED TAI A "THOROUGH PREFLIGHT" INSP. ON THE DAY OF TH HE THEN REFUELED THE ACFT AND LEFT IT UNATTEN BEFORE ENTERING THE ACFT. DURING THE TAKEOFF W TO ROTATE AND FELT A VIBRATION. THE TAKEOFF W BRAKES FADDED THE LAST 100 FT OF TRAVEL. THE RIGHT HORIZONTAL STABILIZER. THE PANEL HAD 1 THROUGH THE PANEL. THE OPERATORS MANUAL STATE ACCELERATE STOP DISTANCE WAS APRX 2,600 FT. R	E ACCIDENT, HE PRE DED FOR APRX 90MIN GROUND RUN, AT 95 AS ABORTED AND THE ACFT WAS EXAMINED SCREW HOLDING IT I S TO MAKE AN EXTER	EFLIGHTED THE NS. WHEN THE MPH, HE HEAF E ACFT RAN OF AND THE INSF IN PLACE AND RIOR INSPECTI	E ACFT AGA PLT RETUR D "EXCESS F THE END PECTION PA 1 SCREW W	IN AND NED HE IVE WIN OF THE NEL WAS	FLEW IT W "DID A VI D NOISE." RWY. THE FOUND HA HE NUT PL	ITHOUT INC SUAL WALK HE THEN S PLT STATE NGING FROM ATE, BUT N	CIDENT. AROUND" STARTED ED THE 1 THE	

File No. - 544 4/21/86 A/C Reg. No. N4162Q Time (Lc1) - 1044 PST FULLERTON, CA

Occurrence #1 Phase of Operation TAKEOFF - GROUND RUN

MISCELLANEOUS/OTHER

Finding(s)

1. FLIGHT CONTROL, ELEVATOR - VIBRATION

- 2. AIRCRAFT PREFLIGHT INADEQUATE PILOT IN COMMAND
- 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPLACENCY PILOT IN COMMAND
- 4. FLIGHT MANUALS NOT FOLLOWED PILOT IN COMMAND

Occurrence #2 OVERRUN

Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, NORMAL BRAKE SYSTEM - OVERTEMPERATURE

- 6. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- 7. IN-FLIGHT PLANNING/DECISION DELAYED PILOT IN COMMAND
- 8. ABORTED TAKEOFF DELAYED PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 2,3,4,7,8$

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

File No 568 4/23/86	HEMET, CA	A/C Reg.	No. N2032T	Т	ime (Lc1) -	1240 PST		
Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft D	amage	Injuries				
		SUBSTANTI	AL	Fatal	Serious	Minor	None	
Type of Operation -INST	RUCTIONAL	Fire	Crew	0	0	0	1	
Flight Conducted Under -14 C		NONE	Pass	0	0	0	0	
Accident Occurred During -APPR	0ACH							
Aircraft Information								
Make/Model - SCHWEIZER SGS-2		Model - N/A			Installed/Ad			
Landing Gear - SKID	Number En	gines - N/A		S	tall Warning	y System	- NO	
Max Gross Wt - 1040	Engine Ty							
No. of Seats - 2	Rated Pow	er - N/A						
Environment/Operations Informatio	n							
Weather Data	Itinerary			Airport	Proximity			
Wx Briefing - NO RECORD OF				OFF AI	RPORT/STRIP			
Method - N/A	HEMET, CA							
Completeness - N/A	Destination			Airport D	ata			
Basic Weather - VMC	LOCAL			HEMET-	RYAN			
Wind Dir/Speed- 250/006 KTS				Runway	Ident -	04		
Visibility ~ 25.0 SM	ATC/Airspace			Runway	Lth/Wid -	2045/	30	
Lowest Sky/Clouds - 22000	FT SCATTERED Type of F1	ight Plan - N	ONE	Runway	Surface -	DIRT		
Lowest Ceiling - NONE	Type of Cl			Runway	Status -	DRY		
Obstructions to Vision- NONE	Type Apch/	Lndg - Si	TRAIGHT-IN	•				
Precipitation - NONE	••	F(ORCED LANDING					
Condition of Light - DAYLI	GHT							
Personnel Information								
Pilot-In-Command	Age - 37	Med	dical Certificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT	
Certificate(s)/Rating(s)	Biennial Flight (Review	Fliah	nt Time (H	ours)			
PRIVATE, COMMERCIAL	Current	- YES	Total -		Last 24	Hrs -	1	
SE LAND	Months Since	- 1	Make/Model-	4	Last 30	Days-	12	
HELICOPTER		e - BELL 47		0	Last 90		12	
					Rotorcra		141	
Instrument Rating(s) - NON	E							
GLIDER STRUCK WIRES WHILE ON FINAL	ADOU TO A STELD THE DIT	INDICATED THA	T HE WAS TOWER T	TIA MA O	0E E 000 ET	MCI		
PRX 3,500 FT AGL). ON RELEASE, HE E								
RBORNE 6 TO 7 MINUTES. THE PLT THEN								
REACH IT, HE SELECTED A FIELD FOR								
E ACFT VERTICAL STABILIZER STRUCK T			F SAM MIKES AND	ALICMFIED	TO FLI UNDE	. N I I I I I I I		
L AGIT VERTICAL STABILIZER STRUCK T	THE WIRES DAMAGING IT AND	THE RODDER.						

File No. - 568 4/23/86 HEMET, CA A/C Reg. No. N2O32T Time (Lcl) - 1240 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

2. OBJECT - WIRE, TRANSMISSION

3. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND

4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft D	amage		Injur	ries	•
type operating out the foate none (actions	_ A(IA(ION)	SUBSTANTI		Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire	Crev	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 150M			IING 0-230-E2D				
Landing Gear - TRICYCLE-RETRACTABLE					tall Warnir	ng System	- YES
Max Gross Wt - 1600			ROCATING-CARBUR	RETOR			
No. of Seats - 2	Rated Po	wer - 15	O HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING		rture Point		ON AIR	PORT		
Method - N/A	EL CAJO	•					
Completeness - N/A	Destinatio			Airport D			
Basic Weather - VMC Wind Dir/Speed- 210/020 KTS	SAME AS	ACC/INC			CALIFORNIA		
Visibility - 10.0 SM	ATC/Airspac				Ident - Lth/Wid -		60
Lowest Sky/Clouds - CLEAR	Type of F		IONE		Surface -		60
Lowest Ceiling - NONE		learance - N			Status -		
Obstructions to Vision- NONE			RAFFIC PATTERN	Kullway	Status	DKI	
Precipitation - NONE	Type Apen	, Ling	KAITTO TATTERN				
Condition of Light - DAYLIGHT		~					
Personnel Information							·
Pilot-In-Command	Age - 69	Me	dical Certifica	te - VALID	MEDICAL-WA	IVERS/LIM	IIT
Certificate(s)/Rating(s)	Biennial Flight			ght Time (H	ours)		
PRIVATE	Current		Total -	2235	Last 24	Hrs -	1
SE LAND	Months Sinc	e - 10 pe - C-150M	Make/Model- Instrument-	1103	Last 30	Days-	9
	Aircraft Ty	pe - C-150 M			Last 90	Days-	32
			Multi-Eng -	30			
Instrument Rating(s) - NONE							
PLT REPORTED THAT WHILE ON FINAL APCH TO	LAND. A MODERATE	CROSSWIND PRE	VAILED, BEFORE	REACHING T	HE RWY THRE	SHOLD	
WIND APPEARED TO STOP. WHEN HE BEGAN TO F	LADE A VIOLENT W	THE CUST FROM	THE RIGHT LIFTS	D THE PIGH	T WING REE	ODE	

File No. - 455 4/25/86 TEMECULA,CA A/C Reg. No. N714AW Time (Lc1) - 1450 PST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND HARD LANDING Occurrence #2 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

-Basic Information							
Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage		F-+-1	Injur	ies Minor	M
Type of Operation -PERSONAL		SUBSTANTIAL Fire	Crew	Fatal O	Serious O	Minor	None 1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	Ö	ó
Accident Occurred During -LANDING		HOHL	1433	J	J	Ū	Ū
-Aircraft Information							
Make/Model - CESSNA 140		e/Mode1 - CONTINENTAL	E-85		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED		ingines - 1			tall Warnin	ng System	- UNK/NI
Max Gross Wt - 1450		ype - RECIPROCATIN	NG-CARBURE	TOR			
No of Seats - 2	Rated Po	ower - 85 HP				· 	
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING		irture Point		ON AIR	PORT		
Method - N/A		PAULA, CA					
Completeness - N/A	Destinatio			Airport D			
Basic Weather - VMC	SAME AS	ACC/INC		WHITEM		•.	
Wind Dir/Speed- CALM						· 12	
Visibility - UNK/NR	ATC/Airspac				Lth/Wid -		40
Lowest Sky/Clouds - CLEAR		light Plan - NONE			Surface -		
Lowest Ceiling - NONE		learance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apcr	n/Lndg - FULL STO	JP				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 42				MEDICAL-NO	WAIVERS/	LIMII
Certificate(s)/Rating(s)	Biennial Flight		_	t Time (H 207	lours) Last 24	Lina	4
PRIVATE	Current Months Sind		- /Model-				4 21
SE LAND	Months 51nd Aircraft Ty	re - 19 Make/	/Model-	∠I ⊬/ND	Last 30 Last 90	Days-	21
	Aircrait iy		i-Eng - UN			raft - UN	
		Murci	I-EIIG - UN	K/ NK	ROTOFCE	art - UN	IK/ INK
Instrument Rating(s) - NONE							
-Narrative							
PLT LOST CONTROL OF THE ACFT DURING LAND	ING. A WITNESS ST	ATED THAT WHEN THE AC	CFT WAS AB	OUT ONE-F	OURTH OF TH	IE WAY	
N THE RWY. IT BEGAN PORPOISING AND THEN F					- · · · · · · · · · · · · · · · · · · ·	- ***	

File No. - 467 6/17/86 PACOIMA, CA A/C Reg. No. N89403 Time (Lc1) - 1340 PDT

Occurrence #1

LOSS OF CONTROL - IN FLIGHT

Phase of Operation LANDING

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

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

Occurrence #2

NOSE OVER

Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

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

Basic Information	I AVIATION) Ainons	f+ Damaga		Inju	ıries	
Type Operating Certificate-NONE (GENERA		ft Damage ANTIAL	Fatal	Serious		None
Type of Operation -BUSINESS	Fire	Cre		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pas	s 0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information	<u>.</u>					
Make/Model - CESSNA 320D	Eng Make/Model - 0			Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -			tall Warni	ng Syster	n - UNK/N
Max Gross Wt - 5200	Engine Type - R					
No. of Seats - UNK/NR	Rated Power -	285 HP				
Environment/Operations Information	***			D		
Weather Data	Itinerary .Last Departure Poir		Airport ON AIR	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	SAN DIEGO.CA	τ	UN AIR	PURI		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		COMPTO			
Wind Dir/Speed- UNK/NR	SAME AS ASSISTED				- 25L	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid		60
Lowest Sky/Clouds - CLEAR	Type of Flight Plar	- NONE	Runway	Surface	- ASPHAL	Γ
Lowest Ceiling - NONE	Type of Clearance		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- GO AROUND				
Precipitation - NONE						
Condition of Light - NIGHT(DARK)						
Personnel Information						
Pilot-In-Command	Age - 55	Medical Certific			O WAIVERS	S/LIMIT
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - YES	Total -	ght Time (H		24 Hrs -	8
SE LAND.ME LAND	Months Since - 8			Last 2		
SE LAND, ME LAND	Aircraft Type - C-310		141	Last 9	O Days (139
	All cluit Type 0 0.0	Multi-Eng -		2401 5	o bayo	
Instrument Rating(s) - AIRPLANE						 _
Narrative				T 5::-		
PLT ATTEMPTED A NIGHT LANDING AFTER HE WA						
OF THE RWY AT ABOUT 25 FT AGL, EVERYTHING CONTACTED THE RWY, CAUSING THE LEFT MAIN	DEENDED INTO A LARGE BLAC	K SPUL. AS IME PLI T THEN SLID DOWN T	HE DWV AND	A GU-AKUUN Nee to tue	ID, INC	
CONTACTED THE RWY, CAUSING THE LEFT MAIN DRE COMING TO A STOP.	GEAR TO COLLAPSE. THE ACT	I THEM SETD DOMN I	HE KWI AND	OLI TO THE	LEFT	

File No. - 546 7/01/86 COMPTON, CA A/C Reg. No. N4153T Time (Lc1) - 2200 PDT

Occurrence #1

HARD LANDING

Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. LANDING LIGHT - INOPERATIVE

2. PULL-UP - DELAYED - PILOT IN COMMAND

3. LIGHT CONDITION - DARK NIGHT

Occurrence #2

MAIN GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

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

-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Inju	ries	
Type operating out the reate mone (action)	SUBSTA		Fatal		and the second s	None
Type of Operation -CHECK RIDE	Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - PIPER PA-28R-200	Eng Make/Model - LY			Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		S	tall Warnii	ng System	- YES
Max Gross Wt - 2900	Engine Type - RE					
No. of Seats - 4	Rated Power -	200 HP				
-Environment/Operations Information	*******			D==		
Weather Data	Itinerary		Airport ON AIR	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point SAME AS ACC/INC		UN AIR	PURI		
Method - N/A Completeness - N/A	Destination		Airport D	2+2		
Basic Weather - VMC	LOCAL		•	N FIELD		
Wind Dir/Speed- 220/006 KTS	LOCAL				- 15	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid		75
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface		
Lowest Ceiling - NONE	Type of Clearance				- DRY	
Obstructions to Vision- HAZE	Type Apch/Lndg	- STRAIGHT-IN	•			
Precipitation - NONE						
Condition of Light - NIGHT(DARK)						
Personnel Information						
Pilot-In-Command	Age - 48	Medical Certifica			AIVERS/LIM	IIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (F	lours)	4 11	
PRIVATE	Current - YES Months Since - 1	Total -	506	Last 2	4 Hrs - O Davs-	4
SE LAND						
	Aircraft Type - PA-28R	Instrument-	76	Last 9	J Days- UN	IK/ NK
Instrument Rating(s) - AIRPLANE						
-narrative ORDING TO THE PLT, DURING THE CHECKRIDE FO	P HIS COMMERCIAL DIT CEDITE	ICATE THE ELT EYA	MINER GAVE	HTM A STM	II ATED	
CTRICAL FAILURE & TURNED THE LANDING LIGHT						
ERENCE WITH THE RWY DUE TO SNOWBANKS ON BO						
HT WING AND RIGHT MAIN GEAR CONTACTED THE				JA1	- ··· -	

File No. - 512 1/15/86 STERLING, CO A/C Reg. No. N33535 Time (Lcl) - 1850 MST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - FOREIGN SUBSTANCE COVERED 2. EMERGENCY PROCEDURE - SIMULATED - CHECK PILOT 3. LIGHT CONDITION - DARK NIGHT 4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF FACILITY, VISUAL/AURAL DETECTION - PILOT IN COMMAND 6. SUPERVISION - INADEQUATE - CHECK PILOT Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

 -Basic Information Type Operating Certificate-NONE (GENERAL 	AVIATION) Aircraf	t Damage		Inju	ries	
	DESTRO		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew		0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pass	1	0	0	0
Make/Model - BEECH V35B	Eng Make/Model - CC			Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		S	tall Warni	ng System	- YES
Max Gross Wt - 3400	Engine Type - RE					
No. of Seats - 6	Rated Power -	285 HP				
-Environment/Operations Information	••••			D		
Weather Data Wx Briefing - FSS	Itinerary Last Departure Point			Proximity RPORT/STRI	D	
Method - TELEPHONE	PUEBLO,CO	•	OFF AI	KPUKI/SIKI	F*	
Completeness - FULL	Destination		Airport D	ata		
Basic Weather - IMC	EAGLE, CO		LEADVI			
Wind Dir/Speed- 180/008 KTS	, ···				- N/A	
Visibility - 7.0 SM	ATC/Airspace		Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - PART OBS	Type of Flight Plan			Surface		
Lowest Ceiling - 2500 FT OVERO			Runway	Status	- N/A	
Obstructions to Vision- BLOWING SNOW	Type Apch/Lndg	- NONE				
Precipitation - SNOW SHOWER Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 40	Medical Certifica	+o - VALID	MEDICAL -W	ATVEDS /I T	MIT
	Biennial Flight Review		ht Time (H		AIVENS/ EI	
PRIVATE	Current - YES	Total -			4 Hrs -	5
SE LAND	Months Since - 10	Make/Model-	35	Last 3	0 Days-	20
	Aircraft Type - C-172	Instrument-	5	Last 9	0 Days-	35
Instrument Rating(s) - NONE						
Namakina						
-Narrative PLT DEPARTED PUEBLO, COLORADO ON A VFR FLT	TOWARD AN ARREDOACHING EDG	NTAL WY SVSTEM DA	DAD DATA S	HOWED THE		
T CLIMBED TO AN ALTITUDE OF 18,200 FT MSL,						
CKAGE WAS LOCATED AT 13,200 FT MSL IN MOUNT						

File No. - 584 1/17/86 LEADVILLE, CO A/C Reg. No. N6735T Time (Lc1) - 1435 MST LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation CLIMB - TO CRUISE Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND IMPROPER DECISION, TOTAL - PILOT IN COMMAND 3. JUDGEMENT - POOR - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, - PILOT IN COMMAND 5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND INCAPACITATION(ANOXIA/HYPOXIA) - PILOT IN COMMAND 7. WEATHER CONDITION - TURBULENCE 8. WEATHER CONDITION - CLOUDS 9. WEATHER CONDITION - SNOW Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

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

ID AIR TAXI D AIRLIFT, INC. ED,DOMESTIC,PASSENGER 135	Aircraft D	200				
AIRLIFT, INC.		amage		Injuri	es	
D DOMESTIC DASSENCED	SUBSTANTI		Fatal	Serious	Minor	None
D, DUMESTIC, PASSENGER	Fire	Crew	0	0	1	0
35	NONE	Pass	. 0	0	1	0
		MECA ARTOUSTE I				
			S	tall Warning	System -	NO.
		SHAFT				
Rated Power	- 56	2 LBS THRUST				
•						
Itinerary						
	re Point		OFF AI	RPORT/STRIP		
			Airport D	ata		
SAME AS AC	C/INC					
					•	
			Runway	Status -	N/A	
Type Apch/Lr	idg - N	ONE				
			•			
					WAIVERS/L	IMIT
				-		
Current	- YES	Total -				_ 1
Months Since	- UNK/NR	Make/Model-				•
Aircraft Type	- AS 315B	Instrument-	180			150
				Rotorcra	ift - 4	114
TER						
	Eng Make/Mo Number Engi Engine Type Rated Power Itinerary Last Departu CRAIG,CO NENT Destination SAME AS AC ATC/Airspace SCATTERED Type of Flig Type of Clea Type Apch/Ln Age - 30 Biennial Flight Re Current Months Since	Eng Make/Model - TURBO Number Engines - 1 Engine Type - TURBO Rated Power - 56 Itinerary Last Departure Point CRAIG,CO NENT Destination SAME AS ACC/INC ATC/Airspace SCATTERED Type of Flight Plan - C Type of Clearance - N Type Apch/Lndg - N Age - 30 Me Biennial Flight Review Current - YES Months Since - UNK/NR	Eng Make/Model - TURBOMECA ARTOUSTE I Number Engines - 1 Engine Type - TURBOSHAFT Rated Power - 562 LBS THRUST Itinerary Last Departure Point CRAIG,CO NENT Destination SAME AS ACC/INC ATC/Airspace SCATTERED Type of Flight Plan - COMPANY (VFR) Type of Clearance - NONE Type Apch/Lndg - NONE Age - 30 Medical Certificate Biennial Flight Review Current - YES Total - Months Since - UNK/NR Make/Model-	Eng Make/Model - TURBOMECA ARTOUSTE IIIB ELT Number Engines - 1 S Engine Type - TURBOSHAFT Rated Power - 562 LBS THRUST Itinerary Airport I Last Departure Point OFF AII CRAIG,CO NENT Destination Airport D SAME AS ACC/INC Runway ATC/Airspace Runway SCATTERED Type of Flight Plan - COMPANY (VFR) Runway Type of Clearance - NONE Runway Type Apch/Lndg - NONE Age - 30 Medical Certificate - VALID Biennial Flight Review Flight Time (He Current - YES Total - 4114 Months Since - UNK/NR Make/Model - 300	Eng Make/Model - TURBOMECA ARTOUSTE IIIB ELT Installed/Ac Number Engines - 1 Stall Warning Engine Type - TURBOSHAFT Rated Power - 562 LBS THRUST Itinerary	Eng Make/Model - TURBOMECA ARTOUSTE IIIB ELT Installed/Activated - Number Engines - 1 Stall Warning System - Engine Type - TURBOSHAFT Rated Power - 562 LBS THRUST Itinerary

File No. - 579 2/20/86 MEEKER, CO A/C Reg. No. N27387 Time (Lc1) - 0930 MST

Occurrence #1

ROLL OVER

Phase of Operation HOVER

Finding(s)

- 1. TERRAIN CONDITION SNOW COVERED
- 2. TERRAIN CONDITION HIDDEN OBSTRUCTION(S)
- 3. VISUAL LOOKOUT INADEQUATE PILOT IN COMMAND

----Probable Cause----

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

-Basic Information Type Operating Certificate-NONE (G	SENERAL AVIATION)	Aircraft Damage			Injur	ies	
. , p = -po. a c g = 0. c o a c o 110112 (c		SUBSTANTIAL		Fatal		Minor	None
Type of Operation -PERSONA		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR Accident Occurred During -DESCENT		NONE	Pass	0	0	0	2
Make/Model - MOONEY M2OF		Model - LYCOMING IC	-360-A1A		Installed/A		
Landing Gear - TRICYCLE-RETRACTAE		gines - 1		S	tall Warnin	g System	- YES
Max Gross Wt - 2740	Engine Tyl		INJECTED				
No. of Seats - 4	Rated Pow	er - 200 HP					
-Environment/Operations Information				4 / 	Danas salamatan s		
Weather Data Wx Briefing - NO RECORD OF BRI	Itinerary EFING Last Depar	ture Point		ON AIR	Proximity PORT		
Method - N/A	BROOMFIE			ON AIR			
Completeness - N/A	Destination	,		Airport D	ata		
Basic Weather - VMC	SAME AS	ACC/INC			NT MUNICIPA	L	
Wind Dir/Speed- VARIABLE				Runway	Ident -	29	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		60
	SCATTERED Type of F1				Surface -		
Lowest Ceiling - NONE		earance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/	ndg - STRAIGH. FULL ST					
Precipitation - NONE Condition of Light - DAYLIGHT		FULL SI	UP				
-Personnel Information Pilot-In-Command	Age - 47	Medical	Centificat	e - VALID	MEDICAL-WA	TVFRS/LTM	ITT
Certificate(s)/Rating(s)	Biennial Flight			nt Time (H		I VERG, EIN	
PRIVATE	Current	- YES Tota		908	Last 24	Hrs -	1
SE LAND, ME LAND	Months Since		/Model-	531	Last 30	Days- UN	IK/NR
	Aircraft Typ		rument- :i-Eng -	28 47	Last 90	Days-	26
Instrument Rating(s) - NONE							
Namadina							
-Narrative ORDING TO THE PLT, DURING THE FLARE T	O TOUCHDOWN THE ACET	STALLED AND THE LEG	T WING CON	TACTED TH	E GROUND AL	ONG WITH	
R RUNWAY LIGHTS. THE PLT SAID THE ACC							

File No. - 564 3/10/86 LONGMONT,CO A/C Reg. No. N3280F Time (Lcl) - 1515 MST

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

2. STALL - INADVERTENT - PILOT IN COMMAND

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

----Probable Cause----

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

File No 565 3/25/86 FALC	DN,CO A/C Reg	. No. N9614S		ime (Lc1) -	· 0830 MS1	
Basic Information Type Operating Certificate-NONE (GENER/	AL AVIATION) Aircraft	Damage		Injur		
	SUBSTANT	IAL	Fatal	Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CHAMPION 7GCAA	Eng Make/Model - LYCO	MING 0-320	ELT	Installed/A	ctivated	- YES/N
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		5	Stall Warnir	ng System	- NO
Max Gross Wt - 1650	Engine Type - RECI	PROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power - 1	50 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR			
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		MEADOW			
Wind Dir/Speed- VARIABLE	LOOAL				15	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -		30
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		Surface -		50
Lowest Ceiling - NONE	Type of Clearance -				DRY	
Obstructions to Vision- NONE	Type Apch/Lndq -		Kuriway	Status	DKI	
Precipitation - NONE	Type Apcil/ Eliag	FULL STOP				
Condition of Light - DAYLIGHT						
Condition of Light - DAYLIGHT						
Personnel Information					T./=D0 /: Th	
Pilot-In-Command		edical Certifica			INERS/ LIM	11 1
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (F			
COMMERCIAL, CFI	Current - YES	Total -	2421	Last 24	Hrs -	4
SE LAND	Months Since - 5	Make/Model-	2421	Last 30	Days- UN	•
	Aircraft Type - C-172	Instrument-	143	Last 90	Days-	4
To a large and Data (a) ATD0 (A)						
Instrument Rating(s) - AIRPLANE						
Narrative						
CORDING TO THE PLT, WHEN THE ACFT SLOWED AF						
(PERIENCED "EXTREME TAILWHEEL SHUDDER" PRIOF						
SCERTAINED THAT THE TAILWHEEL SPRING HAD BEG	COME DETACHED AND ALLOWED THE	TAILWHEEL TO PIV	OT TO ONE	SIDE ONCE 1	HE	
CFT SLOWED.						

File No. - 565 3/25/86 FALCON,CO A/C Reg. No. N9614S Time (Lc1) - 0830 MST

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

Finding(s)

1. LANDING GEAR,TAILWHEEL - MOVEMENT RESTRICTED

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

----Probable Cause----

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

	L AVIATION) Aircraft	Damage		Inj	uries	
•	DESTROY	ED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	_	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	1
Aircraft Information						
Make/Model - LUSCOMBE T-8F	Eng Make/Model - LYC	OMING 0-235-C1B			/Activated	
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		S	tall Warn	ing System	- NO
Max Gross Wt - 1400	Engine Type - REC	IPROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power -	108 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING				RPORT/STR		
Method - N/A	AURORA, CO					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		AURORA			
Wind Dir/Speed- 360/015 KTS			Runway	Ident	- N/A	
Visibility - 30.0 SM	ATC/Airspace		Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE	Runway	Surface	- GRASS/T	URF
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command		Medical Certifica			NO WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H	•		
ATP,CFI	Current - YES	Total -			24 Hrs -	1
SE LAND, ME LAND	Months Since - 2	Make/Mode1-			30 Days-	100
	Aircraft Type - F-27	Instrument-		Last	90 Days-	241
GLIDER		Multi-Eng -	1125			

3/31/86 File No. - 566 WATKINS, CO A/C Reg. No. N1593B Time (Lc1) - 1245 MST LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 MANEUVERING Phase of Operation Finding(s) 1. UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation DESCENT - UNCONTROLLED Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 3. WEATHER CONDITION - TAILWIND 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - COPILOT 5. STALL/MUSH - INADVERTENT - COPILOT IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - COPILOT

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

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

----Probable Cause----

File No 577 4/05/86 FALCO	N,CO A/C R	eg. No. N1580Q	т	ime (Lcl) -	2135 MST	
-Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	L AVIATION) Aircraf SUBSTA Fire NONE	Crew		Injur Serious O O	ies Minor 1	None 0 0
-Aircraft Information Make/Model - CESSNA 150L Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power -	CIPROCATING-CARBUR	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- VARIABLE Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Itinerary Last Departure Point PUEBLO,CO Destination FALCON,CO ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE - GO AROUND	OFF AIR Airport Da Runway Runway Runway Runway		N/A N/A DIRT DRY	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE	Age - 61 Biennial Flight Review Current - YES Months Since - 19 Aircraft Type - C-152	Medical Certifica Flig Total - Make/Model-	te - VALID ht Time (Ho 130 39	MEDICAL~NO burs) Last 24 Last 30	WAIVERS/ Hrs - Days- UN	
-Narrative PLT STATED THE ACFT CONTACTED A POWERLINE HALF MILE OFF THE DEPARTURE END OF RWY 33 IDENT OCCURRED DURING NIGHT HRS WITH NO LU END OF RWY 33.	. ACCORDING TO THE PLT, THE	POLE IS UNMARKED	AND UNLIGH	TED. THE	F	

4/05/86 File No. - 577 FALCON, CO A/C Reg. No. N1580Q Time (Lc1) - 2135 MST Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. OBJECT - UTILITY POLE 3. GO-AROUND - IMPROPER - PILOT IN COMMAND 4. PROPER ALTITUDE - NOT ATTAINED - PILOT IN COMMAND 5. CLEARANCE - NOT POSSIBLE - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - GO-AROUND (VFR) IN FLIGHT COLLISION WITH TERRAIN Occurrence #3 Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5 Factor(s) relating to this accident is/are finding(s) 1,2

File No 588 4/11/86	LOVELAND, CO	A/C Reg. No. N14	RN	Ti	ime (Lc1) -	1145 MST	
Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSOI Flight Conducted Under -14 CFI Accident Occurred During -LANDII	R 91	Fire NONE	Crew Pass	0	0	1 0	0
Aircraft Information Make/Model - AEROTEK PITTS-S- Landing Gear - TAILWHEEL-ALL FI Max Gross Wt - 1150 No. of Seats - 1		- RECIP-FUEL IN			Installed/A tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - PARTIAL, LMTD B' Basic Weather - VMC Wind Dir/Speed- 220/006 KTS Visibility - 50.0 SM Lowest Sky/Clouds - 5000 I Lowest Ceiling - 20000 I Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGH	Itinerary Last Departur LONGMONT,CO Y PILOT Destination SAME AS ACC ATC/Airspace FT SCATTERED Type of Fligh FT BROKEN Type of Clear Type Apch/Loo	:/INC nt Plan - NONE ance - NONE	ATTERN	Runway Runway Runway	PORT ata LLINS LOVEL	33 6500/ CONCRETE	100
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 40 Biennial Flight Rev Current - Months Since - Aircraft Type -	YES Total 23 Make/M	Flight - odel- ment-	e - VALID t Time (Ho 941 4 78 66	ours) Last 24	Hrs - Days- UN	1
Instrument Rating(s) - AIRP	ANE						
Narrative CORDING TO THE PLT, THE ACFT ENCOUNTI FO ITS BACK WHEN HE APPLIED BRAKES. T APRX 4 HRS.							

File No. - 588 4/11/86 LOVELAND, CO A/C Reg. No. N14RN Time (Lc1) - 1145 MST Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - TAILWIND NOSE OVER Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND 3. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND ----Probable Cause----

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

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

File No 426 5	/04/86 LONGMO	ONT,CO A/C R	Reg. No. N40Z	Т	ime (Lc1) -	1650 MDT	
-Basic Information Type Operating Certifica	te-NONE (GENERAL		t Damage		Injur		
		=	NTIAL		Serious		None
Type of Operation		Fire		v 0	-	1	0
Flight Conducted Under		NONE	Pas	s 0	0	0	0
Accident Occurred During							
-Aircraft Information							
Make/Model - GLASER-D	IRKS DG-400	Eng Make/Model - RO Number Engines - 1	TAX 2 CYCLE	ELT	Installed/Ad	ctivated -	· NO -N/
Landing Gear - UNK/NR		Number Engines - 1		S	tall Warning	g System –	- NO
Max Gross Wt - 1056		Engine Type - RE		RETOR			
No. of Seats - 1		Rated Power -	43 HP				
-Environment/Operations Inf	ormation						
Weather Data		Itinerary			Proximity		
Wx Briefing - FSS		Last Departure Point	:	OFF AI	RPORT/STRIP		
Method - TELEPH							
Completeness - WEATHE	R NOT PERTINENT	Destination		Airport D	ata		
Basic Weather - VMC		LOCAL					
Wind Dir/Speed- 200/02				Runway	Ident -	N/A	
Visibility - 75.0				Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds -	UNK/NR	Type of Flight Plan	- VFR	Runway	Surface -	DIRT	
Lowest Ceiling	 10000 FT BROKE 	N Type of Clearance	- NONE	Runway	Status -	DRY	
Obstructions to Vision	- NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation	- NONE						
Condition of Light	- DAYLIGHT						
-Personnel Information							
Pilot-In-Command		Age - 43 Biennial Flight Review	Medical Certifica	ate - VALID	MEDICAL-WAT	[VERS/LIM]	T
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ght Time (H	ours)		
PRIVATE		Current - YES	Total -	1278	Last 24	Hrs -	5
SE LAND, ME LAND		Months Since - 4	Make/Model-	43	Last 30	Days- UNK	C/NR
GLIDER		Months Since - 4 Aircraft Type - C-550	Instrument- l	JNK/NR	Last 90	Days-	79
			Make/Model- Instrument- l Multi-Eng - l	JNK/NR	Rotorcra	aft - UNK	C/NR
Instrument Rating(s)	- ATDDIANE						
instrument kating(s)	- AIRPLANE						
-Narrative							
S EXPERIMENTAL GLIDER HAS A	STOWABLE 2 CYCL	E ENG MOUNTED BEHIND THE C	OCKPIT. WHEN THE	NG IS STOW	ED THE GLIDE	E	
	ENG IS DEPLOYED	BUT NOT RUNNING, THE GLIDE	RATIO IS ABOUT 10	:1. WHILE	RETURNING		
TO IS ABOUT 40:1. WHEN THE		IO DUE HOURD DE NEEDER TO D	EACH THE ADDT HE	DEDLOVED T	HE ENG BUT 1	ГT	
ER A 4 HR AND 50 MIN FLT TH				DEFECTED 1	THE ENGLESS!	L 1	
				DEFECTED 1	THE ENG BOT .	L 1	

File No 4:	26 5/04/86	LONGMONT, CO	A/C Reg. No. N4OZ	Time (Lcl) - 1650 MDT
Occurrence #1 Phase of Operation	AIRFRAME/COMPONEN DESCENT - NORMAL	NT/SYSTEM FAILURE/M	MALFUNCTION	
Finding(s) 1. ENGINE ASSEMBLY 2. UNDETERMINED	- INOPERATIVE			·
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGEN	ICY		
Finding(s) 3. IN-FLIGHT PLANN	ING/DECISION - DELA	YED - PILOT IN COM	MAND	
Occurrence #3 Phase of Operation			ROACH	
Finding(s) 4. OBJECT - TREE(S				
Probable Cause			4h- B-h-h- Cours(-) - C +h-i	

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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	t Damage		Injur	ies	
,,pp		ANTIAL	Fatal	Serious	Minor	None
Type of Operation -FERRY	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	. 0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA T210M	Eng Make/Model - C			Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -		S	tall Warnin	ıg System	- YES
Max Gross Wt - 3800	Engine_Type - Ri					
No. of Seats - 6	Rated Power -	310 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t	ON AIR	PORT		
Method - N/A	BROOMFIELD, CO					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	SAME AS ACC/INC		TRI-CO			
Wind Dir/Speed- VARIABLE	ATO /A :			Ident -		
Visibility - 20.0 SM Lowest Sky/Clouds - 10000 FT	ATC/Airspace	NONE		Lth/Wid -		75
Lowest Sky/Clouds - 10000 FT	Type of Flight Plan Type of Clearance			Surface - Status -		
Obstructions to Vision- NONE		- TRAFFIC PATTERN	Runway	Status -	DKI	
Precipitation - NONE	Type Apcil/ Liliag	- IRAFFIC PATTERIN				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	4	M-41-1 0-4161-		MEDIAN NO	. MATVEDO	/. ~ .
Certificate(s)/Rating(s)	Age - 41 Biennial Flight Review	Medical Certifica	hte - VALID ht Time (H		WAIVERS/	LIMII
COMMERCIAL, CFI	Current - YES	Total -			Hrs - UN	IV /ND
SE LAND, ME LAND	Months Since - 11	Make/Model-	500		Days- UN	
JE EARD, ME EARD	Aircraft Type - C-210	Instrument-			Days on	
	All Graft Type 6 216	Multi-Eng -	159	2451 50	Dayo	02
Instrument Rating(s) - AIRPLANE						
Narrative						
marrative		D FOLLOWING A SHOR				

File No. - 571 5/12/86 ERIE,CO A/C Reg. No. N761XE Time (Lc1) - 1930 MDT

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND

2. CHECKLIST - 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

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

asic Information Type Operating Certificate-NONE (GEN	EDAL AVIATION)	Aircraft Damage			Injur	ios	
Type operating certificate work (deal	TRAL AVIATION)	DESTROYED		Fatal	•	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	. 0	1	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT							
ircraft Information							
Make/Model - PITTS S-1S		del - LYCOMING O-	360		installed/A		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1500	Number Engir	nes - 1 - RECIPROCATII	NC-CARRID		tall Warnin	g System	- NU
No. of Seats - 1	Rated Power		NG-CARBOR	ETUR			
nvironment/Operations Information eather Data	Itinerary			Airport F	Provimity		
wx Briefing - NO RECORD OF BRIEF:		ce Point			RPORT/STRIP		
Method - N/A	AURORA, CO	C / Ollic		011 411	, 51111		
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	SAME AS ACC	C/INC		FRONT F	RANGE		
Wind Dir/Speed- 030/011 KTS				Runway	Ident -	26	
Visibility - 65.0 SM	ATC/Airspace				Lth/Wid -		100
Lowest Sky/Clouds - 25000 FT St					Surface -		
Lowest Ceiling - NONE		ance - NONE		Runway	Status -	WET	
Obstructions to Vision- NONE	Type Apch/Lnd	dg - TRAFFIC					
Precipitation - NONE		FORCED	LANDING				
Condition of Light - DAYLIGHT							
ersonnel Information		** ** ** ** ** ** ** ** ** ** ** ** **			WED TO !!		/
Pilot-In-Command	Age - 31 Biennial Flight Rev	Medical		te - VALID nt Time (Ho	MEDICAL-NO	WAIVERS	LIMII
Certificate(s)/Rating(s) COMMERCIAL,CFI	Current	riew - YES Tota	1 -	11 IIIIE (FI) 2770	Jurs)	Hre -	1
SE LAND	Months Since .	- 8 Make	/Model-	5775 55	Last 30	Davs- U	NK/NB
JE LAND	Aircraft Type	- C-172 Inst	rument-	238	Last 90	Days-	70
Instrument Rating(s) - AIRPLANE							
arrative	TO FOR LANDING AT FROM	IT DANCE ATDOORT	Tuene we	3E 3 OD 4 4	ACET DRECER	TNC	
LT REPORT THAT HE ENTERED NORMAL TRAFI O HE EXTENDED HIS TRAFFIC PATTERN. AF							
NG QUIT ABRUPTLY. THE ACFT STALLED AND	ILK TOKNTING UNIO TINAL	MERKUMUH ADUUT I	MILE FRUI	OFCRACE EX	TI, IIIE PEI	ND ENC	

File No 5	72 5/18/86 DENVER,CO	A/C Reg. No. N2DE	Time (Lc1) - 1045 MDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL APPROACH - VFR PATTERN - FINAL APPROACH		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	DECCENT - EMERCENCY		
	LOSS OF CONTROL - IN FLIGHT DESCENT - UNCONTROLLED		
Finding(s) 2. STALL - INADVER	TENT - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the Pro 2	bable Cause(s) of this acci	dent

PAGE 105

File No 415 2/17/86 MOOF	E HAVEN, FL	A/C Reg.	No. N7EA	T	ime (Lc1) -	UNK/NR	
Basic Information Type Operating Certificate-NONE (GENER Type of Operation -DRUG SMUGGL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Aircraft Da DESTROYED Fire ON GROUND	nage Cre Pas		Injur Serious O O	ies Minor O O	None O O
Aircraft Information Make/Model - PIPER PA-31-310 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6500 No. of Seats - 2			FUEL INJECTED	S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - UNK/NR Wind Dir/Speed- UNK/NR Visibility - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - UNK/NR Obstructions to Vision- UNK/NR Precipitation - UNK/NR Condition of Light - UNK/NR	UNKNOWN Destination UNK/NR ATC/Airspac Type of F	n e light Plan - NO learance - NO	NE	OFF AI Airport D Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) UNK/NR	Age - UNK/NR Biennial Flight Current Months Sinc Aircraft Ty	Review - UNK/NR e - UNK/NR	ical Certific Fli Total - Make/Model- Instrument- Multi-Eng -	ght Time (H UNK/NR UNK/NR UNK/NR	lours) Last 24 Last 30 Last 90	Hrs - UI Days- UI Days- UI aft - UI	NK/NR NK/NR
Instrument Rating(s) - UNK/NR							
ON FEBRUARY 17, 1986 THE WRECKAGE OF N7EA AL INTO TREES CAUSING THE SEPARATION OF THE OUT TREES BEFORE COLLIDING WITH THE GROUND. THE BY POST CRASH FIRE. FUEL FITTINGS AND PUMPS ALSO THE CLOSURE MECHANISMS FOR SEVERAL MILITHE COCKPIT. EXAMINATION OF THE ENGS REVEALE THE ACCIDENT COULD NOT BE DETERMINED. THE OF LAST SEEN AT THE FT. LAUDERDALE EXECUTIVE AF	BOARD SIX FEET OF ACFT CAUGHT FIRE I USED IN ACFT FUEL TARY TYPE DUFFLE I D BOTH TO BE OPER. IGIN AND DESTINAT	LEFT WING AND DURING THE IMPA SYSTEMS WERE F BAGS WERE FOUND ABLE AT THE TIM	THEN CONTINUE CT SEQUENCE A DUND IN THE C AND ONLY TWO E OF THE ACCI	D CRASHING ND WAS COMP ABIN AREA O SEATS WERE DENT. THE D	THROUGH MOR LETELY DEST F THE WRECK INSTALLED ATE AND TIM	E ROYED AGE. IN E OF	

File No 4	15 2/17/86	MOORE HAVEN,FL	A/C Reg. No. N7EA	Time (Lcl) - UNK/NR	
Occurrence #1 Phase of Operation		SION WITH OBJECT			
	NNING/PREPARATION	- INADEQUATE - PILOT PROPER - PILOT IN COM	MAND		
Occurrence #2 Phase of Operation				·	
Finding(s) 4. TERRAIN CONDITI	ON - HIGH VEGETATI	ON			
Probable Cause					
The National Transpois/are finding(s) 2,		ard determines that t	he Probable Cause(s) of thi	s accident	
Factor(s) relating t	o this accident is	/are finding(s) 1			

File No 405 2	/24/86	HOMESTEAD, FL	A/C Re	g. No. N3629	J	Ti	me (Lc1) -	1715 ES	T
-Basic Information Type Operating Certifica	te-AGRICU	TURAL AIRCRAFT	Aircraft				Injur		
			SUBSTAN			atal			None
Type of Operation			Fire		Crew	0	0	0	1
Flight Conducted Under			ON GROU	IN D	Pass	0	0	0	0
Accident Occurred During									
-Aircraft Information									
Make/Model - SCHWEIZE			Make/Model - P&W				nstalled/A		
Landing Gear - TAILWHEE	L-ALL FIX		er Engines - 1				all Warnin	g System	- UNK/NE
Max Gross Wt - 4500			ne Type - REC		RBURETOR				
No. of Seats - 1		Rate	d Power -	550 HP					
-Environment/Operations Inf	ormation-								
Weather Data		Itinera					Proximity		
Wx Briefing - NO REC	ORD OF BR		Departure Point		(OFF AIR	RPORT/STRIP		
Method - N/A		=	E AS ACC/INC						
Completeness - N/A		Destin			Air	oort Da	ita		
Basic Weather - VMC	0.470	SAMI	E AS ACC/INC				T -1 1		
Wind Dir/Speed- 290/01		ATO / A + =					Ident - Lth/Wid -		
Visibility - 7.0 Lowest Sky/Clouds -		ATC/Air		NONE			Surface -		
Lowest Sky/Clouds -	- 12000 F		of Clearance -				Status -		
Obstructions to Vision				NONE		Kuliway	Status	N/ A	
Precipitation		Type /	apen/ Lnag	INDIAL					
Condition of Light	- DAYLIGH	r							
Pilot-In-Command				Medical Certi				WAIVERS	/LIMIT
Certificate(s)/Rating(s	:)	Biennial Fl	ight Review						
PRIVATE, COMMERCIAL		Current	- UNK/NR	Total	- 500)	Last 24	Hrs - U	NK/NR
SE LAND, ME LAND		Months :	Since - UNK/NR	Make/Mode	e1- UNK/NI	₹	Last 30	Days- U	NK/NR
		Aircraf	t Type - UNK/NR	Instrumer	it- UNK/NI	₹	Last 30 Last 90 Rotorcr	Days- U	NK/NR
				Multi-Eng	g - UNK/NI	₹	Rotorcr	aft - U	NK/NR
Instrument Rating(s)	- NONE								
Namativa									
-Narrative	MDIETED O	IE CDDAV DACC WITL	ONE TON DE SERT	TITTED AROADE	& DIII E	1 ID TA	I A TUDNI TO	AROUT	
DIT STATED THAT SHE HAD OF		AL DEKNI LNDD MILL							
PLT STATED THAT SHE HAD CO		KET OF DEAD ATP "	THE ACET NOSED	DOWN AND ALTH	IOUGH THE	ווו ון	IMPED THE C	HEMICAL	
PLT STATED THAT SHE HAD CO FT. AT THAT TIME THE ACFT D. SHE COULD NOT RECOVER IN	"HIT A PO		THE ACFT NOSED	DOWN AND ALTH	OUGH THE	PLI DU	IMPED THE C	HEMICAL	

File No. - 405 2/24/86 HOMESTEAD,FL A/C Reg. No. N3629J Time (Lc1) - 1715 EST

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

Finding(s)

1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND
3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED
-----Probable Cause---
The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

File No 416 3/08/86 KISS	SIMMEE,FL	A/C Reg. N	lo. N877AP	1	Time (Lcl)	- 1155 ES	T
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Dam SUBSTANTIAL		Fatal	Inju Serious	ıries Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Fire NONE	Crew Pass		1	0	0 0
Aircraft Information Make/Model - PIPER PA-28-140 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Eng Make/M Number Eng Engine Typ Rated Powe	e - RECIPRO	CATING-CARBUR	RETOR	Installed/ Stall Warni	ng System	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 060/010 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 25000 FT Lowest Ceiling - 25000 FT Dobstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS A Destination LOCAL ATC/Airspace Type of Fli	CC/INC ght Plan - NON arance - NON	ΙE	Airport ON AIR Airport E KISSIM Runway Runway Runway	Proximity RPORT	- 33 - 5000/ - ASPHALT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 46 Biennial Flight R Current Months Since Aircraft Type	eview - YES - 17	cal Certifica Flig Total - Make/Model- L Instrument-	ght Time (F 215 INK/NR	lours) Last 2 Last 3	4 Hrs -	2
Instrument Rating(s) - NONE							
THE FLT DEPARTED WITH 18 GALS IN EACH FUEL TO FLT TO ANOTHER ARPT, THE FLT EXPERIENCED AN TO MAINTAIN DIRECTIONAL CONTROL AFTER THE EN POST ACCIDENT INSPECTION OF THE ACFT REVEALE EVIDENCE OF LEAKAGE FROM THIS TANK. THE LEFT BROKEN LINE. INSPECTION OF THE ENG REVEALED THE FULL 1.8 HRS WAS FLOWN USING THE RIGHT FWITH AN EXPIRED STUDENT PLTS CERTIFICATE WAS	ENG FAILURE DURING IG FAILURE AND THE A ID THE RIGHT FUEL TA TANK CONTAINED APR NO EVIDENCE OF PREC UEL TANK. THE PLT W	TAKEOFF FROM A CFT COLLIDED W NK TO CONTAIN X 15 GALLONS O RASH MECHANICA AS SEATED IN T	TOUCH AND GO ITH TREES TO LESS THAN 1/4 F FUEL WITH E L FAILURE OR	LANDING. THE LEFT S GALLON OF VIDENCE OF MALFUNCTIO	THE PLT FA SIDE OF THE FUEL WITH LEAKAGE F ON. THE PLT	ILED RWY. NO ROM A STATED	

File No. - 416 3/08/86 KISSIMMEE.FL A/C Reg. No. N877AP Time (Lc1) - 1155 EST LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND 3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND 4. FLUID, FUEL - STARVATION 5. CHECKLIST - NOT USED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND in flight collision with object Occurrence #3 Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. OBJECT - TREE(S) Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

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

File No 539 3/15/86	MULBERRY,FL	A/C Reg. No	. N335RM	Ti	ime (Lc1)	- 1815 E	ST
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Dama	ge		Inju	ries	
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSON		Fire	Crew	2	0	0	0
Flight Conducted Under -14 CFR		ON GROUND	Pass	0	0	0	0
Accident Occurred During -CRUISE							
Aircraft Information							
Make/Model - MCFARLAND QUICKIE	2 Eng Make/Me	odel - REVMASTE	R 2100-D				d - UNK/NR
Landing Gear - TAILWHEEL-ALL FIX					tall Warni	ng Syste	m - YES
Max Gross Wt - 1100	Engine Type		ATING-CARBURET	OR			
No. of Seats - 2	Rated Powe	~ - 64 H	P				
Environment/Operations Information-							
Weather Data	Itinerary			Airport F	Proximity		
Wx Briefing - NO RECORD OF BR	IEFING Last Depart	ure Point		OFF AIR	RPORT/STRI	P	
Method - N/A	FERNANDIN	A BCH,FL					
Completeness - N/A	Destination		A	irport Da	ata		
Basic Weather - VMC	LAKELAND.	=L		•			
Wind Dir/Speed- 180/007 KTS	·			Runway	Ident	- N/A	
Visibility - 3.000 SM	ATC/Airspace			Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - 1500 F	T Type of Flig	ght Plan - NONE		Runway	Surface	- N/A	
Lowest Ceiling - 1500 F	T BROKEN Type of Cle	arance - NONE				- N/A	
Obstructions to Vision- NONE	Type Apch/Li			•			
Precipitation - RAIN	•••	•					
Condition of Light - DUSK							
-Personnel Information							
Pilot-In-Command	Age - 42	Medic	al Certificate	- VALID	MEDICAL-N	O WAIVER	S/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Ro	eview	Flight	Time (Ho	ours)		•
PRIVATE	Current			3 9 5	Last 2	4 Hrs -	UNK/NR
SE LAND		- UNK/NR M	ake/Model- UNK	/NR	Last 3	O Davs-	UNK/NR
		- UNK/NR I				O Days-	
Instrument Rating(s) - NONE	~~~~~						
-Narrative							
NESSES REPORTED THAT THE ACFT WAS FL	YING AT A LOWER THAN NOR	MAI ALTITUDE AN	D AT FULL THRO	TTLE WHEN	SOMETHIN	G BROKE	
THE ACFT. THE ACFT THEN ROLLED TO T							
VERTED. POST CRASH EXAMINATION OF THE							
CHT WING FAILED APRX 6 INCHES OUTBOAR							
THE ACFT. INVESTIGATION REVEALED THE	WING WAS NOT PROPERLY RE	EPAIRED AFTER T	T WAS DAMAGED	DURING A	PREVIOUS	ACCIDENT	

File No 5	39 3/15/86	MULBERRY,FL	A/C Reg. No. N335RM	Time (Lc1) - 1815 EST
Occurrence #1 Phase of Operation	-	NT/SYSTEM FAILURE/	MALFUNCTION	
Finding(s) 1. WING - FAILURE, 2. MAINTENANCE,M		OPER - OTHER MAINT	ENANCE PSNL	
Occurrence #2 Phase of Operation	CRUISE			
Occurrence #3 Phase of Operation				
Finding(s) 3. TERRAIN CONDITI				
Probable Cause				
The National Transpo	rtation Safety Boa	rd determines that	the Probable Cause(s) of this acci	dent

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

File No 552 3/18/86 CRYST	AL SPRINGS,FL A/C R	eg. No. N5968C	Time (Lcl)	- 1205 EST	
Basic Information Type Operating Certificate-NONE (GENERA	DESTRO		Fatal Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire NONE	Crew Pass	1 0 2	0	0
Aircraft Information Make/Model - BEECH D-35 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2725 No. of Seats - 4	Number Engines - 1	NTINENTAL E-225-11 CIPROCATING-CARBURET 225 HP	Stall Warr	d/Activated ning System	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 130/012 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 2700 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ZEPHYRHILLS,FL Destination LOCAL ATC/Airspace TERED Type of Flight Plan Type of Clearance	- NONE	Airport Proximity OFF AIRPORT/STR Airport Data Runway Ident Runway Lth/Wid Runway Surface Runway Status	- N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 58 Biennial Flight Review		: Time (Hours)		
PRIVATE SE LAND	Current - YES Months Since - 3 Aircraft Type - D-35		61 Last	24 Hrs - 30 Days- 90 Days-	1 7 20
Instrument Rating(s) - NONE	·				
Narrative WITNESSES STATED THEY OBSERVED THE ACFT PERFO THE COMPLETION OF A LOOP, THE ACFT WAS OBSERV & ENTER A SPIN WHICH CONTINUED UNTIL JUST PRI REGULATIONS & A REVIEW OF THE PILOT'S FLT LOG ACFT MANUFACTURER, LOOPS & INTENTIONAL SPINS	ED TO NEARLY COME TO A STOP OR TO IMPACT. NONE OF THE O BOOK REVEALED NO RECORD OF	WHILE VERTICAL, THE CCUPANTS WORE PARACH ANY AEROBATIC INSTRU	N FALL OFF TO THE JUTES AS REQUIRED	E LEFT BY FAA	

File No. - 552 3/18/86 CRYSTAL SPRINGS, FL A/C Reg. No. N5968C Time (Lc1) - 1205 EST Occurrence #1 ABRUPT MANEUVER Phase of Operation MANEUVERING Finding(s) 1. AEROBATICS - PERFORMED - PILOT IN COMMAND 2. PROPER ALTITUDE - NOT ATTAINED - PILOT IN COMMAND 3. JUDGEMENT - POOR - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 4. STALL/SPIN - NOT CORRECTED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4 Factor(s) relating to this accident is/are finding(s) 1,3

Type of Operation -PERSONAL Fire Crew 1 0 0 0 Flight Conducted Under -14 CFR 91 NONE Pass 1 0 0 0 0 Accident Occurred During -DESCENT NONE Pass 1 0 0 0 0 0 Accident Occurred During -DESCENT NONE Pass 1 0 0 0 0 0 Accident Occurred During -DESCENT NONE Pass 1 0 0 0 0 0 Accident Occurred During -DESCENT NONE Pass 1 0 0 0 0 0 0 Accident Occurred During -DESCENT NONE Pass 1 0 0 0 0 0 0 Accident Occurred During -DESCENT NONE Pass 1 0 0 0 0 0 0 0 Accident Occurred During -DESCENT NONE Pass 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	File No 596 3/19/86 LA	AKELAND, FL	A/C Reg. No.	N83GD	Time (Lc1) -	1725 EST	
Type of Operation -PERSONAL Fire Crew 1 0 0 0 0 0 Flight Conducted Under -14 CFR 91 NONE Pass 1 0 0 0 0 0 Accident Occurred During -DESCENT NONE Pass 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		NERAL AVIATION)	Aircraft Damac	ie	Injur	ies	
Type of Operation -PERSONAL Fire Crew 1 0 0 0 0 Filipht Conducted Under -14 CFR 91 NONE Pass 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			•			None
Accident Occurred During -DESCENT	Type of Operation -PERSONAL			Crew	1 0	0	0
Aircraft Information Make/Model - DURKOTA THORP T-18	Flight Conducted Under -14 CFR 9	1	NONE	Pass	1 0	Ō	Ō
Make/Model - DURKOTA THORP T-18 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1700 No. of Seats - 2 Rated Power - 150 HP	Accident Occurred During -DESCENT						
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1700 Engine Type - RECIPROCATING-CARBURETOR NO. of Seats - 2 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 SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC HOLLYWOOD,FL LAKELAND Wind Dir/Speed- 210/010 KTS ATC/Airspace Runway Ident - UNK/NR Visibility - 15.0 SM ATC/Airspace Runway Ident - UNK/NR Lowest Sky/Clouds - 3500 FT SCATTERED Type of Flight Plan - NONE Runway Surface - UNK/NR Obstructions to Vision - 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 - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP,CFI,FLT ENG Current - UNK/NR Make/Model - 11 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Make/Model - 11 Last 30 Days- UNK/NR Months Since - UNK/NR Make/Model - 11 Last 30 Days- UNK/NR Milti-Eng - UNK/NR Rotorcraft - UNK/NR	Aircraft Information						
Max Gross Wt - 1700 No. of Seats - 2 Rated Power - 150 HP Environment/Operations Information Weather Data Without - N/A Basic Weather - VMC Wind Dir/Speed- 210/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 3500 FT SCATTERED Type of Flight Plan - NONE Lowest Sky/Clouds - 3500 FT SCATTERED Type of Clearance - NONE Districtions to Vision - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP,CFI,FLT ENG STATE RED ATP,CFI,FLT ENG AIrport Proximity ON AIRPORT Airport Data Airport Data LakeLAND Airport Data LakeLAND Airport Data LakeLAND Airport Data LakeLAND Runway Ident - UNK/NR Runway Ident - UNK/NR Runway Lth/Wid - UNK/NR Runway Surface - UNK/NR Runway Status - UNK/NR NONE Type Apch/Lndg - NONE Type Apch/Lndg - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP,CFI,FLT ENG ATP,CFI,FLT ENG AIPCONTAGE AIRCONTAGE AIPCONTAGE UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR	Make/Model - DURKOTA THORP T-18	Eng Make/M	odel - LYCOMING	0-320-E2A	ELT Installed/A	ctivated -	YES/YES
Max Gross Wt - 1700 No. of Seats - 2 Rated Power - 150 HP	Landing Gear - TAILWHEEL-ALL FIXED	Number Eng	ines - 1		Stall Warnir	ng System -	NO .
NO. of Seats - 2 Rated Power - 150 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 210/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 3500 FT SCATTERED Obstructions to Vision- NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP,CFI,FLT ENG SE LAND,ME LAND Mind Dir/Speed - 210/010 KTS AGREAS ACC/INC SAME AS ACC/INC SAME AS ACC/INC SAME AS ACC/INC Airport Drox inity ON AIRPORT Airport Data Last Departure Point ON AIRPORT ON AIRPOR	Max Gross Wt - 1700			TING-CARBURETOR		., .,	
Weather Data Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 210/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 3500 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATPORT Data Airport Data LAKELAND Runway Ident - UNK/NR Runway Ident - UNK/NR Runway Surface - UNK/NR Runway Surface - UNK/NR Runway Status - UNK/NR NONE Type Apch/Lndg - NONE Runway Status - UNK/NR NONE Type Apch/Lndg - NONE Runway Status - UNK/NR Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) ATPORT Aircraft Type - UNK/NR Make/Model- 11 Last 30 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Multi-Eng - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR							
Weather Data Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 210/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 3500 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATPORT Proximity ON AIRPORT Airport Proximity ON AIRPORT ON AIRPORT Airport Proximity ON AIRPORT Airport Proximity ON AIRPORT ON AIRPORT Airport Proximity ON AIRPORT Airport Proximity ON AIRPORT Airport Proximity ON AIRPORT Airport Proximity ON AIRPORT Airport Proximity ON AIRPORT Airport Proximity ON AIRPORT Airport Proximity ON AIRPORT Airport Proximity ON AIRPORT Airport Proximity ON AIRPORT Airport Proximity ON AIRPORT Airport Proximity ON AIRPORT Airport Proximity ON AIRPORT Airport Proximity ON AIRPORT Airport Proximity ON AIRPORT Airport Proximity ON Airport Proximity ON AIRPORT Airport Data Airport Data Airport Proximity On AIRPORT Airport Proximity On AIRPORT Airport Data Airport Proximity On AIRPORT Airport Data Airport Data Airport Data Airport Proximity On AIRPORT Airport Data Airport Proximity On AIRPORT Airport Data Airport Proximity On AIRPORT Airport Proximity On Airport On AIRPORT Airport Data Airport Data	Environment/Operations Information						
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC HOLLYWOOD,FL LAKELAND Wind Dir/Speed- 210/010 KTS Runway Ident - UNK/NR Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid UNK/NR Lowest Sky/Clouds - 3500 FT SCATTERED 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 - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP,CFI,FLT ENG Current - UNK/NR Make/Model- 11 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Rotorcraft - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR	· ·			Air	port Proximity		
Method - N/A			ure Point				
Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 210/010 KTS Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - 3500 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP,CFI,FLT ENG ATP,CFI,FLT ENG SE LAND,ME LAND Destination HOLLYWOOD,FL HOLLYWOOD,FL HOLLYWOOD,FL HOLLYWOOD,FL HOLLYWOOD,FL HOLLYWOOD,FL Runway Ident - UNK/NR Runway Lth/Wid - UNK/NR NONE Runway Status - UNK/NR NONE Precipitation - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Type Apch/Lndg - NONE Type Apch/Lndg - UNK/NR Total - 7700 Last 24 Hrs - UNK/NR Multi-Eng - UNK/NR Multi-Eng - UNK/NR Multi-Eng - UNK/NR Multi-Eng - UNK/NR				5			
Basic Weather - VMC			00/ 1140	Airo	ort Data		
Wind Dir/Speed- 210/010 KTS Wisibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - 3500 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Conditions to Vision- Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) ATP,CFI,FLT ENG ATP,CFI,FLT ENG SE LAND,ME LAND Months Since - UNK/NR Aircraft Type - UNK/NR Multi-Eng - UNK/NR Runway Ident - UNK/NR			EI				
Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - UNK/NR Lowest Sky/Clouds - 3500 FT SCATTERED 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 - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP,CFI,FLT ENG Current - UNK/NR Total - 7700 Last 24 Hrs - UNK/NR SE LAND,ME LAND Months Since - UNK/NR Make/Model - 11 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR		HOLLIWOOD	,,,,			LINIZ /NID	
Lowest Sky/Clouds - 3500 FT SCATTERED 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 - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP,CFI,FLT ENG Current - UNK/NR Total - 7700 Last 24 Hrs - UNK/NR SE LAND,ME LAND Months Since - UNK/NR Make/Model- 11 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR		ATC /Aimenana					
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 - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP,CFI,FLT ENG Current - UNK/NR Total - 7700 Last 24 Hrs - UNK/NR SE LAND,ME LAND Months Since - UNK/NR Make/Model - 11 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Rotorcraft - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR			and Diam NONE				
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP,CFI,FLT ENG Current - UNK/NR Total - 7700 Last 24 Hrs - UNK/NR SE LAND,ME LAND Months Since - UNK/NR Make/Model - 11 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Rotorcraft - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR							
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP,CFI,FLT ENG Current - UNK/NR Total - 7700 Last 24 Hrs - UNK/NR SE LAND,ME LAND Months Since - UNK/NR Make/Model - 11 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR				ĸ	unway Status -	UNK/NK	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP,CFI,FLT ENG Current - UNK/NR Total - 7700 Last 24 Hrs - UNK/NR SE LAND,ME LAND Months Since - UNK/NR Make/Model - 11 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Rotorcraft - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR		Type Apch/L	nag - NUNE				
Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP,CFI,FLT ENG Current - UNK/NR Total - 7700 Last 24 Hrs - UNK/NR SE LAND,ME LAND Months Since - UNK/NR Make/Model - 11 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR							
Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP,CFI,FLT ENG Current - UNK/NR Total - 7700 Last 24 Hrs - UNK/NR SE LAND,ME LAND Months Since - UNK/NR Make/Model - 11 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR	Condition of Light - DAYLIGHT						
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP,CFI,FLT ENG Current - UNK/NR Total - 7700 Last 24 Hrs - UNK/NR SE LAND,ME LAND Months Since - UNK/NR Make/Model - 11 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR		4.					
ATP,CFI,FLT ENG Current - UNK/NR Total - 7700 Last 24 Hrs - UNK/NR SE LAND,ME LAND Months Since - UNK/NR Make/Model- 11 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR						WAIVERS/L	IMIT
SE LAND, ME LAND Months Since - UNK/NR Make/Model - 11 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR							•
			- UNK/NR To	otal - 7700	Last 24	Hrs - UNK,	/NR
	SE LAND, ME LAND		- UNK/NR Ma	ike/Mode1- 11	Last 30	Days- UNK,	/NR
		Aircraft Type	- UNK/NR Ir	strument- UNK/NR	Last 90	Days- UNK,	/NR
			Mu	ılti-Eng - UNK/NR	Rotorcr	aft - UNK,	/NR
Instrument Rating(s) - AIRPLANE	Instrument Rating(s) - AIRPLANE	<u> </u>					
Instrument Rating(s) - AIRPLANE	SE LAND, ME LAND	Months Since Aircraft Type	- UNK/NR TO - UNK/NR Ma - UNK/NR Ir Mu	otal - 7700 ke/Model- 11 nstrument- UNK/NR nlti-Eng - UNK/NR	Last 24 Last 30 Last 90 Rotorcr	Hrs - UNK, Days- UNK, Days- UNK, aft - UNK,	/NR /NR /NR /NR

