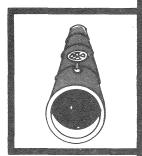
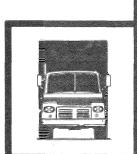


U.S. CIVIL AND FOREIGN AVIATION ISSUE NUMBER 5 OF 1986 ACCIDENTS

DEC07 1987





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UNITED STATES GOVERNMENT



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15.Supplementary Notes		
occurring in U.S. civil 1986. Approximately 200 in this publication repr irregularly, normally ei the facts, conditions, c	s selected aircraft accident m and foreign aviation operation General Aviation and Air Carn esent a random selection. The ghteen times each year. The f ircumstances and probable caus e Numbers: 801 through 1000	ns during Calendar Year rier accidents contained is publication is issued Brief Format represents
operating certificate, f	ries, type of accident, type light conducted under, , aircraft damage, basic	 18.Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161 21.No. of Pages 22.Price
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FOREWORD

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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.

<u>Serious</u> Injury

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

Substantial Damage

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

OCCURRENCE

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

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. <u>AIR CARRIER</u>

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

<u>Airframe/Component/System</u> 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 5

CALENDAR YEAR 1986

File Number	Aircraft Regist.	Date	Location	Aircr Make 	Model	Injury Index	Page
801	4454Y	081386	MELROSE, OH	PIPER	PA-25-235	SERIOUS	306
802	328M	051786	LITTLETON, NC	CESSNA	150M	NONE	238
803	2572C	033186	WAUSEON, OH	PIPER	PA-38-112	NONE	298
804	4003X	052686	EUFAULA, AL	AERO COMMAND	100	SERIOUS	74
807	58KA	040586	FORT PIERCE, FL	BEECH	65-90	SERIOUS	116
808	8253J	070586	PROVO, UT	PIPER	PA-60-601P	NONE	370
809	6952M	082286	DILLON, MT	CESSNA	T210M	MINOR	236
810	7590	080886	DURANGO, CO	SCHWEIZER	SGS 2-33A	NONE	102
811	4596V	052386	JACKSON, MS	CESSNA	172RG	NONE	218
812	78RT	060886	OCALA, FL	RANDY TREDO	MUSTANG II	NONE	124
813	85695	060286	DARLING, MS	AIR	AT301	NONE	220
814	80273	062886	DELAND, FL	CULVER	V	MINOR	132
815	36LS	081486	FT.LAUDERDALE, FL	PIPER	PA-23-250	NONE	134
816	5456D	060486	BARTOW, FL	CESSNA	172N	NONE	122
817	4043E	052686	DECKER, MT	PIPER	PA-18	MINOR	228
818	9867F	031386	SILVER CITY, NM	CESSNA	401	SERIOUS	266
819	8226W	062386	SYRACUSE, IN	PIPER	PA-28-180	FATAL	172
820	85JC	052486	MATTOON, IL	JERRY COX	GOLDWING	SERIOUS	168
821	3660Y	042986	BRUCEVILLE, IN	AIR TRACTOR	AT301	MINOR	170
822	544E	033086	LUTHERSVILLE, GA	NORTH AMERIC	NA219 (T28	FATAL	136
823	12390	051786	DOTHAN, AL	CESSNA	T210N	NONE	70
824	112CS	041186	PEDRO, FL	BEAGLE	B206-2	FATAL	118
825	512WW	032386	'PHILADELPHIA, PA	AEROSPATIALE	A-STAR-AS-	MINOR	328
826	6603C	061286	JACKSONVILLE, FL	CESSNA	210N	MINOR	126
827	39269	082086	KAMISHAK BAY, AK	CESSNA	U206	NONE	34
1 - 4 - 1 -		12 1	X	• •			

File Order	Listing	- Issue No	. 5, 1986
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File Number	Aircraft Regist.	Date	Location	Aircı Make	Model	Injury Index	Page
828	219RG	081586	ALEXANDER LODGE, AK	CESSNA	T-210	MINOR	22
829	4856V	081986	KOTLIK, AK	CESSNA	172RGI I	NONE	30
830	146T	081886	MCNEIL RIVER, AK	PIPER	PA-18	NONE	26
831	7481K	082086	TWO LAKES, AK	PIPER	PA-20	NONE	32
832	3367R	081786	CARIBOU LAKE, AK	CESSNA	185-F	NONE	24
833	1613 M	073086	TETLIN, AK	CESSNA	185E	NONE	18
834	40820	031086	KROTZ SPRINGS, LA	PIPER	PA-28-140	MINOR	186
835	2653	010986	GULF OF MEXICO, LA	BELL	BH206L-1	SERIOUS	184
836	50560	010486	BELLE CHASSE, LA	CESSNA	150J	NONE	182
837	3832E	050186	GOUDEAU, LA	PARTENAVIA	P68C	FATAL	188
838	62421	020786	LODI, CA	HILLER	UH-12E	NONE	88
839	34020	042986	PLACERVILLE, CA	CESSNA	177RG	NONE	96
840	5374V	042786	CASTROVILLE, CA	HILLER	UH12E	MINOR	94
841	50851	031786	LANSING, MI	CESSNA	150J	NONE	204
842	3731T	071386	BENSON, MN	PIPER	PA-28R-201	NONE	210
843	47187	041286	HARRISON, OH	AERONCA	L-3B	SERIOUS	300
844	48885	040586	MOULTRIE, GA	CESSNA	152	SERIOUS	138
845	6650Q	052286	MORSE, LA	GRÜMMAN	G164B	NONE	192
846	48585	062486	CHURCH POINT, LA	GRUMMAN	G-164B	NONE	194
847	90945	071186	PORT MOLLER, AK	PIPER	PA-18-150	NONE	14
848	2994Z	082386	NABESNA, AK	PIPER	PA-18	NONE	36
849	400TH	082686	STONEY RIVER, AK	PIPER	PA-32-260	NONE	40
850	4293Z	081286	ROCHEZ MOUTONEE, AK	PIPER	PA-18	SERIOUS	20
851	31285	060986	DESHKA RIVER, AK	BELLANCA	7GCBC	NONE	6
853	CGIJZ	032986	AZTEC, NM	CESSNA	177B	MINOR	268

File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury Index	Page
854	5340X	020786	FLAGSTAFF, AZ	CESSNA	TU206G	NONE	80
855	51122	022686	CAMARILLO, CA	RYAN AERONAU	ST3KR	NONE	90
856	48600	050286	WICKENBERG, AZ	CESSNA	152	NONE	86
857	5RM	042886	BENSON, AZ	SCHEMPP-HIRT	STANDARD C	NONE	84
858	32JE	032186	SCOTT CITY, KS	JIM ELLIOTT	VP-2	NONE	174
859	80751	040286	AVA, MO	CESSNA	172	NONE	212
860	6167D	032986	LYTTON, IA	PIPER	PA-22-150	SERIOUS	146
861	2578H	041286	ST. LOUIS, MO	ERCOUPE	415-C	NONE	214
862	6FF	070386	DAVENPORT, IA	PIPER	PA-24-250	NONE	152
863	146AF	071386	SALINA, KS	STAINBROOK	AVID FLYER	NONE	176
864	9975J	072786	DAVENPORT, IA	CESSNA	T 188C	NONE	154
865	10768	043086	HARRISBURG, NE	CESSNA	150	FATAL	254
866	49DD	050886	BOSSIER CITY, LA	CESSNA	411A	FATAL	190
867	61923	083186	MINEOLA, TX	CESSNA	172M	NONE	362
868	29754	080386	LIBERTY, TX	THORP	211	MINOR	360
869	57DH	081786	OKLAHOMA CITY, OK	HOMEBUILT	SA-100	MINOR	314
870	991X	032686	RED ROCK, OK	SCHWEIZER	G-164A	NONE	310
871	9660N	021686	RANGER, TX	WAYNE MATHEW	GLAS AIR S	NONE	356
872	8109U	060186	FRANKLIN, NC	CESSNA	150M	NONE	242
873	206JB	090486	CLINTON, NC	QUICKIE	Q2	SERIOUS	246
874	52494	081586	GLEN WILLOW, OH	CESSNA	182	NONE	308
875	5582C	082786	DRY CREEK, AK	PIPER	PA-18	NONE	42
876	714PU	041986	GASTON, SC	CESSNA	150M	MINOR	338
876	3015X	041986	GASTON, SC	CESSNA	150F	MINOR	340
877	700CM	010986	JACKSONVILLE, FL	PIPER	PA-31T	FATAL	112

File Number	Aircraft Regist.	Date	Location	Aircr Make 	aft Model	Injury Index 	Page
87 8	52911	051586	BAY MINETTE, AL	CESSNA	182P	FATAL	68
879	53SP	062086	CLEVELAND, MS	BELL	47G3B1	NONE	222
880	313RM	062586	FT LAUDERDALE, FL	BEECH	76	SERIOUS	128
881	714MT	062886	OPA LOCKA, FL	CESSNA	150M	MINOR	130
882	88565	083186	DEXTER, NM	CESSNA	150F	MINOR	272
883	8043N	051086	SALT LAKE CITY, UT	PIPER	PA-28B-140	FATAL	364
884	6535Z	061886	STANLEY, ND	PIPER	PA25-235	SERIOUS	250
885	6116N	071886	LAKE CITY, SC	BEECH	A23-24	NONE	344
886	11703	071986	ORANGE BEACH, AL	BELLANCA	7KCAB	NONE	76
887	8140Y	033086	FORT RUCKER, AL	PIPER	PA-28RT-20	SERIOUS	66
888	4825P	062586	LAWRENCEVILLE, GA	CESSNA	P210N	MINOR	140
889	83JW	052486	ATMORE, AL	PITTS	S-1	FATAL	72
890	5227R	082986	ILIAMNA, AK	CESSNA	182	NONE	44
891	70021	082386	TALKEETNA, AK	CESSNA	A-185E	NONE	38
892	1704U	071486	EKUK, AK	CESSNA	207	NONE	16
893	82064	091386	ANCHORAGE, AK	PIPER	PA-18	NONE	56
894	9656P	091586	EUREKA, AK	PIPER	PA-18	NONE	58
895	5907Z	061986	EGEGIK, AK	PIPER	PA-22-108	NONE	10
896	5907Y	090586	FAREWELL, AK	PIPER	PA-18	NONE	48
897	1712P	091386	NAKNEK, AK	PIPER	PA-22	NONE	54
898	20617	091286	TALKEETNA, AK	FAIRCHILD	24-J	NONE	52
899	4906K	012986	KEFLAVIK ICELND, OF	CESSNA	P210N	FATAL	296
900	27301	051686	PALMER, AK	WSK	PZL-M-18	SERIOUS	2
901	5461Y	092186	TUTNA LAKE, AK	PIPER	PA-12	NONE	62
902	86992	091186	BRADLEY LAKE, AK	BELLANCA	8GCBC	NONE	50

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903	67686	062286	BULCHITNA LAKE, AK	DEHAVILLAND	DHC-2	NONE	12
904	7460M	060986	PORT ALSWORTH, AK	CESSNA	175	NONE	8
905	1177E	082986	SUSITNA RIVER, AK	BELLANCA	8KCAB	NONE	46
906	4421Z	092086	WOOD RIVER, AK	PIPER	PA-18-150	NONE	60
907	4371A	092686	PILOT POINT, AK	PIPER	PA-18	NONE	64
908	66468	060986	PARKTON, NC	CESSNA	150 M	MINOR	244
909	24847	062686	MEMPHIS, TN	CESSNA	152	MINOR	354
910	5733X	071086	AUGUSTA, GA	BELL	206B	NONE	144
911	57308	062786	COLUMBUS, GA	PIPER	PA-34-200	NONE	142
912	7946V	080586	RIDGELAND, SC	AERO COMMAND	CALLAIR A-	NONE	346
913	9700P	062186	CHESTER, SC	ANDREW D. MO	HP-18	SERIOUS	342
914	6639P	062086	WEST CHESTER, OH	PIPER	PA-24-250	NONE	304
915	94586	042186	AUGUSTA, WI	CESSNA	182	NONE	388
916	2317V	072586	CHARLEVOIX, MI	PIPER	PA-31T1	NONE	206
918	243DH	070186	LINCOLN, NE	FAIRCHILD	SA-227	NONE	256
919	2440H	071886	OAKLEY, KS	STEVENSON	GLASAIR	MINOR	178
920	151RC	072586	RUSSELL, KS	RANDOLPH R.C	KR-2	NONE	180
921	3921V	032386	WATSONVILLE, CA	QUICKIE	II	MINOR	92
922	6606M	070786	SANDY, OR	STINSON	108-3	SERIOUS	318
923	586MS	052886	RENO, NV	MORRIS B. ST	VARIVIGGEN	MINOR	274
924	65141	072486	ISSAQUAH, WA	BLANIK	L-13	NONE	384
925	185M	080386	RENO, NV	CESSNA	185FII	MINOR	282
926	310MT	080686	VANCOUVER, WA	CESSNA	310C	FATAL	386
927	2056	071186	RIÇHLAND, WA	THORP	T-18	FATAL	382
928	49653	011286	BENNINGTON, VT	CESSNA	152	NONE	374
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929	1468X	010786	BOSTON, MA	PIPER	PA-28R-200	SERIOUS	198
930	108DT	022786	LYNDONVILLE, VT	STINSON	108	MINOR	376
931	1144P	020386	JOHNSTOWN, PA	MOONEY	M20J	MINOR	322
932	777YP	020386	ROCHESTER, NY	PIPER	PA-42-720	NONE	290
933	71770	021686	INDIANA, PA	CESSNA	182M	MINOR	324
934	6267Q	011086	PLAINVILLE, CT	CESSNA	152	NONE	106
935	43543	041486	W. MILFORD, NJ	TAYLORCRAFT	BC12-D	NONE	262
936	4347G	032286	HARTFORD, CT	PIPER	PA-28-161	NONE	110
937	SOSDW	022486	NASHUA, NH	CESSNA	152	NONE	260
938	999HT	051086	LUDLOW, PA	PIPER	PA-28-180	FATAL	334
939	22796	052086	GLEN CANYON, UT	CESSNA	150-H	SERIOUS	366
940	3109	052886	CASPER, WY	HISPANO AVIA	ME 109	NONE	390
941	33W	080486	WATSON, OK	BELL	206B	SERIOUS	312
942	6433Q	033086	LOCKPORT, NY	MOONEY	M20	NONE	292
943	577KA	050786	BILLINGS, MT	SWEARINGEN	SA226AT	FATAL	226
944	19528	062986	INT'L FALLS, MN	CESSNA	150L	MINOR	208
945	98387	051786	LAWRENCEBURG, TN	PIPER	PA-28-140	SERIOUS	352
946	961Z	053186	AKRON, OH	BERNARD DARM	DAPHNE/SDI	FATAL	302
947	51JR	042986	MIDLAND, TX	AVIATION ADV	MUSTANG PS	NONE	358
948	14781	052686	RIVERDALE, MD	BELLANCA	17-30A	FATAL	200
949	11463	053086	UPPER MARLBORO, MD	CESSNA	150L	MINOR	202
950	67180	072586	BASTROP, LA	GRUMMAN	G-164A	NONE	196
951	73569	082186	FRENCHGLEN, OR	CESSNA	T207A	FATAL	320
952	84693	060486	SISSETON, SD	AERONCA	7AC	MINOR	348
953	976J	071786	RUIDOSO, NM	GOERTZ BUSHB	MUSTING II	NONE	270

File Number	Aircraft Regist.	Date	Location	Aircr Make 	aft Model	Injury Index	Page
954	8629L	072286	SISSETON, SD	PIPER	PA-25-260	NONE	350
955	9544R	062286	КІМ, СО	BEECH	K35	NONE	100
956	7723Z	062286	COPE, CO	PIPER	PA-25-235	MINOR	98
957	9148A	080986	ELKO, NV	PIPER	PA-38	NONE	284
958	9397N	060586	BOISE, ID	CESSNA	185	NONE	158
959	37487	060186	HOBART BAY, AK	GRUMMAN	G21A	MINOR	4
960	4000A	052986	HAMER, ID	THRUSH	S2R	NONE	156
961	5077V	060786	BEAR TRAP, ID	VARGA	2050A	MINOR	160
962	53177	052486	NYSSA, OR	CESSNA	188B	NONE	316
963	7459E	080786	STIBNITE, ID	CESSNA	210	MINOR	164
964	141V	073086	HAWTHORNE, NV	SCHEMP-HIRTH	NIMBUS III	NONE	280
965	14884	060386	WINNEMUCCA, NV	ROSE PARAKEE	A4C	NONE	276
966	243T	062386	SLOAN, IA	PIPER	PA18	SERIOUS	150
967	6519B	052586	FARGO, ND	MOONEY	M20	NONE	248
968	36489	081686	STANLEY, VA	PIPER	PA 28-161	SERIOUS	372
969	25119	011886	TURIN, NY	LUSCOMBE	8B	NONE	288
970	47355	042086	MATAWAN, NJ	PIPER	PA-28-181	NONE	264
971	9460F	052886	MARSHVILLE, NC	HUGHES	300/269B	MINOR	240
972	5456T	011686	DURHAMVILLE, NY	CESSNA	172	NONE	286
973	82539	061886	TOSTON, MT	PIPER	PA-25-260	NONE	230
974	1739Q	061186	BOUNTIFUL, UT	CESSNA	150L	NONE	368
975	4445D	062386	BRADFORD, PA	BEECHCRAFT	V35B	FATAL	336
976	6661Z	041986	PHOENIX, AZ	PIPER	PA-25-235	NONE	82
977	6007G	020486	NAUGATUCK, CT	CESSNA	150	SERIOUS	108
978	84055	081786	REPUBLIC, MO	AERONCA	7AC	NONE	216

File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury Index	Page
979	9641P	073086	HERSHEY, NE	PIPER	PA-25-260	NONE	258
980	6997K	072486	LEWISVILLE, AR	GRUMMAN	G-164B	MINOR	78
981	7029Z	052986	LENOX, IA	PIPER	PA-25-235	FATAL	148
982	6009	062686	WAYNESBORD, MS	AMATEUR BUIL	EENIE TWO	SERIOUS	224
983	224Y	031686	POTTSTOWN, PA	GULFSTREAM A	AA-1	SERIOUS	326
984	2 1QQ	080886	BILLINGS, MT	E. E. SCHILL	Q-2	NONE	234
985	» 2790D	082386	GREELEY, CO	CESSNA	170B	NONE	104
986	117RD	092186	CASPER, WY	HOMEBUILT	BUSHBY MUS	FATAL	392
987	7099Z	070286	BYNUM, MT	PIPER	PA-25-235	NONE	232
988	6263U	061586	PARADISE VALLEY, NV	MOONEY	M20-C	NONE	278
989	5208N	061386	BOISE, ID	NAVION	Α	NONE	162
990	3667K	062286	KENT, WA	PIPER	J3C	NONE	380
991	76VR	062186	KENT, WA	MELLEMA	BEDE 4	NONE	378
992	88379	042086	BETHANY, NY	PIPER	J3C-65	NONE	294
993	40FP	041986	DORRSEYVILLE, PA	VERE EZE	LONG EZE	NONE	330
995	41830	051086	INDIANA, PA	CONTINENTAL	ОН13Н Т ОМ С	MINOR	332
996	45830	081986	PELICAN, AK	LUSCOMBE	88	FATAL	28
997	4703B	083186	WALLACE, ID	CESSNA	180	FATAL	166
998	5961F	011986	FREMONT, NE	CESSNA	210H	FATAL	252
999	1707G	041486	OCALA, FL	CESSNA	340	NONE	120
1000	1923E	021486	DANIA, FL	CESSNA	340A	FATAL	114

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AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 5 OF 1986 ACCIDENTS

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 900 5/16/86 PALME	R, AK A/C	Reg. No. N27301		Гіme (Lcl)	- 1309 A	DT
Basic Information Type Operating Certificate-NONE (GENERA		ift Damage ANTIAL	Fatal	Inju Serious	ries Minor	None
Type of Operation -PUBLIC USE Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire NONE	Crew Pass	0	1 0	0 0	0 0
Aircraft Information						
Make/Model - WSK PZL-M-18 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 12125 No. of Seats - 1	Number Engines -	ECIPROCATING-CARBUR	Sta ETOR	Installed/ Il Warning	System -	YES
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Poir PALMER,AK	nt	Airport ON AII	Proximity RPORT		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 030/015 KTS Visibility - 30.0 SM Lowest Sky/Clouds - 20000 FT THIN Lowest Ceiling - NONE Obstructions to Vision- DUST Precipitation - NONE Condition of Light - DAYLIGHT	Destination LOCAL ATC/Airspace I BKN Type of Flight Plar Type of Clearance Type Apch/Lndg		Runway Runway Runway	R / Ident / Lth/Wid / Surface / Status	- 5000/ - ASPHAL - DRY	т
Personnel Information						- /
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age – 29 Biennial Flight Review	Medical Certifica	te - VALI(ht Time (H		O WAIVER	S/LIMIT
COMMERCIAL	Current - YES	Total -		•	4 Hrs -	UNK/NR
SE LAND, ME LAND	Months Since - 2 Aircraft Type - C-172	Make/Model-	60 339	Last 3 Last 9	0 Days- 0 Days- raft -	233
		Marti-Eng -	/02	ROTOPC	rant -	20
Instrument Rating(s) - AIRPLANE						
Narrative	ABOUT SO FEET ABOVE DUNWAY			DST CONTROL		
IRCRAFT EXECUTED STEEP LEFT 180 DEGREE TURN ND CRASHED. TURBULENCE AND WINDSHEAR HAD BEE		DIRECTION WAS VARI	ABLE.			
IRCRAFT EXECUTED STEEP LEFT 180 DEGREE TURN		DIRECTION WAS VARI	ABLE.			

