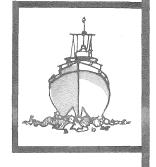


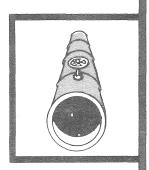
NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 4 OF 1986 ACCIDENTS





S. L. VAD 97/06

NTSB / AAB-87/06



UNITED STATES GOVERNMENT

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15.Supplementary Notes		1

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.

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FOREWORD

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

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

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

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

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

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

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

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DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

Eccurrence 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.

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 4

CALENDAR YEAR 1986

File Order Listing - Issue No. 4, 1986

File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model 	Injury Index	Page
601	134BE	051286	WAUKEGAN, IL	BEAUPRE ELFE	QUICKIE	NONE	154
602	2411P	042686	LAUDERDALE, FL	PIPER	PA-18	NONE	94
603	4959T	061186	TALLAHASSEE, FL	CESSNA	411	NONE	108
604	5630X	061186	GRACEVILLE, FL	AYERS	S2R	MINOR	106
605	3632C	050886	SHELBY, MS	SCHWEIZER	G~164B	MINOR	188
606	777GH	032986	HOMESTEAD, FL	EASLEY	PITTS S2-E	SERIOUS	86
607	94703	050186	ENGLEWOOD, CO	CESSNA	152	NONE	68
608	92807	060186	FREDERICK, CO	CESSNA	207	MINOR	72
609	713W	041086	PEMBINA, ND	DEHAVILLAND	DHC	NONE	210
610	219M	021486	WRAY, CO	CESSNA	182	NONE	62
612	8494K	072386	HARRISBURG, AR	SCHWEIZER	G-164B	NONE	42
613	2367G	062486	SILOAM SPRINGS, AR	CESSNA	182	NONE	38
614	4169U	042286	MARSHFIELD, MO	CESSNA	150D	NONE	180
615	1096F	052086	BERNIE, MO	CESSNA	A185F	NONE	184
616	4073G	042586	SANTA FE, NM	BELL	47G-3B-2	NONE	230
617	76LF	043086	LAMAR, CO	PIPER	PA-25-260C	NONE	66
618	10219	050786	BUTTE CITY, CA	GRUMMAN	G-164	NONE	54
619	4479W	041386	WALL, SD	BEECH	A-36	MINOR	282
620	9272C	050986	CLEARWATER, FL	PIPER	PA-32RT-30	NONE	100
621	54069	071886	WHITING, FL	CESSNA	172P	NONE	124
622	1372V	062086	FT. MYERS, FL	CESSNA	U206F	NONE	110
625	8880X	050486	MT. GILEAD, OH	CESSNA	182D	NONE	240
626	52601	062186	SALISBURY, NC	CESSNA	172P	NONE	206
627	4065K	070686	PANDORA, OH	BALLOON WORK	FF-7	SERIOUS	246
629	89247	060186	DES ARC, AR	CESSNA	140	FATAL	32

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File Number	Aircraft		Location	Airc	raft	Injury		
	Regist.	Date 	Location	Make	Mode1	Index	Page	
629	4254J	060186	DES ARC, AR	PIPER	PA-28-140	FATAL	34	
630	6700L	041486	NORFOLK, NE	PIPER	PA-31	FATAL	222	
631	2779R	072586	SAND SPRINGS, OK	BELL	206B	NONE	266	
632	5088D	072686	FORT WORTH, TX	CESSNA	182A	MINOR	330	
633	8814G	052886	HOWE, TX	EAGLE AIRCRA	EAGLE DW-1	FATAL	_	
634	8946Q	062486	VALLEY PARK, MS	AERO COMMAND	S2R	NONE	312	
635	5128T	012786	LANCASTER, CA	STRIPLIN	RANGER	SERIOUS	190	
636	5648X	051486	STUTTGART, AR	THRUSH	S2R	NONE	46	
637	1618P	062286	WRIGHTSVILLE, AR	PIPER	PA-22		30	
638	1581X	052886	OLATHE, KS	PIPER	PA-34-200T	MINOR	36	
639	25954	042986	FALLBROOK, CA	PIPER		NONE	160	
640	99803	072586	BATESVILLE, TX	HUGHES	PA-38-112	NONE	52	
641	9538V	050686	ABILENE, TX		269C	NONE	328	
642	4374E	051186	DAYTONA BEACH, FL	MOONEY	M-10	NONE	310	
643	9625J			PIPER	PA-38-112	MINOR	102	
		062286	PUNTA GORDA, FL	PIPER	PA-28-180	NONE	112	
645	31496	071086	POMPANO BEACH, FL	AEROTEK	PITTS S-2A	NONE	118	
646	62074	062986	DAYTONA BEACH, FL	PIPER	J5C	NONE	114	
647	417B	071686	PLYMOUTH, FL	ВЕЕСН	35	NONE	122	
648	9306N	071486	MARATHON, FL	PIPER	PA-28R-200	NONE	120	
649	4493H	072086	STAMFORD, TX	CESSNA	305C	NONE	326	
650	9611Z	071386	DECKER'S ISLAND, TX	CESSNA	U-206G	NONE		
651	8654T	071386	DECKER'S ISLAND, TX	CESSNA	182C	NONE	320	
652	8423E	033086	DEL RIO, TX	CESSNA	172N	FATAL	322	
653	5878R	051286	BLACKWELL, OK	CESSNA	172G		304	
653	2603E	051286	BLACKWELL, OK	AERONCA	7AC	FATAL	256	
				ALIGITOR	/AC	FATAL	258	

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	654	6354H	071786	HOUSTON, TX	ВЕЕСН	B-100	NONE	324
	655	37486	070586	HURLEY, NM	BALLOON WORK	FIREFLY 7	SERIOUS	234
	656	159MK	062886	ROUNDUP, MT	MATHEW M. KE	STARDUSTER	NONE	200
	657	4238Z	020186	AFTON, WY	PIPER	PA-18-150	MINOR	366
	658	53353	071186	CENTER, CO	CESSNA	A 188B	NONE	82
	659	7131Z	070286	WILLISTON, ND	PIPER	PA-25-235	NONE	218
	660	2507J	062786	KIMBALL, SD	CESSNA	T188	NONE	292
	661	61999	062286	RONAN, MT	CESSNA	180K	NONE	198
	662	79221	062186	BOSLER, WY	CESSNA	172K	MINOR	370
	663	1424W	021886	GRAND JUNCTION, CO	BELL	47G3 B-2	MINOR	64
	665	4768Y	060686	HARVE, MT	PIPER	PA-25-260	NONE	196
	666	23RB	060886	GLADE PARK, CO	BEAVER	EVANS VP-1	NONE	74
	667	8768L	062086	SOUTH HEART, ND	PIPER	PA-25-235	NONE	214
	668	751Y	061186	WESSINGTON, SD	GRUMMAN	G-164	NONE	288
	669	2BC	062886	JOLIET, MT	CESSNA	182F	NONE	202
	670	6838Q	062486	LA MOURE, ND	SCHWEIZER	G-164A	NONE	216
	671	1272K	070986	SALIDA, CO	LUSCOMBE	88	NONE	80
	673	46193	020186	BERTHOUD, CO	CESSNA	152	FATAL	60
	674	47802	070786	PORUM, OK	CESSNA	152	NONE	264
	675	2228R	070286	CEDAR KEY, FL	CESSNA	T210H	NONE	116
	676	13351	072686	FORT MYERS, FL	CESSNA	172M	NONE	126
	677	302BG	062686	LITTLE RIVER, SC	BURKHART GRO	G-103A	NONE	280
	678	428FH	040886	MIAMI, FL	FAIRCHILD HI	FH-1100	NONE	88
	679	147ED	081786	MATAGORDA IS., TX	CESSNA	U206F	MINOR	338
	680	9998Y	O81486	TULSA, OK	CESSNA	210	SERIOUS	268

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681	23539	060786	BLACKWELL, OK	AIR TRACTOR	AT-301	SERIOUS	260
682	9737J	062386	MALONE, TX	CESSNA	A 188B	FATAL	318
683	9835D	070386	VAN WERT, OH	PIPER	PA-22-160	NONE	242
684	4410W	062086	ARDMORE, OK	QUICK SILVER	MXII	SERIOUS	262
685	3166D	062186	OLATHE, KS	CESSNA	180	NONE	162
686	4949X	041786	SALEM, IA	ROCKWELL INT	S-2R	NONE	136
687	7921U	042786	VAN BUREN, MO	CESSNA	172F	NONE	182
688	21LT	072486	RAWLINS, WY	TROUTMAN	QUICKIE Q2	NONE	374
689	8059H	041286	LOWELL, MI	HUGHES	269A	NONE	174
690	3187T	032686	LACON, IL	CESSNA	177	NONE	152
691	20866	032886	MIDDLETON, WI	CESSNA	172MM	NONE	364
692	25342	032386	COLUMBUS, IN	NAVION	н	NONE	156
693	80167	030186	MILWAUKEE, WI	CESSNA	172M	SERIOUS	362
694	9910W	033186	VEEDERSBURG, IN	PIPER	PA-28-140	NONE	158
695	982G	072486	ALLIANCE, OH	CHAMPION	7E6A	MINOR	254
696	877AA	031286	MEMPHIS, TN	BOEING	727-223	SERIOUS	296
697	93472	022586	DYERSBURG, TN	CESSNA	152	SERIOUS	294
699	5280A	052286	ELGIN, ND	CESSNA	T210N	FATAL	212
701	4259Y	062186	BOONE, NC	H. PREISS	HP-19C	FATAL	208
702	964X	063086	RAYVILLE, LA	GRUMMAN	G-164	MINOR	168
703	2401Z	041286	SEMONOLE, TX	PIPER	PA-36-400	MINOR	306
704	26Z	071386	MIAMISBURG, OH	SMITH	MINIPLANE	SERIOUS	248
705	3106L	071186	CAMPTI, LA	AIR TRACTOR	AT-301	MINOR	170
706	2522	061686	ADELANTO, CA	BENSEN-JANSE	B-8M	FATAL	56
707	77326	080186	OROVILLE, CA	CESSNA	140	MINOR	58

File Number	Aircraft Regist.	Date	Location	Aircr Make 	aft Model	Injury Index	Page
708	5067F	042686	KEAAU, HI	FAIRCHILD HI	FH-1100	NONE	134
709	27529	042586	MOUNT AIRY, NC	TAYLORCRAFT	BLT-65	NONE	204
710	4087W	041086	BIRMINGHAM, AL	PIPER	PA-32-300	NONE	22
711	6242Z	042786	BRASELTON, GA	PIPER	PA-25-150	NONE	132
712	9030L	041986	CHESTER, SC	BELLANCA	7-GCAA	NONE	276
713	45CX	072786	NEWPORT NEWS, VA	QUICKIE	Q200	FATAL	352
714	6535N	040986	JAY EM, WY	CESSNA	T-210N	FATAL	368
715	555EB	032186	ALBUQUERQUE, NM	PIPER	PA-32R-300	SERIOUS	226
716	92283	050286	BRITTON, SD	PIPER	J-3	MINOR	284
717	37AP	032386	STEINS, NM	DOUGLAS	C-47	NONE	228
718	4015P	071686	MANDALE, OH	AYRES	S2R-T15	NONE	252
719	326JR	060886	GUNTERSVILLE, AL	AERO COMMAND	500-B	NONE	24
722	6990X	051986	ALAMOSA, CO	CESSNA	172B	NONE	70
723	3559E	051786	PIERRE, SD	CESSNA	172	MINOR	286
724	8078M	060686	VERNAL, UT	CESSNA	182P	MINOR	344
725	757GH	071386	AKRON, CO	CESSNA	A 150N	NONE	84
726	6120Z	061686	BADGER, SD	PIPER	PA-25	FATAL	290
727	53345	051186	SALT LAKE CITY, UT	CESSNA	152	NONE	342
728	3749R	051486	GREAT FALLS, MT	CESSNA	172H	NONE	194
729	21WL	051486	ALBUQUERQUE, NM	CESSNA	421C	NONE	232
730	90695	032286	MEMPHIS, TN	ROBINSON	R-22	FATAL	298
731	8327	032186	AFTON, CA	SIKORSKY	S-55	NONE	48
732	7797V	060586	VIRGINIA BEACH, VA	AYRES	S2R	MINOR	348
733	58MC	081286	LIVE OAK, FL	BEECH	F-33-C	NONE	130
734	57UT	080186	BUNNELL, FL	BEECH	J35	NONE	128

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735	216Y	042586	OPA LOCKA, FL	CESSNA	310L	NONE	92	
736	1854G	060686	ORMOND BEACH, FL	CHAMPION	7KCAB	NONE	104	
737	8601E	043086	BUNNELL, FL	WING	D-1	SERIOUS	98	
738	2321U	042686	ST. PETERSBURG, FL	CESSNA	1720	SERIOUS	96	
740	316Q	042086	EUSTIS, FL	BLYTHE	QUICKIE	SERIOUS	90	
741	2015K	051386	MOUNTAIN HOME, AR	BEECH	A36	NONE	28	
742	6009N	070386	CONWAY, AR	STEVENS	AKRO	NONE	40	
743	8305Y	071186	OLATHE, KS	PIPER	PA-32-301T	NONE	164	
744	15369	052586	LEE'S SUMMIT, MO	BALLOON WORK	FIREFLY 7-	SERIOUS	186	
745	2889M	032686	SALEM, AR	PIPER	PA-34-200T	NONE	26	
746	1653\$	050386	WALTERBORO, SC	AYRES ·	S-2D-600	NONE	278	
747	3580Q	042886	TWIN FALLS, ID	CESSNA	172	NONE	144	
748	2634C	052386	SKINNER RANCH, OR	CESSNA	310	NONE	274	
749	6509L	072786	SNOHOMISH, WA	CESSNA	152	NONE	360	
750	4137C	072586	BATTLE MOUNTAIN, NV	CESSNA	T-210	NONE	236	
751	8165K	042686	GRANGEVILLE, ID	STINSON	ST-75	FATAL	142	
752	42496	040886	EAST WENATCHEE, WA	PIPER	PA-28-180	FATAL	354	
753	8312K	042686	DALLAS, OR	PIPER	PA-28-161	NONE	272	
754	75006	063086	MONTPELIER STA., VA	PIPER	PA-28R-200	NONE	350	
755	50007	042786	DAVIS, CA	CESSNA	150H	NONE	50	
756	2002E	053186	GOODYEAR, AZ	CESSNA	172N	SERIOUS	44	
758	8640E	070586	TREMONT CITY, OH	BEECH	C-45H	NONE	244	
759	39943	042086	GEROGETOWN, TX	BABY BIRD	Q2-200	SERIOUS	308	
760	23RY	061486	CEDAR HILL, TX	RUTAN	LONG-EZ	SERIOUS	316	
761	7JA	072786	MCKINNEY, TX	THORPE	T18	NONE	332	

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762	20EK	080986	COLLEGE STATION, TX	MOLINO OY	PIK-20B	NONE	334
763	5118Q	080286	ELKO, NV	CESSNA	T210L	NONE	238
764	5511X	072486	NAMPA, ID	AYRESCOMMAND	S2R	FATAL	150
765	5017X	072386	KUNA, ID	AYRES	S-2R	FATAL	148
766	8844W	062186	LAST CHANCE, CO	PIPER	PA-28-235	NONE	76
767	69043	030186	WISDOM, MT	CESSNA	152	MINOR	192
768	3930T	080986	HOUSTON, TX	PIPER	PA-28-R-18	NONE	336
769	20889	012386	MCALLEN, TX	CESSNA	172M	NONE	300
770	6479Y	031186	OZONA, TX	CESSNA	T210	MINOR	302
771	4561	033186	CROWLEY, LA	GRUMMAN	G-164A	NONE	166
773	6471 M	052586	RAYMOND, WA	CESSNA	152	NONE	358
774	45174	031286	MORGAN, OR	CESSNA	150	NONE	270
775	1046V	051386	MURPHY, ID	CESSNA	206T	MINOR	146
776	4841B	051086	SUNNYSIDE, WA	BEECHCRAFT	A23-24	MINOR	356
777	3366Z	072686	UMIAT, AK	PIPER	PA-22	NONE	4
778	632X	061086	NEW BRAUNFELS, TX	BENSON	B-8M	FATAL	314
779	4649C	071486	BLACKBURN, AK	CESSNA	170B	NONE	2
780	1163E	080686	KUSKATAN RIVER, AK	CITABRIA	7GCBC	NONE	16
781	50TA	080486	KOTZEBUE, AK	NAVION	D-16	NONE	10.
782	9661P	080586	MCGRATH, AK	PIPER	PA-18	NONE	14
783	9188M	080486	EGEGIK, AK	CESSNA	U206	NONE	12
784	6169V	080186	KOTZEBUE, AK	LAKE	LA-4	NONE	8
785	75092	072786	CHUGIAK, AK	STINSON	ST108	MINOR	6
786	1491X	080886	TYONEK, AK	PIPER	PA-32-300	MINOR	18
787	5108B	081786	ALEXANDER RIVER, AK	CESSNA	152	NONE	20

File Order Listing - Issue No. 4, 1986

File	Aircraft				Aircraft		
Number	Regist.	Date	Location	Make	Mode 1	Index	Page
788	136HA	071586	PATASKALA, OH	HILLER	UH-12E	NONE	250
789	9 49 03	033186	LESLIE, MI	TAYLORCRAFT	BC12-D	MINOR	172
790	84JL	071486	BLISSFIELD, MI	JERRY BERRY	MONO-FLY	NONE	176
791	36937	060686	WHITE BEAR LAKE, MN	AERONCA	65-TAC	FATAL	178
793	5552E	070386	TOOELE, UT	CESSNA	172N	NONE	346
794	757KB	062886	FORT LUPTON, CO	CESSNA	152	NONE	78
795	NONE	012286	ALBUQUERQUE, NM	EIPPER	QUICKSILVE	SERIOUS	224
796	990RE	072086	SUNDANCE, WY	ROTEC	PANTHER II	NONE	372
797	64998	070286	OXFORD, IA	CESSNA	152	NONE	140
798	48532	062686	WELLMAN, IA	GRUMMAN	G-164B	MINOR	138
799	8379	072486	GRANDIN, ND	SCHWEIZER	G164A	NONE	220
800	1721Q	041286	OGDEN, UT	CESSNA	207A	MINOR	340

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		•				
				, -		

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 4 OF 1986 ACCIDENTS

File No 779 7/14/86 BLACK	BURN, AK A/C R	eg. No. N4649C	Т	ime (Lc1) -	2350 ADT	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Injur	ies	
	SUBSTA		Fata1			None
Type of Operation -BUSINESS	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -APPROACH						
Aircraft Information						
Make/Model - CESSNA 170B	Eng Make/Model - CO			Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			1 Warning S	ystem - Y	ES
Max Gross Wt - 2050		CIPROCATING-CARBUR	FIOR			
No. of Seats - 4	Rated Power -	145 HP				
Environment/Operations Information	7.1.1	•		Dunidada		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point			Proximity RPORT/STRIE	,	
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	GALENA,AK		UFF A1	RPURI/SIRIF	•	
Completeness - N/A	Destination		Airport D	12+2		
Basic Weather - VMC	SAME AS ACC/INC		An por c E	, a ca		
Wind Dir/Speed- 090/005 KTS	5AME A5 A50, 1115		Runway	· Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -	· N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runway	Surface -	WATER	
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	WATER -	GLASSY
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP				
Precipitation - NONE						
Condition of Light - DUSK						
Personnel Information	4	Madianl Coulisian	+- VAL TE	MEDICAL NO	NATVEDS /	
Pilot-In-Command	Age - 31 Biennial Flight Review	Medical Certifica	ht Time (F		WAIVERS/	LIMII
<pre>Certificate(s)/Rating(s) PRIVATE</pre>	Current - YES	Total -	1461	last 04	l Hrs -	8
SE LAND	Months Since - 16	Make/Model-	592	Last 24 Last 30 Last 90) Davs-	75
SE ENIED	Aircraft Type - C-170	Instrument-	3	Last 90	Davs-	120
		2	-	Rotorci	aft -	5
Instrument Rating(s) - NONE						
Narrative						
UNDERSHOT APCH AND CRASHED INTO A RIVER	WHILE EXECUTING A LOW CIRCL	ING APCH TO LAND A	T A NEARBY	,		
EL BAR. PLT STATED THAT HE HAD BEEN ON DU						
THAT HE WAS TIRED AND "PLAYING AROUND". A						

7/14/86 BLACKBURN, AK A/C Reg. No. N4649C File No. - 779 Time (Lc1) - 2350 ADT **UNDERSHOOT** Occurrence #1 Phase of Operation APPROACH - VFR PATTERN - DOWNWIND Finding(s) 1. LIGHT CONDITION - DUSK 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, OSTENTATIOUS DISPLAY - PILOT IN COMMAND INSUFFICIENT STANDARDS/REQUIREMENTS, OPERATION/OPERATOR - COMPANY/OPERATOR MGMT 5. JUDGEMENT - POOR - PILOT IN COMMAND 6. BUZZING - INTENTIONAL - PILOT IN COMMAND 7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND IMPROPER DECISION.FATIGUE(FLIGHT AND GROUND SCHEDULE) - PILOT IN COMMAND Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,4,8

File No 777 7/26/86 UMIAT	AK A/C	A/C Reg. No. N3366Z Time (Lc1) - 2315 A				
Basic Information Type Operating Certificate-NONE (GENERAL	_ AVIATION) Aircra	ft Damage		Inju	ries	
	SUBST	ANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	_	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA-22		YCOMING 0-320-A1A		Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			Stall Warni	ng System	- NO
Max Gross Wt - 1840		ECIPROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power -	150 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Poin	t	OFF A	RPORT/STRI	P	
Method - ACFT RADIO	UMIAT,AK					
Completeness - FULL	Destination		Airport [Data		
Basic Weather - IMC	BETTLES, AK		_			
Wind Dir/Speed- CALM	.=- /				- N/A	
Visibility100 SM	ATC/Airspace			/ Lth/Wid		
Lowest Sky/Clouds - 2000 FT	Type of Flight Plan			/ Surface		
	CAST Type of Clearance		Runway	/ Status	- N/A	
Obstructions to Vision- UNK/NR	Type Apch/Lndg	- FURCED LANDING				
Precipitation - RAIN SHOWERS						
Condition of Light - DUSK						
Personnel Information						/·
Pilot-In-Command	Age - 45	Medical Certifica			O WAIVERS	LIMII
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (F		4 11	
PRIVATE	Current - YES	Total -	168 79		4 Hrs -	4 /ND
SE LAND	Months Since - 11 Aircraft Type - PA-20	Make/Model- Instrument-		Last 3	O Days- ur	
	Aircraft Type - PA-20	Instrument-	3	Last 9	O Days-	26
Instrument Rating(s) - NONE						
Namedia						
Narrative	ICTION DUDING FINAL ADDOGA	CU FORCING LITE TO	LAND ON A			
OT STATED THE ENGINE QUIT DUE TO FUEL EXHA OT UNSUITABLE GRAVEL BAR. AIRCRAFT NOSED O						
ZI LINSLI LABLE GRAVEL BAR. ATRURAET NUSED II						

A/C Reg. No. N3366Z File No. - 777 7/26/86 UMIAT, AK Time (Lc1) - 2315 ADT ______ Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND 3. REFUELING - DELAYED - PILOT IN COMMAND 4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 5. JUDGEMENT - POOR - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - NONE SUITABLE 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) 2,3,4,5 Factor(s) relating to this accident is/are finding(s) 1,6

Landing Gear - TAILWHEEL-ALL FIXED Num Max Gross Wt - 2200 En No. of Seats - 2 Ra -Environment/Operations Information Weather Data Itine	SUE Fire NON g Make/Model - mber Engines - gine Type - ted Power	NE - FRANKLIN - 1	Crew Pass 6A4-165-B3 TING-CARBUR	О ELT		2 0 / /Activated	
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT -Aircraft Information Make/Model - STINSON ST108 En Landing Gear - TAILWHEEL-ALL FIXED Nu Max Gross Wt - 2200 En No. of Seats - 2 Ra -Environment/Operations Information Weather Data Itine	Fire NOM Make/Model	P NE - FRANKLIN - 1 - RECIPROCA	Pass 6A4-165-B3 TING-CARBUR	0 0 ELT	0 0 Installed	2 0 / /Activated	0 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT -Aircraft Information Make/Model - STINSON ST108 En Landing Gear - TAILWHEEL-ALL FIXED Nu Max Gross Wt - 2200 En No. of Seats - 2 Ra -Environment/Operations Information Weather Data Itine	NON g Make/Model - mber Engines - gine Type - ted Power	NE - FRANKLIN - 1 - RECIPROCA	Pass 6A4-165-B3 TING-CARBUR	О ELT	0 Installed	0 / /Activated	O I - YES/YE
Accident Occurred During -DESCENT -Aircraft Information Make/Model - STINSON ST108 Englanding Gear - TAILWHEEL-ALL FIXED Number Max Gross Wt - 2200 England No. of Seats - 2 Ra -Environment/Operations Information Weather Data Itine	g Make/Model - mber Engines - gine Type - ted Power -	- FRANKLIN - 1 - RECIPROCA	 6A4-165-B3 TING-CARBUR	ELT	Installed	/ /Activated	 - YES/YE
-Aircraft Information Make/Model - STINSON ST108 English	mber Engines - gine Type - ted Power	- 1 - RECIPROCA	TING-CARBUR				
Make/Model - STINSON ST108 Englanding Gear - TAILWHEEL-ALL FIXED Number of Seats - 2 Ra -Environment/Operations Information	mber Engines - gine Type - ted Power	- 1 - RECIPROCA	TING-CARBUR				
Landing Gear - TAILWHEEL-ALL FIXED Num Max Gross Wt - 2200 Eng No. of Seats - 2 Ra -Environment/Operations Information Weather Data Itine	mber Engines - gine Type - ted Power	- 1 - RECIPROCA	TING-CARBUR				
Max Gross Wt - 2200 Eng No. of Seats - 2 Ra 	gine Type - ted Power - 	- RECIPROCA			Stall Warn	ing System	- NO
No. of Seats - 2 Ra 	ted Power -			ETOR			
	rary	- 165 HP 					
Weather Data Itine							
				Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Las	t Departure Po	oint		OFF A	IRPORT/STR	IP	
Method - N/A K	USTATAN, AK						
· · · · · · · · · · · · · · · · · · ·	ination			Airport	Data		
	IRCHWOOD, AK						
Wind Dir/Speed- 180/005 KTS					y Ident	- N/A	
	irspace			Runwa	y Lth/Wid		
	e of Flight Pl			Runwa	y Surface	- N/A	
	e of Clearance			Runwa	y Status	- N/A	
	e Apch/Lndg	- FORCE	D LANDING				
Precipitation - NONE							
Condition of Light - DUSK							
-Personnel Information							
Pilot-In-Command Age -	44	Medica	1 Certifica			WAIVERS/LI	MIT
Certificate(s)/Rating(s) Biennial	Flight Review		Flig	ht Time (Hours)		
COMMERCIAL Curre	nt - YES	S To	tal -			24 Hrs -	1
SE LAND, ME LAND, SE SEA Month	nt - YES s Since - 5 aft Type - C-	Ma	ke/Mode1-	29	Last	30 Days- t	INK/NR
Aircr	aft Type - C-	172 In	strument-	1300	Last	90 Days-	4
		Mu	ılti-Eng -	2332			
Instrument Rating(s) - AIRPLANE							
AIRCRAFT LOST POWER IN FLIGHT AND CRASHED INTO A WO	ODED AREA. VMC	CONDITION	IS PREVATIED	AND A VE	R FLIGHT P	I AN	
FILED. ON SITE EXAMINATION OF THE FUEL TANKS REVEAL				-			

A/C Reg. No. N75092 File No. - 785 7/27/86 CHUGIAK, AK Time (Lc1) - 2149 ADT LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation DESCENT - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 3. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND 4. JUDGEMENT - POOR - PILOT IN COMMAND FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY 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) 2,3,4 Factor(s) relating to this accident is/are finding(s) 1

-Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		ft Damage ANTIAL	Fatal	Inj: Serious	uries	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	SUBST	ANTIAL	Fatal			
Flight Conducted Under -14 CFR 91			Fatal	Conjour		
Flight Conducted Under -14 CFR 91	Fire		_ '			None
		Cre		0	0	1
	NONE	Pas	s O	0	0	1
-Aircraft Information						
Make/Model - LAKE LA-4	Eng Make/Model - L				/Activated	
Landing Gear - AMPHIBIAN	Number Engines -			itall Warn	ing System	- YES
Max Gross Wt - 2600	5 7,	ECIP-FUEL INJECTED				
No. of Seats - 4	Rated Power -	200 HP				
-Environment/Operations Information						
Weather Data .	Itinerary		Airport	Proximity		
Wx Briefing - FSS	Last Departure Poin	t	OFF AI	RPORT/STR	IP	
Method - IN PERSON	KOTZEBUE, AK					
Completeness - FULL	Destination		Airport D)ata		
Basic Weather - VMC	SAME AS ACC/INC					
Wind Dir/Speed- 120/015 KTS				/ Ident	- N/A	
Visibility - 3.000 SM	ATC/Airspace		Runway	/ Lth/Wid	- N/A	
Lowest Sky/Clouds - 1800 FT	Type of Flight Plan		Runway	/ Surface	- N/A	
Lowest Ceiling - 1800 FT BROK		- NONE	Runway	/ Status	- N/A	
Obstructions to Vision- UNK/NR	Type Apch/Lndg	- NONE				
Precipitation - RAIN						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 53	Medical Certific	ate - VALIC) MEDICAL-	NO WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	F1 i	ght Time (F	lours)		
PRIVATE	Current - YES		7530	Last	24 Hrs -	6
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Mode1-	630	Last	30 Days-	75
	Aircraft Type - LA-4	Instrument-		Last	90 Days-	120
	<i>*</i>	Multi-Eng -	2200			
Instrument Rating(s) - AIRPLANE						

8/01/86 A/C Reg. No. N6169V File No. - 784 KOTZEBUE.AK Time (Lc1) - 1500 ADT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation CLIMB - TO CRUISE Finding(s) 1. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 3. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND 4. WEATHER CONDITION - DOWNDRAFT 5. WEATHER CONDITION - HIGH WIND 6. WEATHER CONDITION - RAIN Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. TERRAIN CONDITION - HIGH TERRAIN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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

File No 781 8/04/86	KOTZEBUE, AK	A/C Reg.	No. N5OTA	1	ime (Lc1) -	1930 AD	Т '
-Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft D)amage		Injur	ies	
.,, =, = = = = = = = = = = = = = = = = =	, ,	SUBSTANTI		Fatal	•	Minor	None
Type of Operation -PERSON	NAL	Fire	Cre	ew O	0	0	1
Flight Conducted Under -14 CF		NONE	Pas	ss 0	0	0	2
Accident Occurred During -TAKEO	FF 						
-Aircraft Information							
Make/Model - NAVION D-16		e/Mode1 - LYCON	MING 0-320		Installed/Ad		
Landing Gear - TRICYCLE-RETRACT		ingines - 2			itall Warning	g System	- YES
Max Gross Wt - 2950	_ 3	Type - RECIF		JRETOR			
No. of Seats - 4	Rated Po	ower - 15	50 HP				
-Environment/Operations Information			•				
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS		arture Point		ON AIF	PORT		
Method - TELEPHONE		S ACC/INC					
Completeness - PARTIAL, LMTD B				Airport [
Basic Weather - VMC	NOATAK.	, AK		KOTZEE			
Wind Dir/Speed- 140/009 KTS	ATO /A /	•				UNK/NR	
Visibility - 30.0 SM	ATC/Airspac		IONE		Lth/Wid -	•	
Lowest Sky/Clouds - 3000 Lowest Ceiling - 10000		Clearance - N			Surface - Status -		
Obstructions to Vision- NONE	Type Apch		NONE	Runway	Status -	UNK/NK	
Precipitation - NONE	Type Apci	i/ Lilug	NOINE				
Condition of Light - DAYLIG	нT						
-Personnel Information Pilot-In-Command	Age - 47	Me	edical Certifi	cate - VALIC	MEDICAL-NO	WAIVERS	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Fligh	t Review	F1	ight Time (F	lours)		
COMMERCIAL	Current	- YES		7003	Last 24	Hrs -	3
SE LAND, ME LAND	Months Sind	ce - 14	Make/Mode1-		Last 30	Days-	3
HELICOPTER	Aircraft Ty	ype - D-16	Instrument-		Last 90	Days-	3
			Multi-Eng -	1529	Rotorcra	aft -	1174
Instrument Rating(s) - AIRP	LANE						
-Narrative							
LEFT FUEL VALVE WAS IN THE OFF POS	ITION AT THE TIME OF TH	HE TAKEOFF. THE	PILOT ATTEMP	TED TO LIFT-	OFF BELOW		
RECOMMENDED VMC SPEED. THE PILOT L							
RUNWAY INTO A LAKE.							

File No. - 781 8/04/86 KOTZEBUE.AK A/C Reg. No. N5OTA Time (Lcl) - 1930 ADT LOSS OF POWER(PARTIAL) - NON-MECHANICAL Occurrence #1 Phase of Operation TAKEOFF Finding(s) 1. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND IMPROPER USE OF PROCEDURE - PILOT IN COMMAND 3. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND 4. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 6. LIFT-OFF - IMPROPER - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 1,3,4,5,6$ Factor(s) relating to this accident is/are finding(s) 2

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File No 783 8/04/86 E	GEGIK, AK A	/C Reg. No. N9188M		Time (Lc1) -	1200 AD	Т
Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	craft Damage		Injur	100	
Type operating certificate None (de		BSTANTIAL	Fatal	•	Minor	None
Type of Operation -PERSONAL			rew 0	0	0	1
Flight Conducted Under -14 CFR 9	91 NO	NE P	ass 0	0	0	2
Accident Occurred During -LANDING	·					
Aircraft Information						
Make/Model - CESSNA U206		- CONTINENTAL 10-52		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines			Stall Warnin	g System	- YES
Max Gross Wt - 3600 No. of Seats - 6	Engine Type Rated Power	RECIP-FUEL INJECT300 HP	ED			
No. of Seats - 6	Rated Fower	- 300 MP				
Environment/Operations Information Weather Data	 Itinerary		Ainmont	Proximity		
Wx Briefing - NO RECORD OF BRIE		oint		IRPORT/STRIP		
Method - N/A	KING SALMON, AK		011 A	IKI OKI/ SIKIF		
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	SAME AS ACC/IN	C				
Wind Dir/Speed- 150/010 KTS	·		Runwa	y Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace			y Lth/Wid -		
Lowest Sky/Clouds - UNK/NR	Type of Flight P			y Surface -		
Lowest Ceiling - 3000 FT			Runwa	y Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - RAIN Condition of Light - DAYLIGHT						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - UNK/NR	Medical Certif	icoto - VALT	D MEDICAL -NO	WATVEDS	/1 TMTT
Certificate(s)/Rating(s)	Biennial Flight Review		light Time (WAIVERS	/ LIMII
COMMERCIAL, CFI	Current - YE			Last 24	Hrs -	1
SE LAND, ME LAND	Months Since - 20	=		Last 30		100
, ,	Aircraft Type - C-			Last 90	•	250
		Multi-Eng	- 990		•	
Instrument Rating(s) - AIRPLA	NE					
Narrative						
E PILOT STATED THAT DURING THE LANDING	POLLOUT ON THE GRAVEL BAD H	IF LOST CONTROL OF T	HE ATDODAET	CALISTNG THE		
ANE TO NOSE OVER ON ITS BACK.	ROLLOGI ON THE GRAVEL BAR I	L LOST CONTROL OF T	HE MINORMET	OMOSTING THE		
The state of the on the profit.						

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

File No 782 8/05/86 MCGRA	8/05/86 MCGRATH,AK A/C Reg. No. N9661P Time			A/C Reg. No. N9661P Time (Lcl) - 1600 ADT					Time (Lc1) - 1600 ADT		
Basic Information											
Type Operating Certificate-NONE (GENERA				Injur							
Time of Open Allen	SUBSTANT		Fatal	Serious	Minor	None					
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	Crew	0	0	0	1					
Accident Occurred During -MANEUVERING	NONE	Pass	0	О	0	1					
Accident occurred buring -Maneovering											
Aircraft Information											
Make/Model - PIPER PA-18	Eng Make/Model - LYCC	MING 0-320		Installed/A							
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warnin	g System	- NO					
Max Gross Wt - 1750	Engine Type - RECI		TOR								
No. of Seats - 2	Rated Power -	50 HP									
Environment/Operations Information		,									
Weather Data	Itinerary	•	Airport	Proximity							
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRIP							
Method - N/A	SAME AS ACC/INC										
Completeness - N/A	Destination		Airport D	ata							
Basic Weather - VMC	SAME AS ACC/INC										
Wind Dir/Speed- CALM					N/A						
Visibility - 160.0 SM	ATC/Airspace			•	N/A						
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -		•		N/A						
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status -	N/A						
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE									
Precipitation - NONE											
Condition of Light - DAYLIGHT											
Personnel Information											
Pilot-In-Command		Medical Certificat			WAIVERS/	LIMIT					
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)									
PRIVATE	Current - NO	Total - UN			Hrs - UN						
SE LAND	Months Since - UNK/NR	Make/Model- UN	K/NR	Last 30	Days- UN	K/NR					
	Aircraft Type - UNK/NR	Instrument- UN		Last 90							
		Multi-Eng - UN	K/NR	Rotorcr	aft - UN	K/NR					
Instrument Rating(s) - NONE											
Namakiya											
Narrative E PILOT STATED THAT DURING THE CLIMBOUT THE	ENGINE REGAN TO COUTTED LOS	CT DOWED AND CDACH	ED TNITO A	WOODED							
E PILOT STATED THAT DURING THE CLIMBOUT THE EA. EXAMINATION OF THE AIRCRAFT REVEALED HE		SI PUWER AND CRASH	ED INIO A	MOODED							
LA. LAAMINATION OF THE AIKCKAFT KEVEALED HE	AVI CARDUKETUK ICING.										

File No. - 782 8/05/86 MCGRATH,AK A/C Reg. No. N9661P Time (Lc1) - 1600 ADT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. FUEL SYSTEM,LINE - ICE
2. TERRAIN CONDITION - HIGH TERRAIN
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

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

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

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

-Basic Information						
Type Operating Certificate-NONE (GEN	JERAL AVIATION) Aircraf SUBSTA	t Damage	Fatal	Inju Serious		None
Type of Operation -PERSONAL	Fire	Crew				1
Flight Conducted Under -14 CFR 9	NONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF						
-Aircraft Information						
Make/Model - CITABRIA 7GCBC	Eng Make/Model - LY				Activated	
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650	Number Engines - 1 Engine Type - RE			tali warni	ng System	- 140
No. of Seats - 2	Rated Power -		LION			
	·					
Weather Data	Itinerary		Airport I			
Wx Briefing - NO RECORD OF BRIEF			OFF AII	RPORT/STRI	P	
Method - N/A	SAME AS ACC/INC Destination		Ainmont D			
Completeness - N/A Basic Weather - VMC	LOCAL		Airport Da	ata		
Wind Dir/Speed- CALM	EGOAL		Runway	Ident	- N/A	
Visibility - 50.0 SM			Runway	Lth/Wid		
	SCATTERED Type of Flight Plan			Surface		
Lowest Ceiling - NONE			Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NUNE				
Precipitation - NONE Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 32	Medical Certifica	+e - VALID	MEDICAL -W	ATVEDS/LIN	ATT
Certificate(s)/Rating(s)	Biennial Flight Review	Flia	ht Time (H	ours)	•	
PRIVATE	Current - YES Months Since - UNK/NR	Total - Make/Model-	473	Last 2	4 Hrs -	2
SE LAND		Make/Mode1-	448	Last 3	O Days-	33
	Aircraft Type - 7GCBC	Instrument-	7	Last 9	00 Days-	66
Instrument Rating(s) - NONE						
-Narrative		•	_			
ING THE TAKEOFF ROLL ON A RIVER GRAVEL	BAR, THE PILOT LOST DIRECTIONA	L CONTROL OF THE A	IRCRAFT CA	JSING THE		
CRAFT TO NOSE OVER ON ITS BACK.						

File No. - 780 8/06/86 A/C Reg. No. N1163E Time (Lc1) - 2200 ADT KUSKATAN RIVER,AK Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. UNSUITABLE TERRAIN - INATTENTIVE - PILOT IN COMMAND IMPROPER USE OF PROCEDURE - PILOT IN COMMAND 3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT ATTAINED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation TAKEOFF - GROUND RUN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

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

raft Damage STANTIAL E LYCOMING IO 1 RECIP-FUEL 300 HP			Serious 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	/Activa	1 1 	
LYCOMING IO 1 RECIP-FUEL : 300 HP	Pass 	O O O ELT :	O O Installed tall Warn	/Activa	1 1 	0 0
LYCOMING IO 1 RECIP-FUEL : 300 HP	Pass 	ELT :	O Installed tall Warn	 /Activa	1 ted -	O
LYCOMING IO- 1 RECIP-FUEL : 300 HP		ELT :	Installed tall Warn	/Activa		 YES/YE
1 RECIP-FUEL : 300 HP 		S: Airport F	tall Warn	ing Sys		
1 RECIP-FUEL : 300 HP 		S: Airport F	tall Warn	ing Sys		
1 RECIP-FUEL : 300 HP 		S: Airport F	tall Warn	ing Sys		
RECIP-FUEL : 300 HP	INJECTED	Airport F	 Proximity		tem -	YES
300 HP	INJECTED			 , ·		
				 , ·		
				, .		
		ON AIR	PORT			
			_			
		Airport Da	ata			
			T			
an - VED						O
					EL	
		Rullway	Status	DKI		
HONE						
Medical (Certificat	e - VALID	MEDICAL-	WAIVERS	/LIMIT	
	Fligh	nt Time (Ho	ours)			
Tota						6
Make,		166	Last	30 Days	- UNK/	NR
			Last	90 Days	:- 3	195
Mu1t	i-Eng -	123				
TO CETTLE T						
	Tota Make 32 Inst Mult	- NONE - NONE Medical Certificat Fligh Total Make/Model- 32 Instrument- Multi-Eng	Runway an - VFR Runway - NONE Runway - NONE Medical Certificate - VALID Flight Time (He Total - 2590 Make/Model - 166 32 Instrument - 77 Multi-Eng - 123	an - VFR Runway Surface - NONE Runway Status Medical Certificate - VALID MEDICAL- Flight Time (Hours) Total - 2590 Last Make/Model - 166 Last 32 Instrument - 77 Last Multi-Eng - 123	Runway Lth/Wid - 460 an - VFR Runway Surface - GRAV - NONE Runway Status - DRY - NONE Medical Certificate - VALID MEDICAL-WAIVERS - Flight Time (Hours) - Total - 2590 Last 24 Hrs - Make/Model - 166 Last 30 Days 32 Instrument - 77 Last 90 Days	Runway Lth/Wid - 4600/ 8 an - VFR Runway Surface - GRAVEL - NONE Runway Status - DRY - NONE Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

File No. - 786 8/08/86 TYONEK, AK A/C Reg. No. N1491X Time (Lc1) - 2130 ADT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND IMPROPER USE OF PROCEDURE - PILOT IN COMMAND 3. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND 4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND 5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT TAKEOFF - INITIAL CLIMB ----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 787 8/17/86 ALEXA	ANDER RIVER,AK A/C	Reg. No. N5108B	Т	ime (Lc1)	- 2100 ADT	
-Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION) Aircra	ıft Damage		Inju	ries	
	SUBST	ANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire		ew O	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pa	iss 0	0	0	1
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA 152	Eng Make/Model - L			Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warnii	ng System	- YES
Max Gross Wt - 1696	Engine Type - F		URETUR			
No. of Seats - 2	Rated Power -	110 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•	it	OFF AI	RPORT/STRI	P	
Method - N/A	ANCHORAGE, AK					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		_			
Wind Dir/Speed- CALM Visibility - 25.0 SM	ATC/Airspace				- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	NONE		Lth/Wid Surface	- N/A - N/A	
Lowest Ceiling - NONE	Type of Clearance				- N/A - N/A	
Obstructions to Vision- NONE	Type of Creatance Type Apch/Lndg		Ruliway	Status	IN/ A	
Precipitation - NONE	Type Apeny Endg	NONE				
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 24	Medical Certifi	cato - VALTE	MEDICAL -N	O WATVERS	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (F		O WAIVERS/	CIMII
PRIVATE	Current - YES	Total -	•		4 Hrs -	1
SE LAND				Last 3		3
	Months Since - 6 Aircraft Type - C-15	Instrument-			O Days-	7
			-		, -	
Instrument Rating(s) - NONE						
ER TOUCHDOWN ON A GRAVEL ROAD, THE PILOT I	OST DIRECTIONAL CONTROL OF	THE ATROPACT CAL	ISTNG THE DIA	NE TO EXIT		
LEFT SIDE OF THE ROAD AND CAUSING THE PLA			JULING THE PEA	HE TO EXT		

Time (Lc1) - 2100 ADT File No. - 787 8/17/86 ALEXANDER RIVER,AK A/C Reg. No. N5108B Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY 2. UNSUITABLE TERRAIN - NOT UNDERSTOOD - PILOT IN COMMAND 3. TERRAIN CONDITION - ROUGH/UNEVEN 4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----

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

File No 710 4/10/86 BIR	MINGHAM, AL	A/C Reg.	No. N4087W	Т	ime (Lcl)	- 2027 CS	Т
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Da	mage		Inju	ries	
		SUBSTANTIA	L	Fata1	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	_	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Mode1 - PIPER PA-32-300		e/Model - LYCOMI	NG IO-540-K1A5		Installed/		
Landing Gear - TRICYCLE-RETRACTABLE		Engines - 1		S	tall Warni	ng System	- YES
Max Gross Wt - 3400	Engine ⁻	, ,	FUEL INJECTED				
No. of Seats - 6	Rated Po	ower - 300) HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Depa	arture Point	•	ON AIR	PORT		
Méthod - UNK/NR		GHAM,AL					
Completeness - WEATHER NOT PERTINE				Airport Da			
Basic Weather - VMC	CORDELI	E,GA			GHAM MUNIC		
Wind Dir/Speed- CALM						- 23	
Visibility - 7.0 SM	ATC/Airspac				Lth/Wid		150
Lowest Sky/Clouds - CLEAR		light Plan - II			Surface		
Lowest Ceiling - NONE		Clearance - II		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apci	n/L nd g - S ⁻	RAIGHT-IN				
Precipitation - NONE							
Condition of Light - NIGHT(DARK)							
Personnel Information							
Pilot-In-Command	Age - 50		lical Certifica			AIVERS/LII	MIT
Certificate(s)/Rating(s)	Biennial Fligh			ht Time (H			_
COMMERCIAL	Current	- YES	Total -	1700	Last 2	4 Hrs - Ul	NK/NR
SE LAND		ce - 9	Make/Model-	1000	Last 3	O Days- U	NK/NR
	Aircraft Ty	ype - PA32300	Instrument-	200	Last 9	O Days- U	NK/NR
Treatment Beating(a)							
Instrument Rating(s) - AIRPLANE							
-Narrative							
ER TAKEOFF PILOT NOTED LOSS OF ENGINE OF	L PRESSURE.ENGINE	SIEZED AND PILO	T LANDED SHORT	OF RUNWAY	. A/C HIT		
ANTENNA DURING LANDING ROLL, SEVERED RI						CATED	

File No. - 710 4/10/86 BIRMINGHAM,AL A/C Reg. No. N4087W Time (Lc1) - 2027 CST

Cocurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - BURST

2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL

Cocurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Cocurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - APPROACH LIGHT/NAVAID

----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 (GENERAL		rcraft Damage			Injur		
Type of Operation -	PERSONAL		UBSTANTIAL re	Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -			ONE	Pass	0	0	0	3
Accident Occurred During -		''	ONE	1 433	Ū	Ŭ	J	J
·Aircraft Information								
Make/Model - AERO COMMAN	-	Eng Make/Model						
Landing Gear - TRICYCLE-RE	TRACTABLE	Number Engines			S.	all Warnir:	ng Syste	m - YES
Max Gross Wt - 6750		Engine Type		INJECTED				
No. of Seats - 7		Rated Power	- 290 HP					
Environment/Operations Inform	ation							
Weather Data	05 00155110	Itinerary	D-1.		Airport	-		
Wx Briefing - NO RECORD Method - N/A	OF BRIEFING	Last Departure GUNTERSVILLE,			ON AIR	URI		
Completeness - N/A		Destination	AL		Airport Da	1+2		
Basic Weather - VMC		ANDROS TOWN			GUNTHE			
Wind Dir/Speed- CALM		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					- 20	
Visibility - 7.0	SM	ATC/Airspace				Lth/Wid ·	- 3360/	95
Lowest Sky/Clouds -	4000 FT SCATT	ERED Type of Flight	Plan - NONE		Runway	Surface ·	- UNK/NR	
Lowest Ceiling - N		Type of Clearan			Runway	Status	- UNK/NR	
Obstructions to Vision- N		Type Apch/Lndg	- NONE					
Precipitation - N								
Condition of Light - D	AYLIGHT							
Personnel Information								
Pilot-In-Command		Age - 39		Certificat			WAIVER	S/LIMIT
Certificate(s)/Rating(s) COMMERCIAL		Biennial Flight Revie Current - Y		al -	it Time (Ho 900	urs) Last 24	4 Una -	2
ME LAND		Months Since - 1				Last 3		
ME LAND		Aircraft Type - U		trument-		Last 90		83
		Arrelare Type 0		ti-Eng -	304	Last St	Juyu	00
Instrument Rating(s) -	AIRPLANE							
-Narrative PLT ALLOWED THE AIRCRAFT TO S	ETTLE BACK ON	TO THE DUNWAY SHODTLY	AFTED LIETOE	E EDOM THE	DIINWAV AE	ED HAVING		
EADY RETRACTED THE LANDING GEA					CONTRA L AL	TI LIMATIAG		

6/08/86 GUNTERSVILLE,AL A/C Reg. No. N326JR Time (Lc1) - 0945 CDT File No. - 719 Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND 2. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND 3. GEAR RETRACTION - PREMATURE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - RUNWAY 5. WHEELS UP LANDING - IMPROPER - PILOT IN COMMAND ----Probable Cause----

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

Basic Information Type Operating Certificate-ON-DEMAND A	IR TAXI Aircraf	t Damage		Injur	ies	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	SUBSTA		Fatal	•	Minor	None
Type of Operation -POSITIONING	Fire	Cre	ew O	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pas	s O	0	0	1
Accident Occurred During -LANDING						
-Aircraft Information		<u>-</u>				
Make/Model - PIPER PA-34-200T	Eng Make/Mode1 - CC			Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2 Engine Type - RE	! :CIP-FUEL INJECTED		tall Warnin	g System	- YES
Max Gross Wt - 4570 No. of Seats - 6	Rated Power -	200 HP	,			
NO. OF Seats - 6	Rated Power -	200 HP				
-Environment/Operations Information						
Weather Data Wx Briefing ~ FSS	Itinerary	_	Airport ON AIR	Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Departure Point WEST PLAINS,MO	•	UN AIR	PURI		
Completeness - UNK/NR	Destination		Airport D	2+2		
Basic Weather - VMC	SAME AS ACC/INC		SALEM	ata		
Wind Dir/Speed- 270/010 KTS	3AME A3 A00/1110			Ident -	20	
Visibility - 3.000 SM	ATC/Airspace			Lth/Wid -		30
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan	- NONE		Surface -		_
Lowest Ceiling - 3500 FT	Type of Clearance	- NONE	Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-IN				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 50 Biennial Flight Review	Medical Certific				
COMMERCIAL	Current - YES	Total -	ght Time (H 5689		Hrs - UN	JIZ /NID
SE LAND, ME LAND	Months Since - 3	Make/Model-				
HELICOPTER	Aircraft Type - PA-34	Instrument-	UNK/NR	Last 30 Last 90	Days on	28
	www.c.c.c.vypc	Multi-Eng -	1080	Rotorcr	aft - UN	NK/NR
Instrument Rating(s) - AIRPLANE						
This trument kating(s) - AIRPLANE						
-Narrative						
ACFT WAS LANDING ON A 2,050 BY 100 FT AS						
ACFT TRAVELED ABOUT 300 FT AFTER TOUCHDO	IWN BEFORE THE R MLG COLLAPSE	D. THE BROKEN PAR	RTS WHICH WE	RE REMOVED		

File No. - 745 3/26/86 SALEM, AR A/C Reg. No. N2889M Time (Lc1) - 1400 CST

Occurrence Phase of Operation LANDING - ROLL

MAIN GEAR COLLAPSED

Finding(s)

- 1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY OVERLOAD
- 2. FLARE IMPROPER PILOT IN COMMAND

----Probable Cause----

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

File No 741 5/13/86 MO	UNTAIN HOME,AR	A/C Reg. No.	N2015K	Т	ime (Lc1)	- 1720 CDT	•
Basic Information							
Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damag	е		Inju	ries	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	Ó	0	Ô	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - BEECH A36	Fng Make/N	Nodel - CONTINENT	AL 10-520	FIT	Installed/	Activated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE					tall Warni		
Max Gross Wt - 3650	Engine Typ		I INJECTED	`	, ca ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;	ng System	123
No. of Seats - 6	Rated Power						
Environment/Operations Information					D		
Weather Data	Itinerary			•	Proximity		
Wx Briefing - FSS	Last Depart			ON AIF	PORT		
Method - TELEPHONE	JOPLIN, MC)					
Completeness - WEATHER NOT PERTIN				Airport [
Basic Weather - VMC	MOUNTAIN	HOME, AR		BAXTER	CO.		
Wind Dir/Speed- 170/013 KTS	•			Runway	/ Ident ·	- 23	
Visibility - 13.0 SM	ATC/Airspace			Runway	/ Lth/Wid ·	- 3500/	50
Lowest Sky/Clouds - 12000 FT S	CATTERED Type of Fli	ght Plan - NONE		Runway	Surface	- MACADAM	
Lowest Ceiling - 25000 FT B		earance - NONE				- DRY	
Obstructions to Vision- NONE	Type Apch/L		IC PATTERN		*		
Precipitation - NONE	. , , , , , , , , , , , , , , , , , , ,						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 46	Medica	1 Certifica	te - VALI	MEDICAL-W	AIVERS/LIN	MIT
Certificate(s)/Rating(s)	Biennial Flight F	Review	Flia	ht Time (H	lours)	·	
PRIVATE	Current		ital -		•	4 Hrs -	2
SE LAND	Months Since		ke/Mode1-	419		Days- UN	
	Aircraft Type		strument-	156	Last 9		26
	XII O. a. C. Type		o er amerre	100	2401 3	Juyo	20
Instrument Rating(s) - AIRPLANE							
Alaysia Atria							
Narrative	LIONN ABOUT 5 TO 10 1		LANDING BC:				
THE PIC RPTD GEAR FAILURE AND GEAR WARNING							
THE GREEN BEFORE TOUCHDOWN TO THE RWY. SUB							
DEFICIENCY. INADVERTENT MOVEMENT OF THE LA							
LANDING GEAR RETRACTION SEQUENCE. GEAR RET	RACTION AND EXTENSION	N TESTS PERFORMED	ON THE ACF	T SUBSEQUI	ENT TO THE		
ACCIDENT FAILED TO DISCLOSE A PBLM.							

File No. - 741 5/13/86 MOUNTAIN HOME,AR A/C Reg. No. N2015K Time (Lc1) - 1720 CDT

Occurrence
Phase of Operation

ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

Finding(s)

- 1. GEAR RETRACTION INADVERTENT PILOT IN COMMAND
- 2. CHECKLIST NOT FOLLOWED PILOT IN COMMAND
- 3. TERRAIN CONDITION RUNWAY

----Probable Cause----

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

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

Type of Operation -AERIAL APPLICATION Fire Crew O O Flight Conducted Under -14 CFR 137 ON GROUND Pass O O O Accident Occurred During -MANEUVERING ON GROUND Pass O O O O O O O O O O O O O O O O O O	
Type of Operation -AERIAL APPLICATION Fire Crew O O Flight Conducted Under -14 CFR 137 ON GROUND Pass O O O Accident Occurred During -MANEUVERING ON GROUND Pass O O O O O O O O O O O O O O O O O O	
Flight Conducted Under	nor None
Accident Occurred During -MANEUVERING -Aircraft Information Make/Model - THRUSH S2R Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Rated Power - 600 HP -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 150/012 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 3500 FT SCATTERED Type of Flight Plan - NONE Combitation - NONE Combitat	0 1
-Aircraft Information Make/Model - THRUSH S2R Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 6000 No. of Seats - 1 -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 150/012 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 3500 FT SCATTERED Type of Flight Plan - NONE Combets Celling - 25000 FT BROKEN Obstructions to Vision- HAZE Precipitation Comdition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL COMMERCIAL SE LAND Make/Model - P & W R1340 Eng Make/Model - P & W R1340 Eng Make/Model - P & W R1340 Stall Warning Sy Stall Warning S	0 0
Make/Model - THRUSH S2R	
Max Gross Wt - 6000 No. of Seats - 1 Rated Power - 600 HP -Environment/Operations Information Weather Data Wather Data Wether Data No. of Second Of BRIEFING STUTTGART, AR Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 150/012 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 3500 FT SCATTERED Type of Flight Plan - NONE Completions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Centificate(s)/Rating(s) COMMERCIAL SE LAND Airport Proximity Airport Proximity OFF AIRPORT/STRIP Airport Data	
Max Gross Wt - 6000 No. of Seats - 1 Rated Power - 600 HP -Environment/Operations Information Weather Data No. of Seats - 1 Rated Power - 600 HP -Ithirophy	
No. of Seats - 1 Rated Power - 600 HP -Environment/Operations Information Weather Data Wishering - NO RECORD OF BRIEFING Completeness - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 150/012 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 3500 FT SCATTERED Type of Flight Plan - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND Rated Power - 600 HP Itinerary Airport Proximity OFF AIRPLANE Airport Data Air	stem - YES
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 150/012 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 3500 FT SCATTERED Type of Flight Plan - NONE Lowest Sky/Clouds - 25000 FT BROKEN Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) SE LAND Airport Proximity OFF AIRPORT/STRIP Airport Data LOCAL Runway Ident - N/A ATC/Airspace Runway Ident - N/A Runway Ident - N/A NIPPORT Proximity OFF AIRPORT/STRIP OFF AIRPORT/S	
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Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-NO WAI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 900 Last 24 Hrs SE LAND Months Since - 3 Make/Model- 600 Last 30 Day Aircraft Type - C-172XP Instrument- UNK/NR Last 90 Day Multi-Eng - 15 Rotorcraft Instrument Rating(s) - AIRPLANE Narrative	
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-NO WAI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 900 Last 24 Hrs SE LAND Months Since - 3 Make/Model - 600 Last 30 Day Aircraft Type - C-172XP Instrument UNK/NR Last 90 Day Multi-Eng - 15 Rotorcraft Instrument Rating(s) - AIRPLANE Narrative	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-NO WAI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 900 Last 24 Hrs SE LAND Months Since - 3 Make/Model- 600 Last 30 Day Aircraft Type - C-172XP Instrument- UNK/NR Last 90 Day Multi-Eng - 15 Rotorcraft Instrument Rating(s) - AIRPLANENarrative	
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Certificate(s)/Rating(s) Biennial Flight Review COMMERCIAL Current - YES SE LAND Months Since - 3 Aircraft Type - C-172XP Instrument Rating(s) - AIRPLANE Narrative	VEDC / L TMTT
COMMERCIAL Current - YES Total - 900 Last 24 Hrs SE LAND Months Since - 3 Make/Model- 600 Last 30 Day Aircraft Type - C-172XP Instrument- UNK/NR Last 90 Day Multi-Eng - 15 Rotorcraft Instrument Rating(s) - AIRPLANE	VERS/LIMII
Aircraft Type - C-172XP Instrument- UNK/NR Last 90 Day Multi-Eng - 15 Rotorcraft Instrument Rating(s) - AIRPLANE 	- 8
Aircraft Type - C-172XP Instrument- UNK/NR Last 90 Day Multi-Eng - 15 Rotorcraft Instrument Rating(s) - AIRPLANE 	s- 15
Multi-Eng - 15 Rotorcraft Instrument Rating(s) - AIRPLANENarrative	s- 60
Instrument Rating(s) - AIRPLANE 	- UNK/NR
	,
RING AN AGRICULTURAL SPRAY MANEUVER BACK TO A FIELD THE PIC WAS FERTILIZING, THE PIC STATED HE ALLOWED THE	
FT TO BECOME TOO SLOW AND THE AIRCRAFT DESCENDED INTO TREES WHICH BORDERED THE FIELD. THE PIC STATED HE SHOULD	
VE BEEN FLYING WITH A LIGHTER LOAD OR SHOULD HAVE ADDED PWR SOONER IN THE TURN TO MAINTAIN OBSTACLE CLEARANCE	
ritude.	

File No. - 636 5/14/86 STUTTGART, AR A/C Reg. No. N5648X Time (Lc1) - 1400 CDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 1. OBJECT - TREE(S) 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 4. CLEARANCE - INADEQUATE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 5. TERRAIN CONDITION - GROUND The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

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

Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage DESTROYED Fatal Serious Minor N Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERINS Accident Occurred During -MANEUVERINS The Pass 0 0 0 Accident Occurred During -MANEUVERINS The Pass 0 0 0 Accident Occurred During -MANEUVERINS The Pass 0 0 0 Accident Occurred During -MANEUVERINS The Pass 0 0 0 Accident Occurred During -MANEUVERINS The Pass 0 0 0 Accident Occurred During -MANEUVERINS The Pass 0 0 0 Accident Occurred During -MANEUVERINS The Pass 0 0 0 Accident Occurred During -MANEUVERINS The Pass 0 0 0 Accident Occurred During -MANEUVERINS The Pass 0 0 0 Accident Occurred During -MANEUVERINS The Pass 0 0 0 Accident Occurred During -MANEUVERINS The Pass 0 0 0 Accident Occurred During -MANEUVERINS The Pass 0 0 0 Accident Occurred During -MANEUVERINS The Pass 0 0 0 Accident Occurred During -MANEUVERINS The Pass 0 0 0 Accident Occurred During -MANEUVERINS The Pass 0 0 0 Accident Occurred During -MANEUVERINS The Pass 0 0 0 Accident Occurred During -MANEUVERINS The Pass 0 0 0 Accident Occurred During -MANEUVERINS The Pass 0 0 0 Accident Occurred During -MANEUVERINS The Pass 0 0 0 Accident Occurred The Pass 0 0 Accident Occurred The P	File No 629 6/01/86 DES	ARC,AR A/C Re	g. No. N89247	т	ime (Lc1) -	1545 CDT	•
Type of Operation -PERSONAL Fire Crew 1 0 0 0 Accident Occurred During -MANEUVERING NONE Pass 0 0 0 0 Other 2 0 0 Other 2 0 0 0 Other 2 0 0 0 Other 2 Ot					Injur	ies	
Fight Conducted Under		DESTROY	ED	Fatal	Serious	Minor	None
Accident Occurred During -MANEUVERING		· · · · · ·	Crew	1	0	0	0
Aircraft Information Make/Model - CESSNA 140		· · · · · · · · · · · · · · · · · · ·		_	~	_	0
Make/Model - CESSNA 140	Accident Occurred During -MANEUVERING		Other	2	0	0	0
Landing Gear - TAILWHEEL-ALL FIXED	Aircraft Information						
Max Gross Wt - 1450			TINENTAL C-85-12				
No. of Seats - 2 Rated Power - 85 HP Environment/Operations Information Weather Data Ws Briefing - NO RECORD OF BRIEFING CABOT, AR CABOT, AR CABOT, AR CABOT, AR CABOT, AR CABOT, AR Basic Weather - VMC Wind Dir/Speed CALM Visibility - 7.0 SM Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Completeness to Vision - NONE Obstructions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review COMMERCIAL SE LAND Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Commercial Current - YES Total - 5804 Aircraft Type - PA-18 Instrument Rating(s) - NONE Instrument Rating(s) - NONE Instrument Rating(s) - NONE Narrative MEROUS WITNESSES ON A SANDBAR IN THE WHITE RIVER OBSERVED THIS COLLISION OF TWO AIRPLANES AS THEY WERE FLYING OSE TOGETHER, LOW, OVER THE RIVER. OF THE NINE WITNESS STATEMENTS RECEIVED, FIVE HAD THE PIPER PA-28-140 TITING THE CESSNA 140, THREE HAD THE CESSNA 140 HITTING THE PIPER PA-28-140 AND ONE HAD THEM DRIFTING TOGETHER. EPEDPLE IN THE AIRPLANES WERE WAVING TO THE PEOPLE ON THE SANDBAR WHEN THE AIRPLANES COLLIDED BOTH AIRPLANES					tall Warnin	g System	- NO
Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Completeness - N/A Destination Basic Weather - VMC Wind Dir/Speed-CALM Visibility - 7.0 SM Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Runway Lth/Wid - N/A Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Runway Status - N/A Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-ND WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review COMMERCIAL CUrrent - YES Total - 5804 Current - YES Total - 5804 Last 24 Hrs - UNK/NR Months Since - 4 Make/Model- UNK/NR Last 30 Days - 22 Aircraft Type - PA-18 Instrument Rating(s) - NONE Instrument Rating(s) - NONE JUREOUS WITNESSES ON A SANDBAR IN THE WHITE RIVER OBSERVED THIS COLLISION OF TWO AIRPLANES AS THEY WERE FLYING LOSE TOGETHER, LOW, OVER THE RIVER. OF THE NINE WITNESS STATEMENTS RECEIVED, FIVE HAD THE PIPER PA-28-140 LITING THE CESSNA 140, THREE HAD THE CESSNA 140 HITING THE PIPER PA-28-140 AND ONE HAD THEM DRIFTING TOGETHER. HERDING TO THE STATE AIRPLANES WERE WAVING TO THE PEOPLE ON THE SANDEAK HEN THE AIRPLANES COLLIDED BOTH AIRPLANES			IPROCATING-CARBURET	OR			
Weather Data We Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Destination Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 7.0 SM Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Runway Jufface - N/A Lowest Sky/Clouds - 3000 FT BROKEN Obstructions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) SE LAND Months Since - 4 Months Since - 4 Months Since - 4 Mind Dir/Speed- VALID MEDICAL-NO WAIVERS/LIMI Certificate(s)/Rating(s) SE LAND Months Since - 4 Mind Dir/Speed Runway Status - N/A Months Since - 4 Mind Dir/Speed- VALID MEDICAL-NO WAIVERS/LIMI Certificate(s)/Rating(s) Instrument Rating(s) - NONE MERGOUS WITNESSES ON A SANDBAR IN THE WHITE RIVER OBSERVED THIS COLLISION OF TWO AIRPLANES AS THEY WERE FLYING LOSE TOGETHER, LOW, OVER THE RIVER. OF THE NINE WITNESS STATEMENTS RECEIVED, FIVE HAD THE PIPER PA-28-140 ITTING THE CESSNA 140, THREE HAD THE CESSNA 140 HITTING THE PIPER PA-28-140 AND ONE HAD THEM DRIFTING TOGETHER. HE TORROW WITNESSES ON A SANDBAR WHEN THE AIRPLANES COLLIDED. BOTH AIRPLANES	No. of Seats - 2	Rated Power -	85 HP				
Wx Briefing - NO RECORD OF BRIEFING	Environment/Operations Information						
Method - N/A CaBOT.AR Completeness - N/A Destination Airport Data Basic Weather - VMC BRINKLEY.AR Wind Dir/Speed - CALM Visibility - 7.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Sky/Clouds - 3000 FT BROKEN Type of Clearance - NONE Runway Surface - N/A Lowest Ceiling - 10000 FT BROKEN Type of Clearance - NONE Runway Status - N/A Distructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 5804 Last 24 Hrs - UNK/NR SE LAND Months Since - 4 Make/Model- UNK/NR Last 30 Days- 22 Aircraft Type - PA-18 Instrument - O Last 90 Days- UNK/NR Instrument Rating(s) - NONE Narrative NONE UNBEROUS WITNESSES ON A SANDBAR IN THE WHITE RIVER OBSERVED THIS COLLISION OF TWO AIRPLANES AS THEY WERE FLYING OSE TOGETHER, LOW, OVER THE RIVER. OF THE NINE WITNESS STATEMENTS RECEIVED, FIVE HAD THE PIPER PA-28-140 ITTING THE CESSNA 140, THREE HAD THE CESSNA 140 HITTING THE PIPPER PA-28-140 AND ONE HAD THEM DRIFTING TOGETHER. HE PEOPLE IN THE AIRPLANES WERE WAVING TO THE PEOPLE ON THE SANDBAR WHEN THE AIRPLANES COLLIDED. BOTH AIRPLANES	Weather Data	Itinerary		Airport	Proximity		
Method - N/A Completeness - N/A Destination Airport Data Basic Weather - VMC BRINKLEY,AR Wind Dir/Speed CALM Visibility - 7.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 10000 FT BROKEN Type of Clearance - NONE Runway Status - N/A Dobstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 5804 Last 24 Hrs - UNK/NR SE LAND Months Since - 4 Make/Model- UNK/NR Last 30 Days- 22 Aircraft Type - PA-18 Instrument - O Last 90 Days- UNK/NR Instrument Rating(s) - NONE Narrative WERROUS WITNESSES ON A SANDBAR IN THE WHITE RIVER OBSERVED THIS COLLISION OF TWO AIRPLANES AS THEY WERE FLYING OSE TOGETHER, LOW, OVER THE RIVER. OF THE NINE WITNESS STATEMENTS RECEIVED, FIVE HAD THE PIPER PA-28-140 ITTING THE CESSNA 140, THREE HAD THE CESSNA 140 HITTING THE PIPPER PA-28-144 AND ONE HAD THEM DRIFTING TOGETHER. HE PEOPLE IN THE AIRPLANES WERE WAVING TO THE PEOPLE ON THE SANDBAR WHEN THE AIRPLANES COLLIDED. BOTH AIRPLANES	Wx Briefing - NO RECORD OF BRIEFIN	G Last Departure Point		•		•	
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 7.0 SM Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Runway Lth/Wid - N/A Lowest Ceiling - 10000 FT BROKEN Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI Certificate(s)/Rating(s) COMMERCIAL SE LAND Biennial Flight Review COMMERCIAL SE LAND Months Since - 4 Make/Model - UNK/NR Last 30 Days - 22 Aircraft Type - PA-18 Instrument O Last 90 Days- UNK/NR Instrument Rating(s) - NONE Narrative UMEROUS WITNESSES ON A SANDBAR IN THE WHITE RIVER OBSERVED THIS COLLISION OF TWO AIRPLANES AS THEY WERE FLYING LOSE TOGETHER, LOW, 0VER THE RIVER. OF THE NINE WITNESS STATEMENTS RECEIVED, FIVE HAD THE PIPER PA-28-140 ITTING THE CESSNA 140, THREE HAD THE CESSNA 140 HITTING THE PIPER PA-28-140 AND ONE HAD THEM DRIFTING TOGETHER. HE PEOPLE IN THE AIRPLANES WERE WAVING TO THE PEOPLE ON THE SANDBAR WHEN THE AIRPLANES COLLIDED. BOTH AIRPLANES							
Basic Weather - VMC	Completeness - N/A		Δ	irport D	ata		
Wind Dir/Speed- CALM Visibility - 7.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 10000 FT BROKEN Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 5804 Last 24 Hrs - UNK/NR SE LAND Months Since - 4 Make/Model - UNK/NR Last 30 Days - 22 Aircraft Type - PA-18 Instrument - O Last 90 Days - UNK/NR Instrument Rating(s) - NONE Narrative JMEROUS WITNESSES ON A SANDBAR IN THE WHITE RIVER OBSERVED THIS COLLISION OF TWO AIRPLANES AS THEY WERE FLYING LOSE TOGETHER, LOW, OVER THE RIVER, OF THE NINE WITNESS STATEMENTS RECEIVED, FIVE HAD THE PIPER PA-28-140 ITTING THE CESSNA 140, THREE HAD THE CESSNA 140 HITTING THE PIPER PA-28-140 NO DNE HAD THEM DRIFTING TOGETHER. HE PEOPLE IN THE AIRPLANES WERE WAVING TO THE PEOPLE ON THE SANDBAR WHEN THE AIRPLANES COLLIDED. BOTH AIRPLANES							
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Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 10000 FT BROKEN Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 5804 Last 24 Hrs - UNK/NR SE LAND Months Since - 4 Make/Model- UNK/NR Last 30 Days - 22 Aircraft Type - PA-18 Instrument - O Last 90 Days- UNK/NR Instrument Rating(s) - NONE Narrative JMEROUS WITNESSES ON A SANDBAR IN THE WHITE RIVER OBSERVED THIS COLLISION OF TWO AIRPLANES AS THEY WERE FLYING OSE TOGETHER, LOW, OVER THE RIVER. OF THE NINE WITNESS STATEMENTS RECEIVED, FIVE HAD THE PIPER PA-28-140 ITIING THE CESSNA 140, THREE HAD THE CESSNA 140 HITTING THE PEOPLE ON THE SANDBAR WHEN THE AIRPLANES COLLIDED. BOTH AIRPLANES		ATC/Airspace					
Lowest Ceiling - 10000 FT BROKEN Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 5804 Last 24 Hrs - UNK/NR SE LAND Months Since - 4 Make/Model- UNK/NR Last 30 Days- 22 Aircraft Type - PA-18 Instrument- O Last 90 Days- UNK/NR Instrument Rating(s) - NONENarrative UMEROUS WITNESSES ON A SANDBAR IN THE WHITE RIVER OBSERVED THIS COLLISION OF TWO AIRPLANES AS THEY WERE FLYING LOSE TOGETHER, LOW, OVER THE RIVER. OF THE NINE WITNESS STATEMENTS RECEIVED, FIVE HAD THE PIPER PA-28-140 HT PEOPLE IN THE AIRPLANES WERE WAVING TO THE PEOPLE ON THE SANDBAR WHEN THE AIRPLANES COLLIDED. BOTH AIRPLANES			NONE				
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 5804 Last 24 Hrs - UNK/NR SE LAND Months Since - 4 Make/Model - UNK/NR Last 30 Days - 22 Aircraft Type - PA-18 Instrument - 0 Last 90 Days - UNK/NR Instrument Rating(s) - NONE Narrative UMEROUS WITNESSES ON A SANDBAR IN THE WHITE RIVER OBSERVED THIS COLLISION OF TWO AIRPLANES AS THEY WERE FLYING LOSE TOGETHER, LOW, OVER THE RIVER. OF THE NINE WITNESS STATEMENTS RECEIVED, FIVE HAD THE PIPER PA-28-140 ITTING THE CESSNA 140, THREE HAD THE CESSNA 140 HITTING THE PIPER PA-28-140 ONE HAD THEM DRIFTING TOGETHER. HE PEOPLE IN THE AIRPLANES WERE WAVING TO THE PEOPLE ON THE SANDBAR WHEN THE AIRPLANES COLLIDED. BOTH AIRPLANES							
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 5804 Last 24 Hrs - UNK/NR SE LAND Months Since - 4 Make/Model - UNK/NR Last 30 Days - 22 Aircraft Type - PA-18 Instrument - 0 Last 90 Days - UNK/NR Instrument Rating(s) - NONE Narrative UMEROUS WITNESSES ON A SANDBAR IN THE WHITE RIVER OBSERVED THIS COLLISION OF TWO AIRPLANES AS THEY WERE FLYING LOSE TOGETHER, LOW, OVER THE RIVER. OF THE NINE WITNESS STATEMENTS RECEIVED, FIVE HAD THE PIPER PA-28-140 ITTING THE CESSNA 140, THREE HAD THE CESSNA 140 HITTING THE PIPER PA-28-140 AND ONE HAD THEM DRIFTING TOGETHER. HE PEOPLE IN THE AIRPLANES WERE WAVING TO THE PEOPLE ON THE SANDBAR WHEN THE AIRPLANES COLLIDED. BOTH AIRPLANES				,	0.14.40	117 71	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command		Type Apolly Elling	115112				
Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI Certificate(s)/Rating(s) COMMERCIAL COMMERCIAL SE LAND Months Since - 4 Months Since - 4 Make/Model - UNK/NR Last 30 Days - 22 Aircraft Type - PA-18 Instrument Rating(s) - NONE Narrative UMEROUS WITNESSES ON A SANDBAR IN THE WHITE RIVER OBSERVED THIS COLLISION OF TWO AIRPLANES AS THEY WERE FLYING LOSE TOGETHER, LOW, OVER THE RIVER. OF THE NINE WITNESS STATEMENTS RECEIVED, FIVE HAD THE PIPER PA-28-140 ITTING THE CESSNA 140, THREE HAD THE CESSNA 140 HITTING THE PIPER PA-28-140 AND ONE HAD THEM DRIFTING TOGETHER. HE PEOPLE IN THE AIRPLANES WERE WAVING TO THE PEOPLE ON THE SANDBAR WHEN THE AIRPLANES COLLIDED. BOTH AIRPLANES	· • · · · · · · · · · · · · · · · ·						
Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI Certificate(s)/Rating(s) COMMERCIAL COMMERCIAL SE LAND Months Since - 4 Months Since - 4 Make/Model - UNK/NR Last 30 Days - 22 Aircraft Type - PA-18 Instrument Rating(s) - NONE Narrative UMEROUS WITNESSES ON A SANDBAR IN THE WHITE RIVER OBSERVED THIS COLLISION OF TWO AIRPLANES AS THEY WERE FLYING LOSE TOGETHER, LOW, OVER THE RIVER. OF THE NINE WITNESS STATEMENTS RECEIVED, FIVE HAD THE PIPER PA-28-140 ITTING THE CESSNA 140, THREE HAD THE CESSNA 140 HITTING THE PIPER PA-28-140 AND ONE HAD THEM DRIFTING TOGETHER. HE PEOPLE IN THE AIRPLANES WERE WAVING TO THE PEOPLE ON THE SANDBAR WHEN THE AIRPLANES COLLIDED. BOTH AIRPLANES	Personnel Information						
Certificate(s)/Rating(s) COMMERCIAL Current - YES Total - 5804 Last 24 Hrs - UNK/NR SE LAND Months Since - 4 Make/Model- UNK/NR Last 30 Days- 22 Aircraft Type - PA-18 Instrument- 0 Last 90 Days- UNK/NR Instrument Rating(s) - NONE Narrative UMEROUS WITNESSES ON A SANDBAR IN THE WHITE RIVER OBSERVED THIS COLLISION OF TWO AIRPLANES AS THEY WERE FLYING LOSE TOGETHER, LOW, OVER THE RIVER. OF THE NINE WITNESS STATEMENTS RECEIVED, FIVE HAD THE PIPER PA-28-140 ITTING THE CESSNA 140, THREE HAD THE CESSNA 140 HITTING THE PIPER PA-28-140 AND ONE HAD THEM DRIFTING TOGETHER. HE PEOPLE IN THE AIRPLANES WERE WAVING TO THE PEOPLE ON THE SANDBAR WHEN THE AIRPLANES COLLIDED. BOTH AIRPLANES	· · · · · · · · · · · · · · · · · · ·	Age - 42	Medical Certificate	- VALTO	MEDICAL-NO	WATVERS	/I TMTT
COMMERCIAL Current - YES Total - 5804 Last 24 Hrs - UNK/NR SE LAND Months Since - 4 Make/Model - UNK/NR Last 30 Days - 22 Aircraft Type - PA-18 Instrument - O Last 90 Days - UNK/NR Instrument Rating(s) - NONE Narrative JMEROUS WITNESSES ON A SANDBAR IN THE WHITE RIVER OBSERVED THIS COLLISION OF TWO AIRPLANES AS THEY WERE FLYING LOSE TOGETHER, LOW, OVER THE RIVER. OF THE NINE WITNESS STATEMENTS RECEIVED, FIVE HAD THE PIPER PA-28-140 ITTING THE CESSNA 140, THREE HAD THE CESSNA 140 HITTING THE PIPER PA-28-140 AND ONE HAD THEM DRIFTING TOGETHER. HE PEOPLE IN THE AIRPLANES WERE WAVING TO THE PEOPLE ON THE SANDBAR WHEN THE AIRPLANES COLLIDED. BOTH AIRPLANES						, MALVENS,	C. 1.1.1.1
SE LAND Months Since - 4 Aircraft Type - PA-18 Instrument Rating(s) - NONE Narrative UMEROUS WITNESSES ON A SANDBAR IN THE WHITE RIVER OBSERVED THIS COLLISION OF TWO AIRPLANES AS THEY WERE FLYING LOSE TOGETHER, LOW, OVER THE RIVER. OF THE NINE WITNESS STATEMENTS RECEIVED, FIVE HAD THE PIPER PA-28-140 ITTING THE CESSNA 140, THREE HAD THE CESSNA 140 HITTING THE PIPER PA-28-140 AND ONE HAD THEM DRIFTING TOGETHER. HE PEOPLE IN THE AIRPLANES WERE WAVING TO THE PEOPLE ON THE SANDBAR WHEN THE AIRPLANES COLLIDED. BOTH AIRPLANES						Hne - IIN	IK /ND
Aircraft Type - PA-18 Instrument - O Last 90 Days- UNK/NR Instrument Rating(s) - NONE Narrative JMEROUS WITNESSES ON A SANDBAR IN THE WHITE RIVER OBSERVED THIS COLLISION OF TWO AIRPLANES AS THEY WERE FLYING LOSE TOGETHER, LOW, OVER THE RIVER. OF THE NINE WITNESS STATEMENTS RECEIVED, FIVE HAD THE PIPER PA-28-140 ITTING THE CESSNA 140, THREE HAD THE CESSNA 140 HITTING THE PIPER PA-28-140 AND ONE HAD THEM DRIFTING TOGETHER. HE PEOPLE IN THE AIRPLANES WERE WAVING TO THE PEOPLE ON THE SANDBAR WHEN THE AIRPLANES COLLIDED. BOTH AIRPLANES		Months Since - 4	Make/Model = UNK				•
Instrument Rating(s) - NONENarrative JMEROUS WITNESSES ON A SANDBAR IN THE WHITE RIVER OBSERVED THIS COLLISION OF TWO AIRPLANES AS THEY WERE FLYING LOSE TOGETHER, LOW, OVER THE RIVER. OF THE NINE WITNESS STATEMENTS RECEIVED, FIVE HAD THE PIPER PA-28-140 ITTING THE CESSNA 140, THREE HAD THE CESSNA 140 HITTING THE PIPER PA-28-140 AND ONE HAD THEM DRIFTING TOGETHER. HE PEOPLE IN THE AIRPLANES WERE WAVING TO THE PEOPLE ON THE SANDBAR WHEN THE AIRPLANES COLLIDED. BOTH AIRPLANES	JE LAND			•			
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JMEROUS WITNESSES ON A SANDBAR IN THE WHITE RIVER OBSERVED THIS COLLISION OF TWO AIRPLANES AS THEY WERE FLYING LOSE TOGETHER, LOW, OVER THE RIVER. OF THE NINE WITNESS STATEMENTS RECEIVED, FIVE HAD THE PIPER PA-28-14O ITTING THE CESSNA 14O, THREE HAD THE CESSNA 14O HITTING THE PIPER PA-28-14O AND ONE HAD THEM DRIFTING TOGETHER. HE PEOPLE IN THE AIRPLANES WERE WAVING TO THE PEOPLE ON THE SANDBAR WHEN THE AIRPLANES COLLIDED. BOTH AIRPLANES	Instrument Rating(s) - NONE						
UMEROUS WITNESSES ON A SANDBAR IN THE WHITE RIVER OBSERVED THIS COLLISION OF TWO AIRPLANES AS THEY WERE FLYING LOSE TOGETHER, LOW, OVER THE RIVER. OF THE NINE WITNESS STATEMENTS RECEIVED, FIVE HAD THE PIPER PA-28-14O ITTING THE CESSNA 14O, THREE HAD THE CESSNA 14O HITTING THE PIPER PA-28-14O AND ONE HAD THEM DRIFTING TOGETHER. HE PEOPLE IN THE AIRPLANES WERE WAVING TO THE PEOPLE ON THE SANDBAR WHEN THE AIRPLANES COLLIDED. BOTH AIRPLANES	Name of the						
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ITTING THE CESSNA 140, THREE HAD THE CESSNA 140 HITTING THE PIPER PA-28-140 AND ONE HAD THEM DRIFTING TOGETHER. HE PEOPLE IN THE AIRPLANES WERE WAVING TO THE PEOPLE ON THE SANDBAR WHEN THE AIRPLANES COLLIDED. BOTH AIRPLANES						i	
HE PEOPLE IN THE AIRPLANES WERE WAVING TO THE PEOPLE ON THE SANDBAR WHEN THE AIRPLANES COLLIDED. BOTH AIRPLANES							
MPACTED THE TERRAIN ABOVE THE RIVER BANK. THE PIPER PA-28-140 BURNED AFTER IMPACT WITH THE TERRAIN.						:5	
	MPACIED THE TERRAIN ABOVE THE RIVER BANK. T	HE PIPER PA-28-140 BURNED AFT	ER IMPACT WITH THE	TERRAIN.			