File No. - 596 3/19/86 LAKELAND, FL A/C Reg. No. N83GD Time (Lc1) - 1725 EST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FUEL SYSTEM, PRIMER SYSTEM - OPEN 2. CHECKLIST - INADEQUATE - MANUFACTURER 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 5. STALL IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 7. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,7 Factor(s) relating to this accident is/are finding(s) 1,2,3

File No 414 4/04/86 OCKLA	WAHA,FL A/C R	eg. No. N742JM	Т	ime (Lcl)	- 0930 ES	Т
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf DESTRO	t Damage	Fatal	Inju Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire NONE	Crew Pass	1	0	0	0
Aircraft Information						
Make/Model - PIPER PA-28R-201 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2750 No. of Seats - 4	Eng Make/Model - Ly Number Engines - 1 Engine Type - RE Rated Power -	CIP-FUEL INJECTED		Installed/ tall Warni		
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point KISSIMMEE.FL			Proximity RPORT/STRI	P	
Completeness - N/A Basic Weather - VMC	Destination OCKLAWAHA,FL		Airport D	ata		
Wind Dir/Speed- 120/011 KTS Visibility - 10.0 SM	ATC/Airspace		Runway	Lth/Wid		
Lowest Sky/Clouds - 3000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	TERED Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE		Surface Status		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 59 Biennial Flight Review	Medical Certifica	te - VALID ht Time (H		O WAIVERS	/LIMIT
PRIVATE	Current - YES	Total -	305	Last 2		
SE LAND, ME LAND	Months Since - 12 Aircraft Type - PA-44	Make/Model- Instrument- Multi-Eng -	0 104	Last 3 Last 9	Days- U	NK/NR NK/NR
Instrument Rating(s) - NONE						
Narrative HE PVT PLT REFUELED HIS ACFT THE NIGHT BEFOR ORNING OF THE FLT HE DID NOT DRAIN ANY DRAIN ECLARED AN EMERGENCY AND LANDED AT AN INTERM O MINUTES AND HAD HIS WIFE EXIT TO ACFT AND ON ND WAS NEXT OBSERVED FLYING OVER HIS DESTINATION OSE PWR AND THE ACFT CRASHED INTO TREES. ONL NG FUEL PUMP, FUEL CONTROL, FUEL CONTROL STR	S. ABOUT HALF WAY TO HIS DE EDIATE AIRFIELD. HE DID NOT CHECK THE FUEL QUANTITY IN TION ARPT AT ABOUT 300 FT A Y 1 AND 1/2 GALLONS OF FUEL	STINATION AN ENG PO SHUT DOWN THE ENG THE LEFT TANK ONLY GL. WITNESSES THEN WERE FOUND AT THE	WR LOSS WA BUT RAN I . THE PLT HEARD THE ACCIDENT	S EXPERIEN T FOR APRX THEN DEPAR ENG RAPID SITE AND T	CED, HE 15 TO TED LY HE	

File No 4	14 4/04/86 OCKLAWAHA,FL	A/C Reg. No. N742JM	Time (Lc1) - 0930 EST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL APPROACH - VFR PATTERN - DOWNWIND	-	
	ATER NNING/PREPARATION - INADEQUATE - PILOT ING/DECISION - IMPROPER - PILOT IN COMM	MAND	
	LOSS OF CONTROL - IN FLIGHT DESCENT - EMERGENCY		
Finding(s) 4. AIRSPEED(VSO) - 5. STALL	NOT MAINTAINED - PILOT IN COMMAND		· ·
	IN FLIGHT COLLISION WITH OBJECT DESCENT - UNCONTROLLED		
Finding(s) 6. OBJECT - TREE(S) 		
Occurrence #4 Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that tr 2	ne Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 3,6		

-Basic Information	AIE (OFNERAL AVIATION)						
Type Operating Certificate-NO	NE (GENERAL AVIATION)	Aircraft D SUBSTANTI		Fata]	Inju Serious		None
Type of Operation -PE	RSONAL	Fire	Cre		0	0	1
Flight Conducted Under -14		NONE	Pas		ŏ	ŏ	Ö
Accident Occurred During -LA	NDING						
-Aircraft Information							
Make/Model - CESSNA 177RG		ke/Model - LYCOM	MING IO-360-A1B		Installed/		
Landing Gear - TRICYCLE-RETRA		Engines - 1			Stall Warnii	ng System	ı - YES
Max Gross Wt - 2800		Type - RECIP					
No. of Seats - 4	Rated F	Power - 20	OO HP				
-Environment/Operations Informat Weather Data				A + mm = - +	Dunishi		
Wx Briefing - NO RECORD O	Itinerary	parture Point		Airport ON AI	Proximity		
Method - N/A	MARIET			ON AT	RFURI		
Completeness - N/A	Destinati			Airport I	Data		
Basic Weather - VMC		AS ACC/INC			O EXECUTIV	Ε.	
Wind Dir/Speed- 120/007 KTS						- 07	
Visibility - 8.0 SM	ATC/Airspa	ace		Runwa	y Lth/Wid	- 6000/	150
Lowest Sky/Clouds - CLE		Flight Plan - V			y Surface ·		•
Lowest Ceiling - NON		Clearance - V			y Status ·	- DRY	
Obstructions to Vision- NONI		, –	TRAFFIC PATTERN				
Precipitation - NONI		F	FULL STOP				
Condition of Light - NIG	HI(DARK)						
-Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 48 Biennial Fligh		edical Certific	ate - VALII ght Time (I		AIVERS/LI	MII
COMMERCIAL, CFI	Current	- YES	Total -			4 Hrs -	3
SE LAND	Months Sir		Make/Model-		Last 3		_
GLIDER	Aircraft 7	ivpe - UNK/NR	Instrument-				7
GLIDER Instrument Rating(s) - A		Type - UNK/NR	Instrument-	84	Last 90	O Days-	7

File No. - 449 4/06/86 ORLANDO,FL A/C Reg. No. N35911 Time (Lcl) - 2050 EST

Occurrence
Phase of Operation

GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ELECTRICAL SYSTEM, ALTERNATOR - DISCONNECTED

- 2. EMERGENCY PROCEDURE NOT FOLLOWED PILOT IN COMMAND
- 3. ELECTRICAL SYSTEM, BATTERY OUTPUT LOW

----Probable Cause----

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

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

File No 419	4/06/86	UMATILLA,FL	A/	C Reg. No. N26	662R	Τ.	me (Lci)	- 1320 E	ST
-Basic Information Type Operating Certific	ate-NONE (GENERAL AVIA	TION) Airc	craft Damage			Inju	ries	
	·			STANTIAL		Fatal	Serious		None
Type of Operation	-PERSON	IAL	Fire	•	Crew	0	0	0	1
Flight Conducted Under			NON	NE .	Pass	0	0	0	1
Accident Occurred Durin	g -LANDIN	IG							
-Aircraft Information									
Make/Model - PIPER P.			Eng Make/Model -	LYCOMING IO-3	360-C1C	ELT I	nstalled/	Activate	d - YES/N
Landing Gear - TRICYCL	E-RETRACTA	BLE	Number Engines -			St	all Warni	ng Syste	m - YES
Max Gross Wt - 2600			Engine Type -		NJECTED				
No. of Seats - 4			Rated Power -	- 200 HP					
-Environment/Operations In	formation-			 	 				
Weather Data			tinerary			Airport F			
Wx Briefing - NO RE	CORD OF BR	RIEFING	Last Departure Po	pint		ON AIRF	ORT		
Method - N/A			ORLANDO,FL						
Completeness - N/A		I	Destination			Airport Da			
Basic Weather - VMC			LOCAL				A MUNICIPA		
Wind Dir/Speed- 090/0								- 36	
Visibility - 10.			TC/Airspace				Lth/Wid		
Lowest Sky/Clouds -							Surface		ř
	- 25000 F	I BROKEN	Type of Clearance			Runway	Status	- DRY	
Obstructions to Vision			Type Apch/Lndg	- TRAFFIC F	ALLERN				
Precipitation Condition of Light	- NUNE	ıT							
-Personnel Information Pilot-In-Command		Age -	24	Medical Ce	ertificat	- VALID	MEDICAL -W	TVFRS/I	TMIT
Certificate(s)/Rating(s)		ial Flight Review			t Time (Ho		11 12 11 3 / 2	1,111
PRIVATE	-,	C	urrent - YES	Total			Last 2	4 Hrs -	1
SE LAND		M	urrent - YES onths Since - 19	Make/M			Last 3		UNK/NR
		A	ircraft Type - UNK	(/NR Instru			Last 9		5
Instrument Rating(s) - NONE								
-Narrative									
PLT REPORTED THAT HE FLAR									

File No 419	4/06/86	UMATILLA,FL	A/C Reg. No. N2662R	Time (Lcl) - 1320 EST	
	ARD LANDING ANDING - FLARE/	TOUCHDOWN			
Finding(s) 1. FLARE - IMPROPER -	PILOT IN COMMA	ND			
Probable Cause					
The National Transports:	tion Safety Roa	nd determines that t	the Probable Cause(s) of this accide	n+	

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

Type Operating Certificate-NONE (GENERAL AVIATION) Type of Operation Type of Operation
Type of Operation -POSITIONING Fire Crew 0 0 0 0 1 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 1 Accident Occurred During -LANDING Aircraft Information Make/Model - BEECH BE-95 Eng Make/Model - LYCOMING 0-360-A1A ELT Installed/Activated - UNK/N Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 2 Stall Warning System - YES Max Gross Wt - 4000 Engines - 2 Stall Warning System - YES Max Gross Wt - 4000 Rated Power - 180 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - PATWAS Last Departure Point ON AIRPORT Method - TELEPHONE FT.LAUDERDALE,FL Completeness - PARTIAL,LMTD BY PILOT Destination Airport Data
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - BEECH BE-95 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4000 No. of Seats - 5 Weather Data Wx Briefing - PATWAS Method - TELEPHONE Completeness - PARTIAL, LMTD BY PILOT NONE Pass 0 0 0 0 1 None Pass 0 0 0 0 0 0 1 None Pass 0 0 0 0 0 0 1 None Pass 0 0 0 0 0 0 1 None Pass 0 0 0 0 0 0 1 None Pass 0 0 0 0 0 0 0 0 None Pass 0 0 0 0 0 0 0 0 None Pass 0 0 0 0 0 0 0 None Pass 0 0 0 0 0 0 None Pass 0 0 0 0 0 0 None Pass 0 0 0 0 0 0 None
Accident Occurred During -LANDING Aircraft Information Make/Model - BEECH BE-95 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4000 No. of Seats - 5 Rated Power - 180 HP Environment/Operations Information Weather Data Wx Briefing - PATWAS Method - TELEPHONE Completeness - PARTIAL,LMTD BY PILOT Eng Make/Model - LYCOMING 0-360-A1A ELT Installed/Activated - UNK/N Number Engines - 2 Stall Warning System - YES Rated Power - 180 HP Environment/Operations Information Weather Data Itinerary Last Departure Point ON AIRPORT Airport Data
Aircraft Information Make/Model - BEECH BE-95
Make/Model - BEECH BE-95
Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 2 Stall Warning System - YES Max Gross Wt - 4000 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 5 Rated Power - 180 HP Environment/Operations Information
Max Gross Wt - 4000 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 5 Rated Power - 180 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - PATWAS Last Departure Point ON AIRPORT Method - TELEPHONE FT.LAUDERDALE,FL Completeness - PARTIAL,LMTD BY PILOT Destination Airport Data
No. of Seats - 5 Rated Power - 180 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - PATWAS Last Departure Point ON AIRPORT Method - TELEPHONE FT.LAUDERDALE,FL Completeness - PARTIAL,LMTD BY PILOT Destination Airport Data
Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - PATWAS Last Departure Point ON AIRPORT Method - TELEPHONE FT.LAUDERDALE,FL Completeness - PARTIAL,LMTD BY PILOT Destination Airport Data
Weather Data Itinerary Airport Proximity Wx Briefing - PATWAS Last Departure Point ON AIRPORT Method - TELEPHONE FT.LAUDERDALE,FL Completeness - PARTIAL,LMTD BY PILOT Destination Airport Data
Weather Data Itinerary Airport Proximity Wx Briefing - PATWAS Last Departure Point ON AIRPORT Method - TELEPHONE FT.LAUDERDALE,FL Completeness - PARTIAL,LMTD BY PILOT Destination Airport Data
Wx Briefing - PATWAS Last Departure Point ON AIRPORT Method - TELEPHONE FT.LAUDERDALE,FL Completeness - PARTIAL,LMTD BY PILOT Destination Airport Data
Method - TELEPHONE FT.LAUDERDALE,FL Completeness - PARTIAL,LMTD BY PILOT Destination Airport Data
Completeness - PARTIAL,LMTD BY PILOT Destination Airport Data
Basic Weather - VMC SAME AS ACC/INC HOLLYWOOD
Wind Dir/Speed- 260/005 KTS Runway Ident - 27
Visibility - 5.0 SM ATC/Airspace Runway Lth/Wid - 3000/ 100
Lowest Sky/Clouds - 3500 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 - STRAIGHT-IN
Precipitation - NONE FULL STOP
Condition of Light - DAYLIGHT
Personnel Information
Pilot-In-Command Age - 53 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)
COMMERCIAL,CFI Current - UNK/NR Total - 5037 Last 24 Hrs - UNK/NR
COMMERCIAL,CFI Current - UNK/NR TOTAL - 5037 LAST 24 Hrs - UNK/NR SE LAND,ME LAND,SE SEA Months Since - UNK/NR Make/Model- 10 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 578 Last 90 Days- UNK/NR
Multi-Eng - 274
Instrument Rating(s) - AIRPLANE
Narrative
HE ACFT HAD NOT BEEN FLOWN IN OVER 2 YRS & THE LAST ANNUAL INSPECTION WAS PERFORMED 1-25-83. THE ACFT HAD TO
E JUMP STARTED DUE TO A DEAD BATTERY. DURING LDG ROLL-OUT, THE GEAR COLLAPSED. AN EXAM OF THE BOTTOM OF THE ACFT EVEALED DAMAGE CONSISTENT WITH THE GEAR NOT BEING FULLY DOWN & LOCKED. EMERGENCY GEAR EXTENSION WAS NOT USED. THE
CET WAS SUBSEQUENTLY PLACED ON JACKS & AFTER ADEQUATE ELECTRICAL POWER WAS SUPPLIED TO THE SYSTEM, THE GEAR FUNCTIONED
ORMALLY THROUGH SEVERAL CYCLES.
URMALLI ITRUUGH JEVERAL CICLES.

File No. - 413 4/08/86 HOLLYWOOD, FL A/C Reg. No. N17AT Time (Lcl) - 1446 EST

Phase of Operation LANDING - ROLL

GEAR COLLAPSED

Finding(s)

- 1. ELECTRICAL SYSTEM, BATTERY OUTPUT LOW
- 2. GEAR DOWN AND LOCKED NOT ATTAINED PILOT IN COMMAND
- 3. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY NOT ENGAGED
- 4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT INTENTIONAL PILOT IN COMMAND
- 5. FLIGHT MANUALS DISREGARDED PILOT IN COMMAND

----Probable Cause----

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

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

File No 418 4/14/86 BUNNE	LL,FL	A/C Reg. No.	N212ER	T	ime (Lcl) -	- 0930 EST	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage			Injur	100	
Type operating certificate None (denera	E AVIATION)	SUBSTANTIAL	-	Fatal	Serious		None
Type of Operation -INSTRUCTIONA	L	Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 91		NONE	Pass	Ö	ō	ō	Ō
Accident Occurred During -TAXI							
Aircraft Information							
Make/Model - CESSNA T303	Eng Make/Mod	el - CONTINENTA	AL TSI0-520-	-AE ELT	Installed/#	ctivated	- YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engin				tall Warnir		
Max Gross Wt - 5000	Engine Type	- RECIP-FUE	L INJECTED			-	
No. of Seats - 6	Rated Power	- 250 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departur	e Point		ON AIR	PORT		
Method - N/A	DAYTONA BEA	CH,FL					
Completeness - N/A	Destination			Airport Da			
Basic Weather - VMC	LOCAL				COUNTY		
Wind Dir/Speed- 030/010 KTS				Runway		· UNK/NR	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 300 FT SCAT	TERED Type of Fligh				Surface -		
Lowest Ceiling - NONE	Type of Clear			Runway	Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/Lnd	g - NONE			<u>;</u>		
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 54		l Certificat			IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Rev			nt Time (Ho	•		
COMMERCIAL, ATP, CFI			tal - 1		Last 24		1
SE LAND, ME LAND	Months Since -		ke/Mode1-			Days- UN	•
	Aircraft Type -		strument-	568	Last 90	Days-	115
		Mu	lti-Eng -	2550			
Instrument Rating(s) - AIRPLANE			•				•
Narrative							
WHILE ON A DUAL INSTRUCTIONAL FLIGHT BOTH INS	TRUCTOR AND THE STUD	ENT PILOT NOTE	D A LEFT BRA	AKE FAILURE	ON TAXE T	О	
TAKEOFF. THE INSTRUCTOR ATTEMPTED TO UTILIZE							
THE AIRCRAFT RAN OFF THE EDGE OF THE TAXIWAY	AND WENT INTO A DITC	H. THE LEFT BRA	AKE MASTER C	CYLINDER WA	AS FOUND EN	MPTY OF	
HYDRAULIC FLUID AFTER THE ACCIDENT. THE "O" R	ING IN THE MASTER CY.	LINDER HAD FAII	LED AND ALLO	OWED THE FL	LUID TO ESC	CAPE TO	
THE RIGHT BRAKE SYSTEM.							

4/14/86 Time (Lc1) - 0930 EST File No. - 418 BUNNELL, FL A/C Reg. No. N212ER Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation TAXI - TO TAKEOFF Finding(s) 1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL 2. FLUID, HYDRAULIC - EXHAUSTION 3. MAINTENANCE, DESIGN CHANGE - INADEQUATE - MANUFACTURER ON GROUND COLLISION WITH TERRAIN Occurrence #2 Phase of Operation TAXI Finding(s) 4. TERRAIN CONDITION - DITCH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3 Factor(s) relating to this accident is/are finding(s) 4

Type Operating Certificate-EXTERNAL LOAR				Inju		
	SUBSTANT		Fatal	Serious		None
Type of Operation -BUSINESS	Fire	Cre		Ō	0	1
Flight Conducted Under -14 CFR 91	NONE	Pas	s 0	0	0	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Mode1 - BELL UH-1B	Eng Make/Mode1 - LYC0	MING T-53-L-1A		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		S	tall Warnin	ng System	- NO
Max Gross Wt - 8500		DSHAFT				
No. of Seats - 9	Rated Power - 8	60 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRIF	•	
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 050/010 KTS			Runway	Ident ·	- N/A	
Visibility - 10.0 SM	ATC/Airspace		Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - I	NONE	Runway	Surface -	- N/A	
Lowest Ceiling - NONE	Type of Clearance - (NONE	Runway	Status -	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg - (NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command		edical Certific			WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		ght Time (⊦	ours)		
COMMERCIAL	Current - YES	Total -		Last 24		2
	Months Since - 2	Make/Model-	1941	Last 30) Days- UN	K/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument-	50	Last 90	•	69
				Rotorci	aft - 1	1928
Instrument Rating(s) - NONE						
E FLT EXPERIENCED AN ENG FAILURE AT AN ALT	DE ADDY O ET ACI SUNDTIV AETE	D TAKENEE AND T	UE HELTCODT	ED SUSTATNA	:n	
BSTANTIAL DAMAGE WHEN A HARD LANDING WAS MAI						
PERIENCED A LOSS OF TWO TURBINE BLADES WHICH						
IVE SHAFT TO THE COMPRESSOR SECTION OF THE	FNG THE FAILURE POINT OF THE	TWO TURRINE RI	ADES REVEAL	ED BURNING		
ICH IS EVIDENT OF PRE-EXISTING CRACKS.	LIG. THE PATEONE POINT OF THE	THE TORDINE BE	ADES RETERL	LD DOMATING		
ION IS EVIDEN OF THE EXISTING CHACKS.						

File No. - 417 4/14/86 NORTH PORT,FL A/C Reg. No. N4242T Time (Lc1) - 0815 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TURBINE ASSEMBLY,TURBINE BLADE - FATIGUE
2. TURBINE ASSEMBLY,TURBINE BLADE - FAILURE,TOTAL

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) 1,2

Basic Information Type Operating Certificate-AGRICULTURAL AIRCRAFT Type Operating Certificate-AGRICULTURAL AIRCRAFT SUBSTANTIAL Fatal Serious Minor None Type of Operation -AERIAL APPLICATION Fire Crew O O O Accident Conducted Under -14 CFR 137 IN FLIGHT Pass O O O Accident Occurred During Aircraft Information Make/Model - PIPER PA-25-235 Eng Make/Model - LYCOMING 0-540-B2C5 Eng Make/Model - LYCOMING 0-540-B2C5 ELT Installed/Activated - NO -N/A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2900 Engine Type - RECIPROCATING-CARBURETOR
Type of Operation -AERIAL APPLICATION Fire Crew O O O O 1 Flight Conducted Under -14 CFR 137 IN FLIGHT Pass O O O O O Accident Occurred During -DESCENTAircraft Information Make/Model - PIPER PA-25-235 Eng Make/Model - LYCOMING O-540-B2C5 ELT Installed/Activated - NO -N/A Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - NO
Flight Conducted Under -14 CFR 137 IN FLIGHT Pass O O O O O Accident Occurred During -DESCENT Aircraft Information Make/Model - PIPER PA-25-235 Eng Make/Model - LYCOMING 0-540-B2C5 ELT Installed/Activated - NO -N/A Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - NO
Accident Occurred During -DESCENTAircraft Information Make/Model - PIPER PA-25-235 Eng Make/Model - LYCOMING 0-540-B2C5 ELT Installed/Activated - NO -N/A Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - NO
Make/Model - PIPER PA-25-235 Eng Make/Model - LYCOMING 0-540-B2C5 ELT Installed/Activated - NO -N/A Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - NO
Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - NO
May Gross Wt - 2900 Engine Type - DECIDENCATING-CARRIDETOR
MAX AI 000 WIL 2000 EIIGINE TYPE " KEUTROUATING CARDURETUR
No. of Seats - 1 Rated Power - 235 HP
Environment/Operations Information
Weather Data Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRSTRIP
Method - N/A OCALA, FL
Completeness - N/A Destination Airport Data
Basic Weather - VMC LOCAL NONE
Wind Dir/Speed- 290/004 KTS Runway Ident - 80
Visibility - 7.0 SM ATC/Airspace Runway Lth/Wid - 2000/ 11
Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - DIRT
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY
Obstructions to Vision- NONE Type Apch/Lndg - NONE
Precipitation - NONE
Condition of Light - DAWN
Personnel Information
Pilot-In-Command Age - 60 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)
COMMERCIAL Current - YES Total - 18359 Last 24 Hrs - UNK/NR
SE LAND, ME LAND Months Since - 9 Make/Model- 700 Last 30 Days- UNK/NR
GLIDER Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR
Multi-Eng - UNK/NR Rotorcraft - UNK/NR
Instrument Rating(s) - AIRPLANE
Narrative PURPOSE OF THE FLIGHT WAS TO CALIBRATE THE SPRAY EQUIPMENT. THE PLT LOADED THE HOPPER WITH ABOUT 70 GALLONS OF WATER
AND INITIATED A TAKEOFF. AT ABOUT 100 FT AGL ON INITIAL CLIMB THE COCKPIT FILLED WITH SMOKE AND THE ENG FAILED.
THE ACFT STRUCK A TREE ON DESCENT AND WAS SUBSTANTIALLY DAMAGED. POST ACCIDENT EXAMINATION REVEALED THAT THE MAGNETO
WIRES ON BOTH MAGNETOS WERE GROUNDING AND THE INSULATION ON THE WIRES WAS BURNED. THE ACFT HAD AN ANNUAL INSPECTION
5 FLIGHTS AND 2 WEEKS PRIOR TO THE ACCIDENT.

Time (Lc1) - 0600 EST File No. - 439 4/16/86 OCALA, FL A/C Reg. No. N9592P Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. IGNITION SYSTEM, IGNITION LEAD - SHORTED MAINTENANCE, ANNUAL INSPECTION - IMPROPER - OTHER MAINTENANCE PSNL 3. IGNITION SYSTEM, IGNITION LEAD - BURNED Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY Finding(s) 4. OBJECT - TREE(S) IN FLIGHT COLLISION WITH TERRAIN Occurrence #3 Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3 Factor(s) relating to this accident is/are finding(s) 4

File No 448 4/18/86 ST	. AUGUSTINE,FL	A/C Reg. No	D. N1215U		ime (Lcl) -		
Basic Information Type Operating Certificate-NONE (GENI	ERAL AVIATION)	Aircraft Dama		Injuries			
Type of Operation -PERSONAL		SUBSTANTIAL Fire	Crew	Fatal O	Serious O	Mino	
Flight Conducted Under -14 CFR 91		NONE	Pass	0	Ö	0	
Accident Occurred During -LANDING			, 400	Ū	ŭ	·	· ·
Aircraft Information							
Make/Model - CESSNA 172N		/Model - LYCOMIN			Installed/A		
Landing Gear - TRICYCLE-FIXED					tall Warnir	ıg Syste	em - YES
Max Gross Wt - 2300		ype - RECIPRO		TOR			
No. of Seats - 4	Rated Po	wer - 160 I	1P 				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Depa			ON AIR	PORT		
Method - TELEPHONE		•					
Completeness - WEATHER NOT PERTIN			•	Airport D			
Basic Weather - VMC	SI. AUG	USTINE,FL		-	GUSTINE	00	
Wind Dir/Speed- 140/003 KTS	ATO (4 : m = m = -	_				02	/ 450
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid - Surface -		
Lowest Sky/Clouds - 4400 FT SC Lowest Ceiling - NONE	CATTERED Type of F	learance - NONI				DRY	- !
Obstructions to Vision- NONE			: \IGHT-IN	Kuriway	Status -	ואט	
Precipitation - NONE	Type Apch,		STOP				
Condition of Light - DAYLIGHT		FULI	. 510P				
Condition of Light - DATEIGHT							
Personnel Information					:		5
Pilot-In-Command			cal Certificate			MATAFI	RS/LIMII
Certificate(s)/Rating(s)	Biennial Flight			t Time (H			
PRIVATE	Current		otal -				
SE LAND	Months Since		Make/Model- Instrument-	36	Last 30	Days-	UNK/NK
	Aircraft Ty	pe ~ UNK/NK .	nstrument-	U	Last 90	Days-	UNK/ NK
Instrument Rating(s) - NONE							
Narrative							
PRIVATE PILOT WITH A TOTAL OF 36.2 HOUF THE NOSE STRUT FAILED DURING A FULL STO		IIME, STATED TH	I SHE LANDED I	HARD ON T	HE NOSE WHE	EL	

File No. - 448 4/18/86 ST. AUGUSTINE.FL A/C Reg. No. N121SU Time (Lcl) - 1000 EST HARD LANDING Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. LANDING GEAR, NOSE GEAR - FAILURE, PARTIAL IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 3. DESCENT - MISJUDGED - PILOT IN COMMAND 4. ALTITUDE - MISJUDGED - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

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

File No 447 4/19/86 ST. A	UGUSTINE, FL A/	C Reg. No. N951Q	-	Time (Lc1) - 2015 EST			
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Airc	raft Damage		Injur	ies		
Type speciality section to the Carre		STANTIAL	Fatal			None	
Type of Operation -PERSONAL	Fire	Cr	ew 0	0	1	0	
Flight Conducted Under -14 CFR 91	NON	E Pa	iss 0	0	1	Ö	
Accident Occurred During -DESCENT							
-Aircraft Information							
Make/Model - BEECH B95A	Eng Make/Model -	LYCOMING IO-360-B1	A ELT	Installed/A	ctivated -	- YES-UNK/N	
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -	2	9	Stall Warnin	g System	- YES	
Max Gross Wt - 4200	Engine Type -	RECIP-FUEL INJECTE	:D		-		
No. of Seats - 4	Rated Power -	180 HP					
-Environment/Operations Information							
Weather Data	Itinerary		Airport	Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Po	int	OFF A	RPORT/STRIP			
Method - N/A	SAME AS ACC/INC						
Completeness - N/A	Destination		Airport [Data			
Basic Weather - VMC	SANFORD, FL		•				
Wind Dir/Speed- CALM	• · · · · · · · · · · · · · · · · · · ·		Runway	/ Ident -	N/A		
Visibility - 7.0 SM	ATC/Airspace			/ Lth/Wid -	N/A		
Lowest Sky/Clouds - 25000 FT SCAT		an - NONF		Surface -			
Lowest Ceiling - NONE	Type of Clearance			/ Status -			
Obstructions to Vision- NONE		- FORCED LANDING		Jiaias			
	Type Apolly Ellag	TOROLD LANDING	•				
Precipitation - NONE Condition of Light - NIGHT(DARK)							
-Personnel Information Pilot-In-Command	Age - 22	Medical Certifi	cate - VALTE	MEDICAL-NO	WATVERS/	TMIT	
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (F				
COMMERCIAL	Current - YES		1097		Hrs -	2	
SE LAND, ME LAND	Months Since - 7	Make/Model-	155	Last 24	Dave- IINI		
HELICOPTER	Aircraft Type - UNK	/NR Instrument-	206	Last 00	Days ON	48	
HELICOFFER	All Clart Type Olik,	Make/Model- NR Instrument- Multi-Eng -	500	Potonon	aft -	64	
		Marti-Eng -	590	KOTOFCF	ait -	04	
Instrument Rating(s) - AIRPLANE							
-Narrative PILOT IN COMMAND DID NOT ASSURE THAT THE OR TO TAKEOFF. ON THE INITIAL CLIMB THE FU RVATION. THE PILOT THEN DID NOT EXECUTE TH DID NOT FEATHER THE LEFT PROPELLER. THE P	EL SELECTOR MOVED SLIGHT E APPROPRIATE EMERGENCY I	Y AND THE LEFT ENG PROCEDURES AND LEFT	INE FAILED D	OUE TO FUEL GEAR DOWN			

File No. - 447 4/19/86 ST. AUGUSTINE, FL A/C Reg. No. N951Q Time (Lc1) - 2015 EST LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FUEL SYSTEM, SELECTOR VALVE - NOT SWITCHED CHECKLIST - IMPROPER USE OF - PILOT IN COMMAND 3. FLUID, FUEL - STARVATION 4. FUEL TANK SELECTOR POSITION - NOT SELECTED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation DESCENT - EMERGENCY Finding(s) 5. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND 6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND Occurrence #3 DITCHING Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 1,2,4,5$ Factor(s) relating to this accident is/are finding(s) 6

Basic Information	NEDAL AVIATION)	Ainonaft	Damaga		Iniu	nios	
Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft NONE	Dallage	Fatal	Inju Serious		None
Type of Operation -PERSONAL		Fire		ew O	0	0	1
Flight Conducted Under -14 CFR 9	1	NONE	Pa	ss 0	1	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - ADAMS A55		lodel - N/A			Installed/		
Landing Gear - N/A		jines - N/A		S	tall Warni	ng Syste	m - NO
Max Gross Wt - 1200		oe - N/A er - N/A					
No. of Seats - UNK/NR	Rated Powe	er - N/A				- 	
Environment/Operations Information					_		
Weather Data	Itinerary				Proximity	_	
Wx Briefing - FSS Method - TELEPHONE	Last Depart GAINSVILL			OFF AI	RPORT/STRI	P	
Completeness - UNK/NR	Destination	.E,FL		Airport D	ata		
Basic Weather - VMC	SAME AS A	CC/TNC		Amport	ala		
Wind Dir/Speed- 150/010 KTS	3A. A. A.	100, 1110		Runway	Ident	- N/A	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid	- N/A	
Lowest Sky/Clouds - 1500 FT	SCATTERED Type of Fli	ght Plan -	NONE	Runway	Surface	- GRASS/	TURF
Lowest Ceiling - NONE	Type of Cle			Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/L	.ndg -	FULL STOP				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command			edical Certifi				
Certificate(s)/Rating(s)	Biennial Flight F Current	eview	F1	ight Time (F	ours)		18114 /810
COMMERCIAL	Current Months Since	- YES	Make/Model -	174 174	Last 2	4 Mrs - (JNK/NR INIZ/ND
FREE BALLOON	Months Since	- 9 \- 1-55	Make/Model- Instrument-	1/4	Last 9	D Days- (INK/ND
TREE BALLOON	An crare Type	. A 33	Tris er amerie	Ü	Edst 5	J Days .	SINTY INC
Instrument Rating(s) - NONE							
Narrative							
Narrative PLT STATED THE HE DECIDED TO LAND BEC	ALICE THE WIND HAD DIGH	CD UD DUDIN	C THE ELT 1100	N LANDING TH	E CONDOLA	TIDDED	

A/C Reg. No. N10600 Time (Lc1) - 0800 EST File No. - 437 4/20/86 ALACHUA,FL

Occurrence

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND

2. MISCELLANEOUS

3. TERRAIN CONDITION - OPEN FIELD

----Probable Cause----

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

File No 436 4/22/86 MELBO	JRNE, FL	A/C Reg	. No. N528FT	Т	ime (Lc1) -	1635 EST		
-Basic Information Type Operating Certificate-NONE (GENERAL	_ AVIATION)	Aircraft		Injuries				
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	-	SUBSTANT Fire NONE	IAL Crev Pass		Serious O O	Minor O O	None 2 1	
-Aircraft Information Make/Model - PIPER PA-28RT-201 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2400 No. of Seats - 4	Number Eng Engine Typ	ines - 1	MING IO-360-C1C6 P-FUEL INJECTED OO HP	S	Installed/A tall Warnin			
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 290/019 KTS Visibility - 8.0 SM Lowest Sky/Clouds - 4000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	MELBOURNE Destination SAME AS A ATC/Airspace FERED Type of Fli Type of Cle	ght Plan - arance - ndg -		ON AIRI Airport Di VALKAR Runway Runway Runway Runway Runway Runway	ata IA	ASPHALT	180	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 23 Biennial Flight R Current Months Since Aircraft Type	- UNK/NR - UNK/NR	Total - Make/Model-	ght Time (Ho 559 82 40	ours)	Hrs - Days- UN	6 K/NR	
Instrument Rating(s) - AIRPLANE								
-Narrative PLT STATED THAT THEY WERE DOING TOUCH & G R THE CONTROLS FROM THE STUDENT & ATTEMPTE EALED THAT THE ENG LOST POWER DUE TO CARBON	TO LAND ON ANOTH	IER RWY & LA	NDED HARD. POST	CRASH EXAM	INATION OF			

File No. - 436 4/22/86 MELBOURNE, FL Time (Lcl) - 1635 EST A/C Reg. No. N528FT Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. ENGINE ASSEMBLY, VALVE - OPEN 2. ENGINE ASSEMBLY - OUTPUT LOW Occurrence #2 FORCED LANDING 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) 1

Basic Information Type Operating Certificate-ON-	DEMAND ATD TAYT	Aircraft Dama	~~		Injur	ios	
Name of Carrier -CRA	AIG AIR CENTER	SUBSTANTIAL	ge	Fatal			None
Name of Carrier -CR/ Type of Operation -NOM Flight Conducted Under -14	SCHED, DOMESTIC, PASSENGER	Fire	Crew	0		0	1
Flight Conducted Under -14	CFR 135	NONE	Pass	0	0	0	2
Accident Occurred During -LAN	ND I NG						
Aircraft Information							
Make/Model - BEECH 95-B55		Model - CONTINEN	TAL IO-470-L		Installed/A		
Landing Gear - TRICYCLE-RETRA Max Gross Wt - 5100		gines - 2 De - RECIP-FU	EL TALIECTED	2.	tall Warnin	g System	- YES
No. of Seats - 6		er - RECIP-FU					
	Rated Fowe	- 200 11					
Environment/Operations Informati							
Weather Data Wx Briefing	Itinerary BRIEFING Last Depart	tune Doint		ON AIR	Proximity		
Method - N/A	JACKSONVI			UN AIRI	PURI		
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	SAME AS A	ACC/INC	·		EXECUTIVE		
Wind Dir/Speed- 290/014 KTS		•		Runway	Ident -	31	
Visibility - 15.0 SM					Lth/Wid -		100
Lowest Sky/Clouds - 350					Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE		earance - NONE		Runway	Status -	DRY	
Precipitation - NONE		ndg - STRA	IGHI-IN				
Condition of Light - DAYL							
Personnel Information							
Pilot-In-Command	Age - 58 Biennial Flight R	Medic	al Certificate	- VALID	MEDICAL-WA	IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight R	Review	Flight	: Time (Ho	ours)		
ATP	Current	- YES T - UNK/NR M	otal - 30	0000	Last 24	Hrs -	2
SE LAND, ME LAND	Months Since	- UNK/NR M ∍- UNK/NR I	otal - 30 ake/Model- nstrument- 1	550	Last 30	Days- UN	K/NR
	Aircraft Type	e - UNK/NK I M	ulti-Eng - 28	3000	Last 90	Days-	60
Instrument Rating(s) - Al	RPLANE						
EXTENDED LANDING GEAR WHILE IN T	HE LANDING FLARE. THE AIRCR	RAFT SETTLED ONT	O THE LANDING	GEAR DOOF	RS AS THE		
	VENTED THE LANDING GEAR FRO	M EVERNOTAG TO	E ATRODACT TUE	N CETTLE	ONTO TTO	DELLV	

File No. - 433 4/22/86 ORLANDO,FL A/C Reg. No. N6272V Time (Lcl) - 1457 EST

Occurrence

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND

2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND

----Probable Cause----

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

Basic Information Type Operating Certificate-ON-DEM	AND ATP TAYT	Aircraft Dama	200		Injur	ies	
Name of Carrier -CHEROK	EE EXPRESS AIR CARG	SUBSTANTIAL		Fatal	Serious		None
Type of Operation -NON SC Flight Conducted Under -14 CFR	HED, INTL, CARGO	Fire	Crew		0	0	1
		NONE	Pass	0	0	0	0
Accident Occurred During -LANDIN	G 						
Aircraft Information		•		_			
Make/Model - PIPER PA-60		/Model - LYCOMIN	G IO-540-K1F5		Installed/A		
Landing Gear - TRICYCLE-RETRACTA Max Gross Wt - 5500		ngines – 2 vpe – RECIP-FU	IEL THUESTED	\$.	tall Warnin	g System	- YES
No. of Seats - 6	Rated Po						
Invironment/Operations Information- Weather Data	 Itinerary			Airport 6	Provimity		
Wx Briefing - NO RECORD OF BR		rture Point		ON AIR			
Method - N/A	TALLAHA						
Completeness - N/A	Destinatio	n		Airport Da	ata		
Basic Weather - VMC	SAME AS	ACC/INC		PANAMA			
Wind Dir/Speed- 030/010 KTS						32	
Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspac		_		Lth/Wid -		150
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE		light Plan - NONI learance - NONI			Surface - Status -		
Obstructions to Vision- NONE			FIC PATTERN	Rullway	Status	DKI	
Precipitation - NONE	, ype Aperi		_ STOP				
Condition of Light - DAYLIGH	т						
Personnel Information							
Pilot-In-Command	Age - 33		cal Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight			ht Time (Ho			
COMMERCIAL, ATP	Current		Total -	4074	Last 24 Last 30	Hrs -	4
SE LAND, ME LAND	Months Sinc	e - / / pe - UNK/NR :	Make/Model- Instrument-	749	Last 30	Days- UN	K/NK 211
	Afficiant Ty		Multi-Eng -				86
		•	arti Liig	1000	NO COT OT	a	00
Instrument Rating(s) - AIRPL	ANE						
larrative							
PLT STATED THAT ON HIS APCH HE HAD	A GEAR DOWN & LOCKED I	NDICATION BUT ON	LANDING ROLL	OUT, THE NO	SE GEAR CO	MPLETELY	
PSED AND THE ACFT SLID TO A STOP OF							

4/23/86 PANAMA CITY,FL A/C Reg. No. N90676 Time (Lc1) - 0707 CST File No. - 434

Occurrence Phase of Operation LANDING - ROLL

NOSE GEAR COLLAPSED

Finding(s)

- 1. LANDING GEAR, NOSE GEAR FAILURE, TOTAL
- 2. HYDRAULIC SYSTEM LEAK

----Probable Cause----

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

File No 435 4/25/86 MIA	II SHORES,FL A/C R	eg. No. N71FW	Т	ime (Lc1) -	1750 EST	
Basic Information Type Operating Certificate-NONE (GENE	AL AVIATION) Aircraf	t Damage NTIAL	Fatal	Injur Serious	ies Minor	None
Type of Operation -EXECUTIVE/(Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	ORPORATE Fire NONE	Crew Pass		0	0	1 2
Aircraft Information	- · · · · · · · · · · · · · · · · · · ·					
Make/Model - BELL 206-L-3	Eng Make/Model - AL			Installed/A		
Landing Gear - SKID Max Gross Wt - 4000	Number Engines - 1 Engine Type - TU	RBOSHAFT	5	tall Warnin	g System	- NU
No. of Seats - 7	Rated Power -	650 HP				
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN				RPORT/STRIP		
Method - N/A	WATSON ISLAND, FL			,		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	OPA LOCKA, FL					
Wind Dir/Speed- 090/007 KTS	·		Runway	Ident -	N/A	
Visibility - 7.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runway	Surface -	GRASS/TU	RF
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE						
Condition of Light - DUSK						
Personnel Information						
Pilot-In-Command	Age - 40	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H	ours)		
COMMERCIAL, CFI	Current - YES	Total -		Last 24		3
SE LAND, ME LAND	Months Since - 10	Make/Mode1-			Days- UN	
HELICOPTER	Aircraft Type - UNK/NR			Last 90		
		Multi-Eng -	7	Rotorcr	aft -	3315
Instrument Rating(s) - AIRPLANE						
Narrative						
E PLT STATED THAT HE EXPERIENCED GENERATOR						
A-LOCKA, FL, MAKING TWO STOPS ENROUTE. HE						
LAND & THEN TOOK OFF ENROUTE TO OPA LOCKA						
LLAPSED THE SKIDS & THE MAIN ROTOR SEVERED						
ERE IT WAS RUN WITH NO DISCREPANCIES NOTED	-			-		
LVE WAS LOOSE ALLOWING AIR TO BE SUCKED IN ERGENCY PROCEDURES SECTION OF THE BELL 206					nc	
NERATOR FAILS YOU ARE TO LAND AS SOON AS F		ETIMEK OF THE BOO	SI PUMPS F	AIL UK IHE		
TERRIOR FAILS TOU ARE TO LAND AS SOUN AS F	RACTICAL.					

File No 440 4/25/86 OPA L	OCKA,FL A/	C Reg. No.	N401NA	1	Time (Lc1) -	1645 EST	
Basic Information Type Operating Certificate-COMMUTER Name of Carrier -CARIBBEAN EX		raft Damage	3	Fatal	Injur Serious		None
Type of Operation -SCHEDULED, IN			Crew		0	0	1
Flight Conducted Under -14 CFR 135		E	Pass	-	Ö	Ö	5
Accident Occurred During -LANDING		_					
Aircraft Information							
Make/Model - CESSNA 402B	Eng Make/Model -		AL TSI0-520		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -			9	Stall Warnin	g System	- YES
Max Gross Wt - 6300		RECIP-FUEL	_ INJECTED				
No. of Seats - 9	Rated Power -	300 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING		int		ON AIF	RPORT		
Method - N/A	MIAMI, FL				N- 4 -		
Completeness - N/A	Destination			Airport [
Basic Weather - VMC Wind Dir/Speed- 070/008 KTS	TREASURE CAY			OPALO		O9R	
Visibility - 7.0 SM	ATC/Airspace				/ Lth/Wid -		100
Lowest Sky/Clouds - CLEAR	Type of Flight Pl	on - VED			/ Surface -		100
Lowest Ceiling - NONE	Type of Clearance				/ Status -		
Obstructions to Vision- NONE	Type Of Creat affice		IC PATTERN	Kanwa	Julius	DKI	
Precipitation - NONE	Type Apelly Elling	FULL S					
Condition of Light - NIGHT(DARK)		, 022	3101				
Personnel Information Pilot-In-Command	Age - 32	Medical	l Certifica	+a - VALTE	MEDICAL-NO	WATVEDS /	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Medica		nt Time (F		WAIVENS/	LIMI
ATP	Current - UNK	/NR Tot	tal -		Last 24	Hrs -	3
ME LAND	Months Since - UNK		ke/Model-		Last 30		_
	Aircraft Type - UNK		strument-		Last 90		245
	A TOTAL C TYPE STATE		lti-Eng -			Jujo	
Instrument Rating(s) - AIRPLANE							
Narrative							
THE PLT STATED THAT UPON ARRIVAL AT HIS DESTI RETURNED TO OPA LOCKA AIRPORT WHERE HE INTENT ROFT REVEALED THAT THE LANDING GEAR WOULD NOT IN THE OPEN POSITION ALLOWING NO ELECTRICAL P	IONALLY LANDED WITH THE COME DOWN NORMALLY DUE OWER TO ACTIVATE THE GEA	GEAR UP. PO TO THE DOWN R MOTOR TOW	DST CRASH II N LIMIT MICI WARD THE DO	NVESTIGATI RO SWITCH WN POSITIO	ION OF THE BEING STUCK DN. ALSO THE		
EAR COULD NOT BE MANUALLY CRANKED DOWN BECAU	SE THE DRIVE CHAIN ON TH	E EMERGENCY	Y SYSTEM WAS	S DISCONNE	ECTED.		

File No. - 440 4/25/86 OPA LOCKA, FL A/C Reg. No. N401NA Time (Lc1) - 1645 EST

Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Finding(s)

- 1. WHEELS UP LANDING INTENTIONAL PILOT IN COMMAND
- 2. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY DISABLED
- 3. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY DISCONNECTED

----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

SUBSTANTIAL Fatal Serious Minor Type of Operation -STOLEN A/C Fire Crew 0 0 1 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 Accident Occurred During -DESCENT Aircraft Information Make/Model - ROCKWELL AERO COMMANDER LAnding Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - U Max Gross Wt - 2250 No. of Seats - 4 Stall Warning System - U Environment/Operations Information Weather Data Ws Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Destination Basic Weather - VMC USAL DECAL Sky/Clouds - CLEAR Type of Flight Plan - NONE Lowest Sky/Clouds - CLEAR Type of Clearance - NONE Condition of Light - DAYLIGHT Condition of Light - DAYLIGHT SUBSTANTIAL Fire Crew 0 0 1 Fire Crew 0 0 0 Fire Crew 0 0 0 1 Fire Crew 0 0 0 0 FEXENTIAL Device Fire Crew 0 0 0 FEXENTIAL DAYLING CREATEDER STATEMENT OF TRANSPORT	Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf	t Damage		Injur	ies	
Accident Occurred During -DESCENT Aircraft Information Make/Model - ROCKWELL AERO COMMANDER 100 Eng Make/Model - LYCOMING 0-320-A2B ELT Installed/Activated - U Number Engines - 1 Stall Warning System - U Engine Type - RECIPROCATING-CARBURETOR Rated Power - 150 HP Environment/Operations Information Weather Data WX Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALMABLE Visibility - 5.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) NONE Age - 17 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) NONE Current - N/A Months Since - N/A Mircraft Type - N/A Mircraft Type - N/A Multi-Eng - UNK/NR Rotorcraft - UNK/NR				Fatal			None
Accident Occurred During -DESCENT Aircraft Information Make/Model - ROCKWELL AERO COMMANDER 100 Eng Make/Model - LYCOMING 0-320-A2B ELT Installed/Activated - U Number Engines - 1 Stall Warning System - U Engine Type - RECIPROCATING-CARBURETOR Rated Power - 150 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALMABLE Visibility - 5.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) NONE Age - 17 Medical Certificate - NO MEDICAL Courrent - N/A Months Since - N/A Months Since - N/A Mircraft Type - N/A Multi-Eng - UNK/NR Rotorcraft - UNK/NR	Type of Operation -STOLEN A/C			-	_		0
Make/Model - ROCKWELL AERO COMMANDER Landing Gear - TRICYCLE-FIXED Number Engines - 1 Landing Gear - TRICYCLE-FIXED Number Engines - 1 Max Gross Wt - 2250 No. of Seats - 4 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 150 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Last Departure Point SAME AS ACC/INC Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALMABLE Visibility - 5.0 SM Lowest Sky/Clouds - CLEAR Usest Ceiling - NONE Obstructions to Vision- NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) NONE NONE NONE NONE Age - 17 Medical Certificate - NO MEDICAL Fight Time (Hours) Current - N/A Months Since - N/A Make/Model - LYCOMING 0-320-A2B ELT Installed/Activated - U Stall Warning System - U Stal		NONE	Pass	0	0	0	0
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 250 Mo. of Seats - 4 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALMABLE Visibility - 5.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Dobstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) NONE NONE NONE NONE Age - 17 Medical Certificate - NO MEDICAL Fight Time (Hours) Current - N/A Months Since - N/A Aircraft Type - N/A Mincraft Type - N/A Multi-Eng - UNK/NR Rotorcraft -							
Max Gross Wt - 2250 No. of Seats - 4 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 150 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALMABLE Visibility - 5.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Personnel Information Pilot-In-Command Certificate(s)/Rating(s) NONE NONE NONE Age - 17 Medical Certificate - NO MEDICAL Flight Time (Hours) Medical Certificate - NO MEDICAL Flight Time (Hours) Medical Certificate - NO MEDICAL Flight Time (Hours) Medical Unk/NR Last 24 Hrs - UNk/N Aircraft Type - N/A Aircraft Type - N/A Instrument- UNk/NR Rotorcraft - UNk/NR Multi-Eng - UNK/NR Rotorcraft - UNk/NR Multi-Eng - UNK/NR Rotorcraft - UNk/NR Multi-Eng - UNK/NR Rotorcraft - UNk/NR Multi-Eng - UNK/NR Rotorcraft - UNk/NR Multi-Eng - UNK/NR Rotorcraft - UNk/NR Multi-Eng - UNK/NR Rotorcraft - UNk/NR Mont to Same As ACC/INC Destination Airport Proximity DN AIRPORT Airport Proximity DN Airport Proximity DN AIRPORT Airport Proximity DN Ai	• • • • • • • • • • • • • • • • • • • •						
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- CALMABLE Visibility - 5.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Destination Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Prilot-In-Command Certificate(s)/Rating(s) NONE Mated Power - 150 HP Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL FT. LAUDERDALE EXECUTIVE Runway Ident - UNK/NR ATC/Airspace Runway Ith/Wid - UNK/NR ATC/Airspace - NONE Runway Surface - ASPHALT Runway Status - DRY Medical Certificate - NO MEDICAL Flight Time (Hours) Medical Certificate - NO MEDICAL Flight Time (Hours) NONE Flight Time (Hours) Current - N/A Months Since - N/A Aircraft Type - N/A Instrument- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR					tali warnin	g System	- UNK/N
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALMABLE Visibility - 5.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) NONE NONE NONE NONE NONE NONE NONE NON							
Wx Briefing - NO RECORD OF BRIEFING Method - N/A SAME AS ACC/INC SAME AS ACC/INC SAME AS ACC/INC Destination Destination Destination SAME AS ACC/INC Destination Destination SAME AS ACC/INC Destination Airport Data Destination Airport Data Destination SAME AS ACC/INC Destination SAME AS ACC/INC Destination SAME AS ACC/INC Destination SAME AS ACC/INC	• •						
Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALMABLE Visibility - 5.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) NONE NONE AIC/Airspace Runway Ident - UNK/NR ATC/Airspace Runway Surface - ASPHALT Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Type Apch/Lndg - NONE Medical Certificate - NO MEDICAL Current - N/A Months Since - N/A Months Since - N/A Aircraft Type - N/A Molti-Eng - UNK/NR Rotorcraft - UNK/N Multi-Eng - UNK/NR Rotorcraft - UNK/N							
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALMABLE Visibility - 5.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Precipitation - NONE Condition of Light - DAYLIGHT Certificate(s)/Rating(s) NONE NONE NONE NONE NONE Current - N/A Months Since - N/A Aircraft Type - N/A Multi-Eng - UNK/NR Aircraft Type - N/A Multi-Eng - UNK/NR Aircraft Type - N/A Aircraft Type - N/A Aircraft Type - N/A Aircraft Type - N/A Multi-Eng - UNK/NR Aircraft Type - N/A Aircraft Type - N/A Multi-Eng - UNK/NR Runway Ith/Wid - UNK/NR Runway Surface - ASPHALT Runway Surface - ASPHALT Runway Status - DRY ONNE Ru				UN AIRI	PURI		
Basic Weather - VMC Wind Dir/Speed- CALMABLE Wind Dir/Speed- CALMABLE Wind Dir/Speed- CALMABLE Visibility - 5.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) NONE NONE Age - 17 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A Aircraft Type - N/A Multi-Eng - UNK/NR Runway Ident - UNK/NR Runway Ident - UNK/NR Runway Ident - UNK/NR Runway Ident - UNK/NR Runway Status - DRY NONE Runway Status - DRY ONNE Type Apch/Lndg - NONE Runway Status - DRY ONNE Total - UNK/NR Aircraft Type - N/A Make/Model- UNK/NR Aircraft Type - N/A Multi-Eng - UNK/NR Rotorcraft - UNK/N				Airport Da	ata		
Visibility - 5.0 SM ATC/Airspace Runway Lth/Wid - UNK/NR 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 - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) NONE NONE Since - N/A Make/Model - UNK/NR Last 24 Hrs - UNK/N Months Since - N/A Make/Model - UNK/NR Last 30 Days- UNK/N Aircraft Type - N/A Instrument- UNK/NR Last 90 Days- UNK/N Multi-Eng - UNK/NR Rotorcraft - UNK/NR						ECUTIVE	
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 - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 17 Medical Certificate - NO MEDICAL Flight Time (Hours) NONE Since - N/A Make/Model- UNK/NR Last 24 Hrs - UNK/N Aircraft Type - N/A Instrument- UNK/NR Last 90 Days- UNK/N Multi-Eng - UNK/NR Rotorcraft - UNK/N							
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 - 17 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) NONE Current - N/A Total - UNK/NR Last 24 Hrs - UNK/N Months Since - N/A Make/Model- UNK/NR Last 30 Days- UNK/N Aircraft Type - N/A Instrument- UNK/NR Last 90 Days- UNK/N Multi-Eng - UNK/NR Rotorcraft - UNK/N							
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 17 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) NONE Current - N/A Total - UNK/NR Last 24 Hrs - UNK/N Months Since - N/A Make/Model- UNK/NR Last 30 Days- UNK/N Aircraft Type - N/A Instrument- UNK/NR Rotorcraft - UNK/N							
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 17 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) NONE Current - N/A Total - UNK/NR Last 24 Hrs - UNK/N Months Since - N/A Make/Model- UNK/NR Last 30 Days- UNK/N Aircraft Type - N/A Instrument- UNK/NR Rotorcraft - UNK/N				Runway	Status -	DRY	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 17 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) NONE Current - N/A Total - UNK/NR Last 24 Hrs - UNK/N Months Since - N/A Make/Model- UNK/NR Last 30 Days- UNK/N Aircraft Type - N/A Instrument- UNK/NR Rotorcraft - UNK/N		Type Apcn/Lndg	- NUNE				
Pilot-In-Command Age - 17 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) NONE Current - N/A Total - UNK/NR Last 24 Hrs - UNK/N Months Since - N/A Make/Model- UNK/NR Last 30 Days- UNK/N Aircraft Type - N/A Instrument- UNK/NR Rotorcraft - UNK/N	Condition of Light - DAYLIGHT						
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) NONE Current - N/A Total - UNK/NR Last 24 Hrs - UNK/N Months Since - N/A Make/Model- UNK/NR Last 30 Days- UNK/N Aircraft Type - N/A Instrument- UNK/NR Last 90 Days- UNK/N Multi-Eng - UNK/NR Rotorcraft - UNK/N	Personnel Information						
NONE Current - N/A Total - UNK/NR Last 24 Hrs - UNK/N Months Since - N/A Make/Model- UNK/NR Last 30 Days- UNK/N Aircraft Type - N/A Instrument- UNK/NR Last 90 Days- UNK/N Multi-Eng - UNK/NR Rotorcraft - UNK/N							
Months Since - N/A Make/Model- UNK/NR Last 30 Days- UNK/N Aircraft Type - N/A Instrument- UNK/NR Last 90 Days- UNK/N Multi-Eng - UNK/NR Rotorcraft - UNK/N							
Aircraft Type - N/A Instrument- UNK/NR Last 90 Days- UNK/N Multi-Eng - UNK/NR Rotorcraft - UNK/N	NONE	•	Total - U	NK/NR	Last 24	Hrs - UN	K/NR
Multi-Eng - UNK/NR Rotorcraft - UNK/N			Make/Model- U	NK/NK	Last 30	Days- UN	K/NK k/ND
Instrument Rating(s) - NONE		All Clait Type - N/A	Multi-Eng - U	NK/NR	Rotorcr	aft - UN	K/NR
	Instrument Rating(s) - NONE						
Narrative	Jannative						
NATITATIVE ACFT WAS STOLEN BY A 17 YEAR OLD NON-PILOT RATED MALE. WHILE TAXIING ON A TAXIWAY THE ACFT WAS REPORTED TO BE		RATED MALE, WHILE TAXIING	ON A TAXIWAY THE	ACET WAS RE	EPORTED TO	BE	
TAILING BEFORE IT RAN OFF THE TAXIWAY AND BECAME AIRBORNE. WHEN THE ACFT TOUCHED DOWN IT BOUNCED APRX 10 FT INTO							

File No. - 508 4/27/86 FT.LAUDERDALE,FL A/C Reg. No. N3789X Time (Lc1) - 0720 EDT

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

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE
2. AIRCRAFT HANDLING - NOT MAINTAINED - UNQUALIFIED PERSON
3. DIRECTIONAL CONTROL - NOT MAINTAINED - UNQUALIFIED PERSON

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

----Probable Cause----

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

File No 507 5/01/86 HASTII	NGS,FL 	A/C Reg. No. N	Time (Lc1) - 1730 EDT				
-Basic Information Type Operating Certificate-NONE (GENERAL	_ AVIATION)	Aircraft Damage			Injur		
Towns 46 October 14 am BUCTNESS		SUBSTANTIAL	0	Fatal	Serious	Minor	
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91		Fire NONE	Crew Pass	0	0	0	1
Accident Occurred During -LANDING		NUNE	Pass	O	O	U	O
-Aircraft Information	F / / / / / / /		2 472 2	-			
Make/Model - CESSNA 182P		del - CONTINENTAL	0-470-5		Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2950	Number Engi		NO CARRUPE		tall Warnir	ig Syste	M - YES
No. of Seats - 4	Rated Power	- RECIPROCATI - 230 HP	NG-CARBURE	TUR			
NO. OI Seats - 4	Rated Power	- 230 HP					
-Environment/Operations Information							•
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departu			ON AIR	STRIP		
Method - N/A	CRYSTAL SP	RINGS,MS					
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC	SAME AS AC	C/INC			GS INT'L	-	
Wind Dir/Speed- 140/007 KTS						· 36	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 25000 FT	Type of Flig				Surface -		TURF
	N Type of Clea				Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Ln	dg - TRAFFIC					
Precipitation - NONE		FULL ST	OP				
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 47	Medical	Certificat	e - VALID	MEDICAL-WA	IVERS/L	IMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Re		Fligh	t Time (H			
PRIVATE	Current	- YES Tota - 12 Make	1 -	256	Last 24 Last 30	Hrs -	UNK/NR
SE LAND			/Mode1-	108	Last 30	Days-	UNK/NR
	Aircraft Type	- UNK/NR Inst	rument-	0	Last 90	Days-	16
Instrument Rating(s) - NONE							
Nama 4 2							
-Narrative	IE BUNUAY CHE CONT	TABLED TO STATE 4	00 4 00 1115	CHOLIL D. 1141	/F DEEN 0-5		
PLT STATED SHE LANDED LONG AND OVER RAN TH	IE KUNWAY. SHE CUNI	INDED ID STATE A	GU-AKUUND	SHOULD HA	VE BEEN PER	KrUKMED.	