File No. - 900 5/16/86 PALMER, AK A/C Reg. No. N27301 Time (Lcl) - 1309 ADT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND 2. WEATHER CONDITION - TURBULENCE 3. WEATHER CONDITION - GUSTS 4. JUDGEMENT - POOR - PILOT IN COMMAND 5. MANEUVER - EXCESSIVE - PILOT IN COMMAND LOSS OF CONTROL - IN FLIGHT Occurrence #2 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 6. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - 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) 1,4,5,6

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

File No 959 Basic Information	6/01/86 HOBAN	01/86 HOBART BAY,AK A/C Reg. No. N37487 Time					- 1345 AD1	
Type Operating Certific Name of Carrier Type of Operation Flight Conducted Under Accident Occurred Durir	-CHANNEL FLY) -NON SCHED,DO -14 CFR 135 NG -LANDING	ING INC DMESTIC,PASSENGER		AL Cre Pas	s O	Serious O O	1 4	None O O
-Aircraft Information Make/Model - GRUMMAN Landing Gear - AMPHIBI Max Gross Wt - 7000 No. of Seats - 8	I G21A	Eng Make/M Number Eng	odel – P & W ines – 2 e – RECIP	ROCATING-CARBU O HP	ELT S	Installed/ tall Warni	Activated	
Environment/Operations Ir Weather Data Wx Briefing - UNK/M Method - UNK/M Completeness - UNK/M Basic Weather - VMC Wind Dir/Speed- 120/C Visibility - 40. Lowest Sky/Clouds - Lowest Sky/Clouds - Lowest Ceiling Obstructions to Visic Precipitation Condition of Light	IR IR O SM CLEAR - 3000 FT OVER - NONE - RAIN	Type Apch/L	Y,AK ght Plan - C arance - N ndg - F	ONE ULL STOP	ON AIR Airport D ENTRAN Runway Runway Runway Runway	ata CE ISLAND Ident Lth/Wid Surface Status	- UNK/NR - 5000/ - WATER - WATER-CA	
Personnel Information Pilot-In-Command Certificate(s)/Rating(ATP ME LAND,SE SEA	s)	Age - 43 Biennial Flight R Current Months Since Aircraft Type	Me eview - UNK/NR - UNK/NR	Total - Make/Model-	ate - VALID ght Time (H 8255 1810 360	MEDICAL-W ours) Last 2 Last 3		4 ⊌K∕NR
Instrument Rating(s) - AIRPLANE							

1

File No 9	59 6/01/86	HOBART BAY,AK	A/C Reg. No. N37	7487 Time (Lc1) -	1345 ADT
Occurrence #1 Phase of Operation	IN FLIGHT COLLISIC LANDING - FLARE/TC				
		OVERTENT - PILOT IN (· · · · · · · · · · · · · · · · · · ·	
Occurrence #2 Phase of Operation	NOSÉ OVER LANDING - FLARE/TO	DUCHDOWN			
Probable Cause					
The National Transpo	rtation Safety Board	d determines that the	e Probable Cause(s) of t	this accident	

is/are finding(s) 1

PAGE 5

1

Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Dam	lage		Inj	uries	
		SUBSTANTIAL		Fatal			None
Type of Operation -PERSONAL		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	. 0	0	1
Accident Occurred During -LANDING							
Aircraft Information							·
Make/Model - BELLANCA 7GCBC		Model - LYCOMIN	IG 0-320-A2B			/Activated	
Landing Gear - TAILWHEEL-ALL FIXED		gines - 1			tall Warn	ing System	- YES
Max Gross Wt - 1650	Engine Typ Rated Pow	pe - RECIPRO		ETOR			
No. of Seats - 3	Rated Pow		нр 				
Environment/Operations Information							
Weather Data	Itinerary			Airport			
Wx Briefing - NO RECORD OF BRIEF Method - N/A	•			UFF AII	PORT/STR	112	
Method - N/A Completeness - N/A	Destination	•		Airport Da	.+		
Basic Weather - VMC	SAME AS			A report ba	ala		
Wind Dir/Speed- 180/005 KTS	SAME AS A			Runway	Ident	- N/A	
Visibility - 20.0 SM	ATC/Airspace					- 1000/	15
Lowest Sky/Clouds - 15000 FT S			IE		Surface		
Lowest Ceiling - 10000 FT B					Status		
Obstructions to Vision- NONE	Type Apch/	Lndg - NON	IE	-			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 38		cal Certificat			NO WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight I			nt Time (He			
PRIVATE	Current		Total -		Last	24 Hrs - U	•
SE LAND	Months Since	- 1	Make/Model-			30 Days-	10
	Aircraft Type	e - 7GCBC	Instrument-	0	Last	90 Days-	10
Instrument Rating(s) - NONE							
Narrative							
PILOT STATED WHILE LANDING AT AN UNIMP	ROVED AIRSTRIP THE A	IRCRAFT'S LEFT	MAIN LANDING C	GEAR STRUCK	A BUSH		
ING THE AIRCRAFT TO GROUND LOOP.							

File No. - 851 6/09/86 DESHKA RIVER, AK A/C Reg. No. N31285 Time (Lcl) - 1145 ADT _____ Occurrence #1 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. TERRAIN CONDITION - HIGH VEGETATION 2. TERRAIN CONDITION - ROUGH/UNEVEN 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND Occurrence #2 NOSE OVER LANDING - FLARE/TOUCHDOWN Phase of Operation ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

File No 904 6/09/86 PORT	ALSWORTH,AK A/C Re	g. No. N7460M	Т	'ime (Lc1) -	1830 ADT	
Basic Information Type Operating Certificate-NONE (GENER/	AL AVIATION) Aircraft SUBSTAN		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	0	0 0	1 1
Aircraft Information Make/Model - CESSNA 175 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2350 No. of Seats - 4		TINENTAL GO-300A IPROCATING-CARBURE 175 HP	s	Installed/Ad tall Warning		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 30.0 SM Lowest Sky/Clouds - UNK/NR	Itinerary G Last Departure Point KENAI,AK Destination KING SALMON,AK ATC/Airspace Type of Flight Plan -		OFF AI Airport D Runway Runway			
Lowest Ceiling - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clearance - Type Apch/Lndg -	NONE		Status -		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 41 Biennial Flight Review	Medical Certificat Fligh	e – VALID t Time (H		WAIVERS/I	IMIT
PRIVATE SE LAND	Current - YES Months Since - 2 Aircraft Type - UNK/NR	Total - Make/Model-	123 123		Hrs - Days- UNH Days-	
Instrument Rating(s) - NONE						
Narrative E AIRPLANE EXPERIENCED AN ENGINE FAILURE W	HILE IN CRUISE FLIGHT AND SUB	SEQUENTLY OVERRAN	THE FORCE	D LANDING AF	REA.	
na na sana ang sana na sana na Na sana na sana						
	and and an and an and an			an an taon an	• • • • •	•
	. .	- (n				

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6/09/86 PORT ALSWORTH, AK A/C Reg. No. N7460M File No. - 904 Time (Lc1) - 1830 ADT ------Occurrence #1 LOSS OF POWER Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE ASSEMBLY, OTHER - FAILURE, TOTAL 2. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND 4. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 5. JUDGEMENT - POOR - PILOT IN COMMAND 6. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - DISREGARDED - PILOT IN COMMAND 7. MAINTENANCE, SERVICE OF AIRCRAFT - POOR - OTHER MAINTENANCE PSNL _____ FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 8. TERRAIN CONDITION - NONE SUITABLE _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,7

Factor(s) relating to this accident is/are finding(s) 2,4,5,6,8

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asic Information Type Operating Certificate-NONE (GEN	RAL AVIATION)	Aircraft Da	amage		Injur	ies	
		SUBSTANTI		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	5 O	0	0	0
Accident Occurred During -LANDING							
ircraft Information							_
Make/Model - PIPER PA-22-108	Eng Make	(Model - LYCOM)	ING 0235-4	ELT	Installed/A	ctivated	- YES/N
Landing Gear - TRICYCLE-FIXED		ngines - 1			tall Warnin	g System	- NO
Max Gross Wt - 1240 No. of Seats - 2	Rated Pov		ROCATING-CARBUR	RETUR			
			3 NP 				
nvironment/Operations Information							
eather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEF				OFF AI	RPORT/STRIP		
Method - N/A Completeness - N/A	SAME AS Destination			Advant D	- + -		
Basic Weather - VMC	SAME AS			Airport Da	ata		
Wind Dir/Speed- 020/005 KTS	SAME AS	ACC/ INC		Runway	Ident -	N/A	
Visibility - 90.0 SM	ATC/Airspace	2			Lth/Wid -		
Lowest Sky/Clouds - UNK/NR		ight Plan - N	DNE		Surface -		
Lowest Ceiling - 3000 FT BF		earance - N			Status -		
Obstructions to Vision- NONE	Type Apch/	Lndg - F	DRCED LANDING	-			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
ersonnel Information							
Pilot-In-Command	Age - 25		dical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	ght Time (H	ours)		
PRIVATE	Current	- YES	Total -	1965	Last 24	Hrs -	
SE LAND	Months Since	9 - 9	Make/Model- Instrument-	62	Last 30	Days- UN	
	Aircraft lyp	De - PA-16	Instrument-	0	Last 90	Days- UN	K/NR
Instrument Rating(s) - NONE							
arrative IRPLANE EXPERIENCED A POWER FAILURE AN							
BEACH.	IN NUSED OVER IN UNE	. FOUL OF WALL	WHILE MANING	AN EMERGEN	LANDING		
DEMOIT.							

File No. - 895 6/19/86 EGEGIK, AK A/C Reg. No. N5907Z Time (Lcl) - 1200 ADT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FUEL SYSTEM, CARBURETOR - DETERIORATED 2. PLANNING-DECISION - POOR - PILOT IN COMMAND _____ ----------Occurrence #2 FORCED LANDING Phase of Operation DESCENT -----_____ Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - WATER, ROUGH ----Probable Cause----

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

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

1

File No 903 6/22/86	BULCHITNA LAKE,AK	A/C Reg. No. N6	7686	Ti	me (Lcl) ·	- 1700 ADT	
Basic Information Type Operating Certificate-ON-DEM, Name of Carrier -ALASKA Type of Operation -NON SC Flight Conducted Under -14 CFR Accident Occurred During -TAXI	AND AIR TAXI AIR GUIDES HED,DOMESTIC,PAX/CARGO 135	Aircraft Damage SUBSTANTIAL Fire NONE	Crew Pass	0 0		Minor O O	None 1 6
Aircraft Information Make/Model - DEHAVILLAND DHC-2 Landing Gear - FLOAT Max Gross Wt - 5090 No. of Seats - 2	Engine Type	odel - P&W 985-ANI nes - 1 - RECIPROCATIN - 450 HP	G-CARBURETO	ELT I St R	nstalled// all Warnir		
Environment/Operations Information- Weather Data Wx Briefing - NO RECORD OF BR Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 130/020 KTS Visibility - 90.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 600 F Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGH	Itinerary IEFING Last Departu SAME AS AC Destination ANCHORAGE, ATC/Airspace Type of Flig T BROKEN Type of Clea Type Apch/Lr	CC/INC AK ght Plan - NONE		OFF AIR rport Da Runway Runway Runway	Proximity PORT/STRIF Ita Ident - Lth/Wid - Surface - Status -	- N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP,CFI SE LAND,ME LAND,SE SEA,ME SEA	Months Since	- 1 Make/ - C-206 Instr	ertificate Flight - 121 Model- 3 ument- 7 -Eng - 59	Time (Hc 80 50 40	urs) Last 24	AIVERS/LIM 4 Hrs - UN 0 Days- UN 0 Days-	K/NR K/NR

File No. - 903 6/22/86 BULCHITNA LAKE,AK A/C Reg. No. N67686 Time (Lcl) - 1700 ADT Occurrence LOSS OF CONTROL - ON GROUND Phase of Operation TAXI - TO TAKEOFF Finding(s) 1. TERRAIN CONDITION - WATER, ROUGH 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 4. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT 5. WEATHER EVALUATION - NOT PERFORMED - PILOT IN COMMAND 6. WATER LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND 7. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND 8. IMPROPER USE OF PROCEDURE, IMPROPER TRAINING - PILOT IN COMMAND _ _ _ _ _ _ _ ----Probable Cause----

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

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

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-Basic Information		ft Domogo		Torium	ica	
Type Operating Certificate-NONE (GENER/		ft Damage ANTIAL	Fatal	Injur Serious		None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Cro Pa:	ew O	0 0		1 0
-Aircraft Information Make/Model - PIPER PA-18-150 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1750 No. of Seats - 2	Eng Make/Model - L Number Engines - Engine Type - R Rated Power -	ECIPROCATING-CARB			activated and system a	
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 240/015 KTS Visibility - 20.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 1000 FT BROW Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	UKN,AK Destination KINGS SALMON BH,A ATC/Airspace Type of Flight Plan	n – NONE – UNK/NR	Airport Da Runway Runway Runway Runway	PORT/STRIF	- N/A - N/A - N/A	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - UNK/NR Biennial Flight Review Current - UNK/N Months Since - UNK/N Aircraft Type - UNK/N	IR Total - IR Make/Model- IR Instrument-	UNK/NR UNK/NR	Last 24 Last 30 Last 90	Hrs - UNH) Days- UNH) Days- UNH aft - UNH	(/NR (/NR
Instrument Rating(s) - NONE						
-Narrative						

-

File No 847	7/11/86 PORT MOLLER,AK	A/C Reg. No. N90945	Time (Lcl) - 1930 ADT	
	: OVER ING - FLARE/TOUCHDOWN			
	POOR - PILOT IN COMMAND SELECTED - PILOT IN COMMAND			
Probable Cause				