File No. - 629 6/01/86 DES ARC,AR A/C Reg. No. N89247 Time (Lc1) - 1545 CDT

Occurrence #1

MIDAIR COLLISION

Phase of Operation MANEUVERING

Finding(s)

- 1. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- 2. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 3. LOW PASS PERFORMED PILOT IN COMMAND
- 4. VISUAL LOOKOUT NOT MAINTAINED PILOT IN COMMAND
- 5. CLEARANCE NOT MAINTAINED PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

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

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

File No 629 6/01/86 D	ES ARC,AR	A/C Reg.	No. N4254J	Т	ime (Lc1) -	1545 CDT	
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Da	ımage		Injur	ies	
		NONE	-	Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 9	1	ON GROUND	Pass	1	0	0	0
Accident Occurred During -MANEUVER			Othe	r 1	0	0	0
Aircraft Information							
Make/Model ~ PIPER PA-28-140	Eng Make,	/Model - LYCOM	NG 0-320	ELT	Installed/A		
Landing Gear - TRICYCLE-FIXED					tall Warnin	ng System	- NO
Max Gross Wt - 2050	Engine Ty		OCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Po	wer - 150) HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIE	FING Last Depai	rture Point		OFF AI	RPORT/STRIP	•	
Method - N/A	CABOT, AI	R					
Completeness - N/A	Destination	า		Airport D	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- CALM				Runway	Ident -	N/A	
Visibility - 7.0 SM	ATC/Airspace	е		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - 3000 FT	SCATTERED Type of F	light Plan - No	DNE	Runway	Surface -	N/A	
Lowest Ceiling - 10000 FT	BROKEN Type of C	learance - No	DNE		Status -		
Obstructions to Vision- NONE		/Lndg - No					
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	g					
Condition of Light - DAYLIGHT							
Pilot-In-Command	100 - 10	Mod	dical Contifica	to - EYDID	ED		
Certificate(s)/Rating(s)	Age - 40 Biennial Flight	Poviou	ricai certirica	h+ Time (U	onuc)		
PRIVATE	Cuppent	- UNIV /ND	Total	.,	Jan+ 24	Line - UN	v /ND
	Months Sine	- UNK/NK	Moke/Model- II	3990 NIV /NID	Last 24	Deve	10
SE LAND	Months Since	e - UNK/NK	Total - Make/Model- U Instrument-	INK/INK	Last 30	Days-	10
	Aircraft Ty	be - UNK/NK	Instrument-	. 0	Last 90	Days-	18
Instrument Rating(s) - NONE							
Thistrument Rating(s) None							
Narrative MEROUS WITNESSES ON A SANDBAR IN THE WH OSE TOGETHER, LOW, OVER THE RIVER. OF T TTING THE CESSNA 140, THREE HAD THE CES	HE NINE WITNESS STAT SNA 140 HITTING THE I	EMENTS RECEIVE PIPER PA-28-14), FIVE HAD THE) AND ONE HAD T	PIPER PA- HEM DRIFTI	28-140 NG TOGETHER	١.	
E PEOPLE IN THE AIRPLANES WERE WAVING T PACTED THE TERRAIN ABOVE THE RIVER BANK						S	

File No. - 629 6/01/86 DES ARC, AR A/C Reg. No. N4254J Time (Lc1) - 1545 CDT MIDAIR COLLISION Occurrence #1 Phase of Operation MANEUVERING Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 3. LOW PASS - PERFORMED - PILOT IN COMMAND 4. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND 5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 MIDAIR COLLISION Phase of Operation DESCENT - UNCONTROLLED 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) 2,4,5

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

File No 6	37 6/	/22/86	WRIGHTS	VILLE, AR	A/C	Reg. No.	N1618P	1	Time (Lc1)	- 1715 C	DT
Basic Information Type Operating		te-NONE	(GENERAL	AVIATION)		ft Damag	e	Fatal	Inj Serious	uries Minor	None
Type of Operat Flight Conduct Accident Occur	ed Under		R 91		Fire NONE		Cre Pas	ew O	0	1 0	0
Aircraft Informa	tion - PIPER PA- - TRICYCLE- - 1950	-22		Numbe Engin	ake/Model - (r Engines - e Type - F Power -	1	TING-CARBL	JRETOR	Stall Warn	ing Syste	d - NO -N/A m - NO
Environment/Oper Weather Data Wx Briefing Method Completeness Basic Weather Wind Dir/Spe Visibility Lowest Sky/O Lowest Ceili Obstructions Precipitatic Condition of	- NO RECO - N/A - N/A - VMC - 210/003 - 5.0 Touds - ng to Vision	ORD OF B S KTS SM 4000 - NONE - NONE - NONE	RIEFING FT SCATTE	WRIG Destina LOCA ATC/Airs RED Type o Type o	eparture Poir HTSVILLE,AR tion L pace f Flight Plar f Clearance	- NONE - NONE	D LANDING	Airport OFF Ai Airport [Runway Runway Runway	Proximity IRPORT/STR Data y Ident y Lth/Wid y Surface y Status	P N/A - N/A - N/A - DIRT	
Personnel Inform Pilot-In-Commar Certificate(s COMMERCIAL SE LAND,ME	d :)/Rating(s) .,CFI)		Current	ght Review - YES ince - 13 Type - C-182	To Ma ! In		8 140	Hours) Last Last	24 Hrs -	1
Instrument	Rating(s)	- AIRP	LANE		•						
Narrative HE PIC OF THE PA22 PERATING NORMALLY, HE ENG QUIT ON CLIM REES. POST ACCIDENT RITTOL OR ENGINE CO AS ON BOARD AT THE ATTHE SUFFICIENT FORCO	AND THAT HE BOUT FM THE INSPECTION MPONENT. TH TIME OF THE	E HAD BE E PVT ST N OF THE HE ACFT E ACCIDE	EN OPERAT RIP AND H AIRCRAFT WAS STC'D NT. THE P	ING FM THIS HE MADE A FO DID NOT RE FOR USE OF PIC HAD A GE	AREA FOR ABO RCED LANDING VEAL ANY MECH AUTOMOTIVE F NEROUS AREA	OUT THE P TO A FIE MANICAL D OUEL AND OUEL AND	REVIOUS 1/ LD JUST BE ESCREPANCY SUFFICIENT TO LAND TH	/2 HR. THE I EYOND A ROW / OR FAILURI UNCOMTAMII HE ACFT, BU	PIC STATED OF TALL E OF ANY F NATED FUEL T IMPACTED	LT	

File No 63	6/22/86	WRIGHTSVILLE, AR	A/C Reg. No. N1618P	Time (Lc1) - 1715 CDT
Occurrence #1 Phase of Operation		_ CLIMB		
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation	FORCED LANDING TAKEOFF - INITIAL	_ CLIMB		
Occurrence #3 Phase of Operation	IN FLIGHT COLLIST DESCENT - UNCONTR			
Finding(s) 2. FLARE - DELAYED	- PILOT IN COMMAND			
Probable Cause				

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

Fire NONE ing Make/Model - Jumber Engines -	CONTINENTAL 0- 1 RECIPROCATING- 230 HP	Crew Pass 470-L CARBURETOR	Sta	Serious O O nstalled/A all Warnir roximity DRT	g System	- YES
NONE Ing Make/Model - lumber Engines - Ingine Type - lated Power - Ingerary Inst Departure Poil SILOAM SPRINGS, A	CONTINENTAL 0- 1 RECIPROCATING- 230 HP	Pass	ELT II Sta	O nstalled/A all Warnir	O ctivated ng System	O - YES/ - YES
ing Make/Model - lumber Engines - ingine Type - lated Power - herary ist Departure Poi SILOAM SPRINGS, A	CONTINENTAL O- 1 RECIPROCATING- 230 HP	470-L CARBURETOR	ELT II Sta	all Warnir	g System	 - YES/ - YES
lumber Engines - ingine Type - lated Power merary list Departure Poi SILOAM SPRINGS, A	1 RECIPROCATING- 230 HP nt	CARBURETOR	Sta	all Warnir	g System	- YES
lumber Engines - ingine Type - lated Power merary list Departure Poi SILOAM SPRINGS, A	1 RECIPROCATING- 230 HP nt	CARBURETOR	Sta	all Warnir	g System	- YES
ingine Type - Rated Power - Derary St Departure Poi SILOAM SPRINGS,A	RECIPROCATING- 230 HP 	A 1	: irport Pi	roximity		
lated Power - nerary list Departure Poil SILOAM SPRINGS,A	230 HP nt	A 1	irport P	roximity		
st Departure Poi SILOAM SPRINGS,A stination			irport P	roximity		
st Departure Poi SILOAM SPRINGS,A stination						
SILOAM SPRINGS,A			UN AIRPI	ואט		
tination	N					
		Δir	port Da	ta		
		.,,,	SMITH F			
			Runway	Ident -	13	
'Airspace				Lth/Wid -		
						RF
		TTEDN	Runway	Status -	ישאי	
pe Apeny Ling	FULL STOP	III I ERIT				
64	Madias L Car	.tificoto	- VALTO	MEDICAL -NO	. WATVEDS/	'1 TMTT
Flight Peview	medical cer				WAIVERS/	LIMII
ent - YES	Total	_			Hrs -	5
:hs Since - 16	Make/Mo	del-	10	Last 30	Days- UN	IK/NR
craft Type - C-17	2 Instrum	ent-	0	Last 90	Days-	10
	pe of Clearance pe Apch/Lndg 64 Flight Review ent - YES	FULL STOP 64 Medical Cer Flight Review ent - YES Total ths Since - 16 Make/Mo	pe of Clearance - NONE pe Apch/Lndg - TRAFFIC PATTERN FULL STOP 64 Medical Certificate - Flight Review Flight 1 ent - YES Total - 85	pe of Clearance - NONE Runway : pe Apch/Lndg - TRAFFIC PATTERN FULL STOP 64 Medical Certificate - VALID Flight Review Flight Time (Howell Formatting Fo	pe of Clearance - NONE Runway Status - pe Apch/Lndg - TRAFFIC PATTERN FULL STOP 64 Medical Certificate - VALID MEDICAL-NO Flight Review Flight Time (Hours) Pent - YES Total - 817 Last 24	pe of Clearance - NONE Runway Status - DRY pe Apch/Lndg - TRAFFIC PATTERN FULL STOP 64 Medical Certificate - VALID MEDICAL-NO WAIVERS/ Flight Review Flight Time (Hours) pent - YES Total - 817 Last 24 Hrs -

6/24/86 SILOAM SPRINGS, AR A/C Reg. No. N2367G Time (Lc1) - 1500 CDT File No. - 613 Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND 2. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND ON GROUND COLLISION WITH TERRAIN Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - DITCH

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

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

----Probable Cause----

-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Airo	raft Damage		Injur	ies	
.,,,		STANTIAL	Fata1	Serious	Minor	None
Type of Operation -PERSONAL	Fire		-	0	0	1
Flight Conducted Under -14 CFR 91	NON	IE Pass	0	0	0	0
Accident Occurred During -APPROACH						
Aircraft Information						
Make/Model - STEVENS AKRO		LYCOMING 10-360		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -		S	tall Warnin	g System	- NU
Max Gross Wt - 1100 No. of Seats - 1		RECIP-FUEL INJECTED 180 HP				
No. of Seats - 1	rated rower	100 116				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
W× Briefing - NO RECORD OF BRIEFIN Method - N/A	G Last Departure Po CONWAY.AR	oint	ON AIR	PURI		
Method - N/A Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL			F. CANTREL	L FIFLD	
Wind Dir/Speed- 360/007 KTS	200//2				07	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -	3000/	50
Lowest Sky/Clouds - UNK/NR	Type of Flight Pl		Runway	Surface -	ASPHALT	
Lowest Ceiling - 5000 FT BRO			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information	A sure LIANG (AID	M111 01161		MEDICAL WA	TVEDC /1 TM	
Pilot-In-Command Certificate(s)/Rating(s)	Age - UNK/NR Biennial Flight Review	Medical Certifica	te - VALID ht Time (H		IVERS/LIM	11
PRIVATE	Current - YES				Hrs - UN	K/NR
SE LAND, ME LAND	Months Since - 14		47		Days- UN	
	Aircraft Type - DHC	•	42		Days-	
±		Multi-Eng -	236			
Instrument Rating(s) - AIRPLANE						
Narrative	D A LITOUR CINIC BATE ON ETA	IAL ADDDOAGU TO THE DU	V AND HAS	LATE IN		
E PIC STATED HE ALLOWED THE ACFT TO DEVELO PLYING PWR TO ARREST THE DESCENT. SUBSEQUE						

File No. - 742 7/03/86 CONWAY.AR A/C Reg. No. N6009N Time (Lc1) - 1430 CDT LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND 2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND 3. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND 4. LEVEL OFF - NOT ATTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 5. TERRAIN CONDITION - GROUND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4 Factor(s) relating to this accident is/are finding(s) 1,2

File No 612 7/23/86 HARRIS	BURG,AR A/C R	eg. No. N8494K		ime (Lc1) -	1400 CDT	
-Basic Information Type Operating Certificate-NONE (GENERAL		t Damage		Injur		
	SUBSTA	NTIAL	Fatal	Serious		None
Type of Operation -AERIAL APPLIC		Cre		0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pas	s 0	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - SCHWEIZER G-164B	Eng Make/Model - P			Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			Stall Warnir	ng System	- YES
Max Gross Wt - 4500	Engine Type - RE		RETOR			
No. of Seats - 1	Rated Power -	600 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF A	[RPORT/STRIF	•	
Method - N/A	SAME AS ACC/INC	·				
Completeness - N/A	Destination		Airport			
Basic Weather - VMC	LOCAL			TE STRIP		
Wind Dir/Speed- 360/015 KTS	ATO /A /				N/A	
Visibility - 7.0 SM	ATC/Airspace Type of Flight Plan	NONE		/ Lth/Wid -		
Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 5000 FT BROKE				/ Surface - / Status -		
Obstructions to Vision- NONE	Type Of Crearance Type Apch/Lndg		Runwa	Jalus	MEI	
Precipitation - NONE	Type Apch/Endg	- FORCED LANDING				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 49	Medical Certific			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	Fli	ght Time (I			
COMMERCIAL, CFI	Current - YES	Total -	6900	Last 24	Hrs - UN	IK/NR
SE LAND, ME LAND	Months Since - 17		UNK/NR	Last 30	Days- UN	IK/NR
HELICOPTER	Aircraft Type - C-150		UNK/NR	Last 90	Days- UN	IK/NR
		Multi-Eng -	UNK/NR	Rotorc	aft -	70
Instrument Rating(s) - AIRPLANE						
						
AERIAL APPLICATION AIRPLANE WAS DEPARTING	FROM A SHORT STRIP ON A HO	T DAY. THE PILOT	SAID THE A	IRPLANE WOUL	D NOT	
MB AND HE WAS FORCED TO PUT IT DOWN IN A FL						
PILOT STATED HE SHOULD HAVE USED MORE OF T	HE AVAILABLE RUNWAY.					

File No. - 612 7/23/86 HARRISBURG, AR A/C Reg. No. N8494K Time (Lc1) - 1400 CDT Occurrence #1 FORCED LANDING Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. AIRSPEED - INADEQUATE - PILOT IN COMMAND 2. PROPER GLIDEPATH - PREMATURE - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 Phase of Operation LANDING NOSE OVER Occurrence #3 Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.2

File No 756 5/31/86	GOODYEAR, AZ	A/C Reg. No. 1	N2002E	002E Time (Lc1) - 0803 MST			
B a sic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Inj Serious	uries Minor	None
Type of Operation -INSTR Flight Conducted Under -14 CF	R 91	Fire NONE	Crew Pass	0	1	0	0 0
Lowest Ceiling - 10000 Obstructions to Vision- NONE	Eng Make, Number Er Engine Ty Rated Pov Itinerary RIEFING Last Depar SAME AS Destination LOCAL ATC/Airspace	rture Point ACC/INC 1 Bight Plan - NONE Learance - VFR	ING-CARBURET	Airport D ON AIR irport D GOODYE Runway Runway Runway	tall Warn Proximity PORT ata AR Ident Lth/Wid	- O3 - 8500/ - CONCRETE	- YES
Precipitation - NONE Condition of Light - DAYLIG	HT 						
Pilot-In-Command	Age - 52		Certificate			WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight		_	Time (H			_
STUDENT	Current		al - e/Model-	28 28		24 Hrs -	2
	Months Since Aircraft Typ	•	•	0		30 Days- 90 Days-	13 28
Instrument Rating(s) - NONE							
Narrative HE STUDENT PILOT WAS ON HER FIRST SUP NSTRUCTOR ADVISED HER TO MAKE THREE T HE LANDING AREA AND ADVISED THE STUDE AKEOFF'S AND LANDINGS. THE INSTRUCTOR AKEOFF ROLL THE STUDENT PILOT FAILED BOUT A 30 DEGREE PITCH UP ATTITUDE. W ND A STEEP DESCENDING DIVE. THE ACFT TUDENT PILOT SUSTAINED SERIOUS INJURI	OUCH & GO TAKEOFF'S AND NT PILOT THAT SHE WOULD REPORTED THAT THE INIT: TO RETRACT THE FLAPS & T HEN THE ACFT REACHED ABO CAME TO REST ON ABOUT A	LANDINGS. THE INST WAVE TO HER IF SHE IAL LANDING WAS NEA THE ACFT LIFTED OFF DUT 100 FT ABOVE GR 200 DEG MAGNETIC H	RUCTOR POSIT WANTED HER RLY PERFECT. IN A VERY S OUND LEVEL I EADING, RIGH	IONED HE TO TERMI DURING HORT DIS T BEGAN IT-SIDE U	RSELF NEA NATE THE THE SECON TANCE AND A LEFT TU P. THE	D RN	

File No. - 756 5/31/86 GOODYEAR, AZ A/C Reg. No. N2002E Time (Lc1) - 0803 MST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF Finding(s) 1. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, IMPROPER TRAINING - FLIGHT INSTRUCTOR(ON GROUND) 3. LIFT-OFF - PREMATURE - PILOT IN COMMAND 4. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND 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 $is/are\ finding(s)\ 1,2,3,4$

File No 635 1/27/86 LANCA	STER, CA	A/C Reg.	No. N5128T	1	ime (Lc1) -	1501 PST	
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Da		Fatal		ies Minor O	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Fire NONE	Crev Pass		1 0	0	0
-Aircraft Information							
Make/Model - STRIPLIN RANGER Landing Gear - TRICYCLE-FIXED Max Gross Wt - UNK/NR No. of Seats - 2	Eng Make/Mo Number Eng Engine Type Rated Power	ines - 1 e - RECIPR	503 2 CYCLE DCATING-CARBUF HP	Ş	Installed/A Stall Warnir		
-Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departo LANCASTER			ON AIF			
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 008/005 KTS	Destination SAME AS AG	CC/INC			M S. FOX	- UNK/NR	
Visibility - 75.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE			NE AFFIC PATTERN	Runway Runway	/ Lth/Wid - / Surface - / Status -	- ASPHALT	150
Precipitation - NONE Condition of Light - DAYLIGHT		GO	AROUND				
-Personnel Information Pilot-In-Command	Age - 36	Med	ical Certifica	a+e - VAITI) MEDICAL -WA	\TVFP\$/ TM	117
Certificate(s)/Rating(s)	Biennial Flight Re			ght Time (H		117213,211	
COMMERCIAL	Current	- UNK/NR	Total - i			4 Hrs - UN	IK/NR
SE LAND	Months Since		Make/Mode1- l	JNK/NR	Last 30	Days- UN	IK/NR
	Aircraft Type	- UNK/NR	Instrument- Multi-Eng -	JNK/NR	Last 90	Days- UN raft - UN	IK/NR
Instrument Rating(s) - NONE							
-Narrative E ACFT CRASHED IN A FLAT STALLED ATTITUDE A OT HAD BEEN INSTRUCTED TO STAND-BY FOR A G THE NORTH OF THE RWY, AT 50 FT AGL DURING THE DIRT BESIDE THE RWY.	O-AROUND BECAUSE OF	F TRAFFIC. TH	E PLT CONTINU	ED HIS APP	ROACH OFF-SI		

File No 6	35 1/27/86 LANCASTER,CA	A/C Reg. No. N5128T	Time (Lc1) - 1501 PST
	LOSS OF POWER APPROACH - GO-AROUND (VFR)		
Finding(s) 1. UNDETERMINED			
	LOSS OF CONTROL - IN FLIGHT APPROACH - GO-AROUND (VFR)		
Finding(s) 2. GO-AROUND - ATT	EMPTED - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Finding(s) 3. TERRAIN CONDITI	ON - GROUND		
Probable Cause			·
The National Transpois/are finding(s) 1	rtation Safety Board determines that th	e Probable Cause(s) of this accid	lent
Factor(s) relating t	o this accident is/are finding(s) 2		

Basic Information Type Operating Certificate-	AGRICULTUR	AL AIRCRAFT	Aircra	aft Damage			Iniu	ırtes	
· , pe operating continuous				TANTIAL		Fatal	Serious		r None
Type of Operation -	AERIAL APP	LICATION	Fire		Crew	0	0	0	1
Flight Conducted Under -			NONE		Pass	0	0	0	0
Accident Occurred During -	LANDING								
Aircraft Information	_		•						
Make/Model - SIKORSKY S-			g Make/Model - (R-1300-3		Installed/		
Landing Gear - TAILWHEEL-A Max Gross Wt - 7200	ILL FIXED		mber Engines - gine Type - 1	1 RECIPROCATING	-CARRURET		Stall Warni	ng Syst	em - NO
No. of Seats - 1				700 HP	-CARBORE	UK			
Environment/Operations Inform Weather Data	nation	Itine	201			Ainmont	Proximity		
Wx Briefing - UNK/NR			rany t Departure Poi	nt			RPORT/STRI	P	
Method - UNK/NR			NK/NR	, ,		011 A	IN ONLY STRE	••	
Completeness - WEATHER N	OT PERTINE		ination		1	Airport	Data		
Basic Weather - VMC		U	NK/NR			·			
Wind Dir/Speed- CALM							/ Ident	- N/A	
Visibility - UNK/NR			irspace				/ Lth/Wid		
Lowest Sky/Clouds - C			of Flight Pla				/ Surface	_	
Lowest Ceiling - N Obstructions to Vision- N			e of Clearance e Apch/Lndg			Runwa	/ Status	- N/A	
Precipitation - N		тур	e Apcily Lindy	- NONE					
Condition of Light - D									
 Personnel Information									
Pilot-In-Command		Age -	52	Medical Ce	ertificate	- VALI	MEDICAL-N	O WAIVE	RS/LIMIT
Certificate(s)/Rating(s)			Flight Review			t Time (
COMMERCIAL			nt - YES	Total	- 5	5000	Last 2	24 Hrs -	UNK/NR
SE LAND HELICOPTER		Month	s Since - 10 aft Type - S-55	Make/N	Model- 4	1500	Last 3 Last 9	BO Days-	UNK/NR
HELICOPTER		Aircr	art Type - 5-55	Instru	ıment-	O	Last	0 Days-	UNK/NR
Instrument Rating(s)	NONE								
ACFT WAS LANDED OFF THE ARPT	IN A FORCE	LANDING AF	TER A PWR LOSS	THE ACET WAS	DAMAGED	IN THE	HARD LANDIN	IG	
TEARDOWN SHOWED THE R/H MAGNE									

File No. - 731 3/21/86 AFTON,CA A/C Reg. No. N8327 Time (Lc1) - 1300 PST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. IGNITION SYSTEM,MAGNETO - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

----Probable Cause----

File No 755 4/27/86 DAVIS	,CA A/C Re	g. No. N50007	T	ime (Lc1)	- 1030 PDT	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft SUBSTAN		Fa4-1	Inju Serious		Nama
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	Fatal O O	0 0	0 0	None 1 1
Aircraft Information Make/Model - CESSNA 150H Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2		TINENTAL O-200-A IPROCATING-CARBURI 100 HP	S	Installed/ tall Warni		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/005 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAN JOSE,CA Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - Type of Clearance -		ON AIR Airport D TALLEY Runway Runway Runway	ata RANCH Ident Lth/Wid Surface		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 20 Biennial Flight Review	Medical Certifica Flig	te - VALID nt Time (H		O WAIVERS/	LIMIT
PRIVATE SE LAND	Current - YES Months Since - 10 Aircraft Type - C-150	Total - Make/Model-	396 295			1 11 20
Instrument Rating(s) - NONE						
Narrative HE ACFT LANDED ON A PRIVATELY OWN RANCH DIRT NDING ROLL THE ACFT NOSEWHEEL STRUCK A SMAL PORT ANY PREIMPACT ACFT MALFUNCTIONS AND/OR RSTRIP PRIOR TO THE ACCIDENT. NEITHER THE C NJURED.	L DITCH CAUSING IT TO NOSE OF FAILURES. THE PLT REPORTED	VER ONTO ITS BACK THAT HE HAD PREVI	. THE PILO DUSLY LAND	T DID NOT ED ON THE		

4/27/86 DAVIS, CA A/C Reg. No. N50007 Time (Lc1) - 1030 PDT File No. - 755 ON GROUND COLLISION WITH TERRAIN Occurrence #1 LANDING - ROLL Phase of Operation Finding(s) 1. TERRAIN CONDITION - DITCH 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 3. RUNWAY MAINTENANCE - NOT MAINTAINED - COMPANY/OPERATOR MGMT

Occurrence #2 Phase of Operation LANDING - ROLL

NOSE OVER

----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	OFNEDAL AVIATION)	Damage		Tmd		
Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft SUBSTAN	_	Fatal	Inju Serious	nes Minor	None
Type of Operation -PERSON		Crew		0	0	1
Flight Conducted Under -14 CFR		Pass		0	Ö	i
Accident Occurred During -LANDIN		1 433	Ŭ	Ŭ	Ů	•
Aircraft Information						
Make/Model - PIPER PA-38-112	Eng Make/Model - LYCO	OMING 0-235-L2C		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warni	ng System	- YES
Max Gross Wt - 1670	3 71	PROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power -	112 HP				
Environment/Operations Information-						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Point		ON AIR	PORT		
Method - TELEPHONE	TORRANCE, CA					
Completeness - FULL	Destination		Airport D			
Basic Weather - VMC	FALLBROOK,CA			ROOK COMM		
Wind Dir/Speed- 180/007 KTS	ATO / A !				- 36	70
Visibility - 7.0 SM	ATC/Airspace	NONE		Lth/Wid	•	70
	T SCATTERED Type of Flight Plan -			Surface		
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	FULL STOP				
Precipitation - NONE Condition of Light - DAYLIGH	т					
	·					
Personnel Information						
Pilot-In-Command		Medical Certifica) WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (F		4 11	_
PRIVATE	Current ~ YES	Total -	192		4 Hrs -	2
SE LAND	Months Since - 1	Make/Model-	71		Days- UN	•
	Aircraft Type - UNK/NR	Instrument-	4	Last 9	Days-	26
Instrument Rating(s) - NONE						
Manuak Jua						
Narrative PER PA-38-112 VEERED OFF RWY 36. TH	E MY DEPORTING STATION LOCATED & NO	W CE OF THE ADDT	DEDODIED 1	THAT THE		
S WERE FROM 180 DEG AT 7 KTS DURING						
NTERPRETED THE ARPT WIND INDICATOR						
NIEKPKEIED IME AKPI WIND INDICATUK						
RUNNING THE RWY. THE PLT ALSO INDIC	ODDING TO THE TOMOHAWN (DA-20-440)			1617 DI PIPE		
RUNNING THE RWY. THE PLT ALSO INDIC DENT. RWY 36 WAS 2,160 FT LONG. ACC					`	
RUNNING THE RWY. THE PLT ALSO INDIC	NG GROUND ROLL FOR THE REPORTED WX	CONDITION IS AT	LEAST 1,00	O FT. A	`	

File No. - 639 4/29/86 FALLBROOK, CA A/C Reg. No. N25954 Time (Lcl) - 1730 PDT Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - TAILWIND 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND 4. WIND INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND 5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND ON GROUND COLLISION WITH TERRAIN Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 7. TERRAIN CONDITION - DOWNHILL 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) 5,6 Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7,8

	CITY,CA A/C Reg	. No. N10219	Time (Lc1) - 0630 PDT				
Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircraft SUBSTANT		Fatal	Injur Serious		None	
Type of Operation -AERIAL APPLIC Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING		Crev	w 0	0	0	1	
Aircraft Information Make/Model - GRUMMAN G-164 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3725 No. of Seats - 1	Eng Make/Model - P & Number Engines - 1 Engine Type - RECI Rated Power - 6	PROCATING-CARBU	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- CALM	SAME AS ACC/INC Destination LOCAL		OFF AII Airport Da MCGOWAI Runway	N Ident -	06		
Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE	Runway	Lth/Wid - Surface - Status -	DIRT		
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 34 M	edical Certifica					
COMMERCIAL SE LAND, ME LAND	Current - YES Months Since - 17 Aircraft Type - UNK/NR	Total - Make/Model-	15000 12000 UNK/NR	Last 24 Last 30 Last 90	Hrs - Days- UNM Days- aft - UNM		
Instrument Rating(s) - AIRPLANE							
Narrative E ACFT MADE A FORCED LANDING OFF ARPT AFTER UND IN THE FUEL SYSTEM.	A POWER LOSS DURING TAKEOFF.	THE OPERATOR S	TATED THAT	WATER WAS			

File No. - 618 5/07/86 BUTTE CITY,CA A/C Reg. No. N10219 Time (Lc1) - 0630 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING Phase of Operation DESCENT - UNCONTROLLED

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

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

is/are finding(s) 1,2

-Basic Information Type Operating Certificate-NONE (GENERA)	L AVIATION) Aircraft	Damage		Inju	ries	
Type operating our til leate Noite (dellera	DESTROYE		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew		0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT	·					
-Aircraft Information						
Make/Model - BENSEN-JANSEN B-8M	Eng Make/Mode1 - UNK	UNK	ELT 1		Activated	
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tali Warnii	ng System	- NO
Max Gross Wt - UNK/NR	Engine Type - RECI Rated Power - UNK/	PRUCATING-CARBURI	ETUR			
No. of Seats - 1	Rated Power - UNK/	NK				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIRS	STRIP		
Method - N/A	UNK/NR		A			
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport Da KENZEL			
Wind Dir/Speed- UNK/NR	LUCAL		Runway		- 27	
Visibility - UNK/NR	ATC/Airspace				- UNK/NR-0	0083
Lowest Sky/Clouds ~ CLEAR	Type of Flight Plan -	NONE			- DIRT	0000
Lowest Ceiling - NONE	Type of Clearance -				- DRY	
Obstructions to Vision- NONE		FULL STOP		•	_,,,	
Precipitation - NONE), , , , , , , , , , , , , , , , , , ,					
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command		ledical Certifica			AIVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (Ho			
PRIVATE	Current - UNK/NR	Total - UI	NK/NR	Last 2	4 Hrs - UN	
SE LAND	Months Since - UNK/NR	Make/Model- U	NK/NR	Last 3	Days- UN	
GYROPLANE	Aircraft Type - UNK/NR	Instrument- U			Days- UN	
		Multi-Eng - U	NK/NR	ROTORC	raft - UN	K/NR
Instrument Rating(s) - NONE						
Mannative						
-Narrative ACFT COLLIDED WITH POWER LINES CROSSING T						

File No 7	06 6/16/86 ADELANTO,CA	A/C Reg. No. N2522	Time (Lc1) - 0700 PDT
Occurrence #1 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT	т	
3. VISUAL LOOKOUT	RANSMISSION ON - INADEQUATE - PILOT IN COMMA - INADEQUATE - PILOT IN COMMAND EQUATE - PILOT IN COMMAND	ND	
	IN FLIGHT COLLISION WITH TERRA DESCENT - UNCONTROLLED	AIN	
Finding(s) 5. TERRAIN CONDITI	ON - RUNWAY		
Probable Cause			
The National Transpois/are finding(s) 2,		that the Probable Cause(s) of this a	accident

File No 707 8/01/	86 OROVILLE, CA	A/C Reg. No. N77	326	Time (Lc1) -	0724 PDT	
Basic Information Type Operating Certificate-N		Aircraft Damage SUBSTANTIAL	Fata1	Injuri Serious O		None O
•	PERSONAL 4 CFR 91 ANDING	Fire NONE	Crew O Pass O	ő	1	ő
Aircraft Information Make/Model - CESSNA 140 Landing Gear - TAILWHEEL-AL Max Gross Wt - 1450 No. of Seats - 2		- RECIPROCATING	-CARBURETOR	T Installed/Ac Stall Warning	System	- YES/YES - UNK/NR
Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 30.0 S Lowest Sky/Clouds - 20 Lowest Ceiling - NO Obstructions to Vision- NO Precipitation - NO	Itinerary OF BRIEFING DROVILLE, CO Destination LOCAL SM ATC/Airspace DOOO FT SCATTERED Type of Flig Type of Clear Type Apch/Lr	cA ght Plan - NONE crance - NONE	ON A Airport OROV Runw Runw Runw Runw	ILLE	ASPHALT	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) UNK/NRE	Age - UNK/NR Biennial Flight Re Current Months Since Aircraft Type	eview - YES Total	rtificate - VAL Flight Time - 692 Jodel - 200 Jament 100		Hrs - UN Days-	
Instrument Rating(s) -	NONE					
Narrative A CESSNA 140 NOSED OVER IN A DITCH LANDINGS. DURING THE LAST LANDING THE RWY. THE PLT INITIATED A GO-AR RUN TRANSPIRING ON RIGHT SHOULDER. ACFT LEVELED OFF TO ALLOW THE AIRS JUDGED HE HAD SUFFICIENT ALT TO CL CENTERLINE HE HEARD AN UNUSUAL "TW TAKEOFF AND LANDED ON THE RIGHT SH FT DEEP DITCH AND NOSED OVER. A PO	THE RIGHT BRAKE WAS INADVERTEN ROUND BY APPLYING FULL POWER. THE ACFT BECAME AIRBORNE APRAGED TO BUILD. THE PLT THEN NOT BEAR THE OBSTACLE. AS HE CROSSEVANG" NOISE AND ASSUMED HE HAD HOULDER OF THE RWY. DURING THE	NTLY APPLIED AND THE THE ACFT WAS OFF THE (MID-FIELD AND THE DTICED AN APPROXIMAT ED THE FENCE APPROXI STRUCK THE FENCE. H LANDING GROUND ROLL	ACFT VEERED TO RWY WITH THE T PLT CAUTIOUS NO ELY 4 FT TALL F MATELY 220 FT F BE DECIDED TO AB THE ACFT PLUN	THE RIGHT OFF AKEOFF GROUND T TO STALL THE ENCE AND ROM THE RWY ORT THE GED INTO A 10		

File No 707 8/01/86 OROVILLE,CA	A/C Reg	. No. N77326	Time (Lc1) - 0724 PDT
Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING			
Finding(s) 1. BRAKES(NORMAL) - INADVERTENT USE - PILOT IN COMMAND			
Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - GO-AROUND (VFR)			
Finding(s) 2. OBJECT - FENCE 3. JUDGEMENT - IMPROPER - PILOT IN COMMAND 4. GO-AROUND - SELECTED - PILOT IN COMMAND			
Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL			
Finding(s) 5. TERRAIN CONDITION - DITCH		÷	
Probable Cause	· · · · · ·		
The National Transportation Safety Board determines that is/are finding(s) 3,4	the Probable Caus	e(s) of this accid	ent
Factor(s) relating to this accident is/are finding(s) 1,	2,5		

-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircrat	ft Damage		Injur	ies	
		ANTIAL	Fatal	•		None
Type of Operation -PERSONAL	Fire	Crew		0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	NONE	Pass	1	0	0	0
Make/Model - CESSNA 152	Eng Make/Model - L			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnin	g System	- YES
Max Gross Wt - 1670	Engine Type - RI		ETOR			
No. of Seats - 2	Rated Power -	110 HP				
-Environment/Operations Information Weather Data	Itinerary		Ainman+	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		+		RPORT/STRIP		
Method - N/A	BROOMFIELD.CO	•	OII AI	REURI/ SIRIE		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		•			
Wind Dir/Speed- CALM					N/A	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan Type of Clearance			Surface - Status -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type Of Creamance Type Apch/Lndg		Runway	Status -	N/ A	
Precipitation - NONE	Type Apelly Elling	NONE				
Condition of Light - DUSK						
-Personnel Information						
Pilot-In-Command	Age - 17	Medical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s) STUDENT	Biennial Flight Review Current - N/A		ht Time (H		line	
SIODENI	Current - N/A Months Since - N/A		5/ 57	Last 24	Hrs -	IZ/ND
	Aircraft Type - N/A	Instrument-	0	Last 90	Days ON	9
			-		,-	-
Instrument Rating(s) - NONE						
-Narrative						
DENT PLT RENTED ACFT FROM FLYING CLUB, ACF					D	
A LOW ALT. ACFT STRUCK WATER WITH RIGHT MA	IN LND GEAR AND RT WING TI	P, AND NOSED OVER.	THE WATER	WAS		

File No. - 673 2/01/86 BERTHOUD, CO A/C Reg. No. N46193 Time (Lc1) - 1725 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING

Finding(s)

- 1. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 2. LOW PASS ATTEMPTED PILOT IN COMMAND
- 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY PILOT IN COMMAND
- 4. LIGHT CONDITION DUSK
- 5. BECAME LOST/DISORIENTED INADVERTENT PILOT IN COMMAND
- 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION PILOT IN COMMAND
- 7. TERRAIN CONDITION WATER, GLASSY

----Probable Cause----

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

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

File No 610 2/14/86	WRAY,CO	A/C Reg. No	. N219M	Ti	ime (Lc1) -	1530 MST	
Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Dama	ge		Injur	ies	
		DESTROYED	_	Fatal	Serious	Minor	None
Type of Operation -PERSONA		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR		ON GROUND	Pass	0	0	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA 182		Model – CONTINEN	TAL 0-470-L		[nstalled/Ad		
Landing Gear - TRICYCLE-FIXED	Number Eng				tall Warning	g Syst em	- YES
Max Gross Wt - 2550	Engine Typ		ATING-CARBURI	TOR			
No. of Seats - 4	Rated Power	er - 230 H	P 				
-Environment/Operations Information		•					
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRI				ON AIRF	PORT		
Method - N/A	BURLINGTO	N,CO					
Completeness - N/A	Destination			Airport Da			
Basic Weather - VMC	KIRK,CO		•		JNICIPAL		
Wind Dir/Speed- 160/007 KTS	.=0/					14	
Visibility - 10.0 SM	ATC/Airspace			-	Lth/Wid -	-	75
Lowest Sky/Clouds - UNK/NR	iype of Fit OVERCAST Type of Cle	ight Plan - NONE			Surfaçe -		
Lowest Ceiling - 18000 FT Obstructions to Vision- NONE	Type Apch/l		IGHT-IN	Runway	Status -	DRY	
Precipitation - NONE	Type Apcil/t		STOP				
Condition of Light - DAYLIGHT		FULL	STUP				
-Personnel Information Pilot-In-Command	Age - 40	Medic	al Certifica	te - VALTO	MEDICAL -WA	TVFRS/LIM	T T
Certificate(s)/Rating(s)	Biennial Flight F			nt Time (Ho		_ , _ , ,	
PRIVATE	Cuppont	- VEC T	otal -			Hrs -	1
SE LAND	Months Since			46	Last 24 Last 30	Davs- UN	K/NR
	Aircraft Type	e - C-182 I	nstrument-	3	Last 90	Days-	32
Instrument Patiens(a) NONE	•					·	
Instrument Rating(s) - NONE							
-Narrative ORDING TO THE PLT, THE ACFT CONTACTED VATE AIRSTRIP PRIOR TO LANDING. THE F KEN FUEL LINES IGNITED & THE ACFT WAS	LT SAID HE DIVERTED TO						

File No 6	10 2/14/86 WRAY,CO	A/C Reg. No. N219M	Time (Lcl) - 1530 MST
	IN FLIGHT COLLISION WITH OBJECT APPROACH - VFR PATTERN - DOWNWIND		
Finding(s) 1. OBJECT - UTILIT 2. VISUAL LOOKOU	Y POLE T - NOT MAINTAINED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN LANDING		
Finding(s) 3. LANDING GEAR,NO	SE GEAR - BUCKLED	· ·	· .
Occurrence #3 Phase of Operation	FIRE LANDING		
Probable Cause			
The National Transpois/are finding(s) 2	rtation Safety Board determines that the	Probable Cause(s) of this accid	dent

	18/86 GRAND	JUNCTION, CO	A/C Reg	. No. N1424W		ime (Lc1) ·	- 0920 N	IST
Basic Information								
Type Operating Certificat			Aircraft			Inju		
Name of Carrier	-THUNDERBIRD	HELICOPTERS,	SUBSTANT		Fatal	Serious	Minor	
Type of Operation Flight Conducted Under	-NON SCHED, DO	MESTIC, PASSENGER	Fire	Cre	_	0	1	0
			NONE	Pas	s O	0	2	0
Accident Occurred During	-DESCENT							
Aircraft Information						_		
Make/Model - BELL 47G3	B-2			SON 250-C20B		Installed/		
Landing Gear - SKID		Number Eng			S	tall Warni	ng Syste	em - UNK/N
Max Gross Wt - 2950			oe - TURB					
No. of Seats - 3		Rated Powe	er - 3	817 HP				
Environment/Operations Info	rmation							
Weather Data		Itinerary			Airport	Proximity		
	RD OF BRIEFING		ture Point		OFF AI	RPORT/STRI	•	
Method - N/A		UNK/NR						
Completeness - N/A		Destination			Airport D	ata		
Basic Weather - VMC		LOCAL						
Wind Dir/Speed- 180/020		_					- N/A	
Visibility - 20.0		ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds -				COMPANY (VFR)			- GRAVEL	
	1500 FT BROK	3 •	earance -		Runway	Status	- SNOW -	DRY
Obstructions to Vision-		Type Apch/I	₋ndg -	FORCED LANDING				
	NONE							
Condition of Light -	DAYLIGHI							
Personnel Information								
Pilot-In-Command		Age - 41		Medical Certific			D WAIVER	RS/LIMIT
Certificate(s)/Rating(s)		Biennial Flight			ight Time (F			
COMMERCIAL, CFI		Current	- YES				4 Hrs -	
SE LAND, ME LAND, SE SE	.A	Months Since	•	Make/Model-	641	Last 3	Days-	UNK/NR
HELICOPTER		Aircraft Type	e - UNK/NR	Instrument-	88	Last 9	Days-	195
				Multi-Eng -	997	Rotorc	raft -	4014
Instrument Rating(s)	- AIRPLANE							
-Narrative								
PLT STATED THAT WHILE TURNI	NG TO THE INTE	NDED LANDING AREA	THE HELICO	PTER HE WAS PTI	OTING ENCOL	INTERED BOTI	4	
DRAFTS & TAILWIND. THE PLT							•	

File No. - 663 2/18/86 GRAND JUNCTION, CO A/C Reg. No. N1424W Time (Lc1) - 0920 MST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation MANEUVERING Finding(s) 1. WEATHER CONDITION - DOWNDRAFT 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 3. WEATHER CONDITION - TAILWIND 4. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED 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) 2,4 Factor(s) relating to this accident is/are finding(s) 1

Airport UNK/N Airport Runwa Runwa	Serious O O Installed/ Stall Warni Proximity R Data Ay Ident Ay Lth/Wid	O O /Activated ing System	- YES
ELT RETOR Airport UNK/N Airport Runwa Runwa	O O O O O O O O O O O O O O O O O O O	O O Activated ing System	1 0 - NO -N/A - YES
ELT RETOR Airport UNK/N Airport Runwa Runwa	O Installed/ Stall Warni Proximity R Data ay Ident ay Lth/Wid	Activated ing System -	O - NO -N/A - YES
Airport UNK/N Airport Runwa Runwa	Stall Warni Proximity R Data y Ident y Lth/Wid	ing System	- YES
Airport UNK/N Airport Runwa Runwa	Stall Warni Proximity R Data y Ident y Lth/Wid	ing System	- YES
Airport UNK/N Airport Runwa Runwa	: Proximity NR Data ay Ident ay Lth/Wid	- N/A	
Airport UNK/N Airport Runwa Runwa	: Proximity NR Data ay Ident ay Lth/Wid	- N/A	
Airport UNK/N Airport Runwa Runwa	: Proximity NR Data ay Ident ay Lth/Wid	- N/A	
UNK/N Airport Runwa Runwa	Data ay Ident ay Lth/Wid	- N/A	
UNK/N Airport Runwa Runwa	Data ay Ident ay Lth/Wid	- N/A	
Airport Runwa Runwa	Data ay Ident ay Lth/Wid		
Runwa Runwa	ay Ident ay Lth/Wid		
Runwa Runwa	ay Ident ay Lth/Wid		
Runwa	y Lth/Wid		
Runwa	y Lth/Wid		
		- GRASS/TU	
	•	- GRASS/IUI	K F
Kuriwa	iy Status	- DK1	
ate - VALI	D MEDICAL-N	NO WAIVERS/	LIMIT
	(Hours)		
			1
	Last 9	90 Days-	71
1000			
	4400 1000 176 1000	1000 Last : 176 Last : 1000	4400 Last 24 Hrs - 1000 Last 30 Days- UNI 176 Last 90 Days-

A/C Reg. No. N76LF File No. - 617 4/30/86 LAMAR,CO Time (Lc1) - 1240 MDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,2

File No 607 5/	01/86	ENGLEWOOD, CO	A/0	C Reg. No. N947	03	Ti	me (Lc1)	- 0810	MDT
Basic Information Type Operating Certificat	e-NONE ((GENERAL AVIATI		raft Damage				uries	
			*	STANTIAL		Fatal	Serious	Mino	r None
Type of Operation		JCTIONAL	Fire		Crew	0	0	0	
Flight Conducted Under			NONI		Pass	0	0	0	0
Accident Occurred During	-LANDI	NG 							
Aircraft Information									
Make/Model - CESSNA 15			Eng Make/Model -		-N2C				ed - YES/N
Landing Gear - TRICYCLE-	FIXED		Number Engines -				all Warn	ing Syst	em - YES
Max Gross Wt - 1670			Engine Type -		CARBURE	TOR			
No. of Seats - 2			Rated Power -	110 HP					
Environment/Operations Info	rmation.								
Weather Data			nerary			Airport F			
Wx Briefing - NO RECO	RD OF BE	RIEFING L	ast Departure Po	int		ON AIRF	ORT		
Method - N/A			SAME AS ACC/INC						
Completeness - N/A		De	stination			Airport Da			
Basic Weather - VMC			LOCAL				JIAL ARPT		
Wind Dir/Speed- CALM						Runway		- 41	
Visibility - 50.0	SM		/Airspace				Lth/Wid		
Lowest Sky/Clouds -			ype of Flight Pla				Surface		LT
	NONE		ype of Clearance			Runway	Status	- DRY	
Obstructions to Vision-		Т	ype Apch/Lndg	- FULL STOP					
	NONE								
Condition of Light -	DAYLIG	┦╿ 							
Personnel Information		_							
Pilot-In-Command		Age -	57	Medical Cer				WAIVERS/	LIMIT
Certificate(s)/Rating(s)			1 Flight Review		_	t Time (Ho			
STUDENT			rent - N/A			25		24 Hrs -	
			ths Since - N/A	•			Last		
		Air	craft Type - N/A	Instrum	ient-	1	Last	90 Days-	24
Instrument Rating(s)	- NONE								
Narrative									
RDING TO THE STUDENT PLT. H	IF FLAPFI	TOO HIGH DUDT	NG LANDING & LAN	DED HARD COLLA	PSING T	HE NOSE GE	: A D		

File No. - 607 5/01/86 ENGLEWOOD,CO A/C Reg. No. N94703 Time (Lc1) - 0810 MDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - 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) 1

File No 722 5/19/86 ALAMO	SA,CO A/	C Reg. No. N6990X	Т	ime (Lcl) -	1015 MDT	г
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUE	-	-	Injur Serious O	ies Minor O O	None 1 0
Aircraft Information Make/Model - CESSNA 172B Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2200 No. of Seats - 4	Number Engines	- CONTINENTAL 0-300- - 1 - RECIPROCATING-CARB - 145 HP	S	Installed/A tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 240/005 KTS Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Pour SAME AS ACC/ING Destination LOCAL ATC/Airspace Type of Flight Pi Type of Clearance Type Apch/Lndg		ON AIR Airport D ALAMOS Runway Runway Runway	ata A MUNICIPAL Ident - Lth/Wid - Surface -	20 8500/	100
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 34 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	A Total - A Make/Model-	ight Time (H 15 8	ours) Last 24 Last 30	l Hrs - Ul	NK/NR NK/NR
Instrument Rating(s) - NONE						
Narrative E STUDENT PLT HAD SOLOED THAT MORNING. AFTE COND SOLO FLT. THE STUDENT PLT MADE TWO LAN PROACH THE ACFT STALLED CLOSE TO THE RWY, M	DINGS. ON THE THIRD APPR	ROACH THE PLT MADE A				

File No. - 722 5/19/86 ALAMOSA, CO A/C Reg. No. N6990X Time (Lc1) - 1015 MDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING Finding(s) 1. STALL - INADVERTENT - PILOT IN COMMAND HARD LANDING Occurrence #2 Phase of Operation LANDING LOSS OF CONTROL - ON GROUND Occurrence #3 Phase of Operation LANDING - ROLL Finding(s) 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND NOSE OVER Occurrence #4 Phase of Operation LANDING - ROLL ----Probable Cause----

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

-Basic Information Type Operating Certificate-NONE (GENERA							
	U AVIATION)	Aircraft Damage			Inju	· ies	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	C AVIATION)	SUBSTANTIAL	-	Fatal	•	Minor	None
Type of Operation -BUSINESS		Fire	Crew		0	1	0
Flight Conducted Under -14 CFR 91		NONE	Pass	Ö	Ö	Ö	Ö
Accident Occurred During -DESCENT		NONE	rass	U	U	Ü	U
-Aircraft Information							
Make/Model - CESSNA 207	Eng Make/Mod	del - CONTINENTA	AL TS10-520	ELT :	[nstalled/	ctivate	ed - YES/YE
Landing Gear - TRICYCLE-FIXED	Number Engir				tall Warnii		
Max Gross Wt - 3800	Engine Type		INJECTED	•			
No. of Seats - 6	Rated Power						
-Environment/Operations Information							
Weather Data	Itinerary			Airport F	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		re Point			RPORT/STRI	•	
Method - N/A	SAME AS AC			G	,		
Completeness - N/A	Destination	2, 2.10		Airport Da	ata		
Basic Weather - VMC	LOCAL			A II poi C De	ala		
Wind Dir/Speed- 120/010 KTS	LUCAL			D	Ident	- N/A	
Visibility - 20.0 SM	ATC/Airspace						
		- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1			Lth/Wid	•	
Lowest Sky/Clouds - UNK/NR		nt Plan - NONE			Surface		
Lowest Ceiling - 8200 FT BROK		rance - VFR		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lno	dg - FORCE) LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							/
Pilot-In-Command	Age - 30		l Certifica) MAINER	RS/LIMII
Certificate(s)/Rating(s)	Biennial Flight Rev		_	nt Time (H			
COMMERCIAL			tal -	2087	Last 2		2
SE LAND	Months Since	- 18 Mal	ke/Mode1-	2	Last 3	Days-	UNK/NR
	Aircraft Type	- C-150 Ins	strument-	0	Last 9	Days-	7
		Mu	lti-Eng -	10		-	
Instrument Rating(s) - NONE							
-Narrative							
ORDING TO THE PLT, HE HAD DESCENDED FROM B T WHEN HE STARTED TO ADD POWER, HE NOTICE!						ΓED	
ESTIGATION, THE PLT DID NOT INDICATE HE HA AND FUNCTIONED NORMALLY.						TEST	

File No 60	08 6/01/86	FREDERICK,CO	A/C Reg. No. N92807	Time (Lc1) - 1700 MDT
Occurrence #1 Phase of Operation	•		-	
Finding(s) 1. MIXTURE - IMPROF 2. IMPROPER USE			A AIRCRAFT - PILOT IN COMMAND	
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation		ION WITH TERRAIN		
Finding(s) 3. TERRAIN CONDITION	ON - DIRT BANK			
Probable Cause			·	

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

File No 666 6/08/86 GLADE	PARK,CO A/C Reg	Time (Lc1) - 0800 MDT				
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage		· Injur	ies	
	SUBSTANT		Fatal	-	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF						
Aircraft Information						
Make/Model - BEAVER EVANS VP-1	Eng Make/Model - CONT	INENTAL A-65		Installed/		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 847	Number Engines - 1 Engine Type - RECI	PROCATING-CARBURE		tall Warnir	ng System -	- NU
No. of Seats - 1	9),	65 HP	IUR			
Environment/Operations Information Weather Data	Itinerary		Airport	Provimity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIRS			
Method - N/A	SAME AS ACC/INC		0.1 72			
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- CALM					- 09	
Visibility - 90.0 SM	ATC/Airspace	NONE		Lth/Wid -		NK/NR
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan - Type of Clearance -			Surface - Status -		TATION
Obstructions to Vision- NONE		NONE	Runway	Status	SOFT	LIAITON
Precipitation - NONE	Type Aperly Eridg	HOHE			301 1	
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 41 M	ledical Certificat	e - VALID	MEDICAL-NO	WAIVERS/L	IMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		nt Time (H			
PRIVATE	Current - YES	Total -	236	Last 24	Hrs - UN	C/NR
SE LAND	Months Since - 1	-	12		Days- UNF	C/NR
	Aircraft Type - PA28180	Instrument-	5	Last 90	Days-	13
Instrument Rating(s) - NONE						
Narrative						
E PLT SAID THAT DURING THE TAKE-OFF ROLL, H	IIGH GRASS RESTRICTED THE ACET	FROM ATTAINING	MEETCLENT	A-TPSPEED 1	rn	
HIEVE FLT. ACCORDING TO THE PLT THE ACFT ST					•	
and the state of t				· •		

File No. - 666 6/08/86 GLADE PARK.CO A/C Reg. No. N23RB DRAGGED WING, ROTOR, POD, OR FLOAT Occurrence #1 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH VEGETATION 2. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND ON GROUND COLLISION WITH OBJECT Occurrence #2 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 3. OBJECT - FENCE The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1

File No 766 6/21/86 L	AST CHANCE, CO	A/C Reg. No. N8	344W	T	ime (Lc1)	- 1930 M	IDT
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage	•		Inju	ries	
	•	SUBSTANTIAL		Fatal	Serious		• None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 9	1	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - PIPER PA-28-235		e/Model ~ LYCOMING 0-5	40-B4B5				ed - YES/N
Landing Gear - TRICYCLE-FIXED		Engines - 1			tall Warni	ng Syste	em - YES
Max Gross Wt - 3000		ype - RECIPROCATIN	G-CARBURE	TOR			
No. of Seats - 4	Rated Po	ower - 250 HP					
-Environment/Operations Information	-						
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIE		arture Point		ON AIR	STRIP		
Method - N/A		S ACC/INC					
Completeness - N/A	Destinatio	on		Airport Da	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 080/010 KTS	*					- 34	
Visibility - 30.0 SM	ATC/Airspac				Lth/Wid		-UNK/NR
Lowest Sky/Clouds - CLEAR		light Plan - NONE		•	Surface		
Lowest Ceiling - NONE		learance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch	n/Lndg - TRAFFIC	PATTERN				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command		Medical C				O MAIVE	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review		t Time (H			
STUDENT	Current					4 Hrs -	
	Months Sind		Mode1-	24	Last 3	O Days-	UNK/NR
	Aircraft Ty	/pe - N/A Instr	ument-	O	Last 9	O Days-	1/
Instrument Rating(s) - NONE							
Namatina							
-Narrative	C WIND DDIETED MOCA	IN OLE BIOLIT HAND SIDE	OF DWY O	N A FAB.	CTDID CC	-	
PLT SAID WHILE ON LANDING ROLL A CROS) I	
TROL IN SOFT DIRT AND NOSED OVER. THE	AFHICLE MAP PORSIAN	LIALLY DAMAGED. AND IH	E PLI WAS	UNINUURE	U -		

6/21/86 File No. - 766 LAST CHANCE, CO A/C Reg. No. N8844W Time (Lc1) - 1930 MDT LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT 5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - GROUND ----Probable Cause----

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

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

Type Operating Certificate-NONE (GENERAL		ft Damage		Injur		
	DESTRI		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Cre		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pas		0	0	1
Aircraft Information						
Make/Model - CESSNA 152	Eng Make/Mode1 - L			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnin	g System	- YES
Max Gross Wt - 1670	Engine Type - R		RETUR			
No. of Seats - 2	Rated Power -	110 HP				
Environment/Operations Information Weather Data	Itinerary		Ainmon+	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	+		RPORT/STRIP		
Method - N/A	ERIE,CO		OII AI	KI OKI/ SIKII		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	HUDSON, CO		,			
Wind Dir/Speed- 130/007 KTS			Runway	Ident -	N/A	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan			Surface -		
Lowest Ceiling - 9000 FT BROKE			Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FURCED LANDING				
Precipitation - NONE Condition of Light - DAYLIGHT						
	Age - 38	Medical Certific	ate - VALID	MEDICAL-NO	WAIVERS/	LIMIT
, ,,	Biennial Flight Review		ght Time (H			
PRIVATE	Current - YES	Total -			Hrs -	1
SE LAND	Months Since - 16	Make/Model-	34	Last 30	Days- UN	K/NR
	Aircraft Type - C-152	Instrument- Multi-Eng -	74	Last 90	Days-	4
		Multi-Eng -	UNK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE						
-Narrative						
PLT TOOK OFF ON A LOCAL FLT WITH APPROXIMA	TELY 1/4 TANK OF FUEL (6	GAL). HE ELEW THE	ACET UNTIL	THE ENGINE		
	E. THE ACFT IMPACTED IN A					

File No 7	94 6/28/86	FORT LUPTON, CO	A/C Reg. No. N757KB	Time (Lc1) - 1730 MDT
Occurrence #1 Phase of Operation		DTAL) - NON-MECHANICAL		
Finding(s) 1. FUEL SUPPLY - I 2. PREFLIGHT PLANN		IN COMMAND INADEQUATE - PILOT IN C	COMMAND	
Occurrence #2 Phase of Operation		ENCY	·	
Occurrence #3 Phase of Operation		SION WITH TERRAIN		
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boa	ard determines that the	Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is	s/are finding(s) 2		

File No 671 7/0	09/86 SA	LIDA,CO	A/C Reg.	A/C Reg. No. N1272K Time (Lc1) - (0945 MD	Т
Basic Information Type Operating Certificate	-NONE (GEN	EDAL AVIATION)	Aircraft Da	amade		Injur	iec	
Type operating centilicate	= 14UNE (GEN	ERAL AVIALION,	SUBSTANTI		Fatal		Minor	None
Type of Operation	-PERSONAL		Fire	Cre		0	M11101	110116
Flight Conducted Under			NONE	Pas		0	ő	<u> </u>
Accident Occurred During			NONE	ras	3 0	J	Ū	'
-Aircraft Information								
Make/Model - LUSCOMBE 8	BA	Eng Make/	Model - CONTII	NENTAL A65	ELT	Installed/A	ctivated	- YES/Y
Landing Gear - TAILWHEEL-	-ALL FIXED	Number En	gines - 1		S	tall Warnir	g System	- NO
Max Gross Wt - 1250		Engine Ty	pe - RECIP	ROCATING-CARBU	RETOR			
No. of Seats - 2		Rated Pow	er - 6!	5 HP				
-Environment/Operations Infor	mation							
Weather Data		Itinerary				Proximity		
Wx Briefing - FSS		Last Depar			OFF AI	RPORT/STRIF	•	
Method - UNK/NR		FALCON, C	0					
Completeness - UNK/NR		Destination			Airport D	ata		
Basic Weather - VMC		GRAND JU	NCTION, CO		•			
Wind Dir/Speed- UNK/NR					Runway	Ident -	N/A	
Visibility - 90.0	SM	ATC/Airspace				Lth/Wid -	N/A	
Lowest Sky/Clouds -	15000 FT S	CATTERED Type of F1	ight Plan - No	DNE	Runway	Surface -	N/A	
	NONE		earance - No				N/A	
Obstructions to Vision-		Type Apch/					•	
	NONE	: y = :	<u> </u>					
Condition of Light -								
-Personnel Information								
Pilot-In-Command		Age - 41		dical Certific			IVERS/LI	MIT
Certificate(s)/Rating(s)		Biennial Flight			ght Time (H			
PRIVATE			- YES	Total -		Last 24		11
SE LAND			- 3			Last 30		NK/NR
		Aircraft Typ	e - PA28180	Instrument-	0	Last 90	Days-	43
Instrument Rating(s)	- NONE							
-Narrative DRDING TO THE PLT, UPON ENTER CH HE WAS UNABLE TO RECOVER. TRUCTOR WHO WITNESSED THE ACC IO COMMUNICATIONS, ALT'S NEEL	THE PLT ST	UNTAIN PASS, THE ACF ATED HE BLED OFF AIR E FLYING OVERHEAD, S	T HE WAS PILO SPEED UNTIL CO TATED HE HAD	TING ENCOUNTER DNTACT WITH TH GIVEN THE PLT	ED DOWNDRAF E TREES. A	LOCAL FLT	Α	

File No 6	7/09/86	SALIDA, CO	A/C Reg. No. N1272K	Time (Lc1) - 0945 MDT
Occurrence #1 Phase of Operation	IN FLIGHT ENCOUN	TER WITH WEATHER		
3. IMPROPER US 4. WEATHER CONDITI	POOR - PILOT IN COM E OF EQUIPMENT/AIR ON - HIGH DENSITY	CRAFT, OVER CONFIDER ALTITUDE	NCE IN AIRCRAFT'S ABILITY - PILOT LIARITY WITH GEOGRAPHIC AREA - PI	
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation	•			
Finding(s) 6. OBJECT - TREE(S	;)			
Probable Cause				
The National Transpo		ard determines that	the Probable Cause(s) of this acc	cident
Factor(s) relating t	o this accident is	s/are finding(s) 3,	4,5	

File No 658 7/	11/86 CE	NTER,CO	A/C R	eg. No. N	5 33 53	т	Time (Lc1) - 0930 MDT			
-Basic Information Type Operating Certificate Type of Operation Flight Conducted Under Accident Occurred During	-AERIAL AP	PLICATION 7	Aircraf SUBSTA Fire NONE	t Damage NTIAL	Crew Pass	Fatal O O	•	ries Minor O O	None 1 0	
-Aircraft Information Make/Model - CESSNA A18 Landing Gear - TAILWHEEL Max Gross Wt - 3300 No. of Seats - 1	38B	Eng Nun Eng	g Make/Model - CO mber Engines - 1 gine Type - RE ted Power -	CIP-FUEL			Installed/ tall Warni			
Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 25.0 Lowest Sky/Clouds -	SM CLEAR NONE NONE NONE	Itiner ING Last SA Dest LC ATC/A Type Type	rary Departure Point ME AS ACC/INC Ination CAL Irspace of Flight Plan of Clearance Apch/Lndg	- NONE - NONE	,	ON AIR Lirport D LEACH Runway Runway Runway	ata AIRPORT	- ASPHALT		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND Instrument Rating(s)		Biennial I Curre Months Aircra	55 Flight Review nt - YES s Since - 12 aft Type - C-182	Tota Make Inst	.1 - 16	t Time (F 5000 2000 101	lours) Last 2 Last 3	24 Hrs -	2	
Narrative CORDING TO THE PLT INVOLVED II LL POWER. THE OWNER OF THE AG ATED THE MIXTURE WAS IMPROPER	SPRAYING B	USINESS (TO W	HOM THE ACFT BELO	NGS) AND	ANOTHER PL	FOR THE	OPERATOR,			

File No. - 658 7/11/86 CENTER, CO A/C Reg. No. N53353 Time (Lc1) - 0930 MDT Occurrence #1 OVERRUN Phase of Operation TAKEOFF Finding(s) 1. WEATHER CONDITION - HIGH DENSITY ALTITUDE 2. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND 3. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