File No. - 507 5/01/86 HASTINGS,FL A/C Reg. No. N1279S Time (Lc1) - 1730 EDT

Occurrence

OVERRUN

Phase of Operation LANDING - ROLL

Finding(s)

- 1. IN-FLIGHT PLANNING/DECISION POOR PILOT IN COMMAND
- 2. PROPER TOUCHDOWN POINT NOT OBTAINED PILOT IN COMMAND
- 3. GO-AROUND NOT PERFORMED PILOT IN COMMAND

----Probable Cause----

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

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

-Basic Information							
Type Operating Certificate-NONE (GENERAL	Aircraft Dam SUBSTANTIAL		Fatal	Injur Serious	ies Minor	None	
Type of Operation -BANNER TOW Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Fire NONE	Crew Pass	0	0	0	1 0
Make/Model - BELLANCA 7KCAB Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 2	Eng Make/M Number Eng Engine Typ Rated Powe	e - RECIP-F	UEL INJECTED		Installed/A tall Warnin		
Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Depart NEW SMYRN			Airport ON AIR	Proximity PORT		
Completeness - N/A	Destination	A BEAU, TE		Airport Da	ata		
Basic Weather - VMC	LOCAL			NEW SMYRNA BEACH			
Wind Dir/Speed- 260/010 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 30000 FT THIN	ATC/Airspace OVC Type of Fli	ght Plan - NON	E	Runway	Ident - Lth/Wid - Surface -		RF
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAWN	Type of Cle Type Apch/L	arance - NON ndg - NON		Runway	Status -	DRY	
-Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - UNK/NR Biennial Flight R		cal Certificat Fligh	te - VALID nt Time (H		WAIVERS/	LIMIT
COMMERCIAL	Current	- UNK/NR	Total -	360	Last 24	Hrs - UN	
SE LAND	Months Since Aircraft Type	- UNK/NR	Make/Model- UN Instrument- UN Multi-Eng - UN	IK/NR	Last 30 Last 90 Rotorcr	Days- UN Days- UN aft - UN	K/NR
Instrument Rating(s) - NONE			_				
-Narrative ING A PICKUP OF AN AERIAL ADVERTISING BANNI R. HE STATED THAT HE WAS UNABLE TO CLIMB. 1						MD	

File No 49	94 5/02/86 NEW SMYRNA BCH,FL	A/C Reg. No. N90985	Time (Lcl) - 1100 EDT
Occurrence #1 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT MANEUVERING		
Finding(s) 1. DISTANCE - MISUL	JDGED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	LOSS OF CONTROL - IN FLIGHT MANEUVERING		
	MAINTAINED - PILOT IN COMMAND FENT - PILOT IN COMMAND		
)ccurrence #3	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) 1,2

File No 486 5/03/86 MIAMI	,FL A/C R	eg. No. N246G	Т	ime (Lcl)	- 1501 EDT	
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	L AVIATION) Aircraf SUBSTA Fire NONE	t Damage NTIAL Crew Pass	_	Inju Serious O O		None 1 2
Accident Occurred During -LANDING			•	· ·	· ·	_
Aircraft Information Make/Model - PIPER 601P Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5700 No. of Seats - 6	Eng Make/Model - Ly Number Engines - 2 Engine Type - RE Rated Power -			Installed// tall Warni		YES-UNK/NR YES
Environment/Operations Information						
Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC	Itinerary Last Departure Point SAN SALVADOR Destination MIAMI.FL			Proximity RPORT/STRI ata	Þ	
Wind Dir/Speed- 340/006 KTS Visibility - 8.0 SM	ATC/Airspace TERED Type of Flight Plan Type of Clearance Type Apch/Lndg	- VFR	Runway Runway	Ident Lth/Wid Surface Status	- N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 46 Biennial Flight Review	Medical Certifica Flig	te - VALID ht Time (H		AIVERS/LIMI	
PRIVATE ME LAND,SE SEA	Current - YES Months Since - 4 Aircraft Type - 601P	Total - Make/Model- Instrument- Multi-Eng -	310 403	Last 24 Last 30 Last 90		5 5 57
Instrument Rating(s) - AIRPLANE						
Narrative NEARING COMPLETION OF AN INTERNATIONAL FLT OF LIKE VECTORS TO THE NEAREST ARPT. THE FLT WAS 6 MI FROM THE ARPT. AN EXAM OF THE FUEL LINES BLUE IN COLOR WAS FOUND IN THE ACFT FUEL TANK IN THE SYSTEM. FUEL DISTRIBUTORS IN SAN SALVAI GUARD REPORTED AN AIRBOAT WAS NEAR THE ACFT DI OF FUEL AND WOULD HAVE BEEN AT OR NEAR FUEL E.	UNABLE TO MAKE THE ARPT & TO THE ENG SERVOS REVEALED S. GREEN FUEL, 100/130 OCT DOR ADVISED THAT ONLY 100/1 URING THE NIGHT AFTER THE A	A FORCED LDG WAS M. NO FUEL PRESENT. WAS FOUND IN THE FORCE SO, GREEN FUEL, IS	ADE IN THE APRX 55 GA UEL SUMP T AVAILABLE	EVERGLADES LS OF 100LI HE LOWEST I THERE. A S	S APRX _ FUEL, POINT SECURITY	

File No. - 486 5/03/86 MIAMI.FL A/C Reg. No. N246G Time (Lc1) - 1501 EDT Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation DESCENT - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. FUEL SUPPLY - EXCEEDED - PILOT IN COMMAND 3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 5. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND 6. REFUELING - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,6

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

File No 491 5/03/86 STARKE	F,FL A/C R	eg. No. N6926V	Time (Lc1) - 1040 EDT			
-Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL	Aircraf DESTRO Fire	t Damage YED Crew	Injuries Fatal Serious Minor w O O O			
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	ON GRO		-	ŏ	ō	1 4
-Aircraft Information Make/Model - MOONEY M2OC Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2575 No. of Seats - 4	Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power -		S ETOR:	Installed/A tall Warnin	g System -	YES
Environment/Operations Information Weather Data Wx Briefing - TV WX Method - TV/RADIO	Itinerary Last Departure Point SAME AS ACC/INC			Proximity		
Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 070/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 25000 FT THIN Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	LOCAL ATC/Airspace OVC Type of Flight Plan Type of Clearance		Runway Runway Runway	STATE PRI	33 4856/ 1 GRASS/TUR	
Personnel Information						
	Age - 60 Biennial Flight Review	Medical Certifica	te - VALID nt Time (H		IVERS/LIMI	T
PRIVATE SE LAND	Current - YES Months Since - 21 Aircraft Type - UNK/NR	Total - Make/Model-	510 275	Last 24 Last 30 Last 90	Days- UNK	1 /NR 25
Instrument Rating(s) - NONE						
	ED A CATTLE FENCE WHICH RE					

File No 4	91 5/03/86	STARKE,FL	A/C Reg. No. N6926V	Time (Lcl) - 1040 EDT
Occurrence #1 Phase of Operation				
2. COMPENSATION	ON - UNFAVORABLE WIFOR WIND CONDITIONS - INITIATED - PILO	5 - INADEQUATE - PI DT IN COMMAND		
Occurrence #2 Phase of Operation				
	OT ATTAINED - PILOT TROL - NOT MAINTAIN		AND	
Occurrence #3 Phase of Operation	DESCENT - UNCONTR	ROLLED		
Probable Cause				
The National Transposis/are finding(s) 2,		rd determines that	the Probable Cause(s) of this acc	ident
Factor(s) relating t	o this accident is,	are finding(s) 1,6		

	JACKSONVILLE,FL	A/C Reg. No.			ime (Lc1) -			
 -Basic Information Type Operating Certificate-NONE (GB) 	ENERAL 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 9		ON GROUND	Pass	0	0	0	0	
Accident Occurred During -STANDING	ì							
-Aircraft Information								
Make/Model - HUGHES 269C	Eng Make,	/Model - LYCOMING H	110-360-D1A	ELT	Installed/A	ctivated	- NO -N/	
Landing Gear - SKID		ngines - 1		S	tall Warnin	g System	~ NO	
Max Gross Wt - 1670		/pe - RECIP-FUEL	. INJECTED					
No. of Seats - 3	Rated Po	ver - 190 HP						
-Environment/Operations Information								
Weather Data	Itinerary			Airport	Proximity			
Wx Briefing - NO RECORD OF BRIE	FING Last Depar	rture Point		ON AIR	PORT			
Method - N/A	FERNAND:	INA BCH,FL						
Completeness - N/A	Destination	า		Airport Da	ata			
Basic Weather - VMC	SAME AS	ACC/INC		CRAIG I	MUNICIPAL			
Wind Dir/Speed- 080/010 KTS				Runway	Ident -	UNK/NR		
Visibility - 7.0 SM	ATC/Airspace	9		Runway Lth/Wid - UNK/NR				
Lowest Sky/Clouds - 5000 FT	THIN BKN Type of F	light Plan - NONE		Runway	Surface -	METAL/WO	OD	
Lowest Ceiling - 25000 FT	BROKEN Type of C	learance - NONE		Runway	Status -	DRY		
Obstructions to Vision- NONE	Type Apch,	/Lndg - FULL S	TOP					
Precipitation - NONE		_						
Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command	Age - 31	Medical	Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT	
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligi	nt Time (He	ours)			
COMMERCIAL, ATP, CFI	Current	- UNK/NR Tot	:al -	4207	Last 24	Hrs -	2	
ME LAND	Months Since	e - UNK/NR Mak	e/Model-	482	Last 30	Days- UN	IK/NR	
HELICOPTER	Aircraft Typ	e - UNK/NR Ins	trument-	706	Last 90	Days- UN	IK/NR	
	••		ti-Eng -	3360	Rotorcr	aft -	482	
Instrument Rating(s) - AIRPLAN	E,HELICOPTER							
-Narrative					. == =::=			
PLT STATED THAT AS HE WAS LANDING ON								
LENTLY. IT THEN ROLLED OVER ON ITS SID	IF CAUSING THE MAIN F	DITOD RIVINES TO STO	TKE THE TA	TI ROOM & "	HE COULIND			

File No. - 495. 5/04/86 JACKSONVILLE, FL A/C Reg. No. N8993F Time (Lc1) - 1745 EDT

Occurrence #1 ROLL OVER
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. FUSELAGE - VIBRATION

2. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 PROPELLER/ROTOR CONTACT
Phase of Operation STANDING - ENGINE(S) OPERATING

----Probable Cause----

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

File No 509 5/09/86 PANAM	MA CITY,FL A/C Re	g. No. N1159W	T	ime (Lc1)	- 1000 CE	T
-Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION) Aircraft	Damage		Injur	·ies	
	SUBSTAN		Fatal	Serious	Minor	None
Type of Operation -SIGHTSEEING	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	2
-Aircraft Information						
Make/Model - BELL 47G-3B-1	Eng Make/Model - LYC	OMING VO-435-A1F	ELT	Installed/A	ctivated	1 - NO -N/A
Landing Gear - FLOAT	Number Engines - 1		S	tall Warnir	ng System	n - NO
Max Gross Wt - 2950	Engine Type - REC	IPROCATING-CARBUR	ETOR			
No. of Seats - 3	Rated Power -	270 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point SAME AS ACC/INC		OFF AI	RPORT/STRIF	•	
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 320/008 KTS					- N/A	
Visibility - 7.0 SM	ATC/Airspace		Runway	Lth/Wid -	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance -	NONE	Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	TRAFFIC PATTERN				
Precipitation - NONE		FORCED LANDING				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 22	Medical Certifica	te - VALID	MEDICAL-WA	IVERS/LI	MIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flig	ht Time (H	lours)		
COMMERCIAL, CFI	Current - YES	Total -	2246	Last 24	Hrs -	1
SE LAND	Months Since - 2	Make/Mode1-	1905	Last 30	Days- L	JNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument-	41	Last 90	Days-	54
				Rotorca	aft -	1953
Instrument Rating(s) - AIRPLANE						
-Narrative						
LE APPROACHING TO LAND DURING A SIGHTSEEIN						
FT SHORT OF THE HELIPAD. DURING TOUCHDOWN,						
CHDOWN THE ENG CONTINUED TO OPERATE AT IDL						
HAD SELECTED AT THE TIME OF FAILURE REVEA						
THE CARBURETOR ICING PROBABILITY CHART REV						?
NO AT OLIDE DWD AND VICIDLE CARRIDETOD TOT	NG AT RATED PWR. THE PLT STA	TED HE DID NOT US	E CARBURET	OR HEAT BEF	ORE	
AFTER THE LOSS OF ENG PWR.						

File No 5	09 5/09/86	PANAMA CITY,FL	A/C Reg. No. N1159W	Time (Lc1) - 1000 CDT
Occurrence #1 Phase of Operation		RTIAL) - NON-MECHANICAL		
Finding(s) 1. FUEL SYSTEM,CAR 2. CARBURETOR HE 3. CHECKLIST - NOT	AT - NOT USED - PI	IN COMMAND		
Occurrence #2 Phase of Operation	MISCELLANEOUS/OT DESCENT	HER		
Finding(s) 4. AUTOROTATION -	PERFORMED - PILOT	IN COMMAND		·
Occurrence #3 Phase of Operation	PROPELLER/ROTOR LANDING - FLARE/	CONTACT TOUCHDOWN		
Probable Cause				
The National Transpois/are finding(s) 1,	_	rd determines that the	Probable Cause(s) of this accide	ent

PAGE 161

Basic Information							
Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damag SUBSTANTIAL	e	Fatal	Inju Serious		None
Type of Operation -PERSONA	_	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR	91	NONE	Pass	Ō	0	Ō	2
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA T210N		Model - CONTINENT	AL TS10-520-			Activated	
Landing Gear - TRICYCLE-RETRACTAB Max Gross Wt - 3800	LE Number En Engine Ty	gines - 1 pe - RECIP-FUE	I TALLECTED	2.	tali warnii	ng System	- YES
No. of Seats - 6	Rated Pow		_				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRI				ON AIR	PORT		
Method - N/A	OPA LOCK						
Completeness - N/A Basic Weather - VMC	Destination SAME AS		•	Airport Da		N DEAGN	
Wind Dir/Speed- 040/005 KTS	SAME AS	ACC/ INC			FT. WALTO		
Visibility - 7.0 SM	ATC/Airspace					- 5000/	100
Lowest Sky/Clouds - 4500 FT					Surface		.00
Lowest Ceiling - NONE		earance - NONE			Status		
Obstructions to Vision- NONE	Type Apch/	Lndg - STRAI	GHT-IN				
Precipitation - NONE		FULL	STOP				
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 40	Medica	l Certificat	e - VALID	MEDICAL -W	ATVEDS/LTM	тт
Certificate(s)/Rating(s)	Age - 40 Biennial Flight	Review		t Time (H		41 V E ((3) E I I	• •
PRIVATE	Current	- YES To	tal -		Ĺast 2	4 Hrs -	3
SE LAND, ME LAND	Months Since	- 1 Ma	ke/Model- strument-	64	Last 30	Days- UN	K/NR
	Aircraft Typ				Last 90	Days-	73
		Mu	lti-Eng -	10			
Instrument Rating(s) - AIRPLA	NE						
Varrative							
PLT STATED THAT THE ACFT SWERVED TO	THE LEFT UNCONTROLLARI	Y AFTER HE APPLIE	D THE BRAKES	DURING TH	HE LANDING	ROLL.	
NOSE GEAR THEN COLLAPSED AND THE ACF							
JNCTION.							

File No 4	88 5/09/86 	DESTIN, FL	A/C Reg. No. N9563Y	Time (Lc1) - 1300 CDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL LANDING - ROLL	- ON GROUND		
Finding(s) 1. DIRECTIONAL CON	TROL - NOT MAINTAI	NED - PILOT IN COMMAN	ND 	
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

File No	487	5/12/86	BROOKSVILLE, F	L A	A/C Reg. No. N2425P			Time (Lc1) - 1910 EDT				
Basic Informa		oto NONE /	GENERAL AVIATI	(ON)	De			To 444	_:			
Type Uperat	ing Certific	ate-NUNE (GENERAL AVIATI		craft Dama JBSTANTIAL	•	Fatal	Inju Serious		None		
Type of Open	ration	-PERSON	IAI	Fir	_	Crew		0	M 11101	0		
Flight Condu					NE .	Pass	-	.0	i	ŏ		
Accident Oc				110	.,,,	. 400	ŭ	ŭ	·	Ŭ		
Aircraft Info												
Make/Mode1				Eng Make/Model		0-320-A1A		Installed/				
Landing Gear		.E-FIXED		Number Engines				tall Warni	ng System	- YES		
Max Gross W						ATING-CARBUR	ETOR					
No. of Seats	s - 4 			Rated Power	- 150 H	P						
-Environment/Op	perations In	formation-			•							
Weather Data				nerary				Proximity				
Wx Briefing		CORD OF BR		ast Departure P			ON AIR	PORT				
Method	- N/A			HIDDEN LAKES, F	·Ľ							
	ess - N/A		De	stination			Airport D					
Basic Weath				LOCAL				IDO COUNTY				
	Speed- 360/0 / - 9.		4.70	144					- 20	450		
Visibility	/ - 9. //Clouds -			:/Airspace Type of Flight P	NA NONE			Lth/Wid				
Lowest Sky		- NONE		ype of flight r				Surface Status		JKF		
	ons to Visio			ype of Clearanc ype Apch/Lndg		FIC PATTERN	Runway	Status	- 081			
	tion			ype Apcny Ling		H AND GO						
Condition	of Light	- DAVITCH	ıT			ED LANDING						
-Personnel Info Pilot-In-Comm	- · · · · · · · · · · · · · · · · · · ·	•	Age -	53	Medic	al Certifica	te - VALID	MEDICAL-N	O WAIVERS	/LIMIT		
	e(s)/Rating(s)		l Flight Review			ht Time (F		·,			
PRIVATE			Cur	rent - YE	S T	otal -	252	Last 2	4 Hrs - Ui	NK/NR		
SE LAND			Mon	ths Since - 10) M	ake/Mode1-	83	Last 3	O Days- U	NK/NR		
			Air	craft Type - UN	IK/NR I	nstrument-	6		O Days-			
Instrume	ent Rating(s	:) - NONF						-				
ES FROM THE END	OF THE RWY			IMB WHILE PRACT R BEING POSITIO								
UEL TO RETURN TO					10 THE	RIGHI TANK,	WHICH DID					

File No 4	87 5/12/86	BROOKSVILLE,FL	A/C Reg. No. N2425P	Time (Lc1) - 1910 EDT
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICAL L CLIMB		
Finding(s) 1. FLUID,FUEL - ST 2. FUEL SUPPLY - 3. FUEL TANK SELEC	MISJUDGED - PILOT	IN COMMAND ROPER - PILOT IN COMMAND		
Occurrence #2 Phase of Operation		NCY		
Finding(s) 4. IN-FLIGHT PLANN	ING/DECISION - POO	R - PILOT IN COMMAND		
Occurrence #3 Phase of Operation		ION WITH OBJECT		
Finding(s) 5. OBJECT - TREE(S				
Probable Cause				
The National Transpo	rtation Safety Boa	rd determines that the Pr	obable Cause(s) of this accid	ent

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

-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage		Injur	ries	
Type operating our tri route none (denem	SUBSTAN		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -APPROACH						
-Aircraft Information						
Make/Model - CESSNA 182F	Eng Make/Model - CON			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnir	ng Syst em	- YES
Max Gross Wt - 2800	Engine Type - REC		ETOR			
No. of Seats - 4	Rated Power -	230 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR	PORT		
Method - N/A	OCALA, FL					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	SAME AS ACC/INC		SANFOR	υ Ident -	00	
Wind Dir/Speed- 090/014 KTS Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		150
Lowest Sky/Clouds - 3000 FT		NONE		Surface -		150
Lowest Ceiling - 3000 FT BROK				Status -		
Obstructions to Vision- NONE	Type Apch/Lndg -			0 14 14 1		
Precipitation - NONE	<i>y</i> 1 - 1 - 1 - 3	FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command		Medical Certifica			IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (H			_
PRIVATE	Current - YES			Last 24		
SE LAND	Months Since - 19 Aircraft Type - UNK/NR	Make/Model-	129	Last 30	Days- UN	IK/NR
	Aircraft Type - UNK/NR	Instrument-	O	Last 90	Days-	5
Instrument Rating(s) - NONE						
Narrative		GHTS AT THE END O				

File No. - 517 5/14/86 SANFORD,FL A/C Reg. No. N3516U Time (Lcl) - 1339 EDT

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - APPROACH LIGHT/NAVAID

- 2. VISUAL LOOKOUT INADEQUATE PILOT IN COMMAND
- 3. PROPER DESCENT RATE NOT MAINTAINED PILOT IN COMMAND

----Probable Cause----

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

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

File No 516 5,	/14/86 WINT	ER HAVEN, FL	A/C Reg. No. N6155B			Time (Lcl) - 1325 EDT				
-Basic Information										
Type Operating Certifica	te-NONE (GENER	AL AVIATION)	Aircraft		_			juri		
			SUBSTAN			tal	Serious	-	Minor	None
Type of Operation	-PERSONAL		Fire		Crew	0	0		0	1
Flight Conducted Under Accident Occurred During			NONE		Pass	0	0		0	0
Accident occurred buring	- I AXI									
-Aircraft Information										
Make/Model - CESSNA 18	32A	Eng Make	e/Model - CON	TINENTAL 0-47	0-L	ELT	Installe	J/Ac	tivated	- YES/N
Landing Gear - TRICYCLE	-FIXED	Number E	ingines - 1			S	tall Warı	ning	System	- YES
Max Gross Wt - 2650		Engine 1	ype - REC	IPROCATING-CA	RBURETOR					
No. of Seats - 4		Rated Po	ower -	230 HP						
-Environment/Operations Info	ormation									·
Weather Data	J	Itinerary			Air	port	Proximity	,		
Wx Briefing - NWS Last Departure			arture Point			N AIR		,		
Method - UNK/NR			ACC/INC		_		7			
Completeness - WEATHER		T Destination			Airp	ort D	ata			
Basic Weather - VMC		LOCAL					HAVEN'S	GIL	BERT	
Wind Dir/Speed- 070/00	5 KTS						Ident			
Visibility - 12.0	SM	ATC/Airspac	e	4			Lth/Wid			
Lowest Sky/Clouds -	3500 FT SCA	TTERED Type of F	light Plan -	NONE			Surface			
Lowest Ceiling	- NONE	Type of (Clearance -	NONE	R	unway	Status	-	UNK/NR	
Obstructions to Vision	- NONE	Type Apch	n/Lndg -	NONE		•			•	
Precipitation	- NONE	7. F								
Condition of Light										
								- -		
-Personnel Information								.		
Pilot-In-Command		Age - 29		Medical Certi				-MAT	AFK2/ LIM	11 1
Certificate(s)/Rating(s)	Biennial Flight			Flight Ti					
PRIVATE		Current	- YES	Total					Hrs - UN	
SE LAND		Months Sind	ce - 11	Make/Mode Instrumen	1- 28		Last		Days-	3
GLIDER		Aircraft ly	pe - UNK/NR	Instrumen	t- /		Last	90	Days-	28
Instrument Batisar(-)	NONE									
Instrument Rating(s)	- NUNE									
-Narrative										
PLT STATED THAT AS HE WAS	TAXIING THE AC	FT FROM LANDING	THE NOSE GEA	R BECAME STUC	C IN SOFT	DIRT	THE			
PELLER THEN STRUCK THE GROUN			чел				· · · · · -			
PELLEK IMEN SIKUUK IME GKUUN	NU AND THE ALF	I NUSED UVEK.								

File No. - 516 5/14/86 WINTER HAVEN,FL A/C Reg. No. N6155B Time (Lc1) - 1325 EDT

Occurrence

NOSE OVER

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. TERRAIN CONDITION - SOFT

- 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION SOFT
- 3. VISUAL LOOKOUT INADEQUATE PILOT IN COMMAND

----Probable Cause----

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

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

-Basic Information							
Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage			Injur		
Type of Operation -PERSONAL		SUBSTANTIAL Fire	Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 9		NONE	Pass	•	0	0	1
Accident Occurred During -LANDING	•	HONE	1 433	J	Ü	Ü	•
-Aircraft Information							
Make/Model - PIPER PA-24-260		/Model - LYCOMING I	0-540-N1A5		Installed/Ad		
Landing Gear - TRICYCLE-RETRACTABL		ngines - 1		S	tall Warning	g System	- YES
Max Gross Wt - 3200		ype - RECIP-FUEL	INJECTED				
No. of Seats - 4	Rated Por	wer - 260 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIE		rture Point		ON AIR	PORT		
Method - N/A	MARATHOI	•					
Completeness - N/A	Destination	· •		Airport D			
Basic Weather - VMC Wind Dir/Speed- 150/011 KTS	SAME AS	ACC/INC			ASSEE MUNICI Ident -		
Visibility - 7.0 SM	ATC/Airspace	5			Lth/Wid -		150
Lowest Sky/Clouds - 5000 FT					Surface -		150
Lowest Ceiling - 25000 FT		learance - VFR			Status -		
Obstructions to Vision- NONE	Type Apch		C PATTERN	Kunway	Jacas	DKI	
Precipitation - NONE	Type Apen,	FULL S					
Condition of Light - DAYLIGHT		1022 3	101				
						· ·	
-Personnel Information							
Pilot-In-Command	Age - 62				MEDICAL-WAI	I AFK2\ TI	411
Certificate(s)/Rating(s)	Biennial Flight		_	nt Time (H		Lin a	•
PRIVATE,COMMERCIAL SE LAND.ME LAND	Current Months Since	- YES Tot	al - e/Model-	6032 1687	Last 24 Last 30		2
HELICOPTER	Aircraft Ty		trument-		Last 30		24
HELICOPTER	All Clait Ty		ti-Eng -		Rotorcra		30
		Mai	CT LIIG	133	KO (O) C) 8	X 1 C	30
Instrument Rating(s) - AIRPLAN	E						~
-Narrative							
LE IN THE TRAFFIC PATTERN THE ACFT'S E	LECTRICAL SYSTEM FAIL	LED DUE TO INTERNAL	FAILURE O	F THE ALTE	RNATOR. THE		
	THE EMERGENCY GEAR EX						

File No 5	19 5/15/86 	TALLAHASSEE, FL	A/C Reg. No. N94	91P Time (1	Lc1) - 1240 EDT
Occurrence #1 Phase of Operation	•	NT/SYSTEM FAILURE/MALFL ATTERN - FINAL APPROACH			
Finding(s) 1. ELECTRICAL SYSTE 2. EMERGENCY PROC	•	SS,TOTAL RMED - PILOT IN COMMAND)		
Occurrence #2 Phase of Operation					
Finding(s) 3. WHEELS UP LANDIN	NG - PERFORMED - P	ILOT IN COMMAND			
Probable Cause					
The National Transporis/are finding(s) 2,3	-	rd determines that the	Probable Cause(s) of t	his accident	
Factor(s) relating to	this accident is	/are finding(s) 1			

File No 518 5/16/86 TALLAHASSEE,FL A/C R			lo. N4986J	J Time (Lc1) - 1845 EDT				
-Basic Information Type Operating Certificate-NONE (6	ENERAL AVIATION)	Aircraft Dam		Injuries				
Type of Operation -PERSONA Flight Conducted Under -14 CFR Accident Occurred During -LANDING	91	SUBSTANTIAL Fire NONE	Crew	Fatal O O		Minor O O	None 1 1	
-Aircraft Information Make/Model - PIPER PA-28R-180 Landing Gear - TRICYCLE-RETRACTAE Max Gross Wt - 2500 No. of Seats - 4	LE Number En	Model - LYCOMIN gines - 1 pe - RECIP-F er - 180	UEL INJECTED	St	installed/A	g System	- YES	
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRI Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 170/008 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 6000 FT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary EFING Last Depar TALLAHAS Destination SAME AS ATC/Airspace SCATTERED Type of F1 Type of C1 Type Apch/	SEE,FL ACC/INC ight Plan - NON earance - NON Lndg - TRA	IE IE	Airport F ON AIRF Airport Da TALLAH/ Runway Runway Runway	Proximity PORT ata ASSEE COMME	RCIAL 16 3000/ ASPHALT	50	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE_LAND Instrument Rating(s) - NONE	Age - 44 Biennial Flight Current Months Since Aircraft Typ	Medi Review - UNK/NR - UNK/NR e - UNK/NR	cal Certificat Fligh Total - Make/Model- Instrument-	t Time (Ho	ours)	•		
Instrument Rating(s) - NONENarrative ILE ON FINAL APCH THE ACFT WAS BLOWN T IN TO THE LEFT AND CAME TO REST APRX 7 LVAGE THE LANDING DURING THE APCH INST	5 FT FROM THE EDGE OF	THE RWY. THE PL	T STATED THAT	HE DECIDED				

File No 5	18 5/16/86	TALLAHASSEE,FL	A/C Reg. No. N4986J	Time (Lc1) - 1845 EDT
Occurrence #1 Phase of Operation				
	RVE - NOT CORRECTE	NED - PILOT IN COMMAND O - PILOT IN COMMAND IN COMMAND		
Occurrence #2 Phase of Operation		ION WITH TERRAIN		
Finding(s) 4. TERRAIN CONDITION				
Probable Cause				
The National Transporis/are finding(s) 1,2		rd determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating to	this accident is	/are finding(s) 3		

Basic Information Type Operating Certificate-NONE (GENER)	AL AVIATION)	Aineneft Damage			Iniun	ioc	
Type operating certificate-none (GENERA	AL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0		1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF							
Aircraft Information							
Make/Model - CESSNA 152		Model - LYCOMING 0-:	235-L2C		Installed/A		
Landing Gear - TRICYCLE-FIXED		gines - 1			tall Warnin	g Syste	m - YES
Max Gross Wt - 1670	Engine Ty	pe - RECIPROCATION P	NG-CARBURE	TUR			
No. of Seats - 2	Rated Pow	er - 110 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		•
Wx Briefing - NO RECORD OF BRIEFING		ture Point		ON AIRE	PORT		
Method - N/A Completeness - N/A	SAME AS Destination		,	Ainmont Do	.+-		
Basic Weather - VMC	PALM BEA		•	Airport Da	MUNICIPAL		
Wind Dir/Speed- 090/005 KTS	FALM BEA	CH, FE		Runway		13	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		100
Lowest Sky/Clouds - 2500 FT		ight Plan - VFR			Surface -		
	KEN Type of C1			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/	Lndg - TOUCH AI	ND GO				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information	4	M111	0		MEDIAL NO		C /1 TMTT
Pilot-In-Command Certificate(s)/Rating(s)	Age - 24 Biennial Flight			e - VALID t Time (Ho	MEDICAL-NO	WAIVER	2/LIMII
STUDENT	Current		1 -		Last 24	Hrs -	IINK/NR
STODENT	Months Since		/Model-		Last 30		
	Aircraft Typ	e - N/A Insti		Ō	Last 90	Days-	7
		,				7 -	
Instrument Rating(s) - NONE						•	
·Narrative							
PLT STATED THAT DURING THE TAKEOFF PORTION	ON OF A TOUCH AND	CO LANDING HE LOST I	DIDECTIONAL	CONTROL	OF THE ACE	T THE	

File No. - 490 5/17/86 NAPLES, FL A/C Reg. No. N69133 Time (Lc1) - 1100 EDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. RUDDER - IMPROPER USE OF - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 4. TERRAIN CONDITION - DITCH Occurrence #3 GEAR COLLAPSED Phase of Operation TAKEOFF - GROUND RUN Finding(s) 5. LANDING GEAR - OVERLOAD ----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

Basic Information							
Type Operating Certificate-NON	E (GENERAL AVIATION)	Aircraft Damage		Fatal		uries Minor	None
Type of Operation -INS	TRUCTIONAL	DESTROYED Fire	Crew	7 a ta i	5er 10us 0	MITTION.	None 1
Flight Conducted Under -14		ON GROUND	Pass	ő	ŏ	Õ	Ö
Accident Occurred During -LAN	DING						
Aircraft Information							
Make/Model - CESSNA 152		Make/Model - LYCOMING 0-	235-L2C			Activated	
Landing Gear - TRICYCLE-FIXED		er Engines - 1 ne Type - RECIPROCATI	NO OFBRIDE		tali Warn	ing System	- YES
Max Gross Wt - 1670 No. of Seats - 2		Power - 110 HP					
invironment/Operations Informati	on						
Veather Data	Itinerar			Airport			
Wx Briefing - FSS	Last D	eparture Point		ON AIR	PORT		
Method - TELEPHONE		AS ACC/INC					
Completeness - FULL Basic Weather - VMC	Destina	ITION E AS ACC/INC	•	Airport Da	ata ·WITHAM		
Wind Dir/Speed- 120/008 KTS	SAME	: AS ACC/INC				- 20	
Visibility - 7.0 SM	ATC/Airs	space				- 5000/	200
Lowest Sky/Clouds - 400						- ASPHALT	
Lowest Ceiling - 800		of Clearance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE		pch/Lndg - TRAFFIC					
Precipitation - NONE Condition of Light - DAYL		FULL ST	OP				
Personnel Information Pilot-In-Command	Age - 47		Certificate			VAIVERS/LI	MIT
Certificate(s)/Rating(s)		ght Review		t Time (H		34 11	•
STUDENT		- N/A Tota Since - N/A Make	l - e/Model-	19	Last 2	24 Hrs -	2 10
		Type - N/A Inst	rument-	0	last 9	O Days	19
	2110101	1,700	. amorre	J		oo bays	
Instrument Rating(s) - NO	NE 						
larrative							
STUDENT PLT WAS ON HIS FIRST SUP	ERVISED SOLO FLT AND W	AS ATTEMPTING HIS THIRD	LANDING.	DURING TH	FLARE, 1	THE ACFT	
OONED, NOSED OVER AND STRUCK THE		THE ACFT THEN BURST IN	TO FLAMES	AND WAS CO	NSUMED BY	FIRE. TH	E
AS ABLE TO EXIT THE ACFT WITHOU	T INJURY						

5/20/86 STUART,FL A/C Reg. No. N2OSQ Time (Lc1) - 1755 EDT File No. - 540 LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation LANDING Finding(s) 1. FLARE - IMPROPER - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND 4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

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

File No 496 5/26/86 PEM	NSACOLA, FL A/G	C Reg. No. N11TR		Time (Lcl) -	1430 CDT	
Basic Information Type Operating Certificate-NONE (GENE		raft Damage	F-4-3	Injur		Mana
Time of Openstion DEDCOMAL		STANTIAL	Fatal O	Serious O	Minor O	None 1
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONI		_	0	1	0
Accident Occurred During -DESCENT	NONI	E Pass	U	U	ı	U
Airport Information						
Aircraft Information Make/Model - BLANIK L-13	Eng Make/Madel -	NI/A	CIT	Installed/A	ot ivated	- NO -N/A
Landing Gear - HULL	Eng Make/Model - Number Engines -			Stall Warnin		
Max Gross Wt - UNK/NR		•		Stall Warmin	ig system	- UNK/NK
		N/A				
No. of Seats - 2	Rated Power -	N/A 				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFI			OFF A	IRPORT/STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport			
Basic Weather - VMC	SAME AS ACC/INC			AL AIRPORT		
Wind Dir/Speed- 150/009 KTS					18	
Visibility - 7.0 SM	ATC/Airspace			y Lth/Wid -		
	CATTERED Type of Flight Pla			y Surface -	•	RF
Lowest Ceiling - 25000 FT BF			Runwa	y Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-IN				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 41	Medical Certifica				
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flig	ht Time (Hours)		
PRIVATE	Current - YES	Total -	47	Last 24	Hrs -	1
	Months Since - 12	Make/Model-	26	Last 30	Days- UN	K/NR
GLIDER	Aircraft Type - L-13	3 Instrument- U	NK/NR	Last 90	Days-	6
	7.	Multi-Eng - U	NK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE						
Narrative						
Narrative HE PVT GLIDER PLT WITH A TOTAL OF 47 HOURS						
Narrative HE PVT GLIDER PLT WITH A TOTAL OF 47 HOURS GL HE DISENGAGED THE AERO TOW AND PROCEEDE	ED TO GLIDE FOR ABOUT ONE HO	OUR. THE PLT STATED T	HAT WHEN	HE STARTED B	ACK TO	
Narrative HE PVT GLIDER PLT WITH A TOTAL OF 47 HOURS GL HE DISENGAGED THE AERO TOW AND PROCEEDE IS LOCAL AIRPORT AND WAS ESTABLISHED ON FI	ED TO GLIDE FOR ABOUT ONE HO INAL APPROACH HE ENCOUNTERED	DUR. THE PLT STATED T D DOWN DRAFTS AND COU	HAT WHEN LD NOT ST	HE STARTED B RETCH THE GL	ACK TO	
Narrative HE PVT GLIDER PLT WITH A TOTAL OF 47 HOURS GL HE DISENGAGED THE AERO TOW AND PROCEEDE IS LOCAL AIRPORT AND WAS ESTABLISHED ON FI O THE RWY. HE SELECTED A SOYBEAN FIELD AND	ED TO GLIDE FOR ABOUT ONE HO INAL APPROACH HE ENCOUNTERED	DUR. THE PLT STATED T D DOWN DRAFTS AND COU	HAT WHEN LD NOT ST	HE STARTED B RETCH THE GL	ACK TO	
Narrative HE PVT GLIDER PLT WITH A TOTAL OF 47 HOURS GL HE DISENGAGED THE AERO TOW AND PROCEEDE IS LOCAL AIRPORT AND WAS ESTABLISHED ON FI	ED TO GLIDE FOR ABOUT ONE HO INAL APPROACH HE ENCOUNTERED	DUR. THE PLT STATED T D DOWN DRAFTS AND COU	HAT WHEN LD NOT ST	HE STARTED B RETCH THE GL	ACK TO	

File No 4	196 5/26/86 	PENSACOLA,FL	A/C Reg. No. N11TR	Time (Lcl) - 1430 CDT
Occurrence #1 Phase of Operation		PATTERN - FINAL APPROA	асн	
	ATH - NOT ATTAINE	D - PILOT IN COMMAND CK OF TOTAL EXPERIENCE	E - PILOT IN COMMAND	
Occurrence #2 Phase of Operation		SION WITH OBJECT		
Finding(s) 4. OBJECT - TREE(S				
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transpo		ard determines that th	ne Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is	s/are finding(s) 4		

File No 493 5/26/86 WINDER	RMERE,FL A/C Re	g. No. N7850X	Т	ime (Lc1) -	1830 ED1	r
Basic Information Type Operating Certificate-NONE (GENERAL	L AVIATION) Aircraft SUBSTAN		Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Cre Pas	ew O ss O	0	0	1
Aircraft Information Make/Model - CESSNA 172 Landing Gear - FLOAT Max Gross Wt - 2400 No. of Seats - 4	Eng Make/Model - CON Number Engines - 1 Engine Type - REC) ELT S	Installed/Adtall Warning		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 140/010 KTS Visibility - 12.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point ALTAMONTE SPRIN,FL Destination LOCAL ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE.	OFF AII Airport D Runway Runway Runway		WATER	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE_SEA Instrument Rating(s) - NONE	Biennial Flight Review Current - YES Months Since - 11 Aircraft Type - UNK/NR THE ENG OF THE FLOAT PLANE F	Total - Make/Model- Instrument- Multi-Eng - AILED FOR UNDETE LT STATED THAT H	ight Time (He 400 400 UNK/NR UNK/NR ERMINED CAUS	Last 24 Last 30 Last 90 Rotorcra	Hrs - UN Days- UN Days- aft - UN	IK /ND

File No 4	93 5/26/86 WINDERMERE,FL	A/C Reg. No. N7850X	Time (Lc1) - 1830 EDT
Occurrence #1 Phase of Operation			
Finding(s) 1. UNDETERMINED		·	·
	IN FLIGHT COLLISION WITH OBJECT DESCENT - EMERGENCY		
Finding(s) 2. OBJECT - TREE(S 3. LOWERING OF F) LAPS - IMPROPER - PILOT IN COMMAND		
Occurrence #3 Phase of Operation	HARD LANDING LANDING - FLARE/TOUCHDOWN		
Probable Cause		`	
The National Transpois/are finding(s) 1	rtation Safety Board determines that	t the Probable Cause(s) of this accide	ent

File No 515 5/30/86 JACK	SUNVILLE,FL	A/C Reg.	No. N1888Q		ime (Lcl) -		
-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft D		Fatal	Injur Serious	ies Minor	None
Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	A L	Fire NONE	Crew Pass	0	0 0		2 0
-Aircraft Information Make/Model - CESSNA 177RG Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2800 No. of Seats - 4		ngines - 1 pe - RECIP	ING IO-360-A1B6 -FUEL INJECTED O HP		Installed/Adtall Warning		
-Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINEN Basic Weather - VMC Wind Dir/Speed- 180/007 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 8500 FT Lowest Ceiling - 8500 FT BROW Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SANFORD, Destination SAME AS ATC/Airspace Type of F1	ACC/INC e ight Plan - V earance - V Lndg - TI		ON AIR Airport Da CRAIG ! Runway Runway Runway	ata MUNICIPAL	ASPHALT	100
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND	Age - 61 Biennial Flight Current Months Since Aircraft Typ	Review - UNK/NR	Total - Make/Model-	ht Time (Ho 3957 150	ours) Last 24	Hrs - Days- UN	2
Instrument Rating(s) - AIRPLANE							
Narrative E PLT STATED THAT THE LANDING GEAR INDICATO WN THE LANDING GEAR COLLASPED AND THE ACFT OPERATE NORMALLY IN ALL MODES. THE LANDING	SLID TO A STOP. F	OST CRASH EXAL	MINATION OF THE	LANDING GI	EAR SHOWED 1	ΙΤ	

File No. - 515 5/30/86 JACKSONVILLE, FL A/C Reg. No. N1888Q Time (Lc1) - 0754 EDT

Occurrence #1 GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. LANDING GEAR, GEAR WARNING SYSTEM INOPERATIVE
- 2. CHECKLIST NOT FOLLOWED PILOT IN COMMAND
- 3. WHEELS UP LANDING PERFORMED PILOT IN COMMAND

----Probable Cause----

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

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

-Basic Information							
Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damag	e		Inj	uries	
		SUBSTANTIAL		Fatal	Serious		None
Type of Operation -PERSON		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFF Accident Occurred During -LANDIN		NONE	Pass	0	0	0	1
-Aircraft Information							
Make/Model - PIPER PA-24-400	Eng Make	/Model - LYCOMING	IO-720-A1A			/Activated	
Landing Gear - TRICYCLE-RETRACTA		ngines - 1		S.	tall Warn	ing Syst em	- YES
Max Gross Wt - 3600	Engine T						
No. of Seats - 4	Rated Po	wer - 400 HP					
-Environment/Operations Information							
Weather Data	Itinerary	_		Airport F			
Wx Briefing - FSS		rture Point		ON AIR	PORT		
Method - TELEPHONE	SAVANNA	•					
Completeness - FULL	Destinatio		4	lirport Da			
Basic Weather - VMC	WEST PA	LM BCH,FL		ST. AUG		αó	
Wind Dir/Speed- 180/007 KTS	470/41	_		Runway		- 20	450
Visibility - 7.0 SM	ATC/Airspac					- 2530/	150
• • • • • • • • • • • • • • • • • • •	FT SCATTERED Type of F FT BROKEN Type of C	learance - IFR			Status	- ASPHALT - DRY	
Lowest Ceiling - 10000 F Obstructions to Vision- NONE	Type Apch		CUT_TN	Runway	Status	- DK1	
Precipitation - NONE	Type Apcil		D LANDING				
Condition of Light - DAYLIGH	4T	TORCE	D CAMDING				
-Personnel Information	4.55	Madia	l Certificate	VAL TO	MEDICAL	WATVEDS /LTA	AT T
Pilot-In-Command Certificate(s)/Rating(s)	Age - 62 Biennial Flight			: Time (Ho		WAIVERS/ LI	411
PRIVATE	Current			847		24 Hrs -	2
SE LAND	Months Sinc	o - 4 Ma	ke/Model-	660		30 Days-	2
SE LAIND	Aircraft Ty		strument-			90 Days-	4
						,-	
Instrument Rating(s) - AIRP							
-Narrative							
DROED LOG WAS MADE AFTER THE ENG FA	ILED WHILE CRUISING AT	8000 FT. AN EXAM O	F THE ENG REV	EALED TH	THE TO	P OF THE	
NKCASE WAS CRACKED & A HOLE WAS IN							
NECTING ROD HAD BROKEN OFF & THE ROI	WAS PROTRUDING THROUG	H THE HOLE IN THE	CASE. WHEN TH	E ROD FAT	LED, ENG	OIL	
AYED OVER THE WINDSHIELD OBSCURING	THE PLT'S FORWARD VISIO	N. THE ACFT WAS A	1964 MODEL &	ACCORDING	TO RECO	RDS, THE	
HAD NEVER BEEN REMOVED FROM THE ACK	T OR OVERHAULED DURING	THE 22 YEAR PERIO	D SINCE NEW.	TOTAL TI	IE ON THE	ACFT	
ENG WAS 1446 HOURS. THE OWNER/PLT S							
ENG WAS 1440 HOURS: THE OWNER, LET							

File No 48	85 6/11/86	ST.AUGUSTINE,FL	A/C Reg. No. N8495P	Time (Lc1) - 1730 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TO	TAL) - MECH FAILURE/MAL	FUNCTION	
Finding(s) 1. ENGINE ASSEMBLY,	CONNECTING ROD - I	FAILURE, TOTAL		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGEN	NCY		
	IN FLIGHT COLLIS			
Phase of OperationProbable Cause		FOUCHDOWN	· 	

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

Type Operating Certificate-NONE (GERTYPE Operating Certificate-NONE (GERTYPE OPERATION CERTIFICATE OPERATION C	IONAL SUI IONAL Fir No Eng Make/Model Number Engines Engine Type Rated Power	- LYCOMING - 1 - RECIPROCA - 110 HP	Crew Pass 0-235-L2C TING-CARBURETO	Sta R irport Pi ON AIRS rport Da NEW HIB Runway I Runway I	TRIP ta ISCUS	Minor 0 0 ctivated g System	- YES
Type of Operation -INSTRUCT Flight Conducted Under -14 CFR 9 Accident Occurred During -TAKEOFF Aircraft Information Make/Model - PIPER PA-38-112 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 130/016 KTS Visibility - 12.0 SM Lowest Sky/Clouds - 3500 FT: Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Eng Make/Model Number Engines Engine Type Rated Power Itinerary Last Departure P SEBASTIAN,FL Destination VERO BEACH,FL ATC/Airspace SCATTERED Type of Flight P Type of Clearance	JESTANTIAL TO SEE THE	Crew Pass 0-235-L2C TING-CARBURETO	O O O O O O O O O O O O O O O O O O O	Serious O O nstalled/A all Warnin roximity TRIP ta ISCUS Ident - Lth/Wid -	Minor 0 0 ctivated g System	1 0 - YES/YES - YES
Flight Conducted Under -14 CFR 9 Accident Occurred During -TAKEOFF Aircraft Information Make/Model - PIPER PA-38-112 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 130/016 KTS Visibility - 12.0 SM Lowest Sky/Clouds - 3500 FT: Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Eng Make/Model Number Engines Engine Type Rated Power Itinerary Last Departure P SEBASTIAN,FL Destination VERO BEACH,FL ATC/Airspace SCATTERED Type of Flight P Type of Clearance	PE LYCOMING - 1 - RECIPROCA - 110 HP	Crew Pass 0-235-L2C TING-CARBURETO	O O O O O O O O O O O O O O O O O O O	O O O Installed/A all Warnin Installed/A all Warnin Installed Inst	O O O O O O O O O O O O O O O O O O O	1 0 - YES/YES - YES
Flight Conducted Under -14 CFR 9 Accident Occurred During -TAKEOFF Aircraft Information Make/Model - PIPER PA-38-112 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 130/016 KTS Visibility - 12.0 SM Lowest Sky/Clouds - 3500 FT: Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Eng Make/Model Number Engines Engine Type Rated Power Itinerary Last Departure P SEBASTIAN,FL Destination VERO BEACH,FL ATC/Airspace SCATTERED Type of Flight P Type of Clearance	- LYCOMING - 1 - RECIPROCA - 110 HP	Pass 0-235-L2C TING-CARBURETO	ELT II Sta R irport PI ON AIRS NEW HIB: Runway: Runway:	nstalled/A all Warnin roximity TRIP ta ISCUS Ident - Lth/Wid -	O 	O - YES/YES - YES
Accident Occurred During -TAKEOFFAircraft Information Make/Model - PIPER PA-38-112 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 130/016 KTS Visibility - 12.0 SM Lowest Sky/Clouds - 3500 FT: Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s)	Eng Make/Model Number Engines Engine Type Rated Power Itinerary Last Departure P SEBASTIAN,FL Destination VERO BEACH,FL ATC/Airspace SCATTERED Type of Flight P Type of Clearance	- LYCOMING - 1 - RECIPROCA - 110 HP	O-235-L2C TING-CARBURETO	ELT II Sta R irport Pi ON AIRS rport Da NEW HIB Runway I Runway I	nstalled/A all Warnin roximity TRIP ta ISCUS Ident - Lth/Wid -	ctivated g System	
Aircraft Information Make/Model - PIPER PA-38-112 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 130/016 KTS Visibility - 12.0 SM Lowest Sky/Clouds - 3500 FT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s)	Number Engines Engine Type Rated Power Itinerary Last Departure Postination VERO BEACH,FL ATC/Airspace SCATTERED Type of Flight P	- 1 - RECIPROCA - 110 HP	TING-CARBURETO	Sta R irport Pi ON AIRS rport Da NEW HIB Runway I Runway I	all Warnin roximity TRIP ta ISCUS Ident - Lth/Wid -	g System	- YES
Make/Model - PIPER PA-38-112 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 130/016 KTS Visibility - 12.0 SM Lowest Sky/Clouds - 3500 FT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s)	Number Engines Engine Type Rated Power Itinerary Last Departure Postination VERO BEACH,FL ATC/Airspace SCATTERED Type of Flight P	- 1 - RECIPROCA - 110 HP	TING-CARBURETO	Sta R irport Pi ON AIRS rport Da NEW HIB Runway I Runway I	all Warnin roximity TRIP ta ISCUS Ident - Lth/Wid -	g System	- YES
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed - 130/016 KTS Visibility - 12.0 SM Lowest Sky/Clouds - 3500 FT: Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s)	Number Engines Engine Type Rated Power Itinerary Last Departure Postination VERO BEACH,FL ATC/Airspace SCATTERED Type of Flight P	- 1 - RECIPROCA - 110 HP	TING-CARBURETO	Sta R irport Pi ON AIRS rport Da NEW HIB Runway I Runway I	all Warnin roximity TRIP ta ISCUS Ident - Lth/Wid -	g System	- YES
Max Gross Wt - 1670 No. of Seats - 2Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 130/016 KTS Visibility - 12.0 SM Lowest Sky/Clouds - 3500 FT: Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s)	Engine Type Rated Power Itinerary Last Departure P SEBASTIAN,FL Destination VERO BEACH,FL ATC/Airspace SCATTERED Type of Flight P Type of Clearance	- RECIPROCA - 110 HP 	A	rport Pi ON AIRS rport Da NEW HIB Runway I Runway I	roximity TRIP ta ISCUS Ident - Lth/Wid -	18 3300 -UI	 NK/NR
Max Gross Wt - 1670 No. of Seats - 2Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 130/016 KTS Visibility - 12.0 SM Lowest Sky/Clouds - 3500 FT: Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s)	Engine Type Rated Power Itinerary Last Departure P SEBASTIAN,FL Destination VERO BEACH,FL ATC/Airspace SCATTERED Type of Flight P Type of Clearance	- RECIPROCA - 110 HP 	A	rport Pi ON AIRS rport Da NEW HIB Runway I Runway I	roximity TRIP ta ISCUS Ident - Lth/Wid -	18 3300 -UI	 NK/NR
No. of Seats - 2Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 130/016 KTS Visibility - 12.0 SM Lowest Sky/Clouds - 3500 FT: Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s)	Rated Power Itinerary Last Departure P SEBASTIAN,FL Destination VERO BEACH,FL ATC/Airspace SCATTERED Type of Flight P Type of Clearance	- 110 HP	A	irport Pi ON AIRS rport Da NEW HIB Runway I Runway I	TRIP ta ISCUS Ident - Lth/Wid -	3300 -U	
Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 130/016 KTS Visibility - 12.0 SM Lowest Sky/Clouds - 3500 FT: Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Itinerary Last Departure Post SEBASTIAN, FL Destination VERO BEACH, FL ATC/Airspace SCATTERED Type of Flight P Type of Clearance	lan - NONE		ON AIRS rport Da NEW HIB: Runway : Runway I	TRIP ta ISCUS Ident - Lth/Wid -	3300 -U	
Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 130/016 KTS Visibility - 12.0 SM Lowest Sky/Clouds - 3500 FT: Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Itinerary Last Departure Post SEBASTIAN, FL Destination VERO BEACH, FL ATC/Airspace SCATTERED Type of Flight P Type of Clearance	lan - NONE		ON AIRS rport Da NEW HIB: Runway : Runway I	TRIP ta ISCUS Ident - Lth/Wid -	3300 -U	
Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed - 130/016 KTS Visibility - 12.0 SM Lowest Sky/Clouds - 3500 FT: Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s)	Last Départure P SEBASTIAN,FL Destination VERO BEACH,FL ATC/Airspace SCATTERED Type of Flight P Type of Clearance	lan - NONE		ON AIRS rport Da NEW HIB: Runway : Runway I	TRIP ta ISCUS Ident - Lth/Wid -	3300 -U	
Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 130/016 KTS Visibility - 12.0 SM Lowest Sky/Clouds - 3500 FT: Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s)	SEBASTIAN,FL Destination VERO BEACH,FL ATC/Airspace SCATTERED Type of Flight P Type of Clearance	lan - NONE	Aí	rport Da NEW HIB: Runway : Runway I	ta ISCUS Ident - Lth/Wid -	3300 -U	
Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 130/016 KTS Visibility - 12.0 SM Lowest Sky/Clouds - 3500 FT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Destination VERO BEACH,FL ATC/Airspace SCATTERED Type of Flight P Type of Clearance		Aí	NEW HIB: Runway : Runway I	ISCUS Ident - Lth/Wid -	3300 -U	
Basic Weather - VMC Wind Dir/Speed- 130/016 KTS Visibility - 12.0 SM Lowest Sky/Clouds - 3500 FT: Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s)	VERO BEACH,FL ATC/Airspace SCATTERED Type of Flight P Type of Clearance		Al	NEW HIB: Runway : Runway I	ISCUS Ident - Lth/Wid -	3300 -U	
Wind Dir/Speed- 130/016 KTS Visibility - 12.0 SM Lowest Sky/Clouds - 3500 FT: Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s)	ATC/Airspace SCATTERED Type of Flight P Type of Clearanc			Runway : Runway I	Ident - Lth/Wid -	3300 -U	
Visibility - 12.0 SM Lowest Sky/Clouds - 3500 FT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s)	SCATTERED Type of Flight P Type of Clearance			Runway I	Lth/Wid -	3300 -U	
Lowest Sky/Clouds - 3500 FT : Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s)	SCATTERED Type of Flight P Type of Clearance						
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s)	Type of Clearance			Runway S	Surface -	GRASS/TU	RF
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s)		e - NONE					
Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s)	Type Apch/Lodg			Runway S	Status -	ROUGH	
Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s)	, yes apon, thag	- NONE					
Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s)							
Pilot-In-Command Certificate(s)/Rating(s)							
Pilot-In-Command Certificate(s)/Rating(s)							
Certificate(s)/Rating(s)	Age - 21	Medica	1 Certificate	~ VALID N	MEDICAL-NO	WAIVERS/	LIMIT
	Biennial Flight Review			Time (Hou			
	Current - N/			35	Last 24	Hrs -	1
J. 00 =	Months Since - N/				Last 30		
	Aircraft Type - N/		strument-		Last 90	Days ON	24
	Afficial Type N/	A 111	3 Cl dilleric	•	Last 50	Days	24
Instrument Rating(s) - NONE							
	TIME A DRAGTICE COST SISIN	TAKEOFF FRO	M DUV 40 BUCT	DDTOD TO		THE	
HE STUDENT PLT STATED THAT HE WAS ATTEMP							
IN GEAR CONTACTED A BUMP IN THE AIRSTRI							
REES ALONGSIDE THE RWY. THE SURFACE WIND							
JSTS TO 20 KTS. THE PLT HAD BEEN PREVIOUS		STUDENT PL	TS WERE NOT PE	RMITTED '	IU CONDUCT		
DLO OPERATIONS FROM THAT ARPT DUE TO THE	DOLICH TIDE DWVC						
	ROUGH TURE KWIS.						