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

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

Type Operating Certificate-ON-DEMAND AIR TAXI Aircraft Damage Injuries Name of Carrier -PHILPL L. BNGHAM SUBSTANTIAL Fatal Serious Minon Nor Type of OperationNON SCHED, DOMESTIC, PASSENGER Fire Crew 0 0 0 0 Accident Occurred During -LANDING NONE Pass 0 0 0 0 Accident Occurred During -LANDING	File No 892 7/14/86		A/C Reg. No. N	Time (Lc1) - 1030 ADT				
Name of Carrier -PHILIP L. BINGHAM SUBSTANTIAL Fatal Serious Minor No Type of Operation -NON SCHED_DOMESTIC,PASSENGER Fire Crew 0 0	-Basic Information Type Operating Certificate-ON-DEMA	ND AIR TAXI	Aircraft Damage			Injur	ies	
Accident Occurred During -LANDINGAircraft Information Make/Model - CONTINENTAL IO-520-F-13 ELT Installed/Activated - YES, Landing Gear - TRICYCLE-FIXED Number Engines - 1 Max Gross Wt - 3800 Engine Type - RECIP-FUEL INJECTED No. of Seats - 1 Timerary Airport Proximity Ws Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed - 070/012 KTS Runway Ident - N/A Lowest Ceiling - 18000 FT SCATTERED Type of Flight Plan - VFR Runway Status - N/A Lowest Ceiling - 18000 FT BROKEN Type of Clearance - NONE Runway Status - N/A Dostructions to Vision - NONE Type of Clearance - NONE Runway Status - N/A Dostructions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Piot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Ciment - YES Total - 1212 Last 24 Hrs - 6 Months Since - 18 Make/Model - 30 Last 30 Days - 40 Aircraft Type - CE-207 Instrument Rating(s) - AIRPLANENarrative PILOT STATED THAT DURING THE APPROACH TO LANDING, THE AIRCRAFT STRUCK A TREE STUMP SHORT OF THE APPROACH END	Name of Carrier -PHILIP	BINGHAM	SUBSTANTIAL		Fatal			None
Accident Occurred During -LANDINGAircraft Information Make/Model - CONTINENTAL IO-520-F-13 ELT Installed/Activated - YES, Landing Gear - TRICYCLE-FIXED Number Engines - 1 Max Gross Wt - 3800 Engine Type - RECIP-FUEL INJECTED No. of Seats - 1 Timerary Airport Proximity We ather Data Itinerary Airport Proximity We ather Data Itinerary Airport Data Basic Weather - VMC LULINNHAM, AK Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed -070/012 KTS Runway Lth/Wid - N/A Lowest Csling - 18000 FT SCATTERED Type of Flight Plan - VFR Runway Status - N/A Lowest Csling - 18000 FT SCATTERED Type of Flight Plan - VFR Runway Status - N/A Dobstructions to Vision - NONE Type of Clearance - NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot Inf-Command Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Cimment - 1212 Last 24 Hrs - 6 Months Since - 18 Make/Model - 30 Aircraft Type - CE-207 Instrument Rating(s) - AIRPLANENarrative PILOT STATED THAT DURING THE APPROACH TO LANDING, THE AIRCRAFT STRUCK A TREE STUMP SHORT OF THE APPROACH END	Type of Operation -NON SCH	D,DOMESTIC,PASSENGER	Fire		0	0	-	1
-Aircraft Information Make/Model - CESSNA 207 Eng Make/Model - CONTINENTAL ID-520-F-13 ELT Installed/Activated - YES, Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 3800 Engine Type - RECIP-FUEL INJECTED No. of Seats - 1 Rated Power - 300 HP -Environment/Operations Information Weather Data Linerary Airport Proximity DFF AIRPORT/STRIP Mathed - N/A DESTINATION DILLINGHAM,AK Completeness - N/A Destination Airport Data Basic Weather - YMC LOCAL Runway Ident - N/A Visibility - 25.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 700 FT SCATTERED Type of Flight Plan - VFR Runway Surface - N/A Lowest Sky/Clouds - 700 FT BROKEN Type of Clearance - NONE Runway Status - N/A Dobstructions to Vision - NONE Type Apch/Lndg - NONE Precipitation Pilot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Bienial Flight Review Flight Time (Hours) COMMERCIAL SE LAND,ME LAND,SE SEA Months Since - 18 Make/Model - 90 Last 30 Days - 30 Mintry Since - 18 Make/Model - 1212 Last 24 Hrs - 6 Months Since - 18 Make/Model - 90 Last 30 Days - 30 Multi-Eng - 375 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE	Flight Conducted Under -14 CFR	135	NONE	Pass	0	0	0	2
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 3800 Engine Type - RECIP-FUEL INJECTED No. of Seats - 1 Itinerary Airport Proximity Was Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Wethod - N/A DILLINGHAM,AK Destination Airport Data Basic Weather - VMC LOCAL RUNAY Ident - N/A Wind Dir/Speed - 070/012 KTS Runway Ident - N/A Uotal Dir/Speed - 070/012 KTS Runway Lth/wid - N/A Lowest Ceiling - 18000 FT BROKEN Type of Flight Plan - VFR Runway Surface - N/A Dobstructions to Vision - NONE Type Apch/Lndg - NONE Precipitation - NONE Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Commit Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1212 Last 24 Hrs - 6 Aircraft Type - CE-207 Instrument - 129 Last 90 Days - 80 Multi-Eng - 375 Rotore - 18 Instrument Rating(s) - AIRPLANE	Accident Occurred During -LANDING							
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 3800 Engine Type - RECIP-FUEL INJECTED No. of Seats - 1 Tenerary Airport Proximity Wa Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A DILLINGHAM,AK Completeness - N/A DESTINATION AIRPORT DATA Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed - 070/012 KTS Runway Ident - N/A Lowest Sky/Clouds - 700 FT SCATTERED Type of Flight Plan - VFR Runway Surface - N/A Lowest Sky/Clouds - 700 FT BROKEN Type of Clearance - NONE Runway Status - N/A Destination - VPR Runway Status - N/A Lowest Sky/Clouds - 700 FT BROKEN Type of Clearance - NONE Runway Status - N/A Dobstructions to Vision - NONE Type Apch/Lndg - NONE Precipitation - NONE AGe - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1212 Last 24 Hrs - 6 Aircraft Type - CE-207 Instrument - 129 Last 90 Days - 80 Multi-Eng - 375 Rotorcaft - UNK/NR Instrument Rating(s) - AIRPLANE -Narrative PILOT STATED THAT DURING THE APPROACH TO LANDING, THE AIRCRAFT STRUCK A TREE STUMP SHORT OF THE APPROACH END								
Max Gröss Wt - 3800 Engine Type - RECIP-FUEL INJECTED No. of Seats - 1 Rated Power - 300 HP Environment/Operations Information Weather Data Westher Data Itinerary Ws Briefing - NO RECORD OF BRIEFING Last Departure Point Operations - N/A Destination Airport Data OFF AIRPORT/STRIP Method - N/A Destination Completeness - N/A Destination Mind Dir/Speed- 070/012 KTS Runway Ident - N/A Visibility - 25.0 SM ATC/Airspace Lowest Sky/Clouds - 700 FT SCATTERED Type of Flight Plan - VFR Runway Status - N/A Dbstructions to Vision- NONE Type of Clearance - NONE Precipitation - NONE Type Apch/Lndg - NONE Precipitation of Light - DAYLIGHT - NONE -Personnel Information Age - 31 PilotT-nc-Ommand Age - 31 Commercial Gurrent - YES SE LAND, ME LAND, SE SEA Months Since - 18 Make/Model- 90 Last 30 Days- 40 Aircraft Type - CE-207 Instrument 129 Instrument Rating(s) - AIRPLANE - 40 - 755								
No. of Seats - 1 Rated Power - 300 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Method - N/A Itinerary Airport Proximity Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed- 070/012 KTS Runway Ident - N/A Visibility - 25.0 SM ATC/Airspace Runway Surface - N/A Lowest Sky/Clouds - 700 FT SCATTERED Type of Flight Plan - VFR Runway Surface - N/A Lowest Sky/Clouds - 700 FT SCATTERED Type of Clearance - NONE Runway Status - N/A Obstructions to Vision NONE Type Apch/Lndg - NONE Precipitation - NONE Current - YES Condition of Light - DAYLIGHT Current - YES -Personnel Information Flight Time (Hours) COMMERCIAL Current - YES Total - 1212 Last 30 Days - 40 Aircraft Type - CE-207 Instrument - 129 Last 90 Days - 80 Multi-Eng - 375 Multi-Eng - 375 Rotorcraft - UNK/NR Instrument Ating(s) - AIRPLANE					St	all Warnir:	ng Syste	m - 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 Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Visibility - 25.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 700 FT SCATTERD Type of Flight Plan - VFR Runway Status - N/A Destination - NONE - Status - N/A Condition of Light - DAYLIGHT -Personnel Information Pilot Information Pilot Status - NONE - Status - Statu				INJECTED				
Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A DillINGHAM, AK OFF AIRPORT/STRIP Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed 070/012 KTS Runway Ident - N/A Visibility - 25.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 700 FT SCATTERED Type of Flight Plan - VFR Runway Surface - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE - N/A Condition of Light - DAYLIGHT - NONE - NONE - N/A -Personnel Information Pilot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - 6 COMMERCIAL Current - YES Total 1212 Last 24 Hrs - 6 SE LAND, ME LAND, SE SEA Months Since - 18 Make/Model - 90 Last 30 Days - 40 <td>No. of Seats - 1</td> <td>Rated Power</td> <td>- 300 HP</td> <td></td> <td></td> <td></td> <td></td> <td></td>	No. of Seats - 1	Rated Power	- 300 HP					
Wx Briefing - NO RECORD OF BRIEFING Last Départure Point OFF AIRPORT/STRIP Method - N/A DILINGHAM,AK Airport Data Basic Weather - VMC LOCAL Airport Data Wind Dir/Speed-070/012 KTS Runway Ident - N/A Visibility - 25.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 700 FT SCATTERED Type of Flight Plan - VFR Runway Surface - N/A Lowest Ceiling - 18000 FT BROKEN Type of Flearance - NONE Runway Status - N/A Obstructions to Vision NONE Type Apch/Lndg - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE - N/A Condition of Light - DAYLIGHT - Flight Time (Hours) Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - 1212 Last 24 Hrs - 6 SE LAND,ME LAND,SE SEA Months Since - 18 Make/Model- 90 Last 30 Days- 40 Aircraft Type - CE-207 Instrument- 129 Last 30 Days-								
Method - N/A DILLINGHAM,AK Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed-070/012 KTS Runway Ident - N/A Runway Udent - N/A Visibility - 25.0 SM ATC/Airspace Runway Uth/Wid - N/A Lowest Sky/Clouds - 700 FT SCATTERED Type of Flight Plan - VFR Runway Surface - N/A Lowest Ceiling - 18000 FT BROKEN Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Runway Status - N/A Condition of Light DAYLIGHT - Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1212 Last 24 Hrs - 6 SE LAND,ME LAND,SE SEA Months Since - 18 Make/Model- 90 Last 30 Days- 40 Aircraft Type - CE-207 Instrument- 129 Last 30 Days- 80 Multi-Eng - 375 Rotorcraft - UNK/NR								
Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed-070/012 KTS Runway Ident - N/A Visibility - 25.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 700 FT SCATTERED Type of Flight Plan - VFR Runway Surface - N/A Dostructions to Vision- NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE NONE -Personnel Information Pilot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) 6 SE LAND,ME LAND,SE SEA Months Since - 18 Make/Model - 90 Last 30 Days - 40 Aircraft Type - CE-207 Instrument Rating(s) - AIRPLANE -Narrative *Narrative PILOT STATED THAT DURING THE APPROACH TO LANDING, THE AIRCRAFT STRUCK A TREE STUMP SHORT OF THE APPROACH END					OFF AIF	PORT/STRIP	•	
Basic Weather - VMC LOCAL Wind Dir/Speed 070/012 KTS Runway Ident - N/A Visibility - 25.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 700 FT SCATTERED Type of Flight Plan - VFR Runway Surface - N/A Lowest Ceiling - 18000 FT BROKEN Type of Clearance - NONE Runway Status - N/A Obstructions to Vision NONE Type Apch/Lndg - NONE Runway Status - N/A Obstruction of Light - DAYLIGHT - - Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT -Personnel Information Pilot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Condition of Light - DAYLIGHT - YES Total - 1212 Last 24 Hrs - 6 SE LAND, ME LAND, SE SEA Months Since - 18 Make/Model- 90 Last 30 Days - 40 Aircraft Type - CE-207 Instrument- 129 Last 90 Days - 80 Multi-Eng - 375 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE -Narrative PIL			, AK					
Wind Dir/Speed- 070/012 KTS Runway Ident - N/A Visibility - 25.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 700 FT SCATTERED Type of Flight Plan - VFR Runway Surface - N/A Lowest Ceiling - 18000 FT BROKEN Type of Clearance - NONE Runway Surface - N/A Obstructions to Vision - NONE Type Apch/Lndg - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE NONE -Personnel Information Pilot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1212 Last 24 Hrs - 6 SE LAND,ME LAND,SE SEA Months Since - 18 Make/Model - 90 Last 30 Days- 40 Aircraft Type - CE-207 Instrument - 129 Last 90 Days- 80 Multi-Eng - 375 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE				1	Airport Da	ita		
Visibility - 25.0 SM ATC/Airspace Runwaý Lth/Wid - N/A Lowest Sky/Clouds - 700 FT SCATTERED Type of Flight Plan - VFR Runwaý Lth/Wid - N/A Lowest Ceiling - 18000 FT BROKEN Type of Clearance - NONE Runway Status - N/A Obstructions to Vision NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision NONE Type Apch/Lndg - NONE - N/A Ordition of Light - DAYLIGHT - Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - 1212 Last 24 Hrs - 6 COMMERCIAL Current - YES Total - 1212 Last 24 Hrs - 6 SE LAND, ME LAND, SE SEA Months Since - 18 Make/Model- 90 Last 30 Days- 80 Multi-Eng - 375 Rotorcraft - UNK/NR - NK/NR </td <td></td> <td>LUCAL</td> <td></td> <td></td> <td></td> <td>T . 1</td> <td></td> <td></td>		LUCAL				T . 1		
Lowest Sky/Clouds - 700 FT SCATTERED Type of Flight Plan - VFR Runway Surface - N/A Lowest Ceiling - 18000 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 - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1212 Last 24 Hrs - 6 SE LAND, ME LAND, SE SEA Months Since - 18 Make/Model - 90 Last 30 Days - 40 Aircraft Type - CE-207 Instrument - 129 Last 90 Days - 80 Multi-Eng - 375 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE								
Lowest Ceiling - 18000 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 - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL - YES Total - 1212 Last 24 Hrs - 6 SE LAND, ME LAND, SE SEA Months Since - 18 Make/Model - 90 Last 30 Days - 40 Aircraft Type - CE-207 Instrument - 129 Last 90 Days - 80 Multi-Eng - 375 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE -Narrative PILOT STATED THAT DURING THE APPROACH TO LANDING, THE AIRCRAFT STRUCK A TREE STUMP SHORT OF THE APPROACH END								
Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review COMMERCIAL Current - YES SE LAND, ME LAND, SE SEA Months Since - 18 Months Since - 18 Make/Model - 90 Aircraft Type - CE-207 Instrument - 129 Last 90 Days 80 Multi-Eng - 375 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE		SCATTERED Type of Fing	nt Plan - VFR					
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1212 Last 24 Hrs - 6 SE LAND, ME LAND, SE SEA Months Since - 18 Make/Model- 90 Last 30 Days - 40 Aircraft Type - CE-207 Instrument- 129 Last 90 Days - 80 Multi-Eng - 375 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE -Narrative PILOT STATED THAT DURING THE APPROACH TO LANDING, THE AIRCRAFT STRUCK A TREE STUMP SHORT OF THE APPROACH END					Runway	status -	N/A	
Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1212 Last 24 Hrs - 6 SE LAND,ME LAND,SE SEA Months Since - 18 Make/Model- 90 Last 30 Days- 40 Aircraft Type - CE-207 Instrument- 129 Last 90 Days- 80 Multi-Eng - 375 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE -Narrative PILOT STATED THAT DURING THE APPROACH TO LANDING, THE AIRCRAFT STRUCK A TREE STUMP SHORT OF THE APPROACH END		Type Apch/En						
-Personnel Information Pilot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1212 Last 24 Hrs - 6 SE LAND, ME LAND, SE SEA Months Since - 18 Make/Model- 90 Last 30 Days- 40 Aircraft Type - CE-207 Instrument- 129 Last 90 Days- 80 Multi-Eng - 375 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE -Narrative PILOT STATED THAT DURING THE APPROACH TO LANDING, THE AIRCRAFT STRUCK A TREE STUMP SHORT OF THE APPROACH END								
Pilot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1212 Last 24 Hrs - 6 SE LAND,ME LAND,SE SEA Months Since - 18 Make/Model - 90 Last 30 Days - 40 Aircraft Type - CE-207 Instrument - 129 Last 90 Days - 80 Instrument Rating(s) - AIRPLANE - - - -Narrative PILOT STATED THAT DURING THE APPROACH TO LANDING, THE AIRCRAFT STRUCK A TREE STUMP SHORT OF THE APPROACH END -								
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current YES Total - 1212 Last 24 Hrs - 6 SE LAND,ME LAND,SE SEA Months Since - 18 Make/Model 90 Last 30 Days 40 Aircraft Type CE-207 Instrument- 129 Last 90 Days 80 Multi-Eng 375 Rotorcraft UNK/NR Instrument Rating(s) - AIRPLANE -Narrative PILOT STATED THAT DURING THE APPROACH TO LANDING, THE AIRCRAFT STRUCK A TREE STUMP SHORT OF THE APPROACH END		Aco - 21	Modical	Contificate				S/ITMTT
SE LAND,ME LAND,SE SEA Months Since - 18 Aircraft Type - CE-207 Instrument- 129 Multi-Eng - 375 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE -Narrative PILOT STATED THAT DURING THE APPROACH TO LANDING, THE AIRCRAFT STRUCK A TREE STUMP SHORT OF THE APPROACH END		Biennial Elight Pe	view	Flight	t Time (He	MEDICAL NO	WAIVER	5/ [101]
SE LAND,ME LAND,SE SEA Months Since - 18 Aircraft Type - CE-207 Instrument- 129 Multi-Eng - 375 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE -Narrative PILOT STATED THAT DURING THE APPROACH TO LANDING, THE AIRCRAFT STRUCK A TREE STUMP SHORT OF THE APPROACH END		Current	~ YES Tota	al - 1			Hrs -	6
Aircraft Type - CE-207 Instrument- 129 Last 90 Days- 80 Multi-Eng - 375 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE -Narrative PILOT STATED THAT DURING THE APPROACH TO LANDING, THE AIRCRAFT STRUCK A TREE STUMP SHORT OF THE APPROACH END			- 18 Make	/Model-				
Instrument Rating(s) - AIRPLANE -Narrative PILOT STATED THAT DURING THE APPROACH TO LANDING, THE AIRCRAFT STRUCK A TREE STUMP SHORT OF THE APPROACH END			- CE-207 Inst	trument-	129	Last 90		
Instrument Rating(s) - AIRPLANE -Narrative PILOT STATED THAT DURING THE APPROACH TO LANDING, THE AIRCRAFT STRUCK A TREE STUMP SHORT OF THE APPROACH END			Mult	ti-Eng -	375	Rotorcr		
-Narrative PILOT STATED THAT DURING THE APPROACH TO LANDING, THE AIRCRAFT STRUCK A TREE STUMP SHORT OF THE APPROACH END				0				
PILOT STATED THAT DURING THE APPROACH TO LANDING, THE AIRCRAFT STRUCK A TREE STUMP SHORT OF THE APPROACH END	Instrument Rating(s) - AIRPLAN	/E						
PILOT STATED THAT DURING THE APPROACH TO LANDING, THE AIRCRAFT STRUCK A TREE STUMP SHORT OF THE APPROACH END	-Narrative							
		I TO LANDING. THE AIRCRA	FT STRUCK A TREE	STUMP SHORT	OF THE A	PPROACH EN	D	
THE RUNWAY.	THE RUNWAY.							

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File No 8	92 7/14/86 EKUK,AK	A/C Reg. No. N1704U	Time (Lc1) - 1030 ADT
Occurrence #1 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT LANDING		
3. AIRSPEED - NOT	H - MISJUDGED - PILOT IN COMMAND MAINTAINED - PILOT IN COMMAND - NOT ATTAINED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation			
Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN LANDING		
Probable Cause			
The National Transpo	rtation Safety Board determines that the	Probable Cause(s) of this accide	ent

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

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

Basic Information Type Operating Certificate-NONE (GENERAL A Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		aft Damage ANTIAL		Fatal	Inju	ries	
Flight Conducted Under -14 CFR 91	Fire				Serious	Minor	None
Flight Conducted Under -14 CFR 91			Crew	0	0		
			Pass	õ	õ	ŏ	2
				-	-	-	
Aircraft Information							
Make/Model - CESSNA 185E	Eng Make/Model - C		20-D		nstalled/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			St	all Warni	ng Syste	em − YES
Max Gross Wt - 3300	Engine Type - R		red				
No. of Seats - 4	Rated Power -	300 HP					
Environment/Operations Information							
Weather Data	Itinerary				roximity		
Wx Briefing – FSS	Last Departure Poin	nt		ON AIRF	ORT		
Method - TELEPHONE	ANCHORAGE, AK						
Completeness - FULL	Destination		Α	irport Da	ita		
Basic Weather - VMC	SAME AS ACC/INC			TETLIN			
Wind Dir/Speed- 230/010 KTS					Ident		
Visibility - 40.0 SM	ATC/Airspace				Lth/Wid		25
	Type of Flight Plan Type of Clearance				Surface		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type Apch/Lndg			Runway	Status	- DRT	
	Type Apch/Lhag	- GU ARUUND					
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command Aq	e - 47	Medical Certi	ficate	- VALID	MEDICAL-W	AIVERS/L	IMIT
Certificate(s)/Rating(s) Bi	ennial Flight Review	ſ	light	Time (Ho	urs)	-	
PRIVATE	Current - YES	Total		715	Last 24	4 Hrs -	UNK/NR
SE LAND, SE SEA	Current - YES Months Since - 12 Aircraft Type - C-185	Make/Mode	1 -	170	Last 30) Days-	
	Aircraft Type - C-185	i Instrument	t-	18	Last 90) Days-	
		Multi-Eng	-	6	Rotorc	raft -	UNK/NR
Instrument Rating(s) - NONE							
Narrative LEFT RWY AND CRASHED DURING ATTEMPTED GO-AR						_	

A/C Reg. No. N1613M File No. - 833 7/30/86 TETLIN, AK Time (Lcl) - 1115 ADT _____ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - ROUGH/UNEVEN 2. WEATHER CONDITION - CROSSWIND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND _____ Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 4. GO-AROUND - DELAYED - PILOT IN COMMAND _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3.4

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

File No 850 8/12/86		A/C Reg. No. N4293Z							
-Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injuri Serious		None		
Type of Operation -PERS Flight Conducted Under -14 C Accident Occurred During -TAKE	FR 91	Fire NONE	Crew Pass		1 0		0		
-Aircraft Information Make/Model - PIPER PA-18 Landing Gear - TAILWHEEL-ALL F Max Gross Wt - 1750 No. of Seats - 2	IXED Number Engi Engine Type	del - LYCOMING O- nes - 1 - RECIPROCATI - 150 HP		St	nstalled/Ac all Warning				
-Environment/Operations Informatio Weather Data Wx Briefing - NO RECORD OF Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM	Itinerary	C/INC		OFF AIR rport Da	roximity PORT/STRIP ta Ident -				
Visibility - 40.0 SM Lowest Sky/Clouds - 4000 Lowest Ceiling - 8000 Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLI	FT SCATTERED Type of Flig FT BROKEN Type of Clea Type Apch/Ln			Runway Runway	Lth/Wid - Surface - Status -	N/A N/A			
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - UNK/NR Biennial Flight Re Current	Medical view	Certificate Flight	- VALID Time (Ho		VERS/LIM	IT		
PRIVATE SE LAND,SE SEA	Months Since	- YES Tota - 14 Make - PA-18 Inst	/Model- 6	00 00	Last 24 Last 30	Days-	2 15 30		
Instrument Rating(s) - NON	E								
-Narrative ER DEPARTING THE GRAVEL BAR, THE A									