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

-Basic Information		A.L			T 4	1		
Type Operating Certificate-NONE (G	ENERAL AVIATION)	SUBSTANTIAL	Aircraft Damage			uries Minor None		
Type of Operation -PERSONA Flight Conducted Under -14 CFR		Fire NONE	Crew Pass	Fatal O O	0		1	
Accident Occurred During -DESCENT								
-Aircraft Information		wadal LYCOMTNO		FLT	r		VEC /N	
Make/Model - CESSNA A150N Landing Gear - TRICYCLE-FIXED		Model - LYCOMING gines - 1	0-235-L2C		tall Warning			
Max Gross Wt - 1670		oe - RECIPROC			tarr warming	, 3,0 cc		
No. of Seats - 2	Rated Pow							
-Environment/Operations Information								
Weather Data	Itinerary				Proximity			
Wx Briefing - FSS Method - TELEPHONE	Last Depar SAME AS			ON AIR	PORT			
Completeness - PARTIAL, LMTD BY				Airport Da	a+a			
Basic Weather - VMC	LOCAL				WASH COUNTY	ARPT		
Wind Dir/Speed- 320/022 KTS	200//2			_		27		
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -	4100/	50	
Lowest Sky/Clouds - 8000 FT	SCATTERED Type of F1	ight Plan - NONE		Runway	Surface -	GRASS/TU	RF	
Lowest Ceiling - NONE	Type of Cl	earance - VFR		Runway	Status -	DRY		
Obstructions to Vision- NONE	Type Apch/	Lndg - NONE	:					
Precipitation - NONE								
Condition of Light - DAYLIGHT								
-Personnel Information Pilot-In-Command	Age - 40	Modia	cal Certificat	o - VALTO	MEDICAL -NO	WATVEDS /	LIMIT	
Certificate(s)/Rating(s)						WAIVERS/	LIMII	
PRIVATE	Biennial Flight Current	- YES 1	rotal -	305	Last 24	Hrs -	1	
SE LAND	Months Since	- 12 N	Make/Model-	38	Last 30	Days- UN	K/NR	
		e - C-172	Instrument- UN	K/NR	Last 90	Days-	2	
		N	Multi-Eng - UN	K/NR	Rotorcr	aft - UN	K/NR	
Instrument Rating(s) - NONE								
-Nonnotive								
-Narrative				•				

File No 7	25 7/13/86 	AKRON, CO	A/C Reg. No. N757GH	Time (L	c1) - 2025 MDT
Occurrence #1	IN FLIGHT ENCOUNT	TER WITH WEATHER			
Phase of Operation	TAKEOFF - INITIAL	_ CLIMB			
Finding(s)					
1. WEATHER CONDITI					
2. WEATHER EVALU	ATION - INACCURATE	- PILOT IN COMMAND			
Occurrence #2 Phase of Operation					
rhase of operation	DESCENT CINCONTR	OLLED	•		
Finding(s)					
3. AIRPORT FACILIT	IES,RUNWAY/LANDING	AREA CONDITION - OPE	N FIELD		
Probable Cause					
The National Transpois/are finding(s) 1.		rd determines that th	e Probable Cause(s) of this a	ccident	
13/arc i mamg(3) i,	~				

File No 606 3/29/86 HOMESTI	EAD,FL A/C Re	g. No. N777GH	Time (Lc1) - 1842 EST				
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft SUBSTAN	_	Fatal	Injur Serious	ies Minor	None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0	0	0	0	
Aircraft Information Make/Model - EASLEY PITTS S2-E Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1500 No. of Seats - 2	3 71	OMING IO-360-A1A IP-FUEL INJECTED 200 HP		Installed/A tall Warnir			
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 030/006 KTS Visibility - 8.0 SM Lowest Sky/Clouds - 3000 FT SCATTI Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	3 • • • • • • • • • • • • • • • • • • •	NONE NONE TRAFFIC PATTERN	Runway Runway Runway	PORT ata EAD GENERAL Ident - Lth/Wid - Surface -	3000/	75	
Certificate(s)/Rating(s) PRIVATE	Age - 63 Biennial Flight Review Current - YES	Total -	nt Time (Ho 1011	ours) Last 24	Hrs -	1	
SE LAND	Months Since - 4 Aircraft Type - UNK/NR	Make/Model- Instrument- Multi-Eng -	97 0 3	Last 30 Last 90	•	K/NR 3	
Instrument Rating(s) - NONE							
Narrative ILLE CLIMBING THROUGH 600 FEET AFTER DEPARTUR RPORT ALTITUDE COULD NOT BE MAINTAINED AND TO VEALED THE NUMBER 4 CYLINDER HAD FAILED AT TO IGETHER. METALLURGICAL EXAMINATION REVEALED TO IE CYLINDER BARREL OVER A 3 INCH AREA AT THE IRROSION WAS FOUND TO HAVE INITIATED DUE TO TO IS OVERHAULED IN FEBRUARY 1980, 214 FLIGHT HO IN CLEAN THE CYLINDER PRIOR TO OVERHAUL. AFTER INY EXCESS CHEMICAL FROM THE CRACKS OF THE CYL	HE AIRCRAFT CRASHED SHORT OF POINT THE CYLINDER HEAD HE FAILURE OCCURRED DUE TO SRD THREAD. THIS RESULTED IN THE PRESENCE OF CHLORINE IN URS BEFORE THE FAILURE, TRIUSE OF THE VAPOR DEGREASER	F THE RUNWAY; POS AND CYLINDER BARR CORROSION AND DIF N FATIGUE AND OVE THE THREADED AREA CHLOROETHLENE VAP	T CRASH INSEL ARE SCRIFUSION OF SERVICES FALLES FALLES THE DEGREASI	SPECTION EWED IRON FROM ILURE. CYLINDER ER WAS USED)		

File No 6	06 3/29/86 HOMESTEAD,FL	A/C Reg. No. N777GH	Time (Lc1) - 1842 EST
Occurrence #1 Phase of Operation	LOSS OF POWER(PARTIAL) - MECH F	AILURE/MALF	
MAINTENANCE, O	,CYLINDER - FATIGUE VERHAUL - IMPROPER - OTHER MAINTE ,CYLINDER - FAILURE,TOTAL	NANCE PSNL	
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH TERRAI LANDING - FLARE/TOUCHDOWN	N	
Probable Cause			
The National Transpois/are finding(s) 1,	•	hat the Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is/are finding(s)	2	

File No 678 4/08/86	A/C Reg. No	o. N428FH 	Time (Lc1) - 1130 EST				
-Basic Information Type Operating Certificate-NONE (C		Aircraft Damage		Injuries			
Turn of Orangelian INCIDIO	TTONAL	SUBSTANTIAL		Fata1	Serious O	Minor O	None
Type of Operation -INSTRUC Flight Conducted Under -14 CFR		Fire NONE	Crew Pass	0	0	0	1
Accident Occurred During -HOVER	91	NONE	Pass	O	0	0	
-Aircraft Information							
Make/Model - FAIRCHILD HILLER F Landing Gear - TRICYCLE-FIXED		odel - ALLISON 250-C18 ELT Installed/Activated - NO -N/A					
Max Gross Wt - 2530		ines - 1 Stall Warning System - NO					
No. of Seats - 8	Engine Ty Rated Pow	F					
-Environment/Operations Information-							
Weather Data		Airport Proximity					
Wx Briefing - UNK/NR	Last Depar MIAMI,FL			OFF AI	RPORT/STRIP		
Method - ACFT RADIO	Allowed Body						
Completeness - WEATHER NOT PERI Basic Weather - VMC	INENT Destination LOCAL			Airport D	ата		
Wind Dir/Speed- 260/003 KTS	LOCAL			Runway	Ident -	N/A	
Visibility - 7.0 SM	ATC/Airspace			Runway Lth/Wid - N/A			
Lowest Sky/Clouds - 3000 F1							
Lowest Ceiling - NONE	earance - NON						
Obstructions to Vision- NONE	Type Apch/	Lndg - NON	E				
Precipitation - NONE							
Condition of Light - DAYLIGHT	·						
-Personnel Information Pilot-In-Command	Age - 30	Medi	cal Certifica	te - FXPIR	FD		
Certificate(s)/Rating(s)	Age - 30 Biennial Flight	Review		ight Time (Hours)			
PRIVATE	Current	- NO	Total -				2
SE LAND, ME LAND	Months Since	- UNK/NR	Make/Model-	9	Last 30	Days-	10
HELICOPTER	Aircraft Typ	e - UNK/NR	Instrument- Multi-Eng -	0	Last 90	Days- UN	K/NR
			Multi-Eng -	19	Rotorcr	aft -	120
Instrument Rating(s) - NONE							
-Narrative					•		
STUDENT PLT WAS ON A SUPERVISED SOLO	FLT & WAS HOVERING.	THE HELICOPTER	WAS SEEN TO W	OBBLE, ROL	L TO THE RI	GHT	
RASH TO THE GROUND. THE OWNER OF THE							
HE ACFT PERFORMED NORMALLY. FLT CHARA	CTEDICTICS OF THE HELT	CODTED LIAVE DEE	N DECODEDED A	C CENCTITY	_		

File No. - 678 4/08/86 MIAMI,FL A/C Reg. No. N428FH Time (Lcl) - 1130 EST LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation HOVER Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND 3. REMEDIAL ACTION - MISJUDGED - PILOT IN COMMAND 4. IMPROPER USE OF PROCEDURE, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND 5. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

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

Basic Information	AVIATION	t Domogo		Indun	ios	
Type Operating Certificate-NONE (GENERAL	_ AVIATION) ATECTAT DESTRO	t Damage	Fata1	Injur Serious		None
Type of Operation -PERSONAL	Fire	Crew		1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	_	Ó	Ö	Ö
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - BLYTHE QUICKIE	Eng Make/Mode1 - Of			installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnin	g System	- NU
Max Gross Wt - UNK/NR		CIPROCATING-CARBUR	ETUR			
No. of Seats - 1	Rated Power - Ul	NK/NR 				
Environment/Operations Information	Thimpman		Ainmant	Proximity		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Poin	_		PPORT/STRIP		
Method - N/A	FLAGLER.FL	L	OFF AI	RPURI/SIRIP		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	DELAND.FL		A II poi t b	4.4		
Wind Dir/Speed- 130/014 KTS	522///5/12		Runway	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runway	Surface -	GRASS/TUI	RF
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status -	HIGH VEG	ETATION
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 31	Medical Certifica			WAIVERS/	LTMII
Certificate(s)/Rating(s)	Biennial Flight Review Current - N/A	Total -	ht Time (H		Hrs -	5
STUDENT	Months Since - N/A	Make/Model-	40	Last 24	Dave- UNI	v/ND
	Aircraft Type - N/A	Instrument- U				19
	All Clair Type N/A	Multi-Eng - U	NK/NR	Rotorco	aft - UNI	
		marti tig o	INTO THE	KO COI CI	art on	IX/ IVIX
Instrument Rating(s) - NONE						
Narrative STUDENT PILOT DEPARTED ON A STUDENT CROSS CKIE. ABOUT 30 TO 45 MINUTES LATER THE ENG DE TO A ROAD AND STRUCK TREES AND CRASHED. E IN AN IN-LINE FILTER.	INE FAILED AT 1800 FT MSL.	THE STUDENT ATTEMP	TED TO STR	ETCH THE	.т	

File No 7	40 4/20/86	EUSTIS,FL	A/C Reg. No. N316Q	Time (Lc1) - 0945 EST
Phase of Operation	CRUISE - NORMAL	TAL) - NON-MECHANICAL		
1. FUEL SYSTEM - E 2. REFUELING - N	OT OBTAINED - PILO		ND	
Occurrence #2 Phase of Operation		· · · - · · · - · · · · · · · · · ·		
Finding(s) 4. OBJECT - TREE(S 5. IN-FLIGHT PLA		MPROPER - PILOT IN COMMAI	ND	·
Occurrence #3 Phase of Operation				
Probable Cause			<u>·</u>	
The National Transpois/are finding(s) 1,		rd determines that the P	robable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is,	/are finding(s) 4		

Landing Gear - TRICYCLE-RETRACTABLE Number Max Gross Wt - 5200 Engine	Aircraft [SUBSTANT] Fire NONE			Injur Serious O O		None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew	0	0	0	
Accident Occurred During -LANDING		Pass	, 0	0	0	
rcraft Information Make/Model - CESSNA 310L Eng Mak Landing Gear - TRICYCLE-RETRACTABLE Number Max Gross Wt - 5200 Engine					J	0
Make/Model - CESSNA 310L Eng Mak Landing Gear - TRICYCLE-RETRACTABLE Number Max Gross Wt - 5200 Engine	re/Model - CONTI					
Landing Gear - TRICYCLE-RETRACTABLE Number Max Gross Wt - 5200 Engine	A/Model - CONTI					_
Max Gross Wt - 5200 Engine		INENTAL IO-470-V		Installed/A		
	Engines - 2	S FUEL THURSTED	S	tall Warnir	ig System	- YES
No of Coote - 6 Dated D	• •	P-FUEL INJECTED SO HP				
No. of Seats - 6 Rated P	5					
vironment/Operations Information						
eather Data Itinerary				Proximity		
	parture Point		ON AIR	PORT		
Method - TELEPHONE TAMIAN			A /	- 4 -		
Completeness - WEATHER NOT PERTINENT Destination	S ACC/INC		Airport D OPA LO			
Wind Dir/Speed- 110/006 KTS	15 ACC/INC				- 09L	
Visibility - 7.0 SM ATC/Airspa	ace			Lth/Wid -		150
	Flight Plan - N	NONE		Surface -		
Lowest Ceiling - NONE Type of	Clearance - M	NONE	Runway	Status -	- DRY	
	:h/Lndg - S					
Precipitation - NONE	F	FULL STOP				
Condition of Light - NIGHT(BRIGHT)						
ersonnel Information						
Pilot-In-Command Age - 30		edical Certifica) WAIVERS/	LIMIT
Certificate(s)/Rating(s) Biennial Fligh PRIVATE Current		Flig Total -	ght Time (H		4 11 119	uz (ND
	- YES nce - 15	Make/Model-	359 79	Last 24 Last 30 Last 90	4 Hrs - UN	IK/NR
	Type - UNK/NR		13	Last St) Days- Ur) Days-	1A/ NK
Anciait	ype dwyw	Multi-Eng -			raft -	1
		Marti Liig	7.5	KO (O) CI	u, t	'
Instrument Rating(s) - NONE						
rrative						
GHT MAIN LANDING GEAR COLLAPSED ON THE LANDING ROLLOUT	. AFTER WHICH	THE ACET SLID OF	F THE RIGH	T SIDE OF		
Y & CAME TO REST ON THE GRASS. POST CRASH EXAMINATION					1E	

File No	735 4/25/86 	OPA LOCKA,FL	A/C Reg. No. N216Y	Time (Lcl) - 2010 EST	
Occurrence Phase of Operation	MAIN GEAR COLLAR				
•					
1. LANDING GEAR, N	DRMAL RETRACTION/E	(TENSION ASSEMBLY - FA	AILURE, TOTAL	· · · · · · · · · · · · · · · · · · ·	
Probable Cause-					
The National Transp	ortation Safety Ros	ard determines that the	e 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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Injur	ies	
		NTIAL	Fatal			
Type of Operation -AERIAL ADV.	Fire	Crew	-	0	_	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA-18	Eng Make/Model - LY			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			Stall Warnin	g System	- YES
Max Gross Wt - 1750	Engine Type - RE		ETOR			
No. of Seats - 2	Rated Power -	150 HP				
nvironment/Operations Information		•				
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF A	IRPORT/STRIP		
Method - N/A	PEMBROKE PINES,FL			D - 1 -		
Completeness - N/A	Destination		Airport I	Jata		
Basic Weather - VMC Wind Dir/Speed- 070/007 KTS	LOCAL		Pupwa	y Ident -	NI/A	
Visibility - 10.0 SM	ATC/Airspace			y Lth/Wid -		
Lowest Sky/Clouds - 25000 FT SCAT		- NONE		y Surface -		
Lowest Ceiling - NONE	Type of Clearance	- NONE			N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING		,		
Precipitation - NONE	,,,,,					
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 42	Medical Certifica			WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Age - 42 Biennial Flight Review	Flig	ht Time (
COMMERCIAL	current - 163	IUlai -	2550	Last 24	Hrs - U	NK/NR
SE LAND	Months Since - 2	· · · · · · · · · · · · · · · · · · ·	395	Last 30	Days- U	NK/NR
	Aircraft Type - UNK/NR	Instrument- Multi-Eng - U	52	Last 90	Days- U	NK/NR
		Multi-Eng - U	NK/NR	Rotorer	art - U	NK/NK
Instrument Rating(s) - NONE						
Narrative E TOWING A BANNER NEAR THE BEACH THE AIR(PRACTIC ENGINE CATLED THE A	IDODAET WAS DITCHE	D IN THE	ATLANTIC COS	ANI	
THE PILOT SWAM TO SHORE. THE PILOT STATE						

4/26/86 LAUDERDALE, FL A/C Req. No. N2411P Time (Lc1) - 1524 EST File No. - 602 Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE Finding(s) 1. FLUID, FUEL - STARVATION 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND IMPROPER USE OF PROCEDURE.DIVERTED ATTENTION - PILOT IN COMMAND 4. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND Occurrence #2 DITCHING Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

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

Basic Information Type Operating Certificate-NONE (G	ENEDAL AVIATION)	Aircraft Dama	ae.		Injur	ies	
Type operating centricate work (a	ENERAL AVIATION)	SUBSTANTIAL		Fatal			None
Type of Operation -BANNER	TOW	Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT							
Aircraft Information		· · · · · · · · · · · · · · · · · · ·					- NO N
Make/Model - CESSNA 172D		'Model - CONTINEN ngines - 1	HAL 0-300-D		installed/A all Warnin		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300		gines - i pe - RECIPROC	ATTNG-CADRUDE		arr warnin	ig syste	111 - 163
No. of Seats - 4	Rated Pow			ION			
Environment/Operations Information							
Weather Data	Itinerary			Airport F	roximity		
Wx Briefing - NO RECORD OF BRI				ON AIR	PORT		
Method - N/A	SAME AS						
Completeness - N/A	Destination			Airport Da		INITOTOAL	
Basic Weather - VMC Wind Dir/Speed- 180/008 KTS	SAME AS	ACC/INC			WHITTED MU Ident -		
Visibility - 12.0 SM	ATC/Airspace				Lth/Wid -		150
	SCATTERED Type of Fi				Surface -		.00
Lowest Ceiling - NONE		earance - VFR			Status -		
Obstructions to Vision- NONE	Type Apch/	Lndg - NONE		•			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 47 Biennial Flight		al Certifica	te - VALID nt Time (Ho		ITAFK2\ F	TMT1
COMMERCIAL			otal -			l Hre -	4
SE LAND	Months Since		lake/Model-	700	Last 24 Last 30 Last 90	Davs-	UNK/NR
JE EARD	Aircraft Typ		nstrument-	77	Last 90	Days-	70
			Multi-Eng -			•	
Instrument Rating(s) - NONE							
Narrative							
E ON SECOND ATTEMPT TO PICK UP AN AE)	
O CLIMB OUT THE PILOT STATED THE AIR IND IN A NOSE LOW LEFT WING LOW ATTIT							
OACHED TO PICK UP THE BANNER IT APPE	ARFID III KE ELYING SIIII	N. THE BANNER PIL					

A/C Reg. No. N2321U File No. - 738 4/26/86 ST. PETERSBURG, FL Time (Lc1) - 1505 EST LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation CLIMB Finding(s) 1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 2. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 3. TERRAIN CONDITION - LOOSE GRAVEL/SANDY ----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) 1,2

SUBSTAN Fire NONE Eng Make/Model - LYC	Crew Pass		Serious 1 0	Minor O O	None 0 0
NONE Eng Make/Model - LYC	Pass			-	-
Eng Make/Model - LYC		s 0	0	0	0
Eng Make/Model - LYC					
	UMING 0-320				d - YES-UNK
Number Engines - 2			tall Warniı	ng Syste	m - UNK/NR
	CIPROCATING-CARBUR	₹ETOR			
Rated Power -	160 HP				
tinerary					
		ON AIR	PORT		
NEW ORLEANS, LA				_	
/					
					1
		Runway	Status	- DRY	
Type Apch/Lnag -	SIRAIGHI-IN				
70	Madical Cantisia	-A- VALTO	MEDICAL W	ATVEDC /I	TMTT
				AIVERS/L	TWIT
				A Une -	LINIZ /NID
=					
	•				
TICIATE TYPE ONN, INC.	Multi-Eng -	200	Last s	Days	20
1	Rated Power - tinerary Last Departure Point DAYTONA BEACH,FL Destination NEW ORLEANS,LA TC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	Rated Power - 160 HP tinerary Last Departure Point DAYTONA BEACH,FL Destination NEW ORLEANS,LA TC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - STRAIGHT-IN TO Medical Certification of the property of th	Rated Power - 160 HP tinerary	Rated Power - 160 HP tinerary Last Departure Point DAYTONA BEACH,FL Destination NEW ORLEANS,LA TC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - STRAIGHT-IN Medical Certificate - VALID MEDICAL-Wall Flight Review Unrent - YES Total - 5000 Last 26 Donths Since - 21 Make/Model- 200 Last 36 Driver Proximity ON Airport Proximity ON AIRPORT Runway Ident Runway Ident Runway Surface Runway Status Flight Time (Hours) Unrent - YES Total - 5000 Last 26 Donths Since - 21 Make/Model- 200 Last 36 Dircraft Type - UNK/NR Instrument- 0 Last 96	Rated Power - 160 HP tinerary Last Departure Point DAYTONA BEACH,FL Destination NEW ORLEANS,LA TICAIrspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - STRAIGHT-IN Medical Certificate - VALID MEDICAL-WAIVERS/L Tight Review Unrent - YES Total - 5000 Last 24 Hrs - 6 Total Type - UNK/NR Tenway Ident - 29 Runway Ident - 29 Runway Surface - ASPHAL Runway Status - DRY Type Apch/Lndg - STRAIGHT-IN

File No 73	4/30/86	BUNNELL, FL	A/C Reg.	No. N8601E	Time (Lc1) - 0800 EDT
Occurrence #1 Phase of Operation		NT/SYSTEM FAILURE/	MALFUNCTION		
Finding(s) 1. WINDOW,FLIGHT CO 2. PREFLIGHT PLAN 3. PROPER TOUCHDOWN	NING/PREPARATION -	- IMPROPER - PILOT	IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT				
Occurrence #3 Phase of Operation					
Finding(s) 4 TERRAIN CONDITION	ON - DIRT BANK				
Probable Cause	-				
The National Transports/are finding(s) 2,3		rd determines that	the Probable Cause	s) of this ac	cident
Factor(s) relating to	this accident is,	/are finding(s) 1			

File No 620 5/09/86 CLEA	RWATER, FL A/C Re	eg. No. N9272C	T 	ime (Lc1) -	2200 EDT	
-Basic Information Type Operating Certificate-NONE (GENER		t Damage		Injur		
Time of Onematics DEDCOMAL	SUBSTAN		Fatal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass	-	0	0	1
Accident Occurred During -LANDING	IAOIAE	rass	0	0		
-Aircraft Information						
Make/Model - PIPER PA-32RT-300	Eng Make/Model - LYC	CUMING 10-540-K1G5		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3600	Number Engines - 1 Engine Type - REC	CIP-FUEL INJECTED	2	tall Warnin	g System	- 162
No. of Seats - 7		300 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Point		ON AIR	PORT		
Method - ACFT RADIO	TAMPA,FL			_		
Completeness - WEATHER NOT PERTINEN			Airport D			
Basic Weather - VMC	SAME AS ACC/INC			ATER AIR PA		
Wind Dir/Speed- 060/008 KTS Visibility - 12.0 SM	ATC/Airspace		•		33	75
	TTERED Type of Flight Plan -	NONE		Lth/Wid - Surface -	ASPHALT	/5
Lowest Ceiling - NONE	Type of Clearance -				DRY	
Obstructions to Vision- NONE		- TRAFFIC PATTERN	Kullway	Jiaias	DKI	
Precipitation - NONE	Type Apelly Elling	FULL STOP				
Condition of Light - NIGHT(DARK)						
-Personnel Information						
Pilot-In-Command		Medical Certifica			WAIVERS/	LIMII
<pre>Certificate(s)/Rating(s) PRIVATE</pre>	Biennial Flight Review Current - YES	Total -	ht Time (H 2979	Last 24	Una -	2
SE LAND.ME LAND	Months Since - 21	Make/Model-			Days- UN	3
HELICOPTER	Aircraft Type - UNK/NR	•		Last 90	•	83
HELICOPTER	ATTCTATE Type - UNK/NR	Multi-Eng -		Rotorcr	•	10
		Marci Liig	2120	KO COI CI	u, t	10
Instrument Rating(s) - AIRPLANE						
-Narrative LE ATTEMPTING TO LAND AT AN ARPT AT NIGHT E OF THE RWY ON THE GRASS. THE ACFT THEN						

rile No 6	20 5/09/86	CLEARWATER,FL	A/C Reg. No. N9272C	Time (Lc1) - 2200 EDT
Occurrence #1 Phase of Operation				
	T - NOT MAINTAINED - INADEQUATE - PILC	- PILOT IN COMMAND DT IN COMMAND		
Occurrence #2 Phase of Operation				
3. TERRAIN CONDITI		AINED - PILOT IN COMMAND		
	ONTROL - NOT MAINTA			· .
3. TERRAIN CONDITI 4. DIRECTIONAL CONDITIONAL CONDITIO	ONTROL - NOT MAINTA ON GROUND COLLIST LANDING - ROLL	ION WITH OBJECT		
3. TERRAIN CONDITI 4. DIRECTIONAL Of the control of	ONTROL - NOT MAINTA	ION WITH OBJECT		

is/are finding(s) 1,4

File No 642 5/11/86 DAY1	ONA BEACH,FL A/C Reg	. No. N4374E	Т	ime (Lc1) -	1947 EDT	
-Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION) Aircraft SUBSTANT		Fatal	Injur Serious		None
Type of Openstion DERCOMAL						
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	Crew	0	0	1	0
Accident Occurred During -DESCENT	NONE	Pass	0			
-Aircraft Information						
Make/Model - PIPER PA-38-112	Eng Make/Model - LYCO			Installed/A		
Landing Gear - TRICYCLE-FIXED				tall Warnir	g System	- YES
Max Gross Wt - 1670	Engine Type - RECI	PROCATING-CARBURI	ETOR			
No. of Seats - 2	Rated Power ~ 1	12 HP				
Environment/Operations Information						
Weather Data	Itinerary	•		Proximity		
Wx Briefing - FSS	Last Departure Point	•	OFF AI	RPORT/STRIF	•	
Method - IN PERSON	FORT MYERS,FL					
Completeness - FULL	Destination		Airport D	ata		
Basic Weather - VMC	DAYTONA BEACH, FL					
Wind Dir/Speed- 080/005 KTS			Runway	Ident -	N/A	
Visibility - 7.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - 35000 FT TH	N BKN Type of Flight Plan -	VFR	Runway	Surface -	N/A	
Lowest Ceiling - NONE	Type of Clearance -	NONE	Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -	FORCED LANDING	•			
Precipitation - NONE	,					
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 24 M	edical Certifica	te - VALID	MEDICAL-WA	IVERS/LIM	1IT
Certificate(s)/Rating(s)	Biennial Flight Review	Fligl	nt Time (H	ours)		
PRIVATE	Current - YES	Total -	174	Last 24	Hrs -	5
SE LAND	Months Since - 4	Make/Model-	107	Last 30	Days- UN	IK/NR
	Aircraft Type - UNK/NR	Instrument-	7	Last 90	Davs-	29
	,			Rotorce		1
Instrument Rating(s) - NONE						
Instrument Rating(s) - NONE Narrative	Months Since - 4 Aircraft Type - UNK/NR		7	Last 90 Rotorce	Days-	2
	STARTED. POST CRASH INSPECTION	OF THE AIRCRAFT	REVEALED T	HE RIGHT		
L TANK TO CONTAIN APPROXIMATELY 1 CUP OF						
PROXIMATELY 2 TO 3 GALLONS WITH EVIDENCE (
E ACCIDENT WITH NO EVIDENCE OF MECHANICAL	FAILURE OR MALFUNCTION. THE PI	LOT COULD NOT RE	MEMBER WHI	CH FUEL TAN	IK	
· · · · · · · · · · · · · · · · · · ·						
WAS OPERATING ON AT THE TIME OF ENGINE I	AILURE.					

File No 6	42 5/11/86 DAYTONA BEACH,FL	A/C Reg. No. N4374E	Time (Lc1) - 1947 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL DESCENT - NORMAL		
3. FUEL CONSUMPTION	ARVATION NNING/DECISION - IMPROPER - PILOT IN COMMAND N CALCULATIONS - IMPROPER - PILOT IN COMMAND CTIVES - NOT FOLLOWED - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH OBJECT DESCENT - UNCONTROLLED		
Finding(s) 5. OBJECT - WIRE,S	TATIC		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the Proba 2,3,4	able Cause(s) of this accident	

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File No 736 6/06/86 ORMON	D BEACH,FL A/C R	eg. No. N1854G	T	ime (Lcl)	- 1315 EDT	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Inju	ries	
•	SUBSTA	NTIAL	Fatal	Serious	Minor	None
Type of Operation -BANNER TOW	Fire	Crev	, 0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass	. 0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model ~ CHAMPION 7KCAB	Eng Make/Model - LY			Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		S.	tall Warniı	ng System	- NO
Max Gross Wt - 1650		CIP-FUEL INJECTED				
No. of Seats - 2	Rated Power -	150 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRII	•	
Method - N/A	ORMOND BEACH, FL			_		
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	LOCAL		_			
Wind Dir/Speed- 110/002 KTS	470/4/2222				- N/A	
Visibility - 10.0 SM	ATC/Airspace	NONE		Lth/Wid		
- · · · · · · · · · · · · · · · · · · ·	TERED Type of Flight Plan			Surface		CHODDY
Lowest Ceiling - NONE	Type of Clearance		Runway	Status	- WATER -	CHUPPY
Obstructions to Vision- NONE	Type Apch/Lndg	- FURCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 26	Medical Certifica) WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H		4 11 1181	u. /ND
COMMERCIAL	Current - UNK/NR		•		4 Hrs - UN	/
SE LAND, ME LAND	Months Since - UNK/NR		23	Last 3	Days- UN	K/NR
	Aircraft Type - UNK/NR		JNK/NR	Last 30	Days-	23
		Multi-Eng - l	JNK/NR	Rotorc	raft - UN	K/NR
Instrument Rating(s) - AIRPLANE						
E PLT STATED THAT THE ACFT ENGINE LOST OIL	PRESSURE. HE THEN DROPPED T	HE BANNER. & DITCH	HED THE ACE	T IN THE		
EAN. POST CRASH EXAMINATION REVEALED THAT T						
L SEEPAGE WAS NOTED ON OR NEAR THE ACFT AT						

File No 7	36 6/06/86 ORMOND BEACH,FL	A/C Reg. No. N1854G	Time (Lc1) - 1315 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL CRUISE - NORMAL		
Finding(s) 1. FLUID,OIL - STA			
Occurrence #2 Phase of Operation			
Occurrence #3 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
Probable Cause			
The National Transpois/are finding(s) 1	ortation Safety Board determines that the Pr	obable Cause(s) of this accid	ent

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File No 604				A/C Reg. No. N5630X Time (Lc1) - 0815 CDT					
Basic Information Type Operating Certific	ate-AGRICUL	TURAL AIRCRAFT	Aircra	aft Damage	•		Injur	ries	
.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			DEST			Fatal			None
Type of Operation	-AERIAL	APPLICATION	Fire		Crew	0	0	1	0
Filght Conducted Under			NONE		∜ ॣPass	0	0	0	0
Accident Occurred During	-MANEUVE	RING 							
Aircraft Information		_					* * * /.		110 N
Make/Model - AYERS S			, Make/Model - F		4AG		Installed/ <i>l</i> tall Warnir		
Landing Gear - TAILWHE Max Gross Wt - 8100	L-ALL FIXE		nber Engines - Tine Type - 1	1 TURBOPROP		5	tali warnir	ig System	- NO
No. of Seats - 1		•		750 HP					
nvironment/Operations In	formation			•		4	Danas dan dak		
Weather Data Wx Briefing - NO RE		Itine	ary : Departure Poir				Proximity RPORT/STRIA	,	
Method - N/A	CORD OF BRI		LONE.FL	11		OFF AI	KPUKI/ SIKII		
Completeness - N/A			nation			Airport D	ata		
Basic Weather - VMC	•		ME AS ACC/INC						
Wind Dir/Speed- CALM		_	•			Runway	Ident ·	- N/A	
Visibility - 10.			rspace			Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds -	UNK/NR	SCATTERED Type	of Flight Plar	n - NONE		Runway	Surface ·	- N/A	
	- NONE		of Clearance			Runway	Status ·	- N/A	
Obstructions to Visio		Туре	Apch/Lndg	- NONE					
Precipitation									
Condition of Light									
Personnel Information Pilot-In-Command		Age -	23	Medical	Certifica	to - VALID	MEDICAL-NO	NATVEDS/	LIMIT
Certificate(s)/Rating(s)	Biennial I	23 Flight Review	med red r		nt Time (H		, WAITENS,	
COMMERCIAL	- /	Curre	nt - YES		ıl -	3164	Last 24	4 Hrs -	5
SE LAND		Month	Since - 9 aft Type - C-17:	Make	e/Mode1-	130	Last 30	Days-	30
		Aircra	aft Type - C-17	2 Inst	rument-	15	Last 9	Days-	143
				Mu1t	:i-Eng -	3	Last 30 Last 90 Rotorci	raft -	51
Instrument Rating(s) - NONE								
Narrative TNESS STATED THAT THE ACF	T PUIL OALL T	COMPLETED V CMV.	TH DIIN & WAS DIII	I THE LIP TO	THE 1 FET	WHEN THE	LEET WING		
STRUCK THE GROUND & CARTW									
JINGGN THE UNGOIND & CARTW	III								

6/11/86 GRACEVILLE, FL A/C Reg. No. N5630X Time (Lc1) - 0815 CDT File No. - 604

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

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

2. PULL-UP - IMPROPER - PILOT IN COMMAND

----Probable Cause----

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

Type of Operation -BUSINESS Fire Crew 0 0 0 0 1 Accident Occurred During -STANDING ON GROUND Pass 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Basic Information	OFNEDAL AVIATIONA	Admonast Domona			Turkum		
Type of Operation	Type Uperating Certificate-NUNE (GENERAL AVIATION)			Fatal	•		None
Flight Conducted Under	Type of Operation -RUSINE	SS		Crew				1
Aircraft Information Make/Model - CESSNA 411			ON GROUND	Pass	Ō	Ō	0	2
Make/Model - CESSNA 411								
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6500 No. of Seats - 8 Rated Power - 340 HP Environment/Operations Information Weather Data Wx Briefing - FS Last Departure Point SAME AS ACC/INC Completeness - FULL Basic Weather - VMC Wind Dir/Speed - 100/003 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - IFR Lowest Ceiling - NONE Destination Destination - NONE Obstructions to Vision-NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 21 Commercial (S)/Rating(s) COMMERCIAL, CFI SE LAND, ME LAND Mind STAME AS ACC / INC Destination Airport Data Airport Proximity OFF AIRPORT/STRIP Airport Proximity OFF AIRPORT/STRIP OFF AIRPO	Aircraft Information							
Max Gross Wt - 6500	· · · · · · · · · · · · · · · · · · ·			GTSI-520C				
No. of Seats - 8 Rated Power - 340 HP Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Departure Point Method - IN PERSON SAME AS ACC/INC Completeness - FULL Destination Airport Proximity OFF AIRPORT/STRIP Method - IN PERSON SAME AS ACC/INC Completeness - FULL Destination MCCOMB, MS Wind Dir/Speed-100/003 KTS Visibility - 7.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - IFR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND Aircraft Type - PA-34 Aircraft Type - PA-34 Instrument- 109 Last 90 Days- 3 Aircraft Type - PA-34 Instrument- 109 Aircraft Type - PA-34 Air					S1	all Warning	g System	- YES
Environment/Operations Information Weather Data Wx Briefing - FSS Method - IN PERSON Completeness - FULL Destination McCOMB,MS Wind Dir/Speed- 100/003 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - IFR Lowest Ceiling - NONE Precipitation Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND Mx Briefing - FSS Last Departure Point OFF AIRPORT/STRIP OFF AIRPORT OFF				INJECTED				
Wx Briefing - FSS	No. of Seats - 8	Rated Power	er - 340 HP					
Wx Briefing - FSS								
Method - IN PERSON SAME AS ACC/INC Completeness - FULL Destination Airport Data Basic Weather - VMC MCCOMB,MS Wind Dir/Speed- 100/003 KTS Wisibility - 7.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - IFR Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 21 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 344 Last 24 Hrs - SE LAND,ME LAND Months Since - 4 Make/Model- 40 Last 30 Days- 33 Aircraft Type - PA-34 Instrument- 109 Last 90 Days- 9			Dadad					
Completeness - FULL Destination Airport Data Basic Weather - VMC MCCOMB,MS Wind Dir/Speed- 100/003 KTS Visibility - 7.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - IFR Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 21 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 344 Last 24 Hrs - SE LAND,ME LAND Months Since - 4 Make/Model- 40 Last 30 Days- 34 Aircraft Type - PA-34 Instrument- 109 Last 90 Days- 9					UFF AIR	KPURI/SIRIP		
Basic Weather - VMC MCCOMB,MS Wind Dir/Speed- 100/003 KTS Runway Ident - N/A Visibility - 7.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - IFR Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 21 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 344 Last 24 Hrs - SE LAND,ME LAND Months Since - 4 Make/Model- 40 Last 30 Days- 34 Aircraft Type - PA-34 Instrument- 109 Last 90 Days- 9				,	linnont Da	.+-		
Wind Dir/Speed- 100/003 KTS Visibility - 7.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - IFR Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 21 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 344 Last 24 Hrs - SE LAND,ME LAND Months Since - 4 Make/Model- 40 Last 30 Days- 34 Aircraft Type - PA-34 Instrument- 109 Last 90 Days- 9				•	a inport be	ala		
Visibility - 7.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - IFR Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 21 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL, CFI Current - YES Total - 344 Last 24 Hrs - SE LAND, ME LAND Months Since - 4 Make/Model - 40 Last 30 Days- 3 Aircraft Type - PA-34 Instrument- 109 Last 90 Days- 9		MCCOMB, M.	•		Runway	Ident -	N/A	
Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - IFR Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 21 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review COMMERCIAL,CFI Current - YES Total - 344 Last 24 Hrs - SE LAND,ME LAND Months Since - 4 Make/Model- 40 Last 30 Days- 3 Aircraft Type - PA-34 Instrument- 109 Last 90 Days- 9		ATC/Airspace						
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 21 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review COMMERCIAL,CFI Current - YES Total - 344 Last 24 Hrs - SE LAND,ME LAND Months Since - 4 Make/Model - 40 Last 30 Days - 3 Aircraft Type - PA-34 Instrument - 109 Last 90 Days - 9			ight Plan - IFR					
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 21 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review COMMERCIAL,CFI Current - YES Total - 344 Last 24 Hrs - SE LAND,ME LAND Months Since - 4 Make/Model - 40 Last 30 Days - 3 Aircraft Type - PA-34 Instrument - 109 Last 90 Days - 9	Lowest Ceiling - NONE	Type of Cle	earance - NONE					
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 21 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 344 Last 24 Hrs - SE LAND,ME LAND Months Since - 4 Make/Model - 40 Last 30 Days - 3 Aircraft Type - PA-34 Instrument - 109 Last 90 Days - 9	Obstructions to Vision- NONE	Type Apch/I	nda - NONE				•	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 21 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 344 Last 24 Hrs - SE LAND,ME LAND Months Since - 4 Make/Model- 40 Last 30 Days- 34 Aircraft Type - PA-34 Instrument- 109 Last 90 Days- 9		3,12 - 1,12 - 1,13						
Pilot-In-Command Age - 21 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 344 Last 24 Hrs - SE LAND,ME LAND Months Since - 4 Make/Model - 40 Last 30 Days - 30 Aircraft Type - PA-34 Instrument - 109 Last 90 Days - 9		IT .						
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 344 Last 24 Hrs - SE LAND,ME LAND Months Since - 4 Make/Model- 40 Last 30 Days- 3 Aircraft Type - PA-34 Instrument- 109 Last 90 Days- 9	Personnel Information							
COMMERCIAL,CFI Current - YES Total - 344 Last 24 Hrs - SE LAND,ME LAND Months Since - 4 Make/Model - 40 Last 30 Days - 30 Aircraft Type - PA-34 Instrument - 109 Last 90 Days - 9	Pilot-In-Command	Age - 21	Medical	Certificate	- VALID	MEDICAL-WA	IVERS/LI	MIT
SE LAND,ME LAND Months Since - 4 Make/Model- 40 Last 30 Days- 3 Aircraft Type - PA-34 Instrument- 109 Last 90 Days- 9	<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight F	Review					
Aircraft Type - PA-34 Instrument- 109 Last 90 Days- 9			- YES Tota					
Aircraft Type - PA-34 Instrument- 109 Last 90 Days- 9 Multi-Eng - 53 Rotorcraft - UNK/N	SE LAND, ME LAND	Months Since	- 4 Make	e/Mode1-	40	Last 30	Days-	30
Multi-Eng - 53 Rotorcraft - UNK/N		Aircraft Type	e - PA-34 Ins	trument-	109	Last 90	Days-	91
		• •	Mu 1 ·	ti-Eng -	53	Rotorcr	aft - U	NK/NR
Instrument Rating(s) - AIRPLANE	Instrument Rating(s) - AIRPL	ANE						

File No. - 603 6/11/86 TALLAHASSEE, FL A/C Reg. No. N4959T Time (Lc1) - 1050 EDT

Occurrence FIRE/EXPLOSION
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND

2. FLUID, FUEL - LEAK

----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) 1

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

File No 622 6/20/86 FT.	MYERS,FL A/C	Reg. No. N1372V	T 1	ime (Lc1) -	2040 ED	T
-Basic Information Type Operating Certificate-NONE (GENER		ift Damage	Fata1	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crev Pass		0	0	1 0
-Aircraft Information Make/Model - CESSNA U206F Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3600 No. of Seats - 6	Number Engines -	RECIP-FUEL INJECTED		Installed/Adtall Warning		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 080/006 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 3000 FT SCA Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Itinerary G Last Departure Poir CAPTIVA ISLAND,FL Destination FT.MYERS,FL ATC/Airspace TTERED Type of Flight Plar Type of Clearance Type Apch/Lndg	n - NONE - NONE	Runway Runway	PORT ata Ident - Lth/Wid - Surface -	5000/	100
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE Narrative PRIVATE PILOT HAD JUST COMPLETED A SHORT EL ASSEMBLY SEPARATED FROM THE AIRCRAFT.	EXAMINATION REVEALED THAT T	Total - Make/Model- Instrument- Multi-Eng - Multi-Eng	ght Time (Ho 492 150 13 JNK/NR ROLL THE NO BEEN INSTALI	Last 24 Last 30 Last 90 Rotorcr	Hrs - Davs- U	1 NK/NR

File No. - 622 6/20/86 FT. MYERS,FL A/C Reg. No. N1372V Time (Lc1) - 2040 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR,NOSE GEAR - SEPARATION
2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. MAINTENANCE,ANNUAL INSPECTION - NOT PERFORMED - PILOT IN COMMAND

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

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

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

SUBS Fire NONE Eng Make/Model - Number Engines - Engine Type -	E LYCOMING O- 1 RECIPROCATI	Crew Pass	Fatal O O	Sertous 0 0	ries Minor O O	None 1 1
SUBS Fire NONE Eng Make/Model - Number Engines - Engine Type -	STANTIAL E LYCOMING 0- 1 RECIPROCATI	Pass	0 0	Sertous 0 0	Minor O	1
Fire NONE Eng Make/Model - Number Engines - Engine Type -	LYCOMING O- 1 RECIPROCATI	Pass	0 0	0 0	0	1
NONE Eng Make/Model - Number Engines - Engine Type -	E LYCOMING O- 1 RECIPROCATI	Pass	o 	Ŏ 		1
Eng Make/Model - Number Engines - Engine Type -	LYCOMING O- 1 RECIPROCATI				0	1
Number Engines - Engine Type -	1 RECIPROCATI	360-A3A	ELT :			
Number Engines - Engine Type -	1 RECIPROCATI	360-A3A	ELT :	T		
Number Engines - Engine Type -	1 RECIPROCATI	360-A3A	ELT :	T4-11/		
Engine Type -	RECIPROCATI			installed/	Activated	YES-UNK/
			S-	tall Warni	ng System	- YES
Rated Power -		NG-CARBURET	OR			
Nated 1 Owel	180 HP					
Itinerary			Airport	Proximity		
	int				P	
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•		Δ	irport Da	ata		
			,, po. c b.	atu		
EOOAE			Dunway	Ident	- N/A	
ATC/Airenace						
	n - NONE					
		LANDING	Runway	Status	- DKT	
Type Apch/ Lhag	- FURCED	LANDING				
		0	\/A1 TD	4555641		
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		•				
Aircraft Type - UNK	'NR Inst	rument-	0	Last 9	O Days-	2
HE ACFT WENT THROUGH A DIT A PIECE OF PLASTIC HAD BEG	TCH SEVERING	THE LANDIN	G GEAR.	POST CRASH		
	SAME AS ACC/INC Destination LOCAL ATC/Airspace TTERED Type of Flight Pla KEN Type of Clearance Type Apch/Lndg Age - 71 Biennial Flight Review Current - YES Months Since - 14 Aircraft Type - UNK/	G Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace TTERED Type of Flight Plan - NONE KEN Type of Clearance - NONE Type Apch/Lndg - FORCED Age - 71 Medical Biennial Flight Review Current - YES Tota Months Since - 14 Make Aircraft Type - UNK/NR Inst ON A LONG FINAL APPROACH THE ENGINE HE ACFT WENT THROUGH A DITCH SEVERING A PIECE OF PLASTIC HAD BECOME TRAPPED	G Last Departure Point SAME AS ACC/INC Destination A LOCAL ATC/Airspace TTERED Type of Flight Plan - NONE KEN Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING Age - 71 Medical Certificate Biennial Flight Review Flight Current - YES Total - 3: Months Since - 14 Make/Model- Aircraft Type - UNK/NR Instrument- ON A LONG FINAL APPROACH THE ENGINE SPUTTERED & HE ACFT WENT THROUGH A DITCH SEVERING THE LANDIN A PIECE OF PLASTIC HAD BECOME TRAPPED BETWEEN TH	G Last Departure Point SAME AS ACC/INC Destination LOCAL Runway ATC/Airspace ATC/Airspace TERED Type of Flight Plan - NONE RUNway Type Apch/Lndg - FORCED LANDING Age - 71 Biennial Flight Review Current - YES Months Since - 14 Aircraft Type - UNK/NR ON A LONG FINAL APPROACH THE ENGINE SPUTTERED & QUIT. A HE ACFT WENT THROUGH A DITCH SEVERING THE LANDING GEAR. A PIECE OF PLASTIC HAD BECOME TRAPPED BETWEEN THE NEEDLE	G Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace TIERED Type of Flight Plan - NONE KEN Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING Age - 71 Biennial Flight Review Current - YES Months Since - 14 Aircraft Type - UNK/NR ON A LONG FINAL APPROACH THE ENGINE SPUTTERED & QUIT. A FORCED HE ACFT WENT THROUGH A DITCH SEVERING THE LANDING GEAR. POST CRASHA PIECE OF PLASTIC HAD BECOME TRAPPED BETWEEN THE NEEDLE & SEAT AS	G Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace TIERED Type of Flight Plan - NONE KEN Type Apch/Lndg - FORCED LANDING Age - 71 Biennial Flight Review Current - YES Months Since - 14 Months Since - 14 Make/Model - 6 Airport Data Runway Ident - N/A Runway Lth/wid - N/A Runway Surface - CONCRETE Runway Status - DRY Flight Time (Hours) Current - YES Total - 3022 Last 24 Hrs - 3022 Months Since - 14 Make/Model - 6 Last 30 Days - UNI Aircraft Type - UNK/NR Instrument - 0 ON A LONG FINAL APPROACH THE ENGINE SPUTTERED & QUIT. A FORCED HE ACFT WENT THROUGH A DITCH SEVERING THE LANDING GEAR. POST CRASH A PIECE OF PLASTIC HAD BECOME TRAPPED BETWEEN THE NEEDLE & SEAT ASSY

Time (Lc1) - 1430 EDT File No. - 643 6/22/86 PUNTA GORDA,FL A/C Reg. No. N9625J Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. FUEL SYSTEM, CARBURETOR - FAILURE, TOTAL 2. FUEL SYSTEM - BLOCKED(TOTAL) Occurrence #2 FORCED LANDING Phase of Operation DESCENT Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - DITCH Occurrence #4 GEAR COLLAPSED Phase of Operation LANDING - ROLL ----Probable Cause----

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

SUBSTANTIAL Fatal Serious M Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Accident Occurred During -LANDING -LYCOMING Occurred -LYCOMING Occurre	-Basic Information Type Operating Certificate-NO	ONE (GENERAL AVIA	TION) Aire	craft Damage			Injur	ies	
Fight Conducted Under	rype operating certificate in	one (dentende Avia				Fatal			None
Accident Occurred During -LANDING -Aircraft Information Make/Model - PIPER USC Landing Gear - TAILWHEEL-ALL FIXED No. of Seats - 1550 No. of Seats - 3 Rated Power - 125 HP -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 110/010 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND HELICOPTER Eng Make/Model - LyCOMING 0-290-D ELT Installed/Activ Stall Wanning 0- Stall Wanning Stal	Type of Operation -P!					-		0	1
-Aircraft Information Make/Model - PIPER J5C			NOI	NE	Pass	0	0	0	1
Make/Model - PIPER J5C	Accident Occurred During -L/	ANDING							
Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning Stall Power Stall Warning Stall Warning Stall Warning Stall Power Stall Warning Stall Warning Stall Warning Stall Power Stall Warning Stall Warning Stall Power Stall	-Aircraft Information								
Max Gross Wt - 1550 No. of Seats - 3 Rated Power - 125 HP -Environment/Operations Information Weather Data Weather Data Weather Operations Information Weather Data Weather Operations Information Weather Data Weather Operations Information Weather Data Same AS ACC/INC Completeness - N/A Destination Basic Weather - VMC Destination Basic Weather - VMC Wind Dir/Speed - 110/O10 KTS Visibility - 10.0 SM ATC/Airspace AIC/Airspace AIC/AIC/AIC/AIC/AIC/AIC/AIC/AIC/AIC/AIC/					90-D				
No. of Seats - 3 Rated Power - 125 HP -Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 110/010 KTS Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE Cobstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND HELICOPTER Ringar Airport Proximity ON AIRPORT Airport Data SPRUCE CREEK Runway Ident - 23 Runway Ident - 23 Runway Surface - ASI Runway Surface - ASI Runway Status - DR' ODSTRUCTION WA Redical Certificate - VALID MEDICAL-NO WA FIIght Time (Hours) FIIght Time (Hours) FIIght Time (Hours) FORTH - YES FORTH - 1875		L FIXED					tall Warnin	g System	- NO
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 110/010 KTS Wisibility - 10.0 SM Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE Completeness to Vision- NONE Destination Airport Data SPRUCE CREEK Runway Ident - 23 Runway Ident - 23 Runway Lth/Wid - 33 Runway Surface - ASI Lowest Ceiling - NONE Type of Clearance - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND HELICOPTER Itinerary Airport Proximity ON AIRPORT Airport Data SAME AS ACC/INC Airport Data Airport Pority Airport Data Airport Data Airport Data Airport Proint Airport Data			_ ,,		G-CARBURE	TUR			
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point SAME AS ACC/INC Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 110/010 KTS Wisibility - 10.0 SM Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND HELICOPTER WAI Departure Point SAME AS ACC/INC Airport Data Adderination - NONE LOCAL SPRUCE CREEK Runway Ident - 23 Runway Lth/Wid - 33 Runway Surface - ASI Runway Surface - ASI Runway Status - DR' Presonnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Months Since - 13 Make/Model - 30 Aircraft Type - 36 Instrument - 140 Last 90 Day Aircraft Type - 36 Aircraft Type - 36 Aircraft Type - 36	NO. OF SeatS = 3		Rated Power	- 125 HP					
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point SAME AS ACC/INC Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 110/010 KTS Wisibility - 10.0 SM Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND HELICOPTER WAR AS ACC/INC Airport Data Airport D									
Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL SPRUCE CREEK Wind Dir/Speed- 110/010 KTS Visibility - 10.0 SM ATC/Airspace Runway Ident - 23 Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASI Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DR' Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - UNK/NR Medical Certificate - VALID MEDICAL-NO WA Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1875 Last 24 Hrs SE LAND Months Since - 13 Make/Model- 30 Last 30 Day HELICOPTER Aircraft Type - 36 Instrument- 140 Last 90 Day									
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 110/010 KTS Wisibility - 10.0 SM Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND HELICOPTER Destination LOCAL SPRUCE CREEK Runway Ident - 23 Runway Ith/Wid - 3: Runway Surface - ASI Runway Status - DR' Runway Status - ASI	3	OF BRIEFING				ON AIR	PORT		
Basic Weather - VMC				u.		Ainmont D	.+.		
Wind Dir/Speed- 110/010 KTS Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - 33 Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASI Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DR' Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - UNK/NR Medical Certificate - VALID MEDICAL-NO WA Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1875 Last 24 Hrs SE LAND Months Since - 13 Make/Model- 30 Last 30 Day HELICOPTER Aircraft Type - 36 Instrument- 140 Last 90 Day									
Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - 3: Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASI Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DR' Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - UNK/NR Medical Certificate - VALID MEDICAL-NO WAS Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1875 Last 24 Hrs SE LAND Months Since - 13 Make/Model- 30 Last 30 Day HELICOPTER AIRCRAFT Type - 36 Instrument- 140 Last 90 Day		S	LOCAL					23	
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DR' Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - UNK/NR Medical Certificate - VALID MEDICAL-NO WAR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1875 Last 24 Hrs SE LAND Months Since - 13 Make/Model- 30 Last 30 Day HELICOPTER Aircraft Type - 36 Instrument- 140 Last 90 Day			TC/Airspace						100
Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - UNK/NR Medical Certificate - VALID MEDICAL-NO WAR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1875 Last 24 Hrs. SE LAND Months Since - 13 Make/Model- 30 Last 30 Day HELICOPTER Apch/Lndg - TRAFFIC PATTERN FULL STOP EVALUATE FULL STOP FULL STOP FULL STOP Adjusted the stop of the	Lowest Sky/Clouds - 4	OOO FT SCATTERED	Type of Flight P	lan - NONE		Runway	Surface -	ASPHALT	
Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - UNK/NR Medical Certificate - VALID MEDICAL-NO WAR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1875 Last 24 Hrs. SE LAND Months Since - 13 Make/Model- 30 Last 30 Day HELICOPTER Aircraft Type - 36 Instrument- 140 Last 90 Day						Runway	Status -	DRY	
Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - UNK/NR Medical Certificate - VALID MEDICAL-NO WA Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1875 Last 24 Hr SE LAND Months Since - 13 Make/Model- 30 Last 30 Day HELICOPTER Aircraft Type - 36 Instrument- 140 Last 90 Day			Type Apch/Lndg						
-Personnel Information Pilot-In-Command Age - UNK/NR Medical Certificate - VALID MEDICAL-NO WAR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1875 Last 24 Hrs SE LAND Months Since - 13 Make/Model- 30 Last 30 Day HELICOPTER Aircraft Type - 36 Instrument- 140 Last 90 Day	Precipitation - NO	NE		FULL STO	P				
Pilot-In-Command Age - UNK/NR Medical Certificate - VALID MEDICAL-NO WA Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1875 Last 24 Hrs SE LAND Months Since - 13 Make/Model- 30 Last 30 Day HELICOPTER Aircraft Type - 36 Instrument- 140 Last 90 Day	Condition of Light - DA	YLIGHT 							
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1875 Last 24 Hrs SE LAND Months Since - 13 Make/Model- 30 Last 30 Day HELICOPTER Aircraft Type - 36 Instrument- 140 Last 90 Day									
PRIVATE Current - YES Total - 1875 Last 24 Hrs SE LAND Months Since - 13 Make/Model - 30 Last 30 Da HELICOPTER Aircraft Type - 36 Instrument - 140 Last 90 Da								WAIVERS	/LIMIT
SE LAND Months Since - 13 Make/Model- 30 Last 30 Da HELICOPTER Aircraft Type - 36 Instrument- 140 Last 90 Da									•
HELICOPTER Aircraft Type - 36 Instrument- 140 Last 90 Day		_				18/5	Last 24	Hrs -	2 NK/ND
						140	Last SC	Days- U	75
	HELICOVIER	-	inclair type 50						620
					29	·			323
Instrument Rating(s) - AIRPLANE	Instrument Rating(s) - ,	AIRPLANE							
	-Narrative								
PLT STATED THAT HE OVERFLEW THE ARPT TO OBSERVE THE WIND DIRECTION AS INDICATED BY THE WIND SOCK. UPON	*****	E ARPT TO OBSERVE	THE WIND DIRECTION	ON AS INDICATE	D BY THE	WIND SOCK	UPON		
DING ON RWY 23. HE LOST CONTROL OF THE ACFT DUE TO A LEFT QUARTERING TAILWIND. THE ACFT THEN WENT THROUGH A									

File No 6	46 6/29/86 	DAYTONA BEACH,FL	A/C Reg. No. N62074	Time (Lc1) - 1600 EDT
Occurrence #1 Phase of Operation		ON GROUND		
Finding(s) 1. WRONG RUNWAY -	SELECTED - PILOT IN			
Occurrence #2 Phase of Operation		ON WITH OBJECT		
Finding(s) 2. OBJECT - FENCE			· ·	
Occurrence #3 Phase of Operation				
Finding(s) 3. TERRAIN CONDITI				
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boar	d determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/	are finding(s) 2		

me (Lc1) - 2345 EDT
Injuries Serious Minor None O O 1 O O O
nstalled/Activated - YES/YES all Warning System - YES
roximity ORT ta T. LEWIS Ident - 05 Lth/Wid - 2400/ 100 Surface - ASPHALT Status - DRY
MEDICAL-NO WAIVERS/LIMIT burs) Last 24 Hrs - UNK/NR Last 30 Days- UNK/NR Last 90 Days- 90
ours) Last 24 Hrs - UNK Last 30 Days- UNK

Time (Lc1) - 2345 EDT File No. - 675 7/02/86 CEDAR KEY, FL A/C Reg. No. N2228R Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, IMPROPER TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND 3. WIND INFORMATION - NOT ATTAINED - PILOT IN COMMAND 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 5. POWER ON LANDING - PERFORMED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - DITCH Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1 Factor(s) relating to this accident is/are finding(s) 2,3,4,5

Basic Information	(CENEDAL AVIATI	(ON) Admon	ant Domana			Toduo		
Type Operating Certificate-NONE	(GENERAL AVIATI		raft Damage STANTIAL		Fatal	Injur Serious	1es Minor	None
Type of Operation -INSTR	JCTIONAL	Fire		Crew	0	0	0	2
Flight Conducted Under -14 CF Accident Occurred During -TAKEO	FF	NONI	Ī	Pass	0	0	0	0
Aircraft Information								,
Make/Model - AEROTEK PITTS S-		Eng Make/Model - Number Engines -		10-360 A11		Installed/A tall Warnin		
Landing Gear - TAILWHEEL-ALL FI Max Gross Wt - 1500			RECIP-FUEL	INJECTED	5	tali warnin	g system	- NU
No. of Seats - 2			200 HP	111020120				
Environment/Operations Information								
Weather Data		inerary	1 4			Proximity		
Wx Briefing - NO RECORD OF B Method - N/A	RIEFING L	ast Departure Po. SAME AS ACC/INC	int		ON AIR	PORT		
Completeness - N/A	De	estination			Airport D	ata		
Basic Weather - VMC		LOCAL	•		•	D BEACH AIR	PARK	
Wind Dir/Speed- CALM					Runway	Ident -	10	
Visibility - 20.0 SM		C/Airspace				Lth/Wid -		100
Lowest Sky/Clouds - 2500						Surface -		
Lowest Ceiling - NONE		Type of Clearance			Runway	Status -	DRY	
Obstructions to Vision- NONE		Type Apch/Lndg	- NONE					
Precipitation - NONE Condition of Light - DAYLIG	нт							
Personnel Information								
Pilot-In-Command		31	Medical	Certifica		MEDICAL-NO	WAIVERS/	'LIMIT
Certificate(s)/Rating(s)	Biennia	al Flight Review	Medical (Flig	ht Time (H			_
COMMERCIAL, CFI	Cui	rent - YES				Last 24		7
SE LAND, ME LAND		nths Since - 17 craft Type - UNK		/Model- rument-		Last 30 Last 90		160
	ATI	craft Type - ONK		i-Eng -		Last st	Days	100
Instrument Rating(s) - AIRP	LANE							
Narrative								
STUDENT PLT LOST CONTROL OF THE AC								
THE ACFT AS IT LEFT THE RWY, AFTER	WHICH THE LEFT	GEAR BECAME STUC	K IN SAND. T	HE ACFT N	OSED OVER	AND CAME TO)	
T INVERTED.								

File No. - 645 7/10/86 POMPANO BEACH,FL A/C Reg. No. N31496 Time (Lc1) - 0947 EDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT

2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - DUAL STUDENT

SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

----Probable Cause----

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

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

File No 648 7/14/86 MARATH	HON, FL A/C R	eg. No. N9306N	T	ime (Lc1) -	0821 EDT	
Basic Information Type Operating Certificate-NONE (GENERAL		t Damage		Injur		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTA Fire NONE	NTIAL Crew Pass	-	Serious O O	Minor O O	None 1 1
Aircraft Information Make/Model - PIPER PA-28R-200 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2600 No. of Seats - 4	Eng Make/Mode1 - LY Number Engines - 1 Engine Type - RE Rated Power -			Installed/Ad tall Warning		
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point KEY WEST,FL			Proximity RPORT/STRIP		
Completeness - N/A Basic Weather - VMC	Destination FT.LAUDERDALE,FL		Airport Da	ata		
Wind Dir/Speed- 120/013 KTS Visibility - 10.0 SM	ATC/Airspace TERED Type of Flight Plan Type of Clearance		Runway Runway	Lth/Wid - Surface -		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 43 Biennial Flight Review	Medical Certifica	te - VALID ht Time (Ho		IVERS/LIM	ſΤ
PRIVATE SE LAND,ME LAND	Current - YES Months Since - 20 Aircraft Type - UNK/NR	Total - Make/Model-	950 450	Last 24	Days- UN	1 K/NR 17
Instrument Rating(s) - AIRPLANE						
Narrative FLIGHT EXPERIENCED LOSS OF ENGINE OIL AND SUB- DITCHED IN THE GULF OF MEXICO. POST CRASH EXAL GOVENOR TO THE ENGINE NOSE CASE HAD FAILED IN NOT INSTALLED. THE LINE HAD BEEN CHANGED 8 FL	MINATION OF THE ENGINE REVE FATIGUE AT A BEND. TWO REC	ALED THE OIL LINE UIRED SUPPORT CLAM	FROM THE PI	ROPELLER		

File No. - 648 7/14/86 MARATHON.FL A/C Reg. No. N9306N Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. LUBRICATING SYSTEM, OIL LINE - FATIGUE 2. MAINTENANCE, REPLACEMENT - IMPROPER - OTHER MAINTENANCE PSNL 3. LUBRICATING SYSTEM, OIL LINE - LEAK 4. FLUID, OIL - LOSS, TOTAL Occurrence #2 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 5. ENGINE ASSEMBLY, CONNECTING ROD - DISCONNECTED 6. ENGINE ASSEMBLY - JAMMED Occurrence #3 DITCHING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 7. TERRAIN CONDITION - WATER, GLASSY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5.6

File No 647 7/16/86 PLY	MOUTH, FL A	/C Reg. No. N417B		Time (Lc1) -	1420 EDT	
-Basic Information Type Operating Certificate-NONE (GENE		craft Damage		Injur		
		BSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire		rew O	0	0	1
Flight Conducted Under -14 CFR 91	NON	NE P	ass 0	0	0	2
Accident Occurred During -DESCENT						
-Aircraft Information						
Make/Model - BEECH 35		- CONTINENTAL E185-		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines			Stall Warnir	g System	- YES
Max Gross Wt - 2550		- RECIPROCATING-CAR	BURETOR			
No. of Seats - 4	Rated Power	- 185 HP				
-Environment/Operations Information	•					
Weather Data	Itinerary		•	Proximity		
Wx Briefing - NO RECORD OF BRIEF			ON AII	RPORT		
Method - N/A	SAME AS ACC/INC	C				
Completeness - N/A	Destination		Airport l			
Basic Weather - VMC	CLERMONT, FL			OO NORTH		
Wind Dir/Speed- 210/012 KTS					33	
Visibility - 10.0 SM	ATC/Airspace			y Lth/Wid -		30
Lowest Sky/Clouds - CLEAR	Type of Flight P			•	ASPHALT	
Lowest Ceiling - 3000 FT BF			Runwa	y Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information	_					
Pilot-In-Command	Age - 17				WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		light Time (_
PRIVATE	Current - YES	S Total	- 298	Last 24		2
SE LAND	Months Since - 4	Make/Model	- 28	Last 30	Days- UN	K/NR
	Aircraft Type - C-			Last 90	Days-	85
		Multi-Eng	- 33			
Instrument Rating(s) - NONE						
PLT LOST CONTROL OF THE ACFT WHEN IT RO	STATED FADLY DUE TO THE ELL	FVATOR TRIM TAR RET	NG SET AT FO	ID NOTCHES		
SE UP. THE ACFT THEN STALLED & LANDED HAP						
, C S THE ACT I THEN STALLED & LANDED HAP	S COLLAI STING THE LANDING	GEAR. THE LET LATEL	D . O OSL A C	LOKEIJI.		

File No 6	47 7/16/86 PLYMOUTH,F	L A/C Reg. No. N417B	Time (Lc1) - 1420 EDT
	LOSS OF CONTROL - IN FLIGHT TAKEOFF - INITIAL CLIMB		
PROPER CLIMB RA	FOLLOWED - PILOT IN COMMAND TE - EXCEEDED - PILOT IN COMMA ATURE - PILOT IN COMMAND	ND	
	IN FLIGHT COLLISION WITH TER DESCENT - UNCONTROLLED	RAIN	
Finding(s) 4. TERRAIN CONDITI	DN - RUNWAY	· · · · · · · · · · · · · · · · · · ·	
Occurrence #3 Phase of Operation			
Probable Cause			

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

Basic Information Type Operating Certificate-NONE (GENERA	AVIATION) Ainona	ft Damage		Injur	ios	
Type operating certificate-none (deneka		ANTIAL	Fatal	Serious		None
Type of Operation -BUSINESS	Fire	Crew	· · · · · ·	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 172P		YCOMING 0-320-D2J		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -	1 ECIPROCATING-CARBUR		tall Warnin	g System -	- YES
Max Gross Wt - 2400 No. of Seats - 4	Rated Power -	160 HP				
Environment/Operations Information						
Weather Data	Itinerary					
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	ANNISTON, AL	t	OFF AII	RPORT/STRIP		
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather ~ VMC	PENSACOLA, FL		_			
Wind Dir/Speed- 230/013 KTS Visibility - 7.0 SM	ATC/Airspace			Ident - Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		' - '	DIRT	
Lowest Ceiling - NONE	Type of Clearance				DRY	
Obstructions to Vision- NONE	Type Apch/Lndg			• • • • • • • • • • • • • • • • • • • •		
Precipitation - NONE	-					
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 43	Modical Contifica	to - VALTD	MEDICAL -WA	TVEDC/LIM	
Certificate(s)/Rating(s)	Biennial Flight Review	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours)				
PRIVATE		_	98	Last 24 Last 30 Last 90	Hrs -	5
SE LAND	Current - YES Months Since - 8 Aircraft Type - C-152	Make/Model-	15	Last 30	Days- UN	
	Aircraft Type - C-152	Instrument-	6	Last 90	Days-	5
Instrument Rating(s) - NONE						
-narrative PRIVATE PILOT OF A RENTED CESSNA 172P EXP	ERIENCED AN ENGINE FAILURE	AFTER FLYING 4 7 H	OURS ON A	22ngs		
TRY FLIGHT. DURING THE LANDING ROLL THE N					т	
TANKS OR LINES DURING RECOVERY AND THE E						

File No 6	21 7/18/86 WHITING,FL	A/C Reg. No. N54069	Time (Lcl) - 1725 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECH CRUISE - NORMAL	ANICAL	
 FUEL SUPPLY - I REFUELING - NOT 	HAUSTION ING/PREPARATION - INADEQUATE - PI NADEQUATE - PILOT IN COMMAND PERFORMED - PILOT IN COMMAND N CALCULATIONS - IMPROPER - PILOT	IN COMMAND	
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	NOSE GEAR COLLAPSED LANDING - ROLL		
Finding(s) 6. TERRAIN CONDITI	ON - ROUGH/UNEVEN		
Probable Cause			
The National Transpois/are finding(s) 2,	•	hat the Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is/are finding(s)	1.6	

Basic Information						•	
Type Operating Certificate-NONE (GENE		ircraft Damage SUBSTANTIAL		Fatal	Injur Serious	Minor	None
Type of Operation -PERSONAL		ire	Crew	0	0	0	0
Flight Conducted Under -14 CFR 91		NONE	Pass	ŏ	ŏ	ŏ	1
Accident Occurred During -TAXI			Other	Ö	Ö	Ŏ	1
Aircraft Information							
Make/Model - CESSNA 172M		1 - LYCOMING 0-320	D-E2D		installed/		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300	Number Engine Engine Type	s - 1 - RECIPROCATING	CARRUPET		all Warnir	ig System	- YES
No. of Seats - 4	Rated Power	- 150 HP	-CARBURE	UK			
NO. 01 Seats - 4	rated Power	- 150 HP					
Environment/Operations Information	**!	•			N== 1 == 1 4		
Weather Data Wx Briefing - FSS	Itinerary Last Departure	Doint		Airport F			
Wx Briefing - FSS Method - UNK/NR	SAME AS ACC/			UN AIRI	7UK I		
Completeness - UNK/NR	Destination	INC	,	Airport Da	1 + 2		
Basic Weather - VMC	KEY WEST.FL			PAGE F			
Wind Dir/Speed- 190/007 KTS	1121 11231 112					- UNK/NR	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 25000 FT TH	IIN BKN Type of Flight	Plan - NONE		•		- UNK/NR	
Lowest Ceiling - NONE	Type of Cleara	nce - 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 - 48	Medical Ce				AIVERS/LIM	MIT.
Certificate(s)/Rating(s)	Biennial Flight Revi			t Time (Ho		4 11 118	UZ /NID
COMMERCIAL SE LAND ME LAND	Current - Months Since -			3550		4 Hrs - UN	
SE LAND,ME LAND HELICOPTER	Aircraft Type -		odel- ment-	1200	Last 30	Days- UN	12
HELICOPTER	Aircraft Type -			500		raft -	50
		MAILI	Ling	500	KULUPCI	a i t	30
Instrument Rating(s) - AIRPLANE							
-Narrative							
PLT STATED THAT HIS NON-RATED WIFE WAS						3	
ENGINE. WHILE DOING SO, THE ENGINE STAF		CH BEING LEFT ON.	THE ACF	THEN TAX	KIED		
INTROLLED, COLLIDING WITH A PARKED CESSM	1A 210 & A MODNEY 201						

File No 6	76 7/26/86	FORT MYERS,FL	A/C Reg. No. N13351	Time (Lc1) - 1000 EDT
Occurrence #1 Phase of Operation	MISCELLANEOUS/OT STANDING - START	HER ING ENGINE(S)		
Finding(s) 1. PROCEDURES/DIRE 2. STARTING PROCED		ILOT IN COMMAND		
Occurrence #2 Phase of Operation	TAXI			
Occurrence #3 Phase of Operation		ION WITH OBJECT		
Finding(s) 3. OBJECT - AIRCRA	FT PARKED			
Probable Cause				
The National Transpo	rtation Safety Boa	rd determines that t	he Probable Cause(s) of this accid	ent

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

File No 734 8/01/86	BUNNELL, FL	A/C Reg. No. N	157UT	T	ime (Lc1) -	2200 EDT	
Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage			Injur	ies	
3,, 1	,	SUBSTANTIAL		Fatal		Minor	None
Type of Operation -PERSONA		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - BEECH J35		/Model - CONTINENTAL	IO-470-C		Installed/A		
Landing Gear - TRICYCLE-RETRACTAE		ngines - 1		S	tall Warnin	g System	- YES
Max Gross Wt - 2900		ype - RECIP-FUEL	INJECTED				
No. of Seats - 5	Rated Po	wer - 250 HP					
Environment/Operations Information-							
Weather Data	Itinerary				Proximity		
Wx Briefing - NWS		rture Point		ON AIR	PORT		
Method - TELEPHONE		BEACH, FL		A 4 A . B			
Completeness - WEATHER NOT PERI Basic Weather - VMC	INENT Destinatio LOCAL	n '		Airport D	ata R COUNTY		
Wind Dir/Speed- 150/007 KTS	LUCAL				R COUNTY Ident -	. 44	
Visibility - 6.0 SM	ATC/Airspac				Lth/Wid -		200
Lowest Sky/Clouds - 30000 F1					Surface -		200
Lowest Ceiling - NONE		learance - NONE			Status -		
Obstructions to Vision- NONE		/Lndg - TRAFFIC	PATTERN				
Precipitation - NONE	-, .	FULL ST	OP .				
Condition of Light - NIGHT(BR	PIGHT)						
Personnel Information							
Pilot-In-Command	Age - 53				MEDICAL-WA	IVERS/LIM	1IT
Certificate(s)/Rating(s)	Biennial Flight			nt Time (H	•		
PRIVATE		- YES Tota		464	Last 24		2
SE LAND	Months Sinc		/Mode1-	107	Last 30 Last 90	Days- UN	IK/NR
	Aircraft Ty	pe - 035 Inst	rument-	100	Last 90	Days-	36
Instrument Rating(s) - NONE							
Mannakira							
-Narrative PLT STATED THAT HE BECAME DISTRACTED	& EODGOT TO BUT TUE	LANDING CEAR DOWN	E ALCÓ CT	ATED THAT	THE LANDING		
R WARNING HORN WAS INOPERATIVE. POST						1	
	SUPPLIE EVAPILIAN LIGHT KEA	CALLO THAT THE CANDI	GLAR WA	WITHG HOK			
ROSWITCH WAS OUT OF ADJUSTMENT.							