File No. - 541 6/11/86 VERO BEACH, FL A/C Reg. No. N2378D Time (Lcl) - 1530 EDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. TERRAIN CONDITION - ROUGH/UNEVEN 2. WEATHER CONDITION - CROSSWIND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND ON GROUND COLLISION WITH OBJECT Occurrence #2 Phase of Operation TAKEOFF - GROUND RUN 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) 3

PAGE 187

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

File No 514 6/21/86 PLANT C	ITY,FL A/C Re	g. No. N63133	Т	ime (Lc1) -	0900 ED	Γ
Basic Information Type Operating Certificate-NONE (GENERAL				Injur		
	DESTROY	ED	Fatal			None
Type of Operation -INSTRUCTIONAL	Fire	Crew	_	. O	2	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	0
Aircraft Information						
Make/Model - CESSNA 150M	Eng Make/Model - CON	TINENTAL 0-200-A	ELT	Installed/A	ctivated	- YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		. S	tall Warnin	g System	- YES
Max Gross Wt - 1600		IPROCATING-CARBUR	ETOR			
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			RPORT/STRIP		
Method - N/A	BRANDON, FL					
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	LOCAL		·			
Wind Dir/Speed- CALM			Runway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace				N/A	
	RED Type of Flight Plan -			Surface -		
Lowest Ceiling - 2000 FT BROKEN			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg ~	FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command A	ge - 58	Medical Certifica	te - VALID	MEDICAL-WA	IVERS/LI	MIT
Certificate(s)/Rating(s)	iennial Flight Review	Flig	ht Time (H	ours)		
COMMERCIAL, CFI	Current - YES	Total ~	1011	Last 24	Hrs -	1
SE LAND, ME LAND	Months Since - 1	Make/Mode1-	665	Last 30		NK/NR
	Aircraft Type - UNK/NR	Instrument-	110	Last 90	Days-	6
		Multi-Eng -	12			
Instrument Rating(s) - AIRPLANE						
Narrative	CC ACTED TAKEOUE THE END	DECAN SEVERELY VI	DOATING T	IE THETDUCT	00	
WHILE ON A DUAL STUDENT PLT FLT, ABOUT 10 MINUT PLT TOOK CONTROL OF THE ACFT, REDUCED POWER AND					UK	
FAILED COMPLETELY. THE INSTRUCTOR PLT THEN EXEC					ENCTNE	
REVEALED THAT THE #2 CYLINDER CONNECTING ROD HA						· ·
THE #2 CYLINDER WAS HEAT DAMAGED AND THE ROD CA						
AND EXTENSIVELY WORN. AVAILABLE RECORDS INDICAT						
AND EXTENSIVELY WURN. AVAILABLE RECURDS INDICAT	E ITAL THE ENGLISE HAD BEEN	OVERHAULED ABOUT	632 HUUKS	FKEVIOUSLT	-	

File No 5	14 6/21/86	PLANT CITY,FL	A/C Reg. No. N63133	Time (Lc1) - 0900 EDT
Occurrence #1 Phase of Operation		TAL) - MECH FAILURE/M	ALFUNCTION	
Finding(s) 1. ENGINE ASSEMBLY 2. ENGINE ASSEMBLY		FAILURE,TOTAL		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGE	NCY		
Occurrence #3 Phase of Operation		ION WITH OBJECT		
Finding(s) 3. OBJECT - TREE(S)			
Probable Cause				
The National Transpois/are finding(s) 1,		ard determines that the	e Probable Cause(s) of this accid	ent

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

Aircraft Damage		Injuries	
SUBSTANTIAL	Fatal		
Fire	Crew O	0 1	0
NONE	Pass 0	0 0	0
•			
Eng Make/Model - LYCOMING T	5508D EL	T Installed/Activate	d - YES/NO
		otall naming cycle	,,,,
Rated Power - 2250 HP			
Itinerary	Airnon	t Provimity	
•	•		
	511	AIRFORI/SIRIF	
	Ainpont	Da+a	
	Allipoint	Data	
LOCAL	Pupu	av Ident - N/A	
ATC/Ainspace			
		ay Status - N/A	
Type Apeny Endg - Pokceb	LANDING		
ne - 35 Medical	Certificate - VAL	TO MEDICAL-NO WATVER	S/I TMTT
			3/ LIMI
		•	4
	trument - 170	Last 90 Days	240
Mills	tiallerit 170	Potononaft -	
MQ I	triting 0	ROTOLCIAIT	13221
	Eng Make/Model - LYCOMING T Number Engines - 1 Engine Type - TURBOSHAFT Rated Power - 2250 HP Itinerary Last Departure Point BULLARD, GA Destination LOCAL ATC/Airspace ED Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED e - 35 Medical ennial Flight Review Current - YES Toto Months Since - 4 Make Aircraft Type - 214B-1 Ins	Eng Make/Model - LYCOMING T5508D EL Number Engines - 1 Engine Type - TURBOSHAFT Rated Power - 2250 HP Itinerary Airpor Last Departure Point OFF BULLARD, GA Destination Airport LOCAL Runw ATC/Airspace Runw Type of Flight Plan - NONE Runw Type of Clearance - NONE Runw Type Apch/Lndg - FORCED LANDING e - 35 Medical Certificate - VAL ennial Flight Review Flight Time Current - YES Total - 13656 Months Since - 4 Make/Model - 2100 Aircraft Type - 214B-1 Instrument - 170	Eng Make/Model - LYCOMING T5508D ELT Installed/Activate Number Engines - 1 Stall Warning Syste Engine Type - TURBOSHAFT Rated Power - 2250 HP Itinerary Airport Proximity Last Departure Point OFF AIRPORT/STRIP BULLARD, GA Destination Airport Data LOCAL ATC/Airspace Runway Ident - N/A Type of Clearance - NONE Runway Surface - N/A Type Apch/Lndg - FORCED LANDING Recompany Status - N/A Runway Status - N

Time (Lcl) - 1022 EST File No. - 526. 3/03/86 BULLARD, GA A/C Reg. No. N114RM LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Occurrence #1 Phase of Operation HOVER Finding(s) 1. TURBOSHAFT ENGINE, GAS GENERATOR TURBINE - SEPARATION 2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER PERSON 3. TURBOSHAFT ENGINE, GAS GENERATOR TURBINE - FAILURE, TOTAL Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 4. AUTOROTATION - PERFORMED - PILOT IN COMMAND Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - NONE SUITABLE The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

File No 473 5/24/86 FAYETT	EVILLE, GA A/C	eg. No. N8276	Time (Lc1) - 1745 EDT				
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	. AVIATION) Aircraí SUBSTA Fire NONE	Cre	_	Injuri Serious O O		None 0 0	
Aircraft Information Make/Model - LANGEFORD MIDGET MUSTANG Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 900 No. of Seats - 1	Number Engines - 1 Engine Type - RE		S	Installed/Actall Warning			
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 240/006 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 25000 FT THIN Lowest Ceiling - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point FAYETTEVILLE,GA Destination LOCAL ATC/Airspace OVC Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	OFF AII Airport Do WILLOW Runway Runway Runway Runway	POND Ident - Lth/Wid - Surface -			
Certificate(s)/Rating(s) COMMERCIAL ME LAND	Age - 46 Biennial Flight Review Current - YES Months Since - 8 Aircraft Type - C-175	Total - ` Make/Model-	ght Time (Ho 1051 217 48	ours) Last 24 Last 30	Hrs - UN Days- UN Days- UN	K/NR K/NR K/NR	
Instrument Rating(s) - AIRPLANENarrative HE PLT HAD FLOWN THE ACFT FOR ABOUT 20 MINUTE N APCH. HE INITIATED A GO-AROUND AND REACHED ND THE ACFT NOSED OVER. EXAM REVEALED THAT FU HE PLT STATED THAT HE DID NOT VISUALLY CHECK	ABOUT 400 FT AGL WHEN THE EL EXHAUSTION HAD OCCURRED	ENG QUIT. HE MADE AND THE FUEL GUAC	A FORCED L	ANDING IN A	FIELD		

File No. - 473 5/24/86 FAYETTEVILLE, GA A/C Reg. No. N8276 Time (Lcl) - 1745 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 3. FUEL SUPPLY - NOT IDENTIFIED - PILOT IN COMMAND 4. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INOPERATIVE Occurrence #2 FORCED LANDING Phase of Operation APPROACH - GO-AROUND (VFR) Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3 Factor(s) relating to this accident is/are finding(s) 1

File No 456 1/01/86	KAMUELA,HI	A/C Reg. No. N	17320K	Time (Lc1) - 1110 HST			
Basic Information Type Operating Certificate-ON-DE	MAND AIR TAXI Ai	rcraft Damage			Injuri	es	
Name of Cannian Al ME	מודמם	ESTROYED		Fatal	Serious	Minor	None
Type of Operation -NON Softight Conducted Under -14 CF	CHED, DOMESTIC, PASSENGER Fi	re	Crew	0	1	0	0
Flight Conducted Under -14 CF	R 135 N	DNE	Pass	1	3	0	0
Accident Occurred During -MANEU	VERING						
Aircraft Information							
Make/Model - CESSNA R172K	Eng Make/Model		. IO-360-KB		nstalled/Ac		
Landing Gear - TRICYCLE-FIXED	Number Engines			St	all Warning	, System	- YES
Max Gross Wt - 2550	Engine Type	- RECIP-FUEL	INJECTED				
No. of Seats - 4	Rated Power	- 195 HP					
Environment/Operations Information							
Weather Data	Itinerary		A		roximity		
Wx Briefing - NO RECORD OF B		Point		OFF AIRPORT/STRIP			
Method - N/A	KEAHOLE, HI						
Completeness - N/A	Destination		Ai	rport Da	ta		
Basic Weather - VMC	LOCAL				_		
Wind Dir/Speed- 050/037 KTS						N/A	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		
	FT SCATTERED Type of Flight				Surface -	•	
	FT BROKEN Type of Clearan		•	Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - RAIN S							
Condition of Light - DAYLIG	⊣⊺ 					. =	
Personnel Information							
Pilot-In-Command	Age - 51		Certificate			VERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Revie		Flight	Time (Ho	urs)		
		NK/NR Tota	1] - 30	05	Last 24		
SE LAND		NK/NR Make	Model- 5	81	Last 30	Days- UN	K/NR
	Aircraft Type - U						
		Mult	:i-Eng - UNK/	NR	Rotorcra	aft - UN	K/NR
COMMERCIAL SE LAND	Current - U Months Since - U Aircraft Type - U	NK/NR Make NK/NR Inst	al - 30 e/Model- 5 :rument- UNK/ :i-Eng - UNK/	8 1 NR	Last 30 Last 90	Hrs - UNK Days- UNK Days- UNK aft - UNK	⟨/ ⟨/

File No. - 456 1/01/86 A/C Reg. No. N7320K KAMUELA, HI Time (Lcl) - 1110 HST LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation MANEUVERING Finding(s) 1. WEATHER CONDITION - CLOUDS 2. WEATHER CONDITION - HIGH WIND 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 4. WEATHER CONDITION - TURBULENCE 5. HAZARDOUS WEATHER ADVISORY - DISREGARDED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5 Factor(s) relating to this accident is/are finding(s) 1,2,4

File No 586 4/23/86	KAHULUI,HI	A/C Reg. No. N	g. No. N9288F Time (Lc1) - 1149 HST			•	
Basic Information	(0-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1						
Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage			Injur		
Time of Openshies BugIts	-00	SUBSTANTIAL	_	Fatal	Serious	Minor	None
Type of Operation -BUSIN		Fire	Crew	0	,0	0	1
Flight Conducted Under -14 CFI Accident Occurred During -LANDIN	NG	NONE	Pass	0	0	1	1
Aircraft Information							
Make/Model - HUGHES 269	Eng Make	/Model - LYCOMING HI	0-3 6 0-D1A		Installed/A		
Landing Gear - SKID	Number E	ngines - 1		S	tall Warnir	ng System	- NO
Max Gross Wt - 2050	Engine T		INJECTED				
No. of Seats - 3	Rated Po	wer - 190 HP					
Environment/Operations Information							
Weather Data	Itinerary			•	Proximity		
Wx Briefing - NO RECORD OF BI Method - N/A	RIEFING Last Depa KAHULUI	rture Point ,HI		ON AIR	PORT		
Completeness - N/A	Destination	า	Α	irport D	ata		
Basic Weather - VMC	LOCAL			KAHULU	I		
Wind Dir/Speed- 080/020 KTS				Runway	Ident -	UNK/NR	
Visibility - 20.0 SM	ATC/Airspace			Runway	Lth/Wid -	· UNK/NR	
Lowest Sky/Clouds - 2500 I	T SCATTERED 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 - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGH	1 T						
Personnel Information							
Pilot-In-Command	Age - 39	Medical	Certificate			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flight	Time (H	ours)		
PRIVATE, COMMERCIAL	Current	- YES Tota	1 - 1	246	Last 24	Hrs -	4
SE LAND	Months Since	e – 2 Make	/Mode1-	251	Last 30	Days- UN	K/NR
HELICOPTER	Aircraft Typ	be - 269 Inst	rument-	11	Last 90	Days-	204
•					Rotorcr	aft -	252
Instrument Rating(s) - NONE							
-Narrative							
HUGHES 269 WENT OUT OF CONTROL AFTER	=						
SINE FAILED. THE ENG WAS RUN ON A ENG							
WITHIN SPECIFIED PARAMETERS. AC 61-							
ECLUDE SUFFICIENT AFT CYCLIC CONTROL							
ADED DOWNWIND. CHECK THE HELICOPTER F							
DVERING POWER REQUIRES A LARGE AMOUNT							
		TO THE STOLE ONCE T	HE THOM HAC	REGUN "	THE		
IS AMOUNT MUST BE AVAILABLE TO PREVEN							
S AMOUNT MUST BE AVAILABLE TO PREVEN ERATORS MANUAL FOR THE HUGHES MODEL 2 7.4 KTS) WINDS FROM ANY DIRECTION." 1	269C STATES THAT "CONTRO	DLLABILITY HAS BEEN	SHOWN TO BE	ADEQUAT	E IN 20 MPH	ł	

4/23/86 File No. - 586 KAHULUI,HI A/C Reg. No. N9288F Time (Lc1) - 1149 HST LOSS OF POWER Occurrence #1 Phase of Operation HOVER Finding(s) 1. WEATHER CONDITION - HIGH WIND 2. WEATHER CONDITION - TAILWIND 3. WIND INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 5. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND 7. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND 8. COMPENSATION FOR WIND CONDITIONS - NOT UNDERSTOOD - PILOT IN COMMAND Occurrence #2 HARD LANDING Phase of Operation DESCENT - UNCONTROLLED Finding(s) 9. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND Occurrence #3 ROLL OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 10. LANDING GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,8,9 Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,10

Basic Information Type Operating Certificate	-NONE (GENERAL	AVIATION) Airc	raft Damage		Injur	ies	
,, ,	, –		STANTIAL	Fatal	•		None
	-PERSONAL	Fire		rew O	0	0	1
Flight Conducted Under		NON	E Pa	ass O	0	2	1
Accident Occurred During	-TAKEOFF						
Aircraft Information					*		
Make/Model - MAULE M5-1			LYCOMING 0-360-C1		Installed/A		
Landing Gear - TAILWHEEL-	ALL FIXED	Number Engines -			itall Warnin	g System	- YES
Max Gross Wt - 2300			RECIPROCATING-CARE	BURETOR			
No. of Seats - 4		Rated Power -	180 HP				
Environment/Operations Infor	mation						
Weather Data		Itinerary			Proximity		
Wx Briefing - FSS		Last Departure Po	int	ON AIR	PORT		
Method - UNK/NR		SAND POINT, ID					
Completeness - UNK/NR		Destination		Airport [
Basic Weather - VMC Wind Dir/Speed- UNK/NR		YAKIMA, WA		SANDPO		40	
Visibility - 50.0	CM	ATC/Airspace			/Ident - /Lth/Wid -	19	75
Lowest Sky/Clouds -		Type of Flight Pla	an - NONE		Surface -		/5
Lowest Ceiling -					Status -		
Obstructions to Vision-		Type Apch/Lndg			•		
Precipitation -							
Condition of Light -	DAYLIGHT		·				
Personnel Information							
Pilot-In-Command		Age - 35				WAIVERS/	LIMIT
Certificate(s)/Rating(s)		Biennial Flight Review	F.	light Time (F	lours)		
PRIVATE		Current - YES	Total	- 551 - 11	Last 24	Hrs - UN	IK/NR
SE LAND		Months Since - 10	Make/Model	- 11	Last 30	Days- UN	K/NR
GLIDER		Aircraft Type - UNK,	NR Instrument Multi-Eng	- 12	Last 90	Days- aft -	7 4
			Multi-Eng 1	- 4	ROTOPEN	art -	4
<pre>Instrument Rating(s)</pre>	- NONE						
·Narrative							
E ATTEMPTING TO TAKE OFF IN	STRONG GUSTY (POSSWINDS THE PLT LOST	CONTROL OF THE ACE	THE ACET	VEERED OFF	THE	
		RTED. THE REPORTED WINDS					

Time (Lc1) - 1530 MST 3/30/86 SAND POINT, ID A/C Reg. No. N119JC File No. - 464 Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND 2. WEATHER CONDITION - CROSSWIND 3. WEATHER CONDITION - GUSTS 4. WEATHER CONDITION - HIGH WIND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation TAKEOFF - GROUND RUN Finding(s) 5. OBJECT - FENCE Occurrence #3 NOSE OVER Phase of Operation TAKEOFF - GROUND RUN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1 Factor(s) relating to this accident is/are finding(s) 2,3,4

File No 445	4/10/86 LONE I	PINE, ID	A/C Reg. No.	N3714T	Time (Lc1) - 2010 MST			
-Basic Information Type Operating Certific	·		rcraft Damag		Fatal	Inju Serious	Minor	None
Type of Operation Flight Conducted Under Accident Occurred Durin			ire IONE	Crew Pass	1 2	0	0	0
-Aircraft Information Make/Model - PIPER P Landing Gear - TRICYCL Max Gross Wt - 2500 No. of Seats - 4	A-28R-18O E-RETRACTABLE	Eng Make/Mode Number Engines Engine Type Rated Power		L INJECTED	S1	Installed// tall Warnir	ng System	
-Environment/Operations In Weather Data Wx Briefing - UNK/N Method - UNK/N Completeness - UNK/N Basic Weather - VMC Wind Dir/Speed- 360/0 Visibility - 25. Lowest Sky/Clouds - Lowest Ceiling Obstructions to Visio Precipitation Condition of Light	R R R D5 KTS O SM 4500 FT SCAT - 6500 FT BROKI n- NONE - NONE	Itinerary Last Departure LEWISTON,ID Destination IDAHO FALLS,I ATC/Airspace TERED Type of Flight EN Type of Clearar Type Apch/Lndg	D Plan - NONE nce - NONE		Airport F OFF AIR Airport Da Runway Runway Runway	Proximity RPORT/STRIF ata Ident - Lth/Wid - Surface -		
-Personnel Information Pilot-In-Command Certificate(s)/Rating(COMMERCIAL SE LAND,ME LAND HELICOPTER	s)	Age - 52 Biennial Flight Revie Current - 1 Months Since - 1 Aircraft Type - 0	ew /ES To !9 Mai C-172 In:	tal -	t Time (Ho 6099 98 K/NR	ours) Last 24 Last 30 Last 90	Hrs - Days-	5 20 26
Instrument Rating(s) - AIRPLANE							
Narrative TER AN INITIAL WEATHER BRIE TH A PLANNED PASSENGER PICK ITHER WHICH RESULTED IN AN ATTEND A POLITICAL FUNCTIO ITHER BRIEFING. WHILE ENROU JUESTING INSTRUMENT HANDLIN A. DARK NIGHT CONDITIONS E	UP AT MISSOULA, M UNPLANNED FUEL ST N. THERE WAS NO E TE TO IDAHO FALLS G. SHORTLY AFTER	MONTANA. DURING THE SE TOP AT LEWISTON, IDAHO EVIDENCE OF HIS OBTAIN S THE ACFT ENCOUNTERED THE REQUEST THE ACFT	COND LEG OF TO AND A 3 HR INING AN UPDATED WEATHER CONICULIDED WITH	THE FLT HE M DELAY FOR TH ED WEATHER B DITIONS WHIC H UPSLOPING	ISNAVIGATE E OCCUPANT RIEFING AF H RESULTEI TERRAIN IN	ED WHILE ANTS WHO PLANT FTER THE IND O IN THE PL	OIDING INED IITIAL .T	

File No. - 445 4/10/86 LONE PINE, ID A/C Reg. No. N3714T Time (Lc1) - 2010 MST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND 3. WEATHER CONDITION - RAIN 4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 5. IMPROPER DECISION, PRESSURE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation CLIMB Finding(s) 6. BECAME LOST/DISORIENTED 7. TERRAIN CONDITION - MOUNTAINOUS/HILLY 8. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,8

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

File No 443 4/10/86 FORT	HALL, ID	A/C Reg. No. N	182238	Т	ime (Lc1)	- 1045 N	AST
Basic Information Type Operating Certificate-NONE (GENERA		ircraft Damage DESTROYED		Fatal	Inj Serious	uries Minor	• None
Type of Operation -BUSINESS		ire	Crew	1	0	0	
Flight Conducted Under -14 CFR 91		NONE	Pass	1	Ö	ō	Ö
Accident Occurred During -DESCENT							•
Aircraft Information							
Make/Model - PIPER PA-32-301T		1 - LYCOMING TI	0-540-S1AD	ELT	Installed	/Activate	ed - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engine	s - 1		S	tall Warn	ing Syste	em - YES
Max Gross Wt - 3600	Engine Type	- RECIP-FUEL	INJECTED				
No. of Seats - 6	Rated Power	- 300 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure BLACKFOOT,ID			OFF AI	RPORT/STR	IP	
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	SALT LAKE CI	TY,UT		-			
Wind Dir/Speed- 250/009 KTS				Runway	Ident	- N/A	
Visibility - 20.0 SM	ATC/Airspace			Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - UNK/NR	Type of Flight	Plan - NONE		Runway	Surface	- N/A	
Lowest Ceiling - UNK/NR	Type of Cleara	nce - NONE		Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE		•			
Precipitation - RAIN SHOWERS							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 45		Certificate			NO WAIVER	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revi			t Time (H	•		
PRIVATE			ıl ~	366		24 Hrs -	
SE LAND	Months Since -		e/Model-	182		30 Days-	3
	Aircraft Type -	PA-32 Inst	rument-	4	Last	90 Days-	3
Instrument Rating(s) - NONE							
Narrative							
DAR TRACK SHOWED ACFT MADE NORMAL CLIMB ON	COURSE FROM AIRPORT (ELEV 4488 FT MS	L) TO 9400	FT. MSL,	THEN EXE	CUTED	
EFT TURN OF ABOUT 90 DEGREES, CLIMBING TO	9700 FT MSL AS SHOWN	BY NEXT-TO-LAST	RADAR TGT.	. 29 SECS	LATER, F	INAL	
OAR TGT SHOWED 6900 FT MSL. WITNESSES SIGHT	ED ACFT SPINNING WITH	PIECES COMING	OFF BEFORE	STRIKING	GROUND.	WEATHER	
JDY INDICATED CONVECTIVE CLOUDS IN AREA FRO							
PARATED IN AERODYNAMIC OVERLOAD FAILURE MOD							
FT WEIGHT. CIRCUMSTANCES INDICATE PLT LOST							•
ERSTRESSED AIRFRAME DURING RECOVERY ATTEMPT			, . /		· - ·	,	
morning pename needed hiteling	-						

File No. - 443 4/10/86 A/C Reg. No. N82238 Time (Lc1) - 1045 MST FORT HALL, ID Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CLIMB - TO CRUISE Finding(s) 1. WEATHER CONDITION - CLOUDS 2. WEATHER CONDITION - OBSCURATION 3. TERRAIN CONDITION - MOUNTAINOUS/HILLY LOSS OF CONTROL - IN FLIGHT Occurrence #2 Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation DESCENT - UNCONTROLLED Finding(s) 5. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND 6. WING, SPAR - OVERLOAD Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5 Factor(s) relating to this accident is/are finding(s) 1,2,3

Basic Information	ND Aironaf	+ Damana		T m de e e	÷	
Type Operating Certificate-EXTERNAL LOA	AU ATRCRATI SUBSTAI	t Damage NTIAI	Fata1	Injur Serious		None
Type of Operation -AERIAL APPL:				0		1
Flight Conducted Under -14 CFR 137	NONE	Pas	s 0	0	0	0
Accident Occurred During -DESCENT						
-Aircraft Information	•					
Make/Model - BELL 47G-3B1	Eng Make/Model - LYC			Installed/A		
Landing Gear - SKID	Number Engines - 1			itall Warnin	ng System	- NO
Max Gross Wt - 2950 No. of Seats - 3	Engine Type - REG Rated Power -		RETUR			
NO. Of SeatS - S	Rated Fower -	270 NP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point KAMIAH.ID		UFF AI	RPORT/STRIP		
Completeness - N/A	Destination		Airport D	nata		
Basic Weather - VMC	LAPWAI,ID		Amport	utu		
Wind Dir/Speed- VARIABLE			Runway	/ Ident -	N/A	
Visibility - 20.0 SM	ATC/Airspace			/ Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			/ Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 52	Medical Certific	ate - VΔIIΓ	MEDICAL-WA	TVFRS/LTM	ТT
Certificate(s)/Rating(s)	Age - 52 Biennial Flight Review Current - YFS	Fli	ght Time (F			
COMMERCIAL			5697	Last 24	Hrs -	4
SE LAND	Months Since - 10 Aircraft Type - UNK/NR	Make/Model-	985	Last 30	Days- UN	K/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument-	83	Last 90	Days-	69
		Multi-Eng -	210	Rotorcr	aft -	985
Instrument Rating(s) - AIRPLANE						
-Narrative HELICOPTER ROTOR MAST STRUCK POWERLINES	AT AN ALT DE 40 ET ACL DUDTNO	AN AEDTAL ADDLT	CATION ELT	THE DIT DE	DODTED	
INADVERTENTLY MISSED SEEING THE POWERLINE						
CENDED AND CONTACTED THE TERRAIN IN A NOSE						

File No. - 462 4/18/86 LAPWAI, ID A/C Reg. No. N1371X Time (Lcl) - 1455 MST Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INACCURATE - PILOT IN COMMAND 2. OBJECT - WIRE, TRANSMISSION 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - AERIAL APPLICATION 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

Basic Information		_					
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage DESTROYED	•	Fatal	Inju Serious		r None
Type of Operation -BUSINESS		Fire	Crew	0	1	M 1710	
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91		NONE	Pass	ŏ	1 0	ō	_
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - CESSNA 182P		/Model - CONTINENTA			Installed/		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2950		ingines – 1 Type – RECIPROCAT			tall Warni	ng Syst	em - YES
No. of Seats - 4	Rated Po		ING-CARBORE				
Environment/Operations Information							
=	Itinerary			Airport	Proximity		
Weather Data Wx Briefing - FSS	Last Depa	rture Point			RPORT/STŔI	•	•
Method - TELEPHONE	HEM PIEC	DOWS, ID					
Completeness - WEATHER NOT PERTINE			A	irport D	ata		
Basic Weather - VMC	BOISE, I	D ·		_			
Wind Dir/Speed- UNK/NR Visibility - 25.0 SM	ATC /Aineman	'			Ident		
Lowest Sky/Clouds - 10000 FT SC	ATC/Airspac				Lth/Wid Surface		
Lowest Ceiling - NONE		learance - NONE			Status		
Obstructions to Vision- NONE		/Lndg - NONE		nanway	Status	14/ 5	
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 27 Biennial Flight	Review	Certificate Flight	e - VALID : Time (H		D WAIVE	RS/LIMIT
COMMERCIAL, ATP, CFI	Current	- YES Tot	:al - 3	452	Last 2	4 Hrs -	UNK/NR
SE LAND, ME LAND	Months Sinc	e - 5 Mak	:e/Model- :trument-	205	Last 3	Days-	UNK/NR
	Aircraft Ty			368 653	Last 9	Days-	UNK/NR
Instrument Rating(s) - AIRPLANE							
Narrative PLT WAS RETURNING TO HOME BASE FROM A B	HETNESS EL TOUT ON	WUTCH HE DELTVERED	DARTE TO COM	DANV DED	CONNEL TU	ACET	
DBSERVED FLYING DOWN THE NORTH FORK OF							
RING THE CANYON, THE ACFT COLLIDED WITH					C MILL MEII	-15	

File No. - 460 5/10/86 SMITHS FERRY,ID A/C Reg. No. N91184 Time (Lc1) - 1505 MDT

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

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND

2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

3. OBJECT - WIRE,TRANSMISSION

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

----Probable Cause----

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

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

-Basic Information Type Operating Certificate-NONE (GENERA	I AVIATION) Aircraf	t Damage		Injur	ies	
Type operating certificate None (GENERA	SUBSTA		Fatal	Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire		0	0	0	1
	NONE	Pass	s 0	0	1	0
Accident Occurred During -TAKEOFF						
-Aircraft Information						
Make/Model - CESSNA 172	Eng Make/Model - L	COMING 0-320	ELT	Installed/Ad	ctivated	- YES/Y
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warning	g System	- YES
Max Gross Wt - 2300 No. of Seats - 4	Engine Type - RE Rated Power -		RETUR			
NO. OF Seats - 4	Rated Power -	160 HP				
-Environment/Operations Information	7. 1.2			Dan ann dan dan		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point	_	ON AIR	Proximity		
Method - N/A	SAME AS ACC/INC	•	UN AIR	SIKIF		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	ROMEOVILLE, IL		•	E LAKE HUNT	CLUB	
Wind Dir/Speed- 270/007 KTS	ŕ		Runway	Ident -	18	
Visibility - 25.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		RF
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	SOFT	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 69	Medical Certifica	ite - VALID	MEDICAL-WAI	VERS/LIM	ΙT
Certificate(s)/Rating(s)	Riennial Flight Review	Flic	nht Time (H	ours)		
PRIVATE	Current - YES	Total -	150	Last 24	Hrs -	1
SE LAND	Current - YES Months Since - 9 Aircraft Type - C-172	Make/Model-	150	Last 30	Days-	1
	Aircraft Type - C-172	Instrument-	1	Last 90	Days-	2
Instrument Rating(s) - NONE						
-narrative TAKEOFF WAS BEING MADE FROM AN ARPT WHICH	IS ON THE GROUNDS OF A GOL	E COURSE, DURING 1	AKEOFF THE	NOSE WHEEL		
JCK THE RAISED TERRAIN OF A GOLF TEE LOCAT					PARTURE	

File No. - 589 3/23/86 MARSEILLES,IL A/C Reg. No. N97266 Time (Lc1) - 1230 CST

Occurrence ON GROUND COLLISION WITH OBJECT Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND

- 2. TERRAIN CONDITION RISING
- 3. COMPENSATION FOR WIND CONDITIONS INADEQUATE PILOT IN COMMAND
- 4. PROPER ALIGNMENT NOT MAINTAINED PILOT IN COMMAND

----Probable Cause----

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

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

File No 427 1/05/86 HAZARI	D,KY A/C Re	g. No. N97TC	T 1	ime (Lcl)	- 1545 ES	Г
Basic Information Type Operating Certificate-NONE (GENERAL	L AVIATION) Aircraft DESTROY	•	Fatal	Inju Serious	ries Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	1 O	1 0	0	0
Aircraft Information Make/Model - CESSNA 177RG Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2800 No. of Seats - 4	9	IP-FUEL INJECTED 200 HP	St	Installed// tall Warni	ng System	- YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 250/008 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point PALATKA,FL Destination MANCHESTER,MI ATC/Airspace Type of Flight Plan Type of Clearance	NONE	Airport F OFF AIF Airport Da HAZARD Runway Runway Runway	Proximity RPORT/STRIM	- 35 - 2300/ - DIRT	60
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 45 Biennial Flight Review	Medical Certificat	e - VALID t Time (Ho) WAIVERS	LIMIT
PRIVATE	Current - YES	Total -	640	Last 24	4 Hrs -	5
SE LAND	Months Since - 15 Aircraft Type - C-177RG	Make/Model-	562 45	Last 30 Last 90	Days- Days-	33 39
Instrument Rating(s) - NONE Narrative E PLT CALLED THE ARPT ON UNICOM AND ASKED HO AILABLE. HE WAS GIVEN DIRECTIONS AND ASKED S AFFIC PATTERN. IT WAS EXPLAINED TO HIM. HE N LLEY. HE ATTEMPTED TO MAKE A TURN INSIDE THI THE EAST SIDE OF THE ARPT. LESS THAN ONE GO E RIGHT WING. THE PAX STATED THAT THEY HAD	IF HE HAD LANDED THERE BEFOR WAS OBSERVED APPROACHING THE E VALLEY, OVER SHOT THE TURN AL OF FUEL WAS FOUND IN THE	E. HE REPLIED NO, ARPT FROM THE NE AND CRASHED INTO LEFT WING. THERE W E AND DID NOT HAVE	AND INQUIF AND FLYING THE ROCK F AS NO FUEL A REFUELD	RED ABOUT THE FACE OF A (FOUND IN ING STOP PI	THE CUT _ANNED	

File No. - 427 1/05/86 HAZARD, KY A/C Reg. No. N97TC Time (Lc1) - 1545 EST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. FUEL CONSUMPTION CALCULATIONS - PERFORMED - PILOT IN COMMAND 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 4. IN-FLIGHT PLANNING/DECISION - MISJUDGED - PILOT IN COMMAND 5. REFUELING - DELAYED - PILOT IN COMMAND 6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL ----Probable Cause----

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

File No 532 3/0	2/86 ELKTON,MD	A/C I	A/C Reg. No. N8167R			1515 EST	
Basic Information	NONE (SENERAL A)	/T.4.T.T.O.W.\			••		
Type Operating Certificate	-NUNE (GENERAL AV	/IAIIUN) Aircra: SUBST/	t Damage	Fatal	Injur Serious		None
Type of Operation	-INSTRUCTIONAL	Fire			0	0	1
Flight Conducted Under			Pas		Ö	ŏ	ò
Accident Occurred During				-	-	-	-
Aircraft Information							
Make/Model - PIPER PA-2		Eng Make/Model - L'			Installed/A		
Landing Gear - TRICYCLE-F	IXED				tall Warnin	g System	- YES
Max Gross Wt - 2150		Engine Type - R	CIPROCATING-CARBU	RETOR	•		
No. of Seats - 4		Rated Power -	160 HP				
Environment/Operations Infor	mation						
Weather Data		Itinerary			Proximity		
Wx Briefing - FSS		Last Departure Poin		OFF AI	RPORT/STRIP		
Method - UNK/NR		FREDERICK, MD			_		
Completeness - UNK/NR		Destination		Airport D	ata		
Basic Weather - VMC		BRIDGEPORT,NJ			.		
Wind Dir/Speed- 340/014		ATO /A :				N/A	
Visibility - 15.0		ATC/Airspace	NONE		Lth/Wid -		
Lowest Sky/Clouds -	14000 FI SCATTERE	D Type of Finght Plan	- NUNE		Surface -		
Lowest Ceiling - Obstructions to Vision-	NONE	Type of Clearance Type Apch/Lndg	- NUNE	Runway	Status -	N/A	
	NONE	Type Apch/ Lhug	- FURCED LANDING				
Precipitation - Condition of Light -	DAYLIGHT						
Personnel Information							
Pilot-In-Command	Age	e - 35	Medical Certifica	ate - VALID	MEDICAL-WA	IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Bi∈	ennial Flight Review		ght Time (H			
STUDENT		Current - N/A	Total -	56	Last 24	Hrs -	2
		Months Since - N/A	Make/Mode1-	54	Last 30	Days-	3
		Aircraft Type - N/A	Instrument-	0	Last 90	Days-	11
Instrument Rating(s)	- NONE						
Narrative ACFT EXPERIENCED A LOSS OF P TAL PWR LOSS WITHOUT ANY CHA TAIN ALTITUDE AND A FORCED L	NGE IN RPM. HE SL	JBSEQUENTLY APPLIED FUL	THROTTLE, BUT TH	E ACFT WAS	UNABLE TO		

File No 5	32 3/02/86 ELKTON,MD	A/C Reg. No. N8167R	Time (Lcl) - 1515 EST
Occurrence #1 Phase of Operation	LOSS OF POWER(PARTIAL) - NON-MECHANICAL CRUISE - NORMAL		
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
Finding(s) 4. TERRAIN CONDITI 5. TERRAIN CONDITI		·	
Occurrence #4 Phase of Operation			
Finding(s) 6. LANDING GEAR -	OVERLOAD		
Probable Cause			
The National Transpois/are finding(s) 2,	rtation Safety Board determines that the Pro 3	bable Cause(s) of this accide	nt
Factor(s) relating t	o this accident is/are finding(s) 1		

Basic Information	NONE (05NEDA)							
Type Operating Certificate	-NUNE (GENERAL A		ircraft Damage SUBSTANTIAL		Fatal	Inju Serious	ries Minor	None
Type of Operation	-INSTRUCTIONAL		ire	Crew		0		1
Flight Conducted Under			NONE	Pass	0	0	0	0
Accident Occurred During	-APPROACH 							
Aircraft Information								
Make/Model - CESSNA 152		Eng Make/Mode	1 - LYCOMING 0-2	35-L2C	ELT I	nstalled/	Activated	- YES/YI
Landing Gear - TRICYCLE-F Max Gross Wt - 1670	IXED	Number Engine	s - 1 - RECIPROCATIN	C-CARRIER		all Warnir	ng System	- YES
No. of Seats - 2		Rated Power		G-CARBURI				
Environment/Operations Infor	 mation							
Weather Data		Itinerary			Airport F	roximity		
Wx Briefing - NWS		Last Departure			ON AIRP	ORT		
	10	SAME AS ACC/	INC					
Completeness - WEATHER	NOT PERTINENT	Destination			Airport Da			
Basic Weather - VMC	V.T.C	LOCAL			CRYSTAL		401	
Wind Dir/Speed- 170/006 Visibility - 10.0		ATC/Airspace				Ident - Lth/Wid -		75
Lowest Sky/Clouds -		Type of Flight	Plan - NONE			Surface -		75
		T Type of Cleara				Status -		
Obstructions to Vision-			- TOUCH AN	D GO	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			
Precipitation - 1	NONE							
Condition of Light -	DAYLIGHT							
Personnel Information	•		*******					
Pilot-In-Command Certificate(s)/Rating(s)		e ~ 30 ennial Flight Revi			te - VALID		AIVERS/LIM	111
STUDENT	D1	Current -			nt Time (Ho 26		4 Hrs -	1
STODENT		Months Since -	N/A Ποίαι N/A Make/	- I aboM	26	Last 2	+ nrs -	IK/ND
		Months Since - Aircraft Type -	N/A Instr	ument-	0	Last 90	Days UN	7
Instrument Detical	- AIONE						-	
Instrument Rating(s)	- NUNE 							
Narrative								
I INITIAL TOUCHDOWN THE ACFT I								
SOLO STUDENT PLT APPLIED FUL				R THE LEF	T WHEEL HI	T A SNOWBA	NK	
IG THE EDGE OF THE RWY. THE A	CFT THEN WENT UP	ON IT'S NOSE IN T	HE SNOW.					

File No 458	3/16/86 BROOKLYN PARK,MN	A/C Reg. No. N4633B	Time (Lcl) - 1455 CST	
Occurrence #1 LOSS Phase of Operation LAND				
	LOT IN COMMAND LANDING - IMPROPER - PILOT IN COMMANI NOT MAINTAINED - PILOT IN COMMAND	D		
Occurrence #2 IN F	LIGHT COLLISION WITH TERRAIN DACH - GO-AROUND (VFR)			
Finding(s) 4. TERRAIN CONDITION - SI 5. GO-AROUND - DELAYED				
Probable Cause				-
The National Transportation is/are finding(s) 2,3,5	n Safety Board determines that the Pro	obable Cause(s) of this accide	ent	
Factor(s) relating to this	accident is/are finding(s) 1,4			

Basic Information Type Operating Certific	ate-FXTFRNA									
		LIUVD	,	ircraft	Damage			Injur	ies	
T	Jaco Extends	L LOAD		DESTROYE			Fatal	Serious	Mino	n None
Type of Operation	-INSTRUC	TIONAL		ire	_	Crew	0	0	1	1
Flight Conducted Under				NONE		Pass	Ö	Ö	Ó	0
Accident Occurred Durin								_		
Aircraft Information										
	269A (TH-55	A)	Eng Make/Mode		MING HIO-36	0-B1A		nstalled/A		
Landing Gear - SKID			Number Engine				St	all Warnin	ıg Systı	em - NO
Max Gross Wt - 1900			Engine Type		P-FUEL INJE	CTED				
No. of Seats - 2			Rated Power	- 1	80 HP					
Environment/Operations In	nformation									
Weather Data		I	tinerary				Airport P			
Wx Briefing - FSS			Last Departure				OFF AIR	PORT/STRIP		
Method - UNK/N			LAKEVILLE, MN	1						
Completeness - PARTI	AL,LMTD BY	PILOT	Destination				Airport Da	ta		
Basic Weather - VMC			LOCAL				_			
Wind Dir/Speed- 210/0			/						N/A	
Visibility - 20.			TC/Airspace					Lth/Wid -	•	
Lowest Sky/Clouds -									N/A	
Lowest Ceiling		BROKEN	Type of Cleara				Runway	Status -	N/A	
Obstructions to Visio			Type Apch/Lndg	, -	NONE					
Precipitation	- NONE									
Condition of Light	DAYLIGHT -									
Personnel Information	-								·	
Pilot-In-Command		Age -			edical Cert				IVERS/	TMIT
Certificate(s)/Rating(,s)		ial Flight Revi				nt Time (Ho			(1.15
COMMERCIAL, CFI				YES	Total			Last 24		
SE LAND			onths Since -		Make/Mod		302	Last 30		
HELICOPTER		А	ircraft Type -	269A	Instrume	nt-	0	Last 90		
								Rotorcr	art -	2000
Instrument Rating(s) - NONE									
Narrative										,
CFI REPORTED THE ACCIDENT										
RTED THAT AS THE HELICOPT										
DESCENT UNTIL THE RIGHT		TED THE TER	RAIN AND THE HE	LICOPTER	ROLLED OVE	R. STR	RONG, GUSTY	WINDS WER	E	
RTED AT THE TIME OF THE A	CCIDENT.									

File No 5	90 3/29/86	LAKEVILLE,MN	A/C Reg. No. N10415	Time (Lcl) - 1450 CST
Occurrence #1 Phase of Operation	LOSS OF CONTROL	- IN FLIGHT		
Finding(s) 1. WEATHER CONDITI 2. WEATHER CONDITI 3. AIRCRAFT HAND 4. ALTITUDE - NOT	ON - HIGH WIND LING - NOT MAINTAI	NED - PILOT IN COMMA IN COMMAND	ND	
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation	ROLL OVER DESCENT - UNCONT	ROLLED		
Probable Cause		KULLED		

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

File No 599 4/21/86 GREENBUSH, MN			A/C Reg. No. N9220R			Time (Lcl) - 1345 CST				
-Basic Information Type Operating Certificate-A	AGRICULTURAL AIRCRA		ft Damage			Injur				
			ANTIAL		Fatal		Minor			
	RERIAL APPLICATION	Fire		Crew	0	1	0	0		
Flight Conducted Under Accident Occurred During		NONE		Pass	0	0	0	0		
-Aircraft Information										
Make/Model - CESSNA A188E		Eng Make/Model - C		10-520-D2		Installed/				
Landing Gear - TAILWHEEL-AL Max Gross Wt - 3300	L FIXED	Number Engines - Engine Type - R		TNUESTED	S	tall Warnir	ng Syste	m - YES		
No. of Seats - 1		Rated Power -		INGECTED						
-Environment/Operations Informa										
Weather Data		inerary				Proximity				
Wx Briefing - NO RECORD	OF BRIEFING	ast Departure Poin	t		OFF AI	RPORT/STRIF	•			
Method - N/A		SAME AS ACC/INC								
Completeness - N/A	De	estination			Airport D					
Basic Weather - VMC	-s	SAME AS ACC/INC			GREENB					
Wind Dir/Speed- 350/007 KT Visibility - 20.0 S		C/Airspace					- N/A	000		
	5000 FT SCATTERED		- NONE			Lth/Wid				
Lowest Ceiling - NO		Type of Filght Plan Type of Clearance				Surface - Status -	· GRASS/ · WET	IURF		
Obstructions to Vision- NO		Type of Creamance Type Apch/Lndg	- NONE		Runway	Status -	- WEI			
Precipitation - NO		Type Apcri/ Lindg	- NONE							
Condition of Light - DA										
Personnel Information										
Pilot-In-Command	Age -	32	Medical	Certificat	e - VALID	MEDICAL-NO) WAIVER	S/LIMIT		
Certificate(s)/Rating(s)	Biennia	al Flight Review		Fligh	t Time (H	ours)				
COMMERCIAL	Cui	rrent - YES	Tota	1 -	2241	Last 24	Hrs -	UNK/NR		
SE LAND		nths Since - 18		/Model-	1300	Last 30	Days-	UNK/NR		
	Aiı	rcraft Type - C-172	Inst	rument-	40	Last 90	Days-	3		
Instrument Rating(s) -	AIRPLANE									
-Narrative										
PLT REPORTED THAT THE ACFT COM	ITACTED A SOFT SPOT	CAUSED BY RECENT	RATNS IN	THE SOD PU	NWAY DURT	NG TAKENEE	THE			
DECELERATED, HOWEVER, THE PLI										
NOT OBTAIN SUFFICIENT AIRSPEE					E END OF	THE RUNWAY.				

File No. - 599 4/21/86 GREENBUSH, MN A/C Reg. No. N9220R Time (Lc1) - 1345 CST

ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

- 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION SOFT 2. PREFLIGHT PLANNING/PREPARATION POOR PILOT IN COMMAND
- 3. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 4. AIRSPEED INADEQUATE PILOT IN COMMAND
- 5. LIFT-OFF NOT POSSIBLE PILOT IN COMMAND

----Probable Cause----

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

File No 600 4/29/86 BRAIN	ERD, MN A/C	Reg. No. N6559A	Т	ime (Lc1)	- 1943 CDT	-
Basic Information	L AVIATION)	. Domono		T- 1		
Type Operating Certificate-NONE (GENERA		t Damage	F-1-1	Inju		
Time of Openshion DEDCOMM	DESTRO		Fatal		Minor	None
Type of Operation -PERSONAL	Fire	Crew		0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pass	: 1	· O	0	0
Aircraft Information						
Make/Model - CESSNA 180	Eng Make/Model - Co	NTINENTAL 0-470-K	ELT	Installed/	ctivated	- YES/YE
Landing Gear - FLOAT	Number Engines -	1	S	tall Warnii	ng System	- YES
Max Gross Wt - 2820	Engine Type - Ri	CIPROCATING-CARBUR	ETOR		-	
No. of Seats - 4	Rated Power -	230 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	:	OFF AI	RPORT/STRI	•	
Method - N/A	UNK/NR					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	UNK/NR		·			
Wind Dir/Speed- CALM	• • • • • • • • • • • • • • • • • • • •		Runway	Ident ·	- N/A	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface		
Lowest Ceiling - NONE	Type of Clearance				- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-IN		V 14.14.2	,	
Precipitation - NONE	Type Apolly Elling	FULL STOP				
Condition of Light - DAYLIGHT		1022 310				
Personnel Information						
Pilot-In-Command	Age - 55	Medical Certifica	ite - VALID	MEDICAL-W	AIVERS/LIM	IIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flig	jht Time (H	ours)		
PRIVATE	Current - YES	Total -	1020	Last 24	Hrs -	2
SE LAND, SE SEA	Months Since - 8	Make/Model-	600	Last 30	Days-	2
	Aircraft Type - C-180	Instrument-	0	Last 9	Days-	3
Instrument Rating(s) - NONE						
Narrative VITNESS REPORTED SEEING THE FLOATPLANE DESC E PLT REPORTED MAKING THE APCH TO THE LAKE ENTS LEADING UP TO THE ACCIDENT BUT RECALLE ROWN THROUGH THE WINDSHIELD ON IMPACT. NEIT	IN A NOSE UP ATTITUDE WITH D NEVER HEARING THE STALL W	PARTIAL POWER ON. VARNING. BOTH THE P	THE PLT RE	MEMBERS NO SENGER WERI	FURTHER	

File No 6	4/29/86	BRAINERD, MN	A/C Reg. No. N6559A	Time (Lc1) - 1943 CDT	
Occurrence #1 Phase of Operation		- IN FLIGHT PATTERN - FINAL APPROAC	СН		
Finding(s) 1. AIRSPEED - NOT 2. STALL	MAINTAINED - PILOT	IN COMMAND			
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

File No 422 4/12/86 SPRIN	GFIELD,MO A/C Re	g. No. N51WJ	Time (Lc1) - 1030 CST				
-Basic Information Type Operating Certificate-NONE (GENERA				Inju			
	SUBSTAN'		Fatal			None	
Type of Operation -PERSONAL	Fire	Crew	0	0	. 0	1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI	NONE	Pass	0	0	0	1	
-Aircraft Information				•			
Make/Model - AEROTEK PITTS S-2A	Eng Make/Model - LYC	DMING AEIO-360-A1		Installed/			
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		9	Stall Warnii	ng System	- YES	
Max Gross Wt - 1150		P-FUEL INJECTED					
No. of Seats - 2	Rated Power -	200 HP					
-Environment/Operations Information							
Weather Data	Itinerary		Airport	Proximity			
Wx Briefing - NO RECORD OF BRIEFING			ON AIF				
Method - N/A	SAME AS ACC/INC						
Completeness - N/A	Destination		Airport [ata			
Basic Weather - VMC	LOCAL		SPRING	FIELD DOWN	OWN		
Wind Dir/Speed- CALM			Runway	/ Ident	- 28		
Visibility - 15.0 SM	ATC/Airspace		Runway	/ Lth/Wid	- 3800 -U	NK/NR	
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 -	NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 52	Medical Certifica			IVERS/LIM	IT	
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		nt Time (F				
ATP,CFI	Current - YES	Total -		Last 2		4	
SE LAND, ME LAND	Months Since - 4	Make/Mode1-	30	Last 30) Days- UN	-	
	Aircraft Type - BE-200	Instrument-		Last 9	Days-	118	
		Multi-Eng -	3366	•			
Instrument Rating(s) - AIRPLANE							
AL							
-Narrative	HE LEET CEAD EDIDED WITTE TAX	TING THE ACET TO	JEN EELL C	NITO TTC I C	T WINC		
PLT STATED THAT AFTER LANDING ON RWY 28 T PLT REPORTED THE GEAR COLLAPSED WITHOUT W							
PLI REPORTED THE GEAR CULLAPSED WITHOUT W	AKNING. EXAMINATION OF THE G	AK SUPPUKI PUUND	A OUTINI A	INTOH WAS CO	ובט		
JED MAD FAILED.							

4/12/86 SPRINGFIELD,MO File No. - 422, A/C Reg. No. N51WJ Time (Lc1) - 1030 CST

Occurrence Phase of Operation TAXI - FROM LANDING

MAIN GEAR COLLAPSED

Finding(s)

- 1. LANDING GEAR, MAIN GEAR ATTACHMENT FAILURE, TOTAL
- MATERIAL DEFECT(INADEQUATE QUALITY CONTROL) MANUFACTURER

----Probable Cause----

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

File No 557 4/20/86 MARSH	IALL,MO A/C	Reg. No. N9726R	1	Time (Lcl)	- 1300 CST	
Basic Information Type Operating Certificate-NONE (GENERA		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	Crew Pass	-	0	0 0	1 3
Aircraft Information Make/Model - BEECH M-35 Landing Gear - TRICYCLE-RETRACTABLE	Eng Make/Model - (Number Engines -	CONTINENTAL IO-470-0		Installed// Stall Warnin		
Max Gross Wt - 2950 No. of Seats - 5	Engine Type - I Rated Power -	RECIP-FUEL INJECTED 250 HP				
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Poil SPRINGDALE,AR	nt	Airport ON AIR	Proximity RPORT		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/005 KTS	Destination MARSHALL,MO			LL MEMORIA	_ MUNI. - 35	
Visibility - 15.0 SM Lowest Sky/Clouds - 8000 FT Lowest Ceiling - 8000 FT BROK Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT			Runway	/ Lth/Wid · / Surface · / Status ·	- ASPHALT	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 40 Biennial Flight Review	Medical Certifica	ite - VALIC iht Time (F		AIVERS/LIM	IT
PRIVATE SE LAND	Current - YES Months Since - 2 Aircraft Type - M-35	Total -	647	Last 24	Hrs - Days- UN Days-	2 IK/NR 4
Instrument Rating(s) - NONE						
Narrative E PILOT STATED THAT ALL THE TANKS WERE FULL UR ON THE LEFT TANK AND THIRTY MINUTES ON T RING LETDOWN TO THE MARSHALL AIRPORT TRAFFI ET MAIN TANK. SHORTLY THEREAFTER, THE PILOT START AND HE RAISED THE FLAPS TO INCREASE T OT INSIDE THE AIRPORT BETWEEN THE PERIMETER E RIGHT MAIN FUEL TANK WAS FULL AND THE LEF	HE AUXILIARY TANK. THE AIR C PATTERN WHERE, ACCORDING FURTHER STATED, HE FELT A HE GLIDING DISTANCE BUT TH AND THE RUNWAY THRESHOLD	RCRAFT PERFORMED ROU G TO THE PILOT HE SW A LOSS OF ENGINE POW HE AIRCRAFT LANDED S . POST ACCIDENT INVE	TINELY EN TITCHED BAC TER AND COU HORT ON A	ROUTE AND K TO THE JLD NOT GET CULTIVATED REVEALED TH	A IAT	

4/20/86 A/C Reg. No. N9726R File No. - 557 MARSHALL, MO Time (Lcl) - 1300 CST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL Finding(s) 1. FLUID, FUEL - STARVATION 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND FORCED LANDING Occurrence #2 Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 3. FUEL SYSTEM, PRIMER SYSTEM - SWITCHED OFF 4. FUEL BOOST PUMP SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND Occurrence #4 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - ROUGH/UNEVEN 7. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND 8. LANDING GEAR, NOSE GEAR - BUCKLED 9. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,7

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

File No 432 5/26/86 BOLIV Basic Information Type Operating Certificate-NONE (GENERA	AR,MO	A/C Reg. No. N			ime (Lcl)		
Type Operating Centificate-None (GENERA	L AVIATION)	DESTROYED		Fatal	Inju Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		ON GROUND	Pass	_	ŏ	ŏ	ò
Accident Occurred During -TAKEOFF							
Aircraft Information							
Make/Model - PIPER PA-28-140		le1 - LYCOMING O-	320		Installed/		- •
Landing Gear - TRICYCLE-FIXED	Number Engir				tall Warniı	ng System	- NO
Max Gross Wt - 2050	Engine Type		NG-CARBURE	ETOR			
No. of Seats - 2	Rated Power	- 150 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity	_	
Wx Briefing - NO RECORD OF BRIEFING				OFF ATI	RPORT/STRI	Р	
Method - N/A	SAME AS ACC	:/ INC		4 D			
Completeness - N/A Basic Weather - VMC	Destination LOCAL			Airport Da			
Wind Dir/Speed- 310/005 KTS	LUCAL					- 01	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid	-	300
Lowest Sky/Clouds - 4500 FT	Type of Fligh	t Plan - NONE			Surface		
Lowest Ceiling - 4500 FT BROK						- WET	
Obstructions to Vision- NONE	Type Apch/Lnd			···a····a·y	o ta tao		
Precipitation - NONE	. , , , , , , , , , , , , , , , , , , ,	.9					
Condition of Light - DAYLIGHT							
Pilot-In-Command	Age - 30				MEDICAL-NO	D WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev			nt Time (H			
STUDENT			.1 -	35	Last 2	4 Hrs -	2
	Months Since -		/Mode1-	35	Last 3	O Days- UN	
	Aircraft Type -	N/A Inst	rument-	0	Last 9	0 Days-	15
Instrument Rating(s) - NONE							
Narrative	ODIJE 500H TUE T''	TEL D. 41 THOUGH			****		
PILOT STATED HE THOUGHT HE COULD GET AIRE							
ER ROLLING SOME DISTANCE, HE DECIDED HE WO							
PLANE RAN PAST THE END OF THE RUNWAY, THRO			A YAKU WI	JEKE II IMI	ACTED A		
) LIGHT AND A TREE. IT WAS DEMOLISHED BY I	MEACI AND PUSI-IMPAC	, I FIKE.					

File No. - 432 5/26/86 BOLIVAR, MO A/C Reg. No. N32143 Time (Lcl) - 1600 CDT Occurrence #1 OVERRUN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. TERRAIN CONDITION - SOFT 2. TERRAIN CONDITION - WET 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 4. AIRSPEED - INADEQUATE - PILOT IN COMMAND 5. ABORT - DELAYED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation TAKEOFF - GROUND RUN Finding(s) 7. OBJECT - FENCE 8. OBJECT - TREE(S) Occurrence #3 FIRE Phase of Operation OTHER ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3 Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6,7,8

-Basic Information Type Operating Certificate-NONE (G Type of Operation -PERSONA Flight Conducted Under -14 CFR Accident Occurred During -LANDING	SUBSTAN L Fire 91 NONE	Crew	_	Injur Serious O O	ries Minor O	None 1
Flight Conducted Under -14 CFR Accident Occurred During -LANDING	L Fire 91 NONE	Crew	0	0	0	1
Flight Conducted Under -14 CFR Accident Occurred During -LANDING	91 NONE		-	_	-	
Accident Occurred During -LANDING		Pass	O	0	0	
Aircraft Information					•	0
Aircraft Information						
Moleo/Modol - CECCNA 470E						
	Eng Make/Model - CO					
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnir	ng System	ı - YES
Max Gross Wt - 2150	Engine Type - REG		ETOR			
No. of Seats - 4	Rated Power -	145 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRI			ON AIR			
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		MEMORI			
Wind Dir/Speed- CALM	·		Runway	Ident -	- 30	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -	5000/	100
Lowest Sky/Clouds - 5000 FT	SCATTERED Type of Flight Plan	- NONE	Runway	Surface -	· ASPHALT	-
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NONE						
Condition of Light - DUSK	•					
Personnel Information						
Pilot-In-Command	Age - 49	Medical Certifica	te - VALID	MEDICAL-WA	IVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (H		,	
PRIVATE	Current - YES	Total -	• • • •	Last 24	Hrs -	2
SE LAND	Months Since - 3	Make/Mode1-	52	Last 30	Davs- U	INK/NR
1	Aircraft Type - C-172					7
					,	
Instrument Rating(s) - NONE						

File No. - 430 6/08/86 JEFFERSON CITY,MO A/C Reg. No. N5695R Time (Lc1) - 2010 CDT

Occurrence #1

ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

Finding(s)

- 1. NOTAMS DISREGARDED PILOT IN COMMAND
- 2. IN-FLIGHT PLANNING/DECISION INADEQUATE PILOT IN COMMAND
- 3. VISUAL LOOKOUT INADEQUATE PILOT IN COMMAND
- 4. LIGHT CONDITION DUSK

----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

	86 SHAW,MS	A/C keg	. No. N3041J		Time (Lc1) - 1500 CDT				
-Basic Information Type Operating Certificate-AC	GRICULTURAL AIRCRA			.	Injuri				
Type of Operation -AI Flight Conducted Under -1A Accident Occurred During -LA	4 CFR 137	SUBSTANT Fire NONE		_	Serious O O	Minor O O	None 1 0		
-Aircraft Information Make/Model - CESSNA T188C Landing Gear - TRICYCLE-FIXE Max Gross Wt - 2500 No. of Seats - 1		Eng Make/Model - CONT Number Engines - 1 Engine Type - RECI Rated Power - 3	P-FUEL INJECTED		Installed/Actall Warning				
-Environment/Operations Informativeather Data Wx Briefing - NO RECORD Of Method - N/A Completeness - N/A	It OF BRIEFING	inerary Last Departure Point SAME AS ACC/INC estination			Proximity RPORT/STRIP				
Basic Weather - VMC Wind Dir/Speed- 190/008 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 250 Lowest Ceiling - 20 Obstructions to Vision- NOM Precipitation - NOM Condition of Light - DAN	M AT DOO FT SCATTERED DOO FT BROKEN NE NE	LOCAL C/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE	Runway Runway	Ident - Lth/Wid - Surface - Status -	N/A N/A			
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL ME LAND	Bienni Cu Mo	55 M al Flight Review Irrent - YES Inths Since - 7 Ircraft Type - UNK/NR	Make/ Mode I	nt Time (Ho 14800 14450	ours) Last 24 Last 30	Hrs - UNI Days- UNI	K/NR K/NR		
Instrument Rating(s) - N	NONE								

File No. - 492 5/08/86 SHAW, MS A/C Reg. No. N3041J Time (Lc1) - 1500 CDT Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FUEL SYSTEM, CAP - LOOSE 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT Finding(s) 3. OBJECT - TREE(S) 4. STALL - INADVERTENT - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #3 Phase of Operation LANDING ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 2,4

PAGE 231

Basic Information							
Type Operating Certificate-NONE (GEN	IERAL AVIATION)	Aircraft Dam			Injur		
Type of Operation -PERSONAL		SUBSTANTIAL Fire	Crew	Fatal O	Serious O	Minor 1	None 0
Flight Conducted Under -14 CFR 91		NONE	Pass	ŏ	0.	ó	ő
Accident Occurred During -LANDING				Ū	· ·	ŭ	Ū
Aircraft Information							
Make/Model ~ VARGA 2150A		Model - LYCOMIN	G 0-360-A4AD		nstalled/A		
Landing Gear - TRICYCLE-FIXED		gines - 1			all Warnin	g System	- YES
Max Gross Wt - 1817 No. of Seats - 2	Engine Typ Rated Powe	De - RECIPRO er - 180		UR			
Environment/Operations Information							
Weather Data	Itinerary			Airport F	roximity		
Wx Briefing - NO RECORD OF BRIEF		ture Point			PORT/STRIP	•	
Method - N/A	PICAYUNE	MS					
Completeness - N/A	Destination		A	irport Da	ita		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 140/008 KTS						N/A	
Visibility - 7.0 SM	ATC/Airspace		_		Lth/Wid -		
Lowest Sky/Clouds - 1500 FT		ight Plan - NON			Surface -		RF
Lowest Ceiling - 1500 FT B Obstructions to Vision- NONE		earance - NON _ndg - FOR		Runway	Status -	DRY	
Precipitation - NONE	Type Apcily	Indg - Fok	JED LANDING				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command			cal Certificate				
Certificate(s)/Rating(s)	Biennial Flight F	Review		Time (Ho			_
PRIVATE SE LAND	Current Months Since		Total -			Hrs -	3
SE LAND	Months Since	- UNK/NR I - UNK/NR	Make/Model-	4	Last 30 Last 90	Days- UN	78
	All Clare Type	S ONN, N	eris er dinerre	Ū	Last 30	bays	70
Instrument Rating(s) - NONE							
PLT STATED THAT WHILE ON LOCAL FLIGHT	HE RAN OUT OF FUEL &	LIPON LANDING TI	N A FTEID THE	ACET STRI	ICK A TREE		
RING THE WINGS.		J. J. 1 L.					

File No 4	89 5/16/86 	KILN,MS	A/C Reg. No.	N5601G	Time (Lc1) - 1030 CDT
Occurrence #1 Phase of Operation		TAL) - NON-MECHAN	ICAL		
Finding(s) 1. FLUID,FUEL - EX 2. FUEL CONSUMPT 3. REFUELING - NOT	ION CALCULATIONS -		DT IN COMMAND		
Occurrence #2 Phase of Operation		NCY			
Occurrence #3 Phase of Operation	_	ION WITH OBJECT			
Finding(s) 4. OBJECT - TREE(S)				
Probable Cause					
The National Transpois/are finding(s) 2,		rd determines tha	t the Probable Cause(s) c	f this accident	

Basic Information		_					
Type Operating Certificate-	AGRICULTURAL AIR	CRAFT Aircraft SUBSTAN		Fatal	Inju Serious		Namo
Type of Operation -	AFDIAL APPLICATI		Crew			Minor O	None 1
Flight Conducted Under -	14 CFR 137	NONE	Pass	0	0 0	_	ó
Accident Occurred During -		110/12		r Ŏ		ŏ	2
Aircraft Information							
Make/Model - AIR TRACTOR		Eng Make/Model - P&W			Installed/		
Landing Gear - TAILWHEEL-A	LL FIXED	Number Engines - 1			tall Warnin	ng System	- YES
Max Gross Wt - 7050		Engine Type - REC		ETOR			
No. of Seats - 1		Rated Power -	600 HP				
Environment/Operations Inform	ation	***					
Weather Data Wx Briefing - NO RECORD	OF BOTTETNO	Itinerary Last Departure Point			Proximity RPORT/STRI	,	
Method - N/A	OF BRIEFING	SAME AS ACC/INC		OFF AI	KPUKI/SIKII	-	
Completeness - N/A		Destination		Airport D	2+2		
Basic Weather - VMC		SAME AS ACC/INC		Amport b	αια		
Wind Dir/Speed- CALM		57.1.2 A5 A50, 2115		Runwav	Ident ·	- N/A	
Visibility - 10.0	SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds -			NONE		Surface ·		URF
Lowest Ceiling - N	ONE	Type of Clearance -	NONE	Runway	Status ·	- DRY	
Ole I was travely and the second	ONE	Type Apch/Lndg	STRAIGHT-IN				
Obstructions to Vision- N	ONE		FULL STOP				
Precipitation - N	OIAE						
	AYLIGHT						
Precipitation - N Condition of Light - D Personnel Information	AYLIGHT				MEDICAL - NO		/. TMTT
Precipitation - N Condition of Light - D Personnel Information Pilot-In-Command	AYLIGHT				MEDICAL-NO	D WAIVERS	/LIMIT
Precipitation - No Condition of Light - Do Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	AYLIGHT				MEDICAL-NO	 D WAIVERS	/LIMIT
Precipitation - N Condition of Light - D Personnel Information Pilot-In-Command	AYLIGHT	- 29 nnial Flight Review Current - YES Months Since - 3 Aircraft Type - UNK/NR			MEDICAL-NO ours) Last 24	D WAIVERS Hrs - Days- U	 /LIMIT 8 NK/NR
Precipitation - No Condition of Light - Do Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL	AYLIGHT				MEDICAL-No ours) Last 24	D WAIVERS	 /LIMI 8

File No 5	6/14/86 V	AIDEN, MS	A/C Reg. No. N23930	Time (Lc1) - 1015 CDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - O LANDING - ROLL	N GROUND		
	ON - POOR - PILOT IN TROL - NOT MAINTAINED			
Occurrence #2 Phase of Operation	ON GROUND COLLISION LANDING - ROLL	WITH OBJECT		·
Finding(s) 3. OBJECT - VEHICL 4. OBJECT - FENCE				
Occurrence #3 Phase of Operation	ON GROUND COLLISION LANDING - ROLL	WITH TERRAIN		
Finding(s) 5. TERRAIN CONDITI				
Occurrence #4 Phase of Operation	LANDING - ROLL			
Probable Cause				
The National Transpois/are finding(s) 1,	•	determines that t	he Probable Cause(s) of this acci	dent
Factor(s) relating t	o this accident is/ar	e finding(s) 3,4		

File No 498	1/27/86 MISSOL	JLA,MT	A/C Reg.	No. N5019K	7	Γime (Lcl) ·	- 1352 MS	т
Basic Information Type Operating Certific Name of Carrier Type of Operation Flight Conducted Under Accident Occurred Durin	-MINUTEMAN AVI -NON SCHED,DON -14 CFR 135		Aircraft D SUBSTANTI Fire NONE	AL C	Fatal Frew O Fass O	Injur Serious O O	ries Minor O O	None 3 0
Aircraft Information Make/Model - BELL 20 Landing Gear - HIGH SK Max Gross Wt - 4150 No. of Seats - 7		Numbe Engi	Make/Model - ALLIS er Engines - 1 ne Type - TURBO d Power - 43			Installed// Stall Warnin		
Environment/Operations In Weather Data Wx Briefing - UNK/N Method - UNK/N Completeness - UNK/N Basic Weather - VMC Wind Dir/Speed- 260/0 Visibility - 15. Lowest Sky/Clouds - Lowest Ceiling Obstructions to Visio Precipitation Condition of Light	IR IR IR OO5 KTS O SM 5500 FT - 5500 FT BROKE ON- NONE - NONE	SAMi Destina CLEA ATC/Airs Type (N Type (Departure Point E AS ACC/INC ation ARWATER JCT,MT	ONE	OFF AI Airport E MISSOU Runway Runway Runway	JLA	- N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(COMMERCIAL SE LAND,ME LAND HELICOPTER		Current Months S	ight Review	F Total Make/Model	- 128 - 892	lours) Last 24 Last 30 Last 90	l Hrs - U Days-	, INK/NR 16 25
Instrument Rating(s) - AIRPLANE,HEL	ICOPTER						
Narrative HE HELICOPTER, EQUIPPED WITH ELIPAD THAT WAS SURROUNDED B MENTARTILY CAUGHT ON BOLTS ESULTING IN A RIGHT ROLLING F FROM THE BOLTS, AT WHICH T EGAIN CONTROL TO AVOID IMPAC DST. THE ACFT SPUN TO THE RI	Y A CONCRETE CURB PROTRUDING FROM T ACTION OF THE HEL IME THE ACFT SUDD T WITH THE BUILDI	. UPON TAKEO HE TOP OF TH ICOPTER. THE ENLY ACCELER NG, THE TAIL	OFF TO A HOVER, TH HE CURB LOCATED ON E LIFT FORCES BENT RATED TOWARD A BUI L ROTOR STRUCK THE	E RIGHT SNOW THE RIGHT S THE SNOW PA LDING. AS TH	PAD STRUCK A IDE OF THE HE D, SUDDENLY D E PILOT WAS A	AND BECAME ELICOPTER, DISENGAGING ATTEMPTING 1		

File No 49	1/27/86	MISSOULA, MT	A/C Reg. N	o. N5019K	Time (Lc1) - 1352 MST
Occurrence #1 Phase of Operation		ON WITH OBJECT			
Finding(s) 1. OBJECT - AIRPORT 2. AIRPORT FACILITE 3. MANUALS/DIRE 4. IMPROPER USE	ES - INADEQUATE CTIVES - COMPANY/C	PERATOR MGMT URE - COMPANY/OPERA	TOR MGMT		
Occurrence #2 Phase of Operation		IN FLIGHT			
Finding(s) 5. DIRECTIONAL CONT	ROL - NOT POSSIBLE	- PILOT IN COMMAND			
Occurrence #3 Phase of Operation					
Finding(s) 6. OBJECT - BUILDIN	G(NONRESIDENTIAL)				
Probable Cause	_				
The National Transporis/are finding(s) 1,2		d determines that t	he Probable Cause(s) of this accid	dent
Factor(s) relating to	this accident is/	are finding(s) 4			

File No 529 2/02/86 KALISF	ELL,MT A/C R	eg. No. N2874K	Т	ime (Lc1)	- 1310 M	ST
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf	t Damage /ED	Fatal		ries Minor	None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire NONE	Crew Pass		1 0	0	0
Aircraft Information Make/Model - CESSNA 180 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2800 No. of Seats - 4	Eng Make/Model - COI Number Engines - 1 Engine Type - REG Rated Power -		S.	Installed/ tall Warni		d - YES/YES m - YES
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- CALM Visibility250 SM Lowest Sky/Clouds - PART OBS Lowest Ceiling - 100 FT OBSCL Obstructions to Vision- FOG Precipitation - SNOW Condition of Light - DAYLIGHT	<i>y</i> , , , , , , , , , , , , , , , , , , ,	IFR	OFF AII Airport Da Runway Runway Runway Runway Runway RUNWay		- N/A - N/A - ICE	VERED
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE,COMMERCIAL SE LAND,ME LAND	Age - 47 Biennial Flight Review Current - YES Months Since - 16 Aircraft Type - C-180K	Total - Make/Model-	nt Time (Ho 1284 396 219	ours) Last 2 Last 3	AIVERS/L 4 Hrs - 0 Days- 0 Days-	UNK/NR UNK/NR
Instrument Rating(s) - AIRPLANE						
THE PLT RECEIVED A WX BRIEFING AND FILED AN IF AT 1135 MST. WHEN THE PLT ARRIVED IN THE SPOKA AND RETURN TO KALISPELL. WX AT KALISPELL HAD DETERMINED THE SALT LAKE ARTCC THAT HE HAD A SMALL LAKE I OBSERVED THE ACFT MAKE SEVERAL PASSES OVER THE CEILING, REDUCED VISIBILITY, SNOW, AND FOG. ALTER SURMISED THAT HE MAY HAVE ATTEMPTED A PRECAFOR MODERATE RIME ICE IN CLOUDS AND PRECIPITAT	R FLT PLAN TO BOEING FIELD NE AREA, HE OBTAINED WX REI ETERIORATED. THE PLT WAS CI N SIGHT BELOW, WAS CANCELL: LAKE THEN HEARD THE SOUND THOUGH THE PLT COULD NOT RI UTIONARY LANDING DUE TO AN	SEATTLE, WA. HE I PORTS FOR SEATTLE A EARED FOR A CONTAC ING IFR AND PROCEEL OF IMPACT. THEY DI ECALL THE EVENTS LE ACCUMULATION OF A	AND DECIDED CT APCH. TH DING VFR. T ESCRIBED TH EADING UP IRFRAME ICH	O TO TURN HE PLT ADV ICE FISHER HE WX AS L TO THE ACC	AROUND ISED MEN OW IDENT,	

File No. - 529 2/02/86 KALISPELL, MT A/C Reg. No. N2874K Time (Lc1) - 1310 MST IN FLIGHT ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. WEATHER CONDITION - FOG 3. WEATHER CONDITION - OBSCURATION 4. WEATHER CONDITION - SNOW 5. WEATHER CONDITION - ICING CONDITIONS 6. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND 7. WEATHER EVALUATION - PERFORMED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 8. WING - ICE 9. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND 10. IMPROPER DECISION, SPATIAL DISORIENTATION - PILOT IN COMMAND 11. WEATHER CONDITION - WHITEOUT 12. IMPROPER DECISION, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT Finding(s) 13. TERRAIN CONDITION - ICY 14. TERRAIN CONDITION - SNOW COVERED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 6,7,10,12$ Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,8,9,11,13,14

asic Information Type Operating Certificate-NONE	(CENEDAL AVIATION)	Aircraft Damage			Inju	nios	
Type operating certificate-none	(GENERAL AVIATION)	SUBSTANTIAL		Fatal	•		None
Type of Operation -PERS		Fire	Crew	0	0	0	1
Flight Conducted Under -14 C		NONE	Pass	0	0	0	1
Accident Occurred During -LAND	ING 						
ircraft Information					_		
Make/Model - AERONCA 7AC		Model - CONTINENTA	L C-85-12			Activated	
Landing Gear - TAILWHEEL-ALL F		gines - 1			tall Warni	ng System	- YES
Max Gross Wt - 1220 No. of Seats - 2	Engine Typ Rated Powe		ING-CARBURE	IUR			
No. of Seats - 2	Rated Powe	sı 82 UL					
nvironment/Operations Informatio				A			
eather Data Wx Briefing	Itinerary	hunn Dodma		Airport F			
Wx Briefing - NO RECORD OF Method - N/A	RIEFING Last Depart COLUMBUS			UN AIRE	UKI		
Completeness - N/A	Destination		,	Airport Da	1+2		
Basic Weather - VMC	LOCAL		•	RED LOD			
Wind Dir/Speed- 220/008 KTS	20072					- 16	
Visibility - 70.0 SM	ATC/Airspace			Runway	Lth/Wid	- 4000/	75
Lowest Sky/Clouds - 1200	FT SCATTERED Type of F1	ight Plan - NONE		Runway	Surface	- ASPHALT	
Lowest Ceiling - 25000		earance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/i	ndg - TRAFFI	C PATTERN				
Precipitation - NONE							
Condition of Light - DAYLI	3HT 						
ersonnel Information Pilot-In-Command	Age - 26	Madiaal	Cantificat	NAL TO	MEDICAL N	O WATVEDO	'. TMTT
Certificate(s)/Rating(s)	Age ~ 26 Biennial Flight F		Certificate Flight	t Time (Ho		D WAIVERS/	LIMII
PRIVATE				350		4 Hrs -	2
SE LAND	Months Since				Last 3		19
	Aircraft Type	e - C-150 Ins	trument-	15	Last 9	O Days-	30
Instrument Rating(s) - NON	.						
arrative							
LT STATED THAT DURING THE GROUND	ROLL PHASE OF LANDING AT	RED LODGE, MT. HE	LOST CONTRO	OL OF THE	ACET WHIC	н	
ED INTO A GROUND LOOP TO THE RIG							
	VER INTO A SNOW BANK.			,			

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

-Basic Information						•
Type Operating Certificate-NONE (GENERA		aft Damage		Inju		
		ROYED	Fatal	Serious,		None
Type of Operation -PERSONAL	Fire	Cre		0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pas	s 2	1	0	0
-Aircraft Information						
Make/Model - CESSNA 177		LYCOMING 0-360-A1A		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnin	ng System	- YES
Max Gross Wt - 2500		RECIPROCATING-CARBU	RETOR			
No. of Seats - 4	Rated Power -	180 HP				
-Environment/Operations Information	Thinana		A 2 · ·	De audenda		
Weather Data	Itinerary			Proximity	,	
Wx Briefing - FSS Method - TELEPHONE	Last Departure Pot THOMPSON FALLS,M		OFF AI	RPORT/STRIF		
Completeness - WEATHER NOT PERTINEN		11	Airport D	2+2		
Basic Weather - VMC	JACKSON HOLE, WY		A Import D	ala		
Wind Dir/Speed- CALM	OACKSON HOLE, WI		Punkay	Ident ·	- N/A	
Visibility - 40.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - 8000 FT SCA		n - VFR		Surface		
Lowest Ceiling - NONE	Type of Clearance			Status		
Obstructions to Vision- NONE	Type Apch/Lndg			010100	1100411	
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 43	Medical Certifica) WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H			
PRIVATE	Current - YES	Total -			Hrs - UN	•
SE LAND	Months Since - 12 Aircraft Type - C-17	Make/Model-		Last 30		3
	Aircraft Type - C-17	7 Instrument-	2	Last 90	Days-	10
Instrument Rating(s) - NONE						
-Narrative					_	
SOLE SURVIVING PAX SAID THE ENG LOST POW						
ORCED LANDING BUT HIT A TREE AND THE ACFT						
L SAMPLE TAKEN FROM PLT'S STORAGE TANK REV					MSL	
BELOW FREEZING TEMP FOR APRX 1 HR, 5 MINS CLEAN, DRY, AND ABSENT OF FUEL.	. ENG DISASSEMBLI KEVEALEL	NO EVIDENCE OF FAIL	LUKE. CARBU	KEIUK DUWL		
CLEAN, DKI, AND ABSENT OF FUEL.						