File No 8	50 8/12/86	ROCHEZ MOUTONEE,AK	A/C Reg. No. N4293Z	Time (Lc1) - 1800 ADT	
Occurrence #1 Phase of Operation	LOSS OF CONTROL - Takeoff - Initial				
Finding(s) 1: AIRCRAFT HANDLI 2. STALL - INADVER 3. AIRSPEED - NOT	TENT - PILOT IN COM	IMAND			
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS] TAKEOFF - INITIAL				
Probable Cause					

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

Type Operating Certificate-NONE (GENER	RAL AVIATION)	Aircraft Damage			Inju		
Type of Openation -PERSONAL		SUBSTANTIAL Fire	Chow		Serious		None 1
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		NONE	Pass	0	0 0	1	1
Accident Occurred During -TAKEOFF			1 400	Ŭ	Ŭ		,
ircraft Information							
Make/Model - CESSNA T-210		del - CONTINENTAL			Installed/		
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3800		ines - 1 = - RECIP-FUEL		S	tall Warni	ng System	- YES
No. of Seats - 6		- 310 HP	INOLUTED				
nvironment/Operations Information							
eather Data	Itinerary				Proximity	-	
W× Briefing - NO RECORD OF BRIEFIN Method - N/A	IG Last Departu SAME AS AG			OFF AI	RPORT/STRI	Р	
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	ANCHORAGE	, AK		.All por e o			
Wind Dir/Speed- CALM						- N/A	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - 3000 FT BRC		ght Plan - NONE			Surface Status	- N/A - N/A	
Obstructions to Vision- NONE		ndg - NONE		Kunway	Status	- N/A	
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
Condition of Light - DAYLIGHT							
ersonnel Information Pilot-In-Command	Age - 40	Medical	Certifica	to - VALID	MEDICAL-W	ATVERS/ITA	ITT
Certificate(s)/Rating(s)	Biennial Flight Re			nt Time (H		AIVENS/ EI	
PRIVATE	Current	- NO Tota	al -	1346	Last 2	4 Hrs -	2
SE LAND, ME LAND	Months Since	- 4 Make	e/Model-	1264	Last 3	0 Days-	25
	Aircraft Type	- 210 Ins [.] Mul [.]	trument- ti-Eng -	332 9	Last 9	0 Days-	42
Instrument Rating(s) - AIRPLANE							
arrative		· · · · · · · · · · · · · · · · · · ·					
G THE TAKEOFF ROLL ON A DIRT AIRSTRIP T	HE PILOT LOST DIRFC	TIONAL CONTROL OF	THE AIRCR.	AFT CAUSTN	G THE		

8/15/86 File No. - 828 ALEXANDER LODGE.AK A/C Reg. No. N219RG Time (Lc1) - 1920 ADT -----------_ _ _ _ _ _ _ _ _ -----Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. TERRAIN CONDITION - SOFT 2. TERRAIN CONDITION - ROUGH/UNEVEN 3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - 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) 3,4

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

National Transportation Safety Board Washington, D.C. 20594

File No 832 8/17/86 C	ARIBOU LAKE,AK	U LAKE,AK A/C Reg. No. N3367F			ime (Lcl)	Time (Lc1) - 2000 ADT				
Basic Information										
Type Operating Certificate-ON-DEMAN		Aircraft Damage			Inju					
Name of Carrier -COOK INL	ET AVIATION, INC.	SUBSTANTIAL			Serious		None			
Type of Operation -NON SCHE Flight Conducted Under -14 CFR 1	D, DUMESTIC, CARGU	Fire	Crew	0		0	1			
Accident Occurred During -TAKEOFF	35	NONE	Pass	0	0	0	I			
Accident occurred burning -TAKEOFF										
Aircraft Information	/									
Make/Model - CESSNA 185-F		Model - CONTINENTA	L IO 520-D		Installed/					
Landing Gear - FLOAT		gines - 1		5	tall Warni	ng System	- YES			
Max Gross Wt - 3350 No. of Seats - 4		pe - RECIP-FUEL er - 300 HP	INDECTED							
NO. 01 Seats - 4										
Environment/Operations Information										
Weather Data	Itinerary				Proximity	_				
Wx Briefing - NO RECORD OF BRIE	FING Last Depart			OFF AI	RPORT/STRI	P				
Method - N/A	HOMER,AK Destination			Airmont D						
Completeness - N/A Basic Weather - VMC	SAME AS			Airport D	ата					
Wind Dir/Speed- 180/005 KTS	SAME AS A	ACC/INC		Bubway	Ident	- N/A				
Visibility - 30.0 SM	ATC/Airspace				Lth/Wid					
Lowest Sky/Clouds - CLEAR		ight Plan - NONE			Surface					
Lowest Ceiling - NONE		earance - NONE			Status					
Obstructions to Vision- NONE		ndg - NONE			• • • • • • • •	,				
Precipitation - NONE										
Condition of Light - DAYLIGHT										
Personnel Information										
Pilot-In-Command	Age - 59	Medical	Certifica	te – VALID	MEDICAL-W	AIVERS/LIN	IT			
Certificate(s)/Rating(s)	Biennial Flight F	Review	Flig	ht Time (H	ours)					
COMMERCIAL	Current	- YES Tota	al -	25915	Last 24	4 Hrs -	1			
SE LAND, ME LAND, SE SEA, ME SEA	Age - 59 Biennial Flight F Current Months Since	-6 Mak	e/Model-	940	Last 30) Days-	10			
	Aircraft Type	∋-C-185 Ins	trument-	51	Last 90) Days-	25			
. · · ·		Mul	ti-Eng -	765						
Instrument Rating(s) - AIRPLAN	E									
E AIRCRAFT SETTLED BACK ON THE WATER AN	D THE PILOT LOST CONT	OL OF THE ATROPAS	T CAUSING	IT TO NOSE	OVER ON T	TS BACK				
- ALLEN OFFICED BROK ON THE WATER AN										

File No. - 832 8/17/86 CARIBOU LAKE,AK A/C Reg. No. N3367R Time (Lcl) - 2000 ADT LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND 2. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - 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) 1,2,3,4

File No 830 8/18/86 MCNEI	L RIVER,AK A/C R	Time (Lcl) - 2100 ADT				
 -Basic Information						
Type Operating Certificate-NONE (GENERA		t Damage		Injur		
		NTIAL	Fatal			
Type of Operation -PERSONAL	Fire		0		0	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NUNE	Pass	0	0	0	0
Accident occurred buring -Landing						
-Aircraft Information						
Make/Model - PIPER PA-18	Eng Make/Model - LY			nstalled/A		
Landing Gear - TAILWHEEL~ALL FIXED	Number Engines - 1 Engine Type - REG			all Warnir	ng Syst	em - NU
Max Gross Wt - 1500 No. of Seats - 2	Rated Power -		UR			
	Rated Power -	115 HP				
-Environment/Operations Information						
Weather Data	Itinerary			roximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point		OFF AIF	PORT/STRIF)	
Completeness - N/A	Destination	A	irport Da	ita		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- CALM				Ident -		
Visibility - 30.0 SM	ATC/Airspace	NONE		Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		
Lowest Ceiling - NONE	Type of Clearance Type Apch/Lndg		Runway	Status -	N/A	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lhdg	- NONE				
Condition of Light - DAYLIGHT						
-Personnel Information		M II - 1 Osuliaista				
Pilot-In-Command	Age - 32 Biommiol Elight Doviou	Medical Certificate	Time (Ho		WAIVE	RS/LIMII
Certificate(s)/Rating(s) PRIVATE	Age - 32 Biennial Flight Review Current - NO	Total -			Hne -	
SE LAND	Months Since - UNK/NR	Make/Model-	22	Last 30	Davs-	
JE LAND	Aircraft Type - UNK/NR		1	Last 90) Davs-	22
			•		, 20,0	
Instrument Rating(s) - NONE						
-Narrative OT APPLIED BRAKES TOO FIRMLY; LOST CONTROL		SED OVER ON TTO PACK				
UT AFFLILD DRAKES TOU FIRMLT; LUST CUNIRUL	ON LANDING AND AIRCRAFT NU	JED OVER ON TIS DACK	•			

Occurrence #1 LOS			
Phase of Operation LAN	S OF CONTROL - ON GROUND DING - ROLL		
	IMPROPER - PILOT IN COMMAND PROCEDURE - PILOT IN COMMAND		
Occurrence #2 NOS Phase of Operation LAN	E OVER DING - 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

File No 996 8/19/86 PELICAN,	AK A/0	C Reg. No. N45830	-	Fime (Lcl) -	· 1500 ADT	
Basic Information Type Operating Certificate-NONE (GENERAL A Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	DES Fire		Fatal Crew 1 Pass 1	Injur Serious O O	Minor	None 0 0
Accident Occurred During -DESCENT						
Aircraft Information Make/Model - LUSCOMBE 8A Landing Gear - FLOAT Max Gross Wt - 1400 No. of Seats - 2	Eng Make/Model - Number Engines - Engine Type - Rated Power -	1 RECIPROCATING-CA	9	Installed/A Stall Warnir		
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Po PELICAN,AK	int		Proximity IRPORT/STRIF)	
Completeness - N/A Basic Weather - VMC	Destination HOONAH,AK		Airport [Data		
Wind Dir/Speed- UNK/NR					N/A	
Visibility - 10.0 SM	ATC/Airspace	NONE			· N/A	
Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 3000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light' - DAYLIGHT	Type of Flight Pl Type of Clearance Type Apch/Lndg	- NONE		-	N/A N/A	
Personnel Information						
	e - 37 ennial Flight Review		ficate - VALII Flight Time (H		IVERS/LIM	11
PRIVATE	Current - YES	Total	- 191		Hrs -	1
SE SEA	Current - YES Months Since - 0	Make/Mode	1- 191			26
	Aircraft Type - 8A	Instrumen	t- 5	Last 90	Dave	55

Instrument Rating(s) - NONE

----Narrative----

AT ABOUT 1500 ADT ON 8/19/86, THE PLT DEPARTED ON A FLT TO HOONAK, AK. WHEN HE DID NOT RETURN, A SEARCH WAS INITIATED. THE ACFT WAS LOCATED AT 1400 ADT ON THE FOLLOWING DAY WHERE IT HAD CRASHED ON RISING MOUNTAINOUS TERRAIN AT AN ELEV OF ABOUT 1740 FT. AN EXAM REVEALED THE ACFT HAD IMPACTED IN A STEEP NOSE DOWN ATTITUDE. THERE WAS VIRTUALLY NO MOVEMENT AFTER IMPACT. THE ACFT WINGS SHOWED A SLIGHT COUNTER-CLOCKWISE TWIST & THE FLOATS & TAIL CONE WERE CANTED TO THE LEFT. A CHECK OF THE PLT'S BLOOD SHOWED A SLIGHT AMOUNT OF ALCOHOL (0.026%); HOWEVER, THE AMOUNT DUE TO PSBL PUTREFACTION WAS NOT VERIFIED.

File No 99	96 8/19/86	PELICAN,AK	A/C Reg.	No. N45830	Time (Lcl) - 1500 ADT
Occurrence #1 Phase of Operation		- IN FLIGHT			
3. STALL/SPIN - INA	IG - NOT MAINTAINE DVERTENT - PILOT	D - PILOT IN COMMAND IN COMMAND CRAFT,LACK OF TOTAL		T IN COMMAND	
Occurrence #2 Phase of Operation					
Finding(s) 5. TERRAIN CONDITIC 6. TERRAIN CONDITIC		ILLY			
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) 1,4,5,6

Fire NONE Eng Make/Model - Number Engines -	LYCOMING 0-360-F 1 RECIPROCATING-CA 180 HP	1AG EL RBURETOR	0 0	0 0 	
NONE Eng Make/Model - Number Engines - Engine Type - Rated Power - Itinerary Last Departure Poi	LYCOMING 0-360-F 1 RECIPROCATING-CA 180 HP	Pass O 1A6 EL RBURETOR	0 T Installed/	0 Activated	0 - YES/YE
Eng Make/Model - Number Engines - Engine Type - Rated Power - Itinerary Last Departure Poi	LYCOMING D-360-F 1 RECIPROCATING-CA 180 HP	1AG EL RBURETOR	T Installed/		
Number Engines - Engine Type - Rated Power - 	1 RECIPROCATING-CA 180 HP	RBURETOR			
Number Engines - Engine Type - Rated Power - 	1 RECIPROCATING-CA 180 HP	RBURETOR			
Engine Type - Rated Power - Itinerary Last Departure Poi	RECIPROCATING-CA 180 HP		stall warni	ng system	- 162
Rated Power - 	180 HP				
Last Departure Poi		Airpor			
Last Departure Poi	n t	Airpor			
	n +		t Proximity		
MOUNT'N VILLAGE,		OFF	AIRPORT/STRI	Р	
• • • • • •	AK		~ .		
Destination SAME AS ACC/INC		Airport	Data		
SAME AS ACC/INC		Pupw	av Ident	- N/A	
ATC/Airspace					
	ın - VFR				
Type of Clearance	- NONE	Runw	ay Status	- N/A	
Type Apch/Lndg	- NONE				
40		6 · · · · · · · · · · · · · · · · · · ·			(
				U WAIVERS/	LIMII
			· /	4 Hrs - UN	
					3
Aircraft Type - 152					
	Multi-Eng	- 13		•	
	ATC/Airspace Type of Flight Pla Type of Clearance Type Apch/Lndg - 46 nial Flight Review Current - YES Months Since - 21 Aircraft Type - 152 RED TO BE THE AIRPOR	ATC/Airspace Type of Flight Plan - VFR Type of Clearance - NONE Type Apch/Lndg - NONE - 46 Medical Certi nial Flight Review Current - YES Total Months Since - 21 Make/Mode Aircraft Type - 152 Instrumen Multi-Eng RED TO BE THE AIRPORT FROM SEVERAL M	ATC/Airspace Runw Type of Flight Plan - VFR Runw Type of Clearance - NONE Runw Type Apch/Lndg - NONE - 46 Medical Certificate - VAL nial Flight Review Flight Time Current - YES Total - 913 Months Since - 21 Make/Model- 4 Aircraft Type - 152 Instrument- 65 Multi-Eng - 13 RED TO BE THE AIRPORT FROM SEVERAL MILES OFF. IN	ATC/Airspace Runway Ident ATC/Airspace Runway Lth/Wid Type of Flight Plan - VFR Runway Surface Type of Clearance - NONE Runway Status Type Apch/Lndg - NONE - 46 Medical Certificate - VALID MEDICAL-N nial Flight Review Flight Time (Hours) Current - YES Months Since - 21 Make/Model- 4 Aircraft Type - 152 Instrument- Multi-Eng - 13	ATC/Airspace Runway Ident - N/A Type of Flight Plan - VFR Runway Surface - N/A Type of Clearance - NONE Runway Status - N/A Type Apch/Lndg - NONE - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS/ nial Flight Review Flight Time (Hours) Current - YES Total - 913 Last 24 Hrs - UN Months Since - 21 Make/Model - 4 Last 30 Days - Aircraft Type - 152 Instrument - 65 Last 90 Days - Multi-Eng - 13

(

 File No. 829
 8/19/86
 KOTLIK,AK
 A/C Reg. No. N4856V
 Time (Lcl) 1330 ADT

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

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board Washington, D.C. 20594

-Basic Information Type Operating Certificate-NONE (GENER		rcraft Damage			Inju	nios	
Type operating certificate None (dente		UBSTANTIAL		Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		re	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	N	ONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF							
Aircraft Information	_						
Make/Model - PIPER PA-20		- LYCOMING 0-32			installed/		
Landing Gear – TAILWHEEL-ALL FIXED Max Gross Wt – 1728	Number Engines				tall Warni	ng System	~ NO
No. of Seats - 2	Rated Power	- RECIPROCATING - 130 HP	-CARBURE I	UR			
NO. 01 Seats - 2	Rated Fower						
Environment/Operations Information							
Weather Data	Itinerary	5 - 1 - 1			Proximity	_	
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	IG Last Departure SAME AS ACC/I			UFF AIH	RPORT/STRI	P	
Completeness - N/A	Destination	NC .	٨	virport Da	ata		
Basic Weather - VMC	LOCAL		-				
Wind Dir/Speed- UNK/NR				Runway	Ident	- N/A	
Visibility - 40.0 SM					Lth/Wid		
Lowest Sky/Clouds - 5000 FT SCA					Surface		
Lowest Ceiling - NONE				Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NUNE				-	
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information	1 m EC						47.7
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 56 Biennial Flight Revie	Medical Ce		: Time (Ho		AIVER5/LIM	111
PRIVATE	Current - Y	FS Total	- 2	2317	last 2	4 Hrs -	3
SE LAND, SE SEA	Current - Y Months Since - 2 Aircraft Type - P	2 Make/M	odel- 2	2248	Last 3	0 Days-	70
	Aircraft Type - P	A-20 Instru	ment-	28	Last 9	0 Days-	146
	Aircraft Type - P	A-20 Instru	ment-	28	Last 90	0 Days-	146
Instrument Rating(s) - NONE							
E PILOT LOST CONTROL OF THE AIRCRAFT ON TH	E INITIAL CLIMB. THE PI	LOT STATED THAT	AFTER TAK	EOFF THE	WIND SHIF	TED 180	
GREES.							

File No 8	31 8/20/86	TWO LAKES,AK	A/C Reg. N	o. N7481K	Time (Lc1) - 1030 ADT
Occurrence #1 Phase of Operation					
3. WEATHER CONDITI 4. AIRCRAFT HAND		PILOT IN COMMAND			
Occurrence #2 Phase of Operation	-				
Probable Cause			,		·····

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident 8/20/86 File No. - 827 KAMISHAK BAY.AK A/C Reg. No. N39269 Time (Lcl) - 0815 ADT ----Basic Information----Type Operating Certificate-ON-DEMAND AIR TAXI Aircraft Damage Injuries Name of Carrier -TIMOTHY J. LAPORTE SUBSTANTIAL Fatal Serious Minor None Type of Operation -NON SCHED, DOMESTIC, PASSENGER Crew 0 0 Fire 0 1 Flight Conducted Under -14 CFR 135 NONE Pass 0 0 0 4 Accident Occurred During -LANDING ----Aircraft Information----ELT Installed/Activated - YES/YES Make/Model - CESSNA U206 Eng Make/Model - CONTINENTAL IO-520F Landing Gear - FLOAT Number Engines ~ 1 Stall Warning System - YES Max Gross Wt - 3600 Engine Type - RECIP-FUEL INJECTED No. of Seats -Rated Power - 300 HP 6 ----Environment/Operations Information----Weather Data Airport Proximity Itinerarv Last Departure Point OFF AIRPORT/STRIP Wx Briefing - NO RECORD OF BRIEFING - N/A Method ILIAMNA,AK Completeness - N/A Airport Data Destination - VMC Basic Weather SAME AS ACC/INC Wind Dir/Speed- CALM Runway Ident - N/A Runway Lth/Wid - N/A Visibility - 30.0 SM ATC/Airspace Lowest Sky/Clouds -Type of Flight Plan - VFR Runway Surface - N/A CLEAR Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Type Apch/Lndg - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT _____ ----Personnel Information----Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Pilot-In-Command Age -35 Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - YES - 9642 Last 24 Hrs -2 Total SE LAND, ME LAND, SE SEA Months Since - 1 Make/Model-3000 Last 30 Davs-75 Aircraft Type - C-206 Instrument-Last 90 Days-151 136 Multi-Eng -122 Instrument Rating(s) - AIRPLANE ----Narrative----AFTER TOUCHDOWN IN THE BAY, THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO NOSE OVER ON ITS BACK IN THE WATER.