File No. - 734 8/01/86 BUNNELL, FL A/C Reg. No. N57UT Time (Lc1) - 2200 EDT

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, GEAR WARNING SYSTEM - INOPERATIVE

2. 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

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

File No 733 8/12/86 LIVE 		g. No. N58MC		ime (Lc1) -		
Type Operating Certificate-NONE (GENERA				Injur		
Time of Omenation DEDCOMAL	SUBSTAN		Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass	-	0	0	1
Accident Occurred During -TAKEOFF	NONE	Pass	U	O	U	1
-Aircraft Information						
Make/Model - BEECH F-33-C	Eng Make/Model - CON	TINENTAL 10-520-B		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	TO FUEL THUESTED	S	tall Warnir	g System -	- YES
Max Gross Wt - 3300	Engine Type - REC					
No. of Seats - 4	Rated Power -	285 HP 				
-Environment/Operations Information Weather Data	Itinerary	•	Airmor+	Proximity		
Wx Briefing - FSS	Last Departure Point		ON AIR			
Method - TELEPHONE	SAME AS ACC/INC		ON AIR	PURI		
Completeness - FULL	Destination		Airport D	ata		
Basic Weather - VMC	CRYSTAL RIVER.FL		•	AWK ESTATES		
Wind Dir/Speed- 050/008 KTS				Ident -		
Visibility - 10.0 SM	ATC/Airspace		Runway	Lth/Wid -	2600/	150
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan -			Surface -		₹F
Lowest Ceiling - 2500 FT BROK			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 58	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	IMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		ht Time (H		,	
ATP	Current - YES	Total -	4542	Last 24	Hrs -	2
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 1	Make/Model- Instrument-	2000	Last 30	Days- UN	
	Aircraft Type - UNK/NR	Instrument-	348	Last 90	Days-	40
		Multi-Eng -	97			
Instrument Rating(s) - AIRPLANE						
NOTED APPROACHING THUNDERSTORM TO EAST AN					١.	
ING THE TAKEOFF ROLL A SUDDEN GUST FROM TH		TO LOOSE DIRECTI	ONAL CONTR	OL AND THE		
CRAFT WENT OFF THE LEFT SIDE OF THE RUNWAY	COLLIDING WITH TREES.					

File No. - 733 8/12/86 LIVE OAK,FL A/C Reg. No. N58MC Time (Lc1) - 1410 EDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. WEATHER CONDITION - GUSTS 2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND 3. WEATHER CONDITION - THUNDERSTORM Occurrence #2 ON GROUND COLLISION WITH OBJECT 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) 2

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

File No 711 4/27/86 BRASE	LTON,GA A/C Reg	. No. N6242Z	Т.	me (Lc1) -	1400 ED1	
-Basic Information Type Operating Certificate-NONE (GENERA				Injur		
	SUBSTANT		Fatal	Serious		None
Type of Operation -OTHER WORK L		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	0
-Aircraft Information						
Make/Mode1 - PIPER PA-25-150 Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Model - LYCO Number Engines - 1	MING 0-320-A2A		installed/A all Warnin		
Max Gross Wt - 2300		PROCATING-CARBURET		all warmin	y system	- 163
No. of Seats - 1	Rated Power - 1		OK .			
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AIR	RPORT/STRIP		
Method - N/A Completeness - N/A	STONE MOUNTAIN,GA Destination		irport Da	.+-		
Basic Weather - VMC	LOCAL	A	inport ba	ata		
Wind Dir/Speed- CALM	EGOAL		Runway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -			Surface -	•	
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE				
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 36 N	ledical Certificate	- VALTO	MEDICAL -NO	WATVEDS	/I TMTT
Certificate(s)/Rating(s)	3		: Time (He		WAIVERS	CIMII
COMMERCIAL	Current - YES	Total - 1	123	Last 24	Hrs - UN	IK/NR
SE LAND	Months Since - 8	Make/Model-	137	Last 30	Days- UN	JK/NR
	Aircraft Type - C-172RG	Instrument- UNK	:/NR	Last 90	Days- UN	IK/NR
		Multi-Eng - UNK	:/NR	Rotorcr	aft - UN	IK/NR
Instrument Rating(s) - NONE						
PILOT REPORTED THAT THE ENGINE RPM DECREA	SED WHILE CONDUCTING A BANNER	TOW FLIGHT AND TH	AT THE E	NGINE SUBSE	QUENTLY	
T. THE AIRPLANE WAS LANDED IN A FIELD OF A	N AUTO RACE TRACK WHERE A TEL	EPHONE POLE WAS ST	RUCK DUR	ING THE LAN	DING	
L. TEMPERATURE WAS 92 DEGREES F AND THE DE					N	
EVIOUS DAYS WAS MUCH COOLER. CONDITIONS WER /ESTIGATOR WHEN AIRPLANE HAD BEEN RECOVERED			D TO NOT	[FY		
	L CO ENCINE COULD DE EVANTMEN	ELIDTAED				

File No 7	11 4/27/86	BRASELTON, GA	A/C Reg. No. N6242Z	Time (Lc1) - 1400 EDT
Occurrence #1 Phase of Operation				
Finding(s) 1. WEATHER CONDITI 2. CARBURETOR HE 3. WEATHER CONDITI 4. FUEL SYSTEM, CAR	AT - IMPROPER USE ON - HIGH DENSITY	OF - PILOT IN COMMAND ALTITUDE		
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation	IN FLIGHT COLLIS	SION WITH OBJECT		
Finding(s) 5. OBJECT - UTILIT				
Probable Cause				

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

File No 708 4/26/86 KEAAU,	HI A/C Reg.	No. N5067F	Т	ime (Lc1) -	1619 HST	
Basic Information Type Operating Certificate-ON-DEMAND AIR	TAXI Aircraft Da	mage	Fatal	Injur Serious		None
Type of Operation -TEST FLIGHT Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire IN FLIGHT	Crew Pass	0 0	0	o o	1 0
Aircraft Information Make/Model - FAIRCHILD HILLER FH-1100 Landing Gear - SKID Max Gross Wt - 2750 No. of Seats - 5	Number Engines - 1 Engine Type - TURBOS		S	Installed/A tall Warnin	g System	- NO
	Itinerary Last Departure Point HILO,HI Destination LOCAL ATC/Airspace ERED Type of Flight Plan - CC N Type Apch/Lndg - NC	MPANY (VFR) NE	Airport OFF AI Airport D GENERA Runway Runway Runway	Proximity RPORT/STRIP	LD N/A N/A GRASS/TU	
	Age - 59 Med Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - B-206		nt Time (H 24985 1205 7300	lours) Last 24 Last 30 Last 90	WAIVERS/ Hrs - UN Days- UN Days- aft - 1	K/NR K/NR 50
Instrument Rating(s) - AIRPLANE,HEL	ICOPTER					
A HILLER 1100 WAS DESTROYED BY FIRE AFTER A FO APPROXIMATELY 800 DEG C FROM 700 DEG AND THEN INITIATED A PRECAUTIONARY LANDING. THE ENG FAI WITHOUT INCIDENT. THE ACFT WAS DESTROYED WHEN OBSERVED THAT THE 1ST STAGE TURBINE WHEEL HAD ROTATING WHEELS AND STATIONARY NOZZLES WERE BA EXCEPT FOR THE #1 NOZZLE WHICH WAS IN GOOD CON PROPERLY EXCEPT FOR THE #6 ENG BEARING SEAL, W WAS BURNT AWAY WITH THE EXCESSIVE TEMP OR IF I	ROSE TO 1100 DEG. THE HEAT WAR LED IN THE DESCENT AND A AUTOR THE FIRE COULD NOT BE EXTINGUI EXTENSIVE BLADE TIP DAMAGE DUE DLY DAMAGED BY EITHER HEAT OR DITION. THE VARIOUS COMPONENTS HICH WAS MISSING. IT COULD NOT	NING LIGHT ILLI OTATIVE LANDING SHED. DURING TI TO EXCESSIVE FOREIGN OBJECT APPEARED TO HA	UMINATED. G WAS ACCO HE ENG TEA TEMP. IT W DAMAGE (F AVE BEEN A	THE PLT MPLISHED RDOWN, IT W AS NOTED OD) OR BOTH SSEMBLED	ļ	

File No. - 708 4/26/86 KEAAU,HI A/C Reg. No. N5067F Time (Lc1) - 1619 HST Occurrence #1 FIRE Phase of Operation CRUISE Finding(s) 1. ENGINE ASSEMBLY - OVERTEMPERATURE 2. FIRE EXTINGUISHING EQUIPMENT - NOT POSSIBLE - PRODUCTION/DESIGN PSNL Occurrence #2 LOSS OF POWER Phase of Operation DESCENT - EMERGENCY Finding(s) 3. ENGINE ASSEMBLY - FIRE FORCED LANDING Occurrence #3 Phase of Operation DESCENT - EMERGENCY Finding(s) 4. ENGINE ASSEMBLY - FAILURE.TOTAL Occurrence #4 FIRE Phase of Operation LANDING Finding(s) 5. FIRE EXTINGUISHER, PORTABLE - EXHAUSTION ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3 Factor(s) relating to this accident is/are finding(s) 2,4,5

File No 686 4/	17/86	SALEM,IA	. A	/C Reg.	No. N4949	(Ti	me (Lc1)	- 0930 0	ST
-Basic Information Type Operating Certificate	e-AGRICUL	TURAL AIRCE		craft D				Inj	uries	
			_	BSTANTI	AL		Fatal			
		APPLICATION				Crew	0	0	0	
Flight Conducted Under			NO	NE		Pass	0	0	0	0
Accident Occurred During	-LANDING									
-Aircraft Information										
Make/Model - ROCKWELL										ed - NO -N
Landing Gear - TAILWHEEL	-ALL FIXE	D	Number Engines					all Warn	ing Syste	em - YES
Max Gross Wt - 7000			Engine Type			ARBURE	TOR			
No. of Seats - 1			Rated Power	- 60	O HP					
-Environment/Operations Info	rmation									
Weather Data			tinerary				Airport F			
Wx Briefing - NO RECO	RD OF BRI	EFING	Last Departure P				OFF AIR	PORT/STR	[P	
Method - N/A			MT. PLEASANT, I	A						
Completeness - N/A			Destination				Airport Da	ıta		
Basic Weather - VMC	WT6		SALEM, IA					7 -1 4	A1 / A	
Wind Dir/Speed- 100/009			TO / A					Ident Lth/Wid	- N/A	
Visibility - 12.0 Lowest Sky/Clouds -			ATC/Airspace Type of Flight P	1an - N	ONE			Surface		
	NONE	ILIN DEN	Type of Clearanc					Status		
Obstructions to Vision-			Type Apch/Lndg			TNG	Kuliway	Status	SNOW -	- NDV
Precipitation -			Type Apcily Liliag	•	ORCED LAND	LING			3140#	DKI
Condition of Light -	DAYLIGHT									
-Personnel Information Pilot-In-Command		Age -	- 59	Me	dical Cert	ificat	e - VALID	MEDICAL-	WAIVERS/I	IMIT
Certificate(s)/Rating(s)		Bienr	nial Flight Review				t Time (Ho		···-·-	
COMMERCIAL, CFI		(Current - YE Months Since - 22	S	Total	- 1	8160	Last :	24 Hrs -	4
SE LAND, ME LAND		R	Months Since - 22		Make/Mod	el-	2000	Last :	30 Days-	UNK/NR
			Nircraft Type - CI	TABRI	Instrume	nt-			90 Days-	
					Multi-Eng	g -	420			
Instrument Rating(s)		NE	•							
PILOT STATES THAT THE ENGIN	E OUTT WT	THOUT WARNI	ING AS HE WAS SODA	VING A	WHEATETELD	DTIO	T FUDTHED	STATES TO	- 14 T	
HAD VERY LITTLE TIME TO PICK									10.1	
ST. TEARING OUT THE RIGHT MA					I CHRAIN A	,,, ,,,,	O JIDEWAI.	, TIALO M		

4/17/86 File No. - 686 SALEM, IA A/C Reg. No. N4949X Time (Lc1) - 0930 CST LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Occurrence #1 Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. ENGINE ASSEMBLY - FAILURE, TOTAL AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN(STANDARD/REQUIREMENT), SUPPLEMENTAL TYPE CERTIFICATE - COMPANY MAINTENANCE PSNL Occurrence #2 FORCED LANDING Phase of Operation MANEUVERING - AERIAL APPLICATION ON GROUND COLLISION WITH TERRAIN Occurrence #3 Phase of Operation LANDING - ROLL Finding(s) 3. WING, SPAR - BENT 4. LANDING GEAR, MAIN GEAR - BUCKLED 5. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

File No 798	6/26/86	WELLMAN, IA	A/C Re	eg. No. N485	32	Т	ime (Lc1) -	0945 CDT	
Basic Information Type Operating Cer		TUDAL ATDODAS	T. Aironof	t Damage			Injur	ios	
Type Operating Cer	TITICATE-AGRICU	LIUKAL AIRCKAF	SUBSTAI			Fatal	Serious		None
Type of Operation	-AERIAL	APPLICATION	Fire	WITAL	Crew	0	Jei 1003	1	0
Flight Conducted L			NONE		Pass	ŏ	ŏ	o	ŏ
Accident Occurred							-		
Aircraft Information)								
	RUMMAN G-164B		Eng Make/Model - P&I				Installed/		
Landing Gear - T			Number Engines - 1				tall Warnir	ng System	- YES
Max Gross Wt -				CIPROCATING-	CARBURE	TOR			
No. of Seats -			Rated Power -	600 HP					
Environment/Operation	ons Information-			•			.		
Weather Data	550		nerary				Proximity		
	FSS	Li	ast Departure Point			OFF AT	RPORT/STRIF	,	
	TELEPHONE	Day	WELLMAN, IA			Admont D	-+-		
Completeness - Basic Weather -		Des	stination LOCAL			Airport D	ата		
Wind Dir/Speed-			LUCAL			Bunway	Ident -	N/A	
Visibility -		ATC	/Airspace				Lth/Wid -		
Lowest Sky/Cloud			ype of Flight Plan	- NONE			Surface -		
Lowest Ceiling	- 20000 .		ype of Clearance					- N/A	
Obstructions to	Vision- NONE		ype Apch/Lndg				0.0.00	.,,,,	
	- NONE	•	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
Condition of Lig		Г							
Personnel Information	on								
Pilot-In-Command		Age -		Medical Cer) WAIVERS/	LIMIT
Certificate(s)/Ra	ating(s)		l Flight Review			it Time (H			
COMMERCIAL			rent YES			851			3
SE LAND			ths Since - 3	Make/Mo		168	Last 30	Days- UN	
		Air	craft Type - F-35	Instrum		12	Last 90		28
				Multi-E	ng -	2	Rotorci	raft - UN	IK/NR
Instrument Ra	ting(s) - NONE								
Narrative									
E PIC STATED THAT DURI	ING THE LAST 3RD	OF HIS PROCED	URE TURNAROUND THE	ACFT DESCEND	ED TO J	UST BELOW	THE		
WERLINES AT THE EDGE (OF THE FIELD HE	WAS SPRAYING.	THE ACFT STRUCK THE	POWERLINES	WITH TH	E MAIN LA	NDING GEAR		
ICH NOSED THE ACFT OVE									
ABLE TO RECOVER TO LEV					TURN W	AS MADE D	OWNWIND AND)	
AT IT WAS SHORTER THAN	HE LIKED SO AS	TO AVOID OVER	FLYING HOUSES NEAR	THE FIELD.					

6/26/86 A/C Reg. No. N48532 File No. - 798 WELLMAN, IA Time (Lc1) - 0945 CDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. OBJECT - WIRE, TRANSMISSION 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 3. TERRAIN CONDITION - GROUND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1

File No 797 7/02/86 0XF0	DRD,IA A/C	Reg. No. N64998	7	ime (Lcl)	- 1600 CDT	
Basic Information Type Operating Certificate-ON-DEMAND	AIR TAXI Aircra	ft Damage		Inju	ries	· =
type operating continuents on comme		ANTIAL	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTION		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 152		YCOMING 0-235-L2C		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines -			itall Warni	ng System	- UNK/N
Max Gross Wt - 1670		ECIPROCATING-CARBUR	TOR			
No. of Seats - 2	Rated Power -	110 HP				
Environment/Operations Information					_	
Weather Data	Itinerary			Proximity		
Wx Briefing ~ NO RECORD OF BRIEFI		t	ON AIF	RPORT		
Method - N/A	OXFORD, IA					
Completeness - N/A	Destination		Airport [CASTLE		
Basic Weather - VMC	LOCAL				- 33	
Wind Dir/Speed- 290/010 KTS Visibility - 20.0 SM	ATC/Airspace			/ Lth/Wid		INIK /NID
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan	- NONE		Surface		JIAK/ IAK
Lowest Ceiling - 3000 FT BRI					- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg		Kanwas	Julus		
Precipitation - NONE	Type Apeny Endg	FULL STOP				
Condition of Light - DAYLIGHT		1022 3101				
Personnel Information Pilot-In-Command	Age - 36	Medical Certifica	e - VALI	MEDICAL-N	WAIVERS/	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (H			
STUDENT	Current - N/A	Total - Make/Model-	13	Last 2	4 Hrs -	3
	Months Since - N/A.	Make/Mode1-	13	Last 3	Days- UN	
	Aircraft Type - N/A	Instrument- U	IK/NR	Last 9	Days-	
•		Multi-Eng - U	IK/NR	Rotorc	raft - UN	NK/NR
Instrument Rating(s) - NONE						
-Narrative						
STUDENT PIC WAS PRACTICING TOUCH AND GO	I ANDINGS AT A DVT STOLD WHE	N ON LANDING THE DI	STATED	JE LOST		
ECTIONAL CONTROL AND VEERED OFF THE LEFT						
F. RPTD WINDS WERE 290 DEGREES AT 10 KNO			MILACL!	AMAGED THE		

File No 7	97 7/02/ 8 6	OXFORD,IA	A/C Reg. No. N64998	Time (Lc1) - 1600 CDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL LANDING - ROLL	- ON GROUND		
	E OF EQUIPMENT/AIR		EXPERIENCE - PILOT IN COMMAND	
Occurrence #2 Phase of Operation	ON GROUND COLLIS LANDING - ROLL	ION WITH TERRAIN		
Finding(s) 4. TERRAIN CONDITI	ON - GROUND			
Probable Cause				·
The National Transpo		rd determines that	the Probable Cause(s) of this accide	ent

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

Basic Information Type Operating Certificate-NONE (GENER)	AL AVIATION)	Aircraft Da	mage		Injur	ies	
	,	DESTROYED	3 -	Fatal		Minor	None
Type of Operation -PERSONAL		Fire	Cr		_	0	0
Flight Conducted Under -14 CFR 91		UNK/NR	Pa	ss 1	0	0	0
Accident Occurred During -UNKNOWN							
Aircraft Information							
Make/Model - STINSON ST-75		Model - FRANKL	.IN GA4-165-B		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED		gines - 1			tall Warnir	ng System	- UNK/N
Max Gross Wt - 2100		pe - RECIPA		URETOR			
No. of Seats - 4	Rated Pow	er - 165) HP 				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS Method - ACFT RADIO	Last Depar			OFF A	RPORT/STRIP)	
	PULLMAN,			A 1			
Completeness - FULL Basic Weather - UNK/NR	Destination BOISE,ID			Airport [ата		
Wind Dir/Speed- 170/005 KTS	60132,10	•		Dunway	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 3500 FT	Type of F1	ight Plan - NO	NF		Surface -		
Lowest Ceiling - 3500 FT OVE	RCAST Type of C1	earance - NO	NE			N/A	
Obstructions to Vision- UNK/NR		Lndg - NO		•		•	
Precipitation - RAIN	3.	•					
Condition of Light - NIGHT(DARK)							
Personnel Information							
Pilot-In-Command	Age - 39		lical Certifi	cate - VALI	MEDICAL-WA	VIVERS/LIM	IIT
Certificate(s)/Rating(s)	Biennial Flight		F1	ight Time (H	lours)		
COMMERCIAL	Current	- UNK/NR	Total - Make/Model-	10000	Last 24	Hrs - UN	
SE LAND, ME LAND	Months Since	- UNK/NR	Make/Model-	UNK/NR	Last 30	Days- UN	IK/NR
	Aircraft Typ	e - UNK/NR	Instrument-	UNK/NR	Last 90	Days- UN	IK/NR
			Multi-Eng -	UNK/NR	Rotorc	aft - UN	IK/NR
Instrument Rating(s) - AIRPLANE							
DEPARTED PVT STRIP N OF PULLMAN, WA. NO						1.05	
STON, ID. AT 2303 PLT CALLED FSS FOR DF :			.USI AND HAD 2305. FSS C			HE	

File No	751	4/26/86	GRANGEVILLE, ID	A/C Reg. No. N8165K	Time (Lc1) - 2305 MST	
Occurrence Phase of Operation	_	G AIRCRAFT N				
Finding(s) 1. UNDETERMINED						
Probable Cause						·

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

File No 747 4/28/86 T	WIN FALLS, ID	A/C Reg. No. N	3580Q	T <u>†</u>	me (Lc1) -	1745 MC)T
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage			Injur	ies	
., .		SUBSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 9	1	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 172		/Model - LYCOMING 0-	320-E2D		nstalled/A		
Landing Gear - TRICYCLE-RETRACTABL		ngines - 1	NO 04551155		all Warnir	ng Syster	n - YES
Max Gross Wt - 2300		ype - RECIPROCATI	NG-CARBURE	IUR			
No. of Seats - 4	Rated Po	wer - 150 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - UNK/NR	Last Depa			ON AIRF	ORT		
Method - UNK/NR	TWIN FA						
Completeness - UNK/NR	Destinatio	n		Airport Da		DAI	
Basic Weather - VMC	LOCAL				LLS MUNICI		
Wind Dir/Speed- CALM Visibility - 50.0 SM	ATC/Airspac	•			Ident - Lth/Wid -		100
Lowest Sky/Clouds - CLEAR		e light Plan - NONE			Surface -		
Lowest Sky/Crodds - CLEAR Lowest Ceiling - NONE		learance - NONE			Status -		
Obstructions to Vision- NONE		/Lndg - FULL ST	.UD	Ruilway	Status	DKI	
Precipitation - NONE	Type Apen	/ Lindy TOLL 31	OF .				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 51	Medical	Certificat	e - VALID	MEDICAL-WA	IVERS/L	IMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Fligh	t Time (Ho	ours)		
STUDENT	Current	- N/A Tota	ı1 -	40	Last 24	l Hrs - l	JNK/NR
	Months Sinc	- N/A Tota e - N/A Make pe - N/A Inst	e/Mode1-	40	Last 30	Days- l	JNK/NR
	Aircraft Ty	pe - N/A Inst	ll - e/Model- rument-	0	Last 90	Days-	40
Instrument Rating(s) - NONE							
Narrative						_	
E LANDING FOR THE FIFTH AND FINAL TOU							
PPROACH. RATHER THAN GO-AROUND, THE POUND OF DIRT SHEERING OFF THE NOSE GEA		BRAKING. THE AIRCRAF	T THEN VEE	RED TO THE	RIGHT, ST	RUCK	

File No. - 747 4/28/86 TWIN FALLS,ID A/C Reg. No. N3580Q Time (Lc1) - 1745 MDT

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

Finding(s)

1. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN LANDING - ROLL

Occurrence #3 NOSE GEAR COLLAPSED 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

craft Damage BSTANTIAL e NE	Crew Pass TSIO-520 INJECTED Airp	Injurial Serious 0 0 0 0 ELT Installed/A Stall Warnin	Minor 1 1 Activated ng System	- YES
- 1 - RECIP-FUEL 1 - 285 HP	INJECTED	Stall Warnin	ng System	- YES
Oint	Airp	ort Proximity		
llan - NONE :e - NONE - GO AROUM	MU Ru Ru Ru Ru	unway Lth/Wid - unway Surface -	- 29 - 2500/ - GRAVEL	100
, IK/NR Tota IK/NR Make, IK/NR Insti	Flight Tim l - 1356 /Model- 639 rument- UNK/NR	ne (Hours) Last 24 Last 30 Last 90	4 Hrs - O Days- UN O Days-	9 NK/NR 108
	Medical Medical K/NR Tota K/NR Make K/NR Inst Mult Mult	lan - NONE RU e - NONE RU - GO AROUND Medical Certificate - V Flight Tin K/NR Total - 1356 K/NR Make/Model - 639 K/NR Instrument - UNK/NR Multi-Eng - UNK/NR	Tan - NONE Runway Surface Runway Status - GO AROUND Medical Certificate - VALID MEDICAL-NO Flight Time (Hours) K/NR Total - 1356 Last 24 K/NR Make/Model - 639 Last 30 K/NR Instrument - UNK/NR Last 90 Multi-Eng - UNK/NR Rotorce BOUNCED LANDING OCCURRED WITH A TOUCHDOWN	Medical Certificate - VALID MEDICAL-NO WAIVERS/ Flight Time (Hours) IK/NR Total - 1356 Last 24 Hrs - IK/NR Make/Model- 639 Last 30 Days- UN IK/NR Instrument- UNK/NR Last 90 Days- Multi-Eng - UNK/NR Rotorcraft - UN

File No. - 775 5/13/86 MURPHY, ID A/C Reg. No. N1046V Time (Lc1) - 1430 MDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - HIGH WIND 2. WEATHER CONDITION - GUSTS AIRSPEED - EXCESSIVE - PILOT IN COMMAND 4. ALTITUDE - EXCESSIVE - 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 6. STALL - NOT CORRECTED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6 Factor(s) relating to this accident is/are finding(s) 1,2

File No 765 7/23/86 KUNA	, ID A	/C Reg. No. N50	17X	T :	ime (Lc1)	- 2320 MDT	
-Basic Information Type Operating Certificate-AGRICULTURAL		craft Damage			Inju		
	DE	STROYED		Fatal	Serious	Minor	None
Type of Operation -AERIAL APPL:		=	Crew	1	0	0	0
Flight Conducted Under -14 CFR 137	ON	GROUND	Pass	0	0	0	0
Accident Occurred During -DESCENT			Other	0		0	
-Aircraft Information							
Make/Model - AYRES S-2R	Eng Make/Model					Activated	
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines				tall Warni	ng System	- YES
Max Gross Wt - 6000	Engine Type		-CARBURE	TOR			
No. of Seats - 1	Rated Power	- 600 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING				OFF AI	RPORT/STRI	Р	
Method - N/A	SAME AS ACC/IN	Ċ					
Completeness - N/A	Destination		•	Airport Da	ata		
Basic Weather - VMC	LOCAL			_			
Wind Dir/Speed~ 100/010 KTS	470/41					- N/A	
Visibility - 15.0 SM	ATC/Airspace	1 1015			Lth/Wid		
	TTERED Type of Flight P				Surface		
Lowest Ceiling - NONE	Type of Clearanc			Runway	Status	- DRY	
Obstructions to Vision- NONE	Ty p e Apch/Ln d g	- NUNE					
Precipitation - NONE Condition of Light - NIGHT(DARK)							
Condition of Light - Night (DARK)							
-Personnel Information	A	, , Marking 1, On		- 1/41 TD	MEDICAL	4 TV (EDG / L TM	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 39	Medical Ce				AIAFK2/ LIM	11
COMMERCIAL	Biennial Flight Review		- 11gn	t Time (H		4 11	_
SE LAND	Current - YE Months Since - 19	Make/M		5527 [.]	Last 2	4 Hrs - O Davs- UN	6
SE LANU	Aircraft Type - UN	make/m K/NR Instru		40		O Days- UN O Days-	150
	Aircraft Type - UN	K/NK Instru	nent-	40	Last 9	O Days-	150
Instrument Rating(s) - AIRPLANE							
-Narrative							
T WAS OBSERVED IN ORBIT PATTERN NEAR OBJE							
CURED ACFT LIGHTS AND SHORTLY THEREAFTER C							
IR PREVIOUS TIMES THIS YEAR. GROUND OBSERV				NDICATIVE	OF PLT UN	SURE	
GROUND REFERENCES. A FIELD WORKER TRIED T	D HELP RESCUE THE PLT AN	D WAS BURNED SE	RIOUSLY.				

7/23/86 A/C Reg. No. N5017X Time (Lc1) - 2320 MDT File No. - 765 KUNA.ID Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND 3. OBJECT - WIRE, TRANSMISSION 4. LIGHT CONDITION - DARK NIGHT Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Occurrence #3 FIRE Phase of Operation OTHER 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

File No 764 7/24/86 NA	AMPA,ID A/C Re	eg. No. N5511X	Т	ime (Lcl) -	2030 MDT	=
Basic Information Type Operating Certificate-AGRICULTU	JRAL AIRCRAFT Aircraf	t Damage		Injur	ies	
	DESTRO	YED	Fatal	Serious	Minor	None
Type of Operation -AERIAL AF		Crew		0.	0	0
Flight Conducted Under -14 CFR 13		UND Pass	0	0	0	0
Accident Occurred During -MANEUVER1	ING 					
Aircraft Information						
Make/Mode1 - AYRESCOMMANDER S2R	Eng Make/Mode1 - GAI			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED			S	tall Warning	g System	- YES
Max Gross Wt - 6000	Engine Type - TUI					
No. of Seats - 1	Rated Power -	575 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEF			OFF AI	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC			_		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC			T		
Wind Dir/Speed- 135/004 KTS	ATO /A 1				N/A	
Visibility - 50.0 SM	ATC/Airspace SCATTERED Type of Flight Plan	NONE		Lth/Wid - Surface -		
Lowest Sky/Clouds - UNK/NR S Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	- 1	- NONE	Runway	Status -	N/ A	
Precipitation - NONE	Type Apcil/ Ling	NONE				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 27	Medical Certifica	to - VALTO	MEDICAL -NO	WATVEDE	/ TMTT
Certificate(s)/Rating(s)	Biennial Flight Review	Flia	ht Time (F	MEDICAL NO	WAIVERS/	CIMI
COMMERCIAL	Current - YES		2030	125+ 24	Hre -	3
SE LAND	Months Since - 9	Make/Model-	200	Last 30	Davs- UN	NK / NB
JE ENID	Months Since - 9 Aircraft Type - UNK/NR	Instrument-	14	Last 90	Days-	300
	7.1. o. a. c , po	21.12 21 4		2	,-	
Instrument Rating(s) - NONE	<u> </u>					
Narrative						
OUND PERSONNEL REPORTED THE ACFT ENTERE	D PROCEDURE TURNAROUND IN AN EX	CESSIVE ATTITUDE	APPEARED T	ILATS O		
LLED INVERTED AND STRUCK THE GROUND. NO						
LLLD INVERIED AND SIRUCK INC GROUND. NO	FATORIAGE LOGIAD OF LKE TMLMCI M	LUMANTUAL MALLUKE	ON MALI DING	I LUIN.		

File No. - 764 7/24/86 NAMPA,ID A/C Reg. No. N5511X Time (Lc1) - 2030 MDT

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

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

2. MANEUVER - EXCESSIVE - PILOT IN COMMAND

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

----Probable Cause----

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

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

-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage		Injur	ries	
Type operating berint teate None (GENERA	SUBSTAN		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	. 0	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA 177	Eng Make/Model - LYC	OMING 0-320 E2D		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			Stall Warnir	ng System	- YES
Max Gross Wt - 2350	Engine Type - REC Rated Power -	150 HP	RETUR			
No. of Seats - 4	Rated Power -	150 MP				
-Environment/Operations Information						
Weather Data	Itinerary		•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	- •		ON AIF	RPORT		
Method - N/A Completeness - N/A	PEORIA,IL Destination		Airport [22+2		
Basic Weather - VMC	LACON, IL			ALL COUNTY		
Wind Dir/Speed- 350/011 KTS	EACON, IE			/ Ident	- 36	
Visibility - 20.0 SM	ATC/Airspace			/ Lth/Wid		50
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 -					
Precipitation - NONE		FULL STOP				
Condition of Light - NIGHT(DARK)						
-Personnel Information						
Pilot-In-Command	Age - 43	Medical Certifica			AIVERS/LIM	IIT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (F		4 11	
COMMERCIAL SE LAND,ME LAND	Current - YES Months Since - 16	Total - Make/Model-	1461 838		4 Hrs - Days- UN	ן וע/אום
SE LAND, ME LAND	Aircraft Type - UNK/NR	Instrument-	72		Days- UN Days-	31
	Arrelate type office	Multi-Eng -	465	Last s	Juys	٠,
			,,,,			
Instrument Rating(s) - AIRPLANE	·					
-Narrative			 			
PILOT STATED HE WAS MAINTAINING A STEEP A	DDDOACH AND E TO OLEAD TREE	AT THE ADDDOACH	END OF THE	E 2200 ET		

3/26/86 LACON, IL A/C Reg. No. N3187T Time (Lc1) - 2345 CST File No. - 690

Occurrence

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. ELEVATOR IMPROPER USE OF PILOT IN COMMAND
- 2. IMPROPER USE OF PROCEDURE, INATTENTIVE PILOT IN COMMAND
- 3. IN-FLIGHT PLANNING/DECISION POOR PILOT IN COMMAND
- 4. JUDGEMENT POOR PILOT IN COMMAND
- 5. PROPER DESCENT RATE NOT MAINTAINED PILOT IN COMMAND
- 6. FLARE DELAYED PILOT IN COMMAND

----Probable Cause----

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

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

Type Operating Certificate-NONE (GENER		t Damage		Inju	ries	
	SUBSTA		Fatal	Serious	Minor	None
Type of Operation -TESTING	Fire	Crew	_	0 .	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	0
-Aircraft Information						
Make/Model - BEAUPRE ELFERING QUICK				Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warni	ng System	- NO
Max Gross Wt ~ 520	Engine Type - RE		ETOR			
No. of Seats - 1	Rated Power -	85 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Point		ON AIR	PORT		
Method - TELEPHONE	SAME AS ACC/INC					
Completeness - WEATHER NOT PERTINEN Basic Weather - VMC	T Destination SAME AS ACC/INC		Airport D			
Wind Dir/Speed- 080/010 KTS	SAME AS ACC/INC		WAUKEG		05	
Visibility - 7.0 SM	ATC/Airspace			Ident Lth/Wid	- 05 - 4600/	150
	TTERED Type of Flight Plan	- NONE		Surface		130
Lowest Ceiling - BROKEN	Type of Clearance			Status		
Obstructions to Vision- NONE		- STOP AND GO	Kariway	Status	30	
Precipitation - NONE	Type Aperly 21.eg	FORCED LANDING				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 58	Medical Certifica			AIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			
PRIVATE	Current - YES	Total -			4 Hrs -	8
SE LAND	Months Since - 10		14	Last 3		2
GLIDER	Aircraft Type - C-150		9	Last 90		2
		Multi-Eng -	2	Rotorci	raft - U	INK/NR
Instrument Rating(s) - NONE						
-Narrative						
ACFT CRASH LANDED IN A CULTIVATED PART O	F THE ARPT AFTER THE ENG OUT	T DURING TAKEOFFS	& LANDINGS	. THE ACFT		
	RN WHEN THE ENG STOPPED. THE					

01 5/12/86	WAUKEGAN,IL	A/C Reg.	No. N134BE	Time (Lc1) - 175	O CDT
LOSS OF POWER					
	: 				
FORCED LANDING DESCENT - EMERGEN	NCY				
HARD LANDING LANDING - FLARE/	TOUCHDOWN				
	LOSS OF POWER MANEUVERING FORCED LANDING DESCENT - EMERGEN HARD LANDING LANDING - FLARE/	LOSS OF POWER MANEUVERING FORCED LANDING DESCENT - EMERGENCY HARD LANDING LANDING - FLARE/TOUCHDOWN	LOSS OF POWER MANEUVERING FORCED LANDING DESCENT - EMERGENCY HARD LANDING LANDING - FLARE/TOUCHDOWN	LOSS OF POWER MANEUVERING FORCED LANDING DESCENT - EMERGENCY HARD LANDING LANDING - FLARE/TOUCHDOWN	LOSS OF POWER MANEUVERING FORCED LANDING DESCENT - EMERGENCY HARD LANDING LANDING - FLARE/TOUCHDOWN

is/are finding(s) 1

File No 6	92 3/	/23/86	COLUMBUS, IN		A/C Reg.	No. N2534	2	T 1	ime (Lc1)	- 1130 ES	Т
Basic Informatio											
Type Operating	Certificat	te-NONE (GENERAL AVIA		rcraft Da		_			uries	
T C. Om		DEDCOL			SUBSTANTIA	\L		tal 0	Serious O	Minor O	None 1
Type of Operat Flight Conduct		-PERSON			lre NONE		Crew Pass	0	0	0	Ö
Accident Occur				'	NOINE .		rass	U	O	O	· ·
Aircraft Informa	tion										
Make/Mode1	- NAVION H			Eng Make/Mode		IENTAL IO-	520-BA				- YES-UNK/N
Landing Gear		-RETRACTA	BLE	Number Engines				S1	tall Warr	ing System	- YES
Max Gross Wt				Engine Type		FUEL INJE	CTED				
No. of Seats	- 4			Rated Power	- 285	5 HP					
Environment/Oper	ations Info	ormation-									
Weather Data	1.15.114 /5.15		I	tinerary	D-1-4				Proximity	•	
Wx Briefing	- UNK/NR - UNK/NR			Last Departure SAME AS ACC/			u	N AIR	PURI		
Method Completeness			TTNENT I	Destination	LNC		Ainn	ort Da	a+a		
Basic Weather		NOI PER	CITIACIAI	GREENWOOD.IN					JS MUNICI	PAI	
Wind Dir/Spe		1 KTS		akeliwood, iii					Ident	- 22	
Visibility			Δ.	TC/Airspace						- 6425/	150
Lowest Sky/C				Type of Flight	Plan - NO	NE				- ASPHALT	
Lowest Ceili			T BROKEN	Type of Cleara				-	Status		
Obstructions				Type Apch/Lndg		RCED LAND					
Precipitatio		- NONE		,, , , ,							
Condition of	Light	- DAYLIGH	łT								
Personnel Inform	ation										
Pilot-In-Commar			Age -			dical Cert				WAIVERS/LI	MIT
Certificate(s	:)/Rating(s)		ial Flight Revi			Flight Ti				
PRIVATE					rES .	Total				24 Hrs -	1
SE LAND				onths Since -		Make/Mod				30 Days- U	
			А	ircraft Type - I	JNK/NR	Instrume	ent- C)	Last	90 Days-	14
Instrument	Rating(s)	- NONE									
Narrative											
HE PILOT WAS PRACTI											
JBSEQUENTLY LANDED											
MAY HAVE TAKEN OF											
NEARLY EMPTY. THE							N IESTED.	LATER	THE BILL	· 1	
AID HE FOUND A SMAL	L AMUUNI U	L "RKOMN	WAIER" IN IH	E FUEL WHEN HE	DKAINED IF	TE TANKS.					

3/23/86 A/C Reg. No. N25342 Time (Lc1) - 1130 EST File No. - 692 COLUMBUS, IN LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - EMERGENCY Finding(s) 3. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND ----Probable Cause----

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

File No 694 3/31/86	/EEDERSBURG,IN A/C R	eg. No. N9910W		ime (Lc1) -	1630 EST	
Basic Information Type Operating Certificate-NONE (G		t Damage		Injur		
T. 6.0	SUBSTAI	- -	Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR		Crew Pass	0	0 .	0	1 0
Accident Occurred During -TAKEOFF	NONE	rass	O	U	U	U
Aircraft Information						
Make/Model - PIPER PA-28-140	Eng Make/Model - LY			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			Stall Warnin	g System	- YES
Max Gross Wt - 2150		CIPROCATING-CARBUR	LIUR			
No. of Seats - 4	Rated Power -	150 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRI			OFF A	RPORT/STRIP	1	
Method - N/A	COVINGTON, IN		A			
Completeness - N/A Basic Weather - VMC	Destination VEEDERSBURG,IN		Airport [Jata		
Wind Dir/Speed- 230/015 KTS	VEEDERSBURG, IN		Punway	/ Ident -	N/A	
Visibility - 9.0 SM	ATC/Airspace				N/A	
	SCATTERED Type of Flight Plan	- NONE	-		N/A	
Lowest Ceiling - NONE	Type of Clearance				N/A	
Obstructions to Vision- NONE		- NONE		,		
Precipitation - NONE	,, , , ,					
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 32	Medical Certifica	te - VALII	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (H			
PRIVATE	Current - YES			Last 24	Hrs -	17
SE LAND	Months Since - UNK/NR	Make/Mode1-	96	Last 24	Days- UN	IK/NR
	Aircraft Type - UNK/NR		11	Last 90	Days-	19
		Multi-Eng -	14			
Instrument Rating(s) - NONE						
Narrative						
E PILOT WAS ATTEMPTING A SHORT FIELD T	AKEOFF FROM A 1080 FOOT WHEAT FI	ELD THAT HE HAD MI	STAKEN FOI	R A PRIVATE		
RSTRIP 1 1/2 MILES TO THE NORTHEAST. T					POWER	
T HE WAS UNABLE TO CLEAR THE GATE AND						

File No. - 694 3/31/86 VEEDERSBURG, IN A/C Reg. No. N9910W Time (Lc1) - 1630 EST

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

- 1. TERRAIN CONDITION OPEN FIELD
- 2. PREFLIGHT PLANNING/PREPARATION POOR PILOT IN COMMAND
- 3. WEATHER CONDITION UNFAVORABLE WIND
- 4. WIND INFORMATION MISJUDGED PILOT IN COMMAND
- 5. PERFORMANCE DATA MISJUDGED PILOT IN COMMAND
- 6. JUDGEMENT POOR PILOT IN COMMAND
- 7. PULL-UP 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)

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

	OLATHE,KS	A/C Reg.	No. N1581X	Т	ime (Lc1) -	0727 CDT	
Basic Information Type Operating Certificate-ON-DEM	AND AIR TAXI	Aircraft Da		Fatal	Injur Serious	ies Minor	None
Type of Operation -POSITI	CNINC	Fire	.L Crew		Ser rous 0	MITTOT.	1
Flight Conducted Under -14 CFR		NONE	Pass	•	0	0	ó
Accident Occurred During -TAKEOF			F 435	-	•	•	Ū
-Aircraft Information							
Make/Model - PIPER PA-34-200T		e/Mode1 - CONTIN	IENTAL TS10-360		Installed/A		
Landing Gear - TRICYCLE-RETRACTA	.BLE Number	Engines - 2		S	tall Warnir	ng System	- YES
Max Gross Wt - 4570	Engine	3 .	FUEL INJECTED				
No. of Seats - 7	Rated P	ower - 200) HP				
-Environment/Operations Information-							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BR		arture Point		ON AIR	PORT		
Method - N/A	OLATHE						
Completeness - N/A	Destinati			Airport D			
Basic Weather - VMC	IOLA,K	5			N COUNTY EX		
Wind Dir/Speed- 070/005 KTS						35	7-
Visibility - 5.0 SM	ATC/Airspa				Lth/Wid -		75
Lowest Sky/Clouds - 25000 F					Surface -		
Lowest Ceiling -	Type of	Clearance - Vi	K	Runway	Status -	DRY	
Obstructions to Vision- HAZE	Type Apc	:h/Lndg - NO	INE				
Precipitation - NONE Condition of Light - DAYLIGH	JT						
-Personnel Information Pilot-In-Command	Age - 50	Med	dical Certifica	te - VALID	MEDICAL -WA	IVERS/LIM	ΙΤ
Certificate(s)/Rating(s)	Biennial Fligh			ht Time (H		,	- '
ATP, CFI		- YES	Total -		Last 24	Hrs -	1
A11 , 01 I		nce - 3 Type - C-172	Make/Model- Instrument-				
SE LAND ME ! AND			Instrument-	352	Last 90	Days on	39
SE LAND, ME LAND	Aircraft I	vpe - C-172	THE CHAILETT) Davs-	
SE LAND,ME LAND	Aircraft I	ype - C-172	Multi-Eng -		Lugi 30	Days-	00

5/28/86 A/C Reg. No. N1581X Time (Lc1) - 0727 CDT File No. - 638 OLATHE, KS Occurrence #1 GEAR COLLAPSED Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. LANDING GEAR, GEAR LEVER - NOT SWITCHED 2. LANDING GEAR, MAIN GEAR - UNLOCKED UNDETERMINED ON GROUND COLLISION WITH TERRAIN Occurrence #2 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 4. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 3

File No 685 6/21/86 OLATHE	A/C Reg. No. N	13 166D	Time (Lc1) - 2000 CDT				
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	_	0	0	1
Aircraft Information Make/Model - CESSNA 180 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2550 No. of Seats - 4	Eng Make/Mo Number Engi Engine Type Rated Power	- RECIPROCATI		S ETOR	Installed// tall Warnir	ng System	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - ACFT RADIO Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 180/013 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 3000 FT SCATT Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departu OLATHE,KS Destination LOCAL ATC/Airspace ERED Type of Flig Type of Clea Type Apch/Ln	ht Plan - NONE rance - NONE		Airport ON AIR Airport D JOHNSO Runway Runway Runway	Proximity PORT ata N COUNTY EX Ident Lth/Wid	KECUTIVE - 17 - 4099/	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND Instrument Rating(s) - AIRPLANE	Age - 31 Biennial Flight Re Current Months Since Aircraft Type	view - YES Tota - 6 Make - SA227 Inst	Fligl	ht Time (H 4011 97 56	Last 24	4 Hrs - Days- UN	1
WITNESS STATED THAT THE HE OBSERVED THE ACFI THESS OBSERVED THE LEFT WING DROP JUST BEFOR THE WITNESS ON THE RWY NEAR WHERE THE ACFT PPLIED ONLY ONE BRAKE AT TOUCHDOWN AND LOST E HE RWY ROLLING NO MORE THAN 150 TO 200 FEET E ECHANICAL PBLM AND WX WAS NOT A FACTOR.	E THE ACFT WAS TO HAD FLIPPED INVERT IRECTIONAL CONTROL	TOUCHDOWN TO THE ED. THE PIC STATE . THE ACFT WAS OB	RWY. TIRE D HE MAY I SERVED VE	SCUFF MAR HAVE INADV ERING TO T	KS WERE SEE ERTANTLY HE RIGHT ON		

File No. - 685 6/21/86 OLATHE, KS A/C Reg. No. N3166D Time (Lc1) - 2000 CDT LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. STALL - INADVERTENT - PILOT IN COMMAND 2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

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

File No 743 7/11/86 OLATH	IE,KS A/C Reg	. No. N8305Y	Ti	ime (Lc1) -	1552 CD	T
Type of Operation	IR TAXI Aircraft [SUBSTANT] Fire NONE		Fatal O O	Injur Serious O O		None 1 0
Aircraft Information Make/Model - PIPER PA-32-301T Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3400 No. of Seats - 6	Eng Make/Model - LYCOM Number Engines - 1 Engine Type - RECIM Rated Power - 30			installed/Actall Warning		
Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	KANSAS CITY,MO Destination OLATHE,KS ATC/Airspace ITERED Type of Flight Plan - M Type of Clearance - M Type Apch/Lndg - M	NONE NONE NONE	Runway Runway Runway Runway	PORT Ata N COUTY EXECT Ident - Lth/Wid - Surface - Status -	17 4099/	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE	•	Total - Make/Model-	e - VALID t Time (Ho 119 3 9	MEDICAL-NO burs) Last 24 Last 30 Last 90	Hrs - U Days- U Days-	NK/NR NK/NR 24

File No. - 743 7/11/86 OLATHE,KS A/C Reg. No. N8305Y Time (Lc1) - 1552 CDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. REMEDIAL ACTION - POOR - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND ON GROUND COLLISION WITH TERRAIN Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - GROUND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1.2.3

File No 771 3/31/86 CROWL	LEY, LA A/C R	eg. No. N4561	7	ime (Lc1)	- 1155 CST	
-Basic Information Type Operating Certificate-AGRICULTURAL		t Damage		Inju		
	SUBSTA	NTIAL	Fatal			None
Type of Operation -AERIAL APPLI	[CATION Fire	Cr	ew O	Ο.	0	1
Flight Conducted Under -14 CFR 137	NONE	Pa	ss O	0	0	0
Accident Occurred During -LANDING			her O	0	0	3
-Aircraft Information						
Make/Model - GRUMMAN G-164A	Eng Make/Model - P&			Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			Stall Warnii	ng System	- YES
Max Gross Wt - 4500	Engine Type - RE	CIPROCATING-CARB	URETOR			
No. of Seats - 1	Rated Power -	600 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	G Last Departure Point CROWLEY.LA		OFF A	RPORT/STRII	•	
Completeness - N/A	Destination		Airport [Data		
Basic Weather - UNK/NR	SAME AS ACC/INC					
Wind Dir/Speed- 170/007 KTS	5/11/2 // // // 2/ 2/ 2/ 2/ 2/ 2/ 2/ 2/ 2/ 2		Runway	/ Ident	- N/A	
Visibility - 7.0 SM	ATC/Airspace			/ Lth/Wid		
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan	- NONE		Surface		
Lowest Ceiling - UNK/NR	Type of Clearance			Status		
Obstructions to Vision- NONE	Type Apch/Lndg			, , , , , , , , , , , , , , , , , , , ,	,	
Precipitation - NONE	Type Apolly Elling	. ONOLO LANDING				
Condition of Light - UNK/NR	•					
Personnel Information Pilot-In-Command	Age - 50	Medical Certifi	cate - UNK/N	NR		
Certificate(s)/Rating(s)	Biennial Flight Review	F1	ight Time (F	Hours)		
COMMERCIAL	Current - YES	Total - Make/Model-	2244	Last 2	4 Hrs -	6
SE LAND	Months Since - 14	Make/Mode1-	2000	Last 3	O Days-	40
	Aircraft Type - PA-28	Instrument-	33	Last 9	O Days-	80
		Multi-Eng -	1	Rotorc	raft ~ UI	NK/NR
Instrument Rating(s) - NONE						
Manager						
Narrative	NO ALL ATTEMPTED FORCES !		DDED 4 D 1 1/6 - T			
ACFT CRASHED INTO WIRES AND A HOUSE DURIN						
N THE ENG BEGAN TO BACKFIRE & LOSE POWER.				ENG QUIT AN	D HE	
S FORCED TO LAND. ENG INSPECTION REVEALED	THAT THE #2 CYL WAS CRACKED	AND HAD LOST COM	PRESSION.			

File No 7	71 3/31/86 CROWLEY,LA	A/C Reg. No. N4561	Time (Lc1) - 1155 CST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - MECH FAILURE/MANEUVERING	MALFUNCTION	•
	C,CYLINDER - CRACKED C,CYLINDER - FAILURE,TOTAL		
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN		
Finding(s) 3. OBJECT - WIRE, 1 4. OBJECT - RESIDE	NCE		
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
Probable Cause			
The National Transposis/are finding(s) 1,	ortation Safety Board determines that the 2	ne Probable Cause(s) of this acci	dent

File No 702 6/3	0/86 RAYVILLE,LA	A/C Reg	J. No. N964X	Т	ime (Lc1) -	1500 CDT	
-Basic Information Type Operating Certificate	AGRICULTURAL AIRCR				Injur		
		DESTROYE		Fatal		Minor	None
Type of Operation Flight Conducted Under	-AERIAL APPLICATION	l Fire NONE	Crew	-	0	1	0
Accident Occurred During		NUNE	Pass	O	U	U	0
Make/Model - GRUMMAN G-	164	Eng Make/Model - P &	W R-985	ELT	Installed/A	ctivated	- NO -N
Landing Gear - TAILWHEEL-	ALL FIXED	Eng Make/Model - P & Number Engines - 1		S	tall Warnin	g System	- YES
Max Gross Wt - 3750		Engine Type - RECI					
No. of Seats - 1		Rated Power - 4	150 HP				
-Environment/Operations Infor							
Weather Data		tinerary			Proximity		
	D OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRIP		
Method - N/A Completeness - N/A		SAME AS ACC/INC Destination		Admmond D	- 4 -		
Basic Weather - VMC		LOCAL .		Airport D			
Wind Dir/Speed- 220/007	KTC	LUCAL				18	
Visibility - 7.0		TC/Airspace			Lth/Wid -		60
Lowest Sky/Clouds -			NONE		Surface -		00
Lowest Ceiling -		Type of Clearance -				DRY	
Obstructions to Vision-		Type Apch/Lndg -					
Precipitation -	NONE	, , ,					
Condition of Light -							
Personnel Information							
Pilot-In-Command			Medical Certifica			IVERS/LIM	IT
Certificate(s)/Rating(s)		nial Flight Review		ht Time (H			
PRIVATE, COMMERCIAL		urrent - UNK/NR		642	Last 24	Hrs -	
SE LAND, ME LAND		Ionths Since - UNK/NR			Last 30		
	Α	ircraft Type - UNK/NR			Last 90	Days-	11
		•	Multi-Eng -	13			
Instrument Rating(s)	- NONE						
ACFT CRASHED DURING TAKEOFF	AFTER LOSING PWR DL	IRING A TURN AT 150 FT A	GI. THE PLT SATE	THAT THE	ACET STALLE	D	
HIT IN A COTTON FIELD ABOUT							
ORE PWR FAILURE. THE ACFT WAS							
ENTIAL LOSS OF PWR COULD HAVE	POSSIBLY PREVENTED	THIS ACCIDENT. THE PWR	R LOSS CAUSE IS L	NDETERMINE	D.		

File No. - 702 6/30/86 RAYVILLE, LA A/C Reg. No. N964X Time (Lc1) - 1500 CDT LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. UNDETERMINED 2. FLUID, OIL - LOSS, PARTIAL Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 3. MANEUVER - EXCESSIVE - PILOT IN COMMAND 4. LOAD JETTISON - NOT ATTAINED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 5. STALL - UNCONTROLLED - PILOT IN COMMAND 6. TERRAIN CONDITION - CROP ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.3 Factor(s) relating to this accident is/are finding(s) 2.5

File No 705 7/11/86	CAMPTI,LA	A/C Reg	j. No. N3106L	1	ime (Lc1) -	1830 CDT	
Basic Information Type Operating Certificate-AGRIC	JLTURAL AIRCRAFT	Aircraft	Damage		Injur	ies	
		DESTROYE	:D	Fata1	Serious	Minor	None
Type of Operation -AERIA		Fire	Cre			1	0
Flight Conducted Under -14 CFI		NONE	Pas	ss O	0 -	0	0
Accident Occurred During -LANDII	NG 						
-Aircraft Information							
Make/Model - AIR TRACTOR AT-30		Make/Model - P&W			Installed/A		
Landing Gear - TAILWHEEL-ALL FIX		er Engines - 1			Stall Warnin	g System	- YES
Max Gross Wt - 5000		ne Type - RECI		JRETOR			
No. of Seats - 1	Rate	d Power - 8	800 HP				
-Environment/Operations Information							
Weather Data		ry	•	Airport	Proximity		
Wx Briefing - NO RECORD OF B	RIEFING Last	Departure Point		OFF A	RPORT/STRIP		
Method - N/A	SAM	E AS ACC/INC					
Completeness - N/A	Destir			Airport [
Basic Weather - VMC	LOC	AL		CAMPT			
Wind Dir/Speed- 170/010 KTS	.== /					N/A	
Visibility - 7.0 SM	ATC/Air		NONE	•	Lth/Wid -	•	
Lowest Sky/Clouds - UNK/NR Lowest Ceiling - BROKEN		of Flight Plan - of Clearance -			Surface -	N/A N/A	
Lowest Ceiling - BROKEN Obstructions to Vision- NONE		Apch/Lndg -		Runway	/ Status -	N/A	
Precipitation - NONE	Type	Apeny Lindg -	NONE				
Condition of Light - DAYLIG	4T						
-Personnel Information Pilot-In-Command	A m n =	7	Medical Certific		MEDICAL -NO	WATVEDC/	
Certificate(s)/Rating(s)	Riennial El	ight Poviou	E1.	ight Time (F		WAIVERS/	CIMII
COMMERCIAL	Current		Total -	20000	last 24	Hrs - IIN	K/NR
SE LAND		Since - 5	Total - Make/Model- Instrument-	480	Last 30	Davs- UN	K/NR
or game	Aircraf	t Type - UNK/NR	Instrument-	20	Last 90	Davs- UN	K/NR
		, ,	Multi-Eng -	UNK/NR	Rotorcr	aft - UN	K/NR
							·
Instrument Rating(s) - NONE							
ACFT CRASH LANDED FROM ABOUT 60 FT	AGI AFTER THE ENG	OUTT DURING THE F	ND OF A COTTON	SPRAYING OF	PERATION TH	F PIT	
D HE JUST DIVED & "PANCAKED" WHICH							
SAID HE HAS HAD 20 POWER FAILURES.							
The same and the same same same same same same same sam							

File No 7	O5 7/11/86 CAMPTI,LA	A/C Reg. No. N3106L	Time (Lc1) - 1830 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER - MANEUVERING - AERIAL APPLICATION		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation			

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

File No 789 3/31/86 LESLI	E,MI A/C R	eg. No. N94903	Т	ime (Lc1)	- 2250 EST	
Type Operation	L AVIATION) Aircraf SUBSTA Fire NONE	t Damage NTIAL Crew Pass	Fatal O O	Inju Serious O O	ries Minor 1 1	None O O
Aircraft Information Make/Model - TAYLORCRAFT BC12-D Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1200 No. of Seats - 2	Eng Make/Model - CC Number Engines - 1 Engine Type - RE Rated Power -		S		Activated ng System	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 160/010 KTS Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point BROOKLYN,MI Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	OFF AI Airport Da Runway Runway Runway	Ident Lth/Wid Surface	- N/A - N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 45 Biennial Flight Review Current - YES Months Since - 22 Aircraft Type - 145	Total -	nt Time (H	ours) Last 2 Last 3	NO WAIVERS/ 24 Hrs - 30 Days- UN 30 Days-	2
Instrument Rating(s) - NONE						
Narrative THE ACFT WAS DAMAGED DURING A FORCED LNDG FOL ANDING AREA. THE PLT WAS OVERFLYING A FIELD OUD CLUNK WAS HEARD FROM THE ENG FOLLOWED BY TELD DURING WHICH THE LEFT MAIN GEAR COLLAPS HEAD INJURIES. THE ACFT WAS FOUND DURING THE TC FOR USE OF AUTOMOTIVE FUEL. LAP BELTS WER	BELONGING TO A FRIEND IN PE A LOSS OF POWER. A LANDING ED FOLLOWED BY WING & PROP INVESTIGATION TO CONTAIN AU E INSTALLED IN THE ACFT BUT	REPARATION FOR A POR WAS MADE STRAIGHT DAMAGE. THE PLT & I JTOMOTIVE FUEL. THE	SSIBLE LAN AHEAD INT HIS WIFE R ACFT DOES	DING WHEN O A ROUGH ECEIVED MI NOT HAVE	A SOD INOR AN	

3/31/86 A/C Reg. No. N94903 Time (Lc1) - 2250 EST File No. - 789 LESLIE.MI Occurrence #1 LOSS OF POWER Phase of Operation MANEUVERING Finding(s) 1. IGNITION SYSTEM, SPARK PLUG - SEPARATION 2. FLUID, FUEL GRADE - INCORRECT 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 MAIN GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL 5. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Type Operating Certifica	te-NONE (GENERAL		t Damage		Inju		
Type of Operation	-INSTRUCTIONAL	SUBSTA Fire	NTIAL Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under		. Fire NONE	Pass	-	0	0	1
Accident Occurred During	-LANDING	NONE	, 433				
-Aircraft Information							
Make/Model - HUGHES 26		Eng Make/Mode1 - LY			Installed/		
Landing Gear - TRICYCLE	-FIXED	Number Engines - 1			tall Warni	ng Syster	n - UNK/NI
Max Gross Wt - 1550		Engine Type - RE		ETUR			
No. of Seats - 2		Rated Power -	180 HP				
-Environment/Operations Info	ormation	T. A. S	•	A			
Weather Data	ODD OF ODJECTNO	Itinerary		Airport I ON AIR	Proximity		
Wx Briefing - NO REC Method - N/A	ORD OF BRIEFING	Last Departure Point LOWELL.MI		UN AIR	PURI		
Completeness - N/A		Destination		Airport Da	a+a		
Basic Weather - VMC		LOWELL,MI		LOWELL			
Wind Dir/Speed- 040/003	3 KTS	COWLLE, MI				- 36	
Visibility - 20.0		ATC/Airspace			Lth/Wid		-UNK/NR
Lowest Sky/Clouds -		BKN Type of Flight Plan	- NONE		Surface		
	- NONE	Type of Clearance				- DRY	
Obstructions to Vision		Type Apch/Lndg		•			
Precipitation		,, , , ,	SIMULATED FORCED	LANDING			
Condition of Light	- DAYLIGHT						
-Personnel Information							
Pilot-In-Command		Age - 38	Medical Certifica			O WAIVERS	S/LIMIT
Certificate(s)/Rating(s	;)	Biennial Flight Review	-	ht Time (H			
		Current - YES	Total -			4 Hrs -	6
ATP, CFI		Months Since ~ 6	Make/Model-			O Days- U	•
SE LAND, ME LAND, SE S	EA, ME SEA		Instrument-	1300	Last 9	O Dave-	52
	SEA,ME SEA	Aircraft Type - 269A					
SE LAND, ME LAND, SE S	SEA,ME SEA	Aircraft Type - 269A	Multi-Eng -			raft -	51

File No. - 689 4/12/86 LOWELL, MI A/C Reg. No. N8059H Time (Lc1) - 1130 EST

Occurrence #1

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. IN-FLIGHT PLANNING/DECISION POOR PILOT IN COMMAND
- IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE PILOT IN COMMAND
- 3. JUDGEMENT POOR PILOT IN COMMAND
- 4. AUTOROTATION MISJUDGED PILOT IN COMMAND
- 5. REMEDIAL ACTION MISJUDGED PILOT IN COMMAND

Occurrence #2 PROPELLER/ROTOR CONTACT 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) 2,5

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

File No 790	7/14/86	BLISSFIELD, MI	FIELD,MI A/C Reg. No. N84JL				Time (Lc1) - 2020 EDT			
Basic Information Type Operating Certific	ate-NONE (GENERAL AVIATION)	Aircraft D			Injur				
			SUBSTANTI		Fatal			None		
Type of Operation	-PERSON		Fire		rew O	0	0	1		
Flight Conducted Under			NONE	Pa	ass O	0	0	0		
Accident Occurred Durin	g -LANDIN	G 								
Aircraft Information										
Make/Model - JERRY B		FLY Eng Make	/Model - XENOA	H G44BW	EL.	Installed/A				
Landing Gear - TRICYCL	E-FIXED		ngines - 1			Stall Warnin	g System	- NO		
Max Gross Wt - 733		Engine T	ype - RECIP	ROCATING-CAR	BURETOR					
No. of Seats - UNK/NR		Rated Po	wer - 5	O HP						
Environment/Operations In	formation-									
Weather Data		Itinerary			Airpor	t Proximity				
Wx Briefing - UNK/N	R	Last Depa	rture Point		ON A	IRSTRIP				
Method - UNK/N	R	SAME AS	ACC/INC							
Completeness - UNK/N	R	Destinatio	on .		Airport	Data				
Basic Weather - VMC		SAME AS	ACC/INC		BETZ	FIELD				
Wind Dir/Speed- 350/0	O3 KTS				Runwa	ay Ident -	27			
Visibility - UNK/N	R	ATC/Airspac	:e		Runwa	ay Lth/Wid -	2205 -l	JNK/NR		
Lowest Sky/Clouds -	25000 F	T SCATTERED Type of F	light Plan - N	IONE	Runwa	ay Surface -	GRASS/TU	JRF		
Lowest Ceiling	- NONE	Type of C	learance - N	IONE	Runwa	ay Status -	HIGH VE	GETATION		
Obstructions to Visio	n- NONE	Type Apch	n/Lndg - F	ORCED LANDING	G	•				
Precipitation	- NONE	• • • •	_							
Condition of Light	- DAYLIGH	Т								
Personnel Information										
Pilot-In-Command		Age - UNK/NR	Me	dical Certif	icate - VAL	ID MEDICAL-WA	IVERS/LI	MIT		
Certificate(s)/Rating(s)	Biennial Flight	: Review	F	light Time	(Hours)	ŕ			
PRIVATE		Current	- YES	Total	- 207	Last 24	Hrs - U	NK/NR		
SE LAND		Months Sind	e - 10	Make/Model	- 12	Last 30	Days- U	NK/NR		
		Aircraft Ty	pe - UNK/NR	Instrument	- UNK/NR	Last 90	Days-	5		
		•		Multi-Eng	- UNK/NR	Last 30 Last 90 Rotorcr	aft - Ul	NK/NR		
				•						
Instrument Rating(s) - UNK/N	R 								
Narrative										
E ACFT WAS DAMAGED IN A FOR										
E ENG QUITTING IN FLT. AFTE										
JIT AGAIN. AN ATTEMPT WAS MA						ING THE BOUNC	ING			
ID WING DRAGGING. THE RT & N	USE GEAR W	ERE BENT. THE ENG RAN	NURMALLY AFTER	HE ACCIDEN	1.					

File No 7	90 7/14/86	BLISSFIELD,MI	A/C Reg. No. N84JL	Time (Lc1) - 2020 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER TAKEOFF - INITIA	L CLIMB		
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGE	NCY		
Occurrence #3 Phase of Operation	HARD LANDING LANDING - FLARE/	TOUCHDOWN		

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

----Probable Cause----

File No 791 6/06/86 WHITE	BEAR LAKE, MN A/C Reg	. No. N36937	T	ime (Lc1) -	1022 CDT	
Basic Information						
Type Operating Certificate-NONE (GENERA				Injur		
	DESTROYE		Fatal			
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUNE	D Pass	1	0	О	0
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - AERONCA 65-TAC	Eng Make/Mode1 - CONT:			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			Stall Warnin	g System	- NO
Max Gross Wt - 1200	Engine Type - RECIA		TOR			
No. of Seats - 2	Rated Power - {	35 HP				
Environment/Operations Information		•				
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D)ata		
Basic Weather - VMC	SAME AS ACC/INC					
Wind Dir/Speed- 100/009 KTS					N/A	
Visibility - 4.000 SM				/ Lth/Wid -		
Lowest Sky/Clouds - CLEAR				/ Surface -		
Lowest Ceiling - 2000 FT OVER			Runway	/ Status -	N/A	
Obstructions to Vision- FOG	Type Apch/Lndg - I	NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 38 Me Biennial Flight Review	edical Certificat			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (H			
PRIVATE	Current - YES	Total -	138	Last 24	Hrs - UN	K/NR
SE LAND	Months Since - 4 Aircraft Type - PA28181	Make/Mode1-	7	Last 30	Days- UN	K/NR
	Aircraft Type - PA28181	Instrument-	16	Last 90	Days-	1
Instrument Rating(s) - NONE						
Narrative						
HE ACFT STALLED & CRASHED FOLLOWING THE INIT						
TTEMPT. DURING THE 2ND TAKEOFF WITNESSES SAI					_	
TER THE ACC THE ELEVATOR TRIM WAS FOUND IN			AS AT THE	MAX AND TH	E	
WAS AT THE AFT LIMIT. NO OTHER ABNORMALIT	ES WERE FOUND DURING THE INVE	SIIGATION.				

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

Type of Operation -PERSONAL						uries	
		SUBSTANTIAL ire	Cre	Fatal ew O	Serious O	Minor O	None
Flight Conducted Under -14 CFR 91	•	NONE	Pa		Ö	ō	O
Accident Occurred During -LANDING							
ircraft Information							
Make/Model - CESSNA 150D Landing Gear - TRICYCLE-FIXED	Eng Make/Mode Number Engine		NIAL 0-200-		Installed Stall Warn		
Max Gross Wt - 1600	Engine Type		CATING-CAPRI		itali warn	ing syste	III - 1E2
No. of Seats - 2	Rated Power			BRETOR			
nvironment/Operations Information							
eather Data	Itinerary			Airport	Proximity	•	
Wx Briefing - NO RECORD OF BRIEFIN				ON AIR	STRIP		
Method - N/A	MARSHFIELD,	10					
Completeness - N/A	Destination			Airport [)ata		
Basic Weather - VMC	LOCAL			B	.		
Wind Dir/Speed- 030/003 KTS Visibility - 40.0 SM	ATC/Airspace				/ Ident / Lth/Wid	- 09	-UNIV /NID
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE	=		Surface		
Lowest Ceiling - NONE	Type of Cleara				/ Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg						
Precipitation - NONE	7, , , ,						
Condition of Light - DAYLIGHT							
ersonnel Information							
Pilot-In-Command	Age - 54			cate - VALI		WAIVERS/L	_IMIT
Certificate(s)/Rating(s)	Biennial Flight Rev	ver -	Fl -	ight Time (F	lours)	24 Hrs -	LIANZ /NID
PRIVATE SE LAND	Months Since -	YES	Make/Model-	154 82	Last last	30 Days-	•
SE EAND	Aircraft Type -		Instrument-	0	Last	90 Days-	10
Instrument Rating(s) - NONE							
 arrative							
ILOT STATED THAT THE APPROACH SPEED WAS	S FASTER THAN NORMAL DI	IF TO ERRONE	OUS ATRSPEE	D INDICATION	S THE AT	RCRAFT	
ED UPON FLARING AND THE PILOT RAISED TH							

4/22/86 A/C Reg. No. N4169U Time (Lc1) - 1445 CST File No. - 614 MARSHFIELD.MO Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. FLIGHT/NAV INSTRUMENTS, AIRSPEED INDICATOR - FALSE INDICATION 2. AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND 3. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND 4. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND LOSS OF CONTROL - ON GROUND Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 6. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND 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) 2,4 Factor(s) relating to this accident is/are finding(s) 1,3,5,6

Basic Information Type Operating Certificate-NON	E (CENEDAL AVIATION)	Aircraft Damage			Injur	100	
Type operating certificate-non	e (GENERAL AVIATION)	SUBSTANTIAL		Fatal			None
Type of Operation -PER	SONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14	CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -APP	RDACH						
Aircraft Information		_					
Make/Model - CESSNA 172F		/Model - CONTINENTA			[nstalled/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150		ngines - 1 vpe - RECIPROCAT			tall Warnir	ig System	- YES
No. of Seats - 4		wer - 145 HP	ING-CARBURET	UK			
Environment/Operations Informati	on						
Weather Data	Itinerary	•		Airport F	roximity		
Wx Briefing - NO RECORD OF	BRIEFING Last Depa	rture Point		ON AIRS	STRIP		
Method - N/A	BISMARC						
Completeness - N/A	Destinatio		Α	irport Da			
Basic Weather - VMC	VAN BUR	EN,MO		BASS RO		0.77	
Wind Dir/Speed- 200/016 KTS Visibility - 10.0 SM	ATC/Airspac	.			Ident - Lth/Wid -	27	INIZ /NID
Lowest Sky/Clouds - 400					Surface -		
Lowest Ceiling - 2000					Status -		/INI
Obstructions to Vision- NONE		/Lndg - TRAFFI	C PATTERN	,	0 1 1	,	
Precipitation - NONE							
Condition of Light - DAYL	IGHT						·
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 3/	Medical Review	Certificate	- VALID Time (Ho		WAIVERS/	LIMII
PRIVATE	Current	- YFS Tot	al -	315	Jurs) last 24	Hrs - IIN	IK /ND
SE LAND	Months Sinc	e - 1 Mak	e/Model-	311	Last 30	Davs- UN	IK/NR
	Aircraft Ty	- YES Tot e - 1 Mak pe - C-172 Ins	trument-	0	Last 90	Days-	21
Instrument Rating(s) - NO	NE						
NAMMATIVE PILOT STATES THAT HE HAD BEEN AD	VISED OF HITH ITY I INES ON	ROTH FNDS OF THE A	TOSTOTO AND	THAT CEV	/EDAI		
RAFT HAD PREVIOUSLY EXPERIENCED							
	D NOT FLY OUT OF AND LAND		20 1111				

A/C Reg. No. N7921U Time (Lc1) - 1030 CDT File No. - 687 4/27/86 VAN BUREN, MO

Occurrence IN FLIGHT COLLISION WITH OBJECT

Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

- 1. IN-FLIGHT PLANNING/DECISION INADEQUATE PILOT IN COMMAND
- 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION INADEQUATE
- 3. TERRAIN CONDITION HIGH OBSTRUCTION(S)
- 4. ABORTED LANDING DELAYED PILOT IN COMMAND
- 5. AIRSPEED NOT ATTAINED PILOT IN COMMAND

----Probable Cause----

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

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

-Basic Information Type Operating Certificate-NONE (GENE Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		aft Damage ROYED	Fatal	Injur	ies	
Flight Conducted Under -14 CFR 91	Fire		- a+al	0 /		Nam -
Flight Conducted Under -14 CFR 91				Serious	Minor O	None 1
	ON G	Cre ROUND Pas	_	0	0	1
		ROUND Pas	s 0	U	O	•
-Aircraft Information						
Make/Model - CESSNA A185F		CONTINENTAL IO-520D		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warnir	ng System	- YES
Max Gross Wt - 3350	Engine Type - T Rated Power -	RECIP-FUEL INJECTED 300 HP				
No. of Seats - 4	Rated Power -	300 HP				
Environment/Operations Information	Itinopony		Ainpont	Proximity		
Weather Data Wx Briefing - NO RECORD OF BRIEFI	Itinerary NG Last Departure Poi	n+	· ON AIR			
Method - N/A	SAME AS ACC/INC		ON AIN	, oki		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	CARUTHERSVILLE, M	ס	AG STR			
Wind Dir/Speed- 360/008 KTS			Runway	Ident -	UNK/NR	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		
	ATTERED Type of Flight Pla			Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	- UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 39	Medical Certific		MEDICAL -NO	WATVEDS/	'
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (F		WAIVERS/	LIMIT
COMMERCIAL	Current - YES		7000	Last 24	1 Hrs -	3
SE LAND	Months Since - 1		400	Last 30	Davs- UN	IK/NR
	Aircraft Type - C-18		UNK/NR	Last 90	Days-	25
	,,	Multi-Eng -	UNK/NR	Rotorc	aft - UN	IK/NR
Instrument Rating(s) - AIRPLANE						
Narrative						
PILOT STATED THAT THEY WERE ON THE TAKE						
IGHT CONTROLS AND THE THROTTLE. THE AIRPL						
N IMPACTED IN A VERY LARGE DRAINAGE DITC						
PARTED THE AIRPLANE AND WAS DEMOLISHED BY				HE SEAL, TH	1E	
AT ADJUSTMENT AND THE SEAT RETENTION SYST	EM, THE PUINT OF FAILURE CA	NNUI BE DETERMINED.				