Time (Lc1) - 1045 MST File No. - 484 3/06/86 ANACONDA, MT A/C Reg. No. N3476T Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - CONTAMINATION AIRCRAFT SERVICE - IMPROPER - PILOT IN COMMAND 3. FLUID, WATER - FROZEN 4. FLUID, FUEL - IMPROPER Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY Finding(s) 5. OBJECT - TREE(S) Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. TERRAIN CONDITION - MOUNTAINOUS/HILLY 7. TERRAIN CONDITION - NONE SUITABLE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

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

Type Operating Certificate	-NONE (GENERAL		ft Damage		Injur		
Type of Operation	-PERSONAL		ANTIAL	Fatal O		Minor O	None
Flight Conducted Under		Fire NONE	Crew Pass	_	o 0	0	1
Accident Occurred During		IAOIAE	rass		O	O	Ü
Aircraft Information							
Make/Model - CESSNA A18			ONTINENTAL IO-520-D		Installed/Ad		
Landing Gear - TAILWHEEL-	ALL FIXED	Number Engines -		S	tall Warning	g System	- YES
Max Gross Wt - 3350		Engine Type - R					
No. of Seats - 4		Rated Power -	300 HP				
Environment/Operations Infor	mation						
Weather Data		Itinerary			Proximity		
Wx Briefing - FSS Method - TELEPHON	-	Last Departure Poin	τ	ON AIR	PURI		
Method - TELEPHONI Completeness - FULL	5	GERALDINE,MT Destination		Airport Da			
Basic Weather - VMC		SAME AS ACC/INC			ila IN FLD.		
Wind Dir/Speed- 270/004 I	KTS	SAME AS ACC/ INC				12	
Visibility - 30.0		ATC/Airspace			Lth/Wid -		150
Lowest Sky/Clouds -			- VFR		Surface -		
Lowest Ceiling - I	NONE	Type of Clearance	- NONE	Runway	Status -	DRY	
Obstructions to Vision- I		Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - I			FULL STOP				
Condition of Light - I	DAYLIGHT						
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)		ige - 38 Biennial Flight Review	Medical Certifica	ite - VALID ht Time (H		INEK2/LIM	111
PRIVATE	-	Current - VFS	Total -		Last 24	Hrs -	1
SE LAND		Current - YES Months Since - 19	Make/Mode1-		Last 30		
0E EAILD		Aircraft Type - 185F	Instrument-				9
Toologood Dating(a)	NONE					-	
	- NUNE 						
Instrument Rating(s)							
Narrative							

File No 5	548 	3/14/86	BOZEMAN,MT	A/C Reg	No. N4984Q	Time (Lcl)	- 1230 MST	
Occurrence #1 Phase of Operation		CONTROL -	- ON GROUND					
Finding(s) 1. DIRECTIONAL CON	ITROL - NO	OT MAINTAIN	NED - PILOT IN COMM	MAND				
Occurrence #2 Phase of Operation		JND COLLISI G - ROLL	ION WITH TERRAIN					
Probable Cause								

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

File No 525 2/21/86 WILKE	SBORO,NC A/C	Reg. No. N93567	T	ime (Lc1) -	0050 EST	r
Type Operation CGENERA Type of Operation	DESTRO Fire NONE		1	O	Minor O O	None O O
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1675 No. of Seats - 2	Eng Make/Model - L' Number Engines - Engine Type - RI Rated Power -	COMING 0-235-L2C	ELT : S ² ETOR		ctivated g System	- YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - IMC Wind Dir/Speed- 050/005 KTS Visibility - 2.000 SM Lowest Sky/Clouds - 500 FT Lowest Ceiling - 500 FT OVER Obstructions to Vision- FOG Precipitation - NONE Condition of Light - NIGHT(DARK)	WILKESBORO,NC Destination LOCAL ATC/Airspace Type of Flight Plan	- NONE - NONE	OFF AII Airport Da WILKESI Runway Runway Runway		N/A N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 24 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Total -	ht Time (Ho 22	ours) Last 24	Hrs - UN	NK/NR
Instrument Rating(s) - NONE						
Narrative SHORTLY AFTER MIDNIGHT THE ACFT WAS OBSERVED THE STUDENT PLT DID NOT HAVE ANY INSTRUMENT F DESCENDING TURN WHEN IT FLEW INTO THE TREES O BUT DID NOT HAVE A FLT SCHEDULED FOR THAT DAT	FLYING ERRATICALLY OVER THI LIGHT TIME LOGGED AND HIS I N THE SIDE OF A HILL. THE :	E TOWN. IMC EXISTED PAX WAS NOT A PLT.	THE ACFT W	AS IN A		

File No. - 525 2/21/86 WILKESBORO, NC A/C Reg. No. N93567 Time (Lc1) - 0050 EST Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 1. OBJECT - TREE(S) 2. STOLEN AIRCRAFT/UNAUTHORIZED USE IMPROPER USE OF PROCEDURE - PILOT IN COMMAND 4. LIGHT CONDITION - DARK NIGHT 5. WEATHER CONDITION - LOW CEILING 6. WEATHER CONDITION - FOG IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. TERRAIN CONDITION - GROUND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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

File No 547 3/02/86 HIC	CORY,NC A/C	Reg. No. N9153K	g. No. N9153K Time (Lc1) - 0737 EST			
Basic Information Type Operating Certificate-NONE (GENE		ft Damage		Injur		
	DESTR	OYED	Fatal			None
Type of Operation -PERSONAL	Fire		ew 0	2	0	0
Flight Conducted Under -14 CFR 91	NONE	Pá	ass O	0	0	0
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - PIPER PA-28-181	Eng Make/Model - L			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -	1	9	Stall Warnin	g System ·	- YES
Max Gross Wt - 2550	Engine Type - R	ECIPROCATING-CARE	SURETOR			
No. of Seats - 4	Rated Power -	180 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Poin	t	OFF A	RPORT/STRIP		
Method - TELETYPE	CHARLOTTE, NC					
Completeness - FULL	Destination		Airport (ata		
Basic Weather - VMC	CHARLESTON, WV			RY MUNICIPAL		
Wind Dir/Speed- 240/003 KTS	- · · · · • · · · · · · · · · · · ·		Runway	/ Ident -	N/A	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- IFR		Surface -		
Lowest Ceiling - NONE	Type of Clearance				DRY	
Obstructions to Vision- NONE	Type Apch/Lndg					
Precipitation - NONE	Type Apolly Elling	TORTOLD LARDIN	-			
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 66	Medical Certif	icate - VALTI	MEDICAL -WA	TVEDS / I TM	īТ
Certificate(s)/Rating(s)	Biennial Flight Review		light Time (H		I V L K S / L I M .	
PRIVATE				Last 24	Une -	5
SE LAND	Current - YES Months Since - 23	Make /Madel	473	Last 24	Dave- UNI	
SE LAND	Months Since - 23	nake/model	- 594			33
	Aircraft Type - UNK/N	k Instrument	594	Last 90	Days-	33
Instrument Rating(s) - AIRPLANE		•				
·Narrative ING CRUISE FLT, PLT FELT ENG VIB AND DIV	EDTED TO NEADEST ADDT DUDIN	C THE DESCENT THE	DIT HEADD A	N EXPLOSION	SAW	
ENG COWL POP UP AND OIL COVERED THE WINI	SCOPEN ESTABLISHED IN A GI	THE THE ACET COLL	TOED WITH T	PERS THEN TH	, JAW F	
IND. EXAM OF THE ENG REVEALED THAT CYL #:					-	
				PACKED		
PLETELY OFF OF THE STUDS. 3 STUDS WERE BI		OF THE COAMPOACE				

File No 5	47 3/02/86	HICKORY,NC	A/C Reg. No. N9153K	Time (Lc1) - 0737 EST
Occurrence #1 Phase of Operation			MALFUNCTION	
	,CYLINDER - LOOSE NSTALLATION - INADEC ,CYLINDER - SEPARATI	ON	ENANCE PSNL	
Occurrence #2 Phase of Operation				
Finding(s) 4. OBJECT - TREE(S				
Occurrence #3 Phase of Operation				
Finding(s) 5. TERRAIN CONDITI				
Probable Cause				
The National Transpo is/are finding(s) 2	rtation Safety Board	determines that t	he Probable Cause(s) of this accid	dent

-Basic Information Type Operating Certificate-NONE (GENERAL AT Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING -Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1385 No. of Seats - 2	SUBST/ Fire NONE Eng Make/Model - L Number Engines -		0	Injur Serious O O	ies Minor O O	None 1 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDINGAircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1385	Fire NONE Eng Make/Model - L Number Engines -	Crew Pass COMING 0-235-L2C	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1385	NONE Eng Make/Model - L: Number Engines -	Pass COMING 0-235-L2C	0			
Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1385	Eng Make/Model - L: Number Engines -	COMING 0-235-L2C		0	0	0
	Number Engines -					
Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1385	Number Engines -					
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1385	Number Engines -					
Max Gross Wt - 1385				Installed/A		
	Fnaine Type - DI			Stall Warnin	g System	- YES
No. of Seats - 2		CIPROCATING-CARBUR	ETOR			
	Rated Power -	110 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	:	ON AIR	RPORT		
Method - N/A	MOCKSVILLE, NC					
Completeness - N/A	Destination		Airport [
Basic Weather - VMC	LOCAL		TWIN		à=	
Wind Dir/Speed- 300/010 KTS	ATO /A :				27	
Visibility - 15.0 SM	ATC/Airspace	NONE		/ Lth/Wid -		50
	RED Type of Flight Plan			/ Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg		Runway	/ Status -	DRY	
Precipitation - NONE	Type Apch/Lndg	- IRAFFIC PATTERN				
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command Ad	ge - 34	Medical Certifica	+a - VAL TE	MEDICAL -NO	WATVEDS /	LIMIT
	je - 34 iennial Flight Review		ht Time (F		WAIVERS/	LIMII
STUDENT	Current - N/A	Total -			Hrs - UN	V /ND
STODENT	Months Since - N/A	Make/Model-		Last 24 Last 30		
	Aircraft Type - N/A					
	All chart Type - N/A	Instrument- U Multi-Eng - U	NIC/NIC	Potonon	aft - UN	∠U ⊬ /ND
		Multi-Eng " 0	INK/ INK	ROTOPON	art - UN	K/ NK
Instrument Rating(s) - NONE						

File No. - 511

3/09/86

MOCKSVILLE, NC

A/C Reg. No. N5276M

Time (Lc1) - 1200 EST

Occurrence

ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

- 1. COMPENSATION FOR WIND CONDITIONS IMPROPER PILOT IN COMMAND
- 2. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 3. PROPER ALIGNMENT NOT MAINTAINED PILOT IN COMMAND
- 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE PILOT IN COMMAND

----Probable Cause----

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

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

-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraft [Damage		Inju	ries	
	DESTROYED		Fatal	Serious		
Type of Operation -INSTRUCTION		Crew	=	.0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE	Pass	0	1	2	0
-Aircraft Information						
Make/Model - CESSNA 172L	Eng Make/Model - LYCOM	MING 0-320-E2D		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			Stall Warni	ng Syste	m - UNK/NF
Max Gross Wt - 2300		PROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power - 15	50 HP 				
-Environment/Operations Information	Tainanan		4	Danas dana da		
Weather Data Wx Briefing - NO RECORD OF BRIEFIN	Itinerary G Last Departure Point		ON AI	Proximity		
Method - N/A	SAME AS ACC/INC		ON AT	REORI		
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	LOCAL			OVE AIRPARK		
Wind Dir/Speed- 240/015 KTS			Runwa	y Ident	- UNK/NR	
Visibility - 7.0 SM	ATC/Airspace		Runwa	y Lth/Wid	- 3212/	40
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan - N			y Surface		TE
Lowest Ceiling - UNK/NR		NONE	Runwa	y Status	- WET	
Obstructions to Vision- NONE	Type Apch/Lndg - N	NONE				
Precipitation - RAIN						
Condition of Light - DAYLIGHT						
-Personnel Information	1 FO. W.			D MEDICAL N	0 847850	C /1 7947.T
Pilot-In-Command Certificate(s)/Rating(s)	Age - 52 Me Biennial Flight Review	edical Certifica	te - VALII ht Time (O WAIVER	2/ LIMII
ATP, CFI	Current - YES		10626		4 Hrs -	2
SE LAND, ME LAND	Months Since - 12	Make/Model-			O Days-	
or rate the rate	Aircraft Type - UNK/NR				O Days-	157
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Multi-Eng -	88			
Instrument Rating(s) - AIRPLANE						
ING THE ATTEMPTED TAKEOFF THE ACFT SKIPPE PLT ATTEMPTED TO ABORT THE TAKEOFF. THE						
R. AN ESTIMATED WEIGHT AND BALANCE SHOWED	THAT THE ACET WAS APOUT 380 IF	S OVER GROSS WE	TOUT AND	DUTSIDE DE	TUE	

File No. - 592 4/08/86 CHARLOTTE, NC A/C Reg. No. N2851Q Time (Lc1) - 1030 EST LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - UNDETERMINED 2. PREFLIGHT PLANNING/PREPARATION - NOT PERFORMED - PILOT IN COMMAND 3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND 4. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND Occurrence #2 OVERRUN Phase of Operation TAKEOFF Finding(s) 5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF Finding(s) 6. TERRAIN CONDITION - DIRT BANK Occurrence #4 NOSE OVER Phase of Operation TAKEOFF ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4Factor(s) relating to this accident is/are finding(s) 5

File No 402 5/24/86 STATE	SVILLE,NC A/C R	eg. No. N9778C	1	ime (Lcl)	- 1415	EDT
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	_ AVIATION) Aircraf SUBSTAN Fire NONE	t Damage NTIAL Crew Pass	-			nor Non O 1 O 1
Accident Occurred During -LANDING						
Aircraft Information Make/Model - PIPER PA-28-161 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2325 No. of Seats - 4	Eng Make/Model - LY(Number Engines - 1 Engine Type - RE(Rated Power -		5			ited - YES/ item - YES
	Itinerary Last Departure Point	·	Airport ON AIR	Proximity RPORT		
Method - N/A	SAME AS ACC/INC		A:			
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport D STATE\			
Wind Dir/Speed- 240/005 KTS Visibility - 25.0 SM Lowest Sky/Clouds - 30000 FT	ATC/Airspace	NONE	Runway	/ Ident / Lth/Wid / Surface	- 451	
Lowest Sky/Clouds - 30000 FT Lowest Ceiling - 30000 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT			Runway	Status		IAL I
Personnel Information						
	Age - 33 Biennial Flight Review	Medical Certifica Flig	te - VALIC nt Time (F		WAIVERS	S/LIMIT
CFI SE LAND	Current - YES Months Since - 9 Aircraft Type - UNK/NR	Total - Make/Model- Instrument- Multi-Eng -	630 150 110 9	Last	24 Hrs 30 Days 90 Days	- UNK/NR
Instrument Rating(s) - AIRPLANE						•
Narrative E PILOT ALLOWED THE AIRCRAFT TO STALL AND TO MPETITION. THE PILOT STATED THAT THE ACCIDEN				OFF SPOT	LANDIN	IG

File No. - 402 5/24/86 STATESVILLE,NC A/C Reg. No. N9778C Time (Lcl) - 1415 EDT

Occurrence
Phase of Operation

UNDERSHOOT

LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. PLANNED APPROACH POOR PILOT IN COMMAND
- 2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY PILOT IN COMMAND
- 3. PROPER TOUCHDOWN POINT NOT OBTAINED PILOT IN COMMAND
- 4. PROPER GLIDEPATH NOT MAINTAINED PILOT IN COMMAND
- 5. REMEDIAL ACTION NOT PERFORMED PILOT IN COMMAND

----Probable Cause----

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

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

. 1

Type Operating Certificate-NONE (GENERA		t Damage		Injur		
Type of Operation -PERSONAL	SUBSTAI Fire	NTIAL Cre	Fatal w O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE	Pas	s 0	ŏ	Ö	1
Aircraft Information						
Make/Model - BELLANCA 7ECA Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Model - LYG Number Engines - 1			Installed/A tall Warnin		
Max Gross Wt - 1650		CIPROCATING-CARBU		tali warnin	ig System	- YES
No. of Seats - 3		115 HP	KLIOK			
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point SAME AS ACC/INC		ON AIR	SIRIP		
Completeness - N/A	Destination		Airport D	a+a		
Basic Weather - VMC	LOCAL		A II poi t b	4,04		
Wind Dir/Speed- 360/005 KTS			Runway	Ident -	18	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		NK/NR
	OVC Type of Flight Plan		•	Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	SNOW - D	RY
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	- NONE				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 23	Medical Certific				
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H		11	
PRIVATE,COMMERCIAL SE LAND,ME LAND	Current - YES Months Since - 18	Total - Make/Model-		Last 24	Hrs - Davs- UN	1 v/ND
SE EAND, ME EAND	Aircraft Type - UNK/NR			Last 90	•	40
	The state type state the	Multi-Eng -		2451 50	Juyo	40
Instrument Rating(s) - AIRPLANE						
Narrative PLT STATED THE CITABRIA HE WAS PILOTING F	ATIED TO ORTAIN FLYING SPEE	D REFORE DEACHING	THE END OF	THE SNOW		
RED PRIVATE AIRSTRIP. ACCORDING TO THE PI					K AND	
D OVER. THE PLT SAID THAT DURING THE POST						

1/03/86 Time (Lc1) - 1630 CST File No. - 501 HOPE, ND A/C Reg. No. N50384 OVERRUN Occurrence #1 Phase of Operation TAKEOFF Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND 3. CARBURETOR HEAT - INADVERTENT USE - PILOT IN COMMAND 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED 5. WEATHER CONDITION - TAILWIND ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF Finding(s) 7. TERRAIN CONDITION - SNOWBANK Occurrence #3 NOSE OVER Phase of Operation TAKEOFF ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6

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

File No 500 1/04/86	WEST FARGO, ND	A/C Reg. No. No.	23148	Ti	ime (Lc1) -	1415 CST	T
-Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage			Injuri	ies	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -INSTR	UCTIONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CF	R 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDI	NG						
-Aircraft Information							
Make/Model - CESSNA 150H	Eng Make	/Model - CONTINENTAL	0-200-A	ELT 1	[nstalled/Ad	ctivated	- NO -N,
Landing Gear - TRICYCLE-FIXED	Number E	ngines - 1		St	tall Warning	y System	- YES
Max Gross Wt - 1600	Engine T	vpe - RECIPROCATI	NG-CARBURE	TOR	•		
No. of Seats - 2	Rated Po						
-Environment/Operations Information							
Weather Data	Itinerary			Airport F	Proximity		
Wx Briefing - FSS	Last Depa	rture Point		ON AIRF	PORT		
Method - ACFT RADIO	FARGO, N						
Completeness - FULL	Destinatio			Airport Da	ata		
Basic Weather - VMC		ACC/INC			ARGO UTILITY	1	
Wind Dir/Speed- 270/007 KTS	57Z 77.5	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		Runway		17	
Visibility - 15.0 SM	ATC/Airspac	e			Lth/Wid -		147
	FT SCATTERED Type of F				Surface -		
Lowest Ceiling - NONE	Type of C	learance - NONE			Status -		COMPACTE
Obstructions to Vision- NONE		/Lnda - TOUCH AI	ND GD	y	012140	3.15	,
Precipitation - NONE	Type Apen	, 2,14g					
Condition of Light - DAYLIG	⊔T						
-Personnel Information Pilot-In-Command	Age - 30	Medical (Certificat	te - VALID	MEDICAL-NO	WAIVERS/	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Fligh	nt Time (Ho	ours)		
STUDENT	Current	- N/A Tota	1 -	23	Last 24	Hrs -	2
	Months Sinc	e - N/A Make	/Model-	23	Last 30	Days- UN	NK/NR
	Aircraft Ty	pe - N/A Insti	rument-	1	Last 90	Days-	23
Instrument Rating(s) - NONE							
-Narrative							
DRDING TO THE STUDENT PLT, HE WAS P AND CONTACTED A SNOW BANK. THE PLT S WAS HIS THIRD SOLO FLT.							

Time (Lcl) - 1415 CST File No. - 500 1/04/86 WEST FARGO, ND A/C Reg. No. N23148 Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED 2. TOUCH-AND-GO LANDING - ATTEMPTED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4. WEATHER CONDITION - CROSSWIND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND ON GROUND COLLISION WITH TERRAIN Occurrence #2 Phase of Operation LANDING Finding(s) 6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

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

File No 499 1	/13/86	FARGO, ND	A/C	Reg. No. N51	238	Т	ime (Lcl)	- 1230 CST	
-Basic Information									
Type Operating Certifica	te-NONE (GENERAL AV		aft Damage			Inju		
				TANTIAL		Fatal	Serious	Minor	None
Type of Operation		CTIONAL	Fire		Crew	0	0	0	1
Flight Conducted Under			NONE		Pass	0	0	0	0
Accident Occurred During		IG 							
-Aircraft Information									
Make/Model - CESSNA 1			Eng Make/Model -		0-D2J		Installed/		
Landing Gear - TRICYCLE	-FIXED		Number Engines -				tall Warniı	ng System ·	- YES
Max Gross Wt - 2150			Engine Type -		-CARBURE	TOR			
No. of Seats - 4			Rated Power -	160 HP					
-Environment/Operations Inf	ormation-								
Weather Data			Itinerary			Airport	Proximity		
Wx Briefing - UNK/NR	!		Last Departure Poi	nt		ON AIR	PORT		
Method - ACFT R			SAME AS ACC/INC						
Completeness - PARTIA	L,LMTD BY	PILOT	Destination			Airport Da			
Basic Weather - VMC			LOCAL			HECTOR		·	
Wind Dir/Speed- 170/02						Runway		- 17	
Visibility - 20.0			ATC/Airspace				Lth/Wid		150
Lowest Sky/Clouds -		T THIN BKN	Type of Flight Pla					- CONCRETE	
Lowest Ceiling			Type of Clearance		ATTERN	Runway	Status	- DRY	
Obstructions to Vision			Type Apch/Lndg						
	- NONE	ı T		TOUCH AND	GU				
Condition of Light	- DAYLIGE	11 							
-Personnel Information		_				==			
Pilot-In-Command	`	Age		Medical Ce) WAIVERS/	LIMIT
Certificate(s)/Rating(s	;)	Bie	nnial Flight Review	~	_	t Time (H		4 11	
STUDENT			Current - N/A		-		Last 2	4 Hrs -	1,
			Months Since - N/A	Make/M		23	Last 30	Days- UNI	K/NK
			Aircraft Type - N/A	Instru	ment-	1	Last 9	Juays-	23
Instrument Rating(s)	- NONE								
-Narrative ACFT CONTACTED A SNOWBANK	EOL LOWENC	: A LOSS OF	DIDECTIONAL CONTROL	DIIDING I ANDIN	C THIS	WAS THE DI	T/C EIDCT	LANDING	
HIS SECOND SOLO FLT. PREVIO									
III J JEGUND JULU FEI. PREVIU							**************************************		

File No. - 499 1/13/86 FARGO, ND A/C Reg. No. N51238 Time (Lc1) - 1230 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 3. WEATHER CONDITION - CROSSWIND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING Finding(s) 4. TERRAIN CONDITION - SNOWBANK ----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

SUBST Fire NONE G Make/Model - C mber Engines - gine Type - R ted Power - rary t Departure Poin AME AS ACC/INC ination OCAL irspace e of Flight Plan e of Clearance	1 RECIPROCATING-C 100 HP	Crew Pass 200-A CARBURETO	Si Airport F ON AIRF TPORT DA WATFOR RUNWAY RUNWAY	O O O Installed/A tall Warnin Proximity PORT ata O CITY MUNI	Minor 0 0 Activated ng System	- YES
MONE g Make/Model - C mber Engines - gine Type - R ted Power - rary t Departure Poin AME AS ACC/INC ination OCAL irspace e of Flight Plan e of Clearance	CONTINENTAL 0-2 1 RECIPROCATING-C 100 HP	Pass 200-A CARBURETO	ELT 1 S1 OR Airport F ON AIRF Troort Dag WATFORG Runway Runway	O Installed/A tall Warnin Proximity PORT Ata CITY MUNI Ident Lth/Wid -	O Activated ng System	- YES/N - YES
g Make/Model - C mber Engines - gine Type - R ted Power rary t Departure Poin AME AS ACC/INC ination OCAL irspace e of Flight Plan e of Clearance	CONTINENTAL 0-2 1 RECIPROCATING-C 100 HP	200-A CARBURETO	ELT 1 S1 OR irport F ON AIRF rport Da WATFORE Runway Runway	Installed/A tall Warnin Proximity PORT Ata CITY MUNI Ident Lth/Wid -	Activated and System	- YES/N - YES
mber Engines - gine Type - R ted Power rary t Departure Poin AME AS ACC/INC ination OCAL irspace e of Flight Plan e of Clearance	1 RECIPROCATING-C 100 HP	CARBURETO	Si Airport F ON AIRF TPORT DA WATFOR RUNWAY RUNWAY	tall Warnin Proximity PORT Ata CITY MUNI Ident - Lth/Wid -	ng System	- YES
mber Engines - gine Type - R ted Power rary t Departure Poin AME AS ACC/INC ination OCAL irspace e of Flight Plan e of Clearance	1 RECIPROCATING-C 100 HP	CARBURETO	Si Airport F ON AIRF TPORT DA WATFOR RUNWAY RUNWAY	tall Warnin Proximity PORT Ata CITY MUNI Ident - Lth/Wid -	ng System	- YES
mber Engines - gine Type - R ted Power rary t Departure Poin AME AS ACC/INC ination OCAL irspace e of Flight Plan e of Clearance	1 RECIPROCATING-C 100 HP	CARBURETO	Si Airport F ON AIRF TPORT DA WATFOR RUNWAY RUNWAY	tall Warnin Proximity PORT Ata CITY MUNI Ident - Lth/Wid -	ng System	- YES
gine Type - R ted Power - rary t Departure Poin AME AS ACC/INC ination OCAL irspace e of Flight Plan e of Clearance	RECIPROCATING-C 100 HP		irport F ON AIRF rport Da WATFORE Runway Runway	Proximity PORT Ata CITY MUNI Ident - Lth/Wid -	: : 30 : 4400/	75
ted Power - rary t Departure Poin AME AS ACC/INC ination OCAL irspace e of Flight Plan e of Clearance	100 HP		irport F ON AIRF rport Da WATFORD Runway Runway	PORT Ata CITY MUNI Ident - Lth/Wid -	· 30 · 4400/	
rary t Departure Poin AME AS ACC/INC ination OCAL irspace e of Flight Plan e of Clearance	n t		ON AIRF rport Da WATFORD Runway Runway	PORT Ata CITY MUNI Ident - Lth/Wid -	· 30 · 4400/	
t Départure Poin AME AS ACC/INC ination OCAL irspace e of Flight Plan e of Clearance			ON AIRF rport Da WATFORD Runway Runway	PORT Ata CITY MUNI Ident - Lth/Wid -	· 30 · 4400/	
t Départure Poin AME AS ACC/INC ination OCAL irspace e of Flight Plan e of Clearance			ON AIRF rport Da WATFORD Runway Runway	PORT Ata CITY MUNI Ident - Lth/Wid -	· 30 · 4400/	
AME AS ACC/INC ination OCAL irspace e of Flight Plan e of Clearance		Ai	rport Da WATFORD Runway Runway	ata) CITY MUNI Ident - Lth/Wid -	· 30 · 4400/	
ination OCAL irspace e of Flight Plan e of Clearance	n - NONE	Ai	WATFORD Runway Runway	CITY MUNI Ident - Lth/Wid -	· 30 · 4400/	
OCAL irspace e of Flight Plan e of Clearance	n - NONE		WATFORD Runway Runway	CITY MUNI Ident - Lth/Wid -	· 30 · 4400/	
e of Flight Plan e of Clearance	n - NONE		Runway Runway	Ident - Lth/Wid -	· 30 · 4400/	
e of Flight Plan e of Clearance	n - NONE					
e of Clearance	n - NONE		Dunway	Surface -	ASPHALT	
			Runway	Status -	DRY	
e Apch/Lndg	- TOUCH AND G	3 0				
26	Medical Cert	tificate	- VALTD	MEDICAL -NO	WATVEDS	/: TMTT
	Medical cert				WAITENS,	,
n+ _ NI/A	Total		20	100+ 04	Hrs - UI	NK/NR
s Since - N/A	Make/Mod	de 1 -	22	Last 30	Days- U	NK/NR
aft Type - N/A	Instrume	ent-	0	Last 90	Days-	8
HE PLT SAID HE U AT AFTER HE CROS TOO SOON, THE A	SED ONLY 10 DE SED THE RWY, H CFT STRUCK THE	GREES OF HE CUT TH	FLAPS. IE POWER	HE NOTED S	OME),	
	S Since - N/A aft Type - N/A MUNI ARPT, ND, A HE PLT SAID HE L AT AFTER HE CROS TOO SOON, THE A	Flight Review nt - N/A Total s Since - N/A Make/Mod aft Type - N/A Instrume	Flight Review Flight nt - N/A Total - s Since - N/A Make/Model- aft Type - N/A Instrument- MUNI ARPT, ND, AND WAS SUBSTANTIALLY D HE PLT SAID HE USED ONLY 10 DEGREES OF AT AFTER HE CROSSED THE RWY, HE CUT TH TOO SOON, THE ACFT STRUCK THE RWY AND	Flight Review Flight Time (Hont - N/A Total - 22 s Since - N/A Make/Model - 22 aft Type - N/A Instrument - O MUNI ARPT, ND, AND WAS SUBSTANTIALLY DAMAGED. HE PLT SAID HE USED ONLY 10 DEGREES OF FLAPS. AT AFTER HE CROSSED THE RWY, HE CUT THE POWER TOO SOON, THE ACFT STRUCK THE RWY AND BOUNCED	Flight Review Flight Time (Hours) nt - N/A Total - 22 Last 24 s Since - N/A Make/Model - 22 Last 30 aft Type - N/A Instrument - 0 Last 90 MUNI ARPT, ND, AND WAS SUBSTANTIALLY DAMAGED. THE STUDEN HE PLT SAID HE USED ONLY 10 DEGREES OF FLAPS. HE NOTED S AT AFTER HE CROSSED THE RWY, HE CUT THE POWER AND FLARED TOO SOON, THE ACFT STRUCK THE RWY AND BOUNCED. THE PLT	Flight Review Flight Time (Hours) nt - N/A Total - 22 Last 24 Hrs - U s Since - N/A Make/Model - 22 Last 30 Days - U aft Type - N/A Instrument - 0 Last 90 Days - MUNI ARPT, ND, AND WAS SUBSTANTIALLY DAMAGED. THE STUDENT PLT HE PLT SAID HE USED ONLY 10 DEGREES OF FLAPS. HE NOTED SOME AT AFTER HE CROSSED THE RWY, HE CUT THE POWER AND FLARED, TOO SOON, THE ACFT STRUCK THE RWY AND BOUNCED. THE PLT DID

File No. - 504 2/26/86 WATFORD CITY,ND Time (Lc1) - 1800 CST A/C Reg. No. N16210 Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - GUSTS 2. WEATHER CONDITION - TURBULENCE 3. FLARE - MISJUDGED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND 5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND 6. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 7. RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 5,6,7

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

Basic Information				- .		
Type Operating Certificate-NONE (GENERAL		aft Damage TANTIAL	Fatal	Injur Serious	nes Minor	None
Type of Operation -PERSONAL	Fire	Cre		0	0	1
Flight Conducted Under -14 CFR 91	NONE			Ö	ŏ	Ó
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 175		CONTINENTAL GO-300-		Installed/#		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnir	ng System	- YES
Max Gross Wt - 2350		RECIPROCATING-CARBU	RETOR			
No. of Seats - 4	Rated Power -	175 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poi	nt	OFF AI	RPORT/STRIF	•	
Method N/A	SAME AS ACC/INC		4 D			
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport Da	ата		
Wind Dir/Speed- 315/005 KTS	LUCAL		Dunuau	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	n - NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance				DRY	
Obstructions to Vision- HAZE	Type Apch/Lndg		y	512145		
Precipitation - NONE	Type tipetty atteg					
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 48				IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H			
PRIVATE	Current - YES	Total -		Last 24		
SE LAND	Months Since - 3 Aircraft Type - C-17	Make/Model-	68	Last 30	Days- UN	K/NR
	Aircraft Type - C-17	5 Instrument-	14	Last 90	Days-	59
Instrument Rating(s) - NONE						
Narrative						:
NAME TO THE PLT, THE ENG LOST PARTIAL PWI	ON TAKENEE DUE TO CARRE	DETOD ICE A ECOCED	I AND THE WAS	MADE DUDT	NG	
H THE NOSE GEAR COLLAPSED RESULTING IN SU			CAMPING WA	MADE DOKI	.140	

File No 5	82 3/02/86 KULM,ND	A/C Reg. No. N7647M	Time (Lc1) - 1530 CST
	LOSS OF POWER(PARTIAL) - NON-MECHANICAL TAKEOFF - INITIAL CLIMB		
2. WEATHER CONDITI	- NOT USED - PILOT IN COMMAND ON - CARBURETOR ICING CONDITIONS SION - POOR - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - UNCONTROLLED		
	NOSE GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN		
Finding(s) 4. TERRAIN CONDITI			
Probable Cause			
The National Transpo is/are finding(s) 1	rtation Safety Board determines that the Pro	bable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 2,3		

File No 503 3/09/86 DICKI	NSON, ND A/C R	eg. No. N35DM	T	ime (Lc1) -	1324 MS1	Γ
-Basic Information Type Operating Certificate-NONE (GENERAI	SUBSTA		Fatal	Injur Serious	Minor	None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire NONE	Crew Pass	0	0 0	1 0	3
-Aircraft Information Make/Model - SMITH 601P AEROSTAR Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6200 No. of Seats - 6	Eng Make/Model - Ly Number Engines - 2 Engine Type - RE Rated Power -			Installed/A		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE	Itinerary Last Departure Point		Airport ON AIR	Proximity RPORT		
Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 070/007 KTS Visibility - 1.500 SM Lowest Sky/Clouds - PART OBS			Runway Runway	ISON	ASPHALT	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 41 Biennial Flight Review Current - YES Months Since - 23 Aircraft Type - MK20	Total -	e - VALID t Time (H 7319 116 343 384	lours) Last 24	Hrs - Days- UN Days-	4
Instrument Rating(s) - AIRPLANE						
Instrument Rating(s) - AIRPLANENarrative LE ENROUTE ON AN IFR FLIGHT PLAN, THE PLT OF THE PLT MADE A GO-AROUNT ACFT FOR LANDING HE ALLOWED THE ACFT TO STERSECTING RUNWAYS AND CAME TO REST IN AN UPPARTURE AND FORWARD CG LIMIT AT THE TIME OF	OR HAVE AN ADEQUATE FUEL RE N IMC. AFTER DESCENT BELOW ND AND ATTEMPTED TO FLY A V FALL, DESCEND AND IMPACT TH PRIGHT POSITION. THE ACFT E	INSON, ND, WHICH EX SERVE AS REQUIRED. (THE CLOUDS, THE ACF FR TRAFFIC PATTERN. E GROUND. THE ACFT	TENDED TH DN ARRIVA T WAS NOT WHILE AT	HE LENGTH OF AL AT THE IN POSITIC TEMPTING TO ACROSS THE	THE IN TO ALIGN ARPT	1

3/09/86 DICKINSON,ND File No. - 503 A/C Reg. No. N35DM Time (Lc1) - 1324 MST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND 3. WEATHER CONDITION - LOW CEILING 4. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND 5. VFR PROCEDURES - ATTEMPTED - PILOT IN COMMAND 6. STALL - INADVERTENT - PILOT IN COMMAND 7. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 8. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,8

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

formation						
perating Certificate-NONE (GENERAL	L AVIATION) Aircraft SUBSTAN	_	Foto1	Injuri Serious		None
f Operation -PERSONAL	Fire			· 0		
Conducted Under -14 CFR 91	NONE	Pass	ŏ	1	ŏ	ó
nt Occurred During -TAXI						_
Information						,
odel - CESSNA 150J	Eng Make/Model - CON					
g Gear - TRICYCLE-FIXED	Number Engines - 1			all Warning	System	- YES
oss Wt - 1600	Engine Type - REC		LIUR			
Seats - 2	Rated Power -	100 HP				
ent/Operations Information	*******		B			
Data efing - FSS	Itinerary Last Departure Point		Airport P			
od - ACFT RADIO	MINOT,ND		UN AIRP	UKI		
leteness - FULL	Destination		Airport Da	t a		
Weather - VMC	SAME AS ACC/INC			UNICIPAL		
Dir/Speed- 270/040 KTS	57.1.12 No Noo, 1110			Ident -	30	
oility - 20.0 SM	ATC/Airspace			Lth/Wid -		60
st Sky/Clouds - CLEAR	Type of Flight Plan -	NONE	Runway	Surface	ASPHÄLT	
st Ceiling - NONE	Type of Clearance -		Runway	Status - I	DRY	
ructions to Vision- NONE	Type Apch/Lndg -	FULL STOP				
ipitation - NONE						
ition of Light - DAYLIGHT						
Information n-Command	Age - 41	Medical Certificat	te - VALID I	MEDICAL -NO	WATVEDS	/ TMTT
	Biennial Flight Review				#AIVENS/	LIMI.
IVATE	Current - YES	Total -	221	Last 24	Hrs - UN	IK/NR
LAND	Months Since - 6	Make/Model-	221	Last 30	Days- UN	IK/NR
	Aircraft Type - C-150J	Instrument-	42	Last 90	Days- UN	IK/NR
	Biennial Flight Review Current - YES Months Since - 6 Aircraft Type - C-150J	Fligh Total - Make/Model- Instrument-	nt Time (Hor 221 221 42	urs) Last 24 Last 30 Last 90	Hrs - Days- Days-	UN UN

File No. - 457 3/29/86 TIOGA,ND A/C Reg. No. N51156 Time (Lcl) - 1215 CST

Occurrence

NOSE OVER

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - GUSTS

2. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND

----Probable Cause----

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

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4/11/86
                                                                                    Time (Lc1) - 2030 EST
      File No. - 431
                                     OMAHA.NE
                                                            A/C Reg. No. N63177
----Basic Information----
                                                                                                Injuries
     Type Operating Certificate-ON-DEMAND AIR TAXI
                                                           Aircraft Damage
                                                            SUBSTANTIAL
                                                                                              Serious
                                                                                                       Minor
                                                                                     Fatal
                                                                                                                 None
     Type of Operation
                             -PERSONAL
                                                            Fire
                                                                               Crew
                                                                                     0 0
                                                                                                          0
     Flight Conducted Under -14 CFR 91
                                                            NONE
                                                                                        0
                                                                               Pass
                                                                                                 0
                                                                                                                   0
     Accident Occurred During -LANDING
----Aircraft Information----
     Make/Model - CESSNA 172P
                                                 Eng Make/Model - LYCOMING 0-320-D2J
                                                                                        ELT Installed/Activated - YES/NO
     Landing Gear - TRICYCLE-FIXED
                                                Number Engines - 1
                                                                                           Stall Warning System - YES
     Max Gross Wt - 2150
                                                Engine Type - RECIPROCATING-CARBURETOR
     No. of Seats -
                                                Rated Power - 150 HP
----Environment/Operations Information----
   Weather Data
                                                                                    Airport Proximity
                                              Itinerary
     Wx Briefing
                    - NO RECORD OF BRIEFING
                                               Last Departure Point
                                                                                      ON AIRPORT
       Method
                    - N/A
                                               SAME AS ACC/INC
       Completeness - N/A
                                               Destination
                                                                                    Airport Data
     Basic Weather - VMC
                                               LOCAL
                                                                                      EPPLEY AIRFIELD
       Wind Dir/Speed- CALM
                                                                                      Runway Ident - 14L
       Visibility - 10.0 SM
                                              ATC/Airspace
                                                                                      Runway Lth/Wid - 4297/ 75
       Lowest Sky/Clouds - 6000 FT SCATTERED Type of Flight Plan - NONE
                                                                                      Runway Surface - CONCRETE
                                               Type of Clearance - NONE
       Lowest Ceiling - NONE
                                                                                      Runway Status - DRY
       Obstructions to Vision- NONE
                                               Type Apch/Lndg
                                                                  - TOUCH AND GO
       Precipitation - NONE
       Condition of Light - NIGHT(DARK)
----Personnel Information----
    Pilot-In-Command
                                        Age -
                                                 24
                                                                   Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
                                                                               Flight Time (Hours)
      Certificate(s)/Rating(s)
                                          Biennial Flight Review
                                             Current - YES
         PRIVATE
                                                                       Total
                                                                             - 57
                                                                                              Last 24 Hrs -
                                              Months Since - 1
                                                                      Make/Model-
         SE LAND
                                                                                               Last 30 Davs- UNK/NR
                                                                                            Last 90 Days-
                                              Aircraft Type - C-172P Instrument-
                                                                                   3
         Instrument Rating(s) - NONE
----Narrative----
THE PLT STATED HE WAS ATTEMPTING A NIGHT LANDING BUT AFTER REPEATED TRYS HE REQUESTED ASSISTANCE ON THE RADIO. THE
PLT FURTHER STATED THAT THE INOPERATIVE LANDING LIGHT COMPOUNDED THE TROUBLE AND HE MADE A HARD THREE POINT LANDING.
SUBSEQUENT INSPECTION OF THE AIRCRAFT BY A MECHANIC REVEALED A SUBSTANTIAL AMOUNT OF DAMAGE. THE CHIEF PILOT FOR
THE FLIGHT SCHOOL STATED THAT THEIR 14CFR141 PILOT SCHOOL CERTIFICATE HAD RECENTLY EXPIRED AND THEY WERE NOT
CONTEMPLATING A RENEWAL OPTING INSTEAD TO OPERATE UNDER 14CFR61.
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File No. - 431 4/11/86 OMAHA,NE A/C Reg. No. N63177 Time (Lc1) - 2030 EST

Occurrence

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING LIGHT - INOPERATIVE

2. LEVEL OFF - MISJUDGED - PILOT IN COMMAND

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

----Probable Cause----

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

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

File No 506 5/11/86 AS	HBY, NE	A/C Reg. No. N	7255D	Tim	e (Lc1) -	1600 CD7	Г
Basic Information							
Type Operating Certificate-NONE (GEN	ERAL 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	1
Accident Occurred During -LANDING				-	-	-	
Aircraft Information							·
Make/Model - PIPER PA-22-150	Eng Make/M	odel - LYCOMING 0-3	320	ELT In	stalled/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number Eng				11 Warnin		
Max Gross Wt - 1840	Engine Typ		NG-CARRURETO		· • • • • • • • • • • • • • • • • • • •	9 3,5	140
No. of Seats - 4	Rated Powe		NG CARBONETO	•			
Environment/Operations Information							
Weather Data	Itinerary		Α	irport Pr	oximity		
Wx Briefing - NO RECORD OF BRIEF		ure Point	.,		ORT/STRIP		
Method - N/A	ALLIANCE.				-111, 511121		
Completeness - N/A	Destination		Ai	rport Dat	9		
Basic Weather - VMC	SAME AS A	CC/TNC	^11	por t bat			
Wind Dir/Speed- 215/004 KTS	JAML AS A	CC/ 114C		Runway I	dont -	N/A	
· · · · · · · · · · · · · · · · · · ·	ATC/Airspace				th/Wid -		
		ala de Diana de Monte					·D.E
Lowest Sky/Clouds - CLEAR		ght Plan - NONE		Runway S		GRASS/TU	
Lowest Ceiling - NONE	Type of Cle			Runway 5	tatus -	HIGH VEG	ELALIUN
Obstructions to Vision- NONE	Type Apch/L	ndg - FORCED l	LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 40	Medical (Certificate	- VALID M	EDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight R	eview	Flight	Time (Hou	rs)		
PRIVATE	Current	- YES Total		78		Hrs - UN	IK/NR
SE LAND	Months Since	- 10 Make	/Mode1- 4	78		Days- UN	
	Aircraft Type	- PA-22 Instr	rument-	4	Last 90		3
Instrument Rating(s) - NONE							
Narrative							
HE PLT STATED THAT HE AND A PASSENGER WER EAT AND REDUCED POWER FOR A GLIDE ACROSS ESPOND. DURING THE FORCED LANDING IN HILL OT INDICATE ANY REASON FOR THE ENG FAILUR ROBABLE.	A VALLEY. WHEN HE ADV Y TERRAIN, THE ACFT C	ANCED THE THROTTLE OLLIDED WITH A FENC	TO LEVEL OF	THE ENG	INE DID N INSPECTI	OT ON DID	

File No 5	06 5/11/86 ASHBY,NE	A/C Reg. No. N7255D	Time (Lc1) - 1600 CDT
Occurrence #1 Phase of Operation			
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
	ON GROUND COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN		
Finding(s) 2. OBJECT - FENCE			
Occurrence #4 Phase of Operation	NOSE OVER LANDING - FLARE/TOUCHDOWN		
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that	the Probable Cause(s) of this acciden	t

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

File No 502 1/01/86 ALAI	GORDO,NM A/C Reg. No. N166JD				ime (Lc1)	1025 M31		
Type Operating Certificate-NONE (GENE		rcraft Damage		Injuries				
Time of Overshies DERCOMA		ESTROYED		atal	Serious	Minor	None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		re One	Crew Pass	0	1	0	0	
Accident Occurred During -DESCENT	INC	JNE	Pass	O	O	O	O	
Aircraft Information								
Make/Model - SCHEMPP-HIRTH VENTUS-I					Installed/			
Landing Gear - UNK/NR	Number Engines			S	tall Warnii	ng System	- NO	
Max Gross Wt - 700 No. of Seats - 1	Engine Type Rated Power	- N/A - N/A						
Environment/Operations Information								
Weather Data	Itinerary		Α.	rport	Proximity			
Wx Briefing - NO RECORD OF BRIEFI		Point		ON AIR				
Method - N/A	ALAMOGORDO, NM							
Completeness - N/A	Destination		Aii	port D	ata			
Basic Weather - VMC	SAME AS ACC/I	NC		ALAMAG	ORDO-WHITE	SANDS RG		
Wind Dir/Speed- 329/008 KTS						- 21		
Visibility - 60.0 SM	ATC/Airspace				Lth/Wid		150	
Lowest Sky/Clouds - CLEAR	Type of Flight A				Surface			
Lowest Ceiling - NONE	Type of Clearand			Runway	Status	- DRY		
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PAT	TERN					
Precipitation - NONE								
Condition of Light - DAYLIGHT	. =							
Personnel Information Pilot-In-Command	Age - 37	Medical Ceri	ificate :	. VALTO	MEDICAL -W	TVEDS/LTM	ITT	
Certificate(s)/Rating(s)	Biennial Flight Review		Flight 1			AIVENS/ LIM	11 1	
COMMERCIAL, CFI	Current - YE			'4	Last 24	4 Hrs -	2	
SE LAND	Months Since - 2			-		Days- UN		
GLIDER	Aircraft Type - U			3	Last 9		42	
Instrument Rating(s) - NONE								
Narrative								
RETURNING TO THE ARPT, THE PLT DECIDED	TO MAKE A FLY-BY. THE PL	T REPORTED THAT W	HILE ON A	MODIF	IED DOWNWIN	ND AT		
LT OF APRX 50 FT AGL, THE GLIDER WHICH H	HE WAS PILOTING ENCOUNTER							
WAS LOST AND IT DESCENDED RAPIDLY TO GR								

FLIGHT ENCOUNTER WITH WEATHER		
ROACH - VFR PATTERN - DOWNWIND		
ITUDE DEVIATION, UNCONTROLLED		
ROACH - VFR PATTERN - DOWNWIND		
ELICHT COLLISION WITH TERRAIN		
CENT - UNCONTROLLED		
	DOWNDRAFT /DECISION - POOR - PILOT IN COMMAND - PILOT IN COMMAND	DOWNDRAFT /DECISION - POOR - PILOT IN COMMAND - PILOT IN COMMAND

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

asic Information Type Operating Certificate-NONE (GEN	EDAL AVIATION)	Aircraft Damage			Injur	ios	
Type operating certificate-none (GEN		SUBSTANTIAL		Fatal			None
Type of Operation -PERSONAL		ire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF							
ircraft Information							
Make/Model - CAMERON BALLOONS 0-7					Installed/A		
Landing Gear - N/A Max Gross Wt - 800	Number Engin Engine Type			2.	tall Warnin	g Syste	m - UNK/N
No. of Seats - 4	Rated Power						
NO. 01 Seats - 4	rated Fower	- N/A					
nvironment/Operations Information	T.A.: manan			A			
eather Data Wx Briefing - NO RECORD OF BRIEF	Itinerary	Doint			Proximity RPORT/STRIP		
Wx Briefing - NO RECORD OF BRIEF Method - N/A	ING Last Departur			UFF AII	KPURI/SIRIP		
Completeness - N/A	Destination	TNC		Airport Da	a+a		
Basic Weather - VMC	LOCAL			A II POI C D			
Wind Dir/Speed- 340/010 KTS	LOUAL			Runway	Ident -	N/A	
Visibility - 60.0 SM	ATC/Airspace				Lth/Wid -		
	HIN OVC Type of Fligh	t Plan - NONE			Surface -		
Lowest Ceiling - NONE	Type of Clear			Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lnd	g - NONE		·			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
ersonnel Information							
Pilot-In-Command	Age - 45				MEDICAL-NO	WAIVER	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev	iew	Fligh	t Time (H			
COMMERCIAL	Current -		-			Hrs -	UNK/NR
	Months Since -	14 Make/M	lode 1 -		Last 30		
FREE BALLOON	Aircraft Type -	0-77 Instru	ment-	0	Last 90	Days-	8
Instrument Rating(s) - NONE							
arrative							
LT STATED THAT DURING THE INFLATION O							_
DURING WINDY CONDITIONS. ACCORDING T		INFLATE THE ENVELO COLLIDING WITH TH			IMR ABOVE B	DILDING	iS

File No. - 505 1/18/86 RIO RANCHO, NM A/C Reg. No. N3SB Time (Lc1) - 1430 MST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation OTHER Finding(s) 1. SAFETY SYSTEM(OTHER) - SEPARATION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. WEATHER CONDITION - GUSTS 4. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - GROUND RUN Finding(s) 5. OBJECT - FENCE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

File No 580 2/02/86 TRUTH	OR CONSEQ, NM A/C	Reg. No. N761JP	Т.	ime (Lc1) -	0650 MS1	-
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBS Fire	raft Damage STANTIAL Crew Pass	_	Injur Serious O O	ies Minor O O	None 1 0
Aircraft Information Make/Model - CESSNA T210M Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3400 No. of Seats - 6	Number Engines - Engine Type -	CONTINENTAL TSIO-520 1 RECIP-FUEL INJECTED 310 HP		Installed/Adtall Warning		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Por LOS LUNAS,NM Destination SAME AS ACC/INC ATC/Airspace Type of Flight Pla Type of Clearance Type Apch/Lndg	an - NONE - NONE	Runway Runway Runway	PORT ata DR CONSEQUE	13 5600/ ASPHÄLT	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 45 Biennial Flight Review Current - UNK/ Months Since - UNK/ Aircraft Type - T210	Flig 'NR Total -	ht Time (Ho 2000 211	ours) Last 24 Last 30	Hrs - Days- UN	1
Instrument Rating(s) - NONENarrative ACCORDING TO THE PILOT, DURING THE LANDING RO GROUND SPEED HAS SLOWED. THE PILOT STATED HE THE ACFT PROPELLER AND UNDERSIDE CONTACTED TH THE LANDING GEAR WAS RECYCLED APRX 50 TIMES,	DID NOT CHECK THE LANDING E RUNWAY, SUBSTANTIALLY D	G GEAR CONDITION LIGH DAMAGING THE ACFT. DU	TS. UPON LO	WERING THE	NOSE,	

2/02/86 File No. - 580 TRUTH OR CONSEQ, NM A/C Reg. No. N761JP Time (Lc1) - 0650 MST IN FLIGHT COLLISION WITH TERRAIN Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. LANDING GEAR, NOSE GEAR - NOT ENGAGED 2. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND Occurrence #2 NOSE DOWN Phase of Operation LANDING - ROLL ----Probable Cause----

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

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

	ALBUQUERQUE,NM A/C Reg. No. N210TA			Time (Lcl) - 1310 MST				
Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION)	Aircraft [_			uries		
		DESTROYE		Fatal			None	
Type of Operation -PERSONAL		Fire	Crew	_	1	0	0	
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		NONE	Pass	0	2	0	0	
Aircraft Information								
Make/Model - CESSNA T-210M			NENTAL TSIO-520			/Activated		
Landing Gear - TRICYCLE-RETRACTABLE		gines - 1		S	tall Warn	ing System	- YES	
Max Gross Wt - 3800	Engine Ty		P-FUEL INJECTED					
No. of Seats - 6	Rated Pow	er - 3	10 HP					
Environment/Operations Information								
Weather Data	Itinerary				Proximity			
Wx Briefing - FSS	Last Depar			ON AIR	PORI			
Method - TELEPHONE	SAME AS	•						
Completeness - FULL	Destination			Airport D				
Basic Weather - IMC	TAOS,NM			ALBUQL	-			
Wind Dir/Speed- 340/006 KTS	ATC/Aimmono				Ident	- 08	200	
Visibility - 1.250 SM Lowest Skv/Clouds - PART OBS	ATC/Airspace		- FD			- 13373/	300	
Lowest Sky/Clouds - PART OBS Lowest Ceiling - 700 FT BROW		ight Plan - : earance - :				- ASPHALT - SNOW - V	JET	
Obstructions to Vision- FOG	Type Apch/		FORCED LANDING	Runway	Status	- 2140M - A	VE I	
Precipitation - SNOW	Type Apcil/	Liliag - i	ORCED LANDING					
Condition of Light - DAYLIGHT								
Pilot-In-Command	Age - 49	Me	edical Certifica	+e - VALTO	MEDICAL -	WATVEDS/I TA	ATT	
Certificate(s)/Rating(s)	Biennial Flight			ht Time (F		WAIVERS/ EIN	11.	
PRIVATE	Current	- YES	Total -			24 Hrs -	3	
SE LAND, ME LAND, SE SEA	Months Since		Make/Model-			30 Days-	3	
SE ENIO, ME ENIO, SE SER		e - BCS12D				90 Days-	9	
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	200.12	Multi-Eng -				•	
Instrument Rating(s) - AIRPLANE						_		
E PLT TOOK OFF ON THE 13,373 FOOT RWY IN IN	AC CONDITIONS ON A	N TED FIT DIA	N THE ARPT CON	TROI TWP C	ONTROLLER	ORSERVED		
E ACFT AT MIDFIELD AFTER TAKEOFF, EMITTING								
NDING. THE ACFT WAS OBSERVED IN A LEFT TURN								
TEMPTS TO CONTACT THE ACFT BY RADIO WERE UN	JSI ACCIDENT INSE							
TEMPTS TO CONTACT THE ACFT BY RADIO WERE UN CATED ONE QUARTER MILE NORTH OF THE RWY. PO			THE MIXTURE CO	NTROL WAS	IN THE FU	LL RICH		
TEMPTS TO CONTACT THE ACFT BY RADIO WERE UN CATED ONE QUARTER MILE NORTH OF THE RWY. PO LINDER HEADS, INTAKE VALVES AND SPARK PLUGS	WERE COVERED WIT	H BLACK SOOT						
TEMPTS TO CONTACT THE ACFT BY RADIO WERE UN CATED ONE QUARTER MILE NORTH OF THE RWY. PO	WERE COVERED WIT OFT OPERATOR HANDB	H BLACK SOOT. OOK REQUIRES	THE AUX FUEL BO					

File No. - 562 2/08/86 ALBUQUERQUE, NM A/C Reg. No. N210TA Time (Lc1) - 1310 MST LOSS OF POWER(PARTIAL) - NON-MECHANICAL Occurrence #1 Phase of Operation TAKEOFF Finding(s) 1. FUEL BOOST PUMP SELECTOR POSITION - IMPROPER - PILOT IN COMMAND 2. MIXTURE - IMPROPER - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Finding(s) 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 4. FLIGHT MANUALS - NOT FOLLOWED - PILOT IN COMMAND 5. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND 6. WEATHER CONDITION - SNOW 7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 8. WEATHER CONDITION - LOW CEILING 9. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,7,9

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

File No 573 2/19/86 AL	A/C Reg. No. N63	Time (Lc1) - 1345 MST					
Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damage				uries	
Tune of Openstion INCIDIOTA	01141	SUBSTANTIAL	•	Fatal	Serious		None
Type of Operation -INSTRUCTI Flight Conducted Under -14 CFR 91		Fire NONE	Crew Pass	0	0	0	1 0
Accident Occurred During -LANDING		NUNE	Pa55	U	U	U	U
Aircraft Information							
Make/Model - CESSNA 152		el - LYCOMING 0-23	5-L2C			/Activated	
Landing Gear - TRICYCLE-FIXED	Number Engin				tall Warn	ing System	- YES
Max Gross Wt - 1670		- RECIPROCATING	-CARBURE	TOR			
No. of Seats - 2	Rated Power	- 110 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Departur	e Point		ON AIR	PORT		
Method - IN PERSON	GALLUP, NM						
Completeness - FULL	Destination			Airport Da			
Basic Weather - VMC Wind Dir/Speed- 200/010 KTS	ALBUQUERQUE	, NM		ALAMED		47	
Visibility - 60.0 SM	ATC/Airspace				Ident	- 17 - 6080/	80
Lowest Sky/Clouds - 15000 FT		t Plan - VFR/IFR				- ASPHALT	80
	VERCAST Type of Clear				Status	- DRY	
Obstructions to Vision- NONE		g - FULL STOP		Kannay	5 14 145	DIC.	
Precipitation ~ NONE	. , , , , , , , , , , , , , , , , , , ,						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 22	Medical Cer				NO WAIVERS,	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev		_	nt Time (H			_
STUDENT	Current -					24 Hrs -	3
	Months Since -			45	Last	30 Days-	17
	Aircraft Type -	N/A Instru	ilent-	1	Last	90 Days-	45
Instrument Rating(s) - NONE							
Narrative				.		_	
STUDENT PLT STATED THAT DURING THE LAN ENT PILOT SAID THE AIRCRAFT NOSED OVER				GEAR COL	APSED. TI	HE	
ENT PITTE SAID THE ATROPALT NOSED OVER	UNIO LIS BACK FOLLOWIN	G THE NOSE GEAR COL	IAPSE				

File No 5	2/19/86	ALAMEDA, NM	A/C Reg. No. N6353M	Time (Lcl) - 1345 MST
Occurrence #1 Phase of Operation		TOUCHDOWN		
2. RECOVERY FROM E		ELAYED - PILOT IN	COMMAND L EXPERIENCE - PILOT IN COMMAND	·
Occurrence #2 Phase of Operation	LANDING - FLARE	TOUCHDOWN		·
Occurrence #3 Phase of Operation	LANDING - FLARE/	TOUCHDOWN		
Probable Cause				
The National Transpois/are finding(s) 1,		ard determines that	the Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is	/are finding(s) 3		•

-Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION) Aircraft	Damage		Injur	ries	
	SUBSTANT		Fatal			None
Type of Operation -BUSINESS	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF						
-Aircraft Information						
Make/Model ~ CESSNA 172M	Eng Make/Model - LYCO	MING 0-320-E2D		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnir	ng Syster	n - YES
Max Gross Wt - 2300		PROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power - 1	50 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - TV WX	Last Departure Point		OFF AI	RPORT/STRIF	•	
Method - TV/RADIO	SAME AS ACC/INC					
Completeness - PARTIAL, LMTD BY PILO1			Airport D			
Basic Weather - VMC	SPRINGERVILLE, AZ		QUEMAD			
Wind Dir/Speed- 300/015 KTS					- 06	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid		30
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	A === 40			MEDICAL N		. /
Pilot-In-Command		edical Certifica	te - VALID ht Time (H		J WAIVERS	D/ LIMII I
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	Total -		Last 24	1 1100	7
COMMERCIAL, CFI	Current - YES	Make /Made 1	1513			
SE LAND	Months Since - 23 Aircraft Type - C-172M	Make/Model-	350	Last 30 Last 90	Days- (56
Instrument Rating(s) - AIRPLANE	All of art Type 0 1724	This crament	107	Lust st	Juyu	30
-Narrative		TUEBE 1446 4 014		ADUITAID DUT		
PLT SAID THE WIND WAS VARIABLE AND GUSTY.						
EOFF SPEED WAS REACHED THE WIND SWITCHED T . THE PLT THEN ADDED FLAPS IN AN ATTEMPT T						
. THE PLI THEN ADDED FLAPS IN AN ATTEMPT I ID THEN CAUSED THE LEFT WING TO LIFT UP AND						
ID THEN CAUSED THE LEFT WING TO LIFT UP AND IE TO REST INVERTED.	THE KIGHT WING CONTACTED A F	ENCE PUSI. THE A	CFI IMEN C	AKIWHEELED	AND	
E IU KESI INVEKIED.						