8/20/86 File No. - 827 Time (Lcl) - 0815 ADT KAMISHAK BAY,AK A/C Reg. No. N39269 _____ LOSS OF CONTROL - ON GROUND Occurrence Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - ROUGH/UNEVEN 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND 4. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND 5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND ----Probable Cause----

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

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

File No 848 8/23/86 N	A/C Reg. No.	Time (Lc1) - 0630 ADT					
Basic Information Type Operating Certificate-NONE (GE	ENERAL AVIATION)	Aircraft Damag SUBSTANTIAL	e	Fatal	Inju Serious		None
Type of Operation -PERSONAL	_	Fire	Crew	0	0	0	1
Type of Operation -PERSONAL Flight Conducted Under -14 CFR S		NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF							
Aircraft Information							
Make/Model - PIPER PA-18		lodel - LYCOMING			installed/		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1750		ines - 1 De - RECIPROCA			tall Warnii	ng System	- NO
No. of Seats - 2		r - 150 HP		UK			
Environment/Operations Information				•			
Weather Data Wx Briefing - NO RECORD OF BRIE	Itinerary EFING Last Depart	una Daint			Proximity RPORT/STRI	.	
Method - N/A	DEVILS MO			UFF AIF	PURI/SIRII	-	
Completeness - N/A	Destination		Α	irport Da	ata		
Basic Weather - VMC	LOCAL			•			
Wind Dir/Speed- CALM	_					- N/A	
Visibility - 20.0 SM					Lth/Wid		
Lowest Sky/Clouds - 7000 FT Lowest Ceiling - 16000 FT					Surface		
Obstructions to Vision- NONE		.ndg - NONE		Runway	Status	- N/A	
Precipitation - NONE	Type Apen/L	ing none					
Condition of Light - DAYLIGHT							
Pilot-In-Command	Age - 46	Medica	1 Certificate	- VALID	MEDICAL-NO	WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight F	leview	Flight	Time (Ho			
PRIVATE	Current	- YES To - 13 Ma	tal -	258		4 Hrs -	1
SE LAND	Months Since	-13 Ma e-PA-18 In	ke/Model-	258) Days-	15 30
	Алгстатт Туре	e - PA-18 In	strument-	0	Last 90) Days-	30
Instrument Rating(s) - NONE							
Narrative						_	
RING THE INITIAL CLIMBOUT THE PILOT STA RSTRIP. AT THE TIME OF THE ACCIDENT, TH			ASHED OFF THE	DEPARTE	D END OF TH	ΗE	
RETER AT THE LIME DE THE ACCIDENT. TH	HE PIIOL DEPARIED WITH	Δ ΙΔΙΙΨΙΝΙ)					

File No. - 848 8/23/86 NABESNA, AK A/C Reg. No. N2994Z Time (Lcl) - 0630 ADT LOSS OF CONTROL - IN FLIGHT Occurrence Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 3. WEATHER CONDITION - TAILWIND 4. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND 5. JUDGEMENT - POOR - PILOT IN COMMAND 6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND _____ ----Probable Cause----

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

VIATION) Aircraf SUBST/ Fire NONE Eng Make/Model - CC Number Engines - Engine Type - RE Rated Power - Itinerary	Crew Pass NTINENTAL 10-520	5 0 ELT I	Injuri Serious O O Installed/Ac	Minor O O 	
Fire NONE Eng Make/Model - CC Number Engines - Engine Type - RE Rated Power -	Crew Pass NTINENTAL 10-520 CIP-FUEL INJECTED	2 0 5 0 ELT I	0 0 installed/Ac	0 0 	1 2 - YES/NO
Number Engines - Engine Type - RE Rated Power -	CIP-FUEL INJECTED				
Itinerary					
Last Departure Point ANCHORAGE,AK Destination		Airport Da	PORT/STRIP		
Type of Clearance	- NONE	Runway Runway	Lth/Wid - Surface -	N/A N/A	
		/	``	WAIVERS/I	LIMIT
Current - YES Months Since - 6	Total - Make/Model- Instrument-	780 83 58	Last 24 Last 30 Last 90	Days- UNH Days-	K/NR 25
	CHICKLOON RIVER,AK ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg 	CHICKLOON RIVER,AK ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE 	CHICKLOON RIVER,AK ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Runway Type Apch/Lndg - NONE Pe - 45 Medical Certificate - VALID ennial Flight Review Flight Time (Ho Current - YES Months Since - 6 Make/Model - 83 Aircraft Type - UNK/NR Instrument - 58 Multi-Eng - UNK/NR	CHICKLOON RIVER,AK ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Runway Surface - Runway Surface - Runway Status - Type Apch/Lndg - NONE Medical Certificate - VALID MEDICAL-NO ennial Flight Review Flight Time (Hours) Current - YES Current - YES Current - YES Months Since - 6 Make/Model- 83 Aircraft Type - UNK/NR Multi-Eng - UNK/NR Runway Ident - Runway Ident - Runway Surface - Runway Status - Runway	CHICKLOON RIVER,AK ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Redical Certificate - VALID MEDICAL-NO WAIVERS/L ennial Flight Review Current - YES Current - YES Medical Certificate - VALID MEDICAL-NO WAIVERS/L Aircraft Type - UNK/NR Multi-Eng - UNK/NR Runway Status - N/A Runway Status - N

File No 8	91 8/23/86	TALKEETNA,AK	A/C Reg.	No. N70021	Time (Lcl) - 1100 ADT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - Landing - Flare/1				
Finding(s) 1. TERRAIN CONDITI 2. PREFLIGHT PLANN 3. GROUND LOOP/SWE	ING/PREPARATION - P	POOR - PILOT IN COMMA	ND		
Occurrence #2 Phase of Operation	NOSE OVER LANDING - ROLL				
Probable Cause					

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

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

Basic Information Type Operating Certificate-NONE (GENERA		anoft Domono			Tanássa		
Type operating certificate-none (General		craft Damage BSTANTIAL	Fa	tal Se	Injur rious		None
Type of Operation -PERSONAL			Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NO	NE	Pass	0 0	0	0	2
Accident Occurred During -TAKEOFF							
Aircraft Information							
Make/Model - PIPER PA-32-260		- LYCOMING 0-540-B					I - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines			Stall	Warnir	ng System	I - YES
Max Gross Wt - 3600		- RECIPROCATING-CA	REDRETOR				
No. of Seats - 6	Rated Power	- 260 HP					
Environment/Operations Information							
Weather Data	Itinerary			port Prox			
Wx Briefing - NO RECORD OF BRIEFING			0	FF AIRPOR	T/STRIF)	
Method - N/A Completeness - N/A	SAME AS ACC/IN	C					
Basic Weather - VMC	Destination SAME AS ACC/IN	6	Airp	ort Data			
Wind Dir/Speed- CALM	SAME AS ACC/IN	L L	р	unway Ide	n+ _	N/A	
Visibility ~ 50.0 SM	ATC/Airspace			unway lue unway Lth			
Lowest Sky/Clouds - CLEAR	Type of Flight P	lan - NONE		unway Sur		N/A	
Lowest Ceiling - NONE	Type of Clearanc			unway Sta		· N/A	
Obstructions to Vision- NONE	Type Apch/Lndg					17 6	
Precipitation - NONE	.,						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 33					WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	_					
COMMERCIAL	Current - YE	S Total	- 1983		Last 24	Hrs -	2
SE LAND, SE SEA	Months Since - 22 Aircraft Type - PA	Make/Mode	1- 25		Last 30) Days-	110
	Aircraft Type - PA	-32 Instrumen Multi-Eng	τ- 30 - 1515		Last 90	Days-	233
		Marting	1010				
Instrument Rating(s) - AIRPLANE							
Narrative							
PILOT STATED THAT AFTER LIFTOFF HE FAILED	TO MAINTAIN AIRSPEED	THE ATRORAFT STALL	ED AND CR	ASHED INT	O THE R	IVER	
		Jule 1 Jule 1 Jule 1 Jule 1					

File No. - 849 8/26/86 STONEY RIVER, AK A/C Reg. No. N400TH Time (Lcl) - 1030 ADT _____ -------LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 3. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND _____ IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 Phase of Operation TAKEOFF - INITIAL CLIMB _____ ----Probable Cause----

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

Basic Information Type Operating Certificate-NONE (GENB	RAL AVIATION)	Aircraft D	amage		Iniu	ries	
·)Fo -Fo		SUBSTANTI		Fatal	Serious		None
Type of Operation -PUBLIC USE	E	Fire	Cre		0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pas	s O	0	0	0
Accident Occurred During -APPROACH							
ircraft Information							
Make/Model - PIPER PA-18	Eng Make	/Model - LYCOM	ING 0-320	ELT	Installed/		
Landing Gear - TAILWHEEL-ALL FIXED					tall Warni	ng System	- NO
Max Gross Wt - 1750			ROCATING-CARBL	IRETOR			
No. of Seats - 2	Rated Pow	wer - 16	O HP 				
invironment/Operations Information							
leather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEF				OFF AI	RPORT/STRI	Р	
Method - N/A	FAIRBAN						
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- 110/010 KTS	SAME AS	ACC/INC		Dumus	Ident	NI / A	
Visibility - 30.0 SM	ATC/Airspace	_			Lth/Wid		
Lowest Sky/Clouds - 3000 FT SC			OMDANY (VED)		Surface		
Lowest Ceiling - 3500 FT 0					Status		
Obstructions to Vision- NONE		Linda - N		Karinay	Statub	17.5	
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 36	Me	dical Certific	ate – VALID	MEDICAL-N	O WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Fli	ght Time (H	ours)		(
PRIVATE	Current	- YES	Total - Make/Model-	2320	Last 2	4 Hrs -	1
SE LAND, SE SEA	Months Since	e - 15	Make/Model-	2166	Last 3	0 Days-	
	Aircraft Typ	De - PA-18	Instrument-	47	Last 9	O Days-	107
Instrument Rating(s) - NONE							
arrative	ANCE OVER THE TREE					<u> </u>	
ILOT STATED THAT HE HAD ADEQUATE CLEAF MUSH INTO THE TREE TOPS. THE AIRCRAFT	TANGE UVER INE IREES	OW STALL SDEE	D	IRCKAFT UUS	I SEEMED I	U	
	I J MINJELLU WHJ DEL	TOW DINCE OFER	<i>U</i> .				

File No. - 875 8/27/86 DRY CREEK, AK A/C Reg. No. N5582C Time (Lcl) - 1030 ADT _____ _____ Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. WIND INFORMATION - NOT IDENTIFIED - PILOT IN COMMAND 3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND IN FLIGHT COLLISION WITH OBJECT Occurrence #2 Phase of Operation APPROACH Finding(s) 6. OBJECT - TREE(S) _____ ----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE ()	SENERAL AVIATION)	Aircraft Dama	ne -		Injur	ies	
Type operating certhicate hold (deneral Aviation,	SUBSTANTIAL		Fatal			None
Type of Operation -PERSON		Fire	Crew	0	0	-	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	2
Accident Occurred During -TAKEOF	F /						
Aircraft Information							
Make/Model - CESSNA 182		Model - CONTINEN			nstalled/Ad		
Landing Gear - FLOAT				St	all Warning	g System	- YES
Max Gross Wt - 3320		pe - RECIP-FU					
No. of Seats - 4	Rated Pow	er - 300 Hl					
Environment/Operations Information-							
Weather Data	Itinerary			Airport P			
Wx Briefing - NO RECORD OF BR		ture Point		OFF AIR	PORT/STRIP		
Method - N/A Completeness - N/A	SAME AS Destination	-		Airport Da	+		
Basic Weather - VMC	SAME AS			Amport Da	la		
Wind Din/Spood- 120/020 KTS		ACC/ INC		Runwa∨	Ident -	N/A	
Visibility - 20.0 SM	ATC/Airspace	1			Lth/Wid -		
Lowest Sky/Clouds - UNK/NR	SCATTERED Type of F1			Runway	Surface -	N/A	
Lowest Ceiling - 4500 F				Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/	Lndg - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGH	r 						
Personnel Information							
Pilot-In-Command	Age - 47		al Certificat			IVERS/LIM	AIT -
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Current	~ YES To		t Time (Ho			2
SE LAND, SE SEA		- 123 N	ake/Model-	2075	Last 30		
SE ERID, SE SER	Aircraft Tvr	e – 14 Ma be – CE-180 II	nstrument-	20	Last 90	Davs-	80
а. А		M	ulti-Eng - UN		Rotorcra	aft - UN	K/NR
			5				
Instrument Rating(s) - NONE							
Narrative							
PILOT STATED THAT HE LOST CONTROL O		CRAFT STALLED ON	TAKEDEE AND		ET STRUCK		

0 8/29/86	ILIAMNA,AK	A/C Reg. No. N5227R	Time (Lc1) - 1700 ADT
TAKEOFF - INITIA	_ CLIMB		
AINTAINED - PILOT ROL - NOT MAINTAIN	IN COMMAND NED - PILOT IN COMMAN	ND	·
IN FLIGHT COLLIS	ION WITH TERRAIN		
	LOSS OF CONTROL TAKEOFF - INITIAL NG - IMPROPER - PIL MAINTAINED - PILOT FROL - NOT MAINTAIN ADVERTENT - PILOT I	LOSS OF CONTROL - IN FLIGHT TAKEOFF - INITIAL CLIMB NG - IMPROPER - PILOT IN COMMAND MAINTAINED - PILOT IN COMMAND	LOSS OF CONTROL - IN FLIGHT TAKEOFF - INITIAL CLIMB NG - IMPROPER - PILOT IN COMMAND MAINTAINED - PILOT IN COMMAND FROL - NOT MAINTAINED - PILOT IN COMMAND ADVERTENT - PILOT IN COMMAND

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

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-Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION)	Aircraft D)amage		Inju	ries	
		SUBSTANTI		Fatal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire	Cre		0 0		
Flight Conducted Under -14 CFR 91		NONE	Pas	s O	0	0	1
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - BELLANCA 8KCAB	Eng Make/		1ING I0-360				
Landing Gear - TAILWHEEL-ALL FIXED	Number En	gines - 1		S	tall Warni	ing Syste	m - NO
Max Gross Wt - 1350	Engine Ty	pe - RECIP	-FUEL INJECTED)			
No. of Seats - 2		er - 18					
-Environment/Operations Information							
Weather Data					Proximity		
Wx Briefing - NO RECORD OF BRIEFI		ture Point		OFF AI	RPORT/STR1	P	
Method - N/A	SAME AS						
Completeness - N/A	Destination LOCAL			Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- CALM	LUCAL			Bupkay	Ident	- N/A	
Visibility - 40.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - 5000 FT SC	ATTERED Type of F1	ight Plan - N	IONE		Surface		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of C1	earance - N	IONE		Status		
Obstructions to Vision- NONE	Type Apch/	Lndg - F	ORCED LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information					_		
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP,CFI SE LAND,ME LAND,SE SEA,ME SEA	Age - 56 Biennial `Flight	Me	edical Certific	ate - UNK/N	R		
COMMEDCIAL ATD CET			Total -	ignt lime (F	iours)	A Hnc -	n
SE LAND, ME LAND, SE SEA, ME SEA	Current Months Since Aircraft Typ	- 6	Make/Model-	510	Last 2	24 11 5 20 Days- 1	
SE EAND, ME EAND, SE SEA, ME SEA	Aircraft Typ	e - PA-18	Instrument-	150	Last 9	0 Davs-	250
			Multi-Eng -	20000	Rotoro	craft -	120
Instrument Rating(s) - AIRPLANE							
-Narrative							
PILOT WAS DEMONSTRATING INVERTED FLIGHT	TO THE STUDENT PIL		ONE MINUTE OF A FORCED LANDI				

File No 9	05 8/29/86	SUSITNA RIVER, AK	A/C Reg. No. N1177E	Time (Lcl) - 1215 ADT
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICAL		
Finding(s) 1. FLUID,FUEL - EXI 2. PROCEDURES/DII 3. JUDGEMENT - POOI 4. FLIGHT MANUALS	RECTIVES - NOT FOL R - PILOT IN COMMA			
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation	LANDING - ROLL			
Probable Cause				

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

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Basic Information						
Type Operating Certificate-NONE (GENERA		ft Damage ANTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL	Fire	Cre		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pas	ss O	0	0	1
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - PIPER PA-18	Eng Make/Model - L			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warnir	ng System -	• NO
Max Gross Wt - 1850 No. of Seats - 2	Engine Type - R Rated Power -	160 HP	JRETUR			
NO. OF Seats 2						
Environment/Operations Information	.			D		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Poin	+		Proximity RPORT/STRIF	, ,	
Method - N/A	GRAVEL BAR, AK	L	UFF AI	KFURI/SIRIF		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	GRAVEL BAR, AK					
Wind Dir/Speed- 070/010 KTS	, , , , , , , , , , , , , , , , , ,		Runway	Ident -	N/A	
Visibility - 100.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runway	Surface -	N/A	
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 28	Medical Certific			WAIVERS/L	.1M11
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - NO	Total -	ight Time (H 800		Hrs -	5
SE LAND	Months Since - UNK/NI) Days- UNK	-
SE LAND	Aircraft Type - CE-150			Last 90) Days olym) Days-	
		Multi-Eng ~			aft - UNK	
			•			•
Instrument Rating(s) - NONE						
Narrative						
RAFT LOST CONTROL AND CRASHED WHILE ATTEM	TING TAKFOFF FROM GRAVEL	BAR. PILOT ESTIMAT	TED LEFT CRO	SSWIND TO		
O GUSTING TO 30 KNOTS.						

File No. - 896 9/05/86 A/C Reg. No. N5907Y FAREWELL,AK Time (Lcl) - 1430 ADT _____ Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. TERRAIN CONDITION - ROUGH/UNEVEN 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND з. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 4. WEATHER CONDITION - GUSTS 5. JUDGEMENT - POOR - PILOT IN COMMAND 6. WEATHER CONDITION - CROSSWIND 7. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND _____ Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL ----Probable Cause----

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

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

PAGE 49

-Basic Information		act Damage		T		
Type Operating Certificate-NONE (GENER)		raft Damage STANTIAL	Fa+	al Serious	ries Minor	None
Type of Operation -PERSONAL	Fire			0 0		1
Flight Conducted Under -14 CFR 91				0 0	ŏ	i
Accident Occurred During -LANDING		-		• •	· ·	
-Aircraft Information						
Make/Model - BELLANCA 8GCBC	Eng Make/Model ~ Number Engines -	LYCOMING 0-320		ELT Installed/	Activated	- YES/NC
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -	1		Stall Warni	ng System	- YES
Max Gross Wt - 2352	Engine Type -		RBURETOR			
No. of Seats - 2	Rated Power -	180 HP				
-Environment/Operations Information						
Weather Data	Itinerary			ort Proximity		
Wx Briefing - NO RECORD OF BRIEFING		int	OF	F AIRPORT/STRI	Р	
Method - N/A	HOMER, AK					
Completeness - N/A	Destination		Airpo	rt Data		
Basic Weather - VMC	SAME AS ACC/INC					
Wind Dir/Speed- CALM					- N/A	
Visibility - 50.0 SM	ATC/Airspace			nway Lth/Wid		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Pla Type of Clearance			nway Surface nway Status		
Obstructions to Vision- NONE	Type Apch/Lndg		RU	nway status	- N/A	
Precipitation - NONE	Type Apch/Lhug	- NONE				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 45	Medical Certi	ficate - V	ALID MEDICAL-W	ATVERS/I TN	4TT
Certificate(s)/Rating(s)					A10200, 210	
PRIVATE	Biennial Flight Review Current - YES	Total	- 271		4 Hrs -	2
SE LAND	Months Since - 4	Make/Mode	1- 271	Last 3	0 Days-	20
	Aircraft Type - 8GCE				0 Days-	51
	• •				-	

----Narrative----

DURING THE LANDING ROLL THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO VEER TO THE RIGHT AND NOSED OVER ON ITS BACK. THE PLT WAS LANDING OFF THE ARPT ON A SAND/GRAVEL BAR AND DUE TO THE ROUGH AND UNEVEN NATURE OF THE TERRAIN WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL OF THE ACFT.