File No 6	15 5/20/86 BERNIE,MO	A/C Reg. No. N1096F	Time (Lc1) - 1500 CDT
Occurrence #1 Phase of Operation	AIRFRAME/COMPONENT/SYSTEM FAILU	URE/MALFUNCTION	
Finding(s) 1. FUSELAGE,SEAT - 2. FUSELAGE,ATTACH	MENT - FAILURE, PARTIAL		
Occurrence #2 Phase of Operation	LOSS OF CONTROL - ON GROUND TAKEOFF		
	TROL - NOT POSSIBLE - PILOT IN CO SIBLE - PILOT IN COMMAND	DMMAND	
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH TERRAI	IN	
Finding(s) 5. TERRAIN CONDITI		·	
Occurrence #4 Phase of Operation	TAKEOFF		
Probable Cause			
The National Transpois/are finding(s) 1,		that the Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is/are finding(s)	3,4	

Type of Operation	File No 744 5/25/86 LE	E'S SUMMIT,MO	A/C Reg	. No. N15369	9	Т	ime (Lc1)	- 1855 CD	Т
Flight Conducted Under	Type Operating Certificate-NONE (GEN	•	SUBSTANT				Serious	Minor	None
Make/Model - BALLOON WORKS FIREFLY 7-B	Flight Conducted Under -14 CFR 91					-			0
Landing Gear - N/A Max Gross Wt - 1050 No. of Seats - UNK/NR Rated Power - N/A National Stall Warning System - NO No. of Seats - UNK/NR Rated Power - N/A									
Max Gröss Wt - 1050	, — — — — — — — — — — — — — — — — — — —								
No. of Seats - UNK/NR Rated Power - N/A Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 290/08 KTS Visibility - 10.0 SM Local Local Completeness - N/A Lowest Sky/Clouds - 5000 FT SCATTERED Ubstructions to Vision- NONE Completeness - N/A Lowest Ceiling - NONE Type of Flight Plan - NONE Combitation - NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) FREE BALLOON Aircraft Type - FIREFLY Instrument Rating(s) - NONE Instrum	·		– –			3	tarr warr	ing system	140
Was thering - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP We will be a single of the process		- 3							
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A DESTINATION Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- 290/OO8 KTS Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 5000 FT SCATTERED Type of Flight Plan - NONE Runway Status - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Dbstructions to Vision- NONE Type Apch/Lndg - NONE Runway Status - N/A Dbstructions to Vision- NONE Type Apch/Lndg - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 44 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Blennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 247 Last 24 Hrs - 1 Months Since - 5 Make/Model - 233 Last 30 Days- UNK/NR FREE BALLOON Aircraft Type - FIREFLY Instrument - O Last 90 Days- 4 Instrument Rating(s) - NONE Narrative EPIC STATED THAT PRIOR TO LIFTOFF, THE BALLOON WAS GYRATING AND INSTRUCTED THE GND CREW MEMBER TO STEADY THE LLOON BY HOLDING THE ROPE. JUST AS THE BALLOON BECAME STEADY THE PIC INITIATED HIS TAKEOFF. THE PIC WAS AWARE TURBULENCE IN THE TAKEOFF SITE PRIOR TO LIFTOFF AND AGAIN DURING THE INITIAL LIFTOFF FM THE GROUND. THE LLOON DRIFTED RAPIDLY EAST SOUTHEAST TOWARDS HIGH VOLTAGE POWERLINES. THE BALLOON ENCOUNTERED TURBULENCE IN E FORM OF DOWNDRAFTS. THE PIC OID NOT ASBORT THE TAKEOFF BUT CONTINUED FIRING THE BURNER TO TRY 10 OUTCLIMS THE FECTS OF THE TURBULENCE. NO TEST BALLOON WAS RELEASED FM THE TAKEOFF SITE TO TASSESS WIND CONDITIONS PRIOR TO	Environment/Operations Information								
Method - N/A									
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 290/008 KTS ATC/Airspace Lowest Sky/Clouds - 5000 FT SCATTERED Type of Flight Plan - NONE Lowest Sky/Clouds - 5000 FT SCATTERED Type of Flight Plan - NONE Runway Lth/Wid - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Dbstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL Current - YES Total - 247 Last 24 Hrs - 1 Months Since - 5 Make/Model- 233 Last 30 Days- UNK/NR FREE BALLOON Aircraft Type - FIREFLY Instrument- 0 Last 90 Days- 4 Instrument Rating(s) - NONE Narrative E PIC STATED THAT PRIOR TO LIFTOFF, THE BALLOON WAS GYRATING AND INSTRUCTED THE GND CREW MEMBER TO STEADY THE LOON BY HOLDING THE ROPE. JUST AS THE BALLOON BECAME STEADY THE PIC INITIATED HIS TAKEOFF. THE PIC WAS AWARE TURBULENCE IN THE TAKEOPF SITE PRIOR TO LIFTOFF AND AGAIN DURING THE INITIAL LIFTOFF FM THE GROUND. THE LOON DRIFTED RAPIDLY EAST SOUTHEAST TOWARDS HIGH VOLTAGE POWERLINES. THE BALLOON ENCOUNTERED TURBULENCE IN E FORM OF DOWNDRAFTS. THE PIC OID NOT ABORT THE TAKEOFF BUT CONTINUED FRING THE BURNER TO TRY TO OUTCLIMB THE ECTS OF THE TURBULENCE. NO TEST BALLOON WAS RELEASED FM THE TAKEOFF SITE TO ASSESS WIND CONDITIONS PRIOR TO		•				OFF AI	RPORT/STR	PIP	
Basic Weather - VMC			MMIT,MO			4 A D	- 4 -		
Wind Dir/Speed- 290/008 KTS Visibility - 10.0 SM	•					Airport D	ata		
Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 5000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision-NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 44 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Blennial Flight Review Flight Time (Hours) COMMERCIAL PREE BALLOON Aircraft Type - FIREFLY Instrument - 0 Last 24 Hrs - 1 Months Since - 5 Make/Model - 233 Last 30 Days- UNK/NR Aircraft Type - FIREFLY Instrument - 0 Last 90 Days- 4 Instrument Rating(s) - NONE Narrative E PIC STATED THAT PRIOR TO LIFTOFF, THE BALLOON WAS GYRATING AND INSTRUCTED THE GND CREW MEMBER TO STEADY THE LOON BY HOLDING THE ROPE. JUST AS THE BALLOON BECAME STEADY THE PIC INITIATED HIS TAKEOFF. THE PIC WAS AWARE TURBULENCE IN THE TAKEOFF SITE PRIOR TO LIFTOFF AND AGAIN DURING THE INITIAL LIFTOFF FM THE GROUND. THE LOON DRIFTED RAPIOLY EAST SOUTHEAST TOWARDS HIGH VOLTAGE POWERLINES. THE BALLOON ENCOUNTERED TURBULENCE IN EFORM OF DOWNDRAFTS. THE PIC DID NOT ABORT THE TAKEOFF BUT CONTINUED FIRING THE BURNER TO TRY TO OUTCLIMB THE ECTS OF THE TURBULENCE. NO TEST BALLOON WAS RELEASED FM THE TAKEOFF SITE TO ASSESS WIND CONDITIONS PRIOR TO		EOOAL				Runway	Ident	- N/A	
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 44 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 247 Last 24 Hrs - 1 Months Since - 5 Make/Model - 233 Last 30 Days- UNK/NR FREE BALLOON Aircraft Type - FIREFLY Instrument - O Last 90 Days - 4 Instrument Rating(s) - NONE Narrative PIC STATED THAT PRIOR TO LIFTOFF, THE BALLOON WAS GYRATING AND INSTRUCTED THE GND CREW MEMBER TO STEADY THE LUON BY HOLDING THE ROPE. JUST AS THE BALLOON BECAME STEADY THE PIC INITIATED HIS TAKEOFF. THE PIC WAS AWARE TURBULENCE IN THE TAKEOFF SITE PRIOR TO LIFTOFF AND AGAIN DURING THE INITIAL LIFTOFF FM THE GROUND. THE LOON DRIFTED RAPIDLY EAST SOUTHEAST TOWARDS HIGH VOLTAGE POWERLINES. THE BALLOON PRIOR TO CONTINUED FIRING THE BURNER TO TRY TO OUTCLIMB THE EFORM OF DOWNDRAFTS. THE PIC DID NOT ABORT THE TAKEOFF BUT CONTINUED FIRING THE BURNER TO TRY TO OUTCLIMB THE EFOTS OF THE TURBULENCE. NO TEST BALLOON WAS RELEASED FM THE TAKEOFF SITE TO ASSESS WIND CONDITIONS PRIOR TO	· · ·	ATC/Airspace						- N/A	
Obstructions to Vision- NONE	Lowest Sky/Clouds - 5000 FT S	CATTERED Type of F1:	ight Plan - I	NONE				• .	
Pilot-In-Command Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) CUMMERCIAL CURRENT FREE BALLOON FREE BALLOON Instrument Rating(s) - NONE FIRST TOTAL Instrument Rating(s) - NONE FIRST THE BALLOON WAS GYRATING AND INSTRUCTED THE GND CREW MEMBER TO STEADY THE LLOON BY HOLDING THE ROPE. JUST AS THE BALLOON BECAME STEADY THE PIC INITIATED HIS TAKEOFF. THE PIC WAS AWARE TURBULENCE IN THE TAKEOFF SITE PRIOR TO LIFTOFF AND AGAIN DURING THE INITIAL LIFTOFF FM THE GROUND. THE LLOON DRIFTED RAPIDLY EAST SOUTHEAST TOWARDS HIGH VOLTAGE POWERLINES. THE BALLOON ENCOUNTERED TURBULENCE IN FORM OF DOWNDRAFTS. THE PIC DID NOT ABORT THE TAKEOFF BUT CONTINUED FIRING THE BURNER TO TRY TO OUTCLIMB THE FECTS OF THE TURBULENCE. NO TEST BALLOON WAS RELEASED FM THE TAKEOFF SITE TO ASSESS WIND CONDITIONS PRIOR TO	Obstructions to Vision- NONE Precipitation - NONE					Runway	Status	- N/A	
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL COMMERCIAL CUrrent FIGHT Time (Hours) CUrrent FREE BALLOON FREE BALLOON FREE BALLOON FREE BALLOON Instrument Rating(s) - NONE Narrative FIC STATED THAT PRIOR TO LIFTOFF, THE BALLOON WAS GYRATING AND INSTRUCTED THE GND CREW MEMBER TO STEADY THE LOON BY HOLDING THE ROPE. JUST AS THE BALLOON BECAME STEADY THE PIC INITIATED HIS TAKEOFF. THE PIC WAS AWARE TURBULENCE IN THE TAKEOFF SITE PRIOR TO LIFTOFF AND AGAIN DURING THE INITIAL LIFTOFF MTHE GROUND. THE FORM OF DOWNDRAFTS. THE PIC DID NOT ABORT THE TAKEOFF BUT CONTINUED FIRING THE BURNER TO TRY TO OUTCLIMB THE FECTS OF THE TURBULENCE. NO TEST BALLOON WAS RELEASED FM THE TAKEOFF SITE TO ASSESS WIND CONDITIONS PRIOR TO		~							
Current - YES Total - 247 Last 24 Hrs - 1 Months Since - 5 Make/Model - 233 Last 30 Days - UNK/NR FREE BALLOON Aircraft Type - FIREFLY Instrument - 0 Last 90 Days - 4 Instrument Rating(s) - NONE Narrative E PIC STATED THAT PRIOR TO LIFTOFF, THE BALLOON WAS GYRATING AND INSTRUCTED THE GND CREW MEMBER TO STEADY THE LLOON BY HOLDING THE ROPE. JUST AS THE BALLOON BECAME STEADY THE PIC INITIATED HIS TAKEOFF. THE PIC WAS AWARE TURBULENCE IN THE TAKEOFF SITE PRIOR TO LIFTOFF AND AGAIN DURING THE INITIAL LIFTOFF FM THE GROUND. THE LLOON DRIFTED RAPIDLY EAST SOUTHEAST TOWARDS HIGH VOLTAGE POWERLINES. THE BALLOON ENCOUNTERED TURBULENCE IN E FORM OF DOWNDRAFTS. THE PIC DID NOT ABORT THE TAKEOFF BUT CONTINUED FIRING THE BURNER TO TRY TO OUTCLIMB THE FECTS OF THE TURBULENCE. NO TEST BALLOON WAS RELEASED FM THE TAKEOFF SITE TO ASSESS WIND CONDITIONS PRIOR TO		Age - 44	M	edical Cert	ificat	e - NO ME	DICAL		
Months Since - 5 Make/Model- 233 Last 30 Days- UNK/NR FREE BALLOON Instrument Rating(s) - NONE Narrative E PIC STATED THAT PRIOR TO LIFTOFF, THE BALLOON WAS GYRATING AND INSTRUCTED THE GND CREW MEMBER TO STEADY THE LOON BY HOLDING THE ROPE. JUST AS THE BALLOON BECAME STEADY THE PIC INITIATED HIS TAKEOFF. THE PIC WAS AWARE TURBULENCE IN THE TAKEOFF SITE PRIOR TO LIFTOFF AND AGAIN DURING THE INITIAL LIFTOFF FM THE GROUND. THE LOON DRIFTED RAPIDLY EAST SOUTHEAST TOWARDS HIGH VOLTAGE POWERLINES. THE BALLOON ENCOUNTERED TURBULENCE IN FORM OF DOWNDRAFTS. THE PIC DID NOT ABORT THE TAKEOFF BUT CONTINUED FIRING THE BURNER TO TRY TO OUTCLIMB THE FECTS OF THE TURBULENCE. NO TEST BALLOON WAS RELEASED FM THE TAKEOFF SITE TO ASSESS WIND CONDITIONS PRIOR TO		-			Fligh	•	ours)		
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Instrument Rating(s) - NONE Narrative E PIC STATED THAT PRIOR TO LIFTOFF, THE BALLOON WAS GYRATING AND INSTRUCTED THE GND CREW MEMBER TO STEADY THE LLOON BY HOLDING THE ROPE. JUST AS THE BALLOON BECAME STEADY THE PIC INITIATED HIS TAKEOFF. THE PIC WAS AWARE TURBULENCE IN THE TAKEOFF SITE PRIOR TO LIFTOFF AND AGAIN DURING THE INITIAL LIFTOFF FM THE GROUND. THE LLOON DRIFTED RAPIDLY EAST SOUTHEAST TOWARDS HIGH VOLTAGE POWERLINES. THE BALLOON ENCOUNTERED TURBULENCE IN E FORM OF DOWNDRAFTS. THE PIC DID NOT ABORT THE TAKEOFF BUT CONTINUED FIRING THE BURNER TO TRY TO OUTCLIMB THE FECTS OF THE TURBULENCE. NO TEST BALLOON WAS RELEASED FM THE TAKEOFF SITE TO ASSESS WIND CONDITIONS PRIOR TO									•
-Narrative PIC STATED THAT PRIOR TO LIFTOFF, THE BALLOON WAS GYRATING AND INSTRUCTED THE GND CREW MEMBER TO STEADY THE LOON BY HOLDING THE ROPE. JUST AS THE BALLOON BECAME STEADY THE PIC INITIATED HIS TAKEOFF. THE PIC WAS AWARE TURBULENCE IN THE TAKEOFF SITE PRIOR TO LIFTOFF AND AGAIN DURING THE INITIAL LIFTOFF FM THE GROUND. THE LOON DRIFTED RAPIDLY EAST SOUTHEAST TOWARDS HIGH VOLTAGE POWERLINES. THE BALLOON ENCOUNTERED TURBULENCE IN FORM OF DOWNDRAFTS. THE PIC DID NOT ABORT THE TAKEOFF BUT CONTINUED FIRING THE BURNER TO TRY TO OUTCLIMB THE ECTS OF THE TURBULENCE. NO TEST BALLOON WAS RELEASED FM THE TAKEOFF SITE TO ASSESS WIND CONDITIONS PRIOR TO	FREE BALLOUN	Aircraft Type	F - FIREFLY	Instrume	nt-	O	Last	90 Days-	4
E PIC STATED THAT PRIOR TO LIFTOFF, THE BALLOON WAS GYRATING AND INSTRUCTED THE GND CREW MEMBER TO STEADY THE LOON BY HOLDING THE ROPE. JUST AS THE BALLOON BECAME STEADY THE PIC INITIATED HIS TAKEOFF. THE PIC WAS AWARE TURBULENCE IN THE TAKEOFF SITE PRIOR TO LIFTOFF AND AGAIN DURING THE INITIAL LIFTOFF FM THE GROUND. THE LOON DRIFTED RAPIDLY EAST SOUTHEAST TOWARDS HIGH VOLTAGE POWERLINES. THE BALLOON ENCOUNTERED TURBULENCE IN E FORM OF DOWNDRAFTS. THE PIC DID NOT ABORT THE TAKEOFF BUT CONTINUED FIRING THE BURNER TO TRY TO OUTCLIMB THE FECTS OF THE TURBULENCE. NO TEST BALLOON WAS RELEASED FM THE TAKEOFF SITE TO ASSESS WIND CONDITIONS PRIOR TO	Instrument Rating(s) - NONE								
E PIC STATED THAT PRIOR TO LIFTOFF, THE BALLOON WAS GYRATING AND INSTRUCTED THE GND CREW MEMBER TO STEADY THE LLOON BY HOLDING THE ROPE. JUST AS THE BALLOON BECAME STEADY THE PIC INITIATED HIS TAKEOFF. THE PIC WAS AWARE TURBULENCE IN THE TAKEOFF SITE PRIOR TO LIFTOFF AND AGAIN DURING THE INITIAL LIFTOFF FM THE GROUND. THE LLOON DRIFTED RAPIDLY EAST SOUTHEAST TOWARDS HIGH VOLTAGE POWERLINES. THE BALLOON ENCOUNTERED TURBULENCE IN E FORM OF DOWNDRAFTS. THE PIC DID NOT ABORT THE TAKEOFF BUT CONTINUED FIRING THE BURNER TO TRY TO OUTCLIMB THE FECTS OF THE TURBULENCE. NO TEST BALLOON WAS RELEASED FM THE TAKEOFF SITE TO ASSESS WIND CONDITIONS PRIOR TO									
LOON DRIFTED RAPIDLY EAST SOUTHEAST TOWARDS HIGH VOLTAGE POWERLINES. THE BALLOON ENCOUNTERED TURBULENCE IN E FORM OF DOWNDRAFTS. THE PIC DID NOT ABORT THE TAKEOFF BUT CONTINUED FIRING THE BURNER TO TRY TO OUTCLIMB THE FECTS OF THE TURBULENCE. NO TEST BALLOON WAS RELEASED FM THE TAKEOFF SITE TO ASSESS WIND CONDITIONS PRIOR TO	E PIC STATED THAT PRIOR TO LIFTOFF, THE LOON BY HOLDING THE ROPE. JUST AS THE B	ALLOON BECAME STEADY	THE PIC INI	TIATED HIS	TAKEOF	F. THE PI	C WAS AWA		
	LOON DRIFTED RAPIDLY EAST SOUTHEAST TOW FORM OF DOWNDRAFTS. THE PIC DID NOT AB	ARDS HIGH VOLTAGE POW ORT THE TAKEOFF BUT (VERLINES. TH CONTINUED FI	E BALLOON EI RING THE BUI	NCOUNT RNER T	ERED TURB	ULENCE IN	THE	
and with	PARTURE.	THE RELEASED THE THE	TANEOTT SIT		., 1.40	00/10/1 10/1	J / KIOK I	J	

5/25/86 LEE'S SUMMIT, MO A/C Reg. No. N15369 Time (Lc1) - 1855 CDT File No. - 744 IN FLIGHT ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND 2. WEATHER CONDITION - TURBULENCE 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 4. WEATHER CONDITION - DOWNDRAFT 5. ABORT - NOT PERFORMED - PILOT IN COMMAND 6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 7. OBJECT - WIRE, TRANSMISSION IN FLIGHT COLLISION WITH TERRAIN Occurrence #3 Phase of Operation DESCENT - UNCONTROLLED Finding(s) 8. TERRAIN CONDITION - GROUND ----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

File No	605	5/08/86	SHELBY, MS	A/C Re	eg. No. N3632C		Time (Lc1) - 1430	CDT
-Basic Information		cate-AGRICU	_TURAL AIRCR	AFT Aircraf	t Damage		In	juries	
	•			SUBSTAI	NTIAL	Fat	al Seriou		r None
Type of Oper	ration	-AERIAL	APPLICATION				0 0	1	0
Flight Condu				· NONE	F	ass	0 0	O	0
Accident Occ	curred Duri	ng -DESCEN	Г 						
-Aircraft Info									
Make/Mode1		ZER G-164B		Eng Make/Model - P &			ELT Installe		
Landing Gear Max Gross W			ED	Number Engines - 1			Stall War	ning Syst	em - NO
No. of Seats				Engine Type - REG Rated Power -	600 HP	BOKETOK			
NO. Of Seats				rated Power -					
-Environment/Op	perations I	nformation-		Administra					
Weather Data	NO D			tinerary			ort Proximit		
Wx Briefing Method	- NU RI - N/A	ECORD OF BR.	LEFING	Last Departure Point SAME AS ACC/INC		UF	F AIRPORT/ST	KIP	
	ess - N/A			Destination		Ainno	rt Data		
Basic Weath	•			LOCAL		ATTPO	i t bata		
	Speed- 160/	007 KTS				Ru	nway Ident	- N/A	
	/ - UNK/I		Α	TC/Airspace			nway Lth/Wid		
Lowest Sk	//Clouds -	3000 F	T SCATTERED	Type of Flight Plan	- NONE	Ru	nway Surface	- N/A	
Lowest Ce			T OVERCAST	Type of Clearance		Ru	nway Status	- N/A	
	ons to Visi			Type Apch/Lndg	- NONE				
Precipita	tion	- NONE							
Condition	of Light	- DAYLIGH	Г 						
-Personnel Info		-							
Pilot-In-Com		(-)	Age -		Medical Certif			-WAIVERS/	LIMIT
Certificate COMMERC	e(s)/Rating	(S)	Bienn	ial Flight Review	T-4-1	light lim	e (Hours)	0.4 11	-
SE LAND	IAL		M	urrent - YES onths Since - 22	lotai Maka/Madal	- 15000	Last	24 Hrs -	· /
SE LAND			. M	ircraft Type - UNK/NR	Make/Mode	- 15000	Last	30 Days-	UNK/NK
			A	TICIAIL TYPE - UNK/NK	Tristrument	/5	Last	50 Days-	UNK/ NK
Instrum	ant Pating(s) - AIRPL	ANE						
-Narrative									
				TED THE ENGINE LOST PO	OWER AND THE AT	RCRAFT SE	TTLED INTO T	HE TREES.	
RE WAS NO EVID	ENCE OF A P	REEXISTING	MECHANICAL F	AILURE/MALFUNCTION.					

File No 60	D5 5/08/86 SHELBY,MS	A/C Reg. No. N3632C	Time (Lc1) - 1430 CDT
Occurrence #1 Phase of Operation			
Finding(s) 1. UNDETERMINED			
	IN FLIGHT COLLISION WITH OBJECT DESCENT - UNCONTROLLED		
Finding(s) 2. OBJECT - TREE(S)		
Probable Cause			
The National Transpo	rtation Safety Board determines tha	t the Probable Cause(s) of this accide	nt .

Basic Information								
Type Operating Certificate	-AGRICULTURAL		aft Damage TANTIAL		Fatal	Inju Serious	ries Minor	None
Type of Operation	-AERIAL APPLIC			Crew	0	o Ser rous	0	1
Flight Conducted Under		NONE		Pass	Ö	Ŏ.	_	ó
Accident Occurred During					_			
Aircraft Information								
Make/Model - AERO COMMAN		Eng Make/Model -				Installed/		
Landing Gear - TAILWHEEL-A	ALL FIXED	Number Engines -				tall Warni	ng System	- NO
Max Gross Wt - 6000		9 ,,	RECIPROCATING-CA	ARBURET	OR			
No. of Seats - 1		Rated Power -	600 HP					
Environment/Operations Inform	mation		•					
Weather Data		Itinerary	À			Proximity		
9	OF BRIEFING	Last Departure Poi	nt		ON AIR	SIRIP		
Method - N/A Completeness - N/A		SAME AS ACC/INC Destination			D			
Basic Weather - VMC		LOCAL		А	irport Da	ata		
Wind Dir/Speed-		LUCAL			Burner	Ident	- UNK/NR	
Visibility - 5.0	SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds -			n - NONE			Surface		
	25000 FT BROKE						- UNK/NR	
Obstructions to Vision-		Type Apch/Lndg	- NONE			0.000	, ····	
Precipitation - I	NONE	j, , , , , , , , , , , , , , , , , , ,	_					
Condition of Light - [DAYLIGHT							
Personnel Information								
Pilot-In-Command		Age - 43	Medical Cert				O WAIVERS	/LIMIT
Certificate(s)/Rating(s)		Biennial Flight Review			Time (H			
PRIVATE		Current - YES					4 Hrs -	12
SE LAND		Months Since - 15			500		O Days-	25
HELICOPTER		Aircraft Type - SCOL	JT Instrume	nt-	40		O Days-	40
						Rotorc	raft -	600
Instrument Rating(s)	- NONE							
Narrative								
PLT STATED THAT A THNDRSTRM (JAC THE TARR	MEDIATE ADEA & HE TOOK OF	E WITH A LEFT OF	HADTEDT	NO HEADW	TAID DIIDTAI	C	
TAKE OFF ROLL, THE WIND SHIF								
TARE OF ROLL, THE MIND SHIP	ILD G M LLFI (ACHUICKTIAG INTENTIAD DEEM	THE MOLITIMIO A	DITON.	THE FEL	FRITMATED		

File No. - 634 6/24/86 VALLEY PARK,MS A/C Reg. No. N8946Q Time (Lc1) - 1700 CDT

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

Finding(s)

- 1. WEATHER CONDITION CROSSWIND
- 2. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 3. WEATHER CONDITION TAILWIND
- 4. WEATHER CONDITION THUNDERSTORM
- 5. WEATHER CONDITION WINDSHEAR

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

Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

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

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

asic Information	AL AUTATION)	A language Barraga			·		
Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Serious	uries Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91		NONE	Pass	ō	. 0	0	ō
Accident Occurred During -LANDING							
ircraft Information							
Make/Model - CESSNA 152		el - LYCOMING 0-36	60-A1A			/Activated	
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670	Number Engin Engine Type	es - 1 - RECIPROCATING	-CADDIID		tall warr	ing System	- YES
No. of Seats - 2	Rated Power	- 180 HP	I-CARBURI	IIUK			
nvironment/Operations Information							
leather Data	Itinerary			Airport		,	
Wx Briefing - NO RECORD OF BRIEFIN		e Point		ON AIR	STRIP		
Method - N/A	MINDEN, NV						
Completeness - N/A	Destination	•		Airport D			
Basic Weather - VMC Wind Dir/Speed- UNK/NR	WISDOM, MT			WISDOM	Ident	- 01	
Visibility - 15.0 SM	ATC/Airspace					- 3400/	75
Lowest Sky/Clouds - CLEAR	Type of Fligh	t Plan - NONE				- GRASS/T	
Lowest Ceiling - NONE	Type of Clear				Status	- SNOW -	
Obstructions to Vision- NONE	Type Apch/Lnd	g - TRAFFIC F	ATTERN	•			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 50	Medical Ce	ertificat	te - VALID	MEDICAL-	WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Rev			nt Time (H		,	.,
STUDENT		N/A Total				24 Hrs -	1
	Months Since -		lode1 -			30 Days-	15
	Aircraft Type -	N/A Instru	ıment-	1	Last	90 Days-	18
Instrument Rating(s) - NONE		•					
larrative	MUTUODIZED V 00 51 T T	TERMINIATER TO	TUE 400	DENT AT		_	
STUDENT PLT DEPARTED MINDEN, NV ON AN UN NG THE LANDING ROLL AT AN ABANDONED ARPT							
THE ACFT NOSED OVER. THE PLT RECEIVED MI		OF THE ACT DUG IN	יוט וחב :	SINOW COVER	ED KUNWA		

File No. - 767

3/01/86

WISDOM, MT

A/C Reg. No. N69043

Time (Lc1) - 1100 MST

Occurrence

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

- 1. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 2. TERRAIN CONDITION SNOW COVERED
- 3. AIRPORT FACILITIES UNAPPROVED

----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)	L AVIATION) Aircraf	t Damage		Injuri	ies	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	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 -STANDING						
-Aircraft Information						
Make/Model - CESSNA 172H	Eng Make/Model - CO			Installed/Ad		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warning	g System	- YES
Max Gross Wt - 2150	Engine Type - RE Rated Power -		ETUR			
No. of Seats - 4	Rated Power -	145 HP				
-Environment/Operations Information	TAI manana		A 1 ·	D		
Weather Data	Itinerary Last Departure Point		Airport ON AIR	Proximity		
Wx Briefing - FSS Method - TELEPHONE	TIBER LAKE,MT		UN AIR	PURI		
Completeness - PARTIAL, LMTD BY PILOT			Airport D	2+2		
Basic Weather - VMC	SAME AS ACC/INC			ALA FALLS INTERN	IATTONAL	
Wind Dir/Speed- 260/033 KTS	3AME A3 A00/110				UNK/NR	
Visibility - 30.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status -	UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE	•			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 36	Medical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	_	ht Time (H			
PRIVATE	Current - YES	Total -		Last 24	Hrs - UN	K/NR
SE LAND	Current - YES Months Since - 3 Aircraft Type - C-172	Make/Model-	161	Last 30	Days- UN	K/NR
	Aircraft Type - C-1/2	Instrument-	5	Last 90	Days- UN	K/NR
Instrument Rating(s) - NONE						
	LIE WAS BACK TAXITAD ON DWY	OG WILEN HE ENCOUN		NC CUSTY		
Narrative E PLT REPORTED THAT AFTER LANDING ON RWY 24 RFACE WINDS. HE SAID HE STOPPED AND WAS LOO TO ITS BACK. SURFACE WIND AT THE TIME OF TH LES PER HOUR.	KING FOR A PLACE TO TIE DOW	N WHEN A STRONG GU	ST FLIPPED	THE ACFT		

File No 72	5/14/86	GREAT FALLS,MT	A/C Reg. No. N3749R	Time (Lc1) - 0920 MDT
Occurrence #1 Phase of Operation				
Finding(s) 1. WEATHER CONDITION	N - HIGH WIND			
Occurrence #2 Phase of Operation		E(S) OPERATING		
Finding(s) 2. COMPENSATION FOR	wind conditions	- IMPROPER - PILOT IN C	COMMAND	
Probable Cause	-			
The National Transporis/are finding(s) 1,2		rd determines that the	Probable Cause(s) of this accider	nt

File No 665 6,	/06/86	HARVE,MT	A/C Reg	J. No. N	4768Y	T	ime (Lc1)	- 0535 M	IDT
-Basic Information Type Operating Certifica	te-AGRICU	LTURAL AIRC	RAFT Aircraft	Damage			Inj	ıries	
			SUBSTANT	IAL		Fata1	Serious	Minor	None
Type of Operation		APPLICATIO			Crew	0	0	0	1
Flight Conducted Under			NONE		Pass	0	0	0	0
Accident Occurred During	-LANDIN	G 							
-Aircraft Information									
Make/Model - PIPER PA			Eng Make/Model - LYCC	MING 0-	540-G1A5	ELT	Installed,	/Activate	ed - NO -N,
Landing Gear - TAILWHEE	L-ALL FIX	ED	Number Engines - 1				tall Warn	ing Syste	em - YES
Max Gross Wt - 2900			Engine Type - RECI		NG-CARBURE	TOR			
No. of Seats - 1			Rated Power - 2	260 HP					
-Environment/Operations Inf	ormation-								
Weather Data			Itinerary			Airport	Proximity		
Wx Briefing - NO REC	ORD OF BR	IEFING	Last Departure Point			OFF AI	RPORT/STR	[P	
Method - N/A			HAVRE,MT						
Completeness - N/A			Destination			Airport D	ata		
Basic Weather - VMC			LOCAL						
Wind Dir/Speed- CALM							Ident	- N/A	
Visibility - 30.0			ATC/Airspace .				Lth/Wid		
Lowest Sky/Clouds -			Type of Flight Plan -				Surface		TURF
		T OVERCAST	Type of Clearance -			Runway	Status	- N/A	
Obstructions to Vision			Type Apch/Lndg -	FORCED	LANDING				
	- NONE	_							
Condition of Light	- DAYLIGH 	T . 							
-Personnel Information									
Pilot-In-Command				1edica1	Certificat			NO MAIVER	RS/LIMIT
Certificate(s)/Rating(s)		nial Flight Review		_	nt Time (H	•		
COMMERCIAL			Current - YES		1 -			24 Hrs -	5
SE LAND, ME LAND			Months Since - 14		/Mode1-	44	Last	30 Days-	UNK/NR
			Aircraft Type - PA18135		rument-		Last	0 Days	65
				Mult	:i-Eng -	81			
Instrument Rating(s)	- AIRPL	ANE							
-narrative DRDING TO THE PLT, SHORTLY	AETED TAP	ENCE THE FA	IC LOST DADTIAL DWD AS A	DECLUT	OF CARR T	SE 8 A EO	DCED LAND	TNO	
MADE.	AFIER IAK	EUFF INE EN	IG LUSI PAKITAL PWK AS A	KESULI	OF CARE I	E, a A FU	KCED LAND	ING	
MAUE.									

File No 6	65 6/06/86 HARVE,MT	A/C Reg. No. N4768Y	Time (Lc1) - 0535 MDT
	LOSS OF POWER(PARTIAL) - NON-MECHAN TAKEOFF - INITIAL CLIMB	ICAL	
	AT - NOT USED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	MAIN GEAR COLLAPSED LANDING - ROLL		
Finding(s) 3. AIRPORT FACILIT	IES,RUNWAY/LANDING AREA CONDITION - R	OUGH/UNEVEN	
Probable Cause			
The National Transpo	rtation Safety Board determines that	the Probable Cause(s) of this accide	ent

is/are finding(s) 2

File No 661 6	/22/86 F	RONAN, MT	A/C Reg. No. 1	N61999	Т	ime (Lc1)	1550 MD	Т
-Basic Information Type Operating Certifica	te-NONF (GF	NERAL AVIATION)	Aircraft Damage			Inju	ies	
· , , , , , , , , , , , , , , , , , , ,			SUBSTANTIAL		Fatal		Minor	None
Type of Operation	-PERSONAL	_	Fire	Crew	0	0	0	2
Flight Conducted Under	-14 CFR 9	91	NONE	Pass	0	0	0	2
Accident Occurred During	-TAKEOFF							
-Aircraft Information								
Make/Model - CESSNA 1			Model - CONTINENTAL	_ 0-470-U		Installed/		
Landing Gear - TAILWHEE	L-ALL FIXED					tall Warniı	ng System	- YES
Max Gross Wt - 2800			pe - RECIPROCAT	ING-CARBURE	TOR			
No. of Seats - 4		Rated Pow	er - 230 HP					
-Environment/Operations Inf	ormation							
Weather Data		Itinerary				Proximity		
Wx Briefing - NO REC	ORD OF BRIE		ture Point		ON AIR	STRIP		
Method - N/A		SAME AS						
Completeness - N/A		Destination			Airport D	ata		
Basic Weather - VMC		LOCAL			_			
Wind Dir/Speed- CALM							- UNK/NR	
Visibility - 60.0		ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds -		SCATTERED Type of F1				Surface		URF
	- NONE		earance - NONE		Runway	Status	- DRY	
Obstructions to Vision		Type Apch/	Lndg - NONE					
Precipitation Condition of Light								
	- DATLIGHT							
-Personnel Information Pilot-In-Command		Age - 36	Medical	Certificat	a - VALTD	MEDICAL -N	NATVEDO	·/: TMTT
Certificate(s)/Rating(s)	Biennial Flight			t Time (H		J WAIVERS) LIMIII
PRIVATE	, :	Current		al -	325		4 Hrs - U	INIZ /NID
SE LAND			- 10 Mak	e/Model-		Last 3		
SE EAND				trument-				
		All Glart Typ	2 3 1700 1113	ci dilicire	J	Last 3	Juyu	20
Instrument Rating(s)	- NONE							
-Narrative								
ORDING TO THE PLT, DURING T	HE TAKENEE	CONTINUE DIN HIS SEAT	SLID TO THE ELL! A	ET DOSTTION	. THE DIT	STATED DE	•	
T CONTROL & THE ACFT GROUND		GROCIAD ROIN, 1113 SEAT	JEID TO THE FULL A	. F031110N	. IIIC PLI	JIAILU NE		
. Common or the Act I droome								

File No 6	61 6/22/86	RONAN, MT	A/C Reg. No. N61999	Time (Lc1) - 1550 MDT
Occurrence #1 Phase of Operation				
Finding(s) 1. FUSELAGE,SEAT - 2. GROUND LOOP/S	UNLOCKED WERVE - INADVERTEN	- PILOT IN COMMAN	4D	
Occurrence #2 Phase of Operation				
Finding(s) 3. TERRAIN CONDITI	ON - SOFT			
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that	the Probable Cause(s) of this accid	lent

File No 656 6/	28/86 ROUNDU	JP,MT A/C R	eg. No. N159MK	Т	ime (Lc1)	- 0935 MDT	
Basic Information Type Operating Certificat	e-NONE (GENERAL	_ AVIATION) Aircraf	t Damage		Inju	ries	
2	•	SUBSTA		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Cre	w 0	0	0	1
Flight Conducted Under		NONE	Pass	s 0	0	0	1
Accident Occurred During	-LANDING						
Aircraft Information							_
		ER TOO Eng Make/Model - LY			Installed/		
Landing Gear - TAILWHEEL	-ALL FIXED	Number Engines - 1			tall Warni	ng System	- NO
Max Gross Wt - 1900		O 21	CIPROCATING-CARBU	RETOR			
No. of Seats - 2		Rated Power -	190 HP				
Environment/Operations Info	rmation						
Weather Data		Itinerary		•	Proximity		
Wx Briefing - FSS		Last Departure Point		ON AIR	PORT		
Method - IN PERS		GREAT FALLS,MT		4.1 D			
Completeness - WEATHER Basic Weather - VMC	NUI PERIINENI	Destination SAME AS ACC/INC		Airport D	ata P AIRPORT		
Wind Dir/Speed- CALM		SAME AS ACC/INC				- 06	
Visibility - 40.0	SM	ATC/Airspace		•	Lth/Wid		75
Lowest Sky/Clouds -		Type of Flight Plan	- VFR		Surface		, 0
	NONE	Type of Clearance				- DRY	
Obstructions to Vision-	NONE	Type Apch/Lndg		,	_		
Precipitation -	NONE	,, , , ,					
Condition of Light -	DAYLIGHT						
Personnel Information							
Pilot-In-Command		Age - 58	Medical Certific	ate - VALID	MEDICAL-W	AIVERS/LIM	1IT
Certificate(s)/Rating(s)		Biennial Flight Review		ght Time (H			
PRIVATE		Current - YES	Total -			4 Hrs -	2
SE LAND		Months Since - 10	Make/Model-			O Days- UN	•
		Aircraft Type - UNK/NR			Last 9	O Days-	23
			Multi-Eng -	7			
Instrument Rating(s)	- NONE						
·Narrative							
ING THE TELEPHONE INTERVIEW,	THE PLT STATE	D THE ACET LANDED HARD, COL	LAPSING THE RIGHT	MAIN GEAR	& BROKE TH	ΙE	
T WING SPAR.				un	5. 5 5	· -	

File No. - 656 6/28/86 ROUNDUP,MT A/C Reg. No. N159MK Time (Lc1) - 0935 MDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

<pre>Basic Information Type Operating Certificate-NONE (GENE</pre>	PAL AVIATION)	Aircraft D	amade		Inti	ıries	
Type operating delititione none (dene	NAL AVIATION)	SUBSTANTI		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	. 0	0	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA 182F			NENTAL 0-470-R		Installed/		
Landing Gear - TRICYCLE-FIXED		gines - 1			tall Warn	ing System	- YES
Max Gross Wt - 2800	Engine Tyl Rated Powe		ROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Powe	er - 23	0 HP 				
-Environment/Operations Information			•				
Weather Data	Itinerary			•	Proximity		
Wx Briefing - NO RECORD OF BRIEFI				ON AIR	STRIP		
Method - N/A	SAME AS	•					
Completeness - N/A Basic Weather - VMC	Destination LOCAL			Airport D	ata		
Wind Dir/Speed- 025/012 KTS	LUCAL			Punway	Ident	- UNK/NR	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid		HNK/NR
Lowest Sky/Clouds - UNK/NR		ight Plan - N	ONE		Surface		Orany ran
Lowest Ceiling - 6000 FT BR		earance - N			Status		
Obstructions to Vision- NONE	Type Apch/	Lndg - F	ULL STOP	-			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 58		dical Certifica			VAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight i			ht Time (F			
COMMERCIAL	Current	- YES			Last 2		6
SE LAND	Months Since			500		30 Days- U	•
	Aircraft Type	e - UNK/NR	Instrument-	0	Last	00 Days-	45
Instrument Rating(s) - NONE							
-Narrative							
DRDING TO THE PLT, HORSES RAN IN FRONT O	F HIM DURING LANDING ND LOOPED AND WAS S			EVASIVE MA	NEUVERS.		

6/28/86 A/C Reg. No. N2BC Time (Lc1) - 1300 MDT File No. - 669 JOLIET, MT Occurrence #1 ABRUPT MANEUVER Phase of Operation LANDING - ROLL Finding(s) 1. OBJECT - ANIMAL(S) Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 2. TERRAIN CONDITION - GROUND 3. GROUND LOOP/SWERVE - INTENTIONAL - 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) 3

	NT AIRY,NC A/C Re	g. No. N27529	Т	ime (Lc1) - 1	440 EST	
Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION) Aircraft	Damage		Injurie	s	
	SUBSTAN	TIAL	Fatal	Serious	Minor	None
Type of Operation -FERRY	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - TAYLORCRAFT BLT-65	Eng Make/Mode1 - LYC	OMING 0-145-B2	ELT	Installed/Act	ivated	- NO -N/
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warning		
Max Gross Wt - 1100	Engine Type - REC	IPROCATING-CARBUR	ETOR	_	-	
No. of Seats - 2	Rated Power -	65 HP				
Environment/Operations Information	· · · · · · · · · · · · · · · · · · ·					
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN				RPORT/STRIP		
Method - N/A	PILOT MOUNTAIN, NC		011 A1	KI OKI / SIKII		
Completeness - N/A	Destination		Airport D	a+a		
Basic Weather - VMC	LOCAL			AIRY-SURRY CO	HINTY	
Wind Dir/Speed- 270/007 KTS	LOCAL			Ident - N		
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid - N		
Lowest Sky/Clouds - 15000 FT SCA		NONE	•	Surface - N	•	
Lowest Sky/Clouds - 15000 F1 SCA	Type of Clearance -		•		* .	
Obstructions to Vision- NONE	Type of Crearance -		Runway	Status - N	1/ A	
	Type Apcn/Lndg -	NUNE				
Decaded Action NONE						
Precipitation - NONE						
Precipitation - NONE Condition of Light - DAYLIGHT						
Condition of Light - DAYLIGHT						
Condition of Light - DAYLIGHT		Medical Certifica			/ERS/LIM	 IT
Condition of Light - DAYLIGHT	Biennial Flight Review	Flig	ht Time (H	lours)	,	
Condition of Light - DAYLIGHT	Biennial Flight Review Current - UNK/NR	Flig Total -	ht Time (H 2805	lours) Last 24 H	irs - UN	K/NR
Condition of Light - DAYLIGHT	Biennial Flight Review Current - UNK/NR Months Since - UNK/NR	Flig Total -	ht Time (H 2805	lours) Last 24 H	irs - UN	K/NR
Condition of Light - DAYLIGHT	Biennial Flight Review Current - UNK/NR	Flig Total - Make/Model- Instrument- U	ht Time (H 2805 218 NK/NR	lours) Last 24 F Last 30 C Last 90 C	irs - UN Days- UN Days-	K/NR K/NR 5
Condition of Light - DAYLIGHT	Biennial Flight Review Current - UNK/NR Months Since - UNK/NR	Flig Total -	ht Time (H 2805 218 NK/NR	lours) Last 24 H	irs - UN Days- UN Days-	K/NR K/NR 5
Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Biennial Flight Review Current - UNK/NR Months Since - UNK/NR	Flig Total - Make/Model- Instrument- U	ht Time (H 2805 218 NK/NR	lours) Last 24 F Last 30 C Last 90 C	irs - UN Days- UN Days-	K/NR K/NR 5
Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - UNK/NR Months Since - UNK/NR	Flig Total - Make/Model- Instrument- U	ht Time (H 2805 218 NK/NR	lours) Last 24 F Last 30 C Last 90 C	irs - UN Days- UN Days-	K/NR K/NR 5
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE	Biennial Flight Review Current - UNK/NR Months Since - UNK/NR	Flig Total - Make/Model- Instrument- U	ht Time (H 2805 218 NK/NR	lours) Last 24 F Last 30 C Last 90 C	irs - UN Days- UN Days-	K/NR K/NR 5
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE Narrative	Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Flig Total - Make/Model- Instrument- U Multi-Eng - U	ht Time (H 2805 218 NK/NR NK/NR	lours) Last 24 H Last 30 E Last 90 E Rotorcraf	irs - UN Days- UN Days-	K/NR K/NR 5
Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONENarrative RE PILOT STATED THAT THE ENGINE LOST POWER	Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR TO IDLE RPM FOLLOWED BY A FOR	Flig Total - Make/Model- Instrument- U Multi-Eng - U	ht Time (H 2805 218 NK/NR NK/NR	lours) Last 24 H Last 30 E Last 90 E Rotorcraf	irs - UN Days- UN Days-	K/NR K/NR 5
Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONENarrative HE PILOT STATED THAT THE ENGINE LOST POWER HE AIRCRAFT DETERMINED THAT A SNAP RING WHI	Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR TO IDLE RPM FOLLOWED BY A FOR	Flig Total - Make/Model- Instrument- U Multi-Eng - U CED LANDING IN TR USING IN PLACE IN	ht Time (H 2805 218 NK/NR NK/NR 	lours) Last 24 H Last 30 E Last 90 E Rotorcraf NATION OF UMENT PANEL	Hrs - UNI Days- UNI Days- It - UNI	K/NR K/NR 5
Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONENarrative IE PILOT STATED THAT THE ENGINE LOST POWER	Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR TO IDLE RPM FOLLOWED BY A FOR ICH HELD THE THROTTLE CABLE HO TLE CABLE FLEXED INSTEAD OF AC	Flig Total - Make/Model- Instrument- U Multi-Eng - U CED LANDING IN TR USING IN PLACE IN	ht Time (H 2805 218 NK/NR NK/NR 	lours) Last 24 H Last 30 E Last 90 E Rotorcraf NATION OF UMENT PANEL	Hrs - UNI Days- UNI Days- It - UNI	K/NR K/NR 5

File No 7	09 4/25/86	MOUNT AIRY,NC	A/C Rag. No. N27529	Time (Lc1) - 1440 EST
Occurrence #1 Phase of Operation		RTIAL) - MECH FAILURE	/MALF	
Finding(s) 1. THROTTLE/POWER 2. MAINTENANCE,I	•	E AFT - NOT OBTAINED -	PILOT IN COMMAND	
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS DESCENT - EMERGE	-		
Finding(s) 3. OBJECT - TREE(S)			
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boa	rd determines that th	e Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is	/are finding(s) 2		

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Injur	ies	
, , , , , , , , , , , , , , , , , , ,	SUBSTA		Fatal	•		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	O	1
-Aircraft Information	,					
Make/Model - CESSNA 172P	Eng Make/Model - LYO			Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150	Number Engines - 1 Engine Type - REG		~	itall Warnin	g System	- 1E2
No. of Seats - 4	9	160 HP	TOR			
-Environment/Operations Information						
Weather Data	Itinerary Last Departure Point		Airport ON AIR	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	SAME AS ACC/INC		UN AIR	PURI		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	UNK/NR		•	COUNTY		
Wind Dir/Speed- 155/005 KTS					02	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		100
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		
Lowest Ceiling - 25000 FT BROW Obstructions to Vision- NONE	(EN Type of Clearance Type Apch/Lndg		Runway	Status -	DRY	
Precipitation - NONE	Type Apcn/Lindy	- FORCED LANDING				
Condition of Light - NIGHT(DARK)						
-Personnel Information						··
Pilot-In-Command Certificate(s)/Rating(s)	Age - 33 Biennial Flight Review	Medical Certificat Fligh	e - VALIL et Time (F		WAIVERS/	LETMII
PRIVATE	Current - VFS	Total -			Hre - IIN	IK/ND
SE LAND	Current - YES Months Since - 2	Total - Make/Model-	20	Last 30	Davs- UN	K/NR
	Aircraft Type - C-172	Instrument- UN	IK/NR	Last 90	Days-	18
		Multi-Eng - UN	IK/NR	Rotorcr	aft - UN	IK/NR
Instrument Rating(s) - NONE						
E PLT REPORTED THAT THE ENGINE LOST POWER A	AND QUIT SHORTLY AFTER T/O A	T ABOUT 500-700 FT	AGL. HE	HECKED THE		
TURE, CARB HEAT AND MAGS BUT WAS UNABLE TO						
STATED THAT HE LET THE AIRSPEED BUILD UP						
DURING THE LDG. POST-CRASH EXAMINATION OF	THE ACFT REVEALED NO EVIDER	NCE OF ENGINE FAILU	IRE OR MAL	FUNCTION.		

File No. - 626 6/21/86 SALISBURY, NC A/C Reg. No. N52601 Time (Lc1) - 1045 EDT Occurrence #1 LOSS OF POWER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation LANDING Occurrence #3 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 2. AIRSPEED(VREF) - NOT MAINTAINED - PILOT IN COMMAND 3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND 4. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND Occurrence #4 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - HIGH VEGETATION ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

Type Operating Certificate-NONE (GENERAL A Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	VIATION) Aircraf DESTRO Fire NONE	t Damage YED Crew Pass	Fatal 1 O	Inj Serious O	0	None 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire	Crew	1	0	0	
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT				-		O
Accident Occurred During -DESCENT	NONE	Pass	0			_
3				U	0	0
Aircraft Information						
Make/Model - H. PREISS HP-19C	Eng Make/Model - N/				/Activated ·	
Landing Gear - UNK/NR	Number Engines - N/		St	all Warn	ing System ·	- YES
Max Gross Wt - UNK/NR	Engine Type - N/					
No. of Seats - 1	Rated Power - N/	A 				
Environment/Operations Information						
Weather Data	Itinerary		Airport P	roximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AIR	PORT/STR	IP	
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport Da	ta		
Basic Weather - VMC	SAME AS ACC/INC		BOONE			
Wind Dir/Speed- 040/010 KTS				Ident	- N/A	
Visibility - UNK/NR	ATC/Airspace		,	Lth/Wid	- N/A	
	RED Type of Flight Plan			Surface	- GRASS/TU	RF
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						
	ge - 37	Medical Certificat	•			
	ennial Flight Review		nt Time (Ho			
PRIVATE	Current - YES	Total -	63		24 Hrs - UNI	-
OL TREE	Months Since - 5		•		30 Days-	2
GLIDER	Aircraft Type - 103	Instrument-	O	Last	90 Days-	8

File No. - 701 6/21/86 A/C Reg. No. N4259Y Time (Lc1) - 1225 EST BOONE, NC Occurrence #1 ABRUPT MANEUVER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. GLIDER LAUNCH/TOW EQUIPMENT - DISCONNECTED 2. MANEUVER - EXCESSIVE - PILOT IN COMMAND 3. ALTITUDE - INADEQUATE - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 4. STALL/SPIN - NOT CORRECTED - PILOT IN COMMAND 5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #3 Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5Factor(s) relating to this accident is/are finding(s) 1

File No 609 4/10/86 PEMBI	NA,ND A/C	Reg. No. N713W	т	ime (Lc1) ·	- 1620 CST	
-Basic Information Type Operating Certificate-NONE (GENERA	AVIATION) Aircra	ft Damage		Inju	100	~
Type operating certificate None (GENERA		ANTIAL	Fatal		Minor	None
Type of Operation -PERSONAL	Fire			0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pas	s 0	Ö	Ō	1
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Mode1 - DEHAVILLAND DHC	Eng Make/Model - L		ELT	Installed/#	Activated	- YES/YE
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warnir	ng System	- NO
Max Gross Wt - 2147	Engine Type - R		RETOR			
No. of Seats - 2	Rated Power -	275 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t	OFF AI	RPORT/STRI	•	
Method - N/A	PEMBINA, ND					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 225/005 KTS	,				- N/A	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FURCED LANDING				
Precipitation - NONE Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 57) WAIVERS/	FIMII
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review	F11	ght Time (H	ours)	4 11 1151	/s.m
SE LAND	Current - YES	Total - Make/Model- Instrument-	UNK/NR	Last 24	4 Hrs - UN	K/NR
SE LAND	Months Since - 1 Aircraft Type - C-182	Make/Model-	UNK/NK	Last 30	Days- UN	K/NR
	Aircraft Type - C-182	Instrument- Multi-Eng -	UNK/NK	Last 90	o Days- raft - UN	12 v /ND
		Multi-Eng -	UNK/ NK	ROTORCI	art - UN	K/NK
Instrument Rating(s) - NONE						
PLT STATED THE ENG QUIT BECAUSE THE FUEL	CAD HAD NOT REEN DOODEDLY	SECURED AND THE EU	EL HAD STOL	ONED OUT TE	J FIT	
TEL STATES THE ENG GOTT BECARDS; THE FOEL	CAL TIAD NOT BELLY FROPERLY	SECORED MIND THE FU	FF DWD SILU	DIVED OUT IT	v : L : .	

File No 60	09 4/10/86	PEMBINA, ND	A/C Reg. No. N713W	Time (Lc1) - 1620 CST
Occurrence #1 Phase of Operation		TAL) - NON-MECHANIC	CAL	
Finding(s) 1. FUEL SYSTEM,CAP 2. AIRCRAFT PREF 3. FLUID,FUEL - SI	LIGHT - INADEQUATE	- PILOT IN COMMAND)	
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - UNCONT	ROLLED		
Occurrence #3 Phase of Operation	ON GROUND COLLIS	SION WITH OBJECT		
Finding(s) 4. OBJECT - OBJECT				
Probable Cause				
The National Transpois/are finding(s) 2,3		ard determines that	the Probable Cause(s) of this	accident
Factor(s) relating to	o this accident is	/are finding(s) 1		

File No 699 5/22/86 ELGIN	,ND A/C Reg. No	. N528OA	Time (Lcl)	- 1745 M	ÞΤ
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft Dama	age	Inj	uries	
	DESTROYED	F	atal Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	1 0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	2 0	0	0
Accident Occurred During -DESCENT					
-Aircraft Information					
Make/Model - CESSNA T210N	Eng Make/Model - CONTINEN	NTAL TSIO-520-R	ELT Installed	I/Activate	d - YES/N
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	•	Stall Warr	ning System	m - YES
Max Gross Wt - 4000	Engine Type - RECIP-FU	JEL INJECTED		-	
No. of Seats - 6	Rated Power - 310 H				
-Environment/Operations Information					
Weather Data	Itinerary	Αi	rport Proximity	,	
Wx Briefing - FSS	Last Departure Point		OFF AIRPORT/STR	RIP	
Method - IN PERSON	ABERDEEN, SD		•		
Completeness - UNK/NR	Destination	Air	port Data		
Basic Weather - IMC	GLENDIVE, MT				
Wind Dir/Speed- 150/015 KTS			Runway Ident	- N/A	
Visibility500 SM	ATC/Airspace		Runway Lth/Wid	- N/A	
Lowest Sky/Clouds - 500 FT PART			Runway Surface	•	
Lowest Ceiling - 500 FT OVER					
Obstructions to Vision- NONE	Type Apch/Lndg - NONE		namay status	11, 6	
Precipitation - RAIN	Type Apolly Elling	=			
Condition of Light - DAYLIGHT					
-Personnel Information Pilot-In-Command	Age - 37 Media	cal Certificate -	· VALID MEDICAL-	-WATVEDS/I	TMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ime (Hours)	WAIVERS/ E	11111
PRIVATE	-		19 Last	24 Hrs -	1
SE LAND			2 Last		
JE EAND		Instrument-			20
	Africial Crype - C-172	tris trailerit-	5 Last	30 Days	20
Instrument Rating(s) - NONE					
-Narrative		PLT RADIOED THAT	HF WAS IN		

File No. - 699 5/22/86 ELGIN, ND A/C Reg. No. N5280A Time (Lc1) - 1745 MDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE Finding(s) 1. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND 2. PLANNING-DECISION - POOR - PILOT IN COMMAND 3. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, UNDER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, SELF-INDUCED PRESSURE - PILOT IN COMMAND 6. WEATHER CONDITION - THUNDERSTORM 7. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND 8. WEATHER CONDITION - LOW CEILING 9. WEATHER CONDITION - RAIN Occurrence #2 LOSS OF CONTROL - IN FLIGHT MANEUVERING Phase of Operation Finding(s) IMPROPER USE OF EQUIPMENT/AIRCRAFT.TOTAL - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND 12. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND 14. AIRSPEED - EXCESSIVE - PILOT IN COMMAND 15. FLIGHT CONTROL, AILERON - FAILURE, TOTAL 16. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND 17. WING - FAILURE, TOTAL IN FLIGHT COLLISION WITH TERRAIN Occurrence #3 Phase of Operation DESCENT - UNCONTROLLED Finding(s) 18. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,7,12,14,16 Factor(s) relating to this accident is/are finding(s) 1,4,6,8,9,10,11,13

File No 667 6/	'20/86 SOUTH HE	EART,ND A/C R	eg. No. N8768L	Ti	me (Lc1) -	0830 MDT	
	te-AGRICULTURAL A1	IRCRAFT Aircraf	t Damage		Injur	ies	
, , <u>, , , , , , , , , , , , , , , , , </u>		SUBSTA	NTIAL	Fata1	Serious	Minor	None
Type of Operation	-AERIAL APPLICAT		Crev	-	0	0	1
Flight Conducted Under		NONE	Pass	s 0	0	0	0
Accident Occurred During	-LANDING						
Aircraft Information							
Make/Model - PIPER PA-		Eng Make/Mode1 - LY			nstalled/A		
Landing Gear - TAILWHEEL	-ALL FIXED	Number Engines - 1			all Warning	g System ·	- YES
Max Gross Wt - 2900 No. of Seats - 1		Engine Type - RE Rated Power -	CIPROCATING-CARBU	KETUR			
NO. Of Seats - I		Rated Power	200 NP				
Environment/Operations Info	ormation						
Weather Data		Itinerary		Airport P			
	ORD OF BRIEFING	Last Departure Point		OFF AIR	RPORT/STRIP		
Method - N/A Completeness - N/A		SOUTH HEART,ND Destination		Airport Da	+-		
Basic Weather - VMC		LOCAL		A II POI C Da	ita		
Wind Dir/Speed- 045				Runway	Ident -	N/A	
Visibility - 10.0	SM	ATC/Airspace			Lth/Wid -	•	
Lowest Sky/Clouds -		RED Type of Flight Plan	- NONE	Runway	Surface -	DIRT	
	- NONE	Type of Clearance	- NONE	Runway	Status -	DRY	
Obstructions to Vision	- NONE	Type Apch/Lndg	- FORCED LANDING				
•	- NONE .						
Condition of Light	- DAYLIGHT						
Personnel Information							
Pilot-In-Command		ge - 26	Medical Certifica			IVERS/LIM	ΙT
Certificate(s)/Rating(s) В	iennial Flight Review		ght Time (Ho			
COMMERCIAL, CFI		Current - YES	Total -		Last 24		10
SE LAND, ME LAND		Months Since - 3	Make/Mode1-			Days- UN	
		Aircraft Type - C-310		137 50	Last 90	Days-	216
			Multi-Eng -	50			
Instrument Rating(s)	- AIRPLANE						
Managetter							
Narrative CORDING TO THE PLT, DURING A	CWATH DUN (ACDIC	HITHDAL CDDAVINO) THE PA	IC OUTT & A ECDOED	LANDING WAS	•		
COMPLISHED DURING THE INTER				LANDING WAS	•		
COMPLISHED. DUKING THE INTER	VIEW, INC PLI SIA	IED THE ENG OUT! DOE TO !	TOEL EXTRUSTION.				

File No. - 667 6/20/86 SOUTH HEART,ND A/C Reg. No. N8768L Time (Lc1) - 0830 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING LANDING
Finding(s)
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN

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

is/are finding(s) 1,2

File No 670 6/24/86 LA MO	ukl, ND A/C keg	. No. N6838Q 		ne (Lc1) -		
Type Operating Certificate-AGRICULTURAL				Injur		
Type of Openation -AEDIAL ADDLT	SUBSTANT: CATION Fire	IAL Crew	Fatal O	Serious O	Minor O	None 1
Type of Operation -AERIAL APPLI Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0	ó
Accident Occurred During -DESCENT						
ircraft Information						
Make/Model - SCHWEIZER G-164A Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Model - P&W Number Engines - 1			nstalled/Ad all Warnind		
Max Gross Wt - 6075		PROCATING-CARBURETO	_	all warning	j system	- 163
No. of Seats - 1	• • • • • • • • • • • • • • • • • • • •	OO HP	7 10			
nvironment/Operations Information						
leather Data	Itinerary	•	Airport Pi			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point LA MOURE,ND		OFF AIR	PORT/STRIP		
Completeness - N/A	Destination	Δ.	irport Da	ta		
Basic Weather - VMC	LOCAL		po. : ba			
Wind Dir/Speed- 180/002 KTS			Runway :		N/A	
Visibility - 25.0 SM	ATC/Airspace			_th/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -			Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance - Type Apch/Lndg -	NONE	Runway :	Status -	N/ A	
Precipitation - NONE	Type Apony Ling	TOTAL				
Condition of Light - DAYLIGHT						
ersonnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 26 M Biennial Flight Review	edical Certificate	Time (Ho		WAIVERS/	LIMII
COMMERCIAL	Current - YES	Total - 1:			Hrs -	6
SE LAND	Months Since - 4	Make/Model- UNK, Instrument-	/NR	Last 30	Days- UN	K/NR
	Aircraft Type - C-172XP	Instrument-	13	Last 90	Days-	150
		Multi-Eng - UNK,	/NR	Rotorcra	aft - UN	K/NR
Instrument Rating(s) - NONE						
larrative DING TO THE PLT, DURING A SWATH RUN, THE	ACET HE WAS PILOTING ENCOUNT	EDED "RAD ATD" AND	DESCENDE	ישד וזדאוו ה	:	
AND WHEELS CONTACTED THE CROP OF GRAIN					_	
ID.	• • . • . •					

File No. - 670 6/24/86 LA MOURE,ND A/C Reg. No. N6838Q Time (Lc1) - 1100 CDT IN FLIGHT ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 3. TERRAIN CONDITION - CROP ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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

File No 659 7	/02/86	WILLISTON, ND	A/C Re		ime (Lc1)	· 0900 CDT		
-Basic Information								
Type Operating Certifica	te-AGRICUL	TURAL AIRCRAFT	Aircraft			Inju		
			SUBSTAN		Fatal		Minor	None
Type of Operation		APPLICATION	Fire	Cre		0	0	1
Flight Conducted Under			NONE	Pas	s O	0	0	0
Accident Occurred During	-LANDING							
-Aircraft Information								
Make/Model - PIPER PA			, Make/Model - LYC	OMING 0-540-B2B5		Installed/		
Landing Gear - TAILWHEE	L-ALL FIXE		ber Engines - 1			itall Warnii	ng System	- YES
Max Gross Wt - 2800			jine Type - REC		RETOR			
No. of Seats - 1		Ra ⁻	ed Power -	235 HP				
-Environment/Operations Inf	ormation				· 			
Weather Data		Itine	ary			Proximity		
Wx Briefing - NO REC	ORD OF BRI	EFING Las	Departure Point		OFF A	RPORT/STRI	•	
Method - N/A		W:	LLISTON,ND					
Completeness - N/A		Dest	nation		Airport [ata		
Basic Weather - VMC		L	CAL					
Wind Dir/Speed- 150/00	2 KTS						- N/A	
Visibility - 20.0	SM		rspace		Runway	/ Lth/Wid ·	- N/A	
Lowest Sky/Clouds -			e of Flight Plan -			/ Surface		
	- NONE		of Clearance -		Runway	/ Status	- WET	
Obstructions to Vision	- NONE	Туре	Apch/Lndg -	FORCED LANDING				
Precipitation	- NONE							
Condition of Light	- DAYLIGHT							
-Personnel Information								
Pilot-In-Command				Medical Certific	ate - VALIC	MEDICAL-N	WAIVERS/	LIMIT
Certificate(s)/Rating(s).	Biennial I	light Review	F1 i	ght Time (F	lours)		
COMMERCIAL		Curre			910	Last 2	l Hrs -	8
ME LAND			Since - UNK/NR		650	Last 3	Days- UN	IK/NR
		Aircra	aft Type - UNK/NR	Instrument-	48	Last 9	Days-	30
Instrument Rating(s)	- AIRPLA	NE						
-Narrative					3-			· -
ING THE TELEPHONE INTERVIEW	THE DIT	STATED THE ENG I	F HIS CROP DUSTER	OUIT DUE TO FUE	1 FXHALISTIC	IN AND A		
CED LANDING WAS MADE.	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	STATED THE CHU	OKO, DOSTER	. 401, 000 10 100	C CAMAGGIT			
ULD LANDING WAS MADE.								