File No 5	75 2/26/86	QUEMADO, NM	A/C Reg. No. N8935V	Time (Lc1) - 1235 MST
Occurrence #1 Phase of Operation				
Finding(s) 1. WEATHER CONDITI 2. WEATHER EVALU 3. ABORTED TAKEOFF	ATION - INADEQUATE	- PILOT IN COMMAND IN COMMAND		
Occurrence #2 Phase of Operation				
Finding(s) 4. OBJECT - FENCE				
Occurrence #3 Phase of Operation	DESCENT - UNCONTE	ROLLED		
Probable Cause				

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

Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTAI Fire NONE	t Damage NTIAL Crew	Fatal O		Minor	None
Flight Conducted Under -14 CFR 91		Crew				
	NONE			-	0	1
Accident uccurred buring -LANDING		Pass	. 0	0	0	1
rcraft Information			•			
Make/Model - AERONCA 7AC	Eng Make/Model - COM					
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warnin	ng System	- NO
Max Gross Wt - 1220	Engine Type - REC		ETOR			
No. of Seats - 3	Rated Power -	65 HP				
nvironment/Operations Information						
eather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRIP	,	
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	TULSA, OK					
Wind Dir/Speed- 225/007 KTS Visibility - 50.0 SM	ATC/Ainanaga			· Ident - · Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Plan	- NONE		Surface -		DE
Lowest Ceiling - NONE	Type of Clearance			Status -		KF.
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING	, ran way	514145	DK1	
Precipitation - NONE	, , , , , , , , , , , , , , , ,					
Condition of Light - DAYLIGHT						•
ersonnel Information						
ilot-In-Command	Age - 28	Medical Certifica	te - VALID	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H			
COMMERCIAL, ATP, CFI	Current - UNK/NR			Last 24		0
SE LAND, ME LAND	Months Since - UNK/NR		66	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/NR			Last 90	Days-	25
		Multi-Eng -	2303			
Instrument Rating(s) - AIRPLANE						
irrative						
ING TO THE PLT, THE ENG QUIT DURING THI QUENT FORCED LANDING. POST ACCIDENT INSP					ΙE	

File No 5	78 3/02/86	SANTA ROSA,NM	A/C Reg.	No. N85255 	Time (Lc1) - 1245 MST
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICAL L CLIMB			
Finding(s) 1. FLUID,FUEL - STA 2. FUEL SYSTEM,STRA	1				
Occurrence #2	FORCED LANDING DESCENT - EMERGE	NCY			

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

Basic Information Type Operating Certificate-NONE (GENERAL of Type of Operation	SUBSTAN Fire NONE Eng Make/Model - CON Number Engines - 1 Engine Type - REC Rated Power - Itinerary	TIAL Crew Pass	O ELT I S1	Injurion Serious 0 0 0	Minor 0 0 tivated	
Accident Occurred During -LANDING Aircraft Information Make/Model - TAYLORCRAFT BC12D Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1800 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Eng Make/Model - CON Number Engines - 1 Engine Type - REC Rated Power -	TINENTAL 0-320	ELT I	installed/Ac	 tivated	- NO -N/A
Make/Model - TAYLORCRAFT BC12D Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1800 No. of Seats - 2Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Number Engines - 1 Engine Type - REC Rated Power - Itinerary	CIPROCATING-CARBUR	St			
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A						
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 340/005 KTS Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	· NONE · NONE	Runway Runway	PORT	5400/ ASPHALT	100
	ge - 55 iennial Flight Review Current - YES Months Since - 12 Aircraft Type - UNK/NR	Total - Make/Model-	nt Time (Ho 1860 9 20	ours) Last 24 Last 30 Last 90	Hrs - UN Days- UN Davs-	NK/NR NK/NR 17
Instrument Rating(s) - NONE						
Narrative HE PLT STATED THAT HE WAS PERFORMING TOUCH & G UST RAISED THE RIGHT WING. THE PLT STATED HE " HE RWY. THE LEFT MAIN LANDING GEAR HIT A SAND I HIS MAKE AND MODEL.	TRIED TO STRAIGHTEN OUT" T	HE ACFT WHEN IT W	ENT OFF THE	RIGHT SIDE	OF	· · · · · · · · · · · · · · · · · · ·

File No. - 528 3/30/86 SANTA TERESA, NM A/C Reg. No. N43139 Time (Lc1) - 0945 MST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 4. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND NOSE OVER Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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

 Basic Information Type Operating Certificate-NONE (GENERA 	I AVIATION)	Aircraft D	amage		Injur	ies	
Type operating our tirrodic none (denting	L AVIA (1014)	SUBSTANTI		Fatal	Serious	Minor	None
Type of Operation -FERRY		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	O	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA 172H			NENTAL 0-300-D		Installed/A		
Landing Gear - TRICYCLE-FIXED		ngines - 1			tall Warnir	g System	- YES
Max Gross Wt - 2300			ROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Po	wer - 14	5 HP 				
-Environment/Operations Information						•	
Weather Data	Itinerary	_			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		rture Point		OFF AI	RPORT/STRIP		
Method - N/A	PORTLES						
Completeness - N/A Basic Weather - VMC	Destination	n ACC/INC		Airport D	ата		
Wind Dir/Speed- 110/010 KTS	SAME AS	ACC/ INC		Bunuau	Ident -	N/A	
Visibility - 50.0 SM	ATC/Airspac	-			Lth/Wid -		
Lowest Sky/Clouds - CLEAR		light Plan - N	NNF		Surface -		
Lowest Ceiling - NONE		learance - N				DRY	
Obstructions to Vision- NONE		/Lndg - F			0.000		
Precipitation - NONE	21						
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age ~ 41		dical Certifica			IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight			ht Time (H			
COMMERCIAL, CFI	Current	- YES	Total -			Hrs - UN	
SE LAND, ME LAND, SE SEA	Months Sinc		Make/Model-			Days- UN	
	Aircraft Ty	pe - C-150	Instrument- Multi-Eng -		Last 90	Days-	15
Instrument Rating(s) - AIRPLANE							
-Narrative							
ORDING TO THE PLT, HE WAS ATTEMPTING TO UN TACTED AN UNSEEN WIRE AND CRASHED.	DERFLY POWERLINE	S OVER A PUBLI	C ROAD DURING L	ANDING, WH	EN THE AIRC	RAFT	

File No. - 598 4/14/86 CROSSROADS,NM A/C Reg. No. N2896L Time (Lc1) - 0830 MST

Occurrence #1

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation APPROACH

Finding(s)

1. OBJECT - WIRE, STATIC

- 2. IN-FLIGHT PLANNING/DECISION MISJUDGED PILOT IN COMMAND
- 3. PREFLIGHT PLANNING/PREPARATION POOR PILOT IN COMMAND
- 4. JUDGEMENT POOR PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT

Phase of Operation APPROACH

Occurrence #3

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING

----Probable Cause----

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

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

Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0	0 0	0	1 0
-Aircraft Information Make/Model - CESSNA 172 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Number Eng	e - RECIPROCATI		S	Installed/A tall Warnin		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFI Method - N/A	Itinerary NG Last Departi TONAPAH.N			irport ON AIR	Proximity PORT		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 280/028 KTS Visibility - 40.0 SM	Destination RENO,NV ATC/Airspace		Αi	Runway Runway	INTERNATIO Ident - Lth/Wid -	25 6101/	150
Lowest Sky/Clouds - 5500 FT SC Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		ght Plan - NONE arance - NONE ndg - FULL Si	ОР		Surface - Status -		
	Age - 29 Biennial Flight R		Certificate Flight			WAIVERS/	LIMIT
STUDENT	Current Months Since Aircraft Type	- N/A Make - N/A Inst	al - UNK/ e/Model- UNK/ trument- UNK/ ti-Eng - UNK/	NR NR	Last 30 Last 90	Hrs - UN Days- UN Days- UN aft - UN	K/NR K/NR
Instrument Rating(s) - NONE							
					THE RIGHT O	OF THE	

File No. - 463 4/12/86 RENO,NV A/C Reg. No. N5786T Time (Lc1) - 1200 PST

Occurrence #1
Phase of Operation

LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

- 1. WEATHER CONDITION CROSSWIND
- 2. WEATHER CONDITION GUSTS
- 3. WEATHER CONDITION HIGH WIND
- 4. WEATHER EVALUATION NOT UNDERSTOOD PILOT IN COMMAND
- 5. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

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

Make/Model - CESSNA 172N	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 172N Landing Gear - TRICYCLE-FIXED Mover - TSON HOP - TSON HOVE Mover - TSON HOV	
Accident Occurred During -LANDING -Aircraft Information Make/Model - CESSNA 172N	-
Make/Model - CESSNA 172N	, ·
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 150/015 KTS Visibility - 60.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) Engine Type - RECIPROCATING-CARBURETOR Rated Power - 150 HP Airport Proximity ON AIRSTRIP Airport Data PANACA, NV Destination - NONE PANACA, NV Destination - NONE PIOCHE, NV ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) Biennial Flight Review COMMERCIAL Current - YES Total - 1640 Last 24 Hrs -	
Max Gross Wt - 2300 No. of Seats - 4 Rated Power - 150 HP Environment/Operations Information Weather Data Wethod - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 150/015 KTS Visibility - 60.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Completeness to Vision NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL Engine Type - RECIPROCATING-CARBURETOR Rated Power - 150 HP Airport Proximity ON AIRSTRIP ON AIRSTRIP PANACA, NV PANACA, NV PANACA, NV Destination PANACA, NV Airport Data ON AIRSTRIP ON AIRSTRIP ON AIRSTRIP PANACA, NV Airport Data Airport Data Airport Data Airport Data Airport Don NAIRSTRIP ON AIRSTRIP ON AIRSTRIP Airport Data Airport Proximity ON AIRSTRIP ON AIRSTRIP ON AIRSTRIP Airport Data Airport Proximity ON AIRSTRIP ON AIRSTRIP Airport Data Airport Proximity ON AIRSTRIP ON AIRSTRIP Airport Data Airport Proximity ON AIRSTRIP ON AIRSTRIP ON AIRSTRIP Airport Data Airport Proximity ON AIRSTRIP ON AIR	
No. of Seats - 4 Rated Power - 150 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 150/015 KTS Wind Dir/Speed- 150/015 WILSON Wind Dir/Speed- 150/015 KTS Wind Dir/Speed- 150/015 WILSON Wind Dir/Speed- 150/015 KTS Wind Dir/Speed- 150/015 WILSON Wind Dir/Speed- 150/015 WILSON Wind Dir/Speed- 150/015 KTS Wind Dir/Speed- 150/015 WILSON Wind Dir/Speed- 150/015 KTS Wind Dir/Speed- 150/015 WILSON Wind Dir/Speed- 150/015 WILSON Wind Dir/Speed- 150/015 WILSON Wind Dir/Speed- 150/015 WILSON Wind Dir/Speed- 150/015 KTS Wind Dir/Speed- 150/015 WILSON Wind Dir/Speed- 150/015 KTS Wind Dir/Speed- 150/015 WILSON W	rem - YES
-Environment/Operations Information Weather Data WE Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 150/015 KTS Visibility - 60.0 SM Lowest Sky/Clouds - CLEAR Obstructions to Vision- NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL Weather DAY Litinerary Airport Proximity ON AIRSTRIP ON AIRSTRIP Airport Data ON AIRSTRIP ON	
Wx Briefing - NO RECORD OF BRIEFING	
Wx Briefing - NO RECORD OF BRIEFING	
Method - N/A PANACA, NV Completeness - N/A Destination Airport Data Basic Weather - VMC PIOCHE, NV MOUNT WILSON Wind Dir/Speed- 150/015 KTS Runway Ident - 06 Visibility - 60.0 SM ATC/Airspace Runway Lth/Wid - 6400 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRAVE Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 65 Medical Certificate - VALID MEDICAL-NO WAIVE Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1640 Last 24 Hrs -	
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 150/015 KTS Runway Ident - 06 Runway Lth/Wid - 6400 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRAVE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT	
Basic Weather - VMC PIOCHE,NV MOUNT WILSON Wind Dir/Speed- 150/015 KTS Runway Ident - 06 Visibility - 60.0 SM ATC/Airspace Runway Lth/Wid - 6400 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRAVE Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT	
Wind Dir/Speed- 150/015 KTS Visibility - 60.0 SM ATC/Airspace Runway Ident - 06 Visibility - 60.0 SM ATC/Airspace Runway Lth/Wid - 6400 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRAVE Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 65 Medical Certificate - VALID MEDICAL-NO WAIVE Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1640 Last 24 Hrs -	
Visibility - 60.0 SM ATC/Airspace Runway Lth/Wid - 6400 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRAVE Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 65 Medical Certificate - VALID MEDICAL-NO WAIVE Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1640 Last 24 Hrs -	
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRAVE Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 65 Medical Certificate - VALID MEDICAL-NO WAIVE Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1640 Last 24 Hrs -	1/ 100
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 65 Medical Certificate - VALID MEDICAL-NO WAIVE Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1640 Last 24 Hrs -	
Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT	
Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 65 Medical Certificate - VALID MEDICAL-NO WAIVE Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1640 Last 24 Hrs -	
Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 65 Medical Certificate - VALID MEDICAL-NO WAIVE Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1640 Last 24 Hrs -	
Pilot-In-Command Age - 65 Medical Certificate - VALID MEDICAL-NO WAIVE Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1640 Last 24 Hrs -	
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1640 Last 24 Hrs -	
COMMERCIAL Current - YES Total - 1640 Last 24 Hrs -	ERS/LIMIT
SE LAND Months Since - 5 Make/Model - 1510 Last 30 Days-	
· · · · · · · · · · · · · · · · · · ·	
Aircraft Type - UNK/NR Instrument- 163 Last 90 Days-	- 26
Multi-Eng - 8	
Instrument Rating(s) - AIRPLANE	
Instrument Rating(s) - AIRPLANE	

File No 4	11 4/12/86	PIOCHE,NV	A/C Reg. No. N734J	P Time (Lc1) - 1030 PST
Occurrence #1 Phase of Operation 1. WEATHER CONDITI 2. WEATHER CONDITI 3. WEATHER CONDITI 4. WEATHER CONDITI	APPROACH - VFR P ON - GUSTS ON - HIGH WIND ON - HIGH DENSITY . ON - CROSSWIND	ATTERN - FINAL APPR	OACH	
5. WEATHER CONDITI	ON - TURBULENCE			
Occurrence #2 Phase of Operation			OACH	
7. PLANNED APPROAC			•	
Occurrence #3 Phase of Operation	DESCENT - UNCONTI	ROLLED		
Occurrence #4 Phase of Operation	LANDING - ROLL			
Occurrence #5 Phase of Operation	LANDING - ROLL			
Probable Cause				
		rd determines that	the Probable Cause(s) of thi	s accident
is/are finding(s) 6,	7			

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

Basic Information Type Operating Certificate-	NONE (GENERAL	AVIATION) Aircraf	t Damage		Injuri	ies	
	•	SUBSTA	NTIAL	Fatal	Serious	Minor	None
	PERSONAL	Fire	Cre		0	0	1
Flight Conducted Under -		NONE	Pas	ss O	0	0	0
Accident Occurred During -	TAKEOFF						
Aircraft Information							
Make/Model - EIREAVION 0	Y PIK 20-D	Eng Make/Model - N/	A .	ELT	Installed/Ad	tivated:	- NO -N
Landing Gear - HULL		Number Engines - N/	A	S	tall Warning	System	- NO
Max Gross Wt - 750		Engine Type - N/					
No. of Seats - 1		Rated Power - N/	A				
Environment/Operations Inform	ation						
Weather Data		Itinerary			Proximity		
Wx Briefing - NO RECORD	OF BRIEFING	Last Departure Point		ON AIR	PORT		
Method - N/A		SAME AS ACC/INC					
Completeness - N/A		Destination		Airport D			
Basic Weather - VMC		LOCAL		DOUGLA	S COUNTY AIR	¿PORT	
Wind Dir/Speed- 030/004 K						30	
Visibility - 30.0		ATC/Airspace			Lth/Wid -		75
		RED Type of Flight Plan			Surface -		
	ONE	Type of Clearance		Runway	Status -	DRY	
Obstructions to Vision- N		Type Apch/Lndg	- NONE				
	ONE						
Condition of Light - D	AYLIGHT						
Personnel Information							
Pilot-In-Command		ge - 26	Medical Certific			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	В	iennial Flight Review		ight Time (H	•		
PRIVATE		Current - YES	Total -		Last 24		. 7
SE LAND		Months Since - 12	Make/Mode1-			Days- UN	•
GLIDER		Aircraft Type - UNK/NR	Instrument-	0	Last 90	Days-	25
Instrument Rating(s) -	NONE						
Narrative			E AND CLIMBED TO				

4/27/86 	MINDEN, NV	A/C Reg. No	N6VS	Time (Lc1) - 1500 PST
G/PREPARATION - I	NADEQUATE - PILOT I	N COMMAND		
- NOT MAINTAINED	- PILOT IN COMMAND			
	MISCELLANEOUS/OTH TAKEOFF - GROUND G/PREPARATION - I	MISCELLANEOUS/OTHER TAKEOFF - GROUND RUN G/PREPARATION - INADEQUATE - PILOT I LOSS OF CONTROL - IN FLIGHT TAKEOFF - INITIAL CLIMB	MISCELLANEOUS/OTHER TAKEOFF - GROUND RUN G/PREPARATION - INADEQUATE - PILOT IN COMMAND LOSS OF CONTROL - IN FLIGHT TAKEOFF - INITIAL CLIMB - NOT MAINTAINED - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN	MISCELLANEOUS/OTHER TAKEOFF - GROUND RUN G/PREPARATION - INADEQUATE - PILOT IN COMMAND LOSS OF CONTROL - IN FLIGHT TAKEOFF - INITIAL CLIMB - NOT MAINTAINED - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN

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

File No 459 5/13/86	FALLON, NV	A/C Reg	g. No. N5644J	7 	ime (Lc1)	- 1630 F	PDT
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft	Damage		Inj	uries	
		DESTROY	D	Fatal	Serious	Minor	None
Type of Operation -BUSINE		Fire	Cr		1	0	0
Flight Conducted Under -14 CFR		NONE	Pa	ss 0	0	0	0
Accident Occurred During -DESCEN	 						
Aircraft Information							
Make/Model - MAULE M-6-235		ke/Model - LYC0	MING 10-540-W1	A5D ELT	Installed	/Activate	ed - YES/YE
Landing Gear - TAILWHEEL-ALL FIX	ED Number	Engines - 1		9	tall Warn	ing Syste	em - NO
Max Gross Wt - 2500	Engine	Type - RECI	P-FUEL INJECTE	D			
No. of Seats - 2	Rated	Power - 2	235 HP				
Environment/Operations Information-							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS		parture Point			RPORT/STR		
Method - TELEPHONE		E MOUNTAIN,NV					
Completeness - FULL	Destinat	ion		Airport [ata		
Basic Weather - VMC	LAS V	EGAS, NV		•			
Wind Dir/Speed- UNK/NR				Runway	Ident	- 04	
Visibility - 60.0 SM	ATC/Airsp	ace		Runway	Lth/Wid	- 3000/	[′] 50
Lowest Sky/Clouds - 4000 F	T SCATTERED Type of	Flight Plan -	NONE	Runway	Surface	- DIRT	
Lowest Ceiling - 20000 F	T BROKEN Type of	Clearance -	VFR	Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Ap	ch/Lndg -	STRAIGHT-IN				
Precipitation - NONE			FULL STOP				
Condition of Light - DAYLIGH	Γ						
Personnel Information							
Pilot-In-Command	Age - 63	,	Medical Certifi	cate - VALID	MEDICAL-	WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flig			ight Time (F		,	
PRIVATE	Current	- YES	Total -	9275	Ĺast :	24 Hrs -	UNK/NR
SE LAND	Months Si	nce - 20	Make/Model-	128	Last :	30 Days-	UNK/NR
	Aircraft	Type - UNK/NR	Instrument-	0		0 Davs-	
		,	Multi-Eng -	5		•	
Instrument Rating(s) - NONE							
Narrative							
PLT WAS ATTEMPTING A PRECAUTIONARY							
JTE. CONTROL WAS LOST ON SHORT FINAL							
WINGTIP AND CARTWHEELED. OFFICIALS N STRONG IN THE AREA.	WHO EVACUATED THE PL	I FRUM THE WREC	KAGE STATED TH	E WINDS VARI	ED FROM C	ALM 10	

5/13/86 FALLON.NV A/C Reg. No. N5644J Time (Lcl) - 1630 PDT File No. - 459 Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - HIGH WIND 2. WEATHER CONDITION - TURBULENCE 3. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 4. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND 5. WEATHER CONDITION - GUSTS Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4.5

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

Basic Information						
Type Operating Certificate-NONE (G				Inju		
Type of Operation -PERSONAL	DESTROYI L Fire	:D Crew	Fatal 1		Minor O	None 0
Flight Conducted Under -14 CFR S		Pass	0	3	Ö	0
Accident Occurred During -APPROACH		1 433	Ŭ	J	Ū	Ū
ircraft Information						
Make/Model - CESSNA 182P	Eng Make/Model - CON	FINENTAL 0-470-S		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			Stall Warni	ng Syst e m	- YES
Max Gross Wt - 2950		PROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power - :	230 HP				
nvironment/Operations Information					•	
leather Data	Itinerary			Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Departure Point		ON AIR	KPUKI		
Completeness - UNK/NR	GREENVILLE,SC Destination		Airport [20.40		
Basic Weather - IMC	SAME AS ACC/INC			N COUNTY RE	CTONAL	
Wind Dir/Speed- 340/005 KTS	SAME AS ACC/INC				- 07	
Visibility120 SM	ATC/Airspace			Lth/Wid		100
Lowest Sky/Clouds - 200 FT		TER		Surface		100
				,	011117 1111	
Lowest Ceiling - 200 FT	OBSCURED Type of Clearance -	IFR	Runway	/ Status	- UNK/NR	
Lowest Ceiling - 200 FT Obstructions to Vision- FOG	OBSCURED Type of Clearance - Type Apch/Lndg -		Runway	/ Status	- UNK/NR	
Obstructions to Vision- FOG Precipitation - NONE	Type Apch/Lndg -		Runway	/ Status	- UNK/NR	
Obstructions to Vision- FOG	Type Apch/Lndg -		Runway	/ Status	- UNK/NR	
Obstructions to Vision- FOG Precipitation - NONE Condition of Light - NIGHT(DAF	Type Apch/Lndg -	ILS-COMPLETE				
Obstructions to Vision- FOG Precipitation - NONE Condition of Light - NIGHT(DAF	Type Apch/Lndg - RK) Age - 43	ILS-COMPLETE	te - VALIC	O MEDICAL-W		 11T
Obstructions to Vision- FOG Precipitation - NONE Condition of Light - NIGHT(DAR	Type Apch/Lndg - RK)Age - 43 M Biennial Flight Review	ILS-COMPLETE Medical Certifica Fligi	te - VALIC nt Time (H	O MEDICAL-W	AIVERS/LIM	
Obstructions to Vision- FOG Precipitation - NONE Condition of Light - NIGHT(DAR	Type Apch/Lndg - RK) Age - 43 M Biennial Flight Review Current - YFS	ILS-COMPLETE Medical Certifica Fligi Total	te - VALIC nt Time (F	O MEDICAL-W Hours) Last 2	 AIVERS/LIM 4 Hrs -	3
Obstructions to Vision- FOG Precipitation - NONE Condition of Light - NIGHT(DAR	Type Apch/Lndg - RK) Age - 43 M Biennial Flight Review Current - YFS	ILS-COMPLETE Medical Certifica Fligi Total	te - VALIC nt Time (F	O MEDICAL-W Hours) Last 24 Last 30	AIVERS/LIM 4 Hrs - D Days-	3 15
Obstructions to Vision- FOG Precipitation - NONE Condition of Light - NIGHT(DAR	Type Apch/Lndg - RK)Age - 43 M Biennial Flight Review	ILS-COMPLETE Medical Certifica Fligi Total	te - VALIC nt Time (F	O MEDICAL-W Hours) Last 2	AIVERS/LIM 4 Hrs - D Days-	3
Obstructions to Vision- FOG Precipitation - NONE Condition of Light - NIGHT(DAR	Type Apch/Lndg - RK) Age - 43 M Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - C-182	ILS-COMPLETE Medical Certifica Fligi Total	te - VALIC nt Time (F	O MEDICAL-W Hours) Last 24 Last 30	AIVERS/LIM 4 Hrs - D Days-	3 15
Obstructions to Vision- FOG Precipitation - NONE Condition of Light - NIGHT(DAF	Type Apch/Lndg - RK) Age - 43 M Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - C-182	ILS-COMPLETE Medical Certifica Fligi Total	te - VALIC nt Time (F	O MEDICAL-W Hours) Last 24 Last 30	AIVERS/LIM 4 Hrs - D Days-	3 15
Obstructions to Vision- FOG Precipitation - NONE Condition of Light - NIGHT(DAR	Type Apch/Lndg - RK) Age - 43 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - C-182	ILS-COMPLETE Medical Certifica Fligi Total - Make/Model- Instrument-	te - VALIC nt Time (F 649 182 91	O MEDICAL-WA Hours) Last 24 Last 30 Last 90	AIVERS/LIM 4 Hrs - D Days- D Days-	3 15
Obstructions to Vision- FOG Precipitation - NONE Condition of Light - NIGHT(DAF ersonnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - AIRPLAN arrative LT WAS CLEARED FOR AND EXECUTED A RW	Type Apch/Lndg - RK) Age - 43 M Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - C-182 NE WY 17 ILS APCH AT NIGHT. PRIOR TO	ILS-COMPLETE Medical Certifica Fligi Total - Make/Model- Instrument- BEGINNING THE APO	te - VALIC nt Time (F 649 182 91	MEDICAL-WA Hours) Last 24 Last 30 Last 90	AIVERS/LIM 4 Hrs - D Days- D Days-	3 15
Obstructions to Vision- FOG Precipitation - NONE Condition of Light - NIGHT(DAR ersonnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - AIRPLAN arrative LT WAS CLEARED FOR AND EXECUTED A RW AS 1/8 MILE. MINIMUM FOR THE APCH WA	Type Apch/Lndg - RK) Age - 43 M Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - C-182 NE WY 17 ILS APCH AT NIGHT. PRIOR TO AS 1/2 MILE. AT THE MIDDLE MARKER	ILS-COMPLETE Medical Certifica Fligi Total - Make/Model- Instrument- BEGINNING THE API THE PLT RATED PAX	te - VALIC nt Time (F 649 182 91	MEDICAL-WARD MEDICAL-WARD MEDICAL-WARD MEDICAL	AIVERS/LIM Hrs - Days- Days- Days-	3 15
Obstructions to Vision- FOG Precipitation - NONE Condition of Light - NIGHT(DAR ersonnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - AIRPLAN arrative LT WAS CLEARED FOR AND EXECUTED A RW AS 1/8 MILE. MINIMUM FOR THE APCH WA HAT THE RWY WAS NOT IN SIGHT. THE PA	Type Apch/Lndg - RK) Age - 43 M Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - C-182 NE WY 17 ILS APCH AT NIGHT. PRIOR TO AS 1/2 MILE. AT THE MIDDLE MARKER AX SAID HE HAD ACTIVATED THE RWY I	ILS-COMPLETE Medical Certifica Fligi Total - Make/Model- Instrument- BEGINNING THE API THE PLT RATED PAI LIGHTS WHEN THE AI	te - VALIC nt Time (F 649 182 91	O MEDICAL-WA Hours) Last 24 Last 30 Last 90 INFORMED TH	AIVERS/LIM Hrs - Days- Days- Days- HAT TOLD THE PAX,	3 15
Obstructions to Vision- FOG Precipitation - NONE Condition of Light - NIGHT(DAR Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - AIRPLAN PARTAGE AND EXECUTED A RW PAS 1/8 MILE. MINIMUM FOR THE APCH WA HAT THE RWY WAS NOT IN SIGHT. THE PA PLTS, REPORTED THAT THE MISSED APCH	Type Apch/Lndg - RK) Age - 43 M Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - C-182 NE WY 17 ILS APCH AT NIGHT. PRIOR TO AS 1/2 MILE. AT THE MIDDLE MARKER AX SAID HE HAD ACTIVATED THE RWY I WAS INITIATED. ONE RECALLED NOTH:	ILS-COMPLETE Medical Certifica Flig Total - Make/Model- Instrument- BEGINNING THE API THE PLT RATED PAI IGHTS WHEN THE AI	te - VALIC 649 182 91 CH HE WAS (IN THE F PCH WAS ST ER RECALLE	O MEDICAL-WA Hours) Last 24 Last 90 Last 90 INFORMED TH RIGHT SEAT FARTED. TWO	AIVERS/LIM 4 Hrs - D Days- D Days- HAT TOLD THE PAX, TERRAIN	3 15
Obstructions to Vision- FOG Precipitation - NONE Condition of Light - NIGHT(DAR ersonnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - AIRPLAN arrative LT WAS CLEARED FOR AND EXECUTED A RW AS 1/8 MILE. MINIMUM FOR THE APCH WA HAT THE RWY WAS NOT IN SIGHT. THE PA PLTS, REPORTED THAT THE MISSED APCH D THE ARPT WAS FLAT. THE ACFT STRUCK	Type Apch/Lndg - Age - 43 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - C-182 NE WY 17 ILS APCH AT NIGHT. PRIOR TO AS 1/2 MILE. AT THE MIDDLE MARKER AX SAID HE HAD ACTIVATED THE RWY I WAS INITIATED. ONE RECALLED NOTH: K A TREE APRX 12 FT ABOVE THE GROU	ILS-COMPLETE Medical Certifica Fligi Total - Make/Model- Instrument- BEGINNING THE API THE PLT RATED PAI IGHTS WHEN THE AI ING MORE. THE OTHI JND AT A DISTANCE	te - VALIC 14 Time (H 649 182 91 CH HE WAS CIN THE FOCH WAS STATE ER RECALLE OF 2100 F	O MEDICAL-WA Hours) Last 24 Last 30 Last 90 INFORMED TERIGHT SEAT	AIVERS/LIM 4 Hrs - D Days- D Days- HAT TOLD THE PAX, TERRAIN RWY	3 15
Obstructions to Vision- FOG Precipitation - NONE Condition of Light - NIGHT(DAR Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - AIRPLAN AIRPLAN INSTRUMENTAL SECUTED A RESERVENT OF THE APCH WAS 1/8 MILE. MINIMUM FOR THE APCH WAS 1/8 MILE. MINIMUM FOR THE APCH WAS THE REPORTED THAT THE MISSED APCH DETERMINED THE ARPT WAS FLAT. THE ACFT STRUCKEND THRESHOLD ON A RELATIVE BEARING	Type Apch/Lndg - RK) Age - 43 M Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - C-182 NE WY 17 ILS APCH AT NIGHT. PRIOR TO AS 1/2 MILE. AT THE MIDDLE MARKER AX SAID HE HAD ACTIVATED THE RWY I WAS INITIATED. ONE RECALLED NOTH: WAS INITIATED. ONE RECALLED NOTH: CA TREE APRX 12 FT ABOVE THE GROU OF 230 DEGS. AT THE TIME OF IMPACE	ILS-COMPLETE Medical Certifica Fligi Total - Make/Model- Instrument- BEGINNING THE APO THE PLT RATED PA: IGHTS WHEN THE AII ING MORE. THE OTHI UND AT A DISTANCE CT THE ACFT WAS I	te - VALIG 1 Time (F 649 182 91 CH HE WAS (IN THE F PCH WAS ST ER RECALLE OF 2100 F N A RIGHT	O MEDICAL-WA Hours) Last 24 Last 30 Last 90 INFORMED TH RIGHT SEAT FARTED. TWO ED A CRUNCH FT FROM THE TURN ON A H	AIVERS/LIM 4 Hrs - D Days- D Days- HAT TOLD THE PAX, TERRAIN RWY HEADING	3 15
Obstructions to Vision- FOG Precipitation - NONE Condition of Light - NIGHT(DAF ersonnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - AIRPLAN arrative LT WAS CLEARED FOR AND EXECUTED A RW AS 1/8 MILE. MINIMUM FOR THE APCH WA HAT THÊ RWY WAS NOT IN SIGHT. THE PA PLTS, REPORTED THAT THE MISSED APCH D THE ARPT WAS FLAT. THE ACFT STRUCK	Type Apch/Lndg - RK) Age - 43 M Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - C-182 NE WY 17 ILS APCH AT NIGHT. PRIOR TO AS 1/2 MILE. AT THE MIDDLE MARKER AX SAID HE HAD ACTIVATED THE RWY I WAS INITIATED. ONE RECALLED NOTH: WAS INITIATED. ONE RECALLED NOTH: CA TREE APRX 12 FT ABOVE THE GROU OF 230 DEGS. AT THE TIME OF IMPACE	ILS-COMPLETE Medical Certifica Fligi Total - Make/Model- Instrument- BEGINNING THE APO THE PLT RATED PA: IGHTS WHEN THE AII ING MORE. THE OTHI UND AT A DISTANCE CT THE ACFT WAS I	te - VALIG 1 Time (F 649 182 91 CH HE WAS (IN THE F PCH WAS ST ER RECALLE OF 2100 F N A RIGHT	O MEDICAL-WA Hours) Last 24 Last 30 Last 90 INFORMED TH RIGHT SEAT FARTED. TWO ED A CRUNCH FT FROM THE TURN ON A H	AIVERS/LIM 4 Hrs - D Days- D Days- HAT TOLD THE PAX, TERRAIN RWY HEADING	3 15

File No. - 531 2/19/86 ELYRIA,OH A/C Reg. No. N1523M Time (Lcl) - 2112 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

- 1. OBJECT TREE(S)
- 2. IFR PROCEDURE IMPROPER PILOT IN COMMAND
- IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME PILOT IN COMMAND
- 4. LIGHT CONDITION DARK NIGHT
- 5. MISSED APPROACH NOT FOLLOWED PILOT IN COMMAND
- 6. WEATHER CONDITION BELOW APPROACH MINIMUMS
- 7. CLIMB NOT PERFORMED PILOT IN COMMAND
- 8. RAISING OF FLAPS PREMATURE PILOT IN COMMAND

----Probable Cause----

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

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

File No 558 3/13/86 To	OLEDO,OH	A/C Reg. No. No.	3124P	Time (Lc1) -	0500 ES	ST
-Basic Information						
Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage		Injur		
		NONE	Fatal	-		None
Type of Operation -PERSONAL		Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 9		ON GROUND	Pass 0	0	0	0
Accident Occurred During -APPROACH						
-Aircraft Information						
Make/Model - PIPER PA-23	Eng Make/I	Model - LYCOMING 0-3	320-A3B EL	T Installed/A	ctivated	J - YES/YE
Landing Gear - TRICYCLE-RETRACTABLE		gines - 2		Stall Warnin	g System	n - YES
Max Gross Wt - 3500	Engine Ty	oe - RECIPROCATIN	IG-CARBURETOR			
No. of Seats - 2	Rated Powe	er - 150 HP	•			
-Environment/Operations Information	-					
Weather Data	Itinerary		Airpor	t Proximity		
Wx Briefing - FSS	Last Depar	ture Point		AIRPORT/STRIP		
Method - TELEPHONE	CLEVELANI		.	5, 5		
Completeness - FULL	Destination		Airport	Data		
Basic Weather - IMC	SAME AS		TOLE			
Wind Dir/Speed- 080/007 KTS	JAME AS A	100/1110		av Ident -	. 07	
	ATC/Airspace			av Lth/Wid -		150
Lowest Sky/Clouds - PART OBS		ight Plan - IFR		ay Surface -		
Lowest Ceiling - 300 FT (OVERCAST Type of Cle	anana - IFR	Runwa	ay Status -		
Obstructions to Vision- NONE	Type of Cit	_ndg - ILS-COMP	KUIW	ay Status -	IN/ A	
	Type Apchyl	riag - ILS-COMP	LEIE			
Precipitation - RAIN Condition of Light - UNK/NR						
-Personnel Information	40					. /
Pilot-In-Command	Age - 40		Certificate - VAL		WAIVERS	V LIMII
Certificate(s)/Rating(s)	Biennial Flight	Review	Flight Time			
ATP	Current	- YES Total - 4 Make/ - PA-60 Instr	- 39/3	Last 24		
SE LAND, ME LAND	Months Since	- 4 Make/	Model - 400	Last 30	Days- L	JNK/NR
HELICOPTER	Aircraft Type	e - PA-6O Instr Multi	rument- 527 -Eng - 1223	Last 90	Days-	132
Instrument Rating(s) - AIRPLAN	E,HELICOPTER		J			
-Narrative						
24P CRASHED WHILE ATTEMPTING AN ILS APP						
APPROACH AT METCALF AIRPORT BUT MISSED						
THE AIRPORT IN A WOODED AREA. EXAMINATI					OUT	
O FEET SOUTHWEST OF THE ACCIDENT SITE.			Tile 1	SECTORON LIETO	LIT	
LURE. THE EXAMINATION OF THE ILS SYSTEM					iri i	
					in i	

Time (Lc1) - 0500 EST File No. - 558 3/13/86 TOLEDO,OH A/C Reg. No. N3124P Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR) Finding(s) 1. OBJECT - TREE(S) 2. LIGHT CONDITION - DARK NIGHT 3. WEATHER CONDITION - LOW CEILING 4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 5. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND 6. DECISION HEIGHT - BELOW - PILOT IN COMMAND 7. DESCENT - IMPROPER - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7

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

File No 560 4/05/86	HAMILTON, OH	A/C Reg. No. N	84394	Time (Lc1) -	1145 EST	
Flight Conducted Under -14 C Accident Occurred During -LAND	RUCTIONAL FR 91	Aircraft Damage SUBSTANTIAL Fire NONE	Fata Crew C Pass C	_	ies Minor O O	None 2 0
Aircraft Information Make/Model - AERONCA 7AC Landing Gear - TAILWHEEL-ALL F Max Gross Wt - 1220 No. of Seats - 2				LT Installed/A Stall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF I Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 170/007 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 8000 Lowest Ceiling - 8000 Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIG	Itinerary Last Depar HARRISON Destination LOCAL ATC/Airspace FT Type of F1 Type of Clo	,0H ight Plan - NONE earance - NONE	OFF Airpor Rur Rur Rur PATTERN	way Lth/Wid - way Surface -	N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 45 Biennial Flight Current Months Since Aircraft Type	Review - YES Tota - 1 Make, e - 7AC Inst	Certificate - VA Flight Time 1 - 378 /Model- 10 rument- UNK/NR i-Eng - UNK/NR	(Hours) Last 24 Last 30 Last 90	Hrs - UN	K/NR K/NR K/NR
Instrument Rating(s) - NONINarrative HE PLT MADE A LOW PASS OVER THE DRAG DRMAL LANDING. ON ROLL OUT A WIND GUS ARD SURFACE INTO A GUARD RAIL AND A (D GET HIS HANDS ON THE CONTROLS. THE	STRIP TO CHECK THE WIND. ST WAS ENCOUNTERED WHICH 'CHAIN LINK FENCE. THE CFI	TIPPED THE ACFT UP (STATED THAT IT HAP	ON THE RIGHT WHE PENED SO FAST TH	EL. IT VEERED		

File No. - 560 4/05/86 HAMILTON, OH A/C Reg. No. N84394 Time (Lc1) - 1145 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 2. WEATHER CONDITION - CROSSWIND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND(CFI) 5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND ON GROUND COLLISION WITH OBJECT Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 7. OBJECT - FENCE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 1,4,5,6$ Factor(s) relating to this accident is/are finding(s) 2,3

File No 591 5/03/86 CLYDE	, OH 	A/C Reg. No	. N3960S	T	ime (Lc1) -	1300 EDT	
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L AVIATION)	Aircraft Dama SUBSTANTIAL Fire NONE	ge Crew Pass	Fatal O O	Injur Serious O O		None O O
Aircraft Information Make/Model - CESSNA 172E Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Number En	Model - CONTINEN gines - 1 pe - RECIPROC er - 145 H	ATING-CARBURE	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- 350/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	GALION,O Destination GREEN SP ATC/Airspace Type of F1 Type of C1 Type Apch/	H RINGS,OH ight Plan - NONE earance - NONE Lndg - FORC	ED LANDING	OFF AI Airport D WEIKER Runway Runway Runway Runway	FIELD Ident - Lth/Wid - Surface - Status -	N/A 1745/ GRASS/TUI	RF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONENarrative	Age - 52 Biennial Flight Current Months Since Aircraft Typ	Review - YES T - 17 M e - UNK/NR I M	al Certificat Fligh otal - ake/Model- UN nstrument- UN ulti-Eng - UN	e - VALID t Time (H 1500 K/NR K/NR K/NR	MEDICAL-WA ours) Last 24 Last 30 Last 90 Rotorcr	Hrs - UNI Days- UNI Days- aft - UNI	K/NR
HE ACFT WAS APPROACHING A GRASS AIRSTRIP WHE COLLAPSED NOSE GEAR. EXAM OF THE ACFT REVEA P" LEADS, AND ONE SHORTED SPARKPLUG. A FUEL CURRENT ANNUAL INSPECTION RECORDED IN THE L	LED A BIRDS NEST SAMPLE DID NOT HA	INSIDE THE ENG C	OWLING, A DEA	D MAGNETO	, REVERSED		

File No. - 591 5/03/86 CLYDE, OH A/C Reg. No. N3960S Time (Lc1) - 1300 EDT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. IGNITION SYSTEM, MAGNETO - FAILURE, TOTAL: NACELLE/PYLON - BLOCKED(PARTIAL) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 4. IGNITION SYSTEM, IGNITION LEAD - IMPROPER Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 5. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----

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

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

File No 469 3/22/86 WHITE	FIELD,OK A/C R	eg. No. N77483	T :	ime (Lc1) -	1713 CST	
	L'AVIATION) Aircraf	t Damage		Injur	ies	
	DESTRO		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	-1	0	0
Accident Occurred During -DESCENT						
-Aircraft Information						
Make/Model - CESSNA 120	Eng Make/Model - CO			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warning	g System	- NO
Max Gross Wt - 1450		CIPROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power -	85 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRIP		
Method - N/A	STIGLER, OK					
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	SEMINOLE, OK		_			
Wind Dir/Speed- 235/015 KTS	470/44			Ident -		
Visibility - 20.0 SM	ATC/Airspace	NONE		Lth/Wid -		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan			Surface -		
Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg	- NONE - NONE	Runway	Status -	N/ A	
Precipitation - NONE	Type Apcil/ Lilidg	HONE				
Condition of Light - DAYLIGHT						
-Personnel Information						:
Pilot-In-Command	Age - 46	Medical Certifica	te - VALID	MEDICAL-WA	IVERS/LIM	ΙT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		ht Time (Ho			
COMMERCIAL	Current - UNK/NR		2500	Last 24	Hrs - UN	K/NR
SE LAND	Months Since - UNK/NR	Make/Model- U	NK/NR	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/NR		NK/NR	Last 90	Days- UN	K/NR
		Multi-Eng - U	NK/NR	Rotorcra	aft - UNI	K/NR
Instrument Rating(s) - NONE						
PILOT WAS FLYING AT VERY LOW ALTITUDE WHI	LE CIRCLING THE AREA AND MO	ST PROBABLY DID NO	T SEE THE	POWERLINE I	DUE	
SUNGLARE, UNTIL AT VERY CLOSE RANGE. HE TH						
AIRCRAFT WITHOUT SUFFICIENT ALTITUDE TO R				- · · · · - 		

File No. - 469 3/22/86 WHITEFIELD, OK A/C Reg. No. N77483 Time (Lc1) - 1713 CST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. LIGHT CONDITION - SUNGLARE 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND 3. ALTITUDE - IMPROPER - PILOT IN COMMAND 4. PULL-UP - EXCESSIVE - PILOT IN COMMAND 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 6. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. TERRAIN CONDITION - HIGH OBSTRUCTION(S) ----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

File No 446 3/0	07/86 SILETZ,OR	A/C Reg	. No. N4966	Т	ime (Lc1) -	0940 PST	
Basic Information Type Operating Certificate	e-NONE (GENERAL AV				Injur		
Type of Operation Flight Conducted Under Accident Occurred During		DESTROYE Fire NONE	Crew	Fatal 1 0	Serious O O	Minor O O	None 0 0
Aircraft Information Make/Model - AEROSPATI Landing Gear - SKID Max Gross Wt - 3650 No. of Seats - 2	ALE SE 318C	Eng Make/Model - ASTA Number Engines - 1 Engine Type - TURB Rated Power - 5			Installed/A tall Warnin		
Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 5.0 Lowest Sky/Clouds -	SM 1000 FT PART OBS 2500 FT BROKEN NONE NONE	Itinerary Last Departure Point SAME AS ACC/INC Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -		OFF AII Airport Da Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL HELICOPTER		nnial Flight Review Current - UNK/NR Months Since - UNK/NR	Total -	t Time (H	ours)	Unc -	
Instrument Rating(s)	- HELICOPTER						
Narrative HE PLT UNSUCCESSFULLY ATTEMPTE BO LBS OVER ITS MAX GROSS WEIG BLOAD SOME OF THE BLOCKS WHEN A DAD LINE STILL ATTACHED. INSPEC BG HAD BEEN BURNED.	HT WITH AN EXTERNAL A LOSS OF PWR OCCUI	L LOAD. THE PLT WAS SETTI RRED. THE HELICOPTER THEN	NG THE LOAD DOWN DESCENDED TO GRO	FOR GROUND	PERSONNEL T WITH THE	TO EXTERNAL	

File No 4	46 3/07/86	SILETZ,OR	A/C Reg. No.	N4966	Time (Lc1) - 0940 PST
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICA	NL .		
Finding(s) 1. ENGINE ASSEMBLY 2. IMPROPER US 3. ENGINE ASSEMBLY	E OF EQUIPMENT/AIR	CRAFT - PILOT IN COM	IMAND		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGE	NCY			
Occurrence #3 Phase of Operation			EMERGENCY)		
Finding(s) 4. TERRAIN CONDITION	ON - MOUNTAINOUS/H				
Probable Cause					
The National Transpo	rtation Safety Boa	rd determines that t	the Probable Cause(s)	of this accident	

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

File No 465 3/25/86 WASC	CO,OR A/C R	eg. No. N54BF	Т	ime (Lcl) ·	1605 PST	•
-Basic Information Type Operating Certificate-NONE (GENER		t Damage		Injur		
	SUBSTA	NTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire		ew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pa	ass O	1	1	1
Accident Occurred During -DESCENT						
-Aircraft Information						
Make/Model - S.O.C.A.T.A. MS894A	Eng Make/Model - FR	ANKLIN 220		Installed/#		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		S	tall Warnir	ng System	- NO
Max Gross Wt - 2425	Engine Type - RE	CIPROCATING-CARE	BURETOR			
No. of Seats - 4	Rated Power -	220 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - FSS	Last Departure Point		ON AIR			
Method - TELEPHONE	LA GRANDE, OR					
Completeness - UNK/NR	Destination		Airport D	ata		
Basic Weather - VMC	WASCO, OR		WASCO			
Wind Dir/Speed- 160/002 KTS	#A555,511				25	
Visibility - 30.0 SM	ATC/Airspace			Lth/Wid		30
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		30
Lowest Ceiling - NONE	Type of Flight Flan				DRY	
Obstructions to Vision- NONE	Type of Crearance Type Apch/Lndg		Kuliway	Status	DKI	
	Type Apcn/Lndg	- FULL STUP				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 55	Medical Certifi			IVERS/LIM	IIT
Certificate(s)/Rating(s)	Biennial Flight Review		light Time (H			
PRIVATE	Current - YES Months Since - 24	Total -	- 269	Last 24	Hrs -	. 3
SE LAND			- 264	Last 30) Days- UN	IK/NR
	Aircraft Type - UNK/NR	Instrument-	- 2	Last 90	Days-	5
Instrument Rating(s) - NONE						
-Narrative						
PLT STATED THAT HE ENCOUNTERED A WIND SH						
M THE SOUTH/SOUTHEAST AT TWO KNOTS WITH F						
ERIORATED TO 50 MPH, HE WENT FROM 10 DEGR					ICK	
TREES BEFORE IT DESCENDED TO THE GROUND	IN A NOSE LOW ATTITUDE. THE	ACFT HAS NO STAL	L WARNING IN	DICATOR.		

File No. - 465 3/25/86 WASCO,OR A/C Reg. No. N54BF Time (Lc1) - 1605 PST

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

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

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

----Probable Cause----

File No 466 4/11/86	HARLEN, OR	A/C Reg	. No. N88415	. Т	ime (Lcl)	- 1615 PST	
-Basic Information Type Operating Certificate-NON	E (GENERAL AVIATION)	Aircraft	 Damage		Inju	ıries	
		DESTROYE	D	Fatal	Serious	Minor	None
	T FLIGHT	Fire	Cre		0	0	1
Flight Conducted Under -14		NONE	Pas	s O	0	0	0
Accident Occurred During -LAN	DING						
-Aircraft Information						_	
Make/Model - BELLANCA 7GCBC		Make/Model - LYCO	MING 0-320-A2D			Activated	
Landing Gear - TAILWHEEL-ALL Max Gross Wt - 1650		er Engines - 1 ne Type - RECI	PROCATING-CARBU		tali Warni	ng System	~ NO
No. of Seats - 2			PRUCATING-CARBU 50 HP	RETUR			
-Environment/Operations Informati							
Weather Data	Itinera				Proximity		
Wx Briefing - NO RECORD OF Method - N/A		Departure Point LSBORO.OR		UFF AI	RPORT/STRI	.Р	
Completeness - N/A	Destin			Airport D	2+2		
Basic Weather - VMC		VALLIS, OR		A II poi C D	ata		
Wind Dir/Speed- 270/010 KTS	33.	VALUE O, OK		Runwav	Ident	- N/A	
Visibility - 8.0 SM	` ATC/Air	space		Runway	Lth/Wid	- N/A	
		of Flight Plan -		Runway	Surface	- GRASS/TU	RF
		of Clearance - i		Runway	Status	- HIGH VEG	ETATION
Obstructions to Vision- NONE		Apch/Lndg -	GO AROUND				
Precipitation - NONE Condition of Light - DAYL							
	1901						
-Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)		8 Maight Review	edical Certific	ate - VALID ght Time (H		IO WAIVERS/	LIMII
COMMERCIAL	Current		Total -	•		24 Hrs -	4
SE LAND, ME LAND, SE SEA		Since - 2	Make/Model-	209		BO Davs- UN	-
01 1		t Type - UNK/NR	Instrument-	25		O Days-	143
		,	Multi-Eng -	4			
			_				
Instrument Rating(s) - AI	RPLANE						
-Narrative							
ACFT CONTACTED TREES AND DESCEND	ED TO GROUND IMPACT D	URING AN ATTEMPTE	D GO-AROUND TH	F GO-AROUND	WAS ATTEM	IPTED	
ER THE PLT OVER SHOT THE FARM FIE			G GC AROUND. III	- 30 AKOOND	"AJ AITE		
EK INE PIT UVEK SNUT INE EARM ETE	ID IN MUICO DE DAN IN	TENDED ID LAND					

File No. - 466 4/11/86 HARLEN,OR A/C Reg. No. N88415 Time (Lc1) - 1615 PST

Occurrence

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING

Finding(s)

- 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION HIGH OBSTRUCTION(S)
- 2. GO-AROUND DELAYED PILOT IN COMMAND
- 3. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 4. OBJECT TREE(S)

----Probable Cause----

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

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

-Basic Information	AIDCDAFT	+ Damana		Imico		
Type Operating Certificate-AGRICULTURAL	SUBSTA	t Damage NTIAI	Fata	Inju Serious		None
Type of Operation -POSITIONING	Fire		rew 0		0	1
Flight Conducted Under -14 CFR 91	NONE	. F	Pass 0	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information	(
Make/Model - GRUMMAN G164-A Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Model - P&		E	LT Installed/A		
Max Gross Wt - 3750	Number Engines - 1 Engine Type - RE	CIPROCATING-CAR	PLIDETOD	Stall Warnir	ng System	- 1F2
No. of Seats - 1		450 HP	BOKETOK	d.		
-Environment/Operations Information						
Weather Data	Itinerary			rt Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF	AIRPORT/STRIE	•	
Method - N/A	ECHO, OR					
Completeness - N/A Basic Weather - VMC	Destination		Airpor	t Data		
Wind Dir/Speed- 220/003 KTS	LOCAL		Pun	way Ident -	- N/A	
Visibility - 50.0 SM	ATC/Airspace			way Ident way Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		way Surface		RF
Lowest Ceiling - NONE	Type of Clearance			way Status -	- HIGH VEG	ETATION
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDIN	NG			
Precipitation - NONE		•				
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 48	Medical Certif	icate - VA	LID MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Age - 48 Biennial Flight Review	F	light Time	(Hours)		
COMMERCIAL	Current - UNK/NR	Total	- 14000	Last 24	4 Hrs -	9
SE LAND, ME LAND	Months Since - UNK/NR	Make/Mode	1800	Last 30	Days- UN	K/NR
	Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Instrument	t- UNK/NR	Last 90	Days-	230
		Multi-Eng	- 3700	Rotorce	raft - UN	K/NR
Instrument Rating(s) - AIRPLANE						
-Narrative						
OSS OF POWER OCCURRED SHORTLY AFTER TAKEOF AT FIELD DOWNHILL. THE AIRCRAFT NOSED OVER						
CLOSED FUEL CONTAMINATION.	DORATIO THE EMBLING ROLL. F	OS. MOCIDEM I	1014 01	THE ATRONAL	•	

File No 5	55 4/23/86 EC	HO,OR	A/C Reg. No. N25SK	Time (Lc1) - 1559 PST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) CLIMB - TO CRUISE	- NON-MECHANICAL		
Finding(s) 1. FLUID,FUEL - CO	NTAMINATION			
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - UNCONTROLL	ED		
Occurrence #3 Phase of Operation				
Finding(s) 2. WEATHER CONDITION 3. TERRAIN CONDITION	DN - TAILWIND DN - HIGH VEGETATION			
Probable Cause				

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

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

-Basic Information						
Type Operating Certificate-ON-DEMAND AIR				Inju		
Type of Operation -PERSONAL	SUBSTANT		Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass	0	0	0	1
Accident Occurred During -DESCENT	NONE	rass	J	Ū	O	Ü
-Aircraft Information						
Make/Model - CESSNA 172	Eng Make/Model - LYCC	MING 0-320-D2J		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warniı	ng Syst em	- YES
Max Gross Wt - 2350	Engine_Type - RECI		TOR			
No. of Seats - 4	Rated Power - 1	160 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIR	STRIP		
Method - N/A	AURORA, OR					
Completeness - N/A Basic Weather - VMC	Destination		Airport D		,	
Wind Dir/Speed- 200/015 KTS	HUBBARD, OR			DTS AIRPAR Ident	- UNK/NR	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid		150
Lowest Sky/Clouds - 2000 FT	Type of Flight Plan -	NONE		Surface		
	ST Type of Clearance -	NONE			- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -					
Precipitation - RAIN	,					
Condition of Light - DAYLIGHT						
Personnel Information						
		ledical Certificat			AIVERS/LIM	IT
	Biennial Flight Review		t Time (H			
PRIVATE	Current - YES	Total -	184		4 Hrs - UN	
SE LAND	Months Since - 20	Make/Model-	106		Days- UN	•
	Aircraft Type - UNK/NR	Instrument-	0	Last 90	Days-	9
Instrument Rating(s) - NONE	•					
Narrative					_	
ING PRACTICE SIMULATED FORCED LANDING WITH 1					ST.	
AIRCRAFT ENTERED INTO AN APPROACH STALL STR	ILKING THE GROUND NOSE FIRST	AND THEN NOSING	UVER INVE	RIED.		