File No. - 902 9/11/86 A/C Reg. No. N86992 BRADLEY LAKE, AK Time (Lc1) - 1100 ADT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 3. TERRAIN CONDITION - ROUGH/UNEVEN 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND _____ NOSE OVER Occurrence #2 Phase of Operation LANDING - ROLL _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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

-Basic Information							
Type Operating Certificate-NONE (GENERAL	_ AVIATION) Aircra	ft Damage	Estal	Injuries Fatal Serious Minor None			
Turne of Operation DEDCONAL	SUBSI	ANTIAL				None 1	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91			Pass 0	0	0	0	
Accident Occurred During -TAKEOFF		x r	-ass 0	0	0	0	
-Aircraft Information				· · · · · · · · · · · · · · · · · · ·			
Make/Mode1 - FAIRCHILD 24-J							
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -						
Max Gross Wt - 3409	Engine Type - R		RBURETOR				
No. of Seats - 2	Rated Power -	200 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport Proximity			
Wx Briefing - NO RECORD OF BRIEFING		t	OFF A	IRPORT/STRIP			
Method - N/A	WASILLA,AK			_			
Completeness - N/A	Destination		Airport Data				
Basic Weather - VMC	SAME AS ACC/INC						
Wind Dir/Speed- 360/005 KTS	_				N/A		
Visibility - 40.0 SM	ATC/Airspace				N/A		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE		Runway Surface - N/A				
Lowest Ceiling ~ NONE	Type of Clearance		Runwa	y Status –	N/A		
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE	•						
Condition of Lighț - DAYLIGHT							
-Personnel Information					_		
Pilot-In-Command	Age - 26				IVERS/LIN	IT	
Certificate(s)/Rating(s)	Biennial Flight Review	I	light Time (Hours)			
COMMERCIAL, CFI	Current - YES	Total	- 2699	Last 24	Hrs -	4	
SE LAND, SE SEA	Months Since - 15 Aircraft Type - CE-18	Make/Mode	I- 30	Last 30) Days-	70	
	Aircraft Type - CE-18	5 Instrumen [.]	t- 78	Last 90) Days-	186	

----Narrative----

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AFTER TOUCHDOWN ON A GRAVEL BAR THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO GROUND LOOP TO THE LEFT.

9/12/86 File No. - 898 TALKEETNA, AK A/C Reg. No. N20617 Time (Lcl) - 1010 ADT 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 6. GROUND LOOP/SWERVE - INADVERTENT - 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) 2,4,5,6

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

Basic Information						
Type Operating Certificate-NONE (GENERAL		aft Damage FANTIAL	Fatal	Injuri Serious	es Minor	None
Type of Operation -PERSONAL	Fire		ew O	-	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI	NONE	Pa	iss O	0	. O	0
Aircraft Information						
Make/Model - PIPER PA-22	Eng Make/Model - L			Installed/Ac		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warning	System	- NO
Max Gross Wt - 1650 No. of Seats - 2	Engine Type - F Rated Power -		URETUR			
No. of Seats - 2		150 HP				
Environment/Operations Information						
leather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poir	nt	OFF AI	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A Basic Weather - VMC	Destination		Airport D	ата		
Wind Dir/Speed- 180/010 KTS	SAME AS ACC/INC		Dumun	Idont	N/A	
Visibility - 20.0 SM	ATC/Airspace			Ident - Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plar			Surface ~		
^a Lowest Ceiling - NONE	Type of Clearance				N/A N/A	
Obstructions to Vision- NONE	Type Apch/Lndg		Kullway	512105	N/ A	
Precipitation - NONE	Type Apen/Endg	NONE				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 38	Medical Certifi			WAIVERS/	LIMIT
	Biennial Flight Review	FI	ight Time (H			
PRIVATE	Current - NO	Total -	2400	Last 24	Hrs -	2
SE LAND	Months Since - 96 Aircraft Type - PA-18	Make/Model-	2400	Last 30	Days-	40
	Aircraft Type - PA-18	3 Instrument-	0	Last 90	Days-	90
Instrument Rating(s) - NONE						

----Narrative----

DURING THE TAXI TO TAKEOFF PHASE A STRONG GUST OF WIND LIFTED THE LEFT WING CAUSING THE AIRPLANE TO FLIP OVER ON ITS BACK.

+וופ No צ	97 9/13/86	NAKNEK, AK	A/C Reg.	No. N1712P	Time (Lc1) - 1645 ADT
Occurrence #1 Phase of Operation					
3. WEATHER CONDITI 4. WIND INFORMAT	NNING/PREPARATION -		IN COMMAND		
Occurrence #2	NOSE OVER				

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

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-

Basic Information Type Operating Certificate-NONE (GENERA	AVIATION)	ircraft Damag	e		Injur	ies		
		SUBSTANTIAL	-	Fatal				
Type of Operation -PERSONAL		ire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0	
Accident Occurred During -LANDING								
-Aircraft Information								
Make/Model - PIPER PA-18		el - LYCOMING (0-320-A2B		nstalled/A			
Landing Gear - TAILWHEEL-ALL FIXED	Number Engine				all Warnin	ng System ·	- NO	
Max Gross Wt - 1750		- RECIPROCA		TOR				
No. of Seats - 2	Rated Power	- 150 HP						
-Environment/Operations Information								
Weather Data	Itinerary			Airport P	roximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure	e Point		ON AIRP	ORT			
Method - N/A	BIG LAKE,AK							
Completeness – N/A Basic Weather – VMC	Destination	,		Airport Da ANCHORA				
Wind Dir/Speed- 300/005 KTS	ANCHORAGE, AK	•				32		
Visibility - 60.0 SM	ATC/Airspace				Lth/Wid -		150	
Lowest Sky/Clouds - 20000 FT THIN		: Plan - NONE			Surface -			
Lowest Ceiling - NONE	Type of Cleara				Status -			
Obstructions to Vision- NONE	Type Apch/Lndg							
Precipitation - NONE		FULL	STOP					
Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command	Age - 50		1 Certificat			WAIVERS/	IMIT	
Certificate(s)/Rating(s)	Biennial Flight Revi			t Time (Ho				
PRIVATE	Current - Months Since -		tal -			Hrs - UN		
SE LAND, SE SEA	Months Since -	/ Mai	ke/Model-	300	Last 30) Days- UNH) Days-		
	Aircraft Type -	MU	lti-Eng - UN		Potorco	aft - UNM		
		Ma	iti ing on		No cor or			
Instrument Rating(s) - NONE								
-Narrative OT LOST CONTROL OF AIRCRAFT AFTER TOUCHDOW	N ON RUNWAY DUE TO ST	PONG CROSSWIN		ING RIGHT	WING TIP T	'n		
GROUND.	TOR ROIWAT DOL TO ST	KONG OKOJJWIN	5 GUJI, CAUJ	THU KINH	WING IT, I	0		

File No 8	93 9/13/86 ANCHORAGE,AK	A/C Reg. No. N82064	Time (Lc1) - 1800 ADT
Occurrence #1 Phase of Operation	ON GROUND ENCOUNTER WITH WEATHER LANDING - ROLL		
Finding(s) 1. WEATHER CONDITI			
Occurrence #2 Phase of Operation	LOSS OF CONTROL - ON GROUND LANDING - ROLL		
	TROL - NOT MAINTAINED - PILOT IN COMM		
Occurrence #3 Phase of Operation	DRAGGED WING, ROTOR, POD, OR FLOAT LANDING - ROLL		

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

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Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Injur	ies	
	SUBSTA	NTIAL	Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	Crew		0	0	1
Accident Occurred During -TAKEOFF	NONE	Pass	0	0	0	1
-Aircraft Information						
Make/Model - PIPER PA-18	Eng Make/Model - Ly			Installed/A		
Landing Gear – TAILWHEEL-ALL FIXED Max Gross Wt – 1750	Number Engines - 1 Engine Type - RE			tall Warnin	g System	- NU
No. of Seats - 2	Rated Power -		LIUK			
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point EUREKA,AK		OFF AI	RPORT/STRIP		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	EUREKA, AK					
Wind Dir/Speed- 180/003 KTS					N/A	
Visibility - 60.0 SM	ATC/Airspace	NONE		•	N/A	
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan Type of Clearance			Surface - Status -	N/A N/A	
Obstructions to Vision- NONE		- NONE	Kullway	Status	N/ A	
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 66	Medical Certifica	te - VALID	MEDICAL-NO	WATVERS/	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flic	ht Time (H		14112100/	
COMMERCIAL	Current - YES	Total ~	8275	Last 24	Hrs -	
SE LAND, ME LAND, SE SEA	Months Since - 6				Days- UN	
	Aircraft Type - PA-18	Instrument- L Multi-Eng - L	NK/NR NK/NR		Days- UNI aft - UNI	
Instrument Rating(s) - AIRPLANE						
CRAFT LEFT THE GRAVEL STRIP AND NOSED OVER	DUE TO THE REAR SEAT PASSE	NGER PUSHING ON TH	E RIGHT RE	AR RUDDER		
AL JUST AS THE AIRCRAFT BECAME AIRBORNE.						

File No 8	94 9/15/86	EUREKA, AK	A/C Reg.	No. N9656P	Time (Lcl) - 1000 ADT
	LOSS OF CONTROL - Takeoff - Initial				
Finding(s) 1. CONTROL INTERFE	RENCE - INADVERTENT	- PASSENGER			
Occurrence #2 Phase of Operation	NOSE OVER DESCENT - UNCONTR				
Probable Cause					

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injuri Serious		None
Type of Operation -PERSONAL		Fire	Crew		0	Minor O	None
Flight Conducted Under -14 CFR 91		NONE	Pass	ŏ	õ	õ	ò
Accident Occurred During -TAKEOFF				-	-	•	•
Aircraft Information							
Make/Model - PIPER PA-18-150		lodel - LYCOMING O	-320		Installed/Ac		
Landing Gear - TAILWHEEL-ALL FIXED	Number Eng				tall Warning	System	- NO
Max Gross Wt - 1750 No. of Seats - 2	Engine Typ Rated Powe	e - RECIPROCAT er - 150 HP	ING-CARBURE	IUR			
NO. OF Seals - 2							
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing ~ NO RECORD OF BRIEFING				OFF AI	RPORT/STRIP		
Method - N/A	SAME AS A	CC/INC					
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	SAME AS A	ACC/INC			T al a un t		
Wind Dir/Speed- 090/005 KTS	170/1					N/A	
Visibility - 5.0 SM	ATC/Airspace				•	N/A N/A	
Lowest Sky/Clouds - UNK/NR SCAT Lowest Ceiling - NONE	TERED Type of Fli	earance - NONE				N/A	
Obstructions to Vision- NONE	Type of Cle			Kuliway	status -	N/A	
Precipitation - RAIN	Type Apen/L	nog None					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 43				MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight R			nt Time (H			
PRIVATE	Current		al -		Last 24		1
SE LAND		-16 Mak			Last 30		20
	Aircraft Type	e - PA-18 Ins	trument-	- 1	Last 90	Days-	55

----Narrative----

-

THE PILOT STATED THAT AFTER LIFT OFF THE PILOT LOST CONTROL OF THE AIRCRAFT DUE TO THE LEFT CROSSWIND.

File No. - 906 9/20/86 WOOD RIVER, AK A/C Reg. No. N4421Z Time (Lcl) - 1800 ADT _____ _____ Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WIND INFORMATION - NOT ATTAINED - PILOT IN COMMAND 2. WEATHER CONDITION - CROSSWIND 3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - 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) 1,2,3,4

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Airco	raft Damage		Ini	uries		
Type operating der till foate hone (denende		STANTIAL	Fat		Serious Minor N		
Type of Operation -PERSONAL	Fire		Crew		0		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	NONI	E	Pass	0 0 0 0	0	2	
Accident Occupped Duning -TAKEDEE							
Aircraft Information							
Make/Model - PIPER PA-12	Eng Make/Model -	LYCOMING 0-320		ELT Installed			
Landing Gear - FLOAT	Number Engines -	1		Stall Warn	ing System	n - NO	
Max Gross Wt - 1750	Engine Type -		RBURETOR				
No. of Seats - 2	Rated Power -	150 HP					
Environment/Operations Information							
Weather Data	Itinerary			port Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Po		01	F AIRPORT/STR	IP		
Method - N/A	SAME AS ACC/INC Destination		1 dama	ant Data			
Completeness - N/A Basic Weather - VMC	SAME AS ACC/INC		Атгро	ort Data			
Wind Dir/Speed- 360/010 KTS	SAME AS ACC/INC		Di	unway Ident	- N/A		
Visibility - 75.0 SM	ATC/Airspace			unway Lth/Wid			
Lowest Sky/Clouds - CLEAR		an - NONF		inway Surface			
Lowest Ceiling - NONE	Type of Flight Pla Type of Clearance Type Apch/Lpdg			unway Status			
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE			,		
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 32	Medical Certi					
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Tin	ne (Hours)			
PRIVATE	Biennial Flight Review Current - YES Months Since - 15 Aircraft Type - PA-	Total	- 225	Last	24 Hrs - L	JNK/NR	
SE LAND, SE SEA	Months Since - 15	Make/Mode	1- 145	Last	30 Days-	20	
	Aircraft Type - PA-	12 Instrumen	t- 0	Last	90 Days-	45	
Instrument Rating(s) - NONE							

STRIKE THE WATER.

File No. - 901 9/21/86 TUTNA LAKE,AK A/C Reg. No. N5461Y Time (Lcl) - 0945 ADT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND 3. WEATHER CONDITION - GUSTS 4. ALTITUDE - NOT ATTAINED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND _____ IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 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) 2,4,5,6

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

File No 907 9/26/86 PILOT	POINT,AK	A/C Reg. No). N4371A	T	ime (Lcl)	- 1830 AD)T
Basic Information Type Operating Certificate-NONE (GENERAL	L AVIATION)	Aircraft Dama SUBSTANTIAL	ige	Fatal	'Inju Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		Fire NONE	Crev Pass		0 0	0	1 0
Aircraft Information Make/Model - PIPER PA-18 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1750 No. of Seats - 2			ATING-CARBUR	SETOR	Installed// tall Warnin	ng System	- NO
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Depar SAME AS J			Airport	Proximity RPORT/STRI		
Lowest Ceiling - 1000 FT OVER(Obstructions to Vision- NONE Precipitation - NONE	Destination SAME AS ATC/Airspace TERED Type of F1 CAST Type of C10 Type Apch/1	ACC/INC ight Plan - NONE earance - NONE		Runway Runway	/ Ident / Lth/Wid / Surface	- N/A - N/A - N/A - N/A	
Condition of Light - DAYLIGHT 							
Pilot-In-Command	Age - 26		al Certifica			D WAIVERS	/LIMIT
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight I Current		otal -	µht Time (⊦ 1300		4 Hrs - L	INK/NR
SE LAND, ME LAND	Months Since Aircraft Type	e - PA-18 I	lake/Model- nstrument- lulti-Eng -			0 Days- U 0 Days-	
Instrument Rating(s) - AIRPLANE							
-Narrative							

File No. - 907 9/26/86 PILOT POINT,AK A/C Reg. No. N4371A Time (Lcl) - 1830 ADT _____ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND ON GROUND COLLISION WITH TERRAIN Occurrence #2 Phase of Operation TAKEOFF - GROUND RUN _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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National Transportation Safety Board Washington, D.C. 20594

	Brief	of Accident					
File No 887 3/30/86	FORT RUCKER,AL	A/C Reg. N	lo. N8140Y	т т	ime (Lcl) -	· 2027 CS	ST
-Basic Information							
Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Dam			Injur Serious		Mana
Type of Operation -PERSONA	1	SUBSTANTIAL Fire	Crev	Fatal	2	Minor	None O
Flight Conducted Under -14 CFR		NONE	Pass	• •	ō	ŏ	ŏ
Accident Occurred During -TAKEOFF			-				
 -Aircraft Information							
Make/Model - PIPER PA-28RT-201T	Eng Make/I	Model - CONTINE	NTAL TSIO-360	D-FB ELT	Installed/#	ctivated	d - YES/YE
Landing Gear - TRICYCLE-RETRACTAB	LE Number Eng	gines – 1		S	tall Warnir	ng Syster	n - YES
Max Gross Wt - 2900	Engine Ty		UEL INJECTED				
No. of Seats - 4	Rated Powe	er ~ 200	HP				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Depar			ON AIR	PORT		
Method - TELEPHONE	FORT RUCI	•					
Completeness - FULL	Destination			Airport D			
Basic Weather - VMC	DOTHAN, A	_		CAIRNS		06	
Wind Dir/Speed- 240/002 KTS Visibility - 7.0 SM	ATC/Airspace				·Ident · ·Lth/Wid ·		150
Lowest, Sky/Clouds - 1500 FT			1		Surface		
Lowest Ceiling - 25000 FT		earance - VFR		,			
Obstructions to Vision- NONE	Type Apch/						
Precipitation - NONE		-					
Condition of Light - NIGHT(DA	RK)					1	
-Personnel Information							
Pilot-In-Command	5		cal Certifica			WAIVERS	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight			ght Time (H			_
COMMERCIAL, CFI, MILITARY	Current		Total -			Hrs -	5
SE LAND, ME LAND	Months Since		Make/Model-) Days- l	•
HELICOPTER	Afreratt Type		Instrument- Multi-Eng -		Potorci) Days- raft -	
			Multi-Elig -	220	ROTOPCI	art	1313
Instrument Rating(s) - AIRPLA	NE,HELICOPTER						
-Narrative							
X-C FLT DEPARTED KILLEEN, TX, WITH A	N INTERMEDIATE STOP AT	ALEXANDRIA, LA	. A PASSENGER	R WAS DISEM	BARKED AT		
RNS AAF AND DURING DEPARTURE FOR DOTH						DED	
H TREES NEAR THE AIRPORT. PRIOR TO DE							
		THE TACHONETS	D INDICATED 3				
AL IN RIGHT. LESS THAN 1 GAL WAS DRAI 1 HOURS. THE ENGINE WAS TESTED AND RA		. THE TACHUMETE	R INDICATED	IUTAL FLIGH			

File No. - 887 3/30/86 FORT RUCKER,AL A/C Reg. No. N8140Y Time (Lc1) - 2027 CST _____ _____ ------Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FUEL SYSTEM - STARVATION 2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND 3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND _____ FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY _____ Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY Finding(s) 4. OBJECT - TREE(S) _____ IN FLIGHT COLLISION WITH TERRAIN Occurrence #4 Phase of Operation DESCENT - UNCONTROLLED Finding(s) 5. TERRAIN CONDITION - GROUND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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