File No 6	59 7/0 2 /86	WILLISTON, ND	A/C Reg. No. N7131Z	Time (Lc1) - 0900 CDT
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICAL RIAL APPLICATION		
Finding(s) 1. FLUID,FUEL - EX 2. FUEL SUPPLY -		IN COMMAND		· · ·
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation		ION WITH TERRAIN		
Finding(s) 3. TERRAIN CONDITI	ON - SOFT			
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that th	e Probable Cause(s) of this accid	dent

File No 799	7/24/86	GRANDIN, ND	A/C Reg. No. N8379 Time (Lc1) - 1130) - 1130 CDT			
-Basic Information Type Operating Cer Type of Operation	tificate-AGRICUI -AERIAL	APPLICATION	Aircraft SUBSTAN Fire	TIAL	Crew	Fatal 0 0	Serious		None 1 0
Flight Conducted U Accident Occurred I	During -TAKEOF		NONE		Pass	0	U	Ü	O
-Aircraft Information Make/Model - SCI Landing Gear - TA Max Gross Wt - No. of Seats -	 HWEIZER G164A ILWHEEL-ALL FIX 4500	ED Num Eng	Make/Model - P & ber Engines - 1 ine Type - REC ed Power -			S		/Activated ing System	
Method - Completeness - Basic Weather - Wind Dir/Speed - Visibility - Lowest Sky/Cloud Lowest Ceiling Obstructions to	NWS JNK/NR JNK/NR JNK/NR Z70/012 KTS Z0.0 SM S - 4000 F - NONE Vision- NONE - NONE NONE TO DAYLIGH	Itiner Last SA Desti LC ATC/Ai T SCATTERED Type Type	Departure Point ME AS ACC/INC nation CAL rspace	NONE		ON AIR irport D DAKOTA Runway Runway Runway	eata Vata Valdent Vath/Wid	- 18 - 2600/ - GRASS/TI	
-Personnel Information Pilot-In-Command Certificate(s)/Ra COMMERCIAL SE LAND	1	Biennial F Currer Months	29 light Review t - YES Since - 2 ft Type - V35	Total Make/Mode	Flight - 1 el-	Time (F 849 807	lours) Last Last	·	5 NK/NR
Instrument Rat	ing(s) - NONE								
Narrative T WAS ATTEMPTING TO TA NGICIDE. CENTER OF RWY RAY BOOM CONTACTED TAL P DUG INTO GROUND AND	WAS SOFT FROM L GRAIN STALKS	RECENT RAINS. PL1 Along side of RWy	BEGAN TAKEOFF RO	LL ON RIGHT'S	SIDE OF	RWY. RI	GHT WING		

File No. - 799 7/24/86 GRANDIN, ND A/C Reg. No. N8379 Time (Lc1) - 1130 CDT Occurrence #1 ON GROUND COLLISION WITH OBJECT Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH VEGETATION 2. JUDGEMENT - POOR - PILOT IN COMMAND 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 6. TERRAIN CONDITION - GROUND 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) 4

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

FILE NO 630 4/14/86 NURI	le No 630 4/14/86 NORFOLK,NE A/C Reg. No. N6700L Time (Lc1) - 1013 CS					- 1013 CST	
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Dam	age		Injur		
		DESTROYED	_	Fatal	Serious		None
Type of Operation -BUSINESS		Fire	Crew	1	.0	0	0
Flight Conducted Under -14 CFR 91		ON GROUND	Pass	4	0	0	0
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - PIPER PA-31			G TIO-540 J2BD		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engi			S	tall Warnir	ng Syst e m	- YES
Max Gross Wt - 6500	Engine Type		UEL INJECTED				
No. of Seats - 6	Rated Power	- 350	HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Departu	ire Point		OFF AI	RPORT/STRIF	•	
Method - TELEPHONE	SAME AS AC	C/INC					
Completeness - FULL	Destination			Airport D	ata		
Basic Weather - IMC	OMAHA, NE			KARL S	TEFAN MEMOR	RIAL	
Wind Dir/Speed- 290/038 KTS				Runway	Ident -	- 31	
Visibility125 SM	ATC/Airspace			Runway	Lth/Wid -	- 5800/	150
Lowest Sky/Clouds -	Type of Flig	ht Plan - IFR		Runway	Surface -	- ASPHALT	
	SCURED Type of Clea					- SNOW - D	RY
Obstructions to Vision- UNK/NR	Type Apch/Lr	ndg - NON	E				
Precipitation - SNOW		_					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 58	Medi	cal Certificat	- VALID	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Re	eview	F1 igh	t Time (H	lours)	•	
COMMERCIAL	Current	- YES	Total -	5980	Last 24	4 Hrs - UN	K/NR
SE LAND, ME LAND	Months Since	- 16	Make/Mode1- UN	<td>Last 30</td> <td>Days- UN</td> <td>K/NR</td>	Last 30	Days- UN	K/NR
	Aircraft Type	- UNK/NR	Instrument- UN	K/NR		Davs- UN	
	· ·		Multi-Eng -	2991	Rotorc	raft [°] - UN	K/NR
Instrument Rating(s) - AIRPLANE							
Narrative							
: ATDDLANE DEDARTED ON DUNWAY 94 WITH A 1							
E AIRPLANE DEPARTED ON RUNWAY 31 WITH A L	TO 47 KNOTS. A WITNE	SS STATED THA					
NDS FROM 290 DEGREES AT 38 KNOTS, GUSTING							
NDS FROM 290 DEGREES AT 38 KNOTS, GUSTING AN TWO MINUTES AFTER THE ENGINES WERE STA	RTED. THE AIRPLANE WA						
NDS FROM 290 DEGREES AT 38 KNOTS, GUSTING	RTED. THE AIRPLANE WA O THE CLOUDS AND IMPA	CTED THE TERR					

File No. - 630 4/14/86 NORFOLK.NE A/C Reg. No. N6700L Time (Lc1) - 1013 CST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. WEATHER CONDITION - OBSCURATION 3. WEATHER CONDITION - SNOW 4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 5. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED 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) 4 Factor(s) relating to this accident is/are finding(s) 1,2,3,5

Type Operating Certificate-	NONE (GENERAL	AVIATION)	Aircraft Dam	age		Injur	ries	
			SUBSTANTIAL		Fatal	•		None
	PERSONAL		Fire	Crew	0	1	0	0
Flight Conducted Under - Accident Occurred During -			NONE	Pass	0	0	1	0
Accident occurred buring	LANDING							
Aircraft Information						_		
·	CKSILVER MX II			03 -		Installed/		
Landing Gear - TRICYCLE-FI	IXED	Number Engi				tall Warnir	ng System	- NO
Max Gross Wt - 700				CATING-CARBURE	IOR			
No. of Seats - 2		Rated Power	- 46	HP 				
Environment/Operations Inform	nation							
Weather Data		Itinerary				Proximity		
Wx Briefing - NO RECORD	OF BRIEFING	Last Departu	ıre Point		OFF AI	RPORT/STRIF	•	
Method - N/A		ALBUQUERQL	JE,NM					
Completeness - N/A		Destination			Airport D	ata		
Basic Weather - VMC		LOCAL			_			
Wind Dir/Speed- 259/003 P							- N/A	
Visibility - 15.0		ATC/Airspace		.=			- N/A	
		RED Type of Flig					- GRAVEL	
Lowest Ceiling - N Obstructions to Vision- N	IONE		rance - NON		Runway	Status	- DRY HIGH VEG	ETATION
Precipitation - N		Type Apcn/Lr	ndg - FOR	CED LANDING			HIGH VEG	EIAIIUN
Condition of Light - [
Condition of Eight - 1								
Personnel Information								
Pilot-In-Command		\ge - 28		cal Certifica				
Certificate(s)/Rating(s)		Biennial Flight Re			nt Time (H			
NONE		Current		Total -			4 Hrs - UN	
		Months Since		Make/Model-	150	Last 30	Days- UN	K/NR
		Aircraft Type	- N/A	Instrument- UM Multi-Eng - UM	NK/NK	Last 90	raft - UN	K/NK K/ND
				Multi-Eng - U	NK/INK	ROTOPCI	raft - UN	K/NK
Instrument Rating(s)	- NONE							
Managhtus								
-Narrative		FIELD, THE ENG QU						

File No 79	95 1/22/86	ALBUQUERQUE, NM	A/C Reg. No. NONE	Time (Lc1) - 1745 MST
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICAL		
Finding(s) 1. FLUID,FUEL - ST, 2. IN-FLIGHT PLA		OOR - UNQUALIFIED PERS	ON	
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation		TOUCHDOWN		
Finding(s) 3. TERRAIN CONDITION 4. STALL/MUSH -		ALIFIED PERSON		
Probable Cause	·			
The National Transports/are finding(s) 1,2		ard determines that the	Probable Cause(s) of this ac	cident

File No 715 3/21/86	ALBUQUERQUE, NM	A/C Reg. No. N	N555EB	Time (Lc	1) - 1325 MS	T
Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage DESTROYED		I ital Serio	njuries us Minor	None
Type of Operation -PERSO	DNAL	Fire	Crew	0 0	1	0
Flight Conducted Under -14 CF	R 91	ON GROUND	Pass	0 2	2	1
Accident Occurred During -LAND	NG					
Aircraft Information						
Make/Model - PIPER PA-32R-300		'Model - LYCOMING I)-540-K1G5B	ELT Install		
Landing Gear - TRICYCLE-RETRACT		ngines - 1		Stall Wa	rning System	n - YES
Max Gross Wt - 3400	Engine Ty	•	INJECTED			
No. of Seats - 6	Rated Po	ver - 300 HP				
Environment/Operations Information	1					
Weather Data	Itinerary			port Proximi		
Wx Briefing - FSS		rture Point	C	FF AIRPORT/S	TRIP	
Method - TELEPHONE		ACC/INC		_		
Completeness - WEATHER NOT PE			•	ort Data		
Basic Weather - VMC	FORTH W	JRIH, IX		CORONADO	47	
Wind Dir/Speed- 180/008 KTS	ATC/Airspace			Runway Ident		60
Visibility - 60.0 SM Lowest Sky/Clouds - CLEAR		: light Plan - NONE		Runway Lth/Wi Runway Surfac		
Lowest Sky/Crouds - CLEAR Lowest Ceiling - NONE	Type of C			Runway Status		
Obstructions to Vision- NONE	Type Apch,		.	diway Status	DKT	
Precipitation - NONE	Type Apeny	thag None				
Condition of Light - DAYLIG	ЭНТ					
Pilot-In-Cömmand	Age - 55	Medical	Certificate -	VALID MEDICA	L-WAIVERS/L	TIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Flight Ti	ime (Hours)		
PRIVATE	Current	- YES Tota	al - 434	Las	t 24 Hrs - l	JNK/NR
SE LAND	Months Since		e/Mode1- 210		t 30 Days- l	JNK/NR
	Aircraft Ty	pe - AA-5A Ins	trument- 32	2 Las	t 90 Days-	98
	_					
Instrument Rating(s) - NON	:					
Narrative						
E ACFT CRASHED ON THE SECOND ABORTED	TAKEOFF ATTEMPT. THE P	T SAID THAT THE AC	FT WAS NOT ACCE	LERATING PRO	PERLY	
THE FIRST ATTEMPT AND THAT THE ENG						
NDITIONER CONDENSER DOOR WAS OPEN A						
F THE AIR CONDITIONER AND DEPLOYED						
NDITIONER CONDENSER DOOR WAS OPEN,						
	HE ACET WAS ROOT IRS OVED.	MAYIMIM COOCC TAVE	DEE WEIGHT CAL	CULATIONS AL	SU	
RE UP. CALCULATIONS INDICATE THAT THE						
RE UP. CALCULATIONS INDICATE THAT THE DICATE THAT THE ACFT WOULD REQUIRE STACLE. THE RWY HAS A PUBLISHED LENGE.	2600 FT OF GROUND ROLL TO	TAKE OFF, AND A TO	DTAL OF 4700 FT	TO CLEAR A	50-FT	

File No 7	15 3/21/86 AL	BUQUERQUE, NM	A/C Reg. No	. N555EB	Time (Lc1) - 1325 MST
Occurrence #1 Phase of Operation	OVERRUN LANDING - ROLL				
2. PREFLIGHT PLA 3. AIRCRAFT WEIGHT 4. PERFORMANCE DATA 5. LOWERING OF FLA 6. MIXTURE - IMPRO 7. DIRECTIONAL CON	G/PRESSURIZATION - NOT NNING/PREPARATION - NO AND BALANCE - INACCUR A - NOT OBTAINED - PIL PS - NOT SELECTED - PI PER - PILOT IN COMMAND TROL - NOT MAINTAINED RENCE - INADVERTENT -	OT PERFORMED - PILO RATE - PILOT IN COMM OT IN COMMAND LOT IN COMMAND OF PILOT IN COMMAND			
Occurrence #2 Phase of Operation	ON GROUND COLLISION LANDING - ROLL	WITH TERRAIN			
Finding(s) 9. TERRAIN CONDITIO					
Occurrence #3 Phase of Operation	GEAR COLLAPSED LANDING - ROLL				·
Occurrence #4 Phase of Operation	ON GROUND COLLISION LANDING - ROLL	WITH OBJECT			
Finding(s) 10. OBJECT - TREE(S					
Probable Cause					
The National Transpois/are finding(s) 1,	rtation Safety Board o 2,3,4,5,6	determines that the	Probable Cause(s)	of this accid	dent
Factor(s) relating to	o this accident is/are	e finding(s) 7,8,9			

Type Operating Certificate-AIR CARRIE Name of Carrier -ATORIE AIR		Aircraft Damage SUBSTANTIAL	!	Fatal	Injur Serious	ries Minor	None
Type of Operation -NON SCHED,	DOMESTIC, CARGO	Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 135 Accident Occurred During -LANDING	·	NONE	Pass	0	0	0	2
-Aircraft Information	F M-1 - //	W		F. T	T		VEC /N
Make/Model - DOUGLAS C-47 Landing Gear - TAILWHEEL-RETRACTABLE		Model - P & W R-18 gines - 2	30-900		Installed// tall Warni		
Max Gross Wt - 26900		pe - RECIPROCAT	TNG-CARBURE		taii waiiii	ig system	110
No. of Seats - 3	Rated Pow						
-Environment/Operations Information	/						
Weather Data	Itinerary	tuma Dalai			Proximity		
Wx Briefing - NWS Method - TELEPHONE	Last Depar PHOENIX,			ON AIR	ZIKIP		
Completeness - WEATHER NOT PERTINE				Airport D	ata		
Basic Weather - VMC	EL PASO.			SHADY			
Wind Dir/Speed- 120/005 KTS	,	Maria de la companya				- 08	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid	- 3000 -U	NK/NR
Lowest Sky/Clouds - CLEAR		ight Plan - VFR		Runway	Surface		
Lowest Ceiling - NONE		earance - VFR		Runway	Status	- HIGH VEG	ETATION
Obstructions to Vision- NONE	Type Apch/	Lndg - FORCED	LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information	A or a LINIX (NID	11 1 1	0	- VALTO	MEDICAL N	D WATVEDS /	
Pilot-In-Command Certificate(s)/Rating(s)	Age - UNK/NR Biennial Flight		Certificat	te - VALID nt Time (H		D MAINERS/	LIMII
COMMERCIAL, ATP	Current	- YES Tot	_	7370	•	4 Hrs -	4
SE LAND, ME LAND, SE SEA	Months Since		e/Model-			O Days- UN	
HELICOPTER	Aircraft Typ		trument-		Last 9	O Days-	200
	•		ti-Eng -	4203			1510
Instrument Rating(s) - AIRPLANE							
LE EN ROUTE, THE LEFT ENG OF THE C-47 LO	ST PARTIAL PWR AS A	RESULT OF A CRACK	ED CYLINDER	R. THE CRE	W STATED TI	HE	
T ENG WAS SHUT DOWN AND ADDITIONAL PWR W							

File No. - 717 3/23/86 STEINS, NM A/C Reg. No. N37AP Time (Lc1) - 1310 MST Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE ASSEMBLY.CYLINDER - CRACKED 2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - UNCONTROLLED Finding(s) 3. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE Occurrence #3 GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 4. LANDING GEAR. MAIN GEAR - BUCKLED 5. OXYGEN SYSTEM, CREW - LEAK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,3

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

Type Operating Certificate	-NONE (GENERAL		raft Damage	•		Injur		
		-	STANTIAL	Fat		Serious	Minor	None
	-INSTRUCTIONAL	Fire		Crew	0	0	0	1
Flight Conducted Under		NON	IE	Pass	0	0	0	0
Accident Occurred During	-LANDING							
-Aircraft Information								
Make/Model - BELL 47G-3	B-2		LYCOMING VO-435-			stalled/Ad		
Landing Gear - SKID	*	Number Engines -	1 -		Sta	11 Warning	g System	- UNK/NE
Max Gross Wt - 2950			RECIPROCATING-CA	RBURETOR				
No. of Seats - 3		Rated Power -	280 HP					
-Environment/Operations Infor	mation							
Weather Data		Itinerary	•	Air	ort Pr	oximity		
Wx Briefing - FSS		Last Departure Po		01	N AIRPO	RT		
Method - UNK/NR		SAME AS ACC/INC						
Completeness - UNK/NR		Destination			ort Dat			
Basic Weather - VMC		UNK/NR				CO. MUNIO		
Wind Dir/Speed- 210/015		/			ınway I		UNK/NR	
Visibility - 40.0	SM	ATC/Airspace				th/Wid ~		
Lowest Sky/Clouds -		Type of Flight Pl				urface -		
	5000 FT BROKEN			R	unway S	tatus -	DRY	
Obstructions to Vision-		Type Apch/Lndg	- NONE					
•	NONE							
Condition of Light -	DAYLIGHI							
-Personnel Information								
Pilot-In-Command		ge - 41	Medical Certi				WAIVERS/	LTW1 i
Certificate(s)/Rating(s)	ľ	Siennial Flight Review Current - N/A		Flight Tir		rs) Last 24	Una -	•
STUDENT		Current - N/A Months Since - N/A					Days- UN	2 K/ND
		Aircraft Type - N/A				Last 30		40
		All Clait Type - N/A	t instrumen	0		Rotorcr		51
						NO EOI CI	u	51
Instrument Rating(s)	- NONE							
	LIAC ATTEMPTIME	TO HOVER THE HELICOPT	TED WHEN HE ENCOUR	ITEDED TUDI	DIII ENCE	THE		

File No 6	16 4/25/86 SANTA FE,NM	A/C Reg. No. N4073G	Time (Lc1) - 1200 MST
Occurrence #1 Phase of Operation	LOSS OF CONTROL - IN FLIGHT HOVER		
	ONTROLLED - PILOT IN COMMAND	TOTAL EXPERIENCE - PILOT IN COMMAND	
Occurrence #2 Phase of Operation		·	
Occurrence #3 Phase of Operation			
Finding(s) 4. LANDING GEAR,SK	ID ASSEMBLY - FAILURE, TOTAL		
Probable Cause			
The National Transpois/are finding(s) 2	rtation Safety Board determines [.]	that the Probable Cause(s) of this accide	nt
Factor(s) relating t	o this accident is/are finding(s) 3	

Type Operating Certificate-ON-DEMAND AI	R TAXI Aircraft Damage SUBSTANTIAL		Injuries Fatal Serious Minor None			
Type of Operation -PERSONAL	Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA 421C	Eng Make/Model - CC		520L ELT Installed/Activated - YES/N Stall Warning System - YES			
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6800	Number Engines - 2 Engine Type - RE		S	tali warnir	ig Syster	n - YES
No. of Seats - 6	Rated Power -					
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - UNK/NR	Last Departure Point		ON AIR	PORT		
Method - UNK/NR	SAME AS ACC/INC					
Completeness - UNK/NR	Destination		Airport D			
Basic Weather - VMC Wind Dir/Speed- 160/005 KTS	SAME AS ACC/INC		CORONA		17	
Visibility - 70.0 SM	ATC/Airspace		•	Lth/Wid -		60
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance				DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NONE						
Condition of Light - NIGHT(BRIGHT)	·					
Personnel Information Pilot-In-Command	Age - 25	Modical Contificat	o - VALTO	MEDICAL -NO	WATVEDS	:/ TMTT
Certificate(s)/Rating(s)	Biennial Flight Review	the state of the s			3/ LIMI	
COMMERCIAL.CFI	Cuppent - VES	Total -			Hrs - l	JNK/NR
SE LAND, ME LAND	Months Since - 3	Make/Model-	157	Last 30	Days- l	JNK/NR
	Aircraft Type - UNK/NF	? Instrument-		Last 90	Days- l	JNK/NR
		Multi-Eng -	312			
Instrument Rating(s) - AIRPLANE						
Manastava						
-Narrative	K A RABBIT WITH LEFT MAIN L			•		

File No 7	29 5/14/86	ALBUQUERQUE, NM	A/C Reg. No. N21WL	Time (Lc1) - 2230 MDT
Occurrence #1 Phase of Operation	ON GROUND COLLIS LANDING - ROLL	ION WITH OBJECT		
Finding(s) 1. OBJECT - ANIMAL 2. LANDING GEAR,NO	• • •	- DISABLED		
Occurrence #2 Phase of Operation		ION WITH TERRAIN		
Finding(s) 3. TERRAIN CONDITI	ON - DIRT BANK			
Occurrence #3 Phase of Operation		SED		
Finding(s) 4. LANDING GEAR,MA				
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boa	rd determines that	the Probable Cause(s) of this ac	ccident
Factor(s) relating t	o this accident is	/are finding(s) 3,	4	

File No 655 7/05/86 HURLE	Y,NM A/C R	eg. No. N37486	Time (Lc1) - 0830 MDT			
Basic Information Type Operating Certificate-NONE (GENERA		t Damage			uries	
	NONE	_	Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Mode1 - BALLOON WORKS FIREFLY 7					/Activated	
Landing Gear - UNK/NR	Number Engines - N/		S	tall Warn	ing System	- UNK/NR
Max Gross Wt - 1660	Engine Type - N/					
No. of Seats - UNK/NR	Rated Power - N/	A 				
Environment/Operations Information						
Weather Data	Itinerary	·		Proximity		
Wx Briefing - FSS	Last Departure Point		OFF AI	RPORT/STR	ΙP	
Method - TELEPHONE	SILVER CITY, NM					
Completeness - WEATHER NOT PERTINENT			Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC					
Wind Dir/Speed- 280/006 KTS				Ident	- N/A	
Visibility - 50.0 SM	ATC/Airspace		Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE			- GRASS/TU	IRF
Lowest Ceiling - NONE	Type of Clearance		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 42	Medical Certificat	e - UNK/N	IR		
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	nt Time (F	lours)		
PRIVATE	Current - NO	Total -	48	Last	24 Hrs -	1
	Months Since - UNK/NR	Make/Model-	48	Last	30 Days- UN	IK/NR
FREE BALLOON	Aircraft Type - UNK/NR	Instrument-	0	Last	90 Days-	10
	••				•	
Instrument Rating(s) - NONE						
Narrative						
RING LANDING. ONE OF THE PAXS IN THE BALLOC	N BASKET SUFFERED A BROKEN	ANKLE. PLT SAYS LAN	DING WAS	A NORMAL	RIP	
T LANDING. NEITHER HE NOR PAX KNOWS HOW INJ					· · - · ·	

File No 65	55 7/05/86	HURLEY,NM	A/C Reg. No. N37486	Time (Lc1) - 0830 MDT	
Occurrence Phase of Operation	MISCELLANEOUS/OT LANDING	HER			
Finding(s) 1. UNDETERMINED					
Probable Cause	· -				
The National Transpor	tation Safety Boa	rd 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) $\mathbf{1}$

File No 7 50	7/25/86 BA	ATTLE MOUNTAIN,NV	A/C Reg.	No. N4137C	1	ime (Lc1) -	- 1105 PDT	
-Basic Information Type Operating Certific	ate-NONE (GEN	NERAL AVIATION)	Aircraft Da			Injur		
			SUBSTANTI		Fatal		Minor	None
Type of Operation	-PERSONAL		Fire	Cre	-	0	0	1
Flight Conducted Under			NONE	Pas	ss O	0	0	3
Accident Occurred Durin	ng -LANDING							
-Aircraft Information								
Make/Model - CESSNA	T-210	Eng Make/	Model - CONTI	NENTAL TSIO-52		Installed/#		
Landing Gear - TRICYCL	E-RETRACTABLE		gines - 1			tall Warnir	ng System	- YES
Max Gross Wt - 3400		Engine Typ	oe - RECIP	-FUEL INJECTED)			
No. of Seats - 6		Rated Powe	er - 310	O HP				
-Environment/Operations Ir	nformation							
Weather Data		Itinerary			Airport	Proximity		
Wx Briefing - UNK/N	IR .	Last Dépar	ture Point			RPORT/STRIF	•	
Method - UNK/N		BOISE, ID						
Completeness - UNK/N	IR	Destination			Airport D	ata		
Basic Weather - VMC		SANTA AN						
Wind Dir/Speed- 270/0	005 KTS		.,		Runway	Ident -	- N/A	
Visibility - 50.		ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds -			ight Plan - N	ONE		Surface -		
Lowest Ceiling	- NONE		earance - N				- DRY	
Obstructions to Visio				ORCED LANDING			_	
	- NONE	,, ,						
Condition of Light	- DAYLIGHT							
-Personnel Information								
Pilot-In-Command		Age - 40	Me	dical Certific	cate - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating	(s)	Biennial Flight	Review	F1	ight Time (F			
COMMERCIAL		Current	- YES	Total -			1 Hrs - UN	IK/NR
SE LAND			- 18			Last 30		
Instrument Rating(s	s) - AIRPLANI		e - UNK/NR	Instrument-) Days-	

File No 7	50 7/25/86	BATTLE MOUNTAIN,NV	A/C Reg. No. N4137C	Time (Lc1) - 1105 PDT	
Occurrence #1 Phase of Operation	LOSS OF POWER(T	OTAL) - MECH FAILURE/MALF	UNCTION		
Finding(s) 1. ENGINE ASSEMBLY	,CONNECTING ROD -	FAILURE,TOTAL			
Occurrence #2 Phase of Operation	ON GROUND COLLI LANDING - ROLL	SION WITH OBJECT			
Finding(s) 2. TERRAIN CONDITION	ON - NONE SUITABL	E			
Probable Cause					

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

raft Damage STANTIAL Crew E Pass CONTINENTAL TSIO-520 1 RECIP-FUEL INJECTED 300 HP	Fatal Serior	0
Crew Pass CONTINENTAL TSIO-520 1 RECIP-FUEL INJECTED	0 0 0 0	0
Pass CONTINENTAL TSIO-520 1 RECIP-FUEL INJECTED	0 0	0 4 ed/Activated - YES/
CONTINENTAL TSIO-520 1 RECIP-FUEL INJECTED	-H ELT Installe	ed/Activated - YES/
1 RECIP-FUEL INJECTED		
1 RECIP-FUEL INJECTED		
1 RECIP-FUEL INJECTED		
RECIP-FUEL INJECTED	Stall Wa	aning Custom - VEC
		ming system - 165
300 HP		
	Airport Proximi	tv
int	•	c y
****	ON AIRFORT	
	Airport Data	
on - VED		
- VED		
	Runway Status	- 081
FOLL STOP		
		L-WAIVERS/LIMII
		t 24 Hrs - 3
	225 Las	t 30 Days- UNK/NR
	165 Las	
Multi-Eng - U	NK/NR Rote	orcraft - UNK/NR
;	FULL STOP Medical Certificate Flight Total - Make/Model- KNR Instrument-	Airport Data ELKO MUNICIPAL Runway Ident Runway Lth/Wi an - VFR Runway Surface - VFR Runway Status - TRAFFIC PATTERN FULL STOP Medical Certificate - VALID MEDICAL Flight Time (Hours) Total - 326 Las Make/Model- 225 Las K/NR Instrument- 165 Las

File No 7	63 8/02/86 	ELKO,NV	A/C Reg. No. N5118Q	Time (Lc1) - 1318 PDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - LANDING - ROLL	ON GROUND		•
Finding(s) 1. DIRECTIONAL CON	TROL - NOT MAINTAIN	ED - PILOT IN COMMAND		·
Occurrence #2 Phase of Operation	IN FLIGHT COLLISI APPROACH - GO-ARO			
Probable Cause				
The National Transpo is/are finding(s) 1	rtation Safety Boar	d determines that the	Probable Cause(s) of this accide	ent

File No 625 5/04/86 MT. G	ILEAD,OH A/C Re	g. No. N8880X	Т	ime (Lc1) -	1740 EDT	
Basic Information						
Type Operating Certificate-NONE (GENERA				Injur		
	SUBSTAN	TIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under ~14 CFR 91	NONE	Pass	0	0	0	3
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 182D	Eng Make/Mode1 - CON	TINENTAL 0-470-L	ELT	Installed/A	ctivated	 YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		S	tall Warnin	g System	- YES
Max Gross Wt - 2950	Engine Type - REC	IPROCATING-CARBUR	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 Point		OFF AI	RPORT/STRIP		
Method - N/A	MT. GILEAD,OH			•		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 250/010 KTS			Runyay	, Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance -			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg -		Kariway	Status	117.75	
Precipitation - NONE	Type Apcily Elling	TORCED EARDING				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 56	Medical Certifica	te - VALIC	MEDICAL-WA	IVERS/LIM	ΙT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		ht Time (F		•	
PRIVATE	Current - UNK/NR	Total -		Ĺast 24	Hrs -	1
SE LAND					Davs- UN	K/NR
	Months Since - 9 Aircraft Type - C-182	Instrument-	67	Last 90		6
	,	21.0 (7 0017)		2321 00	22,5	· ·
Instrument Rating(s) - AIRPLANE						
Narrative						
HE ACFT COLLIDED WITH THE GROUND IN A PLOWED						
F THE ENG REVEALED 3 PIECES OF FELT LIKE SEA						
THE MISSING SEAL FROM THE JUNCTION OF THE						
JBJECT OF AN AD (77-04-05). MAINTENANCE RECO		UIRING A SEAL TO	BE INSTALL	ED HAD BEEN	i	
DMPLIED WITH ON 5/13/78. NO FOLLOW-UP INSPEC	TION WAS REQUIRED.					
300 E1ED W1711 ON 37 107 70. 140 10EEOW OF 11431 EC						
37 107 70. NO 10220W OF 1103120						

File No. - 625 5/04/86 MT. GILEAD, OH A/C Reg. No. N888OX Time (Lcl) - 1740 EDT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) FUEL SYSTEM, CARBURETOR - BLOCKED (TOTAL) 2. MAINTENANCE, COMPLIANCE WITH AD - PERFORMED - OTHER MAINTENANCE PSNL Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1

File No 683 7/03/86 VAN W	ERT,OH A/C Re	g. No. N9835D	T	ime (Lc1) -	2035 EDT	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage		Injur	ies	
	SUBSTAN		Fatal			None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	2
Aircraft Information						
Make/Model - PIPER PA-22-160	Eng Make/Model - LYC			Installed/#		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			stall Warnir	ng System	- NO
Max Gross Wt - 2000	Engine Type - REC		FOR			
No. of Seats - 4	Rated Power -	160 HP				
Environment/Operations Information		•				
Weather Data	Itinerary		•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR	RPORT		
Method - N/A Completeness - N/A	TOLEDO,OH Destination		Airport D	12+2		
Basic Weather - VMC	SAME AS ACC/INC	•		RT MUNICIPA	A.I.	
Wind Dir/Speed- CALM	3AME A3 A00/ 110				27	
Visibility - 20.0 SM	ATC/Airspace			/ Lth/Wid -		75
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -		Runway	/ Surface -	ASPHALT	
Lowest Ceiling - NONE	Type of Clearance -	NONE	Runway	/ Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	TRAFFIC PATTERN				
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 56	Medical Certificat			VIVERS/LIM	IIT
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - YES	Fligh Total -	t Time (F 395		Hrs -	1
SE LAND	Months Since - 2	Make/Model-	595 51	Last 24) Dave- IIN	IK /ND
SE LAND	Aircraft Type - C-172	Instrument-	59	last 90	Days ON Days-	13
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Multi-Eng - UN	K/NR	Last 30 Last 90 Rotorce	aft - UN	IK/NR
Instrument Rating(s) - NONE						
Manusakkus				·		
Narrative HE PLT REPORTED THAT HIS AIRSPEED WAS TOO HI O STOP THE ACFT. THE PLT TURNED THE ACFT OFF HD. ANOTHER PLT WHO WITNESSED THE ACCIDENT R LY DOWN THE 3500 FT RWY. POST-CRASH EXAMINAT TIVATED.	THE RWY INTO A SOFT GRASSY EPORTED THAT THE ACFT DID NO	AREA AS THE ACFT N T TOUCH DOWN UNTIL	EARED THE	E RWY ABOUT 2/3 OF	THE	

A/C Reg. No. N9835D Time (Lc1) - 2035 EDT File No. - 683 7/03/86 VAN WERT, OH

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

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND

- 2. PROPER TOUCHDOWN POINT NOT OBTAINED PILOT IN COMMAND
- 3. ALL AVAILABLE RUNWAY NOT USED PILOT IN COMMAND
- 4. JUDGEMENT POOR PILOT IN COMMAND
- 5. BRAKES(NORMAL) ATTEMPTED PILOT IN COMMAND
- 6. LANDING GEAR, NORMAL BRAKE SYSTEM WORN
- 7. TERRAIN CONDITION SOFT

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

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

Type Operating Certificate-NONE		ircraft Damage		Injur		
Time of Openstian BUCTA		SUBSTANTIAL	Fatal			None
Type of Operation -BUSIN Flight Conducted Under -14 CF		ire Cre NONE Pas	-	0	0	1 0
Accident Occurred During -MANEL		40I4L Fa:		O .	O	Ū
·Aircraft Information						
Make/Model - BEECH C-45H	Eng Make/Mode	I - P & W R-985		Installed/A		
Landing Gear - TAILWHEEL-ALL RE		5 ~ 2		tall Warnir	ng System	- NO
Max Gross Wt - 7850		- RECIPROCATING-CARBU	JRETUR			
No. of Seats - 4	Rated Power	- 450 HP				
Environment/Operations Information				D		
Weather Data Wx Briefing - FSS	Itinerary Last Departure	Doint	Airport ON AIR	Proximity		
Method - TELEPHONE	URBANA,OH	POTIT	UN AIR	PURI		
Completeness - FULL	Destination		Airport D	ata		
Basic Weather - VMC	TREMONT CITY	. ОН	A po b			
Wind Dir/Speed- 200/006 KTS		•	Runway	Ident -	N/A	
Visibility ~ 6.0 SM	ATC/Airspace		Runway	Lth/Wid -		
	FT SCATTERED Type of Flight			_	N/A	
Lowest Ceiling - NONE	Type of Cleara		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-IN				
Precipitation - NONE Condition of Light - DUSK						
-Personnel Information Pilot-In-Command	Age - 48	Medical Certific	cate - VALID	MEDICAL-WA	IVERS/LIM	ΙT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Revi		ight Time (F	lours)		
oer err route (b), kat mg(b)	Current -	YES Total -	5702	Last 24	Hrs -	
ATP,CFI	Months Since -		350	Last 30	Days- UN	
ATP,CFI SE LAND,ME LAND				Last 90	Days- UN	K/NR
ATP,CFI	Aircraft Type -					
ATP,CFI SE LAND,ME LAND		Multi-Eng -	2120			
ATP,CFI SE LAND,ME LAND	Aircraft Type -		2120			
ATP,CFI SE LAND,ME LAND GLIDER Instrument Rating(s) - AIRF	Aircraft Type -		2120			
ATP,CFI SE LAND,ME LAND GLIDER	Aircraft Type -	Multi-Eng -		HOME ARPT		

File No. - 758 7/05/86 TREMONT CITY, OH A/C Reg. No. N8640E Time (Lc1) - 2100 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT

Phase of Operation MANEUVERING

Finding(s)

1. LIGHT CONDITION - DUSK

- 2. LOW PASS PERFORMED PILOT IN COMMAND
- 3. OBJECT UTILITY POLE
- 4. 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) 2,4

-Basic Information								
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft l	Damage			Intu	ries	
Type operating our triveate none (dene	RAE AVIATION,	NONE	bamage	Fa	tal	Serious	Minor	None
Type of Operation -BUSINESS		Fire	,	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE		Pass	0	1	0	i
Accident Occurred During -LANDING		NOINE				, 		,
-Aircraft Information								
Make/Mode1 - BALLOON WORKS FF-7	Eng Make/M	ode1 - N/A			ELT I	nstalled/	Activated	i - NO -N/
Landing Gear - N/A	Number Eng	ines - N/A			St	all Warni	ng System	1 - UNK/NR
Max Gross Wt - UNK/NR	Engine Typ	e - N/A						
No. of Seats - UNK/NR	Rated Powe	r - N/A						
-Environment/Operations Information								
Weather Data	Itinerary			Air	port P	roximity		
Wx Briefing - FSS	Last Depart	ure Point			NK/NR	•		
Method - TELEPHONE	SAME AS A				•			
Completeness - FULL	Destination	,		Airr	ort Da	ta		
Basic Weather - VMC	SAME AS A	CC/TNC						
Wind Dir/Speed- 190/010 KTS	onite ho h	00, 1110			unway	Ident	- N/A	
Visibility - 6.0 SM	ATC/Airspace						- N/A	
	Type of Fli	abt Dlan -	NONE			•	- N/A	
Lowest Sky/Clouds - CLEAR							* .	
Lowest Ceiling - NONE	Type of Cle			٠,	kunway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/L	na g -	STRAIGHT-IN					
Precipitation - NONE								
Condition of Light - DAYLIGHT					. 			
-Personnel Information								
Pilot-In-Command	Age - UNK/NR		edical Certi	ficate -	NO MED	ICAL		
Certificate(s)/Rating(s)	Biennial Flight R	eview		Flight Ti	ime (Ho	urs)		
COMMERCIAL	Current	- YES	Total	- 335	5	Last 2	4 Hrs -	2
	Months Since	- UNK/NR	Make/Mode	1 - 335	5	Last 3	O Days- L	JNK/NR
FREE BALLOON	Aircraft Type		Instrumen				O Days-	25
Instrument Rating(s) - NONE								
	THE DILOT ATTEMPTED A	LANDING TH	A CLEADED 4	DEA UTTIL	WINDS	AT ABOUT		
LOWING A EARLY MORNING BALLOON FLIGHT, T							OUT	
KNOTS. THE PILOT REALIZED THAT THE FIRST								
ATTEMPTED ANOTHER APPROACH TO A CLOVER							INEU	
R AND THE PASSENGER SUSTAINED SERIOUS IN	MOKIES. THE WIND DRA	GGED THE BA	SKET ABOUT 3	O FEEL FR	KUM IHE	INTITAL		
CHDOWN POINT.								

File No. - 627 7/06/86 PANDORA,OH · A/C Reg. No. N4065K Time (Lc1) - 0800 EDT

Occurrence

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. TERRAIN CONDITION CROP
- 2. COMPENSATION FOR WIND CONDITIONS SELECTED PILOT IN COMMAND
- 3. JUDGEMENT POOR PILOT IN COMMAND
- 4. WEATHER CONDITION HIGH WIND

----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

File No 704 7/13/86 MIAMI	SBURG, OH A/	C Reg. No. N26Z	Т	ime (Lc1) -	- 1615 EDT	
Basic Information Type Operating Certificate-NONE (GENERA	SUB	raft Damage STANTIAL	Fatal	•	Minor	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NON	Cr E Pa	-	0	0	0
Aircraft Information Make/Model - SMITH MINIPLANE Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - UNK/NR No. of Seats - 1	Number Engines - Engine Type -	LYCOMING 0-290-CD 1 RECIPROCATING-CARB 125 HP	S	Installed/A tall Warnir		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC	Itinerary Last Departure Po MORAINE AIRPORT Destination MORAINE,OH		OFF AI Airport D		·	
Wind Dir/Speed- 280/012 KTS Visibility - 13.0 SM Lowest Sky/Clouds - SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Pl Type of Clearance Type Apch/Lndg	- NONE	Runway Runway	Ident - Lth/Wid - Surface - Status -	- METAL/WOO	D
-Personnel Information Pilot-In-Command	Age - 56	Medical Certifi			AIVERS/LIMI	:T
Certificate(s)/Rating(s) COMMERCIAL SE LAND	Biennial Flight Review Current - YES Months Since - 14 Aircraft Type - PA-	Total - Make/Model-	ight Time (H 1201 56 132	Last 24 Last 30	4 Hrs - D Days- D Days- UNK	1 7 C/NR
Instrument Rating(s) - AIRPLANE						
Narrative E ACFT CRASHED INTO A TREE AND THE GROUND E T SAID THAT HE HAD 10 GALS OF FUEL AT TAKED E ATTEMPT TO RETURN TO THE ARPT THE ENG QUI FUEL BEFORE TAKEOFF. THE GAUGE WAS DETERMI FUEL AND THERE WERE NO SIGNS OF LEAKAGE OF	OFF AND AFTER 20 MINTUES IT. THE PLT DID NOT INDIC INED TO BE INACCURATE. TH	OF FLT THE GAUGE IN ATE HOW HE DETERMIN E FUEL TANK, LINES,	DICATED 5 GA ED THAT THE	LS. DURING ACFT HAD 10		

File No. - 704 7/13/86 MIAMISBURG, OH A/C Reg. No. N26Z Time (Lc1) - 1615 EDT 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. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND 4. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INCORRECT Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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

File No 788 7/15/86	PATASKALA, OH	A/C Reg.	No. N136HA		Time (Lc1)	- 0830	EDT
Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft D		Fatal	Inj Serious	uries	r None
T		SUBSTANTI					
Type of Operation -FERRY		Fire	Crev		0	0	
Flight Conducted Under -14 CF Accident Occurred During -LANDI		NONE	Pass	_	0	0	0
Aircraft Information							
Make/Model - HILLER UH-12E	Eng Make/		IING VO-540-C2A		Installed	i/Activat	ed - NO -N/
Landing Gear - SKID					Stall Warr	ning Syst	em - NO
Max Gross Wt - 3200	Engine Typ	pe - RECIP	ROCATING-CARBUR	RETOR			
No. of Seats - 3	Rated Powe	er - 30	5 HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity	/	
Wx Briefing - NO RECORD OF B		ture Point			IRPORT/ST		
Method - N/A	WAUSEON,	OH ·			-		
Completeness - N/A	Destination			Airport	Data		
Basic Weather - VMC	BALTIMOR			•			
Wind Dir/Speed- 100/004 KTS		•		Runwa	y Ident	- N/A	
Visibility - 12.0 SM	ATC/Airspace				y Lth/Wid		
Lowest Sky/Clouds -		ight Plan - N	IONE		y Surface		
Lowest Ceiling - OVERCA		earance - N			y Status		
Obstructions to Vision- NONE			ORCED LANDING	, tui, ii a	, orarao	,	
Precipitation - NONE	Type Apolly		CHOLD LANDING				
Condition of Light - DAYLIG	HT						
Personnel Information	4.00	94-	edical Certifica		D MEDICAL	NO WATVE	DC /L TMIT
Pilot-In-Command	Age - 42	ME	dical Certifica			NO WAIVE	K2/LIMII
Certificate(s)/Rating(s)	Biennial Flight Current	Review	F110	tht Time (0.4 11	LIBRE /AID
COMMERCIAL	Current	~ YES	Total -	6647	Last	24 Hrs -	UNK/NR
SE LAND, ME LAND	Months Since	- 16	Make/Model-	1826	Last	30 Days-	UNK/NR
HELICOPTER	Aircraft Type	e - UNK/NR	Instrument-	650	Last	90 Days-	UNK/NR
Instrument Rating(s) - AIRP	LANE						
	LANE						
Narrative							
Narrative IE ACFT AUTOROTATED TO A FORCED LANDI	NG AFTER THE ENG QUIT AT						
Narrative IE ACFT AUTOROTATED TO A FORCED LANDI IE PLT TOLD A FAA INSPECTOR AT THE SC	NG AFTER THE ENG QUIT AT	F FUEL REMAIN	IING. WHEN THE I	UEL TANK	WAS DRAINE	DIT	
Narrative LE ACFT AUTOROTATED TO A FORCED LANDI LE PLT TOLD A FAA INSPECTOR AT THE SC INTAINED APRX 6 OZ TOTAL. THE PLT HAD	NG AFTER THE ENG QUIT AT ENE THAT HE HAD 8 GALS O MADE THIS TRIP BEFORE B	F FUEL REMAIN UT NEVER WITH	IING. WHEN THE I I A LARGE SPARE	TANK ATTA	WAS DRAINE CHED UNDER	D IT R THE	
Narrative IE ACFT AUTOROTATED TO A FORCED LANDI IE PLT TOLD A FAA INSPECTOR AT THE SC INTAINED APRX 6 OZ TOTAL. THE PLT HAD ISELAGE WHICH CREATED CONSIDERABLE DR	NG AFTER THE ENG QUIT AT ENE THAT HE HAD 8 GALS O MADE THIS TRIP BEFORE B AG. NORMAL FUEL BURN-OUT	F FUEL REMAIN UT NEVER WITH ACCORDING TO	IING. WHEN THE I I A LARGE SPARE) THE PLT WAS 2	TUEL TANK TANK ATTA 45-3:00 H	WAS DRAINE CHED UNDER RS. THIS F	ED IT R THE FLT	
Narrative HE ACFT AUTOROTATED TO A FORCED LANDI HE PLT TOLD A FAA INSPECTOR AT THE SC ONTAINED APRX 6 OZ TOTAL. THE PLT HAD USELAGE WHICH CREATED CONSIDERABLE DR USTED TWO HRS. NO EVIDENCE WAS FOUND	NG AFTER THE ENG QUIT AT ENE THAT HE HAD 8 GALS O MADE THIS TRIP BEFORE B AG. NORMAL FUEL BURN-OUT TO INDICATE ANY DISCREPA	F FUEL REMAIN UT NEVER WITH ACCORDING TO NCIES IN THE	IING. WHEN THE I I A LARGE SPARE) THE PLT WAS 2 ACFT POWERPLAN	FUEL TANK TANK ATTA 45-3:00 H	WAS DRAINE CHED UNDER RS. THIS F HE INVESTI	ED IT R THE FLT IGATION.	
Narrative HE ACFT AUTOROTATED TO A FORCED LANDI HE PLT TOLD A FAA INSPECTOR AT THE SC ONTAINED APRX 6 OZ TOTAL. THE PLT HAD USELAGE WHICH CREATED CONSIDERABLE DR ASTED TWO HRS. NO EVIDENCE WAS FOUND HE ACFT WAS BEING FERRIED FOR ELEC MA	NG AFTER THE ENG QUIT AT ENE THAT HE HAD 8 GALS OF MADE THIS TRIP BEFORE BOOK AG. NORMAL FUEL BURN-OUT TO INDICATE ANY DISCREPATION	F FUEL REMAIN UT NEVER WITH ACCORDING TO NCIES IN THE	IING. WHEN THE I I A LARGE SPARE) THE PLT WAS 2 ACFT POWERPLAN	FUEL TANK TANK ATTA 45-3:00 H	WAS DRAINE CHED UNDER RS. THIS F HE INVESTI	ED IT R THE FLT IGATION.	
Narrative E ACFT AUTOROTATED TO A FORCED LANDI E PLT TOLD A FAA INSPECTOR AT THE SC NTAINED APRX 6 OZ TOTAL. THE PLT HAD SELAGE WHICH CREATED CONSIDERABLE DR STED TWO HRS. NO EVIDENCE WAS FOUND	NG AFTER THE ENG QUIT AT ENE THAT HE HAD 8 GALS OF MADE THIS TRIP BEFORE BOOK AG. NORMAL FUEL BURN-OUT TO INDICATE ANY DISCREPATION	F FUEL REMAIN UT NEVER WITH ACCORDING TO NCIES IN THE	IING. WHEN THE I I A LARGE SPARE) THE PLT WAS 2 ACFT POWERPLAN	FUEL TANK TANK ATTA 45-3:00 H	WAS DRAINE CHED UNDER RS. THIS F HE INVESTI	ED IT R THE FLT IGATION.	

File No 788 7/15/86 PATASKALA,OH	A/C Reg. No. N136HA	Time (Lc1) - 0830 EDT
Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL		
Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL 3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMANA 4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND 5. SPRAY/DUSTING EQUIPMENT - EXTRANEOUS 6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND	D	
Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY		
Finding(s) 7. AUTOROTATION - PERFORMED - PILOT IN COMMAND		
Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN		
Finding(s) 8. TERRAIN CONDITION - CROP		
Probable Cause		
The National Transportation Safety Board determines that the Probis/are finding(s) $1,2,3,4,6,7$	able Cause(s) of this acc	ident
Factor(s) relating to this accident is/are finding(s) 5		

Basic Information Type Operating Certificate-AGRICUL				No. N4015P Time (Lc1) - 1925 EDT		
		t Damage		Injur		
	SUBSTAI		Fatal			None
	APPLICATION Fire	Crew	0 0	0	0	1
Flight Conducted Under -14 CFR Accident Occurred During -DESCENT		Pass	U	U	U	U
Aircraft Information						
Make/Model - AYRES S2R-T15	Eng Make/Model - P&			nstalled/A all Warnin		
Landing Gear - TAILWHEEL-ALL FIXE Max Gross Wt - 6000	D Number Engines - 1 Engine Type - TU		51	ali warnin	g system	- 153
No. of Seats - 1	Rated Power -					
Environment/Operations Information						
Weather Data	Itinerary		Airport P	roximity PORT/STRIP		
Wx Briefing - NO RECORD OF BRI Method - N/A	EFING Last Departure Point LEIPSIC.OH		UFF AIR	PURI/SIRIP		
Completeness - N/A	Destination		Airport Da	ta		
Basic Weather - VMC	LOCAL		A II POI C DO	···		
Wind Dir/Speed- 250/004 KTS			Runway	Ident -	N/A	
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid -	N/A	
	SCATTERED Type of Flight Plan		•		N/A	
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 46	Medical Certificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		nt Time (Ho			
COMMERCIAL, CFI	Current - YES	Total - 1	0150	Last 24	Hrs -	16
SE LAND	Months Since - 20 Aircraft Type - C-150	Make/Model- Instrument- UN	2500	Last 30	Days- UN	IK/NR
GLIDER	Aircraft Type - C-150		IK/NR	Last 90		
		Multi-Eng - UN	IK/NR	Rotorcr	aft - UN	IK/NR
Instrument Rating(s) - UNK/NR						

File No 7	18 7/16/86 MANDALE, OH	A/C Reg. No. N4015P	Time (Lc1) - 1925 EDT
	LOSS OF CONTROL - IN FLIGHT MANEUVERING - AERIAL APPLICATION		
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - EMERGENCY		
Finding(s) 4. TERRAIN CONDITI			
Probable Cause			·
The National Transpo	rtation Safety Board determines that th	e Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is/are finding(s) 3.4		

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf	t Damage		Inju	ries	
, je sporazing cor cir route monte (acidemic	SUBSTA		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew		0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CHAMPION 7E6A	Eng Make/Model - LY			Installed/		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650	Number Engines - 1 Engine Type - RE	CIPROCATING-CARBUR	_	tall Warni	ng System	- NU
No. of Seats - 2	Rated Power -	115 HP	EIUK			
Environment/Operations Information	• • • • • • • •	•	4	D		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point		Airport ON AIR	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	SAME AS ACC/INC		UN AIR	PURI		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		BARBA			
Wind Dir/Speed- 270/005 KTS			Runway	Ident	- 27	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds -	Type of Flight Plan			Surface		URF
Lowest Ceiling - 25000 FT BROKE			Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 60	Medical Certifica	+o - VALTD	MEDICAL -V	ATVEDS/LT	MIT
	Biennial Flight Review		the VALIB		AIVENS/ CI	
STUDENT	Current - N/A	Total -	163	Last 2	14 Hrs - U	NK/NR
	Months Since - N/A	Make/Model-	112	Last 3	30 Days- U	NK/NR
	Aircraft Typé - N/A	Instrument-	0	Last 9	00 Days-	1
Instrument Rating(s) - NONE						
Alexandra (1)						
Narrative	DET DIDECTIONAL CONTROL AL	D CDOUND 1000ED 3	THE ATBODAS	T WAC		
NG THE SECOND LANDING ATTEMPT, THE PILOT L TANTIALLY DAMAGED AND THE PILOT RECEIVED M					THE	
T HAD COMPLETED A STUDENT PILOT SOLO ENDOR				FRUDEEMS.	1116	

File No. - 695 7/24/86 ALLIANCE, OH A/C Reg. No. N982G Time (Lc1) - 1430 EDT Occurrence

Phase of Operation LANDING - ROLL

LOSS OF CONTROL - ON GROUND

Finding(s)

- 1. FLIGHT CONTROLS IMPROPER USE OF PILOT IN COMMAND
- 2. RUDDER 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) 1,2

File No 653 5/12/86 BLACK	KWELL,OK A/C R	eg. No. N5878R	· .	Time (Lc1)	- 2011 CDT	
Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION) Aircraf DESTRO	t Damage YED	Fatal	Inju Serious	ries Minor	None
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass		ŏ	Ö	Ö
Accident Occurred During -CRUISE	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Othe	-	ŏ	ŏ	1
Aircraft Information						
Make/Model - CESSNA 172G	Eng Make/Model - CO			Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		:	Stall Warni	ng System	- YES
Max Gross Wt - 2150	Engine Type - RE	CIPROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power ~	145 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point BLACKWELL,OK		, OFF A	IRPORT/STRI	Р	
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 135/010 KTS			Runwa	v Ident	- N/A	
Visibility - 10.0 SM	ATC/Airspace		Runwa	y Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		y Surface		
Lowest Ceiling - NONE	Type of Clearance				- N/A	
Obstructions to Vision- NONE		- NONE		,	,	
Precipitation - NONE	rype mpen, andg					
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 29	Medical Certifica	te - VALI	MEDICAL-N	O WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flia	ht Time (Hours)	•	
PRIVATE	Current - YES	•	-	•	4 Hrs -	2
SE LAND	Months Since - 13	Make/Model-	355		O Days-	11
	Aircraft Type - UNK/NR	· ·			O Days-	63
Instrument Rating(s) - AIRPLANE						
Narrative	•					
THE PILOT OF N5878R, A CESSNA 172G, HAD NO PI	REVIOUS EXPERIENCE IN FORMAT	ION FLYING. THE PI	LOT OF N2	603E. AN AE	RONCA	
7AC, STATED HE HAD MANY HOURS OF FORMATION FI						
FORMATION FLIGHT SINCE THAT DATE. HOWEVER, HI						
FLYING. THE TWO PILOTS HAD PREPLANNED THE FOR						
SIGNALS TO BE USED SINCE THEY COULD NOT COMMU						
FLYING RIGHT WINGMAN AND GAVE THE PREARRANGED						
OF THE AERONCA'S RIGHT WING CONTACTED THE BO						
200 TO 350 FEET AGL. THE CESSNA PITCHED UP,						
THE AERONCA DIVED, THEN MADE A CLIMBING CIRC						

File No. - 653 5/12/86 BLACKWELL,OK A/C Reg. No. N5878R Time (Lc1) - 2011 CDT

Cocurrence #1 MIDAIR COLLISION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
3. LIGHT CONDITION - DAYLIGHT
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Cocurrence #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)

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

File No 653 5/12/86 BLAC	KWELL,OK	A/C Reg.	No. N2603E	T	ime (Lc1) -	2011 CDT	
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Da	-	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	ŏ	Ö	Ö	Ó
Accident Occurred During -CRUISE			Other	•	Ŏ	ō	ŏ
Aircraft Information							
Make/Model - AERONCA 7AC	Eng Make/	Model - CONTIN	NENTAL A-65-8	ELT	Installed/	ctivated	- YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Er	gines - 1		S	tall Warnir	ng System	- UNK/NR
Max Gross Wt - 1220	Engine Ty	pe - RECIPA	ROCATING-CARBURE	TOR			
No. of Seats - 2	Rated Pow	er - 65	5 HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	G Last Depar BLACKWEL			OFF AI	RPORT/STRIF	•	
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 135/010 KTS				Runwa∨	Ident -	- N/A	
Visibility - 10.0 SM	ATC/Airspace	!			Lth/Wid -		
Lowest Sky/Clouds - CLEAR		ight Plan - No	ONE		Surface ·		
Lowest Ceiling - NONE		earance - NO			Status -		
Obstructions to Vision- NONE	Type Apch/			/(dirinal)	514140	,	
Precipitation - NONE	. ype xpe.i,	g					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 63		dical Certificat			AIVERS/LIM	IT
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Current	- YES	Total -	nt Time (H	Last 24	1 Una	4
		-	-				1
SE LAND, ME LAND	Months Since		Make/Model-		Last 30		
	Aircraft Typ	e - UNK/NK	Instrument-		Last 90	Days-	4
			Multi-Eng -	530			
Instrument Rating(s) - NONE							
Namakkus							
Narrative	DEVIOUS EVENTERS	TN FORMATATE	ELVINO THE ST	OT OF 1155		201104	
HE PILOT OF N5878R, A CESSNA 172G, HAD NO P							
AC, STATED HE HAD MANY HOURS OF FORMATION F							
DRMATION FLIGHT SINCE THAT DATE. HOWEVER, H							
HE TWO PILOTS HAD PRE-PLANNED THE FORMATION							
E USED SINCE THEY COULD NOT COMMUNICATE BY							
	CROSSED UNDER THE	CESSNA TO COM					
INGMAN AND GAVE THE PREARRANGED SIGNAL AND							
ERONCA'S RIGHT WING CONTACTED THE BOTTOM OF	THE CESSNA'S LEFT						
	THE CESSNA'S LEFT, PITCHED STEEPLY	NOSE DOWN AND	DID NOT RECOVER	R FROM THE	DESCENT.	ГНЕ	

File No. - 653 5/12/86 BLACKWELL,OK A/C Reg. No. N2603E Time (Lc1) - 2011 CDT

Occurrence
Phase of Operation

MIDAIR COLLISION CRUISE - NORMAL

Finding(s)

- 1. VISUAL LOOKOUT INADEQUATE PILOT IN COMMAND
- 2. CLEARANCE INADEQUATE PILOT IN COMMAND
- 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY PILOT IN COMMAND
- 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE PILOT IN COMMAND
- 5. LIGHT CONDITION DAYLIGHT

----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

File No 681 6/07/86	A/C Reg. No. I	N23539	T :	Time (Lc1) - 1150 CDT			
-Basic Information							
Type Operating Certificate-AGR	CULTURAL AIRCRAFT	Aircraft Damage DESTROYED		Fatal	Injur Serious	ies Minor	None
Type of Operation -AER	TAL APPLICATION	Fire	Crew	0	1	0	0
Flight Conducted Under -14 (. ON GROUND		Ö	Ò	Ö	Ō
Accident Occurred During -DESC		•					
-Aircraft Information							
Make/Model - AIR TRACTOR AT		ke/Model - P&W R-1340			Installed/A		
Landing Gear - TAILWHEEL-ALL		Engines - 1			tall Warnin	g System	- UNK/NR
Max Gross Wt - 5000		Type - RECIPROCAT	ING-CARBURE	TOR			
No. of Seats - 1	Rated F	Power - 600 HP					
-Environment/Operations Information	on						
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF		parture Point		OFF AI	RPORT/STRIP		
Method - N/A		AS ACC/INC					
Completeness - N/A	Destinat	ion		Airport D	ata		
Basic Weather - VMC	LOCAL			Dumus	Tolomb -	NI /A	
Wind Dir/Speed- 018/018 KTS	ATC/Airspa				Ident - Lth/Wid -		
Visibility - UNK/NR Lowest Sky/Clouds - CLEA		Flight Plan - NONE			Surface -		
Lowest Ceiling - NONE		Clearance - NONE		•		DRY	
Obstructions to Vision- NONE		ch/Lndq - NONE		Runway	Status	DKI	
Precipitation - NONE		5/1/ E/10g					
Condition of Light - DAYL							
Pilot-In-Command	Age - 43	Medical	Certificat	e - VALID	MEDICAL-NO	WAIVERS	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flig	ht Review		nt Time (H	ours)		
COMMERCIAL	Current		al -	5700	Last 24	Hrs -	4
SE LAND	Months Si	nce - 16 Mak	e/Model-	1000	Last 30 Last 90	Days- UN	NK/NR
	Aircraft	•	trument-		Last 90	Days-	98
		Mu1	ti-Eng -	2200			
Instrument Rating(s) - AI	RPLANE						
-Narrative	CODAVINO A ETELO THE A	OFT CAUCHT FIRE AFTER	THE IMPACE	- DUT TUE	DIT FECARER		
ACFT CRASHED AFTER A TURN WHILE	SPRAYING A FIELD. THE AC	CFT CAUGHT FIRE AFTER	THE IMPACT	ROI IHF	PLI ESCAPED	•	

File No. - 681 6/07/86 BLACKWELL,OK A/C Reg. No. N23539 Time (Lc1) - 1150 CDT

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

Finding(s)

1. MANEUVER - EXCESSIVE - 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) $\mathbf{1}$

Brief of Accident

File No 684 6/20/86 ARDMO	RE,OK A/C R	eg. No. N4410W	Т	ime (Lc1)	- 1230 C	DT
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Inju	ries	
	SUBSTA	NTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	. 1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - QUICK SILVER MXII	Eng Make/Mode1 - RC			Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warni	ng Syste	m - NO
Max Gross Wt - UNK/NR	- 3	CIPROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power -	48 HP				
Environment/Operations Information		•				
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRI	Р	
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC					
Wind Dir/Speed- CALM					- 20	
Visibility - UNK/NR	ATC/Airspace			Lth/Wid		11
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	- UNK/NR				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 28				AIVERS/L	TMIT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES Months Since - 10	Flig	ht Time (H		4 11	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
PRIVATE	Current - YES	Total -	503	Last 2 Last 3	4 Hrs -	
SE LAND	Months Since - 10	Make/Model-				10
	Aircraft Type - C-150	Instrument-	O	Last 9	O Days-	25
Instrument Rating(s) - NONE						
The comment is a configuration of the configuration						
Narrative						
ACFT LANDED SHORT OF THE RWY AFTER LOSING THE PWR SHAFT FAILED. THIS ALLOWED THE BEL					RING	
REPARCIES WERE NOTED.	I I LINGTON TO DECOME SLACK V	MITCH REDUCED THE P	NOP KEWI. N	O OTHER		
REPANGIES WEKE NUTEU.						

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File No 68	84 6/20/86 AF	RDMORE,OK	A/C Reg. No. N4410W	Time (Lc1) - 1230 CDT
	LOSS OF POWER(PARTIA APPROACH - VFR PATTE			
Finding(s) 1. ENGINE ASSEMBLY	BEARING - FAILURE,TOT			
Occurrence #2 Phase of Operation				
	IN FLIGHT COLLISION LANDING - FLARE/TOUG			
Finding(s) 2. OBJECT - TREE(S				
Probable Cause				
The National Transpor	rtation Safety Board o	determines that the	e Probable Cause(s) of this accid	ent

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

Type Operating Certificate-NONE (G	ENEDAL AVIATION)	Aircraft Damage			Inju	nies	
Type operating certificate-none (G	ENERAL AVIATION)	SUBSTANTIAL		Fatal			None
Type of Operation -INSTRUC	TIONAL	Fire	Crew	0			1
Type of Operation -INSTRUC Flight Conducted Under -14 CFR	91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 152		Model - LYCOMING 0					
Landing Gear - TRICYCLE-FIXED		gines - 1			tall Warni	ng System	- YES
Max Gross Wt - 1670 No. of Seats - 2		pe - RECIPROCAT er - 110 HP	ING-CARBURE TO	K			
NO. Of Seats - 2	Rated Pow	er - 110 AP					
Environment/Operations Information							
Weather Data Wx Briefing - FSS	Itinerary	tuna Daint	А		Proximity RPORT/STRI	D	
WX Briefing - F55 Method - TELEPHONE	Last Depar SAND SPR			OFF AIR	KPUKI/SIKI	P	
Completeness - PARTIAL, LMTD BY	PILOT Destination		Λ÷	rport Da	a+a		
Basic Weather - VMC	MC ALLES		21	, poi c be			
Wind Dir/Speed- 200/010 KTS				Runway	Ident	- N/A	
Visibility - 10.0 SM	ATC/Airspace			Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - 25000 FT						- GRASS/TL	JRF
Lowest Ceiling - NONE	Type of Ci	earance - NONE		Runway	Status	- ROUGH	
Obstructions to Vision- NONE	Type Apch/	Lndg - FORCED	LANDING				
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 33	Medical	Certificate	- VALID	MEDICAL-W	AIVERS/LIN	1IT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Flight	Time (Ho	ours)	•	
STUDENT	Current	- N/A Tota	al -	61	Last 2	4 Hrs - UN	IK/NR
	Months Since	· - N/A Mak	al - e/Model- trument-UNK/	61	Last 3	O Days- UN	IK/NR
	Aircraft Typ	e - N/A Ins	trument- UNK/	NR	Last 9	O Days-	23
		Mul	ti-Eng - UNK/	NR	Rotorc	raft - UN	NK/NR
Instrument Rating(s) - NONE							
Narrative							
Narrative STUDENT PILOT BECAME DISORIENTED DUR	ING A CROSS-COUNTRY FL	IGHT. HE WAS UNABL	E TO FIND AN	AIRPORT	AND HAD T	O LAND	

7/07/86 A/C Reg. No. N47802 Time (Lc1) - 1430 CDT File No. - 674 PORUM, OK LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND 2. FLUID, FUEL - EXHAUSTION FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 3. OBJECT - FENCE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

-Basic Information Type Operating Certificate	-NONE (GENERAL	AVIATION) Aircra	aft Damage			Inj	uries	
		SUBS [*]	TANTIAL		Fatal	Serious		
	-INSTRUCTIONAL	Fire		Crew	0	0	0	
Flight Conducted Under Accident Occurred During	-14 CFR 91	NONE		Pass	0	0	0	0
accident occurred buring	-nuvek 							
-Aircraft Information								
Make/Model - BELL 206B		Eng Make/Model - /		3				ed - UNK/N
Landing Gear - HIGH SKID		Number Engines -			S	tall Warn	ing Syste	em - NO
Max Gross Wt - 3200		O ,,	TURBOSHAFT					
No. of Seats - 5		Rated Power -	400 HP					
-Environment/Operations Inform	mation							
Weather Data		Itinerary			Airport	Proximity		
Wx Briefing - NO RECOR	OF BRIEFING	Last Departure Poi	nt		ON AIR	STRIP		
Method - N/A		SAND SPRINGS,OK						
Completeness - N/A		Destination			Airport D			
Basic Weather - VMC		SAND SPRINGS,OK			EAGLES	_		
Wind Dir/Speed- 070/005	KTS					Ident	- UNK/N	
Visibility - 15.0	SM	ATC/Airspace			•	Lth/Wid	- UNK/N	
Lowest Sky/Clouds -		RED Type of Flight Plan				Surface	- GRASS	/TURF
	NONE	Type of Clearance			Runway	Status	- DRY	
Obstructions to Vision-		Type Apch/Lndg	- NONE					
	NONE							
Condition of Light - I	DAYLIGHT 							
-Personnel Information								
Pilot-In-Command		ge - 56	Medical Cert				WAIVERS/I	_IMIT
Certificate(s)/Rating(s)	E	iennial Flight Review		_	t Time (H		0.4 11	•
STUDENT		Current - N/A	Total		44		24 Hrs -	2
		Months Since - N/A	Make/Mode		44		30 Days-	•
		Aircraft Type - N/A	Instrume	nt-	0	_	90 Days- craft -	
		•				ROTON	craft -	44
Instrument Rating(s)	- NONE							
-Narrative								
STUDENT PILOT WAS HOVERING A	TOCOAET AT 2 EE	ET AND ALLOWED THE ATRO	DAET TO DDIET TO	O THE	DICHT UT	CH CNID		
		IADE CONTACT WITH THE GR					ENT DIIO	г
D WAS INSTALLED ON THE A /C TI								

File No 63	7/25/86	SAND SPRINGS, OK	A/C Reg. No.	N2779R	Time (Lc1) - 1832 CDT	
Occurrence #1 Phase of Operation		ION WITH TERRAIN				
Finding(s) 1. IMPROPER USE 2. JUDGEMENT - INAC	CURATE - PILOT IN	K OF TOTAL EXPERIENCE - COMMAND				
Occurrence #2 Phase of Operation	ROLL OVER HOVER					
Finding(s) 3. ROTORCRAFT FLIGH	T CONTROLS - IMPR	OPER USE OF - PILOT IN	COMMAND			
Probable Cause	-					
The National Transporis/are finding(s) 1,3		rd determines that the	Probable Cause(s)	of this accid	dent	
Factor(s) relating to	this accident is	/are finding(s) 2				

	TULSA,OK A/C Reg	. No. N9998Y	Time (Lc1) - 1030 CDT				
Basic Information Type Operating Certificate-NONE (G				Injur			
	SUBSTANT		Fata1	Serious		None	
Type of Operation -BUSINES:		Crew	0	0	1	0	
Flight Conducted Under -14 CFR		Pass	0	1	4	0	
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - CESSNA 210	Eng Make/Model - CONT	INENTAL TSIO-520	ELT I	nstalled/A	ctivated	- YES/NO	
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		St	all Warnin	g System	- YES	
Max Gross Wt - 3800	Engine Type - TURB	OSHAFT					
No. of Seats - 6	Rated Power - 3	10 HP					
Environment/Operations Information							
Weather Data	Itinerary		Airport Proximity				
Wx Briefing - FSS	Last Departure Point			PORT/STŘIP			
Method - TELEPHONE	PALESTINE.TX						
Completeness - FULL	Destination		Airport Da	ıta			
Basic Weather - VMC	TULSA.OK		•	NTERNATION	ΔI		
Wind Dir/Speed- 220/011 KTS	10254,010		Runway		17		
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid -		200	
Lowest Sky/Clouds - 10000 FT	SCATTERED Type of Flight Plan -	TED		Surface -		200	
	OVERCAST Type of Clearance -			Status -			
Obstructions to Vision- NONE	Type Apch/Lnda -		Kariway	Status	DK1		
	Type Apeny Endy	TORCED LANDING					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command		edical Certifica			IVERS/LI	MIT	
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (Ho				
ATP	Current - YES	Total -			Hrs - U		
ME LAND, SE SEA	Months Since - 10	Make/Model-	63	Last 30	Days- U	NK/NR	
	Aircraft Type - UNK/NR	Instrument-	1185	Last 90	Days-	12	
		Multi-Eng -	4914				

Time (Lcl) - 1030 CDT File No. - 680 8/14/86 TULSA, OK A/C Reg. No. N9998Y Occurrence #1 LOSS OF POWER Phase of Operation APPROACH Finding(s) 1. FLUID.FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 3. JUDGEMENT - POOR - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - EMERGENCY Finding(s) 4. WHEELS UP LANDING - INTENTIONAL - 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 (GENERA	I AVIATION)	Ainemath Demana			Tmdoo	m.1	
Type operating certificate-none (GENERA	L AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Inju Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF							
-Aircraft Information							
Make/Model - CESSNA 150		del - CONTINENTAL	0-200-A	ELT	Installed/	Activate	ed - YES/YE
Landing Gear - TRICYCLE-FIXED	Number Engir			S	tall Warni	ng Syste	em - YES
Max Gross Wt - 1650		- RECIPROCATIN	NG-CARBURET	OR			
No. of Seats - 2	Rated Power	- 100 HP					
-Environment/Operations Information							
Weather Data	Itinerary	•			Proximity		
Wx Briefing - NO RECORD OF BRIEFING				OFF AI	RPORT/STRI	P	
Method - N/A	SAME AS ACC	C/INC					
Completeness - N/A Basic Weather - VMC	Destination		Α	lirport D	ata		
Wind Dir/Speed- 270/012 KTS	MORGAN, OR			Bunkay	Ident	- N/A	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Fligh	nt Plan - NONE			•	- DIRT	
Lowest Ceiling - NONE		ance - NONE				- DRY	
Obstructions to Vision- NONE	Type Apch/Lnc				• • • • • • • • • • • • • • • • • • • •		EGETATION
Precipitation - NONE	21. , ,	3					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 65		Certificate			O WAIVER	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev			t Time (H			
STUDENT] -	86		4 Hrs -	•
	Months Since -		/Model-	86		O Days-	
	Aircraft Type -	- N/A Insti	rument-	1	Last 9	O Days-	UNK/NR
Instrument Rating(s) - NONE							
-Narrative ING TAKEOFF FROM A SOFT ROUGH BARLEY FIELD	DIIDING A CDOSSWIND	THE DILAT PATATER	DEMATURE	IV THE	ATDODAET		
TLED BACK ONTO THE FIELD STRIKING THE NOSE					MINORALI		

File No. - 774 3/12/86 MORGAN, OR A/C Reg. No. N45174 Time (Lc1) - 1201 PDT

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

Finding(s)

- 1. TERRAIN CONDITION ROUGH/UNEVEN
- 2. TERRAIN CONDITION SOFT
- 3. TERRAIN CONDITION HIGH VEGETATION
- 4. WEATHER CONDITION CROSSWIND
- 5. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 6. LIFT-OFF PREMATURE PILOT IN COMMAND
- 7. LANDING GEAR, NOSE GEAR ASSEMBLY OVERLOAD

----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) 1,2,3,4,7

File No 753 4/26/86	DALLAS,OR A/C Re	g. No. N8312K	T	ime (Lc1) -	1300 PST	
Basic Information Type Operating Certificate-NONE (Injur	ies	
	SUBSTAN		Fatal	Serious	Minor	None
Type of Operation -PERSON		Crew	0	0	0	1
Flight Conducted Under -14 CFR		Pass	0	0	0	1
Accident Occurred During -LANDIN	IG 					
-Aircraft Information						
Make/Model - PIPER PA-28-161	Eng Make/Mode1 - LYC	OMING 0-320-D3G		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		S	tall Warnin	g System	- YES
Max Gross Wt - 2325	Engine Type - REC	IPROCATING-CARBURI	ETOR			
No. of Seats - 4	Rated Power -	160 HP				
-Environment/Operations Information-						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - FSS	Last Departure Point		ON AIR			
Method - TELEPHONE	SALEM, OR					
Completeness - FULL	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		CARD'S	AIRPARK		
Wind Dir/Speed- 220/010 KTS				Ident -	07	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		70
	T SCATTERED Type of Flight Plan -	NONE		Surface -		
	T OVERCAST Type of Clearance -			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg -		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0.00.000		
Precipitation - RAIN	,) P = 7, P = 1, Wg	1022 070.				
Condition of Light - DAYLIGH	IT					
Pilot-In-Command	Age - 35	Medical Certifica	te - VALID	MEDICAL-WA	IVERS/LIM	ΙΤ
<pre>Certificate(s)/Rating(s)</pre>		Fligh	nt Time (F	lours)	ŗ	
PRIVATE	Current - YES	Total -	136	Last 24	Hrs -	1
SE LAND	Months Since - 20	Make/Model-	15	Last 30	Days- UN	IK/NR
	Aircraft Type - UNK/NR		17	Last 90	Days-	2
Instrument Rating(s) - NONE						
-Narrative	DETERIORATING WEATHER. DIRECTIONA				LAND	
THE 70 FOOT WIDE, WET, GRASS AIRSTRI	P DURING GUSTY CROSSWINDS. THE AIR	CRAFT VEERED TO TI	HE SIDE OF	THE		

File No. - 753 4/26/86 DALLAS, OR A/C Reg. No. N8312K Time (Lc1) - 1300 PST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - WET 2. TERRAIN CONDITION - SOFT 3. WEATHER CONDITION - CROSSWIND 4. WEATHER CONDITION - GUSTS 5. WEATHER CONDITION - RAIN COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7 Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

Basic Information	NONE (OFNERAL	AVIATION) Aires	- C+ D			7 m. /		
Type Operating Certificate-	NUNE (GENERAL		aft Damage TANTIAL	9	Fatal	Serious	juries s Minor	n None
Type of Operation -	PERSONAL	Fire	IANITAL	Crew		Ser rous	s minor O	
Flight Conducted Under -		NONE		Pass	_	ő	0	
Accident Occurred During -		NONE		rass	J	Ū	U	3
·Aircraft Information								
Make/Model - CESSNA 310		Eng Make/Model -		L 0-470-B				ed - YES/YE
Landing Gear - TRICYCLE-RE	TRACTABLE	Number Engines -				itall Warr	ning Syste	em - YES
Max Gross Wt - 4600				ING-CARBUR	ETOR			
No. of Seats - 5		Rated Power -	240 HP					
Environment/Operations Inform	ation							
Weather Data		Itinerary				Proximity	/	
Wx Briefing - UNK/NR		Last Departure Poi	nt		ON AIR	STRIP		
Method - UNK/NR		HAYWOOD, CA						
Completeness - UNK/NR		Destination			Airport D			
Basic Weather - VMC		MCCALL, ID				RANCH	112114/21	_
Wind Dir/Speed- CALM	CH	ATC/Airspace				Ident	- UNK/NF	
Visibility - 50.0 Lowest Sky/Clouds - 0	CLEAR	Type of Flight Pla	a - NONE			Surface	- 2200,	/ 30
	IONE	Type of Clearance				Status		
Obstructions to Vision- N			- FULL S	TOD	Kullway	Jiaius	DKI	
	IONE	Type Apelly Ellag		JTIONARY LA	NULNG			
Condition of Light - D			, nconc	JI TOTAKT EA	101110			
-Personnel Information								
Pilot-In-Command		ge - 41		l Certifica				
Certificate(s)/Rating(s)	B	iennial Flight Review			ht Time (F			
PRIVATE		Current - YES		tal -			24 Hrs -	
SE LAND, ME LAND		Months Since - 12		ce/Mode1-	310		30 Days-	
		Aircraft Type - UNK/		strument- Iti-Eng -	18 309	Last	90 Days-	26
Instrument Rating(s) -	NONE							
Manage 1 1								
-Narrative	LITTONIADY I ANDT	NO DUE TO A STATES SUSS	TOTOAL DOG	ODIEM TUE	DUALUAY DAG	· ONLY CO	FFFT	
PILOT ELECTED TO MAKE A PRECA E AND THE AIRCRAFT STRUCK A DI N COLLASPED.							FEEI	

File No 7	48 5	5/23/86 	SKINNER	RANCH,OR	A/C Reg.	No. N2634C	Time (Lc1) - 1030 MDT
Occurrence #1 Phase of Operation		•	T/SYSTEM	FAILURE/MALFU	INCTION		
Finding(s) 1. UNDETERMINED -	-						
Occurrence #2 Phase of Operation			ED				
Finding(s) 2. UNSUITABLE TERR 3. PROPER ALIGNMEN	-						
Probable Cause							
The National Transpois/are finding(s) 1,		afety Boar	d determ	ines that the	Probable Cause	(s) of this acc	i dent

Type Operating Certificate-NONE (GENERA		t Damage		Injur		
Type of Operation -OTHER WORK U	SUBSTA SE Fire NONE	NTIAL Crew Pass	_	Serious O O	Minor O O	None 1 0
Accident Occurred During -APPROACH						
Aircraft Information	·					
Make/Model - BELLANCA 7-GCAA Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Model - Li Number Engines - 1			Installed/A tall Warnin		
Max Gross Wt - 1650	Engine Type - RE		_	tail wallin	g system	163
No. of Seats - 2		150 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		<u> </u>	ON AIR	PORT		
Method - N/A Completeness - N/A	SAME AS ACC/INC Destination		Airport D	-+-		
Basic Weather - VMC	LOCAL			ata R MUNICIPAL		
Wind Dir/Speed- 180/003 KTS	LOGAL				17	
Visibility - 12.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -	-	RF
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	- NONE				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 46	Medical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	_	tht Time (H			•
COMMERCIAL SE LAND,ME LAND	Current - YES Months Since - 23	Total -	3520	Last 24	Hrs -	2 k /ND
GLIDER	Aircraft Type - UNK/NI	Make/Model- R Instrument-	35	Last 90	Days UN Days-	40
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Multi-Eng -	20			
Instrument Rating(s) - NONE						
-narrative CRAFT WAS BEING REPOSITIONED ON AIRPORT FO	D OLIDED TOW TOW DODE WAS	ATTACHED AND DILO	CONCENTRA	TED LIC ATT	CALTION	

File No. - 712 4/19/86 CHESTER,SC A/C Reg. No. N9030L Time (Lc1) - 1730 EST

Occurrence DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. LEVEL OFF - NOT PERFORMED - PILOT IN COMMAND

2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND

----Probable Cause----

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

File No 746 5/03/86 WALTE	ERBORO,SC A/C Reg	. No. N1653S	Т	ime (Lc1) -	1330 EDT	
Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircraft	Damage		Injur	ies	
,, ,	SUBSTANT		Fata1	-	Minor	None
Type of Operation -AERIAL APPL1	ICATION Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - AYRES S-2D-600	Eng Make/Model - P&W			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnin	g System	- YES
Max Gross Wt - 6000	Engine Type - RECI		ETOR			
No. of Seats - 1	Rated Power - 6	00 HP				
Environment/Operations Information						
Weather Data	Itinerary	•	•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR	PORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	SAME AS ACC/INC			BORO MUNI	4=	
Wind Dir/Speed- 010/010 KTS Visibility - 20.0 SM	ATC/Airspace			Ident - Lth/Wid -		100
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		Surface -		100
Lowest Sky/Crouds - CLEAR Lowest Ceiling - NONE	Type of Clearance ~			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg -		Rullway	status -	DKI	
Precipitation - NONE	Type Apeny Endg	TORCED EARDING				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 64 M	ledical Certifica	+- VAL TD	MEDICALWA	TVEDC/LIM	T T
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H		IVERS/LIM	11
COMMERCIAL.CFI	Current - YES	Total -	10000	lac+ 24	Hrs - UN	V/ND
SE LAND.ME LAND	Months Since - 3	Make/Model-	50	1 ast 20		
JE EMND, ME EMND	Aircraft Type - UNK/NR		NK/NR	Last 30 Last 90	Days-	40
	an crare type only in	Multi-Eng -	6000	Rotorch	aft - UN	K/NR
		Marcr Eng	3000	NO COT OT	u, c 5,,	,
Instrument Rating(s) - AIRPLANE						
Narrative						
E ACFT WAS RETURNING TO ARPT FOR FUEL THEN	WAS TO RESUME FIGHTING A FORE	ST FIRE RY WATER	DISPERSAL	. THE ACET		
PERIENCED TOTAL FUEL EXHAUSTION ON SHORT F			DIST ENSAL	. THE AUT I		
	THE AND LONGE EARDED 300 II I	15 Oct 15 17 1 4				

File No 7	46 5/03/86	WALTERBORO,SC	A/C Reg. No. N1653S	Time (Lc1) - 1330 EDT
		PTAL) - NON-MECHANICAL PATTERN - FINAL APPROA		
Finding(s) 1. FUEL SYSTEM - E 2. IN-FLIGHT PLA	-	NADEQUATE - PILOT IN	COMMAND	·
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGE	NCY		
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transpo	rtation Safety Boa	ard determines that th	e Probable Cause(s) of this accid	ent

is/are finding(s) 2

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Make/Model - BURKHART GROB G-103A Eng Make/Model - N/A Landing Gear - UNK/NR Number Engines - N/A Max Gross Wt - 1279 Engine Type - N/A No. of Seats - 2 Rated Power - N/A	Airport OFF Airport CYPR Runw Runw Runw	ESS BAY ay Ident - ay Lth/Wid - ay Surface -	ng System	
Landing Gear - UNK/NR Max Gross Wt - 1279 No. of Seats - 2 Rated Power - N/A No. of Seats - 2 Rated Power - N/A -Environment/Operations Information Weather Data Wx Briefing - TV WX Method - TV/RADIO Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 100/010 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 25000 FT THIN BKN Lowest Sky/Clouds - 25000 FT THIN BKN Uses Type of Flight Plan - NONE Obstructions to Vision- NONE Type Apch/Lndg - UNK/NR Precipitation - NONE	Airport OFF Airport CYPR Runw Runw Runw	t Proximity AIRPORT/STRIF Data ESS BAY ay Ident ay Lth/Wid ay Surface	ng System 33 - 2900/ - N/A	- NO
Wx Briefing - TV WX Method - TV/RADIO SAME AS ACC/INC Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 100/010 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 25000 FT THIN BKN Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - UNK/NR Precipitation - NONE	OFF Airport CYPRI Runwa Runwa Runwa Runwa	AIRPORT/STRIF Data ESS BAY ay Ident ay Lth/Wid ay Surface	- 33 - 2900/ - N/A	40
Condition of Figure Parities			- N/Д	
Certificate(s)/Rating(s) Biennial Flight Review COMMERCIAL Current - YES Total Months Since - 21 Make/Mo GLIDER Aircraft Type - G-103 Instrum	tificate - VAL Flight Time - UNK/NR del- UNK/NR ent- UNK/NR ng - UNK/NR	(Hours) Last 24 Last 30 Last 90	D WAIVERS, 4 Hrs - Ui 0 Days- Ui 0 Days- Ui raft - Ui	NK/NR NK/NR NK/NR

File No 6	6/26/86	LITTLE RIVER,SC	A/C Reg. No. N302BG	Time (Lcl) - 1625 EDT
Occurrence #1 Phase of Operation				
	I - NOT PERFORMED - SE OF PROCEDURE,DI\ OW EQUIPMENT - DIS	/ERTED ATTENTION - PILO [.] SCONNECTED COMMAND		
Occurrence #2 Phase of Operation				
Finding(s) 6. OBJECT - TREE(S				
Occurrence #3 Phase of Operation				
Finding(s) 7. TERRAIN CONDIT				
Probable Cause-			·	
The National Transports (s) 2		ard determines that the	Probable Cause(s) of this acci	dent
Factor(s) relating	to this accident is	s/are finding(s) 1,5		

File No 619 4/13/86 WALL,S	D A,	/C Reg. No. N4	1479W	T	ime (Lc1)	- 1325 MST	
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91		-	Crew Pass	Fatal 0 0	Inju Serious O		None O 1
Accident Occurred During -LANDING	1101	1 2	, 455	Ū	Ū	•	•
Aircraft Information Make/Model - BEECH A-36 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3600 No. of Seats - 6	Eng Make/Model - Number Engines - Engine Type - Rated Power -				Installed/ tall Warni		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - PARTIAL, LMTD BY PILOT Basic Weather - IMC Wind Dir/Speed- 360/015 KTS Visibility500 SM Lowest Sky/Clouds - Lowest Ceiling - 200 FT OVERC Obstructions to Vision- UNK/NR Precipitation - SNOW Condition of Light - DAYLIGHT	Itinerary Last Departure Po GREGORY,SD Destination RAPID CITY,SD ATC/Airspace Type of Flight Po	lan - NONE e - NONE	Α	irport D WALL M Runway Runway Runway	Data DUNICIPAL Ident Lth/Wid Surface		RF
	Age - 43 Biennial Flight Review Current - YES Months Since - 15 Aircraft Type - A36	S Total Make/	Certificate Flight I /Model- UNK rument-	Time (F 468 /NR		4 Hrs - O Days- UN	2
Instrument Rating(s) - NONE							

File No. - 619 4/13/86 WALL.SD A/C Reg. No. N4479W Time (Lc1) - 1325 MST

----Probable Cause----

is/are finding(s) 2

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s) 1. WEATHER CONDITION - SNOW

- 2. VFR FLIGHT INTO IMC CONTINUED PILOT IN COMMAND
- 3. REMEDIAL ACTION NOT POSSIBLE PILOT IN COMMAND

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

Finding(s)

- 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION SNOW COVERED
- 5. WEATHER CONDITION CROSSWIND

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

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

File No 716 5/02/86 BRITT	ON,SD A/C	Reg. No. N92283	T	ime (Lc1) -	1245 CDT	
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		ft Damage ANTIAL Crew Pass		Injur Serious O O		None O O
Aircraft Information Make/Model - PIPER J-3 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 2	Number Engines -	ONTINENTAL A-65-8 1 ECIPROCATING-CARBUR 65 HP	5	Installed/A		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 120/010 KTS Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poin SAME AS ACC/INC Destination SISSETON,SD ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	ON AIR Airport D BRITTO Runway Runway Runway	Data DN MUNICIPAL / Ident - / Lth/Wid - / Surface -	- 13 - 3200/	50
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 30 Biennial Flight Review Current - YES Months Since - 8 Aircraft Type - J-3	Total - Make/Model-	ht Time (F 205 70	lours) Last 24 Last 30	1 Hrs - Days- UN	3
Instrument Rating(s) - NONE						
Narrative E ACFT WAS OBSERVED TO CLIMB TO APPRX 100 F D LOST TOTAL PWR. THE OWNER OF THE AIRCRAFT IDENCE TO EXPLAIN THE REPORTED LOSS OF PWR.	SAID THAT EXAMINATION OF				·	

File No 7	16 5/02/86 BRITTON,SD	A/C Reg. No. N92283	Time (Lc1) - 1245 CDT
	LOSS OF POWER(TOTAL) - NON-MECHANICAL TAKEOFF - INITIAL CLIMB		
Finding(s) 1. UNDETERMINED		<u> </u>	
	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	HARD LANDING LANDING		
Probable Cause			

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

Injuries Serious Minor None O 1 0 O 0 1 T Installed/Activated - UNK/f Stall Warning System - YES T Proximity AIRPORT/STRIP
O O 1 T Installed/Activated - UNK/N Stall Warning System - YES T Proximity AIRPORT/STRIP
T Installed/Activated - UNK/N Stall Warning System - YES
Stall Warning System - YES
Stall Warning System - YES
Stall Warning System - YES
rt Proximity AIRPORT/STRIP
AIRPORT/STRIP
AIRPORT/STRIP
AIRPORT/STRIP
AIRPORT/STRIP
, -
t Data
t Data
wav Ident - N/A
way Ident - N/A way Lth/Wid - N/A
way Linywid - N/A way Surface - GRAVEL
way Status - DRY
way Status Ditt
LID MEDICAL-NO WAIVERS/LIMIT
(Hours)
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NK
Last 90 Days- 8
Rotorcraft - UNK/NR
ا د

File No. - 723 5/17/86 PIERRE.SD A/C Reg. No. N3559E Time (Lc1) - 1620 CDT LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION AIRCRAFT SERVICE - NOT PERFORMED - PILOT IN COMMAND 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT IN COMMAND 5. 6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 7. TERRAIN CONDITION - NONE SUITABLE 8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #4 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 9. TERRAIN CONDITION - DITCH Occurrence #5 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 1,2,3,4,8$ Factor(s) relating to this accident is/are finding(s) 5,6,7,9

	NGTON, SD A/C R	eg. No. N751Y		Time (Lcl) -	1935 CD	T
-Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircraf	t Damage		Injur	ies	
3 • • • • • • • • • • • • • • • • • • •	SUBSTA		Fatal	•	Minor	None
Type of Operation -AERIAL APPLI	CATION Fire	Cı	rew O	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pa	ass O	0	0	0
Accident Occurred During -MANEUVERING						
-Aircraft Information						
Make/Model - GRUMMAN G-164	Eng Make/Model - JA			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			Stall Warnir	ng System	- YES
Max Gross Wt - 3250	Engine Type - RE		ED			
No. of Seats - 1	Rated Power -	300 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Point		OFF A	IRPORT/STRIF)	
Method - TELEPHONE	wessington, sd					
Completeness - FULL	Destination		Airport	Data		
Basic Weather - VMC	LOCAL		_			
Wind Dir/Speed- 340/008 KTS	170/1/2000				N/A	
Visibility - 7.0 SM	ATC/Airspace	NOUE		y Lth/Wid -		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan			y Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance		Runwa	y Status -	N/A	
Precipitation - NONE	Type Apch/Lndg	- NUNE				
Condition of Light - DAYLIGHT						
-Personnel Information	A	M				/
Pilot-In-Command Certificate(s)/Rating(s)	Age - 44 Biennial Flight Review	Medical Certif	light Time (MAIVERS	LIMII
COMMERCIAL.CFI	Current - YES	Total		Last 24	Hrs -	3
SE LAND, ME LAND	Months Since - 3	Make/Model			Davs- U	_
5	Aircraft Type - C-172	Instrument		Last 90		135
		Multi-Eng				
Instrument Rating(s) - AIRPLANE						
Nametto						
-Narrative	CHATH BUN THE AGET HE HAG	DILOTINO PROCES	NTERER A ROLL	NDD 4 FT		
ORDING TO THE PLT, DURING MANEUVERING ON A		PILOTING ENCOU	NIERED A DOW	NURAFT,		
CING THE ACFT DOWN UNTIL CONTACT WITH THE	GRUUND.					