4/27/86 HUBBARD, OR A/C Reg. No. N65654 Time (Lc1) - 1630 PDT File No. - 461 Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND 2. WEATHER CONDITION - GUSTS 3. WEATHER CONDITION - CROSSWIND 4. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Occurrence #3 NOSE OVER Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

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

Make/Model - CESSNA 303 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 5150 No. of Seats - 6Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE	DESTROY Fire NONE Eng Make/Model - COM Number Engines - 2 Engine Type - REG	Crei Pass TINENTAL TSIO-520 CIP-FUEL INJECTED	s 0 D-E ELT 1	Injuri Serious 0 0 	Minor 0 0	
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT Aircraft Information Make/Model - CESSNA 303 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 5150 No. of Seats - 6 Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE	Fire NONE Eng Make/Model - COM Number Engines - 2 Engine Type - REC Rated Power -	Crei Pass TINENTAL TSIO-520 CIP-FUEL INJECTED	w 1 s 0	0 0 Installed/Ac	0 0 :tivated	O O
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT Aircraft Information Make/Model - CESSNA 303 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 5150 No. of Seats - 6 Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE	NONE Eng Make/Model - COM Number Engines - 2 Engine Type - REC Rated Power -	Pass NTINENTAL TSIO-520 CIP-FUEL INJECTED	s 0 D-E ELT 1	0 Installed/Ac	0 :tivated	O - YES/NO
Accident Occurred During -DESCENT Aircraft Information Make/Model - CESSNA 303 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 5150 No. of Seats - 6 Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE	Eng Make/Model - COM Number Engines - 2 Engine Type - REC Rated Power -	NTINENTAL TSIO-520	 D-E ELT 1	Installed/Ac	tivated	- YES/NO
Aircraft Information Make/Model - CESSNA 303 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 5150 No. of Seats - 6 Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE	Number Engines - 2 Engine Type - REC Rated Power -	CIP-FUEL INJECTED				
Make/Model - CESSNA 303 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 5150 No. of Seats - 6Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE	Number Engines - 2 Engine Type - REC Rated Power -	CIP-FUEL INJECTED				
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 5150 No. of Seats - 6	Number Engines - 2 Engine Type - REC Rated Power -	CIP-FUEL INJECTED				
Max Gross Wt - 5150 No. of Seats - 6Environment/Operations Information Weather Data I1 Wx Briefing - FSS Method - TELEPHONE	Engine Type - REG Rated Power -	CIP-FUEL INJECTED	S1	tall Warning	System	_ VEC
No. of Seats - 6Environment/Operations Information Weather Data I1 Wx Briefing - FSS Method - TELEPHONE	Rated Power -					- 169
		310 HP				
Weather Data I1 Wx Briefing - FSS Method - TELEPHONE	tinerary					
Wx Briefing - FSS Method - TELEPHONE	tinerary					
Method - TELEPHONE			Airport F			
Method - TELEPHONE	Last Departure Point		OFF AIR	RPORT/STRIP		
	CLEVELAND, OH					
Completeness - PARTIAL, LMTD BY PILOT	Destination		Airport Da	ata		
Basic Weather - VMC	SAME AS ACC/INC			COUNTY		
Wind Dir/Speed- 280/009 KTS				-	23	
	C/Airspace			Lth/Wid -		75
	Type of Flight Plan	. TED		Surface -		
Lowest Ceiling - 900 FT OBSCURED				Status -		
		- VOR/TVOR	Kullway	Jtatus	3110#	JOHN ACTEE
Precipitation - SNOW SHOWER	Type Apcily Ling	VOR/ I VOR				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command Age -	3 3	Medical Certification			WAIVERS/	LIMIT
	ial Flight Review		ght Time (Ho			
ATP Cu	ırrent - YES	Total -	3504	Last 24	Hrs - UN	JK/NR
SE LAND, ME LAND Mo	onths Since - 5	Make/Model- (JNK/NR	Last 30	Days- UN	√NR
· Ai	ircraft Type - C-303	Make/Model- l Instrument- l	JNK/NR	Last 90	Days- UN	JK/NR
		Multi-Eng -		Rotorcra		
Total words Data (a) ATDDI AND		J				
Instrument Rating(s) - AIRPLANE Narrative						· ·

File No. - 527 2/12/86 SHIPPENVILLE, PA A/C Reg. No. N4877V Time (Lc1) - 2100 EST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL Finding(s) 1. WEATHER CONDITION - CLOUDS 2. WEATHER CONDITION - SNOW 3. LIGHT CONDITION - DARK NIGHT 4. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND 5. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND 6. VFR PROCEDURES - NOT FOLLOWED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL Finding(s) 7. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND 8. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - UNCONTROLLED Finding(s) 9. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7 Factor(s) relating to this accident is/are finding(s) 1,2,3,4

File No 553 4/28/86 JULIA	N,PA A/C Reg	No. N4OMS	Т	ime (Lc1)	- 1330 ED	Г
Basic Information Type Operating Certificate-NONE (GENERA			F-4-1	Inju		Maria
Time of Openstion DEDCOMAL	DESTROYE		Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	Crew		0	0	0
Accident Occurred During - DESCENT	NONE	Pass Othe	-	1	0	0 0
Aircraft Information						
Make/Model - GLASER DIRK-DG-400	Eng Make/Model - ROTA)	BOMBARDIER	ELT	Installed/	Activated	- NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE				tall Warni		
Max Gross Wt - 1014		ROCATING-CARBUR				
No. of Seats - 1		13 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - UNK/NR	Last Departure Point			RPORT/STRI	Р	
Method - UNK/NR	JULIAN, PA			•		
Completeness - WEATHER NOT PERTINENT	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		•			
Wind Dir/Speed- 140/014 KTS			Runway	Ident	- N/A	
Visibility - 20.0 SM	ATC/Airspace		Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - N	IONE	Runway	Surface	- N/A	
Lowest Ceiling - NONE	Type of Clearance - N	IONE	Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg - N	IONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age ~ 63 Me	edical Certifica	te - EXPIR	ED		
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		ht Time (H			
ATP	Current - UNK/NR				4 Hrs - Ul	NK/NR
SE LAND, ME LAND	Months Since - UNK/NR			Last 3		27
	Aircraft Type - UNK/NR	Instrument-		Last 9	O Days-	68
		Multi-Eng -	7117			
Instrument Rating(s) - AIRPLANE						
Instrument Rating(s) - AIRPLANE	ATICIAIC Type - UNK/INK	Multi-Eng -				
THE PLT OF N686U REPORTED HE WAS ESTABLISHED SEEN. ONE AT APRX THE SAME ALT AND ONE BELOW VERY CLOSE TO BUT UNDERNEATH HIS GLIDER. HE SAND CONTINUE IN THE THERMAL, HOWEVER, BECAUSE THE OTHER GLIDER. N686U WAS THEN STRUCK FROM WHICH DESCENDED TO GROUND IMPACT.	HIS ALT. HE CONTINUED TO STATE TATED HE MOMENTARILY LOST SIGH OF HIS GLIDERS ATTITUDE HE WA	E THAT THE GLIDE HT OF THE GLIDER AS UNABLE TO MAI	R WHICH WA BEFORE SE NTAIN VISU	S AT HIS A EING IT TU AL CONTACT	LT PASSED RN AND WITH	

File No 55	4/28/86	JULIAN, PA	A/C Reg. No. N4OMS	Time (Lc1) - 1330 EDT
Occurrence #1 Phase of Operation				
Finding(s) 1. VISUAL LOOKOUT - 2. CLEARANCE - NOT 3. VISUAL LOOKOUT -	MAINTAINED - PILOT		т .	
Occurrence #2 Phase of Operation	MANEUVERING			
Occurrence #3 Phase of Operation		- · · · · · · · · · · · · · · · · · · ·		·
Probable Cause			e Probable Cause(s) of this accid	

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

File No 553 4/28/86 JULI	AN,PA	A/C Reg.	No. N686U		Time (Lcl) -	1330 EDT	•
Basic Information							
Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Da	amage		Injur [.]	ies .	
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Cre	w O	1	0	0
Flight Conducted Under -14 CFR 91		NONE	Pas		Ö	0	0
Accident Occurred During -DESCENT			Oth	er 1	0	0	0
Aircraft Information							
Make/Model - SCHWEIZER SGS-1-26B	Eng Make/Mod	le1 - N/A		ELT	Installed/Ad	ctivated	- NO -N/A
Landing Gear - UNK/NR	Number Engin	nes - N/A			Stall Warning	g System	- NO
Max Gross Wt - 1021	Engine Type	- N/A			•		
No. of Seats - 1	Rated Power	- N/A					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		e Point			IRPORT/STŘIP		
Method - N/A	JULIAN, PA				, -		
Completeness - N/A	Destination			Airport	Data		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 140/014 KTS				Runwa	y Ident -	N/A	
Visibility - 20.0 SM	ATC/Airspace				v Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Fligh	t Plan - NO	NF		y Surface -		
Lowest Ceiling - NONE	Type of Clear				y Status -		
Obstructions to Vision- NONE	Type Apch/Lnd			Kariwa	, status	14/ 7	
Precipitation - NONE	Type Apolly Elle	.9	,,,,_				•
Condition of Light - DAYLIGHT							
Barrage 1 Telegraphics							
Personnel Information	A ====			VAL 7	D MEDICAL MAI		
Pilot-In-Command	Age - 60		dical Certific			I AEK2/ LIM	11 1
Certificate(s)/Rating(s)	Biennial Flight Rev			ght Time (•		•
COMMERCIAL		YES	Total -		Last 24		3
SE LAND, ME LAND, ME SEA	Months Since -		Make/Model-		Last 30		•
GLIDER	Aircraft Type -	2-22	Instrument-	UNK/NR	Last 90	Days-	17
			Multi-Eng -	2250	ROTOPCP	aft - UN	IK/NR
Instrument Rating(s) - AIRPLANE							
Narrative							
THE PLT OF NG86U REPORTED HE WAS ESTABLISHED SEEN. ONE AT APRX THE SAME ALT AND ONE BELOW FERY CLOSE TO BUT UNDERNEATH HIS GLIDER. HE AND CONTINUE IN THE THERMAL, HOWEVER, BECAUS THE OTHER GLIDER. NG86U WAS THEN STRUCK FROM	HIS ALT. HE CONTINUE STATED HE MOMENTARILY E OF HIS GLIDERS ATTI	D TO STATE LOST SIGHT TUDE HE WAS	THAT THE GLID OF THE GLIDE UNABLE TO MA	ER WHICH W. R BEFORE S INTAIN VIS	AS AT HIS ALT EEING IT TURN UAL CONTACT N	T PASSED N AND WITH	
THE OTHER GLIDER. N686U WAS THEN STRUCK FROM WHICH DESCENDED TO GROUND IMPACT.	THE RIGHT REAR BY N4	OMS. BOTH F	PLTS THEN LOST	CONTROL O	F THEIR GLIDE	ERS	

File No 5	53 4/28/86	JULIAN, PA	A/C Reg.	No. N686U	Time (Lc1) - 1330 EDT
Occurrence #1 Phase of Operation					·
2. CLEARANCE - NOT	- NOT ATTAINED - PI MAINTAINED - PILOT - NOT POSSIBLE - PI	OF OTHER AIRCRAFT			
Occurrence #2 Phase of Operation	MANEUVERING				
Occurrence #3 Phase of Operation	IN FLIGHT COLLISI	ON WITH TERRAIN			
Probable Cause					

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

-Basic Information Type Operating Certificate-NONE (GENERA		ft Damage		Injur		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI	SUBSI Fire NONE	ANTIAL Crew Pass	-	Serious O O	Minor O O	None 2 0
-Aircraft Information Make/Model - CESSNA 172M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Number Engines -	ECIPROCATING-CARBUR	St	nstalled/A		
-Environment/Operations Information Weather Data	Itinerary		Airport P			
	Last Departure Poin BORINQUEN,PR Destination LOCAL ATC/Airspace TERED Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	Runway Runway	ita JEN Ident - Lth/Wid - Surface -		200
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 22 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certifica Flig Total - Make/Model- Instrument- Multi-Eng -	ht Time (Ho 217 160		Hrs - Days- UN	4
Instrument Rating(s) - NONE						
-Narrative PLT STATED THAT AFTER COMPLETING A LOCAL PERATIVE WHERE HE WISHED TO TAXI. WHEN HE VERT THAT WAS RESTING NEXT TO AN INOPERATI ARDING THE INOPERATIVE LIGHTS WAS FOUND DU	TAXIED OFF THE RWY THE PRO VE TAXI LIGHT AND AN OPEN	PELLER AND LANDING	GEAR STRUCK	A CONCRET		

File No. - 412 4/15/86 BORINQUEN, PR A/C Reg. No. N9194H Time (Lc1) - 2115 AST

Occurrence #1 ON GROUND COLLISION WITH OBJECT Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - RUNWAY LIGHT

- 2. VISUAL LOOKOUT NOT MAINTAINED PILOT IN COMMAND
- 3. NOTAMS NOT ISSUED AIRPORT PERSONNEL

----Probable Cause----

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

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

File No 438 4/22/86	SAN JUAN, PR	A/C Reg. No. N6155V			Time (Lcl) - 0930 EST			
-Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage						
Turn of Organization TAICTE	NICTIONAL	SUBSTANTIAL			rious	Minor	None	
Type of Operation -INSTR Flight Conducted Under -14 CF		Fire NONE	Crew Pass	0	0	0	1	
Accident Occurred During -LANDI		HONE	rass	O	Ü	O	O	
-Aircraft Information								
Make/Model - CONSOLIDATED LAK		el - LYCOMING IO-360	-A 1B			ctivated		
Landing Gear - TRICYCLE-RETRACT			0.7.5.0	Stall	Warnir	ng System	- YES	
Max Gross Wt - 2690 No. of Seats - 4	Engine Type Rated Power	- RECIP-FUEL INJE - 200 HP	CIED					
NO. Of Seats - 4	kated Power	- 200 HP						
-Environment/Operations Information	n Itinerary							
Weather Data			port Prox					
Wx Briefing - NO RECORD OF B			0	N AIRPORT				
Method - N/A	SAME AS ACC	/ INC	Ainn	ont Data				
Completeness - N/A Basic Weather - VMC	Destination LOCAL			ort Data SLA GRADE				
Wind Dir/Speed- 080/009 KTS	LOCAL			unway Ide		. 09		
Visibility - 15.0 SM	ATC/Airspace			unway Lth		• •	100	
	FT SCATTERED Type of Flight	t Plan - NONE		unway Sur		ASPHALT		
Lowest Ceiling - NONE		ance - UNK/NR		unway Sta		DRY		
Obstructions to Vision- NONE	Type Apch/Lndg	g - TRAFFIC PAT	TERN	•				
Precipitation - NONE		FULL STOP						
Condition of Light - DAYLIG	GHT							
-Personnel Information								
Pilot-In-Command	Age - 55	Medical Cert				IVERS/LIM	MIT	
Certificate(s)/Rating(s)	Biennial Flight Rev		Flight Ti				_	
STUDENT		14/ 7	- 70			Hrs -	8	
	Months Since -					Days- UN	-	
	Aircraft Type -	N/A Instrume	nt- 0	1	Last 90	Days-	32	
Instrument Rating(s) - NONE	:							
-Narrative PLT STATED THAT ON LANDING THE ACF	FT STARTED TO PORPOISE. HE LO	OST CONTROL, THE LAN	DING GEAR	COLLAPSED	AND TH	IE ACFT		
D TO A STOP ON THE RWY.								

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

Type Operating Certificate-NONE (G	ENEDAL AVTATION)	Aircraft Dam	300		Injur	105	
.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	ENERAL AVIATION)	DESTROYED	age	Fatal	Serious		None
Type of Operation -INSTRUC Flight Conducted Under -14 CFR	TIONAL	Fire	Crew	0	2	O .	0
		NONE	Pass	О	0	0	0
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - CESSNA 152		'Model - LYCOMIN	G 0-235-L2C		Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670		ngines – 1 /pe – RECIPRO	CATING CARRUR		tall Warning	g System	- YES
No. of Seats - 2	Rated Pow	•		ETUK			
NO. 01 Seats 2	Rated FO						
Environment/Operations Information							
leather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRI				ON AIR	PORT		
Method - N/A Completeness - N/A	CONWAY,S Destination			Airport Da			
Basic Weather - VMC	SAME AS			•	HORRY CO.		
Wind Dir/Speed- CALM	SAME AS	ACC/ INC				04	
Visibility - 7.0 SM	ATC/Airspace	.			Lth/Wid -		75
Lowest Sky/Clouds - 25000 FT			F		Surface -		, 5
Lowest Ceiling - NONE		earance - NON			Status -		
Obstructions to Vision- NONE		Lndg - TRA					
Precipitation - NONE	• • •	J					
Condition of Light - NIGHT(DA	RK)						
Personnel Information							
Pilot-In-Command	Age - 24	Media	cal Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Fligi	nt Time (Ho		•	
CFI, FOREIGN	Current		Total -	987	Last 24	Hrs -	3
SE LAND, ME LAND	Months Since	e - 7	Make/Mode1-	450	Last 24 Last 30 Last 90	Days- UN	K/NR
	Aircraft Typ		Instrument-	83	Last 90	Days-	315
		I	Multi-Eng -	84			
Instrument Rating(s) - AIRPLA	NE						
larrative	OFE AND LANDING DRACTS	CE THE ATDODAE	T COLLIDED WIT	TH TREES OF		2404	
NG NIGHT FLIGHT INSTRUCTION FOR TAKE OF THE RUNWAY AND IMPACTED THE GROUN							
REES OFF THE END OF THE RUNWAY HAD						1 D	

Time (Lc1) - 1853 EST A/C Reg. No. N6235Q File No. - 404 1/15/86 CONWAY, SC Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. OBJECT - TREE(S) 3. CLEARANCE - INADEQUATE - PILOT IN COMMAND(CFI) 4. FACILITY, INADEQUATE DESIGN(STANDARD/REQUIREMENT) - FAA(ORGANIZATION) Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 5. LIGHT CONDITION - DARK NIGHT 6. TERRAIN CONDITION - GROUND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

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

Basic Information Type Operating Certificate-NONE (GENERA	I AVIATION) Aincraé	t Damage		Injur	ioc	
Type operating certificate-none (denera	SUBSTA		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA-22-150	Eng Make/Model - LY			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnin	g System	- NO
Max Gross Wt - 1840 No. of Seats - 4	Engine Type - RE		IUR			
No. of Seats - 4	Rated Power -	150 HP				
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point MILBANK.SD	1	OFF AIR	RPORT/STRIP		
Completeness - N/A	Destination		Airport Da	+ 2		
Basic Weather - VMC	SAME AS ACC/INC		All point be	ata		
Wind Dir/Speed- 280/015 KTS	5AM2 NO A50, 2NO		Runway	Ident -	N/A	
Visibility - 40.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg					
Precipitation - NONE Condition of Light - DAYLIGHT		STOP AND GO				
Personnel Information Pilot-In-Command	Age - 38	Medical Certificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	nt Time (Ho	ours)		
STUDENT	Current - N/A	Total -	15	Last 24	Hrs -	2
	Months Since - N/A	Make/Model-	14	Last 30	Days- UN	
	Aircraft Type - N/A	Instrument-	O ,	Last 90	Days-	2
Instrument Rating(s) - NONE						
Varrative	TAIC DOLL ON A DUBLIC DOAD	THE ACET HE WAS DE	OTTNO FNO	NINTERER A		
RDING TO THE STUDENT PLT, DURING THE LAND SWIND WHICH TIPPED THE LEFT WING UP. THE					A.D.	
HASED THE ACFT APRX 1 HR PRIOR TO THE ACC		CI I NOSED OVER UNIT	TIS BACK.	1716 PLI 71	40	

2/25/86 Time (Lc1) - 1730 CST File No. - 583 A/C Reg. No. N5721D ESTELLINE.SD Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - ROLL Finding(s) 1. AIRPORT FACILITIES.RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN 2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND 3. WEATHER CONDITION - CROSSWIND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4. 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) 6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1,3,4,5

-Basic Information				.		
Type Operating Certificate-NONE (GENER		raft Damage STANTIAL	Fatal	Injurie Serious	s Minor	None
Type of Operation -PERSONAL	Fire			1	0	0
Flight Conducted Under -14 CFR 91	NONE			Ö	ŏ	ŏ
Accident Occurred During -DESCENT						
-Aircraft Information						
Make/Model - BELLANCA 7GCBC		LYCOMING 0-320-A2D		Installed/Act		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warning	System	- YES
Max Gross Wt - 1650		RECIPROCATING-CARB	URETOR			
No. of Seats - 2	Rated Power -	150 HP				
-Environment/Operations Information		•				
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		int	OFF AI	RPORT/STRIP		•
Method - N/A	HURON, SD					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- 330/003 KTS	LOCAL		Dumin	Telema N	/*	
Visibility - 10.0 SM	ATC/Airspace			Ident - N Lth/Wid - N	,	
	TTERED Type of Flight Pla	an - NONE		Surface - N	•	
Lowest Ceiling - NONE	Type of Clearance			Status - N		
Obstructions to Vision- NONE	Type Apch/Lndg		Kullway	Status II	<i>,</i> -	
Precipitation - NONE	Type Apeny Endg	HONE				
Condition of Light - DUSK						
-Personnel Information Pilot-In-Command	Age - 32	Medical Certifi	cate - VALID	MEDICAL-WAIV	ERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (H		-,	
STUDENT	Current - N/A	Total -	93	Last 24 H	rs -	2
	Months Since - N/A	Make/Mode1-		Last 30 D	ays-	7
	Aircraft Type - N/A	Make/Model- Instrument-	3	Last 90 D	ays-	32
					-	
Instrument Rating(s) - NONE						
-Narrative						
ACFT CONTACTED POWERLINES AND DESCENDED	INCONTROLLED TO GROUND IMP	PACT THE PLT PEPOP	TED THAT HE	WAS CHECKING		
ASI I CONTINUED I OWENETHED WIND DESCRIPTION	NITOUTH NO CELED TO GROUND IMP	AUT. THE TET KEFOR	LES THAT THE	AND OHILOKTING		

File No 4	71 5/15/86 HURON,SD	A/C Reg. No. N53756	Time (Lc1) - 2015 CDT
Occurrence #1 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT MANEUVERING		
 LIGHT CONDITION VISUAL LOOKOU OBJECT - WIRE,T 	T - REDUCED - PILOT IN COMMAND RANSMISSION OT MAINTAINED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	LOSS OF CONTROL - IN FLIGHT MANEUVERING		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the 5	Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 2,3		

File No 520 2/11/86 COLU	MBIA,TN A/C	Reg. No. N3403L	Т.	ime (Lc1) -	1620 CST	
Basic Information Type Operating Certificate-NONE (GENER)		aft Damage	Injuries Serious Minor None			
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire			0	0	1 0
Aircraft Information Make/Model - CESSNA U206B - Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3600 No. of Seats - 4	Number Engines -	CONTINENTAL IO-520 1 RECIP-FUEL INJECTE 285 HP	St	Installed/Actall Warning		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC	Itinerary Last Departure Poi NASHVILLE,TN Destination COLUMBIA,TN	nt	Airport F OFF AIF Airport Da	RPORT/STRIP		
Wind Dir/Speed- 320/010 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 2500 FT Lowest Ceiling - 2500 FT BROWN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Pla	- VFR	Runway Runway Runway	Lth/Wid - Surface -		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 46 Biennial Flight Review Current - YES	Medical Certific	ight Time (Ho	ours)		
SE LAND, ME LAND	Current - YES Months Since - 6 Aircraft Type - U-20	Make/Model- 6B Instrument-		Last 24 Last 30 Last 90 Rotorcra	Days- UN Days-	K/NR 35
Instrument Rating(s) - AIRPLANE						
Narrative SOON AFTER DEPARTURE THE PLT EXPERIENCED A SE VIBRATION SUBSIDED. THE PLT THEN NOTICED AILE DOWN. AN EMERGENCY LANDING WAS MADE IN A FIEL THE LEFT WING MAIN STRUCTURE WAS FOUND FRACTE ACFT DEPARTED WITH ONE HALF INCH OF SOLID ICE	ERON CONTROL PROBLEMS AND LD. INVESTIGATION REVEALED JRES BUT HAD NOT SEPARATED	NOTICED THE LEFT W BOTH AILERONS HAD . LINE SERVICE PER	ING TIP WAS M OVERTRAVELED	MOVING UP AN D AND WERE B	ENT.	

File No. - 520 2/11/86 COLUMBIA, TN A/C Reg. No. N3403L Time (Lc1) - 1620 CST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. FLIGHT CONTROL, AILERON - FLUTTER 3. ICE/FROST REMOVAL FROM AIRCRAFT - DISREGARDED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND 5. FLT CONTROL SYST, AILERON CONTROL - LACK OF 6. WING - FAILURE.PARTIAL Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3 Factor(s) relating to this accident is/are finding(s) 1,4

Basic Information								
Type Operating Certificate	∍-NONE (GENERAL	. AVIATION)	Aircraft Dam SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation	-PERSONAI	•	Fire	Crew	0		0	1
Flight Conducted Under			NONE	Pass	ŏ	•	ŏ	3
Accident Occurred During					•		-	_
Aircraft Information								
Make/Model - PIPER PA-:			Model - LYCOMIN			[nstalled/A		
Landing Gear - TRICYCLE-I	RETRACTABLE		_		S.	tall Warnin	g System	- YES
Max Gross Wt - 2500			pe - RECIP-F					
No. of Seats - 4		Rated Pov	ver - 180	HP 				
Environment/Operations Info	rmation							
Weather Data		Itinerary				Proximity		
Wx Briefing - UNK/NR Method - UNK/NR		Last Depar			OFF AT	RPORT/STRIP		
Completeness - UNK/NR		ALBANY, C			1: D	-4-		
Basic Weather - VMC		Destination LEXINGTO			Airport Da			
Wind Dir/Speed- CALM		LEXINGIC	JIN , IN I				N/A	
Visibility - 12.0		ATC/Airspace			•	Lth/Wid -		
Lowest Sky/Clouds -	25000 FT		ight Plan - NON	F		Surface -		
Lowest Ceiling -	25000 FT BROKE	N Type of Ci	earance - NON	- F		Status -		
Obstructions to Vision-		Type Apch/	Lndg - FOR	CED LANDING		01-14-	,	
Precipitation -		,, , , ,						
Condition of Light -	NIGHT(DARK)							
Personnel Information								
Pilot-In-Command		Age - 44 Biennial Flight	Medi	cal Certificat			WAIVERS/	LIMIT
Certificate(s)/Rating(s)		Biennial Flight	Review	Fligh	nt Time (Ho	ours)		_
PRIVATE		Current	- YES - 11	lotal -	230	Last 24	Hrs -	5
SE LAND		Months Since	e - 11 pe - UNK/NR	Make/Model-	230	Last 30	Days- UN	IK/NR
		Aircraft Typ	e - UNK/NK	Total - Make/Model- Instrument- UN Multi-Eng - UN	IK/NK	Potonon	Days-	23 IV/ND
			· ·	Multi-Elig - Or	NY NK	ROTOFCE	art - UN	IK/ NK
Instrument Rating(s)	- NONE							
Narrative		2222 LUID THE A		TO THE ATOROS	T .ND THE	2222 22VE2		
AKEOFF THE PLT SAW AN OIL LI TUBE FITTING WAS FOUND TO BI	EAK ARUUNU IHE	DADT WAS DEDUACE	LI MAZ KETUKNED	IU IHE AIRPUR	THE DART I	PRUP GUVER	NUK	
NG A LATER REFUELING STOP A	UD WAS NOT FOUR	PART WAS REPLACE In to be leveling	DINDING COUTSE	IN MOUNTATIONS	TEDDATN	NN OTI IEAK	WAS	
N SEEN. VECTORS WERE RECEIVE								
H THE ACFT STRUCK A TREE. EX								
FOUND BY METALLURGICAL EXAM								
ILE STRESS. THE OIL LINE WAS								

File No 5	24 3/17/86 	CROSSVILLE, TN	A/C Reg. No. N7613J	Time (Lc1) - 1947 EST
Occurrence #1 Phase of Operation		OTAL) - MECH FAILURE/MA	ALFUNCTION	
3. FLUID,OIL - LEA 4. FLUID,OIL - EXH	GNMENT - IMPROPER K AUSTION	- OTHER MAINTENANCE PS		
Occurrence #2 Phase of Operation 5. TERRAIN CONDITI	DESCENT - EMERGE ON - NONE SUITABLE			
Occurrence #3 Phase of Operation		SION WITH OBJECT		
Finding(s) 6. OBJECT - TREE(S)			
Probable Cause				
The National Transpois/are finding(s) 2,		ard determines that the	e Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is	/are finding(s) 4		

File No 480 6/08/86 BENTON	,TN A/C	Reg. No. N2135R	7	ime (Lcl) -	1630 EDT	
Basic Information Type Operating Certificate-NONE (GENERAL	'AVIATION) Aircra	ft Damage		Injur	ies	
	SUBST	ANTIAL	Fatal	Serious	Minor	None
Type of Operation -SIGHTSEEING	Fire	Crew	, 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	. 0	Ō	1	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - GROB FLUGZEUGBAU G103	Eng Make/Model - N	I/A	ELT	Installed/A	ctivated	- NO -N/A
Landing Gear - UNK/NR	Number Engines - N			tall Warnin		
Max Gross Wt - 1435	Engine Type - N				3 •,	
No. of Seats - 2	Rated Power - N					
Environment/Operations Information						
Weather Data	Itinerary		•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poir	ıť	ON AIR	PORT		
Method - N/A	BENTON, TN					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	SAME AS ACC/INC			WEE GLIDER		
Wind Dir/Speed- 270/005 KTS					21	
Visibility - 5.0 SM	ATC/Airspace			Lth/Wid -		50
Lowest Sky/Clouds - UNK/NR	Type of Flight Plar			Surface -		RF
Lowest Ceiling - 5000 FT UNK/N			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
	Age - 56	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flic	ht Time (F	lours)	•	
COMMERCIAL, CFI	Current - YES	Total -		Last 24	Hrs - UN	K/NR
SE LAND, ME LAND	Months Since - 11	Make/Model-		Last 30		
GLIDER	Aircraft Type - C-152			Last 90	Davs-	16
	, , ,	Multi-Eng -	141		•	
Total (10 to 10 to						
Instrument Rating(s) - AIRPLANE						
Narrative						
THE GLIDER LANDED SHORT OF THE RWY. THE PLT HA	D OBSERVED ANOTHER ACET O	N THE RWY APCH END	AND EXTEND	ED HIS BASE	LEG.	
DURING THE TURN TO FINAL, HE DEPLOYED THE SPOI						
TURN, AND THAT HE SUBSEQUENTLY RETRACTED THE S						
AVOID THEM. ANOTHER HIGH SINK RATE WAS EXPERIE						
A GRASSY AREA NEAR THE RWY END. THE PLT STATED					-	
		\$ = · · · · = · · · · · · · · · · · · ·				

File No 4	80 6/08/86	BENTON, TN	A/C Reg. No. N2135R	Time (Lc1) - 1630 EDT
Occurrence #1 Phase of Operation				
PROPER GLIDEPAT	ACH - DELAYED - PI DN - SELECTED - PI E OF EQUIPMENT/AIR H - NOT MAINTAINED	LOT IN COMMAND LOT IN COMMAND CRAFT - PILOT IN COM - PILOT IN COMMAND INED - PILOT IN COMMINED	MAND	
Occurrence #2 Phase of Operation		ION WITH OBJECT		
Finding(s) 7. OBJECT - WIRE,S	TATIC			
Occurrence #3 Phase of Operation			•	
Finding(s) 8. TERRAIN CONDITION				
Probable Cause				
The National Transpois/are finding(s) 4,9		rd determines that	the Probable Cause(s) of this accid	lent
Factor(s) relating to	this accident is	/are finding(s) 2,3		

File No 549 1/02/86 TERREL	L,TX A/C Re	g. No. N27Y	Ti	me (Lc1) -	0730 CS1	<u> </u>
Type Operating Certificate-NONE (GENERAL Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	. AVIATION) Aircraft SUBSTAN Fire NONE		Fata1 0 0	Injur Serious O O	ies Minor O O	None 1 0
Aircraft Information Make/Model - BEECH E18S Landing Gear - TAILWHEEL-ALL RETRACTABI Max Gross Wt - 9700 No. of Seats - 2	Engine Type - REC	R-985-AN14B IPROCATING-CARBURE 450 HP	St	nstalled/A		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		NONE NONE NONE	Airport Da TERRELL Runway Runway Runway	RPORT/STŔIP ata Ident - Lth/Wid - Surface -	35 4300/ ASPHALT DRY	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND,SE SEA	Age - 43 Biennial Flight Review Current - YES Months Since - 9 Aircraft Type - UNK/NR	Total -	nt Time (Ho 13600 2000 NK/NR	ours) Last 24 Last 30 Last 90	Hrs - Days- UN	6 NK/NR 135
Instrument Rating(s) - AIRPLANE						
Narrative HE PLT REPORTED THE ACFT YAWED LEFT ON TAKEON LONG THE FLT PATH. PWR WAS REDUCED AND A STRA (TNESS REPORTED THE ACFT WAS STILL IN GROUND HE ACFT TOUCHED DOWN NEAR THE END OF THE RWY HE ACFT THEN MUSHED TO GROUND IMPACT IN A FIN T TAKEOFF AND THE AFT CG WAS 1.7 INCHES BEHIN HE ATTEMPTED TAKEOFF STATED THE ACFT WAS COVE	AIGHT IN LANDING WAS MADE IN EFFECT AT A POINT APRX 3000 , FULL PWR WAS ADDED AND THE ELD. INVESTIGATION REVEALED ND THE AFT DATUM LIMIT. A LI	A FLD APRX 1/4 MI FT DOWN THE RWY. ACFT WAS PULLED L THE ACFT WAS 269 L	LE NORTH O WITNESS CO JP IN AN AT BS OVER MA	OF THE RWY. ONTINUED TO TTEMPT TO C AX GROSS WE	A STATE LIMB. IGHT	S

File No. - 549 1/02/86 TERRELL,TX A/C Reg. No. N27Y Time (Lc1) - 0730 CST

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

TAKEOFF

Finding(s)

- 1. PREFLIGHT PLANNING/PREPARATION IMPROPER PILOT IN COMMAND
- 2. ICE/FROST REMOVAL FROM AIRCRAFT NOT PERFORMED PILOT IN COMMAND
- 3. AIRCRAFT WEIGHT AND BALANCE EXCEEDED PILOT IN COMMAND
- 4. AIRSPEED(VLOF) NOT OBTAINED PILOT IN COMMAND
- 5. ROTATION ATTEMPTED PILOT IN COMMAND
- 6. STALL/MUSH

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

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

Basic Information							
Type Operating Certificate-NON	E (GENERAL AVIATION)	Aircraft Damag		Fatal	Injur Serious		None
Type of Operation -PERS	SONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 (CFR 91	NONE	Pass	0	Ō	0	Ō
Accident Occurred During -DESC	CENT						
Aircraft Information							
Make/Model - BEECH 65		ake/Model - LYCOMING	IGS0-480-A1A6		Installed/A		
Landing Gear - TRICYCLE-RETRAC		Engines - 2		S	tall Warnin	g System	- UNK/N
Max Gross Wt - 7700		Type - RECIP-FUE	L INJECTED				
No. of Seats - 6	Rated	Power - 340 HP					
Environment/Operations Information							
Weather Data	Itinerary		A		Proximity		
Wx Briefing - NO RECORD OF Method - N/A		eparture Point		OFF AI	RPORT/STRIP		
Completeness - N/A	Destina:	HOMA CITY,OK	A +	rport D	2+2		
Basic Weather - VMC	BOWI		A 1	i poi t b	ala		
Wind Dir/Speed- 170/010 KTS		-, 17		Runway	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airs	oace			Lth/Wid -		
Lowest Sky/Clouds - 3000					Surface -		JRF
Lowest Ceiling - NONE	Type of	f Clearance - VFR		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Ap	och/Lndg - NONE					
Precipitation - NONE							
Condition of Light - DAYL	[GHT						
Personnel Information			_				
Pilot-In-Command			Certificate			IVERS/LIM	IIT
Certificate(s)/Rating(s) PRIVATE	Biennial Flig	int Review - YES To	Flight	IIME (H	ours)	Una -	•
ME LAND		ince - UNK/NR Mal	tal - 106 ke/Model-	24 50	Last 24	Hrs -	2 9
ME EAND	Aircraft	Type - BE-65 In:	strument- INK/	ND	1ast 30	Days-	18
	Amerant	Mu'	strument- UNK/ lti-Eng - UNK/	NR	Rotorce	aft - UN	JK/NR
			iti Eng Out,		10 (0) 01	u	,
Instrument Rating(s) - NON	NE						
PILOT WAS OBSERVED IN THE AREA FO	OR SEVERAL MINUTES WHIL	F HE WAS PERFORMING	STEED CLIMBS A	ND DESC	FNTS INW P	ASSES	
BUZZING. WITNESSES REPORTED POWER							
OWED BY A LOUD POP. THE AIRCRAFT	BEGAN TO WOBBLE SLIGHT	TLY AND THEN A SURGE (OF ENGINE POWE	R WAS H	EARD ONLY S	ECONDS	

File No 5	51 4/05/86	MONTAGUE, TX	A/C Reg	. No. N810Q	Time (Lcl) - 1430 CST
Occurrence #1 Phase of Operation	_	- IN FLIGHT			
2. LOW PASS - PERF 3. BUZZING - PERFO 4. IMPROPER US	- · · · · · · · · · · · · · · · · · · ·	DMMAND			COMMAND
Occurrence #2 Phase of Operation		ON WITH OBJECT			
Finding(s) 6. OBJECT - TREE(S					
Occurrence #3 Phase of Operation	DESCENT - UNCONTE	ROLLED			·
Probable Cause	_				
The National Transpois/are finding(s) 1,	_	d determines that t	he Probable Cause	e(s) of this acc	ident
Factor(s) relating t	o this accident is,	are finding(s) 2,3,	4,5		

Type of Operation -PERSONAL Fire Crew 1 0 0 0 Fire Plant Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 0 Accident Occurred During -DESCENT NONE Pass 0 0 0 0 0 0 Accident Occurred During -DESCENT NONE Pass 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	File No 550 4/12/86 DA	ALLAS,TX	A/C Reg	. No. N8047G	Т	ime (LC1) -	0040 CST	
Type of Operation -PERSONAL Fire Crew 1 0 0 0 Filight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 0 0 0 Accident Occurred During -DESCENT		IERAL AVIATION)	Aircraft [Damage			es	
Flight Coinducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -DESCENT -260CH During -260CH Dur			DESTROYED)	Fatal		Minor	None
Aircraft Information							•	_
-Aircraft Information Make/Model - CESSNA 177RG			NONE	Pass	0	0	0	0
Make/Model - CESSNA 177RG	Accident Occurred During -DESCENT							
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2800 No. of Seats - 4 Rated Power - 200 HP Environment/Operations Information Weather Data Wishering - FSS Method - IN PERSON Completeness - FULL Basic Weather - IMC Wind Dir/Speed - 040/014 KTS Visibility - 1.500 SM Lowest Sky/Clouds - 600 FT Lowest Sky/Clouds - 600 FT Contition of Light - NIGHT(OARK) Personnel Information Pilot-In-Command Cortificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND COMMERCIAL SE LAND, ME LAND Instrument Rating(s) - AIRPLANE	Aircraft Information							
Max Gröss Wt - 2800			Model - LYCOM	MING IO-360-A1B6				
No. of Seats - 4 Rated Power - 200 HP Environment/Operations Information Weather Data Wx Briefing - FSS Method - IN PERSON Completeness - FULL Basic Weather - IMC Wind Dir/Speed - 040/014 KTS Visibility - 1.500 SM Lowest Sky/Clouds - 600 FT Lowest Ceiling - 600 FT Overcast Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND Age - 34 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) COMMERCIAL Current - UNK/NR Aircraft Type - UNK/NR Months Since - UNK/NR Aircraft Type TO FLIGHT, AGAINST MAKING THIS FLIGHT DUE TO PRESENT AND RECAST WEATHER CONDITIONS. AFTER ARRIVING IN THE GENERAL AREA OF HIS DESTINATION THE PLT OBSERVED THE WAITING HIS RIVAL AT ADDISON AIRTH FAA WEATHER BRIEFER, PRIOR TO FLIGHT, AGAINST MAKING THIS FLIGHT DUE TO PRESENT AND RECAST WEATHER CONDITIONS. AFTER ARRIVING IN THE GENERAL AREA OF HIS DESTINATION THE PLT OBSERVED THE WAITING HIS RIVAL AT ADDISON AIRTH A FRIEND WAS AWAITING HIS RIVAL AT ADDISON AIRTH A FRIEND WAS AWAITING HIS RIVAL AT ADDISON AIRPORT. THE PLT WAS POSSIBLY INCAPACITATED BY HAIL IL MPACT AFTER THE WINDSHELD HAD SEPARATED.					S.	tall Warning	y System -	YES
Environment/Operations Information Weather Data Wx Briefing - FSS Method - IN PERSON Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 040/014 KTS Visibility - 1.500 SM Lowest Sky/Clouds - 600 FT Type of Flight Plan - IFR Runway Lth/Wid - N/A Lowest Sky/Clouds - 600 FT Type of Clearance - IFR Runway Surface - N/A Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND SE LAND,ME LAND Months Since - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE Narrative	Max Gross Wt - 2800			P-FUEL INJECTED				
Weather Data Wx Briefing - FSS Whethod - IN PERSON Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 040/014 KTS Wind Dir/Speed-040/014 KTS Wind Dir/Speed-040/014 KTS Wind Dir/Speed-040/014 KT	No. of Seats - 4	Rated Power	er - 20	OO HP				
Wx Briefing - FSS	Environment/Operations Information	•						
Method - IN PERSON GALLUP,NM Completeness - FULL Destination Airport Data Basic Weather - IMC ADDISON,TX Wind Dir/Speed- 040/014 KTS Runway Ident - N/A Visibility - 1.500 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 600 FT Type of Flight Plan - IFR Runway Surface - N/A Lowest Sky/Clouds - 600 FT OVERCAST Type of Clearance - IFR Runway Surface - N/A Obstructions to Vision- FOG Type Apch/Lndg - NONE Precipitation - RAIN Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - UNK/NR Total - 2200 Last 24 Hrs - UNK/NR SE LAND,ME LAND Months Since - UNK/NR Make/Model - UNK/NR Last 30 Days- UNK/NR Aircraft Type - UNK/NR Make/Model - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE Narrative E PILOT WAS ADVISED BY THE FAA WEATHER BRIEFER, PRIOR TO FLIGHT, AGAINST MAKING THIS FLIGHT DUE TO PRESENT AND RECAST WEATHER CONDITIONS. AFTER ARRIVING IN THE GENERAL AREA OF HIS DESTINATION THE PLT OBSERVED THE WEATHER NDITIONS AND COMMENTED ON THIER SEVERITY TO THE FAA CONTROLLER. THE LOCAL CONTROLLER SUGGESTED THREE TIMES THAT THE IGHT DIVERT TO LOVE FIELD. THE MOST PROBABLE REASON FOR THE PLT NOT DIVERTING WAS THAT A FRIEND WAS AWAITING HIS RIVAL AT ADDISON AIRPORT. THE PLT WAS POSSIBLY INCAPACITATED BY HALL IMPACT AFTER THE WINDSHIELD HAD SEPARATED.	Weather Data	Itinerary			Airport	Proximity		
Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 040/014 KTS Visibility - 1.500 SM ATC/Airspace ATC/Airspace ATC/Airspace ATC/Airspace Runway Ident - N/A Runway Surface - N/A Lowest Sky/Clouds - 600 FT Type of Flight Plan - IFR Runway Status - N/A Dbstructions to Vision- FOG Precipitation - RAIN Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) CUrrent - UNK/NR SE LAND, ME LAND Months Since - UNK/NR Aircraft Type - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE Narrative E PILOT WAS ADVISED BY THE FAA WEATHER BRIEFER, PRIOR TO FLIGHT, AGAINST MAKING THIS FLIGHT DUE TO PRESENT AND RECAST WEATHER CONDITIONS. AFTER ARRIVING IN THE GENERAL AREA OF HIS DESTINATION THE PLT OBSERVED THE WEATHER NDITIONS AND COMMENTED ON THIER SEVERITY TO THE FAA CONTROLLER. THE LOCAL CONTROLLER SUGGESTED THREE TIMES THAT THE IGHT DIVERT TO LOVE FIELD. THE MOST PROBABLE REASON FOR THE PLT NOT DIVERTING WAS THAT A FRIEND WAS AWAITING HIS RIVAL AT ADDISON AIRPORT. THE PLT WAS POSSIBLY INCAPACITATED BY HAIL IMPACT AFTER THE WINSHIELD HAD SEPRAFATED.	Wx Briefing - FSS	Last Depart	ture Point		OFF AI	RPORT/STRIP		
Basic Weather - IMC Wind Dir/Speed- 040/014 KTS Visibility - 1.500 SM ATC/Airspace ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 600 FT Type of Flight Plan - IFR Runway Surface - N/A Lowest Ceiling - 600 FT OVERCAST Type of Clearance - IFR Obstructions to Vision- FOG Type Apch/Lndg - NONE Precipitation - RAIN Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND Months Since - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - AIRPLANE Narrative E PILOT WAS ADVISED BY THE FAA WEATHER BRIEFER, PRIOR TO FLIGHT, AGAINST MAKING THIS FLIGHT DUE TO PRESENT AND RECAST WEATHER CONDITIONS. AFTER ARRIVING IN THE GENERAL AREA OF HIS DESTINATION THE PLT OBSERVED THE WEATHER NDITIONS AND COMMENTED ON THIER SEVERITY TO THE FAA CONTROLLER. THE LOCAL CONTROLLER SUGGESTED THREE TIMES THAT THE IGHT DIVERT TO LOVE FIELD. THE MOST PROBABLE REASON FOR THE PLT NOT DIVERTING WAS THAT A FRIEND WAS AWAITING HIS RIVAL AT ADDISON AIRPORT. THE PLT WAS PODSSIBLY INCAPACITATED BY HAIL IMPACT AFTER THE WINDSHIELD HAD SEPARATED.	Method - IN PERSON	GALLUP, NN	1					
Wind Dir/Speed - 040/014 KTS Visibility - 1.500 SM					Airport Da	ata		
Visibility - 1.500 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 600 FT Type of Flight Plan - IFR Runway Surface - N/A Lowest Ceiling - 600 FT OVERCAST Type of Clearance - IFR Runway Surface - N/A Obstructions to Vision- FOG Type Apch/Lndg - NONE Precipitation - RAIN Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - UNK/NR Total - 2200 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - UNK/NR Make/Model - UNK/NR Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE Narrative E PILOT WAS ADVISED BY THE FAA WEATHER BRIEFER, PRIOR TO FLIGHT, AGAINST MAKING THIS FLIGHT DUE TO PRESENT AND RECAST WEATHER CONDITIONS. AFTER ARRIVING IN THE GENERAL AREA OF HIS DESTINATION THE PLT OBSERVED THE WEATHER NDITIONS AND COMMENTED ON THIER SEVERITY TO THE FAA CONTROLLER. THE LOCAL CONTROLLER SUGGESTED THREE TIMES THAT THE IGHT DIVERT TO LOVE FIELD. THE MOST PROBABLE REASON FOR THE PLT NOT DIVERTING WAS THAT A FRIEND WAS AWAITING HIS RIVAL AT ADDISON AIRPORT. THE PLT WAS POSSIBLY INCAPACITATED BY HAIL IMPACT AFTER THE WINDSHIELD HAD SEPARATED.		ADDISON, 1	TX.					
Lowest Sky/Clouds - 600 FT Type of Flight Plan - IFR Runway Surface - N/A Lowest Ceiling - 600 FT OVERCAST Type of Clearance - IFR Runway Status - N/A Obstructions to Vision- FOG Type Apch/Lndg - NONE Precipitation - RAIN Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - UNK/NR Total - 2200 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - UNK/NR Make/Model - UNK/NR Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - UNK/NR Instrument Rating(s) - AIRPLANE Narrative E PILOT WAS ADVISED BY THE FAA WEATHER BRIEFER, PRIOR TO FLIGHT, AGAINST MAKING THIS FLIGHT DUE TO PRESENT AND RECAST WEATHER CONDITIONS. AFTER ARRIVING IN THE GENERAL AREA OF HIS DESTINATION THE PLT OBSERVED THE WEATHER NDITIONS AND COMMENTED ON THIER SEVERITY TO THE FAA CONTROLLER. THE LOCAL CONTROLLER SUGGESTED THREE TIMES THAT THE IGHT DIVERT TO LOVE FIELD. THE MOST PROBABLE REASON FOR THE PLT NOT DIVERTING WAS THAT A FRIEND WAS AWAITING HIS RIVAL AT ADDISON AIRPORT. THE PLT WAS POSSIBLY INCAPACITATED BY HAIL IMPACT AFTER THE WINDSHIELD HAD SEPARATED.								
Lowest Ceiling - 600 FT OVERCAST Type of Clearance - IFR Runway Status - N/A Obstructions to Vision- FOG Type Apch/Lndg - NONE Precipitation - RAIN Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - UNK/NR Total - 2200 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - UNK/NR Make/Model- UNK/NR Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE Narrative E PILOT WAS ADVISED BY THE FAA WEATHER BRIEFER, PRIOR TO FLIGHT, AGAINST MAKING THIS FLIGHT DUE TO PRESENT AND RECAST WEATHER CONDITIONS. AFTER ARRIVING IN THE GENERAL AREA OF HIS DESTINATION THE PLT OBSERVED THE WEATHER NOITIONS AND COMMENTED ON THIER SEVERITY TO THE FAA CONTROLLER. THE LOCAL CONTROLLER SUGGESTED THREE TIMES THAT THE IGHT DIVERT TO LOVE FIELD. THE MOST PROBABLE REASON FOR THE PLT NOT DIVERTING WAS THAT A FRIEND WAS AWAITING HIS RIVAL AT ADDISON AIRPORT. THE PLT WAS POSSIBLY INCAPACITATED BY HAIL IMPACT AFTER THE WINDSHIELD HAD SEPARATED.								
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Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - UNK/NR Total - 2200 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - UNK/NR Make/Model - UNK/NR Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE Narrative E PILOT WAS ADVISED BY THE FAA WEATHER BRIEFER, PRIOR TO FLIGHT, AGAINST MAKING THIS FLIGHT DUE TO PRESENT AND RECAST WEATHER CONDITIONS. AFTER ARRIVING IN THE GENERAL AREA OF HIS DESTINATION THE PLT OBSERVED THE WEATHER NDITIONS AND COMMENTED ON THIER SEVERITY TO THE FAA CONTROLLER. THE LOCAL CONTROLLER SUGGESTED THREE TIMES THAT THE IGHT DIVERT TO LOVE FIELD. THE MOST PROBABLE REASON FOR THE PLT NOT DIVERTING WAS THAT A FRIEND WAS AWAITING HIS RIVAL AT ADDISON AIRPORT. THE PLT WAS POSSIBLY INCAPACITATED BY HAIL IMPACT AFTER THE WINDSHIELD HAD SEPARATED.		Type Apch/L	.ndg - M	NONE				
Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - UNK/NR Total - 2200 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - UNK/NR Make/Model- UNK/NR Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE Narrative E PILOT WAS ADVISED BY THE FAA WEATHER BRIEFER, PRIOR TO FLIGHT, AGAINST MAKING THIS FLIGHT DUE TO PRESENT AND RECAST WEATHER CONDITIONS. AFTER ARRIVING IN THE GENERAL AREA OF HIS DESTINATION THE PLT OBSERVED THE WEATHER NDITIONS AND COMMENTED ON THIER SEVERITY TO THE FAA CONTROLLER. THE LOCAL CONTROLLER SUGGESTED THREE TIMES THAT THE IGHT DIVERT TO LOVE FIELD. THE MOST PROBABLE REASON FOR THE PLT NOT DIVERTING WAS THAT A FRIEND WAS AWAITING HIS RIVAL AT ADDISON AIRPORT. THE PLT WAS POSSIBLY INCAPACITATED BY HAIL IMPACT AFTER THE WINDSHIELD HAD SEPARATED.								
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Certificate(s)/Rating(s) COMMERCIAL CUrrent - UNK/NR Total - 2200 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - UNK/NR Make/Model - UNK/NR Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Rotorcraft - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE Narrative E PILOT WAS ADVISED BY THE FAA WEATHER BRIEFER, PRIOR TO FLIGHT, AGAINST MAKING THIS FLIGHT DUE TO PRESENT AND RECAST WEATHER CONDITIONS. AFTER ARRIVING IN THE GENERAL AREA OF HIS DESTINATION THE PLT OBSERVED THE WEATHER NDITIONS AND COMMENTED ON THIER SEVERITY TO THE FAA CONTROLLER. THE LOCAL CONTROLLER SUGGESTED THREE TIMES THAT THE IGHT DIVERT TO LOVE FIELD. THE MOST PROBABLE REASON FOR THE PLT NOT DIVERTING WAS THAT A FRIEND WAS AWAITING HIS RIVAL AT ADDISON AIRPORT. THE PLT WAS POSSIBLY INCAPACITATED BY HAIL IMPACT AFTER THE WINDSHIELD HAD SEPARATED.							=== 1. =	_
COMMERCIAL SE LAND, ME LAND Months Since - UNK/NR Make/Model - UNK/NR Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - UNK/NR Instrument Rating(s) - AIRPLANENarrative E PILOT WAS ADVISED BY THE FAA WEATHER BRIEFER, PRIOR TO FLIGHT, AGAINST MAKING THIS FLIGHT DUE TO PRESENT AND RECAST WEATHER CONDITIONS. AFTER ARRIVING IN THE GENERAL AREA OF HIS DESTINATION THE PLT OBSERVED THE WEATHER NDITIONS AND COMMENTED ON THIER SEVERITY TO THE FAA CONTROLLER. THE LOCAL CONTROLLER SUGGESTED THREE TIMES THAT THE IGHT DIVERT TO LOVE FIELD. THE MOST PROBABLE REASON FOR THE PLT NOT DIVERTING WAS THAT A FRIEND WAS AWAITING HIS RIVAL AT ADDISON AIRPORT. THE PLT WAS POSSIBLY INCAPACITATED BY HAIL IMPACT AFTER THE WINDSHIELD HAD SEPARATED.	Pilot-In-Command	Age - 34					VERS/LIMI	T
SE LAND, ME LAND Months Since - UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE Narrative E PILOT WAS ADVISED BY THE FAA WEATHER BRIEFER, PRIOR TO FLIGHT, AGAINST MAKING THIS FLIGHT DUE TO PRESENT AND RECAST WEATHER CONDITIONS. AFTER ARRIVING IN THE GENERAL AREA OF HIS DESTINATION THE PLT OBSERVED THE WEATHER NDITIONS AND COMMENTED ON THIER SEVERITY TO THE FAA CONTROLLER. THE LOCAL CONTROLLER SUGGESTED THREE TIMES THAT THE IGHT DIVERT TO LOVE FIELD. THE MOST PROBABLE REASON FOR THE PLT NOT DIVERTING WAS THAT A FRIEND WAS AWAITING HIS RIVAL AT ADDISON AIRPORT. THE PLT WAS POSSIBLY INCAPACITATED BY HAIL IMPACT AFTER THE WINDSHIELD HAD SEPARATED.		Biennial Flight F	Review	Flig	ht Time (H	ours)		
Instrument Rating(s) - AIRPLANE Narrative E PILOT WAS ADVISED BY THE FAA WEATHER BRIEFER, PRIOR TO FLIGHT, AGAINST MAKING THIS FLIGHT DUE TO PRESENT AND RECAST WEATHER CONDITIONS. AFTER ARRIVING IN THE GENERAL AREA OF HIS DESTINATION THE PLT OBSERVED THE WEATHER NDITIONS AND COMMENTED ON THIER SEVERITY TO THE FAA CONTROLLER. THE LOCAL CONTROLLER SUGGESTED THREE TIMES THAT THE IGHT DIVERT TO LOVE FIELD. THE MOST PROBABLE REASON FOR THE PLT NOT DIVERTING WAS THAT A FRIEND WAS AWAITING HIS RIVAL AT ADDISON AIRPORT. THE PLT WAS POSSIBLY INCAPACITATED BY HAIL IMPACT AFTER THE WINDSHIELD HAD SEPARATED.			- UNK/NR	Total -	2200	Last 24	Hrs - UNK	(/NR
Instrument Rating(s) - AIRPLANE Narrative E PILOT WAS ADVISED BY THE FAA WEATHER BRIEFER, PRIOR TO FLIGHT, AGAINST MAKING THIS FLIGHT DUE TO PRESENT AND RECAST WEATHER CONDITIONS. AFTER ARRIVING IN THE GENERAL AREA OF HIS DESTINATION THE PLT OBSERVED THE WEATHER NDITIONS AND COMMENTED ON THIER SEVERITY TO THE FAA CONTROLLER. THE LOCAL CONTROLLER SUGGESTED THREE TIMES THAT THE IGHT DIVERT TO LOVE FIELD. THE MOST PROBABLE REASON FOR THE PLT NOT DIVERTING WAS THAT A FRIEND WAS AWAITING HIS RIVAL AT ADDISON AIRPORT. THE PLT WAS POSSIBLY INCAPACITATED BY HAIL IMPACT AFTER THE WINDSHIELD HAD SEPARATED.	SE LAND, ME LAND		- UNK/NR	Make/Model- U	NK/NR	Last 30	Days- UNK	(NR
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RIVAL AT ADDISON AIRPORT. THE PLT WAS POSSIBLY INCAPACITATED BY HAIL IMPACT AFTER THE WINDSHIELD HAD SEPARATED.								
RTHERMORE, CESSNA ENGINEERS STATED THE AIRCRAFT MOST PROBABLY WOULD BE UNCONTROLLABLE WITHOUT THE WINDSHIELD IN PLACE.								
	RTHERMORE, CESSNA ENGINEERS STATED THE A	IRCRAFT MOST PROBABLY	WOULD BE U	NCONTROLLABLE WI	THOUT THE	WINDSHIELD 1	N PLACE.	

4/12/86 A/C Reg. No. N8047G Time (Lc1) - 0040 CST File No. - 550 DALLAS, TX IN FLIGHT ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation MANEUVERING Finding(s) 1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 2. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND 3. WEATHER CONDITION - THUNDERSTORM 4. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND 5. WEATHER CONDITION - HAIL 6. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - FAILURE, TOTAL 7. FLIGHT ADVISORIES - NOT FOLLOWED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT.SELF-INDUCED PRESSURE - PILOT IN COMMAND 8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 2,3,4,5,6,7$ Factor(s) relating to this accident is/are finding(s) 1,8,9

File No 545 5/20/86 RIO H	ONDO,TX A/C Re	g. No. N717WL	Т	ime (Lc1) ·	1945 CDT	
Basic Information		_				
Type Operating Certificate-NONE (GENERA				Injur		
T C. O	SUBSTAN		Fatal	-		None
Type of Operation -PERSONAL	Fire	Crew	_	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	. 0	0	1	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA-23-250	Eng Make/Model - LYC	OMING IO-540-C4B5		Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2		S	tall Warnir	ng System	- YES
Max Gross Wt - 5200		IP-FUEL INJECTED				
No. of Seats - 6	Rated Power -	250 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NWS	Last Departure Point		OFF AI	RPORT/STRIF	•	
Method - TELETYPE	BROWNSVILLE, TX					
Completeness - PARTIAL, LMTD BY PILOT	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		·			
Wind Dir/Speed- 305/012 KTS			Runway	Ident -	· N/A	
Visibility - 25.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE	Runway	Surface -	DIRT	
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	FORCED LANDING	•			
Precipitation - NONE	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	•				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 36	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H	ours)		
COMMERCIAL	Current - UNK/NR	Total -	7500	Last 24	Hrs -	4
ME LAND, SE SEA	Months Since - UNK/NR	Make/Mode1-	606	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/NR	Instrument-		Last 90	Days-	310
		Multi-Eng -	1200			
Instrument Rating(s) - AIRPLANE						
Narrative						
E RIGHT ENG FAILED DURING CRUISE FLT AND TH						
ABLE TO MAINTAIN ALT AND IMPACTED THE GROUN						
IDENCE OF ANY MALFUNCTION/FAILURE WHICH WOU		FAILURE, HOWEVER,	LUW CUMPR	F2210N MYZ	FUUND	
THREE OF THE CYLINDERS AND THE MAGNETOS WE	RE OUT OF LIMING.					