-Basic Information Type Operating Certificate-NONE (GEN		t Damage		Injur	ies	
		NTIAL	Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass	1	0	-	0
Accident Occurred During -DESCENT		, 255	•	•	0	0
-Aircraft Information						
Make/Model - CESSNA 182P Landing Gear - TRICYCLE-FIXED	Eng Make/Model - CON Number Engines - 1			[nstalled/A tall Warnin		
Max Gross Wt - 2950	Engine Type - REC			tari warnin	g system	- TES
No. of Seats - 4	Rated Power -					
-Environment/Operations Information						
Weather Data	Itinerary		Airport H			
Wx Briefing - NO RECORD OF BRIEF Method - N/A	ING Last Departure Point CORDELE,GA		OFF AI	RPORT/STRIP		
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - IMC	BAY MINETTE, AL					
Wind Dir/Speed-					N/A	
Visibility100 SM				Lth/Wid -		
Lowest Sky/Clouds - 2000 FT S Lowest Ceiling - 15000 FT	CATTERED Type of Flight Plan - Type of Clearance -			Surface - Status -		
Obstructions to Vision- FOG	Type Apch/Lndg		Kunway	status -	N/ A	
Precipitation - NONE	·) p = · · · p = · · · j = · · - · · · · · · · · · · · · · · · ·					
Condition of Light - DAWN						
-Personnel Information Pilot-In-Command	Acc. 59	Madiaal Cantificat				
Certificate(s)/Rating(s)	Age - 58 Biennial Flight Review	Medical Certificate	= - VALID t Time (Ho	MEDICAL-WA	IVERS/LIM	11
COMMERCIAL	Current - UNK/NR	Total - 18	3250	Last 24	Hrs - UN	K/NR
SE LAND	Months Since - 2	Make/Model- UN	<td>Last 30</td> <td>Days- UN</td> <td>K/NR</td>	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/NR	Total - 18 Make/Model- UN Instrument- UN Multi-Eng - UN	<td>Last 90</td> <td>Days- UN</td> <td>K/NR</td>	Last 90	Days- UN	K/NR
		Multi-Eng - UN	K/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE						
	· · · · · · · · · · · · · · · · · · ·					
ACFT COLLIDED WITH TREES DURING A DESC	ENT. THE PLT WAS ATTEMPTING TO	FLY BELOW THE OVER	CAST TO DE	TERMINE HI	s	
	S DESCENT TO ANNOUNCE HIS INTEN					

File No. - 878 5/15/86 BAY MINETTE, AL A/C Reg. No. N52911 Time (Lcl) - 0730 CDT _____ _ Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - NORMAL Finding(s) 1. OBJECT - TREE(S) 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 3. WEATHER CONDITION - FOG 4. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND 5. JUDGEMENT - POOR - PILOT IN COMMAND _____ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - NORMAL _____ _____ ----Probable Cause----

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

Type Operating Certific	cate-NONE (GENER		raft Damage			Inju		
T			STANTIAL	•	Fatal	Serious		
Type of Operation Flight Conducted Under		ORPORATE Fire		Crew Pass	0	0	0	1
Accident Occurred Durir		NON	-		· ·	Ū	•	1
-Aircraft Information								
Make/Model - CESSNA		Eng Make/Model -		TSI0-520-A				
Landing Gear - TRICYCL		Number Engines -		THEOTER	St	all Warnir	ng Syste	em – YES
Max Gross Wt - 4000		•	RECIP-FUEL 310 HP	INJECTED				
No. of Seats - 6		Rated Power -	310 HP					
Environment/Operations Ir Weather Data	iformation	Itinerary			Airport P	novimity		
Wx Briefing - FSS		Last Departure Po	int			PORT/STRIF	.	
Method - TELEF	PHONE	HOUSTON, MS	inc		OIT AIR	FORT/ STRIP		
Completeness - FULL	HONE	Destination		Δ	irport Da	ta		
Basic Weather - VMC		SAME AS ACC/INC			DOTHAN			
Wind Dir/Speed- 140/0	009 KTS				Runway	Ident -	- N/A	
Visibility - 6.		ATC/Airspace				Lth/Wid ·		
Lowest Sky/Clouds -		TTERED Type of Flight Pl				Surface ·		
Lowest Ceiling	- NONE	Type of Clearance			Runway	Status ·	- DRY	
Obstructions to Visio		Type Apch/Lndg	- NONE					
Precipitation								
Condition of Light	- DATLIGHT							
Personnel Information Pilot-In-Command	-	4.70 00	Madical	Certificate				TNATT
Certificate(s)/Rating	(c)	Age - 23 Biennial Flight Review			Time (Hc		AIVER5/L	. 1 141 1
	. 3)	Current - YES		1 - 2			4 Hrs -	
		Months Since - 2		/Model-) Days-	
COMMERCIAL					350			UNK/NR
		Aircraft Type - UNK	/NR Inst	I GINEITL	350	Lasis	J Days-	
COMMERCIAL		Aircraft Type - UNK			700	Last 90	J Days-	

5/17/86 DOTHAN,AL A/C Reg. No. N1239U Time (Lcl) - 0800 EDT File No. - 823 _____ _____ 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. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND 4. REFUELING - NOT PERFORMED - PILOT IN COMMAND 5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY -------Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - OPEN FIELD _____ ----Probable Cause----The National Iransportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

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

File No 889 5/24/86 ATMORI	E,AL	A/C Reg. No.	N83JW	Т	Time (Lcl) - 1635 CDT			
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	_ AVIATION)	Aircraft Damag SUBSTANTIAL Fire NONE	ge Crew Pass	Fatal 1 0	Injur Serious O O		None 0 0	
Accident Occurred During -DESCENT Aircraft Information Make/Mode1 - PITTS S-1 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - UNK/NR No. of Seats - 1	Number Ei Engine T	/Model - LYCOMING ngines - 1 ype - RECIP-FUE ver - 150 HF	L INJECTED		Installed/A tall Warnin			
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS Destination SAME AS ATC/Airspace Type of F Type of C	ACC/INC		OFF AI Airport D ATMORE Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A 1900-N//	4	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND GLIDER	Biennial Flight Current Months Since	Review -UNK/NR To	al Certificato Fligh otal - (uke/Model- nstrument- UNA ulti-Eng - UNA	t Time (H 3500	lours) Last 24	WAIVERS/ Hrs - Days- UNI Days- UNI aft - UNI	3 	
Instrument Rating(s) - AIRPLANE								

----Narrative----

THE ACFT CRASHED ALMOST VERTICALLY FROM APRX 250/300 FT AGL AFTER ROLLING INVERTED AT THE COMPLETION OF A DOUBLE SNAP ROLL TO THE RT. THE ACFT SLOWED DURING THE ROLLS AND APPEARED TO BE TOO SLOW TO CONTROL THE STOPPING OF THE ROLLS. THE ACFT CONTINUED TO ROLL ONTO ITS BACK AND NOSED DOWN TO DESCEND TO GROUND IMPACT. THE ENGINE WAS DEVELOPING FULL POWER THROUGHOUT THE MANEUVER, ACCORDING TO WITNESSES. THE ALT WAS TOO LOW FOR AN EFFECTIVE RECOVERY BEFORE GROUND IMPACT. INVESTIGATION REVEALED NO MALFUNCTIONS OR DEFECTS OF A CONTRIBUTORY NATURE IN THE ACFT.

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File No. - 889 5/24/86 ATMORE, AL A/C Reg. No. N83JW Time (Lc1) - <u>1</u>635 CDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) . 1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 3. MANEUVER - MISJUDGED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

File No 804 5/26/86 EUFAU	LA,AL A/C	A/C Reg. No. N4003X			Time (Lc1) - 0830 CDT			
Basic Information Type Operating Certificate-NONE (GENERA Type of OperationPERSONAL	SUBS ⁻ Fire	aft Damage TANTIAL Crew	0	Injur Serious 1		None 0		
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	1	0		
Aircraft Information Make/Model - AERO COMMANDER 100 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2250 No. of Seats - 4	Number Engines - Engine Type - I	LYCOMING O-32O-A2B 1 RECIPROCATING-CARBUR 150 HP	S	Installed/A tall Warnin				
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Poil CORDELE.GA	nt		Proximity RPORT/STRIP				
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 140/003 KTS	Destination BAY MINETTE,AL		Airport D	ata Ident -	N / A			
Visibility - 5.0 SM Lowest Sky/Clouds - 25000 FT THIN	ATO, AT OPLOG	- NONE	Runway Runway	Lth/Wid - Surface - Status -	N/A N/A			
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 35 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - AC-10	Total - Ül Make/Model- Ul	nt Time (H NK/NR NK/NR NK/NR	ours) Last 24 Last 30 Last 90	IVERS/LIM Hrs - UN Days- Days- aft - UN	K/NR 1 1		
Instrument Rating(s) - NONE								

DURING A DESCENT OF 400-500 FPM AT 120-125 MPH THE WINDSHIELD BLEW INTO THE AIRCRAFT. A PORTION OF THE WINDSHIELD REMAINED ATTACHED TO THE ACFT, FOLDED UP SO AS TO JUT ABOVE THE CABIN ROOF AND ACTED AS A SPOILER. LEVEL FLIGHT COULD NOT BE MAINTAINED DUE TO THE INCREASED DRAG AND A FORCED LANDING WAS MADE IN A PLOWED FIELD. THE PASSENGER REPORTED THAT THERE WAS A PRE-EXISTING CRACK IN THE WINDSHIELD 8 TO 10 INCHES IN LENGTH FROM THE RIGHT CORNER TOWARD THE CENTER. THE ENDS OF THE CRACK WERE STOP DRILLED AND BOLTS INSTALLED IN THE DRILLED HOLES.

File No. - 804 5/26/86 A/C Reg. No. N4003X Time (Lcl) - 0830 CDT EUFAULA, AL _____ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation DESCENT - NORMAL Finding(s) 1. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - PREVIOUS DAMAGE 2. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - FAILURE, TOTAL 3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND _____ _____ _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Findina(s) 4. LEVEL OFF - NOT POSSIBLE - PILOT IN COMMAND _____ Occurrence #3 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----

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

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

Basic Information								
Type Operating Certificate-NONE (GENERA	•	rcraft Damage		Injuries				
Turne of Openation RANNED TOW		UBSTANTIAL	0	Fatal				
Type of Operation -BANNER TOW Flight Conducted Under -14 CFR 91		re IONE	Crew Pass	0	0,	0		
Accident Occurred During -CRUISE	ľ	IGINE	rass	Ū	U	0	Ū	
Aircraft Information								
Make/Model - BELLANCA 7KCAB	Eng Make/Model		0-320-E2A		Installed/A			
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines			S	tall Warnin	g Syste	em – YES	
Max Gross Wt - 1650 No. of Seats - 2	Engine Type Rated Power		INJECTED					
	Rated Power	- 150 HP						
Environment/Operations Information	,							
Weather Data	Itinerary				Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure			OFF AI	RPORT/STRIP			
Method - N/A Completeness - N/A	GULFSHORES,AL Destination			Ainsont D	. + .			
Basic Weather - VMC	LOCAL			Airport D	ata			
Wind Dir/Speed- 180/006 KTS	LUCAL			Punway	Ident -	N/A		
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid -			
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE			Surface -			
Lowest Ceiling - NONE	Type of Clearar					WET		
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE		-				
Precipitation - NONE								
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 22				MEDICAL-NO	WAIVER	RS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Revie			nt Time (H			_	
COMMERCIAL	Current - Y				Last 24		7	
SE LAND, ME LAND	Months Since - Aircraft Type - L		e/Model- trument-		Last 30 Last 90			
	Andrait Type - t		ti-Eng -	33	Last 90	Days-	359	
Instrument Rating(s) - AIRPLANE								

DURING A BANNER TOWING FLIGHT ALONG A BEACH, THE AIRCRAFT LOST POWER AND THE PILOT ATTEMPTED A LANDING ON THE BEACH OF A SMALL ISLAND. DURING LANDING ROLL THE AIRCRAFT ROLLED INTO THE WATER AND FLIPPED INVERTED. THE OPERATOR OF THE AIRCRAFT REPORTED THAT THE EXHAUST PIPE SEPARATED FROM THE MUFFLER RESULTING IN A LOSS OF POWER.

File No 88	6 7/19/86	ORANGE BEACH,AL	A/C Reg. No. N11703	Time (Lcl) - 1408 CDT
Occurrence #1 Phase of Operation		TAL) - MECH FAILURE/MAL	FUNCTION	
1 EYHALIST SVSTEM M	ANIFOLD - SEPARAT	ION		
Occurrence #2 Phase of Operation	FORCED LANDING			
ccurrence #3 hase of Operation		ION WITH OBJECT		
inding(s) 2. TERRAIN CONDITION 3. TERRAIN CONDITION				

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

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Basic Information Type Operating Certificate-AGRICULTU	AL AIRCRAFT	Aircraft	Damage			Iniu	uries	
		SUBSTAN	TIAL	Fa	tal	Serious	Minor	None
Type of Operation -AERIAL APF Flight Conducted Under -14 CFR 137	LICATION	Fire	C	rew	0	0	1	0
Accident Occurred During -LANDING			۲					
Aircraft Information			- · · · · · · · · · · · · · · · · · · ·					
Make/Model - GRUMMAN G-164B Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/		W R1340 SERIE			nstalled/ all Warni		
Max Gross Wt - 6000	Finding Ty		IPROCATING-CAR		51	all warni	ing syste	m - YES
No. of Seats - 1		/er -						
Environment/Operations Information	T + /				D			
Weather Data Wx Briefing - NO RECORD OF BRIEFI		ture Point			port P N AIRS	roximity		
Method - N/A	LEWISVIL			0	A AINS	INI		
Completeness - N/A	Destination				ort Da			
Basic Weather - VMC	LOCAL				RIVATE			
Wind Dir/Speed- 200/008 KTS Visibility - 5.0 SM	ATC /A improved					Ident Lth/Wid		
Lowest Sky/Clouds - UNK/NR SC	ATTERED Type of El	: iaht Plan -	NONE			Surface		
Lowest Ceiling - BROKEN	Type of C1	earance -	NONE	R		Status		
Obstructions to Vision- NONE	Type of C1 Type Apch/	'Lndg -	TRAFFIC PATTE	RN				
Precipitation - NONE			FULL STOP					
Personnel Information Pilot-In-Command	Age - 33 Biennial Flight	1	Medical Certif	icate -	VALID	MEDICAL-N	WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	_ F	light Ti	me (Ho	urs)		
COMMERCIAL SE LAND	Current Mantha Since	- UNK/NR	Total Maka (Madal	- 7000		Last 2	24 Hrs -	
SE LAND	Current Months Since Aircraft Typ	e - UNK/NR	Instrument	- 5000		Last a	BO Days-	300
				Ũ		LUGT	Jo Days	000
Instrument Rating(s) - NONE								
Narrative								
PIC MADE A LANDING TO A RAIN SOAKED SO	RWY WHEN THE ACFT	S RIGHT MAI	N GEAR FELL IN	TO A LAR	GE MUD	ı.		
DURING THE LANDING ROLL AND THE ACFT &			T ELIPPING ACT	TON SUBS	τάνττά	LLY DAMAG	2FD	

File No 980	7/24/86 LEWISVILLE,AR	A/C Reg. No. N6997K	Time (Lcl) - 1500 CDT
Occurrence NOSE	OVER		
Phase of Operation LANE	ING - ROLL		
Finding(s)			
1. TERRAIN CONDITION - S	OFT		
2. TERRAIN CONDITION - N	/ET		
3. TERRAIN CONDITION - P	OUGH/UNEVEN		
IN-FLIGHT PLANNING,	DECISION - INADEQUATE - PILOT IN	COMMAND	
E UNCLITTARIE TERRATAL	SELECTED - PILOT IN COMMAND		

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

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

File No 854 2/07/86 FLAG	STAFF, AZ A/C	Reg. No. N5340X	т	ime (Lc1) -	1600 MS	т
Basic Information Type Operating Certificate-ON-DEMAND A Name of Carrier -SUPERSTITIO Type of Operation -NON SCHED,D Flight Conducted Under -14 CFR 135 Accident Occurred During -LANDING	IR TAXI Aircr: N AIR SERVICE SUBS OMESTIC,PASSENGER Fire IN F	aft Damage TANTIAL Creu LIGHT Pass	Fatal V O S O	Injur Serious O O	Minor O	None 1 5
-Aircraft Information Make/Model - CESSNA TU206G Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3600 No. of Seats - 6	Number Engines -	RECIP-FUEL INJECTED		Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/009 KTS Visibility - 20.0 SM Lowest Sky/Clouds - UNK/NR SCA Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SCOTTSDALE,AZ Destination UNK/NR ATC/Airspace	n - NONE - NONE - FORCED LANDING	OFF AI PULLIA Runway Runway Runway Runway	M Ident - Lth/Wid - Surface - Status -	N/A N/A DIRT DRY	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE,ATP SE LAND,ME LAND	Age - 24 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - C-172	Medical Certifica Flig Total -	ate - VALID ght Time (H 1200 45 78	MEDICAL-NO ours) Last 24	WAIVERS, Hrs -	7
Instrument Rating(s) ~ AIRPLANE						

WHILE RETURNING FROM GRAND CANYON, AZ, 14 CFR 135 SIGHTSEEING FLT TO SCOTTSDALE, AZ, THE PLT REPORTED THE ACFT EXPERIENCED A POWER LOSS; ALL OTHER INSTRUMENT INDICATIONS WERE NORMAL. THE PLT ENRICHED THE MIXTURE AND CHANGED FUEL TANKS BUT TO NO AVAIL. THE PLT ELECTED TO DIVERT TO PULLIAM ARPT (FLG), FLAGSTAFF, AZ. AFTER TURNING THE ACFT TOWARDS FLG SMOKE BEGAN TO ENTER THE CABIN AREA FROM BENEATH THE INST PANEL. AFTER SECURING ALL ELECTRICAL POWER THE SMOKE DIMINISHED MOMENTARAILY. SHORTLY THEREAFTER THE ENGINE BEGAN TO LOSE MORE POWER AND THE CABIN BEGAN TO FILL UP WITH SMOKE. THE PILOT ELECTED TO LAND IN AN OPEN FLD. DURING THE LANDING ROLL, THE ACFT STRUCK 3 FENCE LINES AND A DIRT EMBANKMENT. EXAM OF THE ENGINE DSCLSD THE ND. 1 CYLINDER AFT ATTACH EXH STUDS HAD SHEARED OFF AND THE FWD STUDS ATTACH NUTS WERE LOOSE.

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File No 8	54 2/07/86	FLAGSTAFF, AZ	A/C Reg. No. N5340X	Time (Lcl) - 1600 MST
Occurrence #1 Phase of Operation				
Finding(s) 1. EXHAUST SYSTEM,	STACK - LOOSE			
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGE	NCY		
Occurrence #3 Phase of Operation		ION WITH OBJECT		
Finding(s) 2. OBJECT - FENCE				
Occurrence #4 Phase of Operation		ION WITH TERRAIN		
Finding(s) 3. TERRAIN CONDITIO	DN - ROUGH/UNEVEN			
Probable Cause				
The National Transpo is/are finding(s) 1	rtation Safety Boa	rd determines that the	Probable Cause(s) of this accide	nt

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

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	IX,AZ	A/C Reg. No. N	A/C Reg. No. N6661Z			Time (Lc1) - 1500 MST				
Basic Information	· · · · · · · · · · · · · · · · · · ·									
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage			Injur					
		SUBSTANTIAL	_	Fatal	Serious		None			
Type of Operation -GLIDER TOW		Fire	Crew	0	0	0	1			
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		NONE	Pass	0	0	0	0			
Aircraft Information Make/Model - PIPER PA-25-235	Eng Mako/I	Model - LYCOMING O-	SAN SEDTES	5 EIT	Installod/A	ctivatod	- NO -N/			
Landing Gear - TRICYCLE-FIXED			JAO SERIES		tall Warnin					
Max Gross Wt - 2900		De - RECIPROCATI				ig system	TL S			
No. of Seats - 1	Rated Pow		ING CARDORE							
Environment/Operations Information	Thimpson			A fumant I	Dmossimite					
Weather Data	Itinerary	tune Deint		Airport ON AIR	Proximity					
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Depar SAME AS			UN AIR	PURT					
Method - N/A Completeness - N/A	Destination			Airport D	. . .					
Basic Weather - VMC	SAME AS A				NT VALLEY					
Wind Dir/Speed~ 120/006 KTS	SAME AS A	ACC/INC				23				
Visibility - 60.0 SM	ATC/Airspace				Lth/Wid -		100			
Lowest Sky/Clouds - 250 FT THIN					Surface -		100			
	Type of Clo					DRY				
Obstructions to Vision- NONE	Type Apch/I			Kullway	Jialus	DRI				
Precipitation - NONE	Type Aperly									
Condition of Light - DAYLIGHT										
Personnel Information Pilot-In-Command	Age ~ 23	Medical	Contificat		MEDICAL-WA		ITT			
Certificate(s)/Rating(s)	Biennial Flight I			nt Time (H		IVERS/EIM				
COMMERCIAL	Current		al -		Last 24	Hrs -	1			
SE LAND	Months Since		e/Model-				11			
JL LAND		e - UNK/NR Inst					80			
	Anciart Type			55		Jays	00			
Instrument Rating(s) - NONE										

THE ACFT COLLIDED WITH THE GROUND RT WING FIRST AFTER A HIGH SINK RATE DEVELOPED IN A 45 DEGREE INTERCEPT TO FINAL WITH 30 DEGREES OF BANK AND FULL FLAPS. THE PLT FELT THE ACFT SINKING AND ATTEMTPED TO STOP IT WITH POWER AND REDUCED ANGLE OF BANK. HE STATED THAT HE WAS UNABLE TO ARREST THE DESCENT AND "COULD NOT 3PT IT" BEFORE IMPACT. THE PLT HAD JUST BEGUN OPERATIONS AT THIS LOCALITY. THE DENSITY ALT WAS COMPUTED TO BE 3800 FT.