File No 668	6/11/86	WESSINGTON, SD	A/C Reg. No. N751Y	Time (Lc1) - 1935 CDT
Occurrence #1 Phase of Operation				
Finding(s) 1. WEATHER CONDITION 2. PROPER ALTITUDE		D - PILOT IN COMMAND		
Occurrence #2 Phase of Operation				
Finding(s) 3. TERRAIN CONDITION	- ROUGH/UNEVEN			
Probable Cause				·
The National Inapenent	ation Safaty Ros	nd dotenmines that the	a Probable Cause(s) of this accid	ant

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-AGRICULTURA 		t Damage		Injur		
Type of Operation -AERIAL APPL Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING	SUBSTA ICATION Fire NONE	NTIAL Crew Pass	Fatal 1 0	Serious O O	Minor O O	None 0 0
-Aircraft Information Make/Model - PIPER PA-25 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2300 No. of Seats - 1	Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power -	CIPROCATING-CARBURE	:	Installed/A Stall Warnir		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 090/010 KTS Visibility - 25.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK	Itinerary G Last Departure Point BADGER,SD Destination BADGER,SD ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	OFF A Airport CHRIS Runwa Runwa Runwa	TENSEN AIRST y Ident - y Lth/Wid - y Surface -	RIP N/A 2640/	30 RF
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 46 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Total - Make/Model- U	nt Time (1 6125 NK/NR NK/NR	Hours) Last 24 Last 30 Last 90	Hrs - UN Days- UN	K/NR K/NR 25

File No. - 726 6/16/86 BADGER, SD A/C Reg. No. N6120Z Time (Lcl) - 2130 CDT LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FUEL SYSTEM, STRAINER - CONTAMINATION 2. FUEL SYSTEM, SCREEN - CONTAMINATION 3. FUEL SYSTEM, CARBURETOR - CONTAMINATION Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - CROP 5. TERRAIN CONDITION - SOFT 6. TERRAIN CONDITION - WET ----Probable Cause----

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

File No 660 6/27/86 KIM	BALL, SD A/C	Reg. No. N2	507J	Т.	ime (Lcl)	- 0630 C	DT
Basic Information Type Operating Certificate-AGRICULTUR		aft Damage		Fatal		ırtes Minor	None
Type of Operation -AERIAL APP Flight Conducted Under -14 CFR 137 Accident Occurred During -DESCENT	ICATION Fire	-	Crew Pass	0 0	0 0	0	1 0
-Aircraft Information Make/Model - CESSNA T188 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4400 No. of Seats - 1	Eng Make/Model - Number Engines - Engine Type - Rated Power -	1			Installed/ tall Warni		ed - NO -N, m - YES
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFI Method - N/A Completeness - N/A	Itinerary NG Last Departure Poi PLANKINTON,SD Destination	nt			Proximity RPORT/STRI	P	
Basic Weather - VMC Wind Dir/Speed- 045/005 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	LOCAL ATC/Airspace Type of Flight Pla Type of Clearance Type Apch/Lndg	- NONE	·	Runway Runway Runway		- N/A	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 33 Biennial Flight Review Current - YES Months Since - 7 Aircraft Type - PA-4	Total Make/ 14 Instr	Flight - (t Time (Ho 3220 2800 70	ours) Last 2 Last 3	24 Hrs -	UNK/NR
Instrument Rating(s) - AIRPLANE							
Narrative CORDING TO THE PLT, THE ACFT HE WAS PILOT NEUVER AND STALLED. THE PLT INDICATED THA BSTANTIALLY DAMAGED.							

File No 6	60 6/27/86 KIMBALL,SD	A/C Reg. No. N2507J	Time (Lc1) - 0630 CDT
	IN FLIGHT ENCOUNTER WITH WEATHER MANEUVERING - AERIAL APPLICATION		
	ON - UNFAVORABLE WIND R WIND CONDITIONS - INADEQUATE - PIL	OT IN COMMAND	
	LOSS OF CONTROL - IN FLIGHT DESCENT - UNCONTROLLED		
Finding(s) 3. STALL - INADVER	TENT - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Finding(s) 4. TERRAIN CONDITI 5. LANDING GEAR,MA	· · · · · · · · · · · · · · · · · · ·		
Probable Cause			

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

File No 697 2/25/86 D	YERSBURG, TN	A/C Reg. No. N	93472	Time (Lc1) -	1008 CST	-
Basic Information						
Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage		Injur		
		DESTROYED	Fatal		Minor	None
Type of Operation -INSTRUCT	=	Fire	Crew O	1	0	0
Flight Conducted Under -14 CFR 9 Accident Occurred During -DESCENT	1	ON GROUND	Pass 0	0	0	0
Aircraft Information						
Make/Model - CESSNA 152	Eng Make/Mo	del - LYCOMING O-	235-L2C ELT	Installed/A	ctivated	- YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engi	nes - 1		Stall Warnir	ng System	- YES
Max Gross Wt - 1670	Engine Type	- RECIPROCATI	NG-CARBURETOR			
No. of Seats - 2	Rated Power	- 110 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departu	re Point	OFF A	IRPORT/STRIF	•	
Method - TELEPHONE	BOLIVAR, TN					
Completeness - FULL	Destination		Airport	Data		
Basic Weather - VMC	DYERSBURG,	TN				
Wind Dir/Speed- 050/006 KTS			Runwa	ay Ident -	· N/A	
Visibility - 7.0 SM	ATC/Airspace		Runwa	ay Lth/Wid -	- N/A	
Lowest Sky/Clouds - 3000 FT	SCATTERED Type of Flig	ht Plan - VFR	Runwa	ay Surface -	· N/A	
Lowest Ceiling -	Type of Clea	rance - NONE	Runwa	ay Status -	- N/A	
Obstructions to Vision- NONE	Type Apch/Ln	dg - NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 25		Certificate - VALI) WAIVERS/	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re	view	Flight Time (
STUDENT	Current		1 - 104		Hrs - UN	
	Months Since		/Mode1- 104	Last 30	Days- UN	NK/NR
	Aircraft Type		rument- 2	Last 90		
		Mu1t	i-Eng - UNK/NR	Rotorc	raft - UN	NK/NR
Instrument Rating(s) - NONE						
No. a. M.						
Narrative						
E ACFT COLLIDED WITH TREES ON THE EDGE						
T ON HIS FIRST SOLO X-COUNTRY BECAME LO						
WAS NOT THREATENING AND HE WAS IN RADI						
			DIT FALLED IN SHIT	ı.⊳ ıhı Swi	CICHES	
OUGHT THAT THE LANDING WAS THE RESULT O FUEL AFTER THE ACC AND THE ACFT BURNED		ENT. THE STODENT	FET TATELD TO SHOT	1 OI 1112 3W.	. 101123	

File No. - 697 2/25/86 DYERSBURG. TN A/C Reg. No. N93472 Time (Lc1) - 1008 CST Occurrence #1 MISCELLANEOUS/OTHER Phase of Operation CRUISE - NORMAL Finding(s) 1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND 2. PROPER ASSISTANCE - DISREGARDED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND 4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 5. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND 6. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 7. OBJECT - TREE(S) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

 $is/are\ finding(s)\ 1,2,3,4,5,6,8$

File No 696 3/12/86 MEMPH	IS,TN	A/C Reg	. No. N877AA		Time (Lc1) -	- 0717 CST	
Basic Information Type Operating Certificate-AIR CARRIER Name of Carrier -AMERICAN AIR Type of Operation -SCHEDULED,DO Flight Conducted Under -14 CFR 121 Accident Occurred During -CLIMB	LINES, INC.	Aircraft [NONE Fire NONE	С	Fatal rew O ass O	Injur Serious O 1	ries Minor O 1	None 7 61
Aircraft Information Make/Model - BOEING 727-223 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 142000 No. of Seats - 150	Eng Make/N Number Eng Engine Typ Rated Powe	e - TURBO	-		Installed/A Stall Warnir		
Environment/Operations Information Weather Data Wx Briefing - PATWAS Method - TELETYPE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		TN TN ght Plan - earance -		ON AI Airport MEMPH Runwa Runwa Runwa Runwa	IS y Ident - y Lth/Wid - y Surface -		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND Instrument Rating(s) - AIRPLANE	Age - 53 Biennial Flight F Current Months Since Aircraft Type	Review - UNK/NR - 3		light Time (- 11670 - 5450 - UNK/NR	Hours) Last 24 Last 30 Last 90	4 Hrs - D Days- UN	8 K/NR 117
-Narrative RICAN AIRLINES FLIGHT 502 EXPERIENCED A FI MBING THROUGH 6000 FEET. THE PILOT DECLARE OT ORDERED A PASSENGER EMERGENCY EVACUATIO ERIAL WAS PUNCTURED. THE EXAMINATION OF TH EXAMINATION OF THE FIRE WARNING SYSTEM DI INJURED PASSENGER RESULTED FROM JUMPING O	D AN EMERGENCY AND N. DURING THE EVAC E MATERIAL DISCLOS SCLOSED THAT A DUC	O RETURNED TO CUATION THE SED THAT THE CT IN THE SY	O MEMPHIS. FO REAR SLIDE DE PUNCTURE WAS STEM HAD FAIL	DLLOWING THE FLATED AFTER THE RESULT ED. THE INJU	LANDING THE THE SLIDE OF A SHOE HE		

File No. - 696 3/12/86 MEMPHIS, TN A/C Reg. No. N877AA Time (Lc1) - 0717 CST

Occurrence

MISCELLANEOUS/OTHER

Phase of Operation

CLIMB

Finding(s)

- 1. FIRE WARNING SYSTEM, POWERPLANT FAILURE, TOTAL
- 2. MISC EQPT/FURNISHINGS, SLIDES FAILURE, TOTAL
- 3. MISC EQPT/FURNISHINGS, SLIDES OVERLOAD
- 4. EMERGENCY PROCEDURE MISJUDGED PASSENGER

----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-NONE (GENER	•	•		Injur		
Time of Openation DEDCOMAL	DESTROY Fire	ED Crew	Fatal 2	Serious O	Minor O	None 0
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	NONE	Pass	_	0	0	0
Accident Occurred During -DESCENT	NONE	rass	Ū	O	Ū	V
-Aircraft Information						
Make/Model - ROBINSON R-22	Eng Make/Mode1 - LYC	DMING 0-320-A2C		Installed/A		
Landing Gear - SKID	Number Engines - 1			tall Warnir	ng System	- YES
Max Gross Wt - 1370	Engine Type - REC		ETUR			
No. of Seats - 2	Rated Power -	150 HP 				
-Environment/Operations Information	Talmaman		A	Dmmdm.d.b		
Weather Data Wx Briefing - NO RECORD OF BRIEFIN	Itinerary G Last Departure Point			Proximity RPORT/STRIF	,	
Method - N/A	MEMPHIS,TN	•	OFF AI	KPUKI/SIKIP		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		Amport			
Wind Dir/Speed- 230/008 KTS	LOGAL		Runway	Ident -	- N/A	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance -	NONE			- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE	•			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						_
Pilot-In-Command		Medical Certifica) WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			_
COMMERCIAL	Current - YES Months Since - 5	Total -	2370	Last 24 Last 30	Hrs -	2
SE LAND, ME LAND	Months Since - 5	Make/Model-				
HELICOPTER	Aircraft Type - UNK/NR	Instrument- Multi-Eng ~	292	Last 90 Rotorcr	Days-	65 306
		Muiti-Eng -	5	KOTOPE	art -	306
Instrument Rating(s) - AIRPLANE						
LE MANEUVERING OVER AN OPEN FIELD, THE HE	LICOPTER MAIN ROTOR BLADES CA	ME IN CONTACT WIT	H THE TAIL	BOOM AND TH	1E	
FRAME SEPARATED IN FLIGHT. THE COMMERCIAL	PILOT WAS SEATED IN THE LEFT	SEAT, STUDENT IN	THE RIGHT	. FUEL QUAN	NTITY	

3/22/86 File No. - 730 Time (Lc1) - UNK/NR MEMPHIS.TN A/C Reg. No. N9069S Occurrence #1 PROPELLER/ROTOR CONTACT Phase of Operation MANEUVERING Finding(s) 1. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 4. TERRAIN CONDITION - GROUND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3 Factor(s) relating to this accident is/are finding(s) 1,2

File No 769 1/23/86 MCALL	EN,TX A/C Reg	. No. N20889	Ti	me (Lc1) -	1700 CST	
Basic Information Type Operating Certificate-NONE (GENERA				Injur		
	SUBSTANT	IAL	Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 172M	Eng Make/Model - CONT	INENTAL 0-320-EZD		nstalled/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			all Warnin	g System	- YES
Max Gross Wt - 2200	<u> </u>	PROCATING-CARBURET	OR			
No. of Seats - 4	Rated Power - 1	45 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport P	roximity		
Wx Briefing - FSS	Last Departure Point		•	PORT/STŔIP		
Method - ACFT RADIO	RANCHO TANCASIV,TX			•		
Completeness - WEATHER NOT PERTINENT	Destination	Δ	irport Da	ıta		
Basic Weather - VMC	SAME AS ACC/INC		MILLER	INTERNATIO	NAL ARPT	
Wind Dir/Speed- 090/009 KTS			Runway	Ident -	13	
Visibility - UNK/NR	ATC/Airspace		Runway	Lth/Wid -	7103/	150
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan -	VFR		Surface -		
Lowest Ceiling - UNK/NR	Type of Clearance -	VFR	Runwav	Status -	N/A	
Obstructions to Vision- NONE		TRAFFIC PATTERN				
Precipitation - NONE	, , , , , , , , , , , , , , , , , , ,	FORCED LANDING				
Condition of Light - DUSK						
Personnel Information						
Pilot-In-Command	Age - 26 M	edical Certificate	- VALID	MEDICAL-NO	WAIVERS	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight	Time (Ho			
PRIVATE	Current - UNK/NR	Total - 1			Hrs - UN	IK/NR
SE LAND	Months Since - UNK/NR	Make/Model-		Last 30		
	Aircraft Type - UNK/NR		24		Days- UN	
Instrument Rating(s) - NONE						
Narrative						
E ACFT CRASHED INTO TWO TREES DURING A FORCE	ED LANDING AFTED THE ENGLIGET	DWD THE DIT WAS	THE DE	000000 00 1	NDC	
AN ARPT WHEN THE CONTROLLER ASKED HIM TO N						
THE PLT TURNED RT FOR A NEW BASE LEG THE E						
ERGENCY PRIORITY LNDG. THE PLT WAS UNABLE T						
	O KESTAKI INE ENG AND LINDED I	IN A WUUDED AKEA. I	HE CKASH		FTC	
EL LINES BUT THE INVESTIGATION REVEALED NO	EVIDENCE DE EUEL COTILIACE DO	CHEL THE ANY OF THE	ACET TAN	II/C		

Reg. No. N20889 Time (Lc1) - 1700 CST File No. - 769 1/23/86 MCALLEN.TX A/C Reg. No. N20889 Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 4. REFUELING - NOT PERFORMED - PILOT IN COMMAND 5. PROCEDURES/DIRECTIVES - NOT UNDERSTOOD - PILOT IN COMMAND 6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND 7. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 8. OBJECT - TREE(S) ----Probable Cause----

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

File No 770 3/11/86 0Z0M	NA,TX A/C Re	g. No. N6479Y	Т	ime (Lc1) -	1410 CS	Τ
Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION) Aircraft SUBSTAN		Fatal	Injur Serious	ies Minor	None
Type of Operation -FERRY	Fire	Crew		0	1	O
Flight Conducted Under -14 CFR 91	NONE	Pass		0	0	0
Accident Occurred During -LANDING	HOINE	rass				
Aircraft Information						
Make/Model - CESSNA T210	Eng Make/Model - CON	TINENTAL TSIO-520	ELT	Installed/A	ctivated	I - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		S	tall Warnin	g Systen	- YES
Max Gross Wt - 3400	Engine Type - REC	IP-FUEL INJECTED				
No. of Seats - 6	Rated Power -	300 HP				
Environment/Operations Information						
Weather Data	Itinerary	1 -	Airport	Proximity		
Wx Briefing - UNK/NR	Last Departure Point			RPORT/STRIP		
Method - UNK/NR	DEL RIO,TX		J	,		
Completeness - UNK/NR	Destination		Airport Da	ata		
Basic Weather - VMC	MIDLAND, TX		OZONA			
Wind Dir/Speed- UNK/NR	MIDEMID, IX			Ident -	N/A	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE	•	Surface -	•	
Lowest Sky/Crodds CLEAR Lowest Ceiling - NONE	Type of Clearance -			Status -		
Obstructions to Vision- NONE	Type of Crearance -		Runway	Status -	IN/ A	
	Type Apch/ Lndg -	FURCED LANDING				
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information					****	
Pilot-In-Command		Medical Certifica			IAFK2/ LI	MI I
Certificate(s)/Rating(s)	Biennial Flight Review	•	ht Time (H	•		IAUZ /AUD
COMMERCIAL, CFI	Current - YES	Total -		Last 24		
SE LAND	Months Since - 7 Aircraft Type - UNK/NR	Make/Mode1-	6	Last 30	Days- L	JNK/NR
	Aircraft Type - UNK/NR	Instrument-	69	Last 90	Days-	1 /
Instrument Rating(s) - AIRPLANE						
Narrative THE ACFT WAS DAMAGED IN AN OFF-ARPT LNDG AFT ACFT WHICH WAS BEING FERRIED TO ITS OWNER AF VIBRATED SO THAT THE PLT THOUGHT HE WAS IN T BLACKTOP ROAD BUT ENDED UP OFF THE ROAD IN F	FTER AN ENG CHANGE. THE PLT WA FURBULENCE FOR A SHORT TIME BE	S UNABLE TO RESTA	RT THE ENG	WHICH HAD		

File No 7	770 3/11/86	OZONA,TX	A/C Reg. No.	N6479Y	Time (Lc1) - 1410 CST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTA CRUISE - NORMAL	L) - MECH FAILUR	E/MALFUNCTION		
Finding(s) 1. UNDETERMINED					
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENC	Υ			
	IN FLIGHT COLLISIO LANDING - FLARE/TO				

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

Type Operating Certificate-ON-DEMAND AIR TAXI Aircraft Damage Type of Operation - PERSONAL Fire Crew 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	File No 652 3/30/86 DE	RIO,TX A/C Re	g. No. N8423E	. Т	ime (Lc1) -	1454 CS	Т
Type of Operation	Basic Information Type Operating Certificate-ON-DEMAND			F-1-7	•		Nau-
Filight Conducted Under	T 5 011 DEDCOM4				_		
Make/Model - CESSNA 172N	Flight Conducted Under -14 CFR 91	NONE			_	-	
Make/Model - CESSNA 172N	Aircraft Information						
Landing Gear - TRICYCLE-FIXED Number Engines 7 = 1 Stall Warning System - YES Max Gross Wt - 2 150 Engine Type - RECIP-FUEL INJECTED No. of Seats - 4 Rated Power - 160 HP -Environment/Operations Information		Eng Make/Model - LYC	OMING IO-320-H2AD	ELT	Installed/A	ctivated	- YES/YE
No. of Seats - 4 Rated Power - 160 HP Environment/Operations Information weather Data Washier Data Washier Data Washier One of Algorithm and the complete of the compl	·				tall Warnir	ng System	- YES
-Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- 130/007 KTS Runway Ident - N/A Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Runway Status - N/A Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Runway Status - N/A Destination - NONE Type Apch/Lndg - NONE Precipitation - NONE Type Apch/Lndg - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 30 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Current - YES Total - 1505 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 4 Make/Model- 14 Last 30 Days- UNK/NR Aircraft Type - C-172 Instrument UNK/NR Last 90 Days- UNK/NR Aircraft Type - C-172 Instrument UNK/NR Last 90 Days- UNK/NR Aircraft Type - C-172 Instrument UNK/NR Last 90 Days- UNK/NR AIRCRAFT WAS DOING AEROBATIC MANEUVERS IN THE CESSNA 172 AIRPLANE WITH THREE PASSENGERS AND A HEAVY LOAD OF FUEL ARD - THE MANEUVERS CONSISTED OF BUZZING BOATS ON THE LAKE AT VERY LOW ALTITUDE, AT LEAST ONE COMPLETE AILERON L, SEVERAL VERY ABRUPT PULL-UPS, SEVERAL VERY ABRUPT LEVEL-OFFS AT VERY LOW ALTITUDE, AND SEVERAL HAMMERHEAD ET URNS. THE LAST MANEUVER, SEVERAL VERY ABRUPT LEVEL-OFFS AT VERY LOW ALTITUDE, AND SEVERAL HAMMERHEAD ET URNS. THE LAST MANEUVER, WHICH TERMINATED WITH THE ACCIDENT, WAS A STEEP PULLUP AND CLIMB FOLLOWED BY AMMERHEAD TURN AND A DELAYED PULLUUT AT THE BOTTOM WHICH RESULTED IN IMPACT WITH THE TERRAIN. THE AIRCRAFT OPERATING IN THE JUILITY CATAGORY OF AIRWORTHINESS ON THE ACCIDENT FLIGHT. FOR THIS CATAGORY, AT THE TIME OF ACCIDENT THE AIRCRAFT WAS 323 POUNDS OVER IT'S MAXIMUM ALLOWABLE GROSS WEIGHT AND 3.1 INCHES BEYOND IT'S	Max Gross Wt - 2150	Engine Type - REC	IP-FUEL INJECTED				
Westher Data W. Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 130/007 KTS Wind Dir/Speed - 130/007 KTS Wind Dir/Speed - 300 FSCATTERED Type of Flight Plan - NONE Clowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND Months Since - 4 Make/Model - 14 Marcy Ident - N/A Runway Ident - N/A Runway Status - N/A Runway Status - N/A Monway Ident - N/A M	No. of Seats - 4	Rated Power -	160 HP				
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A DEL RIO.TX Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed - 130/007 KTS Runway Ident - N/A Visibility - 7.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Destructions to Vision- NONE Type of Clearance - NONE Runway Status - N/A Destructions to Vision- NONE Type Apch/Lndg - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Runway Status - N/A Destruction of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 30 Medical Certificate - EXPIRED Flight Time (Hours) COMMERCIAL Current - YES Total - 1505 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 4 Make/Model - 14 Last 30 Days- UNK/NR Aircraft Type - C-172 Instrument- UNK/NR Last 90 Days- UNK/NR Aircraft Type - C-172 Instrument- UNK/NR Last 90 Days- UNK/NR Multi-Eng - 1420 Rotorcraft - UNK/NR Multi-Eng - 1420 Rotorcraft - UNK/NR Multi-Eng - 1420 Rotorcraft - UNK/NR Last 90 Days- UNK/NR Multi-Eng - 1420 Rotorcraft - UNK/NR Rot	Environment/Operations Information						
Method - N/A DEL RIO,TX Completeness - N/A Destination Airport Data Basic Weather - VMC LUCCAL Wind Dir/Speed- 130/007 KTS Visibility - 7.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Surface - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 30 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1505 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 4 Make/Model- 14 Last 30 Days- UNK/NR Aircraft Type - C-172 Instrument UNK/NR Last 90 Days- UNK/NR Months Since - 4 Make/Model- 14 Last 90 Days- UNK/NR Multi-Eng - 1420 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE -Narrative PILOT WAS DOING AEROBATIC MANEUVERS IN THE CESSNA 172 AIRPLANE WITH THREE PASSENGERS AND A HEAVY LOAD OF FUEL ARD. THE MANEUVERS CONSISTED OF BUZZING BOATS ON THE LAKE AT VERY LOW ALTITUDE, AND SEVERAL HAMMERHEAD L, SEVERAL VERY ABRUPT PULL-UPS, SEVERAL VERY ABRUPT LEVEL-OFFS AT VERY LOW ALTITUDE, AND SEVERAL HAMMERHEAD E TURNS. THE LAST MANEUVER, WHICH TERMINATED WITH THE ACCIDENT WAS A STEEP PULLUP AND CLIMB FOLLOWED BY AMMERHEAD TURN AND A DELAYED PULLOUT AT THE BOTTOM WHICH RESULTED IN IMPACT WITH THE TERRAIN. THE AIRCRAFT OPERATING IN THE UTILITY CATAGORY OF AIRWORTHINESS ON THE ACCIDENT FLIGHT. FOR THIS CATAGORY, AT THE TIME OF ACCIDENT THE AIRCRAFT WAS 323 POUNDS OVER IT'S MAXIMUM ALLOWABLE GROSS WEIGHT AND 3.1 INCHES BEYOND IT'S							
Completeness - N/A				OFF AI	RPORT/STRIF	•	
Basic Weather - VMC Uind Dir/Speed- 130/007 KTS Runway Ident - N/A Visibility - 7.0 SM ATC/Airspace Runway Ident - N/A Runway Ident - N/A Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 30 Medical Certificate - EXPIRED Flight Time (Hours) CondMERCIAL Current - YES Total - 1505 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 4 Make/Model - 14 Last 30 Days - UNK/NR Aircraft Type - C-172 Instrument UNK/NR Last 90 Days - UNK/NR Multi-Eng - 1420 Rotorcaft - UNK/NR Instrument Rating(s) - AIRPLANE -Narrative PILOT WAS DOING AEROBATIC MANEUVERS IN THE CESSNA 172 AIRPLANE WITH THREE PASSENGERS AND A HEAVY LOAD OF FUEL ARD. THE MANEUVERS CONSISTED OF BUZZING BOATS ON THE LAKE AT VERY LOW ALTITUDE, AT LEAST ONE COMPLETE AILERON L, SEVERAL VERY ABRUPT LEVEL-OFFS AT VERY LOW ALTITUDE, AND SEVERAL HAMMERHEAD ETURNS IN THE CASTON WHICH RESULTED IN IMPACT WITH THE TERRAIN. THE AIRCRAFT OPERATING IN THE UTILITY CATAGORY OF AIRWORTHINESS ON THE ACCIDENT FLIGHT. FOR THIS CATAGORY, AT THE TIME OF ACCIDENT THE AIRCRAFT GORDATION AND 3.1 INCHES BEYOND IT'S					_		
Wind Dir/Speed- 130/007 KTS Visibility - 7.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Dostructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 30 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) CUMMERCIAL Current - YES Total - 1505 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 4 Make/Model - 14 Last 30 Days- UNK/NR Aircraft Type - C-172 Instrument- UNK/NR Last 90 Days- UNK/NR Multi-Eng - 1420 Rotocraft - UNK/NR Instrument Rating(s) - AIRPLANE -Narrative PILOT WAS DOING AEROBATIC MANEUVERS IN THE CESSNA 172 AIRPLANE WITH THREE PASSENGERS AND A HEAVY LOAD OF FUEL ARD. THE MANEUVERS CONSISTED OF BUZZING BOATS ON THE LAKE AT VERY LOW ALTITUDE, AT LEAST ONE COMPLETE AILERON L, SEVERAL VERY ABRUPT PULL-UPS, SEVERAL VERY ABRUPT LEVEL-OFFS AT VERY LOW ALTITUDE, AND SEVERAL HAMMERHEAD E TURNS. THE LAST MANEUVERS, WHICH TERMINANTED WITH THE ACCIDENT, WAS A STEEP PULLUP AND CLIMB FOLLOWED BY AMMERHEAD TURN AND A DELAYED PULLOUT AT THE BOTTOM WHICH RESULTED IN IMPACT WITH THE TERRAIN. THE AIRCRAFT OPERATING IN THE UTILITY CATAGORY OF AIRWORTHINESS ON THE ACCIDENT, HIS CATAGORY, AT THE TIME OF ACCIDENT THE AIRCRAFT WAS 323 POUNDS OVER IT'S MAXIMUM ALLOWABLE GROSS WEIGHT AND 3.1 INCHES BEYOND IT'S	·			Airport D	ata		
Visibility - 7.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT		LUCAL		5	T -1 1		
Lowest Ský/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT	· · · · · · · · · · · · · · · · · · ·	ATO / A d w = = = =					
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			NONE				
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 30 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1505 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 4 Make/Model - 14 Last 30 Days- UNK/NR Aircraft Type - C-172 Instrument- UNK/NR Last 90 Days- UNK/NR Multi-Eng - 1420 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE -Narrative PILOT WAS DOING AEROBATIC MANEUVERS IN THE CESSNA 172 AIRPLANE WITH THREE PASSENGERS AND A HEAVY LOAD OF FUEL ARD. THE MANEUVERS CONSISTED OF BUZZING BOATS ON THE LAKE AT VERY LOW ALTITUDE, AND SEVERAL HAMMERHEAD E TURNS. THE LAST MANEUVER, WHICH TERMINATED WITH THE ACCIDENT, WAS A STEEP PULLUP AND CLIMB FOLLOWED BY AMMERHEAD TURN AND A DELAYED PULLOUT AT THE BOTTOM WHICH RESULTED IN IMPACT WITH THE TERRAIN. THE AIRCRAFT OPERATING IN THE UTILITY CATAGORY OF AIRWORTHINESS ON THE ACCIDENT FLIGHT. FOR THIS CATAGORY, AT THE TIME OF ACCIDENT THE AIRCRAFT WAS 323 POUNDS OVER IT'S MAXIMUM ALLOWABLE GROSS WEIGHT AND 3.1 INCHES BEYOND IT'S							
Precipitation - NONE Condition of Light - DAYLIGHT - Personnel Information Pilot-In-Command Age - 30 Medical Certificate - EXPIRED Condition of Light - Daylight Age - 30 Medical Certificate - EXPIRED Condercial Signature - YES Total - 1505 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 4 Make/Model - 14 Last 30 Days- UNK/NR Aircraft Type - C-172 Instrument- UNK/NR Last 90 Days- UNK/NR Multi-Eng - 1420 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE -Narrative PILOT WAS DOING AEROBATIC MANEUVERS IN THE CESSNA 172 AIRPLANE WITH THREE PASSENGERS AND A HEAVY LOAD OF FUEL ARD. THE MANEUVERS CONSISTED OF BUZZING BOATS ON THE LAKE AT VERY LOW ALTITUDE, AT LEAST ONE COMPLETE AILERON L, SEVERAL VERY ABRUPT PULL-UPS, SEVERAL VERY ABRUPT LEVEL-OFFS AT VERY LOW ALTITUDE, AND SEVERAL HAMMERHEAD E TURNS. THE LAST MANEUVER, WHICH TERMINATED WITH THE ACCIDENT, WAS A STEEP PULLUP AND CLIMB FOLLOWED BY AMMERHEAD TURN AND A DELAYED PULLOUT AT THE BOTTOM WHICH RESULTED IN IMPACT WITH THE TERRAIN. THE AIRCRAFT OPERATING IN THE UTILITY CATAGORY OF AIRWORTHINESS ON THE ACCIDENT FLIGHT. FOR THIS CATAGORY, AT THE TIME OF ACCIDENT THE AIRCRAFT WAS 323 POUNDS OVER IT'S MAXIMUM ALLOWABLE GROSS WEIGHT AND 3.1 INCHES BEYOND IT'S		, ,		Runway	Status	IN/ A	
Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 30 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1505 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 4 Make/Model - 14 Last 30 Days - UNK/NR Aircraft Type - C-172 Instrument - UNK/NR Last 90 Days - UNK/NR Multi-Eng - 1420 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE -Narrative PILOT WAS DOING AEROBATIC MANEUVERS IN THE CESSNA 172 AIRPLANE WITH THREE PASSENGERS AND A HEAVY LOAD OF FUEL ARD. THE MANEUVERS CONSISTED OF BUZZING BOATS ON THE LAKE AT VERY LOW ALTITUDE, AT LEAST ONE COMPLETE AILERON L, SEVERAL VERY ABRUPT PULL-UPS, SEVERAL VERY ABRUPT LEVEL-OFFS AT VERY LOW ALTITUDE, AND SEVERAL HAMMERHEAD E TURNS. THE LAST MANEUVER, WHICH TERMINATED WITH THE ACCIDENT, WAS A STEEP PULLUP AND CLIMB FOLLOWED BY AMMERHEAD TURN AND A DELAYED PULLOUT AT THE BOTTOM WHICH RESULTED IN IMPACT WITH THE TERRAIN. THE AIRCRAFT OPERATING IN THE UTILITY CATAGORY OF AIRWORTHINESS ON THE ACCIDENT FLIGHT. FOR THIS CATAGORY, AT THE TIME OF ACCIDENT THE AIRCRAFT WAS 323 POUNDS OVER IT'S MAXIMUM ALLOWABLE GROSS WEIGHT AND 3.1 INCHES BEYOND IT'S		Type Apcily Endg	NONE				
Personnel Information Pilot-In-Command Age - 30 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1505 Last 24 Hrs - UNK/NR SE LAND,ME LAND Months Since - 4 Make/Model - 14 Last 30 Days - UNK/NR Aircraft Type - C-172 Instrument - UNK/NR Last 90 Days - UNK/NR Multi-Eng - 1420 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE -Narrative PILOT WAS DDING AEROBATIC MANEUVERS IN THE CESSNA 172 AIRPLANE WITH THREE PASSENGERS AND A HEAVY LOAD OF FUEL ARD. THE MANEUVERS CONSISTED OF BUZZING BOATS ON THE LAKE AT VERY LOW ALTITUDE, AT LEAST ONE COMPLETE AILERON L, SEVERAL VERY ABRUPT PULL-UPS, SEVERAL VERY ABRUPT LEVEL-OFFS AT VERY LOW ALTITUDE, AND SEVERAL HAMMERHEAD E TURNS. THE LAST MANEUVER, WHICH TERMINATED WITH THE ACCIDENT, WAS A STEEP PULLUP AND CLIMB FOLLOWED BY AMMERHEAD TURN AND A DELAYED PULLOUT AT THE BOTTOM WHICH RESULTED IN IMPACT WITH THE TERRAIN. THE AIRCRAFT OPERATING IN THE UTILITY CATAGORY OF AIRWORTHINESS ON THE ACCIDENT FLIGHT. FOR THIS CATAGORY, AT THE TIME OF ACCIDENT THE AIRCRAFT WAS 323 POUNDS OVER IT'S MAXIMUM ALLOWABLE GROSS WEIGHT AND 3.1 INCHES BEYOND IT'S							
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL CUrrent SE LAND, ME LAND Months Since - 4 Aircraft Type - C-172 Instrument Rating(s) - AIRPLANE Instrument Rating(s) - AIRPLANE Instrument Rating(s) - AIRPLANE -Narrative PILOT WAS DOING AEROBATIC MANEUVERS IN THE CESSNA 172 AIRPLANE WITH THREE PASSENGERS AND A HEAVY LOAD OF FUEL ARD. THE MANEUVERS CONSISTED OF BUZZING BOATS ON THE LAKE AT VERY LOW ALTITUDE, AT LEAST ONE COMPLETE AILERON L, SEVERAL VERY ABRUPT PULL-UPS, SEVERAL VERY ABRUPT LEVEL-OFFS AT VERY LOW ALTITUDE, AND SEVERAL HAMMERHEAD E TURNS. THE LAST MANEUVER, WHICH TERMINATED WITH THE ACCIDENT, WAS A STEEP PULLUP AND CLIMB FOLLOWED BY AMMERHEAD TURN AND A DELAYED PULLOUT AT THE BOTTOM WHICH RESULTED IN IMPACT WITH THE TERRAIN. THE AIRCRAFT OPERATING IN THE UTILITY CATAGORY OF AIRWORTHINESS ON THE ACCIDENT FLIGHT. FOR THIS CATAGORY, AT THE TIME OF ACCIDENT THE AIRCRAFT WAS 323 POUNDS OVER IT'S MAXIMUM ALLOWABLE GROSS WEIGHT AND 3.1 INCHES BEYOND IT'S							
Certificate(s)/Rating(s) COMMERCIAL CUrrent - YES Total - 1505 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 4 Make/Model- 14 Last 30 Days- UNK/NR Aircraft Type - C-172 Instrument- UNK/NR Last 90 Days- UNK/NR Multi-Eng - 1420 Rotorcaft - UNK/NR Instrument Rating(s) - AIRPLANE -Narrative PILOT WAS DOING AEROBATIC MANEUVERS IN THE CESSNA 172 AIRPLANE WITH THREE PASSENGERS AND A HEAVY LOAD OF FUEL ARD. THE MANEUVERS CONSISTED OF BUZZING BOATS ON THE LAKE AT VERY LOW ALTITUDE, AT LEAST ONE COMPLETE AILERON L, SEVERAL VERY ABRUPT PULL-UPS, SEVERAL VERY ABRUPT LEVEL-OFFS AT VERY LOW ALTITUDE, AND SEVERAL HAMMERHEAD E TURNS. THE LAST MANEUVER, WHICH TERMINATED WITH THE ACCIDENT, WAS A STEEP PULLUP AND CLIMB FOLLOWED BY AMMERHEAD TURN AND A DELAYED PULLOUT AT THE BOTTOM WHICH RESULTED IN IMPACT WITH THE TERRAIN. THE AIRCRAFT OPERATING IN THE UTILITY CATAGORY OF AIRWORTHINESS ON THE ACCIDENT FLIGHT. FOR THIS CATAGORY, AT THE TIME OF ACCIDENT THE AIRCRAFT WAS 323 POUNDS OVER IT'S MAXIMUM ALLOWABLE GROSS WEIGHT AND 3.1 INCHES BEYOND IT'S		4	M	t- EVDID	FD		
COMMERCIAL SE LAND, ME LAND Months Since - 4 Make/Model- 14 Last 30 Days- UNK/NR Aircraft Type - C-172 Instrument- UNK/NR Multi-Eng - 1420 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE -Narrative PILOT WAS DOING AEROBATIC MANEUVERS IN THE CESSNA 172 AIRPLANE WITH THREE PASSENGERS AND A HEAVY LOAD OF FUEL ARD. THE MANEUVERS CONSISTED OF BUZZING BOATS ON THE LAKE AT VERY LOW ALTITUDE, AT LEAST ONE COMPLETE AILERON L, SEVERAL VERY ABRUPT PULL-UPS, SEVERAL VERY ABRUPT LEVEL-OFFS AT VERY LOW ALTITUDE, AND SEVERAL HAMMERHEAD E TURNS. THE LAST MANEUVER, WHICH TERMINATED WITH THE ACCIDENT, WAS A STEEP PULLUP AND CLIMB FOLLOWED BY AMMERHEAD TURN AND A DELAYED PULLOUT AT THE BOTTOM WHICH RESULTED IN IMPACT WITH THE TERRAIN. THE AIRCRAFT OPERATING IN THE UTILITY CATAGORY OF AIRWORTHINESS ON THE ACCIDENT FLIGHT. FOR THIS CATAGORY, AT THE TIME OF ACCIDENT THE AIRCRAFT WAS 323 POUNDS OVER IT'S MAXIMUM ALLOWABLE GROSS WEIGHT AND 3.1 INCHES BEYOND IT'S							
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Aircraft Type - C-172 Instrument- UNK/NR Last 90 Days- UNK/NR Instrument Rating(s) - AIRPLANE -Narrative PILOT WAS DOING AEROBATIC MANEUVERS IN THE CESSNA 172 AIRPLANE WITH THREE PASSENGERS AND A HEAVY LOAD OF FUEL ARD. THE MANEUVERS CONSISTED OF BUZZING BOATS ON THE LAKE AT VERY LOW ALTITUDE, AT LEAST ONE COMPLETE AILERON L, SEVERAL VERY ABRUPT PULL-UPS, SEVERAL VERY ABRUPT LEVEL-OFFS AT VERY LOW ALTITUDE, AND SEVERAL HAMMERHEAD E TURNS. THE LAST MANEUVER, WHICH TERMINATED WITH THE ACCIDENT, WAS A STEEP PULLUP AND CLIMB FOLLOWED BY AMMERHEAD TURN AND A DELAYED PULLOUT AT THE BOTTOM WHICH RESULTED IN IMPACT WITH THE TERRAIN. THE AIRCRAFT OPERATING IN THE UTILITY CATAGORY OF AIRWORTHINESS ON THE ACCIDENT FLIGHT. FOR THIS CATAGORY, AT THE TIME OF ACCIDENT THE AIRCRAFT WAS 323 POUNDS OVER IT'S MAXIMUM ALLOWABLE GROSS WEIGHT AND 3.1 INCHES BEYOND IT'S							
Instrument Rating(s) - AIRPLANE -Narrative pilot was doing aerobatic maneuvers in the cessna 172 airplane with three passengers and a heavy load of fuel ard. The maneuvers consisted of buzzing boats on the lake at very low altitude, at least one complete aileron l, several very abrupt pull-ups, several very abrupt level-offs at very low altitude, and several hammerhead e turns. The last maneuver, which terminated with the accident, was a steep pullup and climb followed by ammerhead turn and a delayed pullout at the bottom which resulted in impact with the terrain. The aircraft operating in the utility catagory of airworthiness on the accident flight. For this catagory, at the time of accident the aircraft was 323 pounds over it's maximum allowable gross weight and 3.1 inches beyond it's	SE LAND, ME LAND						
Instrument Rating(s) - AIRPLANE -Narrative PILOT WAS DOING AEROBATIC MANEUVERS IN THE CESSNA 172 AIRPLANE WITH THREE PASSENGERS AND A HEAVY LOAD OF FUEL ARD. THE MANEUVERS CONSISTED OF BUZZING BOATS ON THE LAKE AT VERY LOW ALTITUDE, AT LEAST ONE COMPLETE AILERON L, SEVERAL VERY ABRUPT PULL-UPS, SEVERAL VERY ABRUPT LEVEL-OFFS AT VERY LOW ALTITUDE, AND SEVERAL HAMMERHEAD E TURNS. THE LAST MANEUVER, WHICH TERMINATED WITH THE ACCIDENT, WAS A STEEP PULLUP AND CLIMB FOLLOWED BY AMMERHEAD TURN AND A DELAYED PULLOUT AT THE BOTTOM WHICH RESULTED IN IMPACT WITH THE TERRAIN. THE AIRCRAFT OPERATING IN THE UTILITY CATAGORY OF AIRWORTHINESS ON THE ACCIDENT FLIGHT. FOR THIS CATAGORY, AT THE TIME OF ACCIDENT THE AIRCRAFT WAS 323 POUNDS OVER IT'S MAXIMUM ALLOWABLE GROSS WEIGHT AND 3.1 INCHES BEYOND IT'S		Aircraft Type - C-1/2					
-Narrative PILOT WAS DOING AEROBATIC MANEUVERS IN THE CESSNA 172 AIRPLANE WITH THREE PASSENGERS AND A HEAVY LOAD OF FUEL ARD. THE MANEUVERS CONSISTED OF BUZZING BOATS ON THE LAKE AT VERY LOW ALTITUDE, AT LEAST ONE COMPLETE AILERON L, SEVERAL VERY ABRUPT PULL-UPS. SEVERAL VERY ABRUPT LEVEL-OFFS AT VERY LOW ALTITUDE, AND SEVERAL HAMMERHEAD E TURNS. THE LAST MANEUVER, WHICH TERMINATED WITH THE ACCIDENT, WAS A STEEP PULLUP AND CLIMB FOLLOWED BY AMMERHEAD TURN AND A DELAYED PULLOUT AT THE BOTTOM WHICH RESULTED IN IMPACT WITH THE TERRAIN. THE AIRCRAFT OPERATING IN THE UTILITY CATAGORY OF AIRWORTHINESS ON THE ACCIDENT FLIGHT. FOR THIS CATAGORY, AT THE TIME OF ACCIDENT THE AIRCRAFT WAS 323 POUNDS OVER IT'S MAXIMUM ALLOWABLE GROSS WEIGHT AND 3.1 INCHES BEYOND IT'S			Marting Ling	1420	KO COT O	u. c	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
PILOT WAS DOING AEROBATIC MANEUVERS IN THE CESSNA 172 AIRPLANE WITH THREE PASSENGERS AND A HEAVY LOAD OF FUEL ARD. THE MANEUVERS CONSISTED OF BUZZING BOATS ON THE LAKE AT VERY LOW ALTITUDE, AT LEAST ONE COMPLETE AILERON L, SEVERAL VERY ABRUPT PULL-UPS. SEVERAL VERY ABRUPT LEVEL-OFFS AT VERY LOW ALTITUDE, AND SEVERAL HAMMERHEAD E TURNS. THE LAST MANEUVER, WHICH TERMINATED WITH THE ACCIDENT, WAS A STEEP PULLUP AND CLIMB FOLLOWED BY AMMERHEAD TURN AND A DELAYED PULLOUT AT THE BOTTOM WHICH RESULTED IN IMPACT WITH THE TERRAIN. THE AIRCRAFT OPERATING IN THE UTILITY CATAGORY OF AIRWORTHINESS ON THE ACCIDENT FLIGHT. FOR THIS CATAGORY, AT THE TIME OF ACCIDENT THE AIRCRAFT WAS 323 POUNDS OVER IT'S MAXIMUM ALLOWABLE GROSS WEIGHT AND 3.1 INCHES BEYOND IT'S	Instrument Rating(s) - AIRPLANE						
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E TURNS. THE LAST MANEUVER, WHICH TERMINATED WITH THE ACCIDENT, WAS A STEEP PULLUP AND CLIMB FOLLOWED BY AMMERHEAD TURN AND A DELAYED PULLOUT AT THE BOTTOM WHICH RESULTED IN IMPACT WITH THE TERRAIN. THE AIRCRAFT OPERATING IN THE UTILITY CATAGORY OF AIRWORTHINESS ON THE ACCIDENT FLIGHT. FOR THIS CATAGORY, AT THE TIME OF ACCIDENT THE AIRCRAFT WAS 323 POUNDS OVER IT'S MAXIMUM ALLOWABLE GROSS WEIGHT AND 3.1 INCHES BEYOND IT'S	OARD. THE MANEUVERS CONSISTED OF BUZZING	BOATS ON THE LAKE AT VERY LOW	ALTITUDE, AT LEAS	T ONE COMP	LETE AILERO	ON	
AMMERHEAD TURN AND A DELAYED PULLOUT AT THE BOTTOM WHICH RESULTED IN IMPACT WITH THE TERRAIN. THE AIRCRAFT OPERATING IN THE UTILITY CATAGORY OF AIRWORTHINESS ON THE ACCIDENT FLIGHT. FOR THIS CATAGORY, AT THE TIME OF ACCIDENT THE AIRCRAFT WAS 323 POUNDS OVER IT'S MAXIMUM ALLOWABLE GROSS WEIGHT AND 3.1 INCHES BEYOND IT'S	DLL, SEVERAL VERY ABRUPT PULL-UPS, SEVERA	L VERY ABRUPT LEVEL-OFFS AT VE	Y LOW ALTITUDE, A	ND SEVERAL	. HAMMERHEAD	כ	
OPERATING IN THE UTILITY CATAGORY OF AIRWORTHINESS ON THE ACCIDENT FLIGHT. FOR THIS CATAGORY, AT THE TIME OF ACCIDENT THE AIRCRAFT WAS 323 POUNDS OVER IT'S MAXIMUM ALLOWABLE GROSS WEIGHT AND 3.1 INCHES BEYOND IT'S	PE TURNS. THE LAST MANEUVER, WHICH TERMI	NATED WITH THE ACCIDENT, WAS A	STEEP PULLUP AND	CLIMB FOLL	OWED BY		
ACCIDENT THE AIRCRAFT WAS 323 POUNDS OVER IT'S MAXIMUM ALLOWABLE GROSS WEIGHT AND 3.1 INCHES BEYOND IT'S	HAMMERHEAD TURN AND A DELAYED PULLOUT AT	THE BOTTOM WHICH RESULTED IN :	MPACT WITH THE TE	RRAIN. THE	AIRCRAFT		
	S OPERATING IN THE UTILITY CATAGORY OF A	IRWORTHINESS ON THE ACCIDENT FO	IGHT. FOR THIS CA	TAGORY, AT	THE TIME O)F	
OWABLE AFT C.G. LIMIT.		VER IT'S MAXIMUM ALLOWABLE GROS	S WEIGHT AND 3.1	INCHES BEY	OND IT'S		
	LOWABLE AFT C.G. LIMIT.						

File No. - 652 3/30/86 DEL RIO,TX A/C Reg. No. N8423E Time (Lc1) - 1454 CST Occurrence #1 ABRUPT MANEUVER Phase of Operation MANEUVERING Finding(s) 1. AEROBATICS - PERFORMED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING Finding(s) 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND 3. LEVEL OFF - 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

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

-Basic Information Type Operating Certificate-AGRICULTURAL	AIDCDAET Ainch	aft Damage		Inju	ries	
Type operating certificate-agricultural		TANTIAL	Fatal	Sertous	Minor	None
Type of Operation -AERIAL APPLI		Cre		0	1	0
Flight Conducted Under -14 CFR 137	NONE	Pas	s O	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - PIPER PA-36-400		YCOMING IO-720-D10		Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warni	ng System	- NO
Max Gross Wt - 4800		RECIP-FUEL INJECTED)			
No. of Seats - 1	Rated Power -	400 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		nt	ON AIF	RSTRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport [ata		
Basic Weather - VMC Wind Dir/Speed- 315/008 KTS	SAME AS ACC/INC		Dunie	/ Ident	- UNK/NR	
Visibility - UNK/NR	ATC/Airspace				- 5280 -I	INK/ND
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	n - NONE		Surface		DIVICE TAIL
Lowest Ceiling - NONE	Type of Clearance				- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg			010100	.	
Precipitation - NONE	1,72 11,721,731	<u> </u>				
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 39	Medical Certific	ate - VALID	MEDICAL-W	ATVERS/LTI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H		,, <u>,</u> ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
COMMERCIAL	Current - YES	Total -			4 Hrs -	3
ME LAND	Months Since - 8	Make/Mode1-			O Days- U	NK/NR
	Aircraft Type - UNK/	NR Instrument-	192	Last 9	O Days-	73
		Multi-Eng -	1519			
Instrument Rating(s) - AIRPLANE						
-Narrative					- -	
ACFT NOSED OVER DURING LANDING. THE PLT S	STATED THAT HE LANDED STRA	IGHT IN TO THE SOUT	H IN A 45 F	EGREE TAIL	WIND.	
LANDING WAS MADE ON A DIRT STRIP AFTER AN			2			

File No. - 703 4/12/86 SEMONOLE, TX A/C Reg. No. N2401Z Time (Lc1) - 0800 CDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND 2. WEATHER CONDITION - TAILWIND 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----

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

File No 759 4/20/86 GEROG	ETOWN,TX A/C	Reg. No. N39943	T	ime (Lc1) -	1430 CS	Т
Basic Information Type Operating Certificate-NONE (GENERA	_ AVIATION) Aircr	aft Damage		Injur	ies	
	DEST	ROYED	Fata1	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Cre	ew O	2	0	0
Flight Conducted Under -14 CFR 91	NONE	Pas	ss 0	0	0	0
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - BABY BIRD Q2-200	Eng Make/Model -	REVMASTER 2100 DL7	ELT :	[nstalled/A	ctivated	- NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warnin	a System	- UNK/NR
Max Gross Wt ~ 1100		RECIPROCATING-CARBU			.	·
No. of Seats - 2	Rated Power -	75 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport I	roximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Po	int	ON AIR	PORT		
Method - N/A	GEORGETOWN, TX					
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	LOCAL		GEORGE	TOWN		
Wind Dir/Speed- 270/015 KTS			Runway	Ident -	29	
Visibility - UNK/NR	ATC/Airspace		Runway	Lth/Wid -	4100/	150
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	an - NONE	Runway	Surface -	ASPHALT	
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTER	N			
Precipitation - NONE		FORCED LANDING				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 47	Medical Certific	cate - VALID	MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (H	ours)		
ATP	Current - UNK	/NR Total -	18000	Last 24	Hrs - U	NK/NR
SE LAND, ME LAND	Months Since - UNK	/NR Make/Mode1-	15	Last 30	Days- U	NK/NR
	Aircraft Type - UNK,	/NR Instrument-	1500	Last 90	Days- U	NK/NR
		Multi-Eng -	6000		-	
Instrument Rating(s) - AIRPLANE						
THE ACFT LANDED SHORT OF THE RWY AFTER LOSING THAT THE ENG WAS DEVELOPING ABOUT 2000 RPM. T DAMAGE IT WAS NOT POSSIBLE TO INSPECT THE ENG AND THEN DESCENDED VERY STEEPLY TO A NOSE FIRE ACCORDANCE OF THE POSSIBLE TO THE REPORT OF THE POSSIBLE TO THE REPORT OF THE POSSIBLE TO THE POSSIBL	HE PLT HAD REPORTED THRO INE PROPERLY. THE ACFT HA ST CRASH LANDING. THE ACI	TTLE PROBLEMS ON PRI AD CLIPPED THE TOPS FT MADE GROUND CONT,	EVIOUS FLT. OF TREES SO ACT 90 FT FR	DUE TO IMPA UTH OF THE OM THE TREE	CT RWY CONTACT	
POINT AND STOPPED 47 FT AFTER GROUND CONTACT. THE MIXTURE TO PARTIALLY CLOSE REDUCING THE R		E MIXIURE CUNIRULS	CAME PARITAL	LY LUUSE AL	LUWING	

4/20/86 A/C Reg. No. N39943 Time (Lcl) - 1430 CST File No. - 759 GEROGETOWN, TX Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation MANEUVERING Finding(s) 1. MIXTURE CONTROL, LINKAGE - LOOSE Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY Finding(s) 2. OBJECT - TREE(S) Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1

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	36 ABILENE,TX	A/C Reg. No. N	9538V	Time (Lc1) -	1635 CDT	
Basic Information						
Type Operating Certificate-NO	INE (GENERAL AVIATION)	Aircraft Damage		Injur		
		SUBSTANTIAL	Fat	tal Serious		None
	NSTRUCTIONAL	Fire	Crew	0 0	0	2
Flight Conducted Under -14		NONE	Pass	0 0	0	0
Accident Occurred During -LA	NDING					
Aircraft Information						
Make/Model - MOONEY M-10	Eng Make/M	lode1 - CONTINENTAL	C90-16F	ELT Installed/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-FIXE	D Number Eng	ines - 1		Stall Warnin	g System	- YES
Max Gross Wt - 1400	Engine Typ	e - RECIPROCATII	NG-CARBURETOR			
No. of Seats - 2	Rated Powe	r - 90 HP				
Environment/Operations Informat	tion					
Weather Data	Itinerary		Air	ort Proximity		
Wx Briefing - NO RECORD 0		ure Point	•	N AIRPORT		
Method - N/A	SAME AS A					
Completeness - N/A	Destination	.00, 1.10	Airn	ort Data		
Basic Weather - VMC	SAME AS A	cc/tnc		MDALE AIRPARK		
Wind Dir/Speed- 220/013 KTS		100, 1110			17	
Visibility - 25.0 SM				unway ldent unway Lth/Wid -		30
		ght Plan - NONE		unway Ethywid unway Surface -		30
Lowest Ceiling - NON		earance - NONE		unway Status -		
Obstructions to Vision- NON			N.	ilway Status	DKI	
Precipitation - NON		riag - Nuine				
Condition of Light - DA						
Condition of Light - DAY	:LIGNI					
Personnel Information			_			
Pilot-In-Command	Age - 55			/ALID MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight R			me (Hours)		
COMMERCIAL, CFI	Current		1 - 11500			2
SE LAND, ME LAND	Months Since		/Mode1- 15		Days- UN	
	Aircraft Type		rument- UNK/NR			
		Mult	i-Eng - 7500	Rotorcr	aft - UN	K/NR

File No. - 641 5/06/86 ABILENE,TX A/C Reg. No. N9538V Time (Lc1) - 1635 CDT Occurrence #1 UNDERSHOOT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. IN-FLIGHT PLANNING/DECISION - POOR - DUAL STUDENT 2. AIRSPEED - NOT MAINTAINED - DUAL STUDENT 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND(CFI) 4. DESCENT - NOT CORRECTED - PILOT IN COMMAND(CFI) 5. JUDGEMENT - POOR - PILOT IN COMMAND(CFI) HARD LANDING Occurrence #2 Phase of Operation LANDING Finding(s) 6. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND(CFI) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6

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

Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircra	ft Damage		Injur	ies	
Time of Grand Lan		ANTIAL	Fata1	Serious	Minor	None
Type of Operation -CHECK EQUIP Flight Conducted Under -14 CFR 91	Fire NONE	Cre Pas		0	0	0
Accident Occurred During -DESCENT	HONE	. 43		Ŭ	Ü	
Aircraft Information						
Make/Model - EAGLE AIRCRAFT CO. EAGL Landing Gear - TAILWHEEL-ALL FIXED	E DW-1 Eng Make/Model - L Number Engines -			Installed/Ad tall Warning		
Max Gross Wt - 5400	Engine Type - R			tali warning	g System	- 152
No. of Seats - 1	Rated Power -	300 HP	RETOR			
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing ~ NO RECORD OF BRIEFING	•	t	OFF AII	RPORT/STRIP		
Method - N/A Completeness - N/A	HOWE,TX Destination		Airport Da	-+-		
Basic Weather - VMC	LOCAL		Airport D	ата		
Wind Dir/Speed- CALM	EUCAL		Runway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plar	- NONE	Runway	Surface -	N/A	
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 49	Medical Certific	oto - VALTD	MEDICAL -NO	WATVEDO	/: TMTT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H		WAIVERS/	LIMII
COMMERCIAL	Current - NO	Totai -		Last 24	Hrs -	0
SE LAND, ME LAND	Months Since - UNK/N		50	Last 30		Ö
	Aircraft Type - UNK/N	R Instrument-	0	Last 90	Days-	0
Instrument Rating(s) - NONE						
ACFT APPEARED TO STALL DURING A SHARP PUL	L-UP AND TURN DURING A TES	T FLT AFTER A LOW	PASS OVER TO	HE ATRSTRIP	_	
PLT WAS TESTING THE SPRAY EQUIPMENT AND M						
MALFUNCTIONS IN EQUIPMENT WERE FOUND DURIN						

5/28/86 A/C Reg. No. N8814G Time (Lc1) - 1450 CDT File No. - 633 HOWE, TX Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation MANEUVERING Finding(s) 1. LOW PASS - PERFORMED - PILOT IN COMMAND 2. MANEUVER - EXCESSIVE - PILOT IN COMMAND 3. STALL - INADVERTENT - PILOT IN COMMAND 4. ALTITUDE - INADEQUATE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

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

-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraí	t Damage		Injuri	es	
	DESTRO	YED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew		0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	ON GRO	OUND Pass	0	0	0	0
-Aircraft Information						
Make/Model - BENSON B-8M	Eng Make/Model - Mo			Installed/Ac		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 500	Number Engines - R	I ECIPROCATING-CARBUR		tall Warning	y System -	- NU
No. of Seats - 1	Rated Power -	90 HP	LIOK			
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point	•	•	Proximity		
Method - N/A	FNEW BRAUFELS.TX	L	ON AIR	PURI		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		NEW BR	AUNFELS		
Wind Dir/Speed- 200/007 KTS			•		UNK/NR	
Visibility - 10.0 SM	ATC/Airspace	NONE		Lth/Wid -		
Lowest Sky/Clouds - SCATTERED Lowest Ceiling - NONE	Type of Flight Plan Type of Clearance			Surface - Status -	DRY	
Obstructions to Vision- NONE	Type Of Creatance	- NONE	Kuliway	Status	DKT	
Precipitation - NONE	. , , , , , , , , , , , , , , , , , , ,					
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 49	Medical Certifica	to - VALID	MEDICAL -WAI	VEDC/LIM	. T
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H		VLK3/LIM	
STUDENT	Current - N/A	Total - U	NK/NR	Last 24	Hrs - UN	K/NR
	Months Since - N/A	Make/Model- U	NK/NR	Last 30	Days- UN	K/NR
	Aircraft Type - N/A	Instrument- U	NK/NR	Last 90	Days- UN	
		Multi-Eng - U	NK/NR	Rotorcra	ift - UN	K/NR
Instrument Rating(s) - NONE						
-Narrative						
E ACFT CRASHED OUT OF CONTROL AFTER THE ENG						
E 1ST PATTERN AROUND THE FIELD WHEN THE ENG						
D AROUND THE ROTOR BLADE ABOUT 30 INCHES F ROTOR DOWN WHILE THE ACFT WAS NOT BEING O					IE	
ROTOR DOWN WHILE THE ACTT WAS NOT BEING O	PERMIED. THE RUPE APPEARED	IO HAVE SLIPPED DO	MIN THE BLA	DE PROM IME		

File No 7	78 6/10/86 	NEW BRAUNFELS,TX	A/C Reg. No. N632X	Time (Lcl) - 1730 CDT
Occurrence #1 Phase of Operation	The second secon	TAL) - NON-MECHANICAL ATTERN - FINAL APPROACH		
Finding(s) 1. ROTOR SYSTEM,MA 2. AIRCRAFT PREFLI				
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS DESCENT - UNCONT			
Probable Cause				

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

File No 760 6/14/86 CEDA	AR HILL,TX A/C Reg. No. N23RY			Time (Lc1) - 1829 CDT			
Basic Information Type Operating Certificate-NONE (GENER Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT			Fatal ew O ss O	1		None 0 0	
Aircraft Information Make/Model - RUTAN LONG-EZ Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1425 No. of Seats - 2	Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power -		S	Installed/Adtall Warning			
Environment/Operations Information Weather Data W× Briefing - NO RECORD OF BRIEFIN 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- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary G Last Departure Point WACO,TX Destination ADDISON,TX ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	OFF AI Airport D Runway Runway Runway		N/A		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP,CFI SE LAND,ME LAND Instrument Rating(s) - AIRPLANE	Age - 34 Biennial Flight Review Current - YES Months Since - 5 Aircraft Type - DA-50	T-4-1	cate - VALID ight Time (H 9800 170 UNK/NR UNK/NR	ours)	11		

File No 7	60 6/14/86	CEDAR HILL,TX	A/C Reg. No. N23RY	Time (Lcl) - 1829 CDT
Occurrence #1 Phase of Operation		TAL) - MECH FAILURE/	MALFUNCTION	
Finding(s) 1. FUEL SYSTEM,SEL 2. FUEL SYSTEM,LIN	E FITTING - LOOSE			
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation		NCY		
Occurrence #4 Phase of Operation				
Probable Cause				

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

File No 682 6	/23/86 MAI	LONE, TX	A/C Re	A/C Reg. No. N9737J					
-Basic Information Type Operating Certifica	te-AGRICULTU	RAL AIRCRAF	T Aircraft DESTROY			Fatal	Injur Serious	ies Minor	None
Type of Operation	-AERIAL APF	PLICATION	Fire		Crew	1	0	0	.0
Flight Conducted Under Accident Occurred During	-14 CFR 137		NONE		Pass	ò	ŏ	Ö	Ö
-Aircraft Information	4000		Mala /Madal - 000				* 1 - 111/4		NO N
Make/Model - CESSNA A			ng Make/Model - CON	IITNENIAL	10-520-0		Installed/A		
Landing Gear - TAILWHEE Max Gross Wt - 4000	L-ALL FIXED		Number Engines - 1	TD FUEL	THUESTED	5	tall Warnir	ig System	- 165
Max Gross Wt - 4000 No. of Seats - 1			Engine Type - REC Rated Power -	300 HP	INJECTED				
-Environment/Operations Inf	ormation								
Weather Data			nerary				Proximity		
Wx Briefing - UNK/NR		L	ast Departure Point			OFF AI	RPORT/STRIP	•	
Method - UNK/NR			MALONE, TX		•				
Completeness - UNK/NR		De	stination			Airport D	ata		
Basic Weather - VMC			LOCAL						
Wind Dir/Speed- 090/00			•					- N/A	
Visibility - UNK/NR			/Airspace				Lth/Wid -		
Lowest Sky/Clouds -			pe of Flight Plan -			•	Surface -		•
	- NONE		pe of Clearance		-	Runway	Status -	- N/A	
Obstructions to Vision		1.	ype Apch/Lndg -	NONE					
	- NONE								
Condition of Light	- DAYLIGHT								
-Personnel Information Pilot-In-Command		Age -	41	Medical	Certificat	e - VALID	MEDICAL-NO	NATVEDS/	ITMTT
Certificate(s)/Rating(s)		1 Flight Review	med rear		it Time (H		, #A14ERS/	
COMMERCIAL, CFI	,		rent - YES	Tota	_	5153	Last 24	1 Hrs -	.3
SE LAND, ME LAND			ths Since - UNK/NR		/Mode1-	3000		Days- UN	_
			craft Type - UNK/NR		rument- UN		Last 90		100
			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		i-Eng - UN			aft - UN	
Instrument Rating(s)	- AIRPLANE								
-Narrative									
ACFT CRASHED BEFORE BEGINN ORDING TO ONE WITNESS, A YO IND A HILL. THE FIELD WORKM N NOSED INTO A LOW EMBANKME FUSELAGE CAME TO REST 110 ICOLOGICAL REPORT REVEALED	UNG BICYCLIS AN DID NOT SI NT. THE INIT FT EAST OF TI	T, THE ACFT EE THE TURN IAL IMPACT HE IMPACT P	WAS TURNING AROUND OR THE CRASH. THE A POINT WAS ABOUT 200 DINT FACING IN A WES	AND BEGA ACFT HIT FT EAST	N "FLOPPIN THE GROUND OF THE COT	IG" BEFORE) LEFT WIN 'TON FIELD	IT DISAPPE G FIRST AND TO BE SPRA	EARED	

File No. - 682 6/23/86 MALONE,TX A/C Reg. No. N9737J Time (Lc1) - 1040 CDT

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

Finding(s)
1. UNDETERMINED

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

File No 650 7/13/86 DECK		Reg. No. N9611Z		Time (Lc1) -		
Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION) Aircr	aft Damage		Injur	ies	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		TANTIAL	Fatal			None
Type of Operation -PERSONAL	Fire	C	rew O	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pa	ass O	0	0	1
Accident Occurred During -TAKEOFF						
Aircraft Information						
Make/Mode1 - CESSNA U-206G	Eng Make/Model -			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall Warnir	g System	- YES
Max Gross Wt - 3600	Engine Type -		EU			
No. of Seats - 6	Rated Power -	310 HP				
Environment/Operations Information						
Weather Data	Itinerary	4		Proximity		
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	NG Last Departure Poi SAME AS ACC/INC	nt	UFF A	IRPORT/STRIP		
Completeness - N/A	Destination		Airport (12+2		
Basic Weather - VMC	LOCAL		Amport	Jata		
Wind Dir/Speed- 180/015 KTS	EGOAL		Runwa	v 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	- NONE	Runwa	y Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 41	Medical Certif			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	F	light Time (
PRIVATE	Current - YES Months Since - 20	Total	- 1250	Last 24	Hrs -	1 (10)
SE LAND	Aircraft Type - U-20	Make/Model	- 930 - 54	Last 30	Days- UN	K/NR
	Aircraft Type - U-20	og instrument	- 51	Last 90	Days-	17
Instrument Rating(s) - NONE						
Narrative						
NG TAKE-OFF THE PILOT DID NOT COMPENSATE	FOR A STRONG CROSSWIND AN	D ALLOWED THE ATP	CRAFT TO DET	FT STDEWAVS		
E THE MAIN GEAR COLLIDED WITH A FALLEN T					R	
COLLIDE WITH THE GROUND.	THE SELECTION IN THE	ALLESTAL I ALLE DAD	CI.IG IIIL AIN	10 VLL		