File No. - 545 5/20/86 RIO HONDO, TX A/C Reg. No. N717WL Time (Lcl) - 1945 CDT Occurrence #1 LOSS OF POWER Phase of Operation CRUISE Finding(s) 1. UNDETERMINED 2. ENGINE ASSEMBLY, BEARING - LOW COMPRESSION 3. MAINTENANCE - POOR - COMPANY MAINTENANCE PSNL 4. IGNITION SYSTEM, MAGNETO - OTHER 5. MAINTENANCE, ADJUSTMENT - IMPROPER - COMPANY MAINTENANCE PSNL FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING ----Probable Cause----

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

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

File No 428 6/05/86 LA	FERIA,TX	A/C Reg.	No. N8813Q	T	ime (Lc1) -	1230 CDT	
-Basic Information							
Type Operating Certificate-AGRICULTU	RAL AIRCRAFT	Aircraft D		Fatal	Injur		None
Type of Operation -AFRIAL AR	DITCATION	DESTROYED Fire		Fatal 1	Serious O	Minor O	None 0
Type of Operation -AERIAL AP Flight Conducted Under -14 CFR 13	7	ON GROUND	Crew Pass	Ö	0	ŏ	ŏ
Accident Occurred During -DESCENT	,	ON GROOM	1 433	Ü	· ·	Ū	Ŭ
-Aircraft Information							
Make/Model - AERO COMMANDER S2R		ke/Model - P&W R					
Landing Gear - TAILWHEEL-ALL FIXED		Engines - 1			tall Warnin	g System	- NO
Max Gross Wt - 6000		Type - RECIP		ETOR			
No. of Seats - 1	Rated	Power - 60) HP				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEF		parture Point		OFF AI	RPORT/STRIP		
Method - N/A	MERCE						
Completeness - N/A	Destinat			Airport D	ata		
Basic Weather - VMC	LOCAL	•		_		1.4.	
Wind Dir/Speed- 120/005 KTS	ATO /A:				Ident -		
1.012.11.19	ATC/Airsp				Lth/Wid -		
Lowest Sky/Clouds - 8000 FT S	CALLERED Type Of	Clearance - N			Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of	ch/Lndg - N		Runway	Status -	N/ A	
Precipitation - NONE	Type Ap	icii/ Liidg - Ni	JINE				
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command			lical Certifica			IVERS/LIM	11.1
Certificate(s)/Rating(s) ATP	Biennial Flig			ht Time (H			_
SE LAND, ME LAND	Current	- UNK/NR nce - UNK/NR		20000 NK /ND	Last 24	Hrs -	6
SE LAND, ME LAND		Type - UNK/NR	Instrument- U	NK/NK	Last 30	Days-	35 35
	AllClait	Type Oldk/14k	Multi-Eng - U	NK/ND	Potorce	aft - UN	IK /ND
			marti Liig 0	WK/ IWK	KOTOI CI	216 01	IN/ IN
Instrument Rating(s) - AIRPLANE							
-Narrative							
ACFT CONTACTED GUY WIRES WHICH SUPPORT	FD & 1000 FT HIGH	TELEVISION TOWER	. IMPACT WITH	THE WIRES	OCCURRED AT		
ALT OF APRX 300 FT.	-5 A 1000 11 111 W	. ,	I. AOI WIIII	"11123	CCCORNED AT		

File No. - 428 6/05/86 LA FERIA,TX A/C Reg. No. N8813Q Time (Lc1) - 1230 CDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. OBJECT - WIRE, STATIC 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3 Factor(s) relating to this accident is/are finding(s) 1

Basic Information									
Type Operating Certificate-AGRICULTURA		ft Damage		Injur					
Type of Operation -AEDIAL ADDI	DESTRO ICATION Fire		Fatal rew O	Serious O	Minor O	None 1			
Type of Operation -AERIAL APPL Flight Conducted Under -14 CFR 137	NONE		ass 0	ŏ	ŏ	ó			
Accident Occurred During -DESCENT				Ů	ŭ	ŭ			
Aircraft Information									
Make/Model - GRUMMAN G-164	Eng Make/Model - P&			Installed/A					
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			itall Warnir	ng System	- NO			
Max Gross Wt - 3750	Engine Type - Ri		BURETOR						
No. of Seats - 1	Rated Power -	450 HP							
Environment/Operations Information									
Weather Data	Itinerary			Proximity					
Wx Briefing - NO RECORD OF BRIEFING		ast Departure Point			OFF AIRPORT/STRIP				
Method - N/A	SANTA ROSA,TX								
Completeness - N/A	Destination		Airport [ata					
Basic Weather - VMC	LOCAL								
Wind Dir/Speed- UNK/NR	ATO (A 3 m - a - a				N/A				
Visibility - UNK/NR Lowest Sky/Clouds - CLEAR	ATC/Airspace	NONE		Lth/Wid -					
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan Type of Clearance			Surface - Status -					
Obstructions to Vision- NONE	Type of Crearance Type Apch/Lndg	- NONE	Runway	Status -	N/A				
Precipitation - NONE	Type Apch/ Lindy	- NONE							
Condition of Light - DAYLIGHT									
Personnel Information					_				
Pilot-In-Command	Age - 53	Medical Certif			WAIVERS	/LIMIT			
Certificate(s)/Rating(s)	Biennial Flight Review		light Time (F			_			
COMMERCIAL	Current - YES	Total			Hrs -				
SE LAND, ME LAND	Months Since - 1	Make/Model	- 10000 - UNK/NR	Last 30	Days- U	NK/NR			
	Aircraft Type - C-210								
		Multi-Eng	- 1000	Rotorer	aft - U	NK/NR			
Instrument Rating(s) - AIRPLANE									
Narrative									
HE PLT WAS MAKING A SWATH RUN, HE STARTE	TO CROSS UNDER POWER LINES	S. BUT SAW THE PE	ROFILE VIEW (F A ROAD MA	RKER.				
HE PULLED UP TO AVOID THE ROAD MARKER,									

File No. - 429 6/05/86 LA FERIA,TX A/C Reg. No. N552Y Time (Lc1) - 1430 CDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND 2. TERRAIN CONDITION - HIGH OBSTRUCTION(S) MANEUVER - PERFORMED - PILOT IN COMMAND 4. OBJECT - WIRE, TRANSMISSION 5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION 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) 5

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

File No 425 6/23/86 GEO	RGETOWN,TX A/C	Reg. No. N3737K	Т	ime (Lc1) -	2230 CDT	,
Basic Information Type Operating Certificate-NONE (GENE Type of Operation -INSTRUCTIO Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBS	aft Damage TANTIAL Crew Pass	-	Injur Serious O O		None 2 1
Aircraft Information Make/Model - PIPER PA-28-140 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2050 No. of Seats - 2	Number Engines -	LYCOMING 0-320-E2A 1 RECIPROCATING-CARBUR 150 HP	S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFI Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 150/004 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 25000 FT SC Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	SAME AS ACC/INC Destination SAME AS ACC/INC ATC/Airspace ATTERED Type of Flight Pla Type of Clearance Type Apch/Lndg	n - NONE - NONE	ON AIR Airport D GEORGE Runway Runway Runway	ata TOWN Ident - Lth/Wid - Surface -		150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND	Age - 41 Biennial Flight Review Current - YES Months Since - 15 Aircraft Type - UNK/	Total - Make/Model-	ht Time (H 772 33	ours) Last 24 Last 30	Hrs - Days- UN	2
Instrument Rating(s) - AIRPLANE						
Narrative HE INSTRUCTOR PILOT WAS DEMONSTRATING NIGH N TOUCHDOWN. THE INSTRUCTOR THOUGHT HIS ST EFT RUDDER. THE NEXT MORNING REVEALED THE RAG THE DEER SOME DISTANCE WITH THE RIGHT	UDENT WAS ON THE RIGHT RUDD AIRCRAFT HAD COLLIDED WITH	ER, BUT FAILED TO OV A DEER ON TOUCHDOWN	ERRIDE HIM	BY APPLYIN		

File No. - 425 6/23/86 GEORGETOWN,TX A/C Reg. No. N3737K Time (Lc1) - 2230 CDT

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

Finding(s)
1. OBJECT - ANIMAL(S)
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

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

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

File No 470 7/07/86 S	AN ANTONIO,TX	A/C Reg. No. N9	165P	Time (Lc1) -	1326 CDT	
Basic Information	NEDAL AVIATION)	Aircraft Damage		Injur	vice	
Type Operating Certificate-NONE (GE	NERAL AVIATION)	SUBSTANTIAL	Fata	•	Minor	None
Type of Operation -PERSONAL		Fire	Crew 0		0	1
Flight Conducted Under -14 CFR 9		NONE	Pass 0	-	Ŏ	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA-24-260		del - LYCOMING 0-54	10-E4A5 E	LT Installed/A		
Landing Gear - TRICYCLE-RETRACTABL				Stall Warnir	ng System	- YES
Max Gross Wt - 3200		- RECIPROCATING	G-CARBURETOR			
No. of Seats - 4	Rated Power	- 260 HP				
Environment/Operations Information						
Weather Data	Itinerary			rt Proximity		
Wx Briefing - NO RECORD OF BRIE	- · · · - · · · · · · · · · · · · · · ·		ON A	AIRPORT		
Method - N/A	EL PASO,TX					
Completeness - N/A	Destination	(710	Airport Data SAN ANTONIO INTERNATIONAL			
Basic Weather - VMC Wind Dir/Speed- 170/010 KTS	SAME AS ACC	:/ INC	Runway Ident - 12L			
Visibility - 10.0 SM	ATC/Airspace			way ident - way Lth/Wid -		100
	ATC/ATTSPACE SCATTERED Type of Fligh	o+ Dlan - TED		way Eth/wid - way Surface -		100
Lowest Sky/Crouds - 4000 FT Lowest Ceiling - NONE		rance - IFR		way Status -		
Obstructions to Vision- NONE		g - STRAIGHT		ay Status	DKI	
Precipitation - NONE	Type Apeny En	ag Sikaldiii	214			
Condition of Light - DAYLIGHT						
-Personnel Information				75 MED 7041 NA	TUEDO (1 TA	
Pilot-In-Command	Age - 45		ertificate - VAI Flight Time		ITAEK2\TIM	11 (
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Rev Current	YES Total		Last 24	Une -	5
SE LAND	Months Since		Mode1 - 100		Days- UN	-
SE LAND	Aircraft Type		ment- UNK/NR	Last 90	Days UN	17
	Anciaic Type		-Eng - 10		aft - UN	
		Marti	ing 70	KO COI CI	u, (),	ory rus
Instrument Rating(s) - AIRPLAN	E					
-Narrative						
PILOT WAS CLEARED TO LAND ON RUNWAY, 1	2L WHEN HE ENCOUNTERED A	VIND GUSTS ON TOUCH	HOOWN CAUSING TH	HE AIRCRAFT TO)	
R OFF THE RUNWAY INTO A GRASSY AREA.				.==		

File No. - 470 7/07/86 SAN ANTONIO,TX A/C Reg. No. N9165P Time (Lc1) - 1326 CDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS

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

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

----Probable Cause----

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

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

t Damage NTIAL Crei Pass COMING 0-320-A1A CIPROCATING-CARBUI	S O	Injuries Serious M 0 0 Installed/Actitall Warning S	Minor None 0 1 1 1 ivated - YES/NO
Cree Pass COMING 0-320-A1A CIPROCATING-CARBU	w 0 s 0 ELT S	0 0 Installed/Acti	0 1 1 1 ivated - YES/NO
COMING 0-320-A1A	ELT S	Installed/Acti	ivated - YES/NO
CIPROCATING-CARBU	S		
CIPROCATING-CARBU	-	tari wariing t	
	VE I OIL		,,0:0 123
	Airport	Proximity	
	•		
•	OII AI	KI OKI/ JIKIP	
	Airport D	2+2	
	Allpoit b	ata	
	Punway	Ident - N/	/ A
- NONE			
	Rullway	3 ta tus - 30	7F 1
- FORCED LANDING			
			.RS/LIMIT
		ours)	
Total -	388	Last 24 Hr	- · · · · · · · · · · · · · · · · · · ·
	10	Last 30 Da	ıys- UNK/NR
Instrument-	5	Last 90 Da	ıys- 10
Multi-Eng - l	JNK/NR	Rotorcraft	: - UNK/NR
	- NONE - NONE - FORCED LANDING Medical Certifica Flig Total Make/Model- Instrument-	OFF AI Airport D Runway Runway NONE Runway FORCED LANDING Medical Certificate - VALID Flight Time (H Total - 388 Make/Model- 10	OFF AIRPORT/STRIP Airport Data Runway Ident - N/ Runway Lth/Wid - N/ Runway Surface - DI NONE Runway Status - SO FORCED LANDING Medical Certificate - VALID MEDICAL-WAIVE Flight Time (Hours) Total - 388 Last 24 Hm Make/Model- 10 Last 30 Da Instrument- 5 Last 90 Da

File No 4	97 1/19/86	CEDAR CITY,UT	A/C Reg. No. N5950D	Time (Lcl) - 1410 MST
Occurrence #1 Phase of Operation	AIRFRAME/COMPONE CRUISE	NT/SYSTEM FAILURE/MALF	FUNCTION	
Finding(s) 1. FUSELAGE,SKIN - 2. MAINTENANCE,C		- NOT FOLLOWED - COMPA	NY/OPERATOR MGMT	
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - UNCONT	ROLLED		
Occurrence #3 Phase of Operation				
Finding(s) 3. TERRAIN CONDITI	ON - ROUGH/UNEVEN			
Probable Cause				

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

Basic Information					_		
Type Operating Certificate-N	ONE (GENERAL AVIA	TION) Aircrat SUBSTA		Fatal	Injur [.] Serious		None
Type of Operation -P	ERSONAL	Fire	Cre			1	0
Flight Conducted Under -1	4 CFR 91	NONE	Pas	s O	Ō	Ó	Ō
Accident Occurred During -L	ANDING						
Aircraft Information							
Make/Model - CESSNA 172F		Eng Make/Model - CO			Installed/Ad		
Landing Gear - TRICYCLE-FIX	.ED	Number Engines -			tall Warning	g System ·	- YES
Max Gross Wt - 2150		Engine_Type - RE		RETOR			
No. of Seats - 4		Rated Power -	145 HP				
Environment/Operations Informa						•	
Weather Data		tinerary			Proximity		
Wx Briefing - FSS		Last Departure Point		OFF AT	RPORT/STRIP		
Method - IN PERSON		BOISE, ID		1: D			
Completeness - FULL Basic Weather - VMC		Destination		Airport Da	ата		
Wind Dir/Speed- 030/006 KT	e	EPHRAIM,UT		Dumino	Ident -	N/A	
Visibility - 30.0 S		TC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 13	M A		- VED		Surface -		
Lowest Ceiling - NO		Type of Clearance			Status -		
Obstructions to Vision- NO		Type Apch/Lndg		Kullway	Jtatus	14/ A	
Precipitation - NO		Type Apony Enag	. OROLD LANDING				
Condition of Light - NI							
Personnel Information							
Pilot-In-Command	Age -	56 ial Flight Review	Medical Certifica			[VERS/LIM]	ΙT
Certificate(s)/Rating(s)	Bienn	ial Flight Review	Flig	ght Time (Ho	ours)		
PRIVATE	C	urrent - YES	Total -	188	Last 24	Hrs -	
SE LAND	M	urrent - YES onths Since - 10 ircraft Type - C-172	Make/Model-	125	Last 30	Days- UN	(/NR
	A	ircraft Type - C-172	Instrument-	0	Last 90	Days-	25
Instrument Rating(s) -	NONE						
Narrative							
RDING TO THE PLT, UPON HIS ARR							
HE NEAREST ARPT. HE STATED HE						1E ADED	
MORE TO HIS ORIGINAL DEST. TH						IF 145	
MPLISHED WITHOUT A LANDING LIG ED SLC FSS AND RECEIVED LOCAL		INUP. IME PLI SAID 1	HE ACCIDENT COULD	HAVE BEEN	AANTDED IF F	IE MAU	
	NIII AMN						

File No. - 570 3/02/86 EPHRAIM, UT A/C Reg. No. N7879U Time (Lcl) - 1845 MST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. NOTAMS - ISSUED - AIRPORT PERSONNEL 4. NOTAMS - NOT OBTAINED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 5. LANDING LIGHT - INOPERATIVE 6. TERRAIN CONDITION - ROUGH/UNEVEN 7. LIGHT CONDITION - DARK NIGHT ----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) 1,5

 Basic Information Type Operating Certificate 	e-NONE (GENERA	AVIATION)	Aircraft Damage			Injur	ies	
·	o none (denem	- 4414/19/4/	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under			NONE	Pass	0	0	0	0
Accident Occurred During	-DESCENT							
-Aircraft Information								
Make/Model - PIPER PA-			odel - LYCOMING O	-235-L2C		nstalled/A		
Landing Gear - TRICYCLE-	FIXED	Number Eng				all Warnin	g Syste	m - YES
Max Gross Wt - 1670			e - RECIPROCAT	ING-CARBURE	TOR			
No. of Seats - 2		Rated Powe	r - 112 HP					
-Environment/Operations Info	rmation							
Weather Data		Itinerary			Airport F			
Wx Briefing - NO RECO	RD OF BRIEFING				ON AIRF	PORT		
Method - N/A		SAME AS A	CC/INC					
Completeness - N/A		Destination			Airport Da			
Basic Weather - VMC		LOCAL			-	KE SKYPARK		
Wind Dir/Speed- 350/006		. 70 /4			Runway		34	70
Visibility - 30.0 Lowest Sky/Clouds -		ATC/Airspace	ant Diam NONE			Lth/Wid - Surface -		
	30000 FT BROK		arance - NONE				DRY	•
Obstructions to Vision-			arance - NUNE ndg - TOUCH /	AND CO	Runway	Status -	ואט	
	NONE	Type Apcil/L	riag - rooch z	AND GO				
Condition of Light -								
-Personnel Information Pilot-In-Command		Age - 55	Medical	Certificat	o - VALTO	MEDICAL -WA	TVEDS /I	TMTT
Certificate(s)/Rating(s)		Biennial Flight R			t Time (Ho		IVEKS/ L	TMTI
STUDENT		Current		al -	38	Last 24	Hrs - I	INK/ND
STODENT		Months Since		e/Mode1-		Last 30	Days- I	UNK/NR
		Aircraft Type		trument-	0	Last 90	Days-	32
		,	.,		·		,-	
Instrument Rating(s)	- NONE							
-Narrative								
		ANDINGS WERE BEING		et	ON T	WEOEE WITT		

File No 5	76 3/06/86	BOUNTIFUL,UT	A/C Reg. No.	N91319	Time (Lcl) - 1730 MST
Occurrence #1 Phase of Operation					
Finding(s) 1. AIRSPEED - NOT 2. STALL/MUSH - IN 3. IMPROPER US	ADVERTENT - PILOT	IN COMMAND	L EXPERIENCE - PILOT IN	COMMAND	
Occurrence #2 Phase of Operation					
Finding(s) 4. TERRAIN CONDITION	ON - RUNWAY				
Probable Cause					
The National Transpois/are finding(s) 1,	-	rd determines that	the Probable Cause(s)	of this acc	ident
Factor(s) relating to	this accident is,	/are finding(s) 3			

File No 574 4/08/86	ST GEORGE,UT	A/C Reg. No. N2	436D	T	ime (Lc1) -	1345 MS	Г
Basic Information					_		
Type Operating Certificate-NONE (6	ENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONA	ıL.	Fire	Crew	0	0.	0	1
Flight Conducted Under -14 CFR		NONE	Pass	ō	Ö	ō	1
Accident Occurred During -LANDING	1						
Aircraft Information							
Make/Model - CESSNA 170B		del - CONTINENTAL			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXE		nes - 1			tall Warnin	g System	- YES
Max Gross Wt - 2200	Engine Type		G-CARBURE	OR			
No. of Seats - 4	Rated Power	- 145 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRI				ON AIR	PORT		
Method - N/A	ESCALANTE,	UT					
Completeness - N/A	Destination	0/710	,	irport D			
Basic Weather - VMC Wind Dir/Speed- 270/012 KTS	SAME AS AC	C/INC			ORGE MUNICI Ident	PAL 34	
Visibility - 100.0 SM	ATC/Airspace				Lth/Wid -		100
	SCATTERED Type of Flig	ht Plan - NONE			Surface -		.00
Lowest Ceiling - NONE		rance - NONE				DRY	
Obstructions to Vision- NONE	Type Apch/Ln	dg - STRAIGHT	-IN	-			
Precipitation - NONE		FULL STO	P				
Condition of Light - DAYLIGHT	· ·						
Personnel Information							
Pilot-In-Command	Age - 44				MEDĮCAL-WA	IVERS/LII	MIT
Certificate(s)/Rating(s)	Biennial Flight Re	view	Flight	: Time (H			
PRIVATE SE LAND.SE SEA	Current Months Since	- 155 lotal	Model -	401 201	Last 24 Last 30	Hrs -	4 JIZ /ND
SE LAND, SE SEA	Aircraft Type	- YES Total - 22 Make/ - C-182 Instr	mode:-	5	Last 90	Days- U	19
	7. S. a. c. type	2	u	J	2450 50	Dayo	,,,
Instrument Rating(s) - NONE							
- Nannativa							
Narrative E PLT STATED THE ACFT ENCOUNTERED A CR	OSSWIND AND CROUND LOOPE	D DUDING THE LAND!	NG TOUCHOO	IWN			
. TEL STATED THE ACT ENCOUNTERED A CR	COUNTIED AIRD GROOTED EOUTE	DOMENTA THE EARDS					

File No. - 574 4/08/86 ST GEORGE, UT A/C Reg. No. N2436D Time (Lcl) - 1345 MST Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND ----Probable Cause----

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

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

File No 597 4/20/86 ROOSE	VELT,UT A/C	Reg. No. N180BK	Т	ime (Lc1)	- 1210 MST	
-Basic Information						
Type Operating Certificate-NONE (GENERA		t Damage		Inju		
Total of October 1 in the DEDCOMAL		NTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	· Crew Pass		0	0	1 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	NUNE	Pass	U	U	U	U
accident occurred buring -approach						
-Aircraft Information						
Make/Model - CESSNA 180G	Eng Make/Model - C			Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warnir	ng System	- YES
Max Gross Wt - 2800	Engine Type - R		ETOR			
No. of Seats - 4	Rated Power -	230 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	:	ON AIR	STRIP		
Method - N/A	ROOSEVELT,UT					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC					
Wind Dir/Speed- VARIABLE					- 27	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid		NK/NR
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface ·		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status ·		
Obstructions to Vision- NONE	Type Apch/Lndg	- GO AROUND			ICE COVE	RED
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 32	Medical Certifica			AIVERS/LIM	ΙT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flig	ht Time (H			
PRIVATE	Current - YES	Total -	298	Last 24	1 Hrs -	1
SE LAND	Months Since - 13	Make/Model-	54		Days- UN	K/NR
	Aircraft Type - C-T20	/ Instrument-	3	Last 90	Days-	30
Instrument Rating(s) - NONE						
PLT STATED THAT AFTER "LANDING LONG", HE	DECIDED TO INITIATE A GO-A	OUND THE PLT SAID	THE AIRCR	AFT HE WAS		
OTING CONTACTED A PARKED AIRCRAFT DURING T			e AIROR	#A3		
STING CONTACTED A TARRED ATRONALT DURING T	THE GO AROUND WITTON RESULTE	III THE ADDIDENT.				

File No 5	97 4/20/86	ROOSEVELT,UT	A/C Reg. No. N180BK	Time (Lcl) - 1210 MST
Occurrence #1 Phase of Operation				
 JUDGEMENT - P OBJECT - AIRCRA 	OOR - PILOT IN COM			
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transpo	rtation Safety Boa	rd determines that the	Probable Cause(s) of this acc	ident

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.4

File No 444 2/01/86	BLACK DIAMOND, WA	A/C Reg. No	. N4339N	T	ime (Lc1) -	1351 PS	T
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Dama	ge		Injur		
		DESTROYED	_	Fatal		Minor	None
Type of Operation -PERSON		Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	0
Accident Occurred During -DESCEN							
-Aircraft Information							
Make/Model - CESSNA 195		/Model - JACOBS R	-755-A2				
Landing Gear - TAILWHEEL-ALL FIX		ngines - 1			tall Warnin	g System	- YES
Max Gross Wt - 3500		ype - RECIPROC		TOR			
No. of Seats - 5	Rated Po	wer - 300 H					
Environment/Operations Information-							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Depa	rture Point		OFF AI	RPORT/STRIP		
Method - TELEPHONE	BOISE, I						
Completeness - WEATHER NOT PER				Airport Da	ata		
Basic Weather - VMC	KENT, WA						
Wind Dir/Speed- 200/007 KTS					Ident -		
Visibility - 20.0 SM	ATC/Airspac				Lth/Wid -		
Lowest Sky/Clouds - 3500 F					Surface -		
Lowest Ceiling - 25000 F				Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch	/Lndg - TRAF					
Precipitation - NONE	_		IGHT-IN				
Condition of Light - DAYLIGH	 	FULL	STOP				
Personnel Information	•						
Pilot-In-Command	Age - 25		al Certificat			WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight			t Time (Ho			_
COMMERCIAL, ATP, CFI	Current	- YES T		3200		Hrs -	
SE LAND, ME LAND	Months Sinc		ake/Model-		Last 30		
	Aircraft Ty		nstrument-		Last 90	Days- U	NK/NR
		M	ulti-Eng -	1600			
Instrument Rating(s) - AIRPL							
Narrative DAR TRACK SHOWS C195 PLT WAS DESCENDI EED OF 178 MPH, LESS THAN 1 MIN FROM PROXIMITY, ENGAGED IN AEROBATICS. WH STRUCTURAL OVERLOAD.	TRAFFIC PATTERN ENTRY.	RADAR DATA AND W	ITNESS CONFIR	M A SECON	ACFT		

File No. - 444 2/01/86 BLACK DIAMOND, WA Time (Lcl) - 1351 PST A/C Reg. No. N4339N Occurrence #1 NEAR COLLISION BETWEEN AIRCRAFT Phase of Operation DESCENT Finding(s) 1. AIRSPEED(VMO) - EXCEEDED - PILOT IN COMMAND 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND 3. AEROBATICS - PERFORMED - PILOT OF OTHER AIRCRAFT 4. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT Occurrence #2 ABRUPT MANEUVER Phase of Operation MANEUVERING Finding(s) 5. MANEUVER - EXCESSIVE - PILOT IN COMMAND 6. WING, SPAR - OVERLOAD 7. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,7

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

Basic Information Type Operating Certificate-ON-DEMAND A Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	IR TAXI Aircraft DESTROYE Fire NONE		Fatal 1 O	Serious		inor	None
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT Aircraft Information	Fire	Crew Pass	1			inor	None
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT Aircraft Information		Pass	-	0			
Accident Occurred During -DESCENT	NONE		0			0	0
lircraft Information		Other	_	•		0	0
			3	0		0	0
Make/Medel - CECCNA 1700							
make/mode: - CESSNA 1/2F	Eng Make/Model - LYCC	DMING 0-320-D2J	ELT	Installed	I/Acti	vated	- YES/YES
Landing Gear - FLOAT	Number Engines - 1	•	:	Stall Warr	ing S	ystem	- YES
Max Gross Wt - 2400	Engine Type - RECI	PROCATING-CARBURET	OR		_	-	
No. of Seats - 4	Rated Power - 1	160 HP					
Invironment/Operations Information							
leather Data	Itinerary		Airport	Proximity	,		
Wx Briefing - NO RECORD OF BRIEFIN				[RPORT/STŔ			
Method - N/A	SEATTLE, WA			• - ·	_		
Completeness - N/A	Destination	Δ	irport	Data			
Basic Weather - VMC	LOCAL		•				
Wind Dir/Speed- 270/008 KTS			Runwa	/ Ident	- N/	A	
Visibility ~ 40.0 SM	ATC/Airspace			Lth/Wid		Α	
Lowest Sky/Clouds - 2000 FT SCA		COMPANY (VFR)		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	A 40			MEDIOAL	NO 514	TUEDO /	
Pilot-In-Command	Age - 19 N	Medical Certificate	- VALI	J MEDICAL.	NO WA	IAEK2	LIMII
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	Flight	: Ilme (i	Hours)			/415
PRIVATE	Current - YES	Total -	98	Last	24 Hr	S - UN	K/NR
SE LAND, SE SEA	Months Since - 6 Aircraft Type - C-172P	Make/Mode!-	25	Last	30 Da	ys- UN	K/NR
	Aircraft Type - C-172P	Instrument-	3	Last	90 Da	ys-	7
Instrument Rating(s) - NONE							
larrative							
34 DEPARTED KENMORE AIR HARBOR ON A SHOR							
NITIATE A CLIMB TO THE SOUTH. N65783 WA							
JTHERLY DIRECTION IN A CLIMB HAVING JUST							
EET MSL AT THE TIME OF THE COLLISION. T					MPACT		
THE RIGHT FLOAT OF N65783. A 49 INCH SE							
RATION INTO THE COCKPIT OF N99034. NUME	ROUS BOATS WERE OBSERVED ON TH	HE LAKE SURFACE AND	CLEAR S	SUNNY			
PROLOGICAL CONDITIONS PREVAILED.							

4/05/86 A/C Reg. No. N99034 Time (Lc1) - 1430 PST File No. - 410 SEATTLE, WA Occurrence #1 MIDAIR COLLISION Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND IMPROPER DECISION, DIVERTED ATTENTION - PILOT IN COMMAND 3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND 5. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

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

AIR TAXI Aircraft DESTRO	t Damago				
	t Damago				
DESTRO		_	9	ıries	
		Fatal	Serious	Mino	
NAL Fire	Crew	2	0	0	-
NONE	Pass Other	1 1	0 0	0	_
Eng Make/Model - LYC	COMING 0-320-D2J	ELT	Installed	Activat	ed - YES-UNK/N
Number Engines - 1		9	Stall Warni	ng Syst	em - YES
Engine Type - REC	CIPROCATING-CARBURE	TOR	•	-	
Rated Power -	160 HP				
•		OFF A	[RPORT/STR]	P	
•		Ainmont D	3240		
				OD	
LUCAL					
ATC /Ainspace					
	COMPANY (VED)	Punway	/ Sunface	- WATED	
		Runway	Julius	- 14/ A	
Type Apeny Endg	IAOIAE				
Age - UNK/ND	Medical Certificat	- VALTE	MEDICAL-A	IN WATVE	DS/LIMIT
				10 WAIVE	NJ/ LIMIT
				4 Hrs -	LINK/NR
		97			
	Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power - Itinerary NG Last Departure Point SEATTLE, WA Destination LOCAL ATC/Airspace ATTERED Type of Flight Plan Type of Clearance Type Apch/Lndg Age - UNK/NR Biennial Flight Review Current - YES Months Since - 11	Eng Make/Model - LYCOMING 0-320-D2J Number Engines - 1 Engine Type - RECIPROCATING-CARBURE Rated Power - 160 HP Itinerary NG Last Departure Point SEATTLE, WA Destination LOCAL ATC/Airspace ATTERED Type of Flight Plan - COMPANY (VFR) Type of Clearance - NONE Type Apch/Lndg - NONE Age - UNK/NR Medical Certificat Biennial Flight Review Current - YES Total - Months Since - 11 Make/Model-	Eng Make/Model - LYCOMING 0-320-D2J ELT Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 160 HP Itinerary	Eng Make/Model - LYCOMING 0-320-D2J ELT Installed/ Number Engines - 1 Stall Warni Engine Type - RECIPROCATING-CARBURETOR Rated Power - 160 HP Itinerary NG Last Departure Point OFF AIRPORT/STRI SEATTLE, WA Destination Airport Data LOCAL KENMORE AIR HARE Runway Ident ATC/Airspace Runway Ident ATC/Airspace Runway Lth/Wid ATTERED Type of Flight Plan - COMPANY (VFR) Runway Surface Type of Clearance - NONE Runway Status Type Apch/Lndg - NONE Age - UNK/NR Medical Certificate - VALID MEDICAL-N Biennial Flight Review Flight Time (Hours) Current - YES Total - 1590 Last 2 Months Since - 11 Make/Model - 804 Last 3	Eng Make/Model - LYCOMING 0-320-D2J ELT Installed/Activat Number Engines - 1 Stall Warning Syst Engine Type - RECIPROCATING-CARBURETOR Rated Power - 160 HP Itinerary Airport Proximity OFF AIRPORT/STRIP SEATTLE,WA Destination Airport Data LOCAL KENMORE AIR HARBOR Runway Ident - N/A ATC/Airspace Runway Ident - N/A Runway Lth/Wid - N/A ATC/Airspace NONE Runway Surface - WATER Type of Clearance - NONE Runway Status - N/A Type Apch/Lndg - NONE Age - UNK/NR Medical Certificate - VALID MEDICAL-NO WAIVE Biennial Flight Review Flight Time (Hours) Current - YES Total - 1590 Last 24 Hrs - Months Since - 11 Make/Model - 804 Last 30 Days-

4/05/86 A/C Reg. No. N65783 Time (Lc1) - 1430 PST File No. - 410 SEATTLE, WA

Occurrence #1

MIDAIR COLLISION

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

- 1. VISUAL LOOKOUT INADEQUATE PILOT IN COMMAND
- IMPROPER DECISION, DIVERTED ATTENTION PILOT IN COMMAND
- 3. VISUAL LOOKOUT INADEQUATE PILOT OF OTHER AIRCRAFT
- 4. CLEARANCE NOT MAINTAINED PILOT IN COMMAND
- 5. CLEARANCE NOT MAINTAINED PILOT OF OTHER AIRCRAFT

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

----Probable Cause----

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

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

File No 534 4/10/86 SPOKA	NE,WA A/C Re	g. No. N318M	7	ime (Lc1) -	1245 PS	Γ
Basic Information						
Type Operating Certificate-NONE (GENERA	· · · · · · · · · · · · · · · · · · ·	•		Injur		
	DESTROY		Fatal			None
Type of Operation -PERSONAL	Fire	Crew	-	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - MORLEY AVID FLYER	Eng Make/Model - CUY	JNA RR~430	ELT	Installed/A	ctivated	- YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		S	tall Warnin	a System	- NO
Max Gross Wt - 850	Engine Type - REC					
No. of Seats - 2	Rated Power -	43 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING				RPORT/STRIP		
Method - N/A	SPOKANE, WA		011 71	NI ON I / STREET		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		FELTS			
Wind Dir/Speed- 250/008 KTS	EOOAE				21	
Visibility - 30.0 SM	ATC/Airspace			Lth/Wid -		150
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance -			Status -		-
Obstructions to Vision- NONE	Type Apch/Lndg -		Kariway	Julia	DKI	
Precipitation - NONE	Type Apelly Ellag	FORCED LANDING				
Condition of Light - DAYLIGHT		TORGED EXHIBITED				
Pilot-In-Command	Age - 47	Medical Certifica	te - VALID	MEDICAL ~WA	TVFRS/LTM	ATT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H		11110, 21	
COMMERCIAL	Current - YES	Total -		Last 24	Hrs -	1
SE LAND, ME LAND	Months Since - UNK/NR					
OL LAND, ML LAND	Aircraft Type - UNK/NR	Instrument-	62	Last 90	Days-	13
	A TO CATE TYPE CHANGE	Multi-Eng -		2401 00	24,5	
		Hartr Eng	20			
Instrument Rating(s) - AIRPLANE						
Narrative HILE ON A FIVE-MILE FINAL, A TOTAL LOSS OF P	OWER OCCURRED. A LOOSE RIGHT	MAGNETO CONTACTI	NG THE FLY	WHEEL MAGNE	т	
ND SHORTING THE ELECTRICAL SYSTEM WAS FOUND. HE PILOT ATTEMPTED A 180 DEGREE TURN WHICH R USTY WINDS WERE PRESENT.						

File No	534 4/10/86 SPOKANE,WA	A/C Reg. No. N318M	Time (Lc1) - 1245 PST
	LOSS OF POWER(TOTAL) - MECH FAILURE/ APPROACH - VFR PATTERN - FINAL APPRO		
Finding(s) 1. IGNITION SYSTER	A, MAGNETO - LOOSE		
Occurrence #2 Phase of Operation			
Phase of Operation 2. WEATHER CONDIT:	TTENT - PILOT IN COMMAND OTHER) - LACK OF		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause-			
The National Transpois/are finding(s) 1	ortation Safety Board determines that t 3	he Probable Cause(s) of this accid	lent
Factor(s) relating	to this accident is/are finding(s) 2.4		

Make/Model - PIPER PA-36 Eng Make/Model - LYCOM Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Max Gross Wt - 4400 Engine Type - RECIP No. of Seats - 1 Rated Power - 37	Crew Pass MING IO-720-D1C P-FUEL INJECTED 75 HP	Fatal Seri 0 0 ELT Instal	STŘÍP - N/A	
Type of Operation -POSITIONING Fire Flight Conducted Under -14 CFR 137 NONE Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-36 Eng Make/Model - LYCOM Number Engines - 1 Max Gross Wt - 4400 Engine Type - RECIP Rated Power - 37 Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OTHELLO, WA Completeness - N/A Destination Basic Weather - VMC MATTAWA, WA Wind Dir/Speed- 180/O15 KTS Visibility - 50.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - N	Crew Pass	O O ELT Instal Stall W Airport Proxim OFF AIRPORT/ irport Data Runway Ident	0 1 0 0	0 0
Flight Conducted Under -14 CFR 137 NONE Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-36 Eng Make/Model - LYCOM Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Max Gross Wt - 4400 Engine Type - RECIP No. of Seats - 1 Rated Power - 37 Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A OTHELLO,WA Completeness - N/A Destination Basic Weather - VMC MATTAWA,WA Wind Dir/Speed- 180/015 KTS Visibility - 50.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - N	Pass AING IO-720-D1C P-FUEL INJECTED 75 HP	ELT Instal Stall W Airport Proxim OFF AIRPORT/ irport Data Runway Ident	O O led/Activated larning System lity STRIP - N/A	O - NO -N/
Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-36 Landing Gear - TAILWHEEL-ALL FIXED No. of Seats - 1 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/015 KTS Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Aircraft Information Eng Make/Model - LyCOM Number Engines - 1 Eng Make/Model - LyCOM Number Engines - 1 Engine Type - RECIP Rated Power - 37 Environment/Operations Information Weather Data Itinerary Last Departure Point OTHELLO,WA Destination MATTAWA,WA ATC/Airspace Type of Flight Plan - N	P-FUEL INJECTED S HP	ELT Instal Stall W Airport Proxim OFF AIRPORT/ irport Data Runway Ident	led/Activated larning System	- NO -N/
Aircraft Information Make/Model - PIPER PA-36 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4400 No. of Seats - 1 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/015 KTS Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Eng Make/Model - LYCOM Number Engines - 1 Eng Make/Model - LYCOM	P-FUEL INJECTED 5 HP	Stall W Airport Proxim OFF AIRPORT/ irport Data Runway Ident	arning System ity STRIP - N/A	
Make/Model - PIPER PA-36 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4400 No. of Seats - 1 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/015 KTS Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Eng Make/Model - LYCOM Number Engines - 1 Engine Type - RECIP Rated Power - 37 Litinerary Last Departure Point OTHELLO,WA Destination MATTAWA,WA ATC/Airspace Type of Flight Plan - N	P-FUEL INJECTED 5 HP	Stall W Airport Proxim OFF AIRPORT/ irport Data Runway Ident	arning System ity STRIP - N/A	
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4400 No. of Seats - 1 Engine Type - RECIP Rated Power - 37	P-FUEL INJECTED 5 HP	Stall W Airport Proxim OFF AIRPORT/ irport Data Runway Ident	arning System ity STRIP - N/A	
Max Gross Wt - 4400 Engine Type - RECIP No. of Seats - 1 Rated Power - 37 Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OTHELLO, WA Completeness - N/A Destination Basic Weather - VMC MATTAWA, WA Wind Dir/Speed- 180/015 KTS Visibility - 50.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - N	/5 HP	Airport Proxim OFF AIRPORT/ irport Data Runway Ident	ity STRIP	- YES
No. of Seats - 1 Rated Power - 37 Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A OTHELLO,WA Completeness - N/A Destination Basic Weather - VMC MATTAWA,WA Wind Dir/Speed- 180/015 KTS Visibility - 50.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - N	/5 HP	OFF AIRPORT/ irport Data Runway Ident	STŘÍP - N/A	
Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A OTHELLO, WA Completeness - N/A Destination Basic Weather - VMC MATTAWA, WA Wind Dir/Speed- 180/015 KTS Visibility - 50.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - N	Α	OFF AIRPORT/ irport Data Runway Ident	STŘÍP - N/A	
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/015 KTS Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Itinerary Last Departure Point OTHELLO,WA Destination MATTAWA,WA MATTAWA,WA ATC/Airspace Type of Flight Plan - N	А	OFF AIRPORT/ irport Data Runway Ident	STŘÍP - N/A	
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A OTHELLO,WA Completeness - N/A Destination Basic Weather - VMC MATTAWA,WA Wind Dir/Speed- 180/015 KTS Visibility - 50.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - N	А	OFF AIRPORT/ irport Data Runway Ident	STŘÍP - N/A	
Method - N/A OTHELLO,WA Completeness - N/A Destination Basic Weather - VMC MATTAWA,WA Wind Dir/Speed- 180/015 KTS Visibility - 50.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - N		irport Data Runway Ident	- N/A	
Completeness - N/A Destination Basic Weather - VMC MATTAWA,WA Wind Dir/Speed- 180/015 KTS Visibility - 50.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - N		Runway Ident		
Basic Weather - VMC MATTAWA,WA Wind Dir/Speed- 180/015 KTS Visibility - 50.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - N		Runway Ident		
Wind Dir/Speed- 180/015 KTS Visibility - 50.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - N				
Visibility - 50.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - N				
Lowest Sky/Clouds - CLEAR Type of Flight Plan - N		D		
Lowest Ceiling - NONE Type of Clearance - N			ce - ASPHALT	
		Runway Statu	ıs - DRY	
	ORCED LANDING			
Precipitation - NONE				
Condition of Light - DAYLIGHT				
Personnel Information				
	dical Certificate		AL-NO WAIVERS/	LIMIT
Certificate(s)/Rating(s) Biennial Flight Review		Time (Hours)		
COMMERCIAL Current - YES	-		st 24 Hrs -	1
SE LAND Months Since - 13	Make/Model-	50 La	st 30 Days- UN	K/NR
Aircraft Type - UNK/NR	Instrument- Multi-Eng - UNK	13 La	ist 30 Days- UNI ist 90 Days- itorcraft - UNI	52 / /ND
	MUTET-ENG - UNK	/ INIK KO	TOPCPATE - UNI	N/ INK
Instrument Rating(s) - NONE				

File No 5	33 4/23/86 MATTAWA.WA	A/C Reg. No. N57608	Time (Lc1) - 1900 PST
Occurrence #1 Phase of Operation			
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	LOSS OF CONTROL - ON GROUND LANDING - ROLL		
Finding(s) 2. WEATHER CONDITI 3. WEATHER CONDITI 4. TERRAIN CONDITI	ON - GUSTS ON - NONE SUITABLE		
Occurrence #4 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
Finding(s) 5. OBJECT - FENCE			
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that 1	the Probable Cause(s) of this accide	nt

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

File No 510 5/1	9/86 MEAD,WA		A/C Reg.	No. N8267Q	T 	ime (Lcl)	- 1938 PDT	
-Basic Information Type Operating Certificate	-NONE (GENERAL A	AVIATION)	Aircraft Da	amage		Inju	ries	
Type operating continuous	HONE (GENERAL)	,	DESTROYED	_	Fatal	Serious		None
Type of Operation	-BUSINESS		Fire	Crew	0	0	1	0
Flight Conducted Under	-14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During	-DESCENT			Other	2	0	0	0
Aircraft Information								
Make/Model - CESSNA TU2				IENTAL TSIO-520-		Installed/		
Landing Gear - TRICYCLE-F	IXED		ngines - 1		S	tall Warni	ng System	- YES
Max Gross Wt - 3600			ype - RECIP					
No. of Seats - 1		Rated Po	ower - 28:	5 HP 				
-Environment/Operations Infor	mation	7.4.4			A	Daniel mil Acc		
Weather Data Wx Briefing - NO RECOR	D OF BRIEFING	Itinerary	arture Point			Proximity RPORT/STRI	D .	
Method - N/A	D OL BRIELING	BEND.OF			OFF A1	KPUKI/SIKI	F	
Completeness - N/A	•	Destination			Airport D	ata		
Basic Weather - VMC		MEAD, WA			A II POI C D	u • •		
Wind Dir/Speed- 010/004	KTS		•		Runway	Ident	- N/A	
Visibility - 20.0		ATC/Airspac	e			Lth/Wid		
Lowest Sky/Clouds -				R		Surface		
Lowest Ceiling -	25000 FT OVERCAS				Runway	Status	- HIGH VEG	ETATION
Obstructions to Vision-		Type Apch	n/Lndg - NO	ONE				
Precipitation -								
Condition of Light -	DAYLIGHT 							
Personnel Information								
Pilot-In-Command	Ag	ge - 41		dical Certificat			AIVERS/LIM	IT
Certificate(s)/Rating(s)	В.	iennial Flight	t Review	Fligh	t Time (H	ours)		
COMMERCIAL		Current	- UNK/NR		1700	Last 2	4 Hrs - UN	
SE LAND		Months Sind	e - UNK/NR	Make/Model= UN	IK/NK	Last 3	O Days- UN	K/NR
		Aircraft Ty	/pe - UNK/NR	Instrument- UN	IK/NR	Last 9	O Days-	50
				Multi-Eng - UN	IK/NR	Rotorc	raft - UN	K/NR
Instrument Rating(s)	- AIRPLANE							
	- AIRPLANE							
-Narrative H ACFT WERE OPERATING IN VFR								
PORT. N6161M WAS PERFORMING L CLOCKWISE ORBITAL DESCENT FOR								
ON EAST SIDE OF AIRPORT, N8								
· · · · · · · · · · · · · · · · · · ·		AND DOOFFDE		MINEBOED AT ADDI	T 00 0505			
FIGURE EIGHT IN RIGHT TURN AW	AY FROM AIRPORT	AND PROCEEDED) SOUTH. ACFT CO	JNVERGED AT ABOU	JI 30 DEGR	FF CLUSING		

File No. - 510, 5/19/86 MEAD, WA A/C Reg. No. N8267Q Time (Lc1) - 1938 PDT

Occurrence #1
Phase of Operation

MIDAIR COLLISION

DESCENT

Finding(s)

- 1. VISUAL LOOKOUT NOT MAINTAINED PILOT IN COMMAND
- 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION PILOT IN COMMAND
- 3. VISUAL LOOKOUT NOT MAINTAINED PILOT OF OTHER AIRCRAFT
- 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION PILOT OF OTHER AIRCRAFT
- 5. CLEARANCE NOT MAINTAINED PILOT IN COMMAND
- 6. CLEARANCE NOT MAINTAINED PILOT OF OTHER AIRCRAFT
- 7. WEATHER CONDITION HAZE

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN DESCENT - EMERGENCY

----Probable Cause----

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

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

File No 510 5/19/86 M	EAD,WA A/C	Reg. No. N6161M		Time (Lc1) -	1938 PDT	
-Basic Information Type Operating Certificate-NONE (GE		ft Damage		Injur	ies	
	DESTR		Fatal		Minor	None
Type of Operation -INSTRUCT Flight Conducted Under -14 CFR 9		Crew Pass		0	0	. 0
Accident Occurred During -DESCENT	NUNE	Othe	_	0	1	ő
-Aircraft Information						
Make/Model - CESSNA 152		YCOMING 0-235-L2C		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall Warnin	g System	- YES
Max Gross Wt - 1670	- 3	ECIPROCATING-CARBUR	ETOR	•		
No. of Seats - 2	Rated Power -	110 HP				
Environment/Operations Information Weather Data				Omassimia.	·	
Wx Briefing - NO RECORD OF BRIE	Itinerary FING Last Departure Poin			Proximity IRPORT/STRIP		
Method - N/A	SPOKANE, WA	•	011 4	INFORT/ STRIF		
Completeness - N/A	Destination		Airport [Data		
Basic Weather - VMC	LOCAL		-			
Wind Dir/Speed- 010/004 KTS				/ Ident -		
Visibility - 20.0 SM	ATC/Airspace			/ Lth/Wid -		
Lowest Sky/Clouds - 1500 FT	SCAITERED Type of Flight Plan OVERCAST Type of Clearance			/ Surface - / Status -		
Lowest Ceiling - 25000 FT Obstructions to Vision- HAZE	Type of Clearance Type Apch/Lndg	- NONE	Runway	Status -	N/A	
Precipitation - NONE	Type Apcil/ Eliag	HONE				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 45	Medical Certifica	te - VALI	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review Current - YES	Flig	ht Time (Hours)	•	
COMMERCIAL	Current - YES	Total -				
SE LAND, ME LAND	Months Since - 13		NK/NR	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/N	R Instrument-	490	Last 90 Rotorcr	Days-	60
	•	Multi-Eng -	200	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLAN	E					
ACFT WERE OPERATING IN VFR CONDITION	MODIFIED BY SLIGHT HAZE, HIG	H OVERCAST AND LOW	SUN ANGLE	NEAR		
PORT. N6161M WAS PERFORMING LAZY EIGHT					WAS	
CLOCKWISE ORBITAL DESCENT FOR LANDING					HOW	
ON EAST SIDE OF AIRPORT, N8267Q DEVI						
FIGURE EIGHT IN RÌGHT TURN AWAY FROM A	IRPURT AND PROCEEDED SOUTH. AC	FT CONVERGED AT ABO	UT 30 DEG!	REE CLOSING		
E WITH N6161M CLIMBING AND N82670 DES	CENDING AND COLLIDED AT ADOLE	NEGO ET ACI				

5/19/86 File No. - 510 MEAD, WA A/C Reg. No. N6161M Time (Lcl) - 1938 PDT Occurrence #1 MIDAIR COLLISION Phase of Operation MANEUVERING Finding(s) 1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND 3. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT OF OTHER AIRCRAFT 5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND 6. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT 7. WEATHER CONDITION - HAZE Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

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

File No 536 5/19/86 ODESS		eg. No. N4978X 		ime (Lc1) - 		
Type Operating Certificate-AGRICULTURAL		t Damage		Injur		
Type of Operation -AERIAL APPLI	DESTRO CATION Fire	YED Cr	Fatal ew O	_	Minor O	None 1
Flight Conducted Under -14 CFR 91	IN FLI		ew O ss O	0	0	Ö
Accident Occurred During -LANDING	114 1 2.1	urri ra	33 0	Ü	Ū	ŭ
Aircraft Information						
Make/Model - AYRES S-2R	Eng Make/Model - P&			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		S	tall Warnin	g System	- YES
Max Gross Wt - 7000	Engine Type - TU					
No. of Seats - 1	Rated Power -	450 HP 				
Environment/Operations Information	Itinerary		Ainpont	Proximity		
Veather Data Wx Briefing - NO RECORD OF BRIEFING				RPORT/STRIP		
Method - N/A	ODESSA, WA		OII AI	KFUKI/ SIKIF		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC					
Wind Dir/Speed- CALM	,		Runway	Ident -	N/A	
Visibility - 20.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance			Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	 FORCED LANDING 				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						-
Pilot-In-Command Certificate(s)/Rating(s)	Age - 33 Biennial Flight Review Current - YES	Medical Certifi F1	cate - VALID ight Time (H		WAIVERS/	LIMII
COMMERCIAL	04110110		5600	Last 24	Hrs -	2
SE LAND	Months Since - 23 Aircraft Type - UNK/NR	Make/Mode1-	2500	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/NR	Instrument-	2500 UNK/NR UNK/NR	Last 90	Days-	130
		Multi-Eng -	UNK/NR	Rotorcr	aft - UNI	K/NR
Instrument Rating(s) - AIRPLANE						
Varrative						
JGH RUNNING ENGINE ACCOMPANIED BY SMOKE R	ISING FROM THE LEFT SIDE OF	THE ENGINE OCCU	RRED SHORTLY	AFTER TAKE	OFF.	
ANDING GEAR THEN COLLAPSED DURING THE SU	BSEQUENT FORCED LANDING AND	THE ACFT WAS DE	STROYED BY F	IRE. THE NU	MBER	
CYLINDER WAS FOUND TO HAVE FAILED.						

File No 5	36 5/19/86 	ODESSA, WA	A/C Reg.	No. N4978X	Time (Lc1) - 0700 PDT
Occurrence #1 Phase of Operation					
	,CYLINDER - FAILURE				
	FIRE				
Occurrence #3 Phase of Operation					
Finding(s) 2. TERRAIN CONDITION	ON - ROUGH/UNEVEN				
Probable Cause					
The National Transpois/are finding(s) 1	rtation Safety Boar	d determines that	the Probable Cause(s) of this acc	ident

File No 559 6/12/86 MEA	D,WA A/C Reg	j. No. N118JB	1	Time (Lc1)	- 1645 PI)T
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircraft	Damage		Injur	ies .	
	DESTROYE	:D	Fatal	-	Minor	None
Type of Operation -PERSONAL	Fire	Crew		0	0	0
Flight Conducted Under -14 CFR 91	ON GROUN	ID Pass	1	0	0	0
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - SANDERS STARDUSTER TW		MING IO-360-C1C	ELT	Installed/	ctivated	d - UNK/N
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		9	Stall Warnir	ng Syster	n - NO
Max Gross Wt - 1704		P-FUEL INJECTED				
No. of Seats - 2	Rated Power - 2	:00 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFI		•		RPORT/STRIF	•	
Method - N/A	SPOKANE, WA					
Completeness - N/A	Destination		Airport [)ata		
Basic Weather - VMC	SPOKANE, WA		•			
Wind Dir/Speed- 240/007 KTS			Runway	/ Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace		Runway	/ Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE	Runway	Surface -	N/A	
Lowest Ceiling - NONE	Type of Clearance -	NONE	Runway	/ Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE	-			
Precipitation - NONE						
Condition of Light - DAYLIGHT	•					
Personnel Information						
Pilot-In-Command		edical Certifica			WAIVERS	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (F	lours)		
PRIVATE	Current - UNK/NR		1600	Last 24	Hrs - L	JNK/NR
SE LAND	Months Since - UNK/NR Aircraft Type - UNK/NR	Make/Model- U	NK/NR	Last 30) Days- l	JNK/NR
	Aircraft Type - UNK/NR					
	•	Multi-Eng - U	NK/NR	Rotorcr	aft - l	JNK/NR
Instrument Rating(s) - AIRPLANE						
NAPPATIVE TNESS REPORTED SEEING THE AIRCRAFT PERF	ODM A SEDIES OF LOOP MANEUVERS	AT THE TOD OF T	HE LAST IO	100 THE 405	т.	
ED UPRIGHT THEN ROLLED INTO A NEAR VERT						ne .
RECOVERY PRACTICE IN THIS ACFT.	TOME KIGHT SPIN WHICH CONTINUES	I GROUND IMPAC	i. INC PIL	OI DAU NU F	II STOKY C	, r

File No. - 559 6/12/86 MEAD, WA A/C Reg. No. N118JB Time (Lc1) - 1645 PDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. AEROBATICS - PERFORMED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED

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

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

----Probable Cause----

-Basic Information Type Operating Certificate		УТ .	Aircraft	Damage			Iniu	ries	
Name of Carrier	-MIDWEST AVIATION	CORP.	SUBSTANT			Fatal	Serious		None
Type of Operation Flight Conducted Under	-NON SCHED, DOMEST	IC, PASSENGER	Fire		Crew	0	0	0	1
			NONE		Pass	0	0	0	0
Accident Occurred During	-19YI								
-Aircraft Information							_		
Make/Model - CESSNA 40			odel - CONT	INENTAL TS	10-520-			Activated	
Landing Gear - TRICYCLE-F Max Gross Wt - 6300	RETRACTABLE	Number Eng		D_EUEL Thiu	FOTED	5	tali Warni	ng Syst em	- YES
No. of Seats - 8		Engine Type Rated Power		P-FUEL INJ OO HP	ECIED				
-Environment/Operations Infor	mation								
Weather Data		Itinerary					Proximity		
Wx Briefing - NWS Method - UNK/NR		Last Depart				ON AIR	PORT		
Method - UNK/NR Completeness - WEATHER	NOT DEDITINENT	GREEN BAY Destination	, W 1			Airport Da	2+2		
Basic Weather - VMC	· · · · · · · · · · · · · · · · · · ·	SAME AS A	CC/INC	•	,		LL FIELD	•	
Wind Dir/Speed- 310/010	KTS	OANIE AO A	,				Ident	- UNK/NR	
Visibility - 10.0		ATC/Airspace					Lth/Wid		
Lowest Sky/Clouds -		Type of Flig				Runway	Surface	- UNK/NR	
Lowest Ceiling -	2000 FT OVERCAST					Runway	Status	- UNK/NR	
Obstructions to Vision-		Type Apch/Li	ndg - 1	NONE					
Precipitation - Condition of Light -									
Condition of Light -	NIGHI (DAKK)								
-Personnel Information	•								
Pilot-In-Command				edical Cer				AIVERS/LIM	IT
Certificate(s)/Rating(s) COMMERCIAL.CFI	Bie	nnial Flight Ro Current	eview - YES	Total		t Time (Ho		4 Hrs -	4
SE LAND, ME LAND		Months Since		Make/Mo				O Days- UN	K/NR
or care, ar care		Aircraft Type	- UNK/NR	Instrum		445	Last 9	O Days - O.	209
		,,,		Multi-E					
Instrument Rating(s)	- AIRPLANE								
Narrative									
LE TAXIING TO PARK, THE LEFT	MAIN LANDING GEAR	COLLAPSED. TN	VESTIGATION	REVEALED '	THAT TH	E LEFT HAI	ND GEAR SU	PPORT	
TORN FROM THE WING RIB TO WH									
PANY OFFICIALS STATED THAT IT									

File No. - 401 2/08/86 MILWAUKEE,WI A/C Reg. No. N777CS Time (Lc1) - 2205 CST

Occurrence Phase of Operation TAXI - FROM LANDING

MAIN GEAR COLLAPSED

Finding(s)

1. WING, WING RIB - UNDETERMINED

2. LANDING GEAR, GEAR LOCKING MECHANISM - DISCONNECTED

----Probable Cause----

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

File No 479 2/10/86 MILW	NUKEE,WI	A/C Reg. No. N	N18SA	Time (Lc1) - 0920 CST			
Basic Information Type Operating Certificate-NONE (GENER) Type of Operation -NON SCHED, DO Flight Conducted Under -14 CFR 135 Accident Occurred During -LANDING	·	Aircraft Damage SUBSTANTIAL Fire NONE	Crew Pass	Fatal O O	Injur Serious O O		None 1 0
Aircraft Information Make/Model - CESSNA 207 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3800 No. of Seats - 7	Number Eng	e - RECIP-FUEL			Installed// tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - PARTIAL, LMTD BY PILOT Basic Weather - VMC Wind Dir/Speed- 290/009 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 25000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Destination MOSINEE,W ATC/Airspace TERED Type of Fli Type of Cle	I,WI /I		OFF AIS Airport Da Runway Runway Runway		- N/A - N/A - ASPHALT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	Age - 32 Biennial Flight R Current Months Since Aircraft Type	Review - YES Tota - 6 Make - C-207 Inst	Certificat Fligh F	nt Time (Ho 3000 2360 227	ours) Last 24 Last 3(Hrs - Days- UN	3
Instrument Rating(s) - AIRPLANE							
Narrative TER PREHEATING THE ENG THE PLT TOOK OFF AND NDING WAS MADE ON A CITY STREET DURING WHIC SCLOSED THAT AN OIL TEMP CONTROL VALVE REQU ATTAINED WAS NOT INSTALLED. WITHOUT THIS T SO FAILED TO VISUALLY CHECK THE VISCOSITY O	CH THE LEFT WING CO FIRED TO RETAIN THE TEMP VALVE, OIL IS	ONTACTED A SIGN POLE E ENG OIL IN THE CR PERMITTED TO FLOW	LE. POST AC RANKCASE UN	CIDENT TEA	ARDOWN OF 1 R OPERATING	THE ENG TEMP	

File No 4	79 2/10/86	MILWAUKEE, WI	A/C Reg. No. N18SA	Time (Lc1) - 0920 CST
	CLIMB - TO CRUIS LACEMENT - IMPROPE VICE OF AIRCRAFT -	E R - OTHER MAINTENAN IMPROPER - OTHER M PILOT IN COMMAND	CE PSNL AINTENANCE PSNL	
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation		ION WITH OBJECT		
Finding(s) 4. OBJECT - UTİLIT	Y POLE			
Probable Cause				
The National Transpo is/are finding(s) 2,		rd determines that	the Probable Cause(s) of this	accident
Factor(s) relating t	o this accident is,	/are finding(s) 1		·

-Basic Information Type Operating Certificate-NONE (GENERA	I AVIATION) Aircra	aft Damage		Injur	ies	
Type operating our trivoute None (delich		TANTIAL	Fatal			None
Type of Operation -INSTRUCTIONA	L Fire	Crew		0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA 180J		CONTINENTAL 0-470-S				
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2800	Number Engines -	1 RECIPROCATING-CARBUR		tall Warnir	ng System	- YES
No. of Seats - 4	Rated Power -		ETUK			
110. 01 Jeacs 4		200 11				
-Environment/Operations Information Weather Data	Thinnna		A	Dan maradam dakar		
Wx Briefing - NWS	Itinerary Last Departure Poir	^+	ON AIR	Proximity		
Method - ACFT RADIO	SAME AS ACC/INC	10	ON AIR	FUNI		
Completeness - WEATHER NOT PERTINENT			Airport D	ata		
Basic Weather - VMC	LOCAL		NATRON	A CO. INT.	AIRPORT	
Wind Dir/Speed- 210/005 KTS					21	
Visibility - 60.0 SM	ATC/Airspace			Lth/Wid -		150
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plar Type of Clearance			Surface - Status -		
Obstructions to Vision- NONE	Type of Crearance Type Apch/Lndg		Runway	Status -	DRT	
Precipitation - NONE	Type Apony Endg	rocon And do				
Condition of Light - DAYLIGHT			,			
-Personnel Information						
Pilot-In-Command	Age - 38	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	'LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H	ours)		_
COMMERCIAL, ATP	Current - YES	Total -	1672	Last 24	Hrs -	6
SE LAND	Current - YES Months Since - 7 Aircraft Type - C-185	Make/Model-	736	Last 30	Days-	72 72
	Afficiart, Type - C-188) Instrument	33	Last 90	Days	12
Instrument Rating(s) - NONE						
DRDING TO THE FLT INSTRUCTOR, DURING THE T	DUCH AND GO LANDING DIREC	TIONAL CONTROL WAS	LOST WHEN	BRAKES WERE		
LIED AND THE ACFT GROUND LOOPED. DURING TH						

Time (Lcl) - 1130 MST File No. - 581 3/03/86 CASPER, WY A/C Reg. No. N9923N Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING Finding(s)

- 1. LANDING GEAR, NORMAL BRAKE SYSTEM FAILURE, PARTIAL
- 2. GROUND LOOP/SWERVE INADVERTENT PILOT IN COMMAND

----Probable Cause----

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

Type of Operation -FERRY Fire Crew 0 0 0 0 2 2	Type Operating Certificate-NONE (GENERAL AVIATION) Type of Operation -FERRY Fire Crew NONE Pass Accident Occurred During -LANDING -Aircraft Information Make/Model - CESSNA R172K Eng Make/Model - CONTINENTAL IO-360-K Landing Gear - TRICYCLE-FIXED Number Engines - 1 Engine Type - RECIP-FUEL INJECTED No. of Seats - 4 Rated Power - 195 HP -Environment/Operations Information Weather Data Itinerary Wx Briefing -FSS Last Departure Point ROCK SPRINGS, WY Completeness - FULL Destination Basic Weather - IMC EVANSTON, WY Wind Dir/Speed- 315/010 KTS Visibility500 SM ATC/Airspace Lowest Sky/Clouds - UNK/NR Type of Flight Plan - VFR Obstructions to Vision- FOG Type Apch/Lndg - PRECAUTIONARY LANDING ACCIDING TYPE Apch/Lndg - PRECAUTIONARY LANDING TYPE TYPE TYPE TYPE TYPE TYPE TYPE TYPE	O O O ELT S	Serious 0 0	Minor 0 0 /Activateding System	2 O d - YES/Y m - YES
Type of Operation	Type of Operation -FERRY Fire Crew Flight Conducted Under -14 CFR 91 NONE Pass Accident Occurred During -LANDING -Aircraft Information Make/Model - CESSNA R172K Eng Make/Model - CONTINENTAL IO-360-K Number Engines - 1 Engine Type - RECIP-FUEL INJECTED No. of Seats - 4 Rated Power - 195 HP -Environment/Operations Information Weather Data Itinerary Last Departure Point ROCK SPRINGS, WY Completeness - FULL ROCK SPRINGS, WY Destination EVANSTON, WY Wind Dir/Speed- 315/010 KTS Visibility500 SM ATC/Airspace Lowest Sky/Clouds - UNK/NR Type of Flight Plan - VFR Obstructions to Vision- FOG TOVERCAST Type of Clearance - VFR Type Apch/Lndg - PRECAUTIONARY LAND PRECAU	O O O ELT S	0 0 Installed, tall Warn	0 0 /Activate ing System	2 O d - YES/Y m - YES
Fiight Conducted Under -14 CFR 91 NONE Pass 0 0 0 CAccident Occurred During -LANDING Accident Occurred During -LANDING -LANDING Accident Occurred During -LANDING -LANDIN	Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING -Aircraft Information Make/Model - CESSNA R172K Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2558 No. of Seats - 4 -Environment/Operations Information Weather Data Wx Briefing - FSS Wthod - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 315/010 KTS Visibility500 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 60 FT OVERCAST Obstructions to Vision- FOG Precipitation - SNOW -Aircraft Information Beng Make/Model - CONTINENTAL IO-360-K Number Engines - 1 Engine Type - RECIP-FUEL INJECTED Rated Power - 195 HP Linerary Last Departure Point ROCK SPRINGS, WY Destination EVANSTON, WY ATC/Airspace Type of Flight Plan - VFR Type of Clearance - VFR Type Apch/Lndg - PRECAUTIONARY LAI Precipitation - SNOW	O ELT S	O Installed, tall Warn	O /Activate ing Syster	O d d - YES/Y m - YES
Acident Occurred During -LANDING -Aircraft Information Make/Model - CESSNA R172K	Accident Occurred During -LANDING -Aircraft Information Make/Model - CESSNA R172K Landing Gear - TRICYCLE-FIXED No. of Seats - 4 -Eng Make/Model - CONTINENTAL IO-360-K Number Engines - 1 Engine Type - RECIP-FUEL INJECTED Rated Power - 195 HP -Environment/Operations Information Weather Data Wx Briefing - FSS Wx Briefing - FSS Last Departure Point ROCK SPRINGS, WY Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 315/010 KTS Visibility500 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 60 FT OVERCAST Obstructions to Vision- FOG Precipitation - SNOW	Airport OFF AI	tall Warn	ing Syster	m - YES
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Max Gröss Wt - 2558	Max Gross Wt - 2558 No. of Seats - 4 Engine Type - RECIP-FUEL INJECTED Rated Power - 195 HP Titinerary Weather Data Weather Data Wethod - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 315/010 KTS Visibility500 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 60 FT OVERCAST Obstructions to Vision- FOG Precipitation - SNOW Engine Type - RECIP-FUEL INJECTED Rated Power - 195 HP Linerary Last Departure Point ROCK SPRINGS, WY Destination EVANSTON, WY ATC/Airspace Type of Flight Plan - VFR Type of Clearance - VFR Type Apch/Lndg - PRECAUTIONARY LAIP	Airport OFF AI	Proximity		
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Condition of Light - DUSK -Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 172 Last 24 Hrs - 1 SE LAND Months Since - 6 Make/Model - 8 Last 30 Days- UNK/NR Aircraft Type - C-172XP Instrument - 4 Last 90 Days - 9 Instrument Rating(s) - NONE -Narrative DRDING TO THE PLT, HE AND HIS PASSENGER WERE FERRYING AN ACFT BACK TO THE POINT OF ORIGIN AFTER A SAR MISSION THE CIVIL AIR PATROL, WHEN THEY ENCOUNTERED IMC WEATHER. THE PLT STATED HE WAS MAKING A PRECAUTIONARY		IDING			
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Aircraft Type - C-172XP Instrument- 4 Last 90 Days- 9 Instrument Rating(s) - NONE -Narrative DRDING TO THE PLT, HE AND HIS PASSENGER WERE FERRYING AN ACFT BACK TO THE POINT OF ORIGIN AFTER A SAR MISSION THE CIVIL AIR PATROL, WHEN THEY ENCOUNTERED IMC WEATHER. THE PLT STATED HE WAS MAKING A PRECAUTIONARY	Pilot-in-command Age - 34 Medical Certifica			NO MATAEK	2\LIMII
Aircraft Type - C-172XP Instrument- 4 Last 90 Days- 9 Instrument Rating(s) - NONE -Narrative DRDING TO THE PLT, HE AND HIS PASSENGER WERE FERRYING AN ACFT BACK TO THE POINT OF ORIGIN AFTER A SAR MISSION THE CIVIL AIR PATROL, WHEN THEY ENCOUNTERED IMC WEATHER. THE PLT STATED HE WAS MAKING A PRECAUTIONARY	Current Cate(5)/Rating(5) Biennial Filght Review Filgh	11 11111111111111111111111111111111111	lac+ 1	24 Hrs -	1
Aircraft Type - C-172XP Instrument- 4 Last 90 Days- 9 Instrument Rating(s) - NONE -Narrative DRDING TO THE PLT, HE AND HIS PASSENGER WERE FERRYING AN ACFT BACK TO THE POINT OF ORIGIN AFTER A SAR MISSION THE CIVIL AIR PATROL, WHEN THEY ENCOUNTERED IMC WEATHER. THE PLT STATED HE WAS MAKING A PRECAUTIONARY	PRIVATE Current - 15 TOTAL - 15 T	1/2	Last 2	24 HIS -	INIZ/ND
Instrument Rating(s) - NONE	SE LAND MOITTIS STILLE - G MARKE/MULEI- Aircraft Type - C-172XP Instrument-	4	last G	30 Days- (90 Days-	Q Q
	All Graft Type - 6 172AF Thisti dillent	•	Last	30 Days	3
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ORDING TO THE PLT, HE AND HIS PASSENGER WERE FERRYING AN ACFT BACK TO THE POINT OF ORIGIN AFTER A SAR MISSION THE CIVIL AIR PATROL, WHEN THEY ENCOUNTERED IMC WEATHER. THE PLT STATED HE WAS MAKING A PRECAUTIONARY	Narrative				
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DING ON A DIRT ROAD WHEN THE ACFT TRAVELED OFF THE SIDE OF THE ROAD AND NOSED OVER.	THE CIVIL AIR PATROL, WHEN THEY ENCOUNTERED IMC WEATHER. THE PLT STATED HE WAS MAKING	A PRECAUT	IONARY		
)ING ON A DIRT ROAD WHEN THE ACFT TRAVELED OFF THE SIDE OF THE ROAD AND NOSED OVER.				

File No. - 563 3/08/86 FT. BRIDGER, WY A/C Reg. No. N736GS Time (Lc1) - 1800 MST IN FLIGHT ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 1. WEATHER CONDITION - SNOW 2. FLIGHT INTO KNOWN ADVERSE WEATHER - INADVERTENT - PILOT IN COMMAND 3. WEATHER CONDITION - FOG 4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 5. LIGHT CONDITION - DUSK LOSS OF CONTROL - ON GROUND Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND NOSE OVER Occurrence #3 Phase of Operation LANDING - ROLL Finding(s) 7. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 2,4



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