File No. - 650 7/13/86 DECKER'S ISLAND, TX A/C Reg. No. N9611Z Time (Lc1) - 1830 CDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. OBJECT - TREE(S) 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 3. WEATHER CONDITION - CROSSWIND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 4. LANDING GEAR, MAIN GEAR - SEPARATION 5. 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) 5

Basic Information	I AVIATION)	Ainemoft Demage			Tmi			
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries Fatal Serious Minor				
Type of Operation -PERSONAL		Fire	Crew	0	0		None 1	
Flight Conducted Under -14 CFR 91		NONE	Pass	Õ	ō	Ŏ	1	
Accident Occurred During -TAKEOFF								
-Aircraft Information								
Make/Model - CESSNA 182C		Model - CONTINENTAL	0-470-L			/Activated		
Landing Gear - TRICYCLE-FIXED	Number Eng				tall Warn	ing System	- YES	
Max Gross Wt - 2650		e - RECIPROCATI	NG-CARBURI	TOR				
No. of Seats - 4	Rated Powe	er - 230 HP						
-Environment/Operations Information								
Weather Data	Itinerary			Airport F	•			
Wx Briefing - NO RECORD OF BRIEFING				ON AIR	PORT			
Method - N/A	SAME AS A							
Completeness - N/A	Destination			Airport Da	ata			
Basic Weather - VMC	LOCAL			_				
Wind Dir/Speed- 180/020 KTS	ATO / A ! = = = = =				Ident	- UNK/NR		
Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace	last Diam NONE				- UNK/NR		
		ight Plan - NONE				- UNK/NR		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type Apch/L	earance - NONE Indo - NONE		Runway	Status	SOFT		
Precipitation - NONE	Type Apcil/L	riag - None				SUFI		
Condition of Light - DAYLIGHT								
Pilot-In-Command	Age - 43	Medical	Certifica [.]	te - EXPIR	ED			
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight R	Review		nt Time (Ho				
COMMERCIAL	Current		1 -	3600		24 Hrs -	2	
SE LAND	Months Since	- 12 Make	/Mode1-	3600	Last	30 Days- U	NK/NR	
	Aircraft Type	- 12 Make e - C-182 Inst	rument-	0		90 Days-		
Instrument Rating(s) - NONE								
-Narrative								
ING A BEACH TAKE-OFF RUN OF APPROXIMATELY	200 FEET THE ATRO	RAFT NOSE WHEEL SU	NK INTO TH	HE SOFT SAI	ND. THE P	TIOT		

File No. - 651 7/13/86 DECKER'S ISLAND, TX A/C Reg. No. N8654T Time (Lc1) - 1930 CDT

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

Finding(s)

- 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION SOFT
- 2. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 3. JUDGEMENT POOR PILOT IN COMMAND

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

----Probable Cause----

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

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

File No 654 7/	17/86 H	DUSTON, TX	Α,	/C Reg. No	o. N6354H	1	ime (Lc1)	- 2100 CD	T
-Basic Information Type Operating Certificate	e-NONE (GE	NERAL AVIATION	I) Air	craft Dama	age		Inju	ıries	
			SUI	BSTANTIAL	_	Fatal	Serious	Minor	None
Type of Operation	-EXECUTIV	E/CORPORATE	Fire	е	Cre	ew O	0	0	2
	-14 CFR 9	1	NOI	NE	Pas	s 0	0	0	1
Accident Occurred During	-LANDING								
-Aircraft Information									
Make/Model - BEECH B-10			ng Make/Model		TPE-331-625		Installed/		
Landing Gear - TRICYCLE-F	RETRACTABL		ımber Engines			۶	Stall Warni	ng System	- YES
Max Gross Wt - 10600				- TURBOPRO					
No. of Seats - 11		Ra	ted Power	- 715 h	HP 				
-Environment/Operations Infor	rmation	-							
Weather Data		Itine				Airport	Proximity		
Wx Briefing - FSS		Las	t Departure P	oint		ON AIF	RPORT		
Method - TELEPHON	NE	Ş	SAME AS ACC/IN	С					
Completeness - FULL		Dest	ination			Airport [ata		
Basic Weather - VMC		F	ORTLAVACA, TX			HOUST	ON INTERCON	JT'L	
Wind Dir/Speed- 140/007	KTS					Runway	/ Ident	- 14	
Visibility - 15.0	SM	ATC/A	lirspace			Runway	/ Lth/Wid	- 6038/	100
Lowest Sky/Clouds -	3500 FT	SCATTERED Typ	e of Flight P	lan - VFR,	/IFR	Runway	/ Surface	- CONCRET	E
Lowest Ceiling -	25000 FT	BROKEN Typ	e of Clearanc	e - VFR		Runway	/ Status	- DRY	
Obstructions to Vision-	NONE	Tyr	e Apch/Lndg	- NONI	Ξ	_			
	NONE	• • • • • • • • • • • • • • • • • • • •	. , .						
Condition of Light -	DUSK								
-Personnel Information									
Pilot-In-Command		Age -	56	Media	cal Certific	cate - VALID	MEDICAL-V	VAIVERS/LI	MIT
Certificate(s)/Rating(s)			Flight Review			ight Time (
COMMERCIAL		Curre	•			13745		24 Hrs -	5
SE LAND, ME LAND			ns Since - 22	-	Make/Mode1-			30 Days- U	_
			aft Type - 50		Instrument-			00 Days-	190
			,po 00		Multi-Eng -			, o o o o o	
Instrument Rating(s)	- AIRPLAN	E							
Narrative									
E PILOT WAS UNABLE TO GET A GI									
ERGENCY LANDING ON THE NOSE A									
WAY ON THE LANDING ROLL OUT.	INVESTIGA								
T MAIN GEAR ACCUATOR TUBE. B	OTH THE FA	A AND GARRETT	MAINTENANCE P	ERSONNEL	WERE UNABLE	TO DETERMIN	ME MHA THE	BOLT	

File No. - 654 7/17/86 HOUSTON, TX A/C Reg. No. N6354H Time (Lc1) - 2100 CDT Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation LANDING Finding(s) 1. LANDING GEAR, MAIN GEAR - INOPERATIVE 2. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - DISCONNECTED 3. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - UNDETERMINED ON GROUND COLLISION WITH TERRAIN Occurrence #2 Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 2

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

File No 649 7/20/86 STAM	FORD,TX A/C	Reg. No. N4493H	T	ime (Lc1) ~	1800 CDT	
-Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION) Aircr	aft Damage		Injur	ies	
	SUBS	TANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	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 305C		CONTINENTAL 0-470-11		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnin	g System	- YES
Max Gross Wt - 2430		RECIPROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power -	213 HP				
-Environment/Operations Information	•					
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	•	nt	ON AIR	PORT		
Method - N/A	ABILENE, TX					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	LOCAL		STAMFO			
Wind Dir/Speed- 320/006 KTS					17	
Visibility - 30.0 SM	ATC/Airspace	- NONE		Lth/Wid -		160
Lowest Sky/Clouds - 40000 FT SC/ Lowest Ceiling - NONE				Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg		Runway	Status -	DRY	
Precipitation - NONE	Type Apcn/Lndg	- SIRAIGHI-IN				
Condition of Light - DAYLIGHT						
-Personnel Information						.
Pilot-In-Command	Age - 58	Medical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			
PRIVATE SE LAND	Current - YES	Total -	131	Last 24	Hrs - UN	NK/NR
SE LAND	Months Since - 1 Aircraft Type - 305C	Make/Model-	2	Last 30	Days- UN	NK/NR
	Aircraft Type ~ 3050	Instrument-	3	Last 90	uays-	40
Instrument Rating(s) - NONE						
-Narrative						
: PILOT WAS RECEIVING INSTRUCTION ON TOUCH TROL ON TOUCHDOWN AND GROUND LOOPED THE A						

A/C Reg. No. N4493H File No. - 649 7/20/86 STAMFORD, TX Time (Lcl) - 1800 CDT LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND(CFI) 3. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT 4. DIRECTIONAL CONTROL - NOT CORRECTED - PILOT IN COMMAND(CFI) Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3 Factor(s) relating to this accident is/are finding(s) 2,4

-Basic Information Type Operating Certificate-NONE (GEN	IERAL AVIATION)	Aircraft Damag	e		Injur	ies	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		SUBSTANTIAL		Fata1	Serious	Minor	None
Type of Operation -OTHER WOR		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 - HUGHES 269C		e/Model - LYCOMING	HIO-360-D1A		nstalled/Ad	_	
Landing Gear - TRICYCLE-FIXED		ingines - 1		St	ali Warning	j System	- NO
Max Gross Wt - 1670		ype - RECIP-FUE					
No. of Seats - 3	Rated Po	ower - 190 HP					
-Environment/Operations Information	•						
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEF		rture Point		OFF AIR	PORT/STRIP		
Method - N/A		ACC/INC	•				
Completeness - N/A Basic Weather - VMC	Destinatio LOCAL	on		Airport Da	ıta		
Wind Dir/Speed- CALM	LUCAL			Runway	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspac	e.			Lth/Wid -		
Lowest Sky/Clouds - CLEAR		light Plan - NONE			Surface -		
Lowest Ceiling - NONE		learance - NONE			Status -		
Obstructions to Vision- NONE	Type Apcl	n/Lndg - FORCE	D LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 29		1 Certificat			WAIVERS/	LIMIT
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Current		tal -	nt Time (Ho 2000	•	Una -	45
SE LAND	Months Sind		tai - ke/Model-	400	Last 24	Days- UN	
HELICOPTER	Aircraft T		strument-	400	Last 90		80
1122,001,121	711 01 41 0 1	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	o tr americ	Ŭ	Rotorcra	•	6500
Instrument Rating(s) - NONE							
PILOT EXPERIENCED A PARTIAL POWER LOSS	AT 60 FEET AGI HI	MADE A HAPD LANDT	NG TN AN OPE	N ETELD CA	LISTNG THE		

File No. - 640 7/25/86 BATESVILLE, TX A/C Reg. No. N99803 Time (Lc1) - 0715 CDT Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation MANEUVERING Finding(s) 1. FUEL SYSTEM, STRAINER - BLOCKED (PARTIAL) 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. FLUID, FUEL - CONTAMINATION 4. MAINTENANCE - INADEQUATE - COPILOT Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 5. AUTOROTATION - PERFORMED - PILOT IN COMMAND HARD LANDING Occurrence #3 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. 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) 1,3 Factor(s) relating to this accident is/are finding(s) 2,4,5,6

File No 632 7/26/86 FORT	WORTH,TX A/C R	eg. No. N5088D	ا 	ime (Lcl)	- 1130 CDT	
-Basic Information Type Operating Certificate-NONE (GENERA		t Damage		Inju		
	SUBSTA	NTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Cre	_	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pas	s 0	0	1	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA 182A	Eng Make/Model - CD			Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		_	tall Warni	ng System	- YES
Max Gross Wt - 2650		CIPROCATING-CARBU	RETUR			
No. of Seats - 4	Rated Power -	230 LBS THRUST				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR	STRIP		
Method - N/A	FORT WORTH, TX					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC Wind Dir/Speed- 170/006 KTS	LOCAL		HICKS		4.4	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid	- 14 - 2600 -U	INIZ /NID
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	,	Surface		INK/ INK
Lowest Ceiling - NONE	Type of Clearance				- DRY	
Obstructions to Vision- NONE		- FULL STOP	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	014145		
Precipitation - NONE	1,750 1,501,701.03					
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 46	Medical Certific	ate - VALIC	MEDICAL-W	ATVERS/LIM	ITT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (F			
COMMERCIAL	Current - YES	Total -			4 Hrs -	2
SE LAND, ME LAND	Months Since - 13	Make/Model-	62		Days- UN	IK/NR
	Aircraft Type - UNK/NR	Instrument-		Last 9	O Days-	2
		Multi-Eng -	469			
Instrument Rating(s) - AIRPLANE						
-Narrative		:				
-narrative PILOT TOUCHED DOWN LONG BUT WITH ADEQUATE	DINWAY DEMAINING HOWEVED	HE DELAVED BOAVE	ADDITCATTO	N AND AC A		
CULT WAS STILL GOING TOO FAST TO TURN OFF A						
OLI WAS SITEL GOING TOO LAST TO TOKIN OFF A	I THE LIND OF THE ROWALL CO	CCTOTOM MTIN IUC	COMMA FIND	DWVKIFK OC.	CORKED.	

File No. - 632 7/26/86 FORT WORTH,TX A/C Reg. No. N5088D Time (Lc1) - 1130 CDT

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

Finding(s)

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

2. JUDGEMENT - POOR - PILOT IN COMMAND

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

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

is/are finding(s) 1

File No 761 7/27/86 MCKIN	NEY,TX A/C	Reg. No. N7JA	T	ime (Lc1)	0900 CD	Γ
-Basic Information Type Operating Certificate-NONE (GENERA		ft Damage		Injur		
		ANTIAL	Fatal			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/Mode1 - THORPE T18		YCOMING 0-290-G				
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warnir	ng System	- NO
Max Gross Wt - 1600		ECIPROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power -	125 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t	ON AIR	STRIP		
Method - N/A	MCKINNEY,TX					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	MCKINNEY, TX			IEY MUNI		
Wind Dir/Speed- 180/005 KTS					- 17	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid		100
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status ·	- HOLES	
Obstructions to Vision- NONE	Type Apch/Lndg	- TOUCH AND GO				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 58	Medical Certifica			IVERS/LI	ALT I
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (F	iours)	1 Upo - U	NIZ /NID
PRIVATE SE LAND	Current - YES Months Since - 13	Total - Make/Model- Instrument-	199	Last 24	+ Hrs - U	NE/NE
SE LAND	Aircraft Type - T18	Make/Model-	238	Last 30	Days- U	NK/NK
	Aircraft Type - 118	Instrument-	O	Last 90	Days- U	NK/ NK
Instrument Rating(s) - NONE						
-Narrative						
ACFT WAS LANDED ON A CLOSED RWY WHERE IT						
ESSNA PLT WHO MADE A GO-AROUND IN FRONT OF			SED IT WAS	CLUSED. TH	16	
SAW THE FLAG & AN "X" BUT LANDED OVER THE	M AND COLLIDED WITH THE PO	515.				

File No. - 761 7/27/86 MCKINNEY, TX A/C Reg. No. N7JA Time (Lc1) - 0900 CDT

Phase of Operation LANDING - FLARE/TOUCHDOWN

ON GROUND COLLISION WITH OBJECT

Finding(s)

1. OBJECT - AIRPORT FACILITY

- 2. PROCEDURES/DIRECTIVES NOT FOLLOWED PILOT IN COMMAND
- 3. WRONG RUNWAY SELECTED PILOT IN COMMAND
- 4. UNSAFE/HAZARDOUS CONDITION WARNING MISJUDGED PILOT IN COMMAND

----Probable Cause----

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

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

File No 762 8/	09/86 COLLEGE STATI	ON,TX A/C Re	eg. No. N2OEK	Т	ime (Lc1) -	1830 CDT	
-Basic Information							
Type Operating Certificat	e-NONE (GENERAL AVIAT)		t Damage		Injur		
		SUBSTAN		Fata1	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Cre		0	0	1
Flight Conducted Under		NONE	Pas	s O	0	0	0
Accident Occurred During	-APPROACH						
-Aircraft Information							
Make/Model - MOLINO OY		Eng Make/Model - N/			Installed/A		
Landing Gear - SKI/WHEEL	,	Number Engines - N/		S	tall Warnin	g System	- NO
Max Gross Wt - 1050		Engine Type - N/					
No. of Seats - 1		Rated Power - N/	A 				
-Environment/Operations Info	rmation						
Weather Data	It.	inerary			Proximity		
Wx Briefing - FSS		ast Departure Point		OFF AI	RPORT/STRIP		
Method - TELEPHO	NE	HEAMPSTEAD, TX					
Completeness - FULL	D€	estination		Airport D			
Basic Weather - VMC		WEATHERFORD, TX		EASTER	WOOD		
Wind Dir/Speed- 150/008	KTS			Runway	Ident -	N/A	
Visibility - 7.0		C/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds -	4000 FT SCATTERED	Type of Flight Plan	- NONE	Runway	Surface -	GRASS/TL	JRF
Lowest Ceiling -	· 25000 FT BROKEN	Type of Clearance	- NONE	Runway	Status -	DRY	
Obstructions to Vision-	NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation -	NONE						
Condition of Light -	· DAYLIGHT						
-Personnel Information							1IT
-Personnel Information Pilot-In-Command	Age -	60	Medical Certific	ate - VALID	MEDICAL-WA	IVERS/LIN	
		60 al Flight Review		ate - VALID ght Time (H		IVERS/LIN	
Pilot-In-Command	Biennia		Fli				0
Pilot-In-Command Certificate(s)/Rating(s)	Biennia Cur	al Flight Review	Fli	ght Time (H	lours)	Hrs -	
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL	Biennia Cui Mor	al Flight Review rrent - YES	Fli Total -	ght Time (H 1290 40	ours) Last 24	Hrs - Days-	o
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Biennia Cui Mor	al Flight Review rrent - YES nths Since - 17	Fli Total - Make/Model-	ght Time (H 1290 40 70	lours) Last 24 Last 30	Hrs - Days-	0 12
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND GLIDER	Biennia Cui Moi Air	al Flight Review rrent - YES nths Since - 17	Fli Total - Make/Model- Instrument-	ght Time (H 1290 40 70	lours) Last 24 Last 30	Hrs - Days-	0 12
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND GLIDER Instrument Rating(s)	Biennia Cui Moi Air	al Flight Review rrent - YES nths Since - 17	Fli Total - Make/Model- Instrument-	ght Time (H 1290 40 70	lours) Last 24 Last 30	Hrs - Days-	0 12
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND GLIDER Instrument Rating(s)	Biennia Cui Moi Aii - AIRPLANE	al Flight Review rrent - YES nths Since - 17 rcraft Type - L-13	Fli Total - Make/Model- Instrument- Multi-Eng -	ght Time (H 1290 40 70 60	lours) Last 24 Last 30 Last 90	Hrs - Days- Days-	0 12
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND GLIDER Instrument Rating(s) -Narrative GLIDER COLLIDED WITH TREES	Biennia Cui Moi Aii - AIRPLANE - DURING AN OFF ARPT LAI	al Flight Review rrent - YES nths Since - 17 rcraft Type - L-13	Fli Total - Make/Model- Instrument- Multi-Eng -	ght Time (H 1290 40 70 60	lours) Last 24 Last 30 Last 90	Hrs - Days- Days-	0 12
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND GLIDER Instrument Rating(s) -Narrative	Biennia Cui Moi Aii - AIRPLANE - DURING AN OFF ARPT LAI	al Flight Review rrent - YES nths Since - 17 rcraft Type - L-13	Fli Total - Make/Model- Instrument- Multi-Eng -	ght Time (H 1290 40 70 60	lours) Last 24 Last 30 Last 90	Hrs - Days- Days-	0 12

File No 7	8/09/86	COLLEGE STATION, TX	A/C Reg. No. N20EK	Time (Lcl) - 1830 CDT
Occurrence #1 Phase of Operation		PATTERN - FINAL APPROACH		
Finding(s) 1. PLANNED APPROACE 2. DISTANCE - MISU 3. CLEARANCE - NOT	JDGED - PILOT IN C	COMMAND		·
Occurrence #2 Phase of Operation		SION WITH OBJECT PATTERN - FINAL APPROACH		
Finding(s) 4. OBJECT - TREE(S)			
Probable Cause				
The National Transpois/are finding(s) 1,		ard determines that the P	robable Cause(s) of this acci	dent

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File No 768 8/09/86 HOUSTON	A/C	Reg. No. N3930T	Т	ime (Lc1)	- 1400 CD1	Г
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		ft Damage ANTIAL Cre Pas	· · · · · ·	Inju Serious O O	ries Minor O O	None 1 1
Accident Occurred During -LANDING Aircraft Information Make/ModelPIPER PA-28-R-180 Landing Gear - TRICYCLE-RETRACTABLE	Eng Make/Model - L Number Engines -			Installed/A		
Max Gross Wt - 2500 No. of Seats - 4	Engine Type - F Rated Power -	ECIP-FUEL INJECTED 180 HP				
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Poir HOUSTON,TX	t	OFF AI	Proximity RPORT/STRI	P	
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 170/003 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 3000 FT SCATTE Lowest Ceiling - 12000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT			Runway Runway Runway Runway	OUSTON Ident Lth/Wid Surface Status	- DIRT	50
	Age - 54 Biennial Flight Review	Medical Certific	cate - VALID ight Time (H		AIVERS/LI	MIT
PRIVATE	Current - YES	Total -	213	Last 2		1
SE LAND	Months Since - UNK/N Aircraft Type - UNK/N	•	7 9	Last 3 Last 9	O Days- O Days-	1
Instrument Rating(s) - NONE						
RIVATE PILOT OF A PIPER PA-28R-180 DEPARTED RUSE HAD DEPARTED RUNWAY 15 WHEN ENGINE QUIT AT A PPROXIMATELY 2 MILES OFF THE DEPARTURE END OF OWERING FEATURE OF THE AIRCRAFT WHICH RESULTED ANDING GEARS DOWN AND LOCKED. AIRCRAFT SUSTAIN PROCED UPWARD INTO THE WING STRUCTURES. THE PIRESED HE TOOK ON 27 GALLONS OF LOW LEAD AVIATIONS TANK SUMPS AND GASOLATOR AND FOUND NO WATER ACCIDENT REVEALED SOME WATER PRESENT IN THE	APPROXIMATELY 600 FEET AG RUNWAY. PILOT STATED HE D IN A FORCED LANDING INT NED SUBSTANTIAL DAMAGE. N LOT AND ONE PASSENGER ONE ION FUEL AT WEST HOUSTON ER PRESENT. HOWEVER, INVE	L. PILOT EXECUTED FAILED TO DEACTIVA O AN UNIMPROVED AF OSE GEAR SHEARED A OARD THE AIRCRAFT AIRPORT AND HAD DE STIGATION OF THE A	A FORCED LA TE THE AUTO REA WITH ALL AND BOTH MAI WERE UNINJU RAINED FUEL AIRCRAFT SUB	NDING MATIC GEAR THREE N GEARS WE RED. PILOT SAMPLES FR SEQUENT TO	RE OM	

8/09/86 A/C Reg. No. N3930T Time (Lc1) - 1400 CDT File No. - 768 HOUSTON, TX Occurrence #1 LOSS OF POWER Phase of Operation CLIMB Finding(s) 1. FUEL SYSTEM, STRAINER - WATER 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. REFUELING - IMPROPER - GROUND PERSONNEL IMPROPER USE OF PROCEDURE - GROUND PERSONNEL Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN 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

Type Operating Certificate-NONE (GENERA		ft Damage			Inju		
-		ANTIAL		Fatal	Serious	Minor	
Type of Operation -PERSONAL	Fire		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE		Pass	0	0	'	2
-Aircraft Information							
Make/Model - CESSNA U206F	Eng Make/Model - C		520-F				d - YES/YI
Landing Gear - TRICYCLE-FIXED	Number Engines -			S1	tall Warni	ng Syste	m - YES
Max Gross Wt - 3600	Engine Type - R		CTED				
No. of Seats - 6	Rated Power -	300 HP					
-Environment/Operations Information							
Weather Data	Itinerary		Α	irport F	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t		OFF AIR	RPORT/STRI	P	
Method - N/A	HOUSTON S.W.,TX						
Completeness - N/A	Destination		Αi	rport Da	ata		
Basic Weather - VMC	LOCAL			_			
Wind Dir/Speed- 180/002 KTS	/					- N/A	
Visibility - 15.0 SM	ATC/Airspace					- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan					- N/A	
Lowest Ceiling - NONE	Type of Clearance			Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - UNK/NR	Medical Cert				O WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review			Time (Ho			
COMMERCIAL, ATP	Current - YES	Total		63		4 Hrs -	. 3
SE LAND, ME LAND	Months Since - 14	Make/Mod		67		O Days-	•
	Aircraft Type - UNK/N			72	Last 9	O Days-	39
		Multi-En	g - 8	800			
Instrument Rating(s) - AIRPLANE							
-Narrative							
PILOT WAS MAKING A BEACH LANDING WHEN THE	NOSE WHEEL STRUCK AN OBJE	CT IN THE SAND	. CAUSTN	IG THE N	SE WHEEL		
COLLAPSE AND THE AIRCRAFT TO NOSE OVER INT		5. 214 THE SAIND	, 0,0011	- III 140	JUL WILLE		

File No. - 679 8/17/86 A/C Reg. No. N147ED MATAGORDA IS.,TX Time (Lc1) - 1230 CDT Occurrence #1 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. TERRAIN CONDITION - SOFT 2. JUDGEMENT - POOR - PILOT IN COMMAND 3. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S) 4. UNSUITABLE TERRAIN - SELECTED - 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) 1,2,3,4

Crei Pas: 	S O ELT S Airport	Inj Serious O O Installed Stall Warn Proximity IRPORT/STR	1 0 l/Activate ing Syste	0 0 d d - YES/NO
Pas	W OSO	Serious 0 0 Tinstalled Stall Warn Proximity	Minor 1 0 //Activate	0 0 d d - YES/NO
Pas	W OSO	0 0 Installed Stall Warn	1 0 l/Activate ing Syste	0 0 d d - YES/NO
Pas	ELT S Airport OFF A	O Installed Stall Warn Proximity	O l/Activate ing Syste	0 d d - YES/NO
	ELT S Airport OFF A	Installed Stall Warn	/Activate	d - YES/NO
20S	Airport OFF Ai	Stall Warn	ing Syste	
205	Airport OFF Ai	Stall Warn	ing Syste	
	Airport OFF Ai	Stall Warn	ing Syste	
	Airport OFF A	 Proximity	 ,	
	OFF A			
		LRPORT/STR	IP	
	Airport [
	Airport (
		Data		
		y Ident	- N/A	
		y Lth/Wid		
		y Surface		
IT FOLL	OWINGRunwa	y Status	- DRY	
			ICE CO	VERED
rtific	ate - VALII	D MEDICAL-	WAIVERS/L	IMIT
			24 Hrs -	6
				86
	-			
		2001	,-	
er Ic	etific Fli - odel- nent- ing -	etificate - VALI Flight Time (1 - 12691 odel- 191 nent- 3511 ing - 7508	etificate - VALID MEDICAL- Flight Time (Hours) - 12691 Last odel- 191 Last nent- 3511 Last ong - 7508	- 12691 Last 24 Hrs - del- 191 Last 30 Days- ment- 3511 Last 90 Days-

File No. - 800 4/12/86 OGDEN, UT A/C Reg. No. N1721Q Time (Lc1) - 1630 MST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation DESCENT - NORMAL Finding(s) 1. FLUID, FUEL - STARVATION 2. FUEL SYSTEM, LINE - BLOCKED (PARTIAL) 3. FUEL SYSTEM, LINE - FOREIGN OBJECT Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - NONE SUITABLE 5. TERRAIN CONDITION - SOFT ----Probable Cause----

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

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

 -Basic Information Type Operating Certificate-NONE (GENERAL 	L AVIATION)	Aircraft Damage	!		Injur	ies	
-		DESTROYED	_	Fatal	Serious		None
Type of Operation -INSTRUCTIONAL	L	Fire ON GROUND	Crew	0	0	0	2
Flight Conducted Under -14 CFR 91 Accident Occurred During -STANDING		UN GRUUND	Pass	0	0	0	0
Aircraft Information							
Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED	Eng Make/Mod Number Engin	el - LYCOMING C	1-235-L2C		Installed/A tall Warnir		
Max Gross Wt - 1670	Engine Type		TNG-CAPRURE		itali wariii	ig system	- UNK/N
No. of Seats - 2	Rated Power		ING CARBORE	T OK			
Environment/Operations Information							
Weather Data	Itinerary Last Departur	a Daint		Airport ON AIR	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	SAME AS ACC			UN AIR	PURI		
Completeness - N/A	Destination	/ 114C		Airport D	lata		
Basic Weather - VMC	LOCAL				AKE CITY IN	NT'L	
Wind Dir/Speed- UNK/NR				Runway	· Ident -	· UNK/NR	
Visibility - UNK/NR	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - UNK/NR	Type of Fligh			,	Surface -	•	
Lowest Ceiling - UNK/NR Obstructions to Vision- NONE	Type of Clear Type Apch/Lnd			Runway	Status -	DRY	
Precipitation - NONE	Type Apchytha	g - NOINE					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 37 Biennial Flight Rev		Certificat	e - VALIL t Time (F) WAIVERS/	LIMII
COMMERCIAL, CFI	Current -	YES Tot	al -	1698	last 24	Hrs - UN	K/NR
SE LAND, ME LAND	Current - Months Since -	4 Mak	e/Model-	432	Last 30	Davs- UN	K/NR
	Aircraft Type -	UNK/NR Ins	strument- UN	K/NR	Last 90	Days- UN	K/NR
		Mu 1	ti-Eng -	333	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE							
-Narrative							
CARBURETOR HAD BEEN REMOVED FOR MAINTENA							
DULE ACFT AND WAS PUT IN ANOTHER ACFT. SC ID NOT HEAR THIS. PLT MET FLT INSTRUCTOR							
AND INSTRUCTOR SAID THERE WAS NO SIGN IN				IS EING CA	COUTT FIRE.		

File No. - 727 5/11/86 SALT LAKE CITY,UT A/C Reg. No. N53345 Time (Lc1) - 0930 MDT

Occurrence
Phase of Operation

FIRE

STANDING - STARTING ENGINE(S)

Finding(s)

- 1. FUEL SYSTEM, CARBURETOR DISCONNECTED
- 2. MAINTENANCE, INSTALLATION NOT PERFORMED OTHER MAINTENANCE PSNL
- IMPROPER DECISION, INFORMATION INSUFFICIENT PILOT IN COMMAND
- 4. INADEQUATE CERTIFICATION/APPROVAL, AIRCRAFT COMPANY/OPERATOR MGMT
- 5. FLUID, FUEL FIRE
- 6. DISPATCH PROCEDURES NOT UNDERSTOOD DUAL STUDENT
- 7. DOCUMENTATION INADEQUATE OTHER MAINTENANCE PSNL

----Probable Cause----

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

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

-Basic Information Type Operating Certificate	-MONE (CENEDA) AVI	ATION) Ainces	ft Damage		Injur	ies	
rype operating certificate	MONE (GENERAL AVI	DESTR		Fatal			None
	-AERIAL OBSERVATIO			ew 0	0	. 1	•
Flight Conducted Under Accident Occurred During		ON GR	DUND Pa	ss 0	. • 0	0	0
-Aircraft Information							
Make/Model - CESSNA 182	=="	Eng Make/Model - Co	ONTINENTAL 0-470-	S ELT	Installed/A		
Landing Gear - TRICYCLE-F	IXED	Number Engines -			tall Warnir	g System	- YES
Max Gross Wt - 2950 No. of Seats - 4		Engine Type - Ri Rated Power -	230 HP	OKETUK			
NO. 01 Jeals - 4		Rated Fower	230 MP				
-Environment/Operations Infor	mation						
Weather Data		Itinerary			Proximity		
Wx Briefing - FSS		Last Departure Poin		OFF AI	RPORT/STRIP	•	
Method - TELEPHON	IE .	GRAND JUNCTION, CO					
Completeness - FULL		Destination		Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- CALM		ROCK SPRINGS, WY		Dunway	Ident -	N/A	
Visibility - 40.0	SM	ATC/Airspace			Lth/Wid -	,	
Lowest Sky/Clouds -		Type of Flight Plan	- NONE		Surface -		
		Type of Clearance			Status -		
Obstructions to Vision-	NONE	Type Apch/Lndg	- NONE	·			
Precipitation -							
Condition of Light -	DAYLIGHT						
-Personnel Information	_	<u>:</u> _					4
Pilot-In-Command		- 33	Medical Certifi			WAIVERS	/LIMIT
Certificate(s)/Rating(s) ATP		nnial Flight Review Current - YES	Total -	ight Time (H	lact 24	l Hre -	Ω
SE LAND, ME LAND		Months Since - 11	Make/Model-	6615 1000 500	last 30) Davs- II	NK/NR
JE EAND, ME EAND		Months Since - 11 Aircraft Type - PA-34	Instrument-	500	Last 90	Days-	401
			Multi-Eng -	2500	Rotorce	aft -	100
			_				
Instrument Rating(s)	- AIRPLANE						
Namativa							
-Narrative LE FLYING A PIPELING PATROL F	HT 4 000 EEET 401	THE MOUNTAINING TERRAT	N THE BIT ENCOUN	TEDED A DOWN	IDDAET		
DSHEAR WHICH RESULTED IN AN U						,	
ACFT IMPACTED IN ROUGH TERRA						• •	

6/06/86 A/C Reg. No. N8078M Time (Lc1) - 0740 MDT File No. - 724 VERNAL, UT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CLIMB Finding(s) 1. WEATHER CONDITION - WINDSHEAR 2. TERRAIN CONDITION - MOUNTAINOUS/HILLY 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

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

Basic Information Type Operating Certificate-NONE (GENERAL AVIATION) Aircraf	t Damage		Injur	ies	
	SUBSTA		Fatal		Minor	None
Type of Operation -PERSON		Crew	0	0	0	1
Flight Conducted Under -14 CFR Accident Occurred During -LANDIN	IG .	Pass	0	0	0	1
Aircraft Information					- 4 4 4 4	v=e /v:
Make/Model - CESSNA 172N Landing Gear - TRICYCLE-FIXED	Eng Make/Model - LY Number Engines - 1			Installed/A tall Warnin		
Max Gross Wt - 2150	Engine Type - RE			tari warmin	g system	- 163
No. of Seats - 4	Rated Power -	180 HP				
Environment/Operations Information-						
Weather Data Wx Briefing - NO RECORD OF BR	Itinerary		Airport ON AIR	Proximity		
Method - N/A	IEFING Last Departure Point SALT LAKE CITY.UT		UN AIN	PURI		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC			VALLEY		
Wind Dir/Speed- 150/015 KTS					16	
Visibility - 40.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 8500 F Lowest Ceiling - NONE	T SCATTERED Type of Flight Plan Type of Clearance			Surface - Status -		•
Obstructions to Vision- NONE	Type of Crearance Type Apch/Lndg	- TRAFFIC PATTERN	Runway	Status -	DRT	
Precipitation - NONE	Type Apolly Elidy	TRAITIO FAITERIA				
Condition of Light - DAYLIGH	iT					
Personnel Information	A 95	Madianl Contistant	- VALTE	MEDICAL NO	NATVEDC	/: TMTT
Pilot-In-Command Certificate(s)/Rating(s)	Age - 36 Biennial Flight Review		e - VALIL nt Time (F		WAIVERS	/ LIMII
PRIVATE		Total -	53	Last 24	Hrs -	1
SE LAND	Months Since - 1	Make/Model-	2	Last 30	Days-	5
	Aircraft Type - C-150	Instrument- UN	IK/NR	Last 90	Days-	12
		Multi-Eng - UN	IK/NR	Rotorcr	aft - Ul	NK/NR
Instrument Rating(s) - NONE						
Narrative					-	
R SUCCESSIVE AIRCRAFT BOUNCES DURIN	NG A TOUCHDOWN PHASE OF LANDING, T	HE PILOT LOST CONTE	OL. THE A	IRCRAFT		
				THE GROUND		

File No 7	93 7/03/86	T00ELE,UT	A/C	Reg. No.	N5552E	Time (Lc1) - 1020 MDT
Occurrence #1 Phase of Operation		FOUCHDOWN				
Finding(s) 1. FLARE - IMPROPE 2. IMPROPER US		_	ENCE IN TYPE OF	AIRCRAFT	- PILOT IN COMMAN)
Occurrence #2 Phase of Operation						
Finding(s) 3. RECOVERY FROM B	OUNCED LANDING - NO	OT PERFORMED - PI				
Occurrence #3 Phase of Operation	LANDING - ROLL					
Probable Cause						
The National Transpo is/are finding(s) 1,	-	rd determines tha	t the Probable	Cause(s)	of this accident	
Factor(s) relating t	o this accident is,	/are finding(s) 2	!			

Basic Information Type Operating Certificate	- ACDICIII TIII	DAL ATDODA	ET Ainonaf	t Damage			Injur	tos	
Type operating Certificate	-AGRICULIU	KAL AIRCKA	FI AIRCRAT			Fatal	-		None
Type of Operation Flight Conducted Under	-AERIAL API	PLICATION			Crew	0	0	1	0
Accident Occurred During	-14 CFR 13 -LANDING		NONE		Pass	0	0	0	0
Aircraft Information			F Mal . /M - dal	0 W 4040		FI T 1			A NO M
Make/Model - AYRES S2R Landing Gear - TAILWHEEL-	ALL ETXED		Eng Make/Model - P Number Engines - 1				nstalled/A		
Max Gross Wt ~ 6000	ALL FINED			CIPROCATIN			arr warmin	g syste	
No. of Seats - 1			Rated Power -	600 HP					
Invironment/Operations Infor	mation		4			A			
Weather Data Wx Briefing - NO RECOR	D OF BRIEF		inerary Last Departure Point			Airport F OFF AIF	roximity PORT/STRIP		
Method - N/A			PUNGO, VA						
Completeness - N/A		D	estination			Airport Da	ıta		
Basic Weather - VMC Wind Dir/Speed- 190/008	vTc		LOCAL			Dunway	Ident -	N/A	
Visibility - 5.0		АТ	C/Airspace				Lth/Wid -		
Lowest Sky/Clouds -	3000 FT S	CATTERED	Type of Flight Plan	- NONE		Runway	Surface -	N/A	
Lowest Ceiling -			Type of Clearance			Runway	Status -	N/A	
Obstructions to Vision-			Type Apch/Lndg	- FORCED I	_AND ING				
Precipitation - Condition of Light -	NUNE DAYLIGHT								
Personnel Information									
Pilot-In-Command		Age -	40	Medical (Certifica		MEDICAL-NO	WAIVER	RS/LIMIT
Certificate(s)/Rating(s)		Bienni	al Flight Review rrent - YES		Fligi	ht Time (Ho			
COMMERCIAL		Cu	rrent - YES nths Since - 9	Tota	- /Madal-		Last 24 Last 30		
SE LAND		MO	rcraft Type - UNK/NF	Make, Inst	rument-	300	Last 90	Days-	75
		<u> </u>	rorare type only the		i-Eng -		2001 00	bayo	, 3
<pre>Instrument Rating(s)</pre>	- AIRPLANE								
ACFT WAS DITCHED AFTER A LOS	S OF POWER	DURING TA	KEOFF. PLT WAS UNABL	E TO MAIN	TAIN ALT	& DUMPED L	QUID FERTI	LIZER	
PRIOR TO LANDING. AFTER DIT		SHALLOW C	ANAL THE ACFT NOSED	OVER. POST	T ACCIDEN	T INVESTIGA	ATION REVEA	LED	
ACKED CYLINDER IN THE ACFT E	NGINE.								

File No. - 732 6/05/86 VIRGINIA BEACH,VA A/C Reg. No. N7797V Time (Lc1) - 1030 EDT

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

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - CRACKED
2. LOAD JETTISON - INITIATED - PILOT IN COMMAND
3. CLIMB - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING LANDING - FLARE/TOUCHDOWN

Occurrence #4 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN

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

----Probable Cause----

File No 754 6/30/86 M	ONTPELIER STA., VA	A/C Reg. No.	N75006	T	ime (Lc1)	- 1420 E	DT
Basic Information Type Operating Certificate-NONE (GE Type of Operation -PERSONAL	·	Aircraft Damag SUBSTANTIAL Fire	Crew	_	Serious O	0	1
Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	1	NONE	Pass	0	0	0	1
Aircraft Information Make/Model - PIPER PA-28R-200 Landing Gear - TRICYCLE-RETRACTABL Max Gross Wt - 2500 No. of Seats - 4	E Number Eng	e - RECIP-FUE	L INJECTED		Installed/ tall Warni		ed - YES/NO em - YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIE Method - N/A	Itinerary				Proximity RPORT/STRI	P	
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 060/005 KTS	Destination ORANGE,VA				Ident	- N/A	
Visibility - 15.0 SM Lowest Sky/Clouds - SCATTERED Lowest Ceiling - BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Cle	ght Plan - NONE earance - NONE .ndg - FORCE		Runway	Lth/Wid Surface Status	- N/A	
Personnel Information Pilot-In-Command	Age - 33	Medica	1 Certifica	te - VALID	MEDICAL-V	/AIVERS/	LIMIT
Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Biennial Flight F Current Months Since Aircraft Type	- YES To - 14 Ma - PA44180 In	tal - ke/Model-	190 103	Last 2 Last 3		UNK/NR
Instrument Rating(s) - AIRPLAN	E						
Narrative E ACFT COLLIDED WITH 2 FENCES DURING AN TERNAL FAILURE OF THE ENG. #2 CONNECTIN MAINDER FAILED IN TENSION. THE PLT HAD LL. ENG TOTAL TIME WAS 3640.63 HRS.	G ROD BOLT FAILED IN F	ATIGUE THROUGH 4	O PERCENT O	F THE DIAM	ETER. THE		

6/30/86 A/C Reg. No. N75006 File No. - 754 MONTPELIER STA., VA Time (Lc1) - 1420 EDT LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, OIL - NO PRESSURE 2. ENGINE ASSEMBLY, CONNECTING ROD - FATIGUE 3. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY IN FLIGHT COLLISION WITH OBJECT Occurrence #3 Phase of Operation LANDING - ROLL Finding(s) 4. OBJECT - FENCE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3 Factor(s) relating to this accident is/are finding(s) 1

Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage			Injur		
Type of Operation -PERSONAL		DESTROYED Fire	Crew	Fatal 1	Serious O	Minor	None O
Flight Conducted Under -14 CFR 91		ON GROUND	Pass	Ö	0	0	0
Accident Occurred During -TAKEOFF				•	_	_	_
Aircraft Information							
Make/Model - QUICKIE Q200		del - CONTINENTAL (0-200A		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1250	Number Engi	nes - 1 - RECIPROCATIN	G-CADRIIDE		tall Warnin	ig Syste	m - NU
No. of Seats - 2	Rated Power		G CARBORE				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFI Method - N/A	NG Last Departur NEWPORT NE			ON AIR	PORT		
Completeness - N/A	Destination	NO, VA		Airport D	ata		
Basic Weather - VMC	NEWPORT NE	NS,VA			K HENRY		
Wind Dir/Speed- 180/008 KTS						20	
Visibility - 7.0 SM Lowest Sky/Clouds - 3000 FT TH	ATC/Airspace IN OVC Type of Flig	-+ Diam MONE			Lth/Wid -		
Lowest Sky/Clouds - 3000 F1 In		rance - VFR			Surface - Status -	DRY	16
Obstructions to Vision- NONE	Type Apch/Ln				514145	J	
Precipitation - NONE		_					
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 67	Medical C	ertificat	e - VALID	MEDICAL-WA	IVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Re	view	Fligh	t Time (F	lours)		
COMMERCIAL		- UNK/NR Total		2187	Last 24		
SE LAND, ME LAND	Months Since Aircraft Type	- UNK/NR - Make/ - UNK/ND - Instr	Mode।- ument-	208	Last 30 Last 90	Days-	UNK/NR
	All Clart Type		-Eng -	293	Last 90	/ Days-	UNK/ NK
Instrument Rating(s) - AIRPLANE							
Narrative							
ITGI I GLIVE		TAKEOFF. THE ACFT					

File No. - 713 7/27/86 NEWPORT NEWS,VA A/C Reg. No. N45CX Time (Lc1) - 1359 EDT

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

Finding(s)

1. UNDETERMINED

2. STALL - UNCONTROLLED - PILOT IN COMMAND

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

----Probable Cause----

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

-Basic Information Type Operating Certificate-NONE (GE	NEDAL AVIATIONI)	Aircraft Damage			Injur	· 05	
Type operating centilicate-noise (GE	NERAL AVIATION)	DESTROYED		Fatal		Minor	None
Type of Operation -BUSINESS		Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 9	1	NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT							
-Aircraft Information							
Make/Model - PIPER PA-28-180		Model - LYCOMING 0-	360-A4A		Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450		gines - 1 be - RECIPROCATII	NO CARRURE		itall Warnin	g System	- YES
No. of Seats - 4	Rated Powe		NG-CARBURE				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Depar			OFF AI	RPORT/STRIP		
Method - ACFT RADIO	WENATCHE						
Completeness - FULL Basic Weather - VMC	Destination SPOKANE.		•	Airport D	ata DRN FIELD		
Wind Dir/Speed- 280/015 KTS	SPURAINE,	VA .			/Ident ~	29	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		150
Lowest Sky/Clouds - CLEAR		ight Plan - NONE			Surface -		
Lowest Ceiling - NONE		earance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/I	_ndg - NONE					
Precipitation - NONE							
Condition of Light - NIGHT(DAR	K) 						
-Personnel Information Pilot-In-Command	Age - 60	Medical	Contificat	- VALTE	MEDICAL-NO	WATVEDS	/I TMTT
Certificate(s)/Rating(s)	Biennial Flight I	Review		t Time (F		WAIVERS	LIMII I
PRIVATE	Current	- UNK/NR Tota	1 -	715	Last 24	Hrs - UN	IK/NR
SE LAND		- UNK/NR Make	/Model- UN	K/NR	Last 24 Last 30 Last 90	Days- UN	IK/NR
	Aircraft Type	e - PA-28 Inst	rument-	0	Last 90	Days- UN	IK/NR
		Mult	i-eng -	0	Rotorcr	aft -	0
Instrument Rating(s) - NONE							
PLT DEPARTED ARPT IN BOTTOM OF COLUMB	IA RIVER GORGE ON NIGH	HT VFR FLT TO SPOKA	NE, WA. FI	VE TO SIX	MIN		
ER DEPARTURE ACFT IMPACTED TERRAIN ON	LIP OF CANYON WALL.	PLTS REPORTED MODER	ATE TO SEV	ERE TURBL	JLENCE NEAR		
BLUFF LINE BEFORE AND AFTER CRASH. TH	E ACFT IMPACTED IN A S	STEEP NOSE DOWN ATT	ITUDE AND	EXPLODED	ON IMPACT.		

File No. - 752 4/08/86 EAST WENATCHEE,WA A/C Reg. No. N42496 Time (Lc1) - 2010 PST

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

Finding(s)

- 1. WEATHER CONDITION TURBULENCE
- 2. LIGHT CONDITION NIGHT
- 3. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 4. WEATHER EVALUATION NOT PERFORMED PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

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

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

File No 776 5/10/86 SUNNYS	SIDE, WA A/C	Reg. No. N4841B	T	ime (Lc1) -	1130 PDT	
-Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL		ft Damage ANTIAL Crew	Fatal O	Injur Serious O	ies Minor 1	None 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	0
-Aircraft Information Make/Model - BEECHCRAFT A23-24 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2550 No. of Seats - 6	Eng Make/Model - L Number Engines - Engine Type - R Rated Power -	1 ECIP-FUEL INJECTED	S	Installed/A tall Warnin	g System	- YES
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/003 KTS Visibility - 30.0 SM Lowest Sky/Clouds - 10000 FT Lowest Ceiling - 10000 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poin SUNNYSIDE,WA Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	Airport D ON AIR Airport D SUNNYS Runway Runway Runway	Proximity PORT ata IDE Ident - Lth/Wid - Surface -	25 3400/	
	Age - 64 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certifica Flig Total - Make/Model- Instrument-	nt Time (H 80 72	ours) Last 24	Hrs - Days- UN	0
Instrument Rating(s) - NONE						
-Narrative ER COMPLETING SEVERAL TOUCH AND GOES, THE F HT GUSTING CROSSWIND. THE PILOT WAS UNABLE ANKMENT COLLAPSING THE NOSE GEAR.						

File No 7	76 5/10/86	SUNNYSIDE, WA	A/C Reg. No. N4841B	Time (Lc1) - 1130 PDT
Occurrence #1 Phase of Operation		- ON GROUND		
Finding(s) 1. WEATHER CONDITI 2. WEATHER CONDITI 3. COMPENSATION FO	ON - GUSTS	- IMPROPER - PILOT 1		
Occurrence #2 Phase of Operation		ION WITH TERRAIN		
Finding(s) 4. TERRAIN CONDITI				
Occurrence #3 Phase of Operation	LANDING - ROLL			
Probable Cause				
The National Transpois/are finding(s) 3	rtation Safety Boa	rd determines that	the Probable Cause(s) of this accide	ent
Factor(s) relating t	o this assident is	/ano finding(s) 1 2	4	

Basic Information							
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	Minor O O	None 1
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		NQNE	Pass	-	ŏ	ŏ	i
Accident Occurred During -LANDING		· 					
Aircraft Information							
Make/Model - CESSNA 152		ode1 - LYCOMING 0-23					
Landing Gear - TRICYCLE-FIXED	Number Eng				tall Warnin	g System	- YES
Max Gross Wt - 1600 No. of Seats - 2		e - RECIPROCATING - 110 HP	3-CARBURE	IUR			
NO. Of Seats - 2	Rated Fower						
Environment/Operations Information	T. J.			A			
Weather Data Wx Briefing - FSS Method - TELEPHONE	Itinerary Last Depart	ire Point		Airport ON AIR			
Method - TELEPHONE	MANZANITA			UN AIR	-UK I		
Completeness - FULL	Destination	,		Airport Da	ata		
Basic Weather - VMC	GREY ARMY	FIELD, WA			A HARBOR AI	RPORT	
Wind Dir/Speed- 270/015 KTS		•		Runway	Ident -	11	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		55
Lowest Sky/Clouds - 3000 FT SC					Surface -		
Lowest Ceiling - Obstructions to Vision- FOG		arance - NONE ndg - FULL STOP		Runway	Status -	DRY	
Precipitation - NONE	Type Apch/L	nag - FULL STUR	-				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 24	Medical Ce	ertificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight R	eview		nt Time (Ho			
PRIVATE	Current	- YES Total		132	Last 24	Hrs -	1
SE LAND	Months Since Aircraft Type	- 1 Make/	Mode I -	35	Last 30	Days- UN	IK/NR
	Aircraft Type	- UNK/NK INSTR	umerit- -Epa - LIN	J IV/ND	Last 30 Last 90 Rotorcr	Days-	9 W /ND
		Marci	Ling Oil	IN/ INK	KO (O) CI	art on	IN/ INK
Instrument Rating(s) - NONE							
Narrative							
PILOT CHOSE TO LAND AT AN ALTERNATE AIR	PORT TO AWAIT IMPROV	ING WEATHER. DURING	A GUSTY	CROSSWIND	. LOSS		
IRECTIONAL CONTROL OCCURRED DURING LAND							
INVERTED.							

5/25/86 A/C Reg. No. N6471M File No. - 773 RAYMOND, WA Time (Lc1) - 1210 PDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - HIGH WIND 2. WEATHER CONDITION - GUSTS 3. WEATHER CONDITION - CROSSWIND 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----

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

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

File No 749 7/27/86 SNO	HOMISH,WA	A/C Reg. No. N650	9L 	T 1	ime (Lc1) -	1815 PDT	
Basic Information Type Operating Certificate-NONE (GENE		ircraft Damage			Injuri		
		SUBSTANTIAL	_	Fatal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		ire	Crew	0	0	0	1
Accident Occurred During -TAKEOFF		NONE	Pass	0	0	0	0
Aircraft Information							
Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED		1 - LYCOMING 0-235 s - 1			Installed/Ad		
Max Gross Wt - 1600	Number Engine	- RECIPROCATING-			tall Warning	y system	- 162
No. of Seats - 2	Rated Power	- 110 HP	CARBURE	TUR			
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEFI				ON AIRF	PORT		
Method - N/A Completeness - N/A	SNOHOMISH, WA			Alemant D			
Basic Weather - VMC	Destination LOCAL			Airport Da HARVEY			
Wind Dir/Speed- 300/006 KTS	LOCAL					14	
Visibility - 30.0 SM	ATC/Airspace				Lth/Wid -		60
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE			Surface -		
Lowest Ceiling - NONE	Type of Cleara					DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 33	Medical Cer	+161004	o - VALTO	MEDICAL -WAI	IVEDE/LIM	
Certificate(s)/Rating(s)	Biennial Flight Revi			it Time (Ho		I V E K 3 / L I M	11
STUDENT		N/A Total			Last 24	Hrs -	1
0,002	Months Since -				Last 30		
	Aircraft Type -			1	Last 90	Days-	16
	,	•				•	
Instrument Rating(s) - NONE							
Narrative HE STUDENT WAS ATTEMPTING TO DEPART WITH A ENTERLINE AND THE PILOT ROTATED PREMATUREL NTO UNEVEN TERRAIN. AT THE TIME OF THE ACC IME.	Y. THE AIRCRAFT SETTLED	BACK TO THE GROUN	D TO TH	E LEFT OF	THE RUNWAY	НТ	

File No. - 749 7/27/86 SNOHOMISH, WA A/C Reg. No. N6509L Time (Lc1) - 1815 PDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - TAILWIND 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE - PILOT IN COMMAND 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

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

Type of Operation Flight Conducted Un Accident Occurred InAircraft Information Make/Model - CE Landing Gear - TR Max Gross Wt - No. of SeatsEnvironment/Operation Weather Data Wx Briefing - In Method - In Completeness - In Basic Weather - Wind Dir/Speed-	-BUSINESS nder -14 CFR 91 During -DESCENT SSNA 172M ICYCLE-FIXED 2300 4 ns Information NO RECORD OF BRIEFING N/A N/A	DES Fire ON Eng Make/Model - Number Engines - Engine Type - Rated Power - Itinerary	GROUND LYCOMING THE TOTAL TO	Cre Pas: 0-320-E2D ATING-CARBU	ELT SRETOR Airport	Inju Serious 1 3 Installed/ tall Warni		0 0 d - YES/NO
Flight Conducted Un Accident Occurred Information Make/Model - CE Landing Gear - TR Max Gross Wt - No. of Seats - Environment/Operation Weather Data Wx Briefing - Information Method - Information Completeness - Information	nder -14 CFR 91 During -DESCENT SSNA 172M ICYCLE-FIXED 2300 4 ns Information NO RECORD OF BRIEFING N/A N/A	Fire ON Eng Make/Model - Number Engines - Engine Type - Rated Power - Itinerary Last Departure Po	GROUND LYCOMING RECIPROCA 150 H	Pas: 0-320-E2D ATING-CARBU	W OS O	1 3 Installed/ tall Warni	0 0 	0 0 d - YES/NO
Flight Conducted Un Accident Occurred Information Make/Model - CE Landing Gear - TR Max Gross Wt - No. of Seats - 	nder -14 CFR 91 During -DESCENT SSNA 172M ICYCLE-FIXED 2300 4 ns Information NO RECORD OF BRIEFING N/A N/A	Eng Make/Model - Number Engines - Engine Type - Rated Power - Itinerary Last Departure Po	GROUND LYCOMING THE TOTAL TO	Pas: 0-320-E2D ATING-CARBU	ELT SRETOR Airport	3 Installed/ tall Warni	0 Activate	0 d d - YES/NO
Accident Occurred Aircraft Information Make/Model - CE Landing Gear - TR Max Gross Wt - No. of SeatsEnvironment/Operation Weather Data Wx Briefing - Method - Completeness - Basic Weather - Wind Dir/Speed-	During -DESCENT SSNA 172M ICYCLE-FIXED 2300 4 ns Information NO RECORD OF BRIEFING N/A N/A	Eng Make/Model - Number Engines - Engine Type - Rated Power - Itinerary Last Departure Po	LYCOMING 1 RECIPROCA 150 H	0-320-E2D	ELT S RETOR	Installed/ tall Warni	Activate	d - YES/NO
Make/Model - CE Landing Gear - TR Max Gross Wt - No. of Seats	SSNA 172M ICYCLE-FIXED 2300 4 ns Information NO RECORD OF BRIEFING N/A N/A	Number Engines - Engine Type - Rated Power - Itinerary Last Departure Po	- 1 - RECIPROCA - 150 HA	ATING-CARBU	S RETOR Airport	tall Warni		
Landing Gear - TR Max Gross Wt - No. of Seats - -Environment/Operation Weather Data Wx Briefing - Method - Completeness - Basic Weather - Wind Dir/Speed-	ICYCLE-FIXED 2300 4 ns Information NO RECORD OF BRIEFING N/A N/A	Number Engines - Engine Type - Rated Power - Itinerary Last Departure Po	- 1 - RECIPROCA - 150 HA	ATING-CARBU	S RETOR Airport	tall Warni		
Max Gross Wt - No. of SeatsEnvironment/Operation Weather Data Wx Briefing - Method - Completeness - Basic Weather - Wind Dir/Speed-	2300 4 ns Information NO RECORD OF BRIEFING N/A N/A VMC	Engine Type - Rated Power - Ttinerary Last Departure Po	RECIPROCA 150 H		RETOR Airport	, ·	ng Syste	m - YES
No. of SeatsEnvironment/Operation Weather Data Wx Briefing - Method - Completeness - Basic Weather - Wind Dir/Speed-	4	Rated Power - Itinerary Last Departure Po	150 HI		Airport	Proximity		
Environment/Operation Weather Data Wx Briefing - Method - Completeness - Basic Weather - Wind Dir/Speed -	ns Information NO RECORD OF BRIEFING N/A N/A VMC	Itinerary Last Departure Po	oint	p 		Proximity		
Weather Data Wx Briefing - Method - Completeness - Basic Weather - Wind Dir/Speed-	NO RECORD OF BRIEFING N/A N/A VMC	Last Departure Po SAME AS ACC/INC				Proximity		
Wx Briefing - Method - Completeness - Basic Weather - Wind Dir/Speed-	N/A N/A VMC	Last Departure Po SAME AS ACC/INC				Proximity		
Method - Completeness - Basic Weather - Wind Dir/Speed-	N/A N/A VMC	SAME AS ACC/INC						
Basic Weather - Wind Dir/Speed-	VMC	Destination	;		OFF AI	RPORT/STRI	Р	
Wind Dir/Speed-					Airport D	ata		
· · · · · · · · · · · · · · · · · · ·		UNK/NR			•			
•	240/010 KTS	·			Runway	Ident	- N/A	
VISIDITILY -	7.0 SM	ATC/Airspace		*		Lth/Wid		
Lowest Sky/Cloud		Type of Flight Pl	an - NONE			Surface		
Lowest Ceiling	- NONE	Type of Clearance	- NONE	,			- N/A	
Obstructions to		Type Apch/Lndg	- NONE	1		010100	,	
Precipitation	- NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
Condition of Lig		1		· .				
Personnel Information	n			,				
Pilot-In-Command		Age - 47		al Certific				
Certificate(s)/Ra	ting(s)	Biennial Flight Review		t F11;		lours)		
PRIVATE		Current - NO		otal / -		Last 2	4 Hrs -	UNK/NR
SE LAND		Months Since - UNK	C/NR Ma	ake/Módel- 🛚			O Days-	
		Aircraft Type - UNK	K/NR I	nstrument-	UNK/NR	Last 9	O Days-	UNK/NR
				ulti-Eng -	UNK/NR		raft -	
Instrument Rat	ing(s) - NONE				,			
Name Advis								
Narrative								
		MAX RECOMMENDED TAKEOFF G						
		AT AFTER LIFTOFF THE AIRC					!N	
		ET AND BEGAN TO SETTLE E						
		N THE GROUND. AN ENGINE						
		WAS FLYING ON AN EXPIRED					l.	
	ITHIN THE LAST 24 MON	NTHS. IN ADDITION, THE AI	RCRAFT HAI	D NOT HAD A	N ANNUAL IN	ISPECTION		
NCE 1981.								

File No. - 693 3/01/86 MILWAUKEE,WI A/C Reg. No. N80167 Time (Lc1) - 1516 CST Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - UNCONTROLLED Finding(s) 1. OBJECT - UTILITY POLE AIRCRAFT WEIGHT AND BALANCE - DISREGARDED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE.COMPLACENCY - PILOT IN COMMAND 4. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND 5. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 6. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND 7. JUDGEMENT - POOR - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6,7 Factor(s) relating to this accident is/are finding(s) 1,2,4

File No 691 3/28/86 1	IDDLETON, WI	A/C Reg. No	. N20866	Τ	ime (Lc1)	- 1530 CS	T
Basic Information Type Operating Certificate-NONE (G	NERAL AVIATION)	Aircraft Dama	ge		Inj	uries	
_		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	='	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 9	91	NONE	Pass	0	0	0	2
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 172MM		/Model - LYCOMING	0-320-E2D			/Activated	
Landing Gear - TRICYCLE-FIXED		ngines - 1			tall Warn	ing System	- YES
Max Gross Wt - 2300	Engine Ty		ATING-CARBURE	TOR			
No. of Seats - 4	Rated Pov	wer - 150 H	IP				
Environment/Operations Information				==			
Weather Data	Itinerary				Proximity		
Wx Briefing - PATWAS	Last Depar	rture Point		ON AIR	PORT		
Method - TELETYPE	DELAVAN						
Completeness - WEATHER NOT PERT	NENT Destination	า		Airport D	ata		
Basic Weather - VMC	MIDDLETO	ON,WI		MOREY	4 I RPORT		
Wind Dir/Speed- 220/022 KTS				Runway	Ident	- 31	
Visibility - 10.0 SM	ATC/Airspace	9		Runway	Lth/Wid	- 2975/	40
Lowest Sky/Clouds - 27000 FT	THIN BKN 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 - STRA	IGHT-IN				
Precipitation - NONE			STOP				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 31		al Certificat			WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligh	t Time (H	ours)		
PRIVATE	Current		otal -	94		24 Hrs -	1
SE LAND	Months Since	e - 16 M	lake/Mode1-	40	Last	30 Days- U	NK/NR
	Aircraft Typ	oe - UNK/NR I	nstrument-	3	Last	90 Days-	2
Instrument Rating(s) - NONE							
Manualton							
-Narrative			05 00 0500550		ND NEL 001	-	
94 HOUR PRIVATE PILOT WAS ATTEMPTING							
15 TO 18 KTS GUSTING TO 22 KTS WHEN H							
RUNWAY. THE RIGHT MAIN GEAR CAME DOW			H THE ATRCRAF	I VEEKING	KIGHI AN	ט	
ING OVER AND COMING TO REST ON ITS BA							

File No. - 691 3/28/86 MIDDLETON, WI A/C Reg. No. N20866 Time (Lc1) - 1530 CST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - CROSSWIND IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 4. WEATHER CONDITION - GUSTS 5. WIND INFORMATION - IMPROPER USE OF - PILOT IN COMMAND 6. COMPENSATION FOR WIND CONDITIONS - NOT ATTAINED - PILOT IN COMMAND 7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL ______ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7

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

File No 657 2/01/86 AI	FTON, WY	A/C Reg. No.	N4238Z	T	ime (Lc1) -	1545 MST	
Basic Information Type Operating Certificate-NONE (GER	NERAL AVIATION)	Aircraft Damage	e		Injur	ies	
1		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 9		NONE	Pass	0	0	0	0
Accident Occurred During -MANEUVER:	[NG 						
Aircraft Information							
Make/Model - PIPER PA-18-150		lode1 - LYCOMING	D-320-A2A		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED					tall Warnin	g System	- YES
Max Gross Wt - 1625	Engine Typ		TING-CARBURE	TOR			
No. of Seats - 2	Rated Powe	er - 150 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEF		ure Point		OFF AI	RPORT/STRIP		
Method - N/A	AFTON, WY				- 1 -		
Completeness - N/A Basic Weather - VMC	Destination LOCAL		si.	Airport D	ата		
Wind Dir/Speed- 270/008 KTS	LUCAL			Dunia	Ident -	N/A	
Visibility - 40.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - UNK/NR		ght Plan - NONE			Surface -		
Lowest Ceiling - 6000 FT E		arance - NONE		•		SNOW - CI	RUSTED
Obstructions to Vision- NONE	Type Apch/L				514145	5.10.	.00125
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 38		1 Certificat	e - NON-V	ALID MEDICA	Ĺ	
Certificate(s)/Rating(s)	Biennial Flight F			it Time (H	•		
PRIVATE	Current		tal -	310	Last 24	Hrs -	1
SE LAND	Months Since		ke/Model-	200	Last 30	Days- UN	K/NR
	Aircraft Type	e - C-172 In:	strument-	13	Last 90	Days-	20
Instrument Rating(s) - NONE							
The famour had highly hold							
Narrative							
PLT STATED HE HAD DESCENDED TO OBSERVE							
. THE PLT INDICATED THE ACFT WHEEL CO TRYING TO RESTART THE ENG.	NTACTED THE DEEP SNOW	AI A MODERATE RA	TE OF HORIZO	NTAL SPEE	D WHILE HE		

File No. - 657 2/01/86 AFTON, WY A/C Reg. No. N4238Z Time (Lc1) - 1545 MST Occurrence #1 LOSS OF POWER Phase of Operation MANEUVERING Finding(s) 1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 2. BUZZING - PERFORMED - PILOT IN COMMAND 3. AIRCRAFT HANDLING - INATTENTIVE - PILOT IN COMMAND 4. JUDGEMENT - POOR - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING Finding(s) 5. TERRAIN CONDITION - SNOW COVERED 6. PULL-UP - DELAYED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,6

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

File No 714 4/09/86 JAY EM	,WY A/C R	eg. No. N6535N	т	ime (Lc1) -	0930 MST	
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL	AVIATION) Aircraf DESTRO Fire	t Damage YED Cr	Fatal ew 1	Injurt Serious O	es Minor O	None 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	ON GRO	UND Pa	ss 2	0	0	0
Aircraft Information Make/Model - CESSNA T-210N Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4000 No. of Seats - 6	Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power -	CIP-FUEL INJECTE	S	Installed/Ac tall Warning		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - IN PERSON	Itinerary Last Departure Point WORLAND.WY			Proximity RPORT/STRIP		
Completeness - UNK/NR Basic Weather - IMC Wind Dir/Speed- 150/030 KTS Visibility - 1.000 SM Lowest Sky/Clouds -	Destination ALLIANCE,NE ATC/Airspace Type of Flight Plan AST Type of Clearance Type Apch/Lndg	- NONE	Runway Runway		N/A	
	Age - 51 Biennial Flight Review Current - YES Months Since - 12 Aircraft Type - T-210	Total - Make/Model-	ight Time (H UNK/NR UNK/NR UNK/NR	lours)	Days- UN Days- UN	K/NR K/NR
Instrument Rating(s) - NONE						

File No. - 714 4/09/86 JAY EM, WY A/C Reg. No. N6535N Time (Lc1) - 0930 MST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE Finding(s) 1. WEATHER CONDITION - CLOUDS 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 3. WEATHER CONDITION - RAIN 4. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND 5. WEATHER CONDITION - ICING CONDITIONS WEATHER CONDITION - TURBULENCE (THUNDERSTORMS) Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation MANEUVERING 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) 2,4 Factor(s) relating to this accident is/are finding(s) 1,3

File No 662 6/21/86 BOSLE	R,WY A/C	Reg. No. N7922	1	T i	me (Lc1)	- 0800 M	DT
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircr	aft Damage			Inj	uries	
	SUBS	TANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire		Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE		Pass	0	0	1	0
Accident Occurred During -TAKEOFF							
Aircraft Information							
Make/Model - CESSNA 172K	Eng Make/Model -		A4A				d - YES/N
Landing Gear - TRICYCLE-FIXED	Number Engines -				all Warn	ing Syste	m - YES
Max Gross Wt - 2500		RECIPROCATING-C	ARBURETO	IR .			
No. of Seats - 4	Rated Power -	180 HP					
Environment/Operations Information	•						
Weather Data	Itinerary		Δ		roximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poi SAME AS ACC/INC	nt		OFF AIR	PORT/STR	IP	
Completeness - N/A	Destination		Αi	rport Da	ta		
Basic Weather - VMC	BILLINGS,MT			•			
Wind Dir/Speed- 250/005 KTS	,			Runway	Ident	- N/A	
Visibility - 40.0 SM	ATC/Airspace			Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	n - 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 Certificate(s)/Rating(s)	Age - 51 Biennial Flight Review	Medical Cert		- VALID Time (Ho		NO WAIVER	S/LIMIT
PRIVATE	Current - YES	Total	- 7	94	Last	24 Hrs -	8
SE LAND	Months Since - 6	Make/Mod	el- 7	'94	Last	30 Days-	UNK/NR
	Aircraft Type - C-17	2 Instrume	nt-	0	Last	90 Days-	63
Instrument Patters(a) NOVE							
Instrument Rating(s) - NONE							
Narrative							
DRDING TO THE PLT, THE ACFT HAD JUST BECOM	E AIRBORNE WHEN IT ENCOUN	TERED A GUST OF	WIND WH	HILE SIMU	LTANEOUS	LY	
SSING A GULLY, LOST LIFT & DESCENDED UNTIL	GROUND CONTACT. THE PLT	ALSO INDICATED	THERE WA	S A "DEN	ISITY		
TUDE PROBLEM." THE DENSITY ALTITUDE WAS C							

File No. - 662 6/21/86 BOSLER, WY A/C Reg. No. N79221 Time (Lc1) - 0800 MDT IN FLIGHT ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - GUSTS PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 3. TERRAIN CONDITION - DITCH 4. WEATHER CONDITION - HIGH DENSITY ALTITUDE Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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



File No 796 7/20/86 SUNDA	NCE,WY A/C Reg	. No. N99ORE	Т	ime (Lc1) -	1145 MDT	
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL	SUBSTANT Fire	IAL Crew	Fatal O	0	Minor O	None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pass	0	0	0	0
Aircraft Information Make/Model - ROTEC PANTHER II PLUS Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 484 No. of Seats - 2	Eng Make/Model - ROTE Number Engines - 1 Engine Type - RECI Rated Power -		S	Installed/Adtall Warning		
Environment/Operations Information Weather Data	T+ inches.		Admmont	Dunidada		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point SUNDANCE,WY			Proximity RPORT/STRIP		
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport D			
Wind Dir/Speed- CALM Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE	Runway Runway Runway	Lth/Wid - Surface - Status -	N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 47 M Biennial Flight Review	ledical Certificat Fligh	e - VALID t Time (H	MEDICAL-WA	IVERS/LIM	
CÒMMERCIÀL SE LAND	Current - YES Months Since - 24 Aircraft Type - C-182TR	Total - Make/Model-	1070 1 81	Last 24 Last 30 Last 90	Hrs - Days- UN Days- aft - UN	6
Instrument Rating(s) - AIRPLANE						
Narrative E PLT SAID THAT ON THE FIRST FLIGHT OF N990 ARACTERISTICS. HE SAID THAT AFTER LANDING H ORTLY AFTER TAKE OFF THAT THE PLT LOST CONT BSTANTIALLY DAMAGED HOWEVER, THE PILOT WAS	RE, THE VEHICLE REVEALED SOME E INSTALLED BOTH DOORS AND TH ROL OF THE VEHICLE AND COLLID	IEN ATTEMPTED ANOT	HER TAKE			

File No 79	6 7/20/86	SUNDANCE, WY	A/C Reg. No. N990RE	Time (Lc1) - 1145 MDT	
Occurrence #1 Phase of Operation 1. ALTITUDE - UNCON	TAKEOFF - INITIAL	CLIMB			
Occurrence #2 Phase of Operation					
Finding(s) 2. TERRAIN CONDITIO	N - OPEN FIELD				
Probable Cause	-				
The National Transporis/are finding(s) 1	tation Safety Boar	d determines that t	he Probable Cause(s) of this accide	nt	
Footon(c) nointing to	this accident is/	and finding(s) ?			

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

File No 688 7/24/86 R	AWLINS, WY	A/C Reg. No. N2	1LT	Ti	me (Lc1) -	1443 MDT	
Basic Information Type Operating Certificate-NONE (GE)	NERAL AVIATION)	Aircraft Damage			Injur	tes	
Type operating continuous none (as	NEINAL HVIAITON	SUBSTANTIAL		Fatal	•	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 9	1	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - TROUTMAN QUICKIE Q2		Model - REVMASTER 210			installed/A		
Landing Gear - TAILWHEEL-ALL FIXED		gines - 1			all Warnin	g System	- NO
Max Gross Wt - 1000	Engine_Type		G-CARBURE	TOR			
No. of Seats - 2	Rated Powe	er - 65 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F	•		
Wx Briefing - NO RECORD OF BRIE		ture Point		ON AIRF	PORT		
Method - N/A	PROVO,UT			A			
Completeness - N/A	Destination	.nv		Airport Da			
Basic Weather - VMC Wind Dir/Speed- 250/020 KTS	RAWLINS,	V Y			MUNICIPAL		
Visibility - 50.0 SM	ATC/Airspace				Ident - Lth/Wid -	22	100
Lowest Sky/Clouds - 2000 FT		icht Dian - NONE			Surface -		100
Lowest Ceiling - NONE		earance - NONE			Status -		
Obstructions to Vision- NONE		ndg - FULL STO	Þ	Kuriway	Jiaius	DKI	
Precipitation - NONE	Type Apeny	roce stor	!				
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 53	Medical Co	ertificat	e - VALID	MEDICAL-WA	IVERS/LIM	IT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight F	Review	Fligh	nt Time (Ho	ours)		
PRIVATE				433	Last 24		6
SE LAND	Months Since	- 5 Make/l e - Q2 Instru	Mode1-	303	Last 30	Days- UN	K/NR
	Aircraft Type	e - Q2 Instr	ument-	5	Last 90		33
Toolson Dating (a)							
Instrument Rating(s) - NONE							
Narrative E PLT, FLYING A HOMEBUILT QUICKIE Q2, A GREES. AFTER TOUCHDOWN THE ACFT WEATHER 3STANTIALLY DAMAGED.							

File No. - 688 7/24/86 RAWLINS,WY A/C Reg. No. N21LT Time (Lc1) - 1443 MDT

Occurrence
Phase of Operation

LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

- 1. WEATHER CONDITION UNFAVORABLE WIND
- 2. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 3. IN-FLIGHT PLANNING/DECISION INADEQUATE PILOT IN COMMAND
- 4. JUDGEMENT POOR PILOT IN COMMAND

----Probable Cause----

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

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

		,
	·	



NTSB/AAB-87/06

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