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Reg. No. N6661Z Time (Lc1) - 1500 MST File No. - 976 4/19/86 PHOENIX, AZ A/C Reg. No. N6661Z Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. WEATHER CONDITION - HIGH DENSITY ALTITUDE 2. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND 3. MANEUVER - NOT CORRECTED - PILOT IN COMMAND _____ _____ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 2.3

Basic Information		and the Demonstrate			T 4		
Type Operating Certificate-NONE (GENERAL		craft Damage BSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONAL	Fir		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NO	NE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Aircraft Information Make/Mode1 - SCHEMPP-HIRTH STANDARD (Landing Gear - UNK/NR	IRRUS Eng Make/Model	- N/A			Installed/A		
Landing Gear - UNK/NR	Number Engines	- N/A		S	tall Warnir	ng System	- NO
Max Gross Wt - 860	Engine Type						
No. of Seats - 1	Rated Power	~ N/A					
Environment/Operations Information	- · · ·						
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure P WILLCOX,AZ	01ht		UFF AI	RPORT/STRIF	,	
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	EL TIRO,AZ			An por c b			
Wind Dir/Speed- 030/006 KTS	,			Runwa∨	Ident -	N/A	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 25000 FT THIN					Surface -		RF
Lowest Ceiling -	Type of Clearanc			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LAN	DING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - UNK/NR	Medical Cer	tificat				TT
	Biennial Flight Review			it Time (H		IVERS/EIM	
PRIVATE	Current - YE	S Total				Hrs -	3
SE LAND	Months Since - 5	Make/Mo	del-	281	Last 30) Days-	11
GLIDER	Months Since - 5 Aircraft Type - C-	172 Instrum	ient-	72	Last 90) Days-	15
Instrument Rating(s) - AIRPLANE							

A SCHEMPP-HIRTH STANDARD CIRRUS GLIDER COLLIDED WITH ROCKS ON LANDING ROLL IN AN OPEN FIELD. THE PILOT STATED H WAS COMPETING IN AN AIR MEET. WHILE ENROUTE HE LOST ALTITUDE AND WAS UNABLE TO REGAIN IT. HE SELECTED AN OPEN FIELD TO LAND IN, BUT DID NOT SEE THE ROCKS UNTIL AFTER THE ON GROUND COLLISION.

File No. - 857 4/28/86 BENSON, AZ A/C Reg. No. N5RM Time (Lc1) - 1500 MST Occurrence #1 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 1. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND 2. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND _____ Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. TERRAIN CONDITION - ROUGH/UNEVEN _____ _____ ----Probable Cause----

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

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

File No 856 5/02/86	WICKENBERG, AZ	A/C Reg. No. N	48600	Ti	me (Lc1) -	1020 MST	
Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -INST		Fire	Crew	6 Fatar 0	o	M1007	
Flight Conducted Under -14 Cl Accident Occurred During -LAND	R 91	NONE	Pass	ŏ	ŏ	0	1 0
Aircraft Information Make/Mode1 - CESSNA 152		/Model - LYCOMING O-	235 SERIES		nstalled/A		
Landing Gear - TRICYCLE-FIXED		ngines - 1			all Warnin	g System	- YES
Max Gross Wt - 1670		/pe - RECIPROCATI	NG-CARBURET	OR			
No. of Seats - 2	Rated Pol	ver - 110 HP					
Environment/Operations Information)						
Veather Data	' Itinerary			Airport P	roximity		
Wx Briefing - NO RECORD OF I		rture Point		ON AIRP			
Method - N/A	MESA, AZ			0.1 11.1			
Completeness - N/A	Destinatio		Α	irport Da	ta		
Basic Weather - VMC	WICKENB	JRG, AZ		WICKENB	URG MUNI		
Wind Dir/Speed- 120/005 KTS				Runway	Ident -	05	
Visibility - 30.0 SM	ATC/Airspace	9		Runway	Lth/Wid -	5050/	60
Lowest Sky/Clouds - 6000	FT SCATTERED Type of F	light Plan - VFR		Runway	Surface -	ASPHALT	
Lowest [°] Ceiling - NONE	Type of C	learance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch,	[/] Lndig - FULL ST	'OP				
Precipitation - NONE							
Condition of Light - DAYLI	ЭНТ						
Personnel Information							
Pilot-In-Command	Age - 38	Medical	Certificate				TMTT
Certificate(s)/Rating(s)	Biennial Flight			Time (Ho		WAIVERS/	
STUDENT	Current		al -		Last 24	Hrs - UN	
STOPERT		e - N/A Make		50	Last 20	Davs- IN	K/NR
	Aircraft Ty		rument-			Days Ol	
					00		
Instrument Rating(s) - NON	-						

Instrument Rating(s) - NUNE

----Narrative----

A CESSNA 152 VEERED OFF THE RWY AND NOSED OVER WHILE ON A VFR SOLO CROSS COUNTRY TRAINING FLT. THE PLT INDICATED THAT DURING ROLL THE ACFT BEGAN OSCILLATING UP AND DOWN FOR APRX 100 FEET OF TRAVEL DOWN THE RUNWAY. THE ACFT THEN VEERED LEFT OFF THE RUNWAY. THE PLT APPLIED FULL RIGHT RUDDER AND THE ACFT TURNED RIGHT BACK ONTO THE RUNWAY. THE NOSE GEAR THEN COLLAPSED AND THE ACFT NOSED OVER COMING TO REST ON ITS BACK. THE PLT ALSO STATED THAT THE NOSE WHEEL TIRE WAS FLAT AND THAT THE ACFT HAD A HISTORY OF LOW AIR PRESSURE IN THE NOSE WHEEL TIRE. THERE WAS AN APPROXIMATE 5 KT DIRECT CROSSWIND FROM THE LEFT AT THE TIME OF THE ACCIDENT.

File No. ~ 856 5/02/86 WICKENBERG, AZ A/C Reg. No. N48600 Time (Lc1) - 1020 MST ------_____ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. LANDING GEAR, TIRE - PRESSURE TOO LOW 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. WEATHER CONDITION - CROSSWIND 4. RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND 5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 6. 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) 2,4

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

File No 838 2/07/86 LODI,0	CA A/	C Reg. No. N6242	21	т	ime (Lcl) -	1420 PS	T
-Basic Information Type Operating Certificate-AGRICULTURAL		raft Damage STANTIAL		Fatal	′Injur Serious		None
Type of Operation -AERIAL APPLIC			Crew	0	0	0	1
Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING	NON	E	Pass	0	ŏ	Ō	0
-Aircraft Information							
Make/Model - HILLER UH-12E							
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2750	Number Engines - Engine Type -				tall Warnin	g system	- NU
No. of Seats - 2	Rated Power -		AKDUKEI	UK			
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Po	int			RPORT/STRIP		
Method - N/A	SAME AS ACC/INC						
Completeness - N/A	Destination		A	irport D	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 135/003 KTS				Runway	Ident -	N/A	
Visibility - 20.0 SM	ATC/Airspace			Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Pl	an - NONE		Runway	Surface -	GRASS/T	URF
Lowest Ceiling - NONE	Type of Clearance			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LAND	DING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 35	Medical Cert	ificate				/I TMTT
Certificate(s)/Rating(s)	Biennial Flight Review			: Time (H		WAIVERS	/ [1911]
COMMERCIAL		Total				Hrs -	4
SE LAND	Months Since - 8		tel- 2	500	Last 30		15
HELICOPTER	Aircraft Type - UNK	/NR Instrume		40			
		,				aft -	6725
Instrument Rating(s) - NONE							

Instrument Rating(s) - NONE

----Narrative----

WHILE ON AN AERIAL AGRICULTURAL SPRAYING FLIGHT THE ACFT ENGINE LOST TOTAL POWER. THE PLT EXECUTED AN IMMEDIATE AUTOROTATION LANDING. UPON GROUND CONTACT, THE ACFT SKID FOR ABOUT 8 FT UNTIL THE FRONT SKID CONTACTED THE GROUND FURROW AND NOSED OVER CAUSING THE MAIN ROTOR BLADE TO CONTACT THE GROUND AND TAIL BOOM ASSEMBLY. THE PILOT REPORTED THAT HE HAD ABOUT 10 - 12 GALLONS ABOARD FOR THE 5 MINUTE FLIGHT AND THAT HE BELIEVED THE FUEL PUMP BYPASS VALVE MALFUNCTIONED CAUSING THE FUEL TO BE "DUMPED OVERBOARD" VIA THE SYSTEM DRAIN VALVE. INVESTIGATION REVEALED THAT THE ACFT CONTAINED LESS THAN 1/2 PT OF FUEL. THE ENGINE WAS FUNCTIONALLY TESTED AND IT OPERATED NORMALLY.

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File No 8	38 2/07/86 LODI,CA	A/C Reg. No. N62421	Time (Lc1) - 1420 PST
	LOSS OF POWER(TOTAL) - NON-MECHANICAL MANEUVERING - AERIAL APPLICATION		
3. FUEL CONSUMPTIO	NNING/PREPARATION - POOR - PILOT IN COM N CALCULATIONS - INADEQUATE - PILOT IN PERFORMED - PILOT IN COMMAND	COMMAND	
Occurrence #2 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
Finding(s) 5. TERRAIN CONDITI	ON - ROUGH/UNEVEN		
Dccurrence #3 Phase of Operation	LANDING - ROLL		
Occurrence #4 Phase of Operation			

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

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident File No. - 855 2/26/86 CAMARILLO,CA A/C Reg. No. N51122 Time (Lc1) - 1455 PST ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries SUBSTANTIAL Fatal Serious Minor None Type of Operation -INSTRUCTIONAL Fire Crew 0 0 0 2 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -LANDING ----------Aircraft Information----Make/Model - RYAN AERONAUTICAL ST3KR ELT Installed/Activated - YES/NO Eng Make/Model - KINNER R-56 Number Engines - 1 Landing Gear - TAILWHEEL-ALL FIXED Stall Warning System - NO Max Gross Wt - 1885 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - UNK/NR ----Environment/Operations Information----Weather Data Itinerary Airport Proximity - NO RECORD OF BRIEFING Wx Briefing Last Departure Point OFF AIRPORT/STRIP -` N/A Method CAMARILLO,CA Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL CAMARILLO Wind Dir/Speed- UNK/NR Runway Ident - N/A Visibility - 6.0 SM Runway Lth/Wid - N/A ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status ~ WET Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT ----Personnel Information----Pilot-In-Command Age - 45 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL, ATP, FLT ENG Current - YES - 14000 Last 24 Hrs - UNK/NR Total SE LAND.ME LAND.SE SEA Months Since - 4 Make/Model - 1000 Last 30 Davs-60 Aircraft Type - B-747 Instrument- UNK/NR Last 90 Days-180 Multi-Eng - 11500 Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE OWNER OF THE ACFT REPORTED THAT HE HAD JUST PURCHASED THE AIRCRAFT AND WAS BEING CHECKED OUT AT THE TIME OF THE ACCIDENT. SHORTLY AFTER DEPARTING CMA AND UPON REACHING 1200 FT MSL, THE ENGINE LOST POWER. UNABLE TO MAINTAIN ALTITUDE THE CHECK PILOT ASSUMED COMMAND OF THE ACFT AND LANDED IN AN OPEN FIELD ABOUT 3 MILES NORTH OF THE ARPT. DURING THE LANDING ROLL THE MAIN WHEELS SUNK INTO THE SOFT, WET DIRT AND NOSED OVER ONTO ITS BACK. SUBSEQUENT EXAMINATION OF THE ACFT DSCLSD THE THROTTLE BELLCRANK LINKAGE WAS EXCESSIVELY WORN AND BROKEN. AN ANNUAL INSPECTION WAS PERFORMED ON THE ACFT 10 MONTHS PRIOR TO THE ACCIDENT.

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File No. - 855 2/26/86 CAMARILLO,CA A/C Reg. No. N51122 Time (Lcl) - 1455 PST Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE Finding(s) 1. THROTTLE/POWER LEVER, LINKAGE - SEPARATION Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY ------Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 2. OBJECT - FENCE ------Occurrence #4 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - WET _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Brief of Accident (Continued)

1.

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

 \sim

asic Information							
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damag	e		Injur		
		SUBSTANTIAL	_	Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE	Crew Pass	0	0	1	0
Accident Occurred During -LANDING				-	-	-	0
ircraft Information							
Make/Model - QUICKIE II	Eng Make/M	lodel - ONAN B48 gines - 1		ELT	Installed/A	ctivated	- NO -N/
					tall Warnir	g System ·	- NO
Max Gross Wt - UNK/NR		e - RECIPROCA		TOR			
No. of Seats - 1	Rated Powe	er - 25 HP	,				
nvironment/Operations Information							
eather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFI				OFF AI	RPORT/STRIF	,	
Method - N/A Completeness - N/A	SAME AS A Destination	(CC/INC		Airport Da			
Basic Weather - VMC	LOCAL				EY PENINSUL	٨	
Wind Dir/Speed- 110/008 KTS	LUCAL					N/A	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of F1	ight Plan - NONE			Surface -		
Lowest Ceiling - NONE	Type of Cle	earance - NONE		Runway	Status -	WET	
Obstructions to Vision- NONE	Type Apch/l	.ndg - FORCE	DLANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
ersonnel Information						·	
Pilot-In-Command	Age - 62	Medica	1 Certificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight F Current		ital - UNI	τ IIMe (He	ours)		0
SE LAND	Months Since	- 10 Ma	ke/Model-	N/ NR 2	Last 24	Dave IN	
SE EAND	Aircraft Type	≥ - UNK/NR In	strument- UN	K/NR	Last 90) Days-	
			ilti-Eng -	3	Rotorcr	aft - UN	
Instrument Rating(s) - NONE							
arrative							

THE PLT DOES NOT REMEMBER USING THE CARB HEAT. DURING A POST ACCIDENT RUN-UP THE ACFT ENG OPERATED NORMALLY.

File No 92	21 3/23/86	WATSONVILLE,CA	A/C Reg. No. I	N3921V	Time (Lc1) - 1300 PST
Occurrence #1 Phase of Operation		TIAL) - NON-MECHANICA CLIMB	L ·		
Finding(s) 1. CARBURETOR HEAT 2. PROCEDURES/DIREC					
Occurrence #2 Phase of Operation		сү			
Occurrence #3 Phase of Operation	NOSE OVER LANDING - FLARE/T	OUCHDOWN			
Probable Cause					

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

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File No 840	4/27/86 CAS	TROVILLE,CA	A/C Reg. No. N	5374V	т	ime (Lc1) -	0530 PDT	
Basic Information Type Operating Certific Type of Operation Flight Conducted Under			DESTROYED Fire	Crew	Fatal O	0	Minor 1	0
Flight Conducted Under Accident Occurred Durir			NONE	Pass	0	0	Ο.	0
Aircraft Information Make/Model - HILLER Landing Gear - TRICYCL Max Gross Wt - UNK/NR No. of Seats - 3	E-FIXED	N E	ing Make/Model - ALLISON 250 Number Engines - 1 Ingine Type - TURBOSHAFT Rated Power - 385 HP			Installed/A tall Warnin		•
Environment/Operations Ir Weather Data Wx Briefing - NO RE Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 25. Lowest Sky/Clouds - Lowest Sky/Clouds - Lowest Ceiling Obstructions to Visio Precipitation Condition of Light	CORD OF BRIEFI O SM 25000 FT TH - NONE on- NONE	NG La Des ATC/ IIN BKN Ty Ty Ty	nerary ast Departure Point CASTROVILLE,CA stination SALINAS,CA (Airspace ype of Flight Plan - NONE ype of Clearance - NONE ype Apch/Lndg - NONE		OFF AI Airport D SALINA Runway Runway Runway	S Ident - Lth/Wid - Surface -	N/A N/A DIRT DRY	
Personnel Information Pilot-In-Command Certificate(s)/Rating(COMMERCIAL ME LAND HELICOPTER		Biennial	Flight Review	Fligh	nt Time (He	MEDICAL-NO ours) Last 24 Last 30 Last 90 Rotorcr	Hos - UN	

Instrument Rating(s) - AIRPLANE ______

----Narrative----

THE ACFT LANDED HARD AND ROLLED OVER AFTER THE LNDG SKID FAILED IN A FORCED LNDG. THE PLT SAID HE WAS CRUSING AT 500 FT AGL OVER AN OPEN FIELD WHEN HE HEARD A LOUD BANG. THE HELICOPTER BEGAN TO VIBRATE SEVERELY AND SPIRAL TO THE RIGHT. THE PLT LOST GROUND REFERENCE IN THE PRE-DAWN DARKNESS WHEN HE TURNED ON THE LIGHTS. NOT WANTING TO LAND TOO HARD HE ELECTED TO LEAVE THE ENG RUNNING AND NOT AUTO-ROTATE. INVESTIGATION INDICATED THAT ONE TAIL ROTOR BLADE HAD SEPARATED AT THE TENSION TORSION STRAP ATTACH BOLT HOLE. THIS IS THE TRANSITION AREA WHERE THE BLADE ROOT CASTING AND SHEET METAL BLADE SKIN ARE JOINED. THE FRACTURE SURFACE OF THE CASTING APPEARED TO BE OVERLOADED WITH NO APPARENT INDICATION OF FATIGUE. THE OUTBOARD BLADE SECTION SHOWED NO INDICATION OF FOREIGN OBJECT CONTACT. ALL COMPONENTS OF THE HELICOPTER WERE LOCATED IN THE IMPACT AREA EXCEPT ONE TAIL ROTOR BLADE.

File No 8	40 4/27/86	CASTROVILLE, CA	A/C Reg. No. N5374V	Time (Lc1) - 0530 PDT
Occurrence #1 Phase of Operation	AIRFRAME/COMPON CRUISE - NORMAL	ENT/SYSTEM FAILURE/MALF	JNCTION	
Finding(s) 1. ROTOR SYSTEM,TA 2. ROTOR SYSTEM,TA 3. ROTOR SYSTEM,TA	IL ROTOR BLADE -	FAILURE,TOTAL SEPARATION		
Occurrence #2 Phase of Operation	DESCENT - EMERG			
Occurrence #3 Phase of Operation				
Occurrence #4 Phase of Operation		/TOUCHDOWN		
Finding(s) 4. LANDING GEAR,MA	IN GEAR STRUT - F	AILURE, TOTAL		
Probable Cause				
The National Theorem	ntation Safaty Po	and dotonminor that the	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) 1,2,3,4

File No 839 4/29/86	PLACERVILLE,CA	A/C Reg. No.	A/C Reg. No. N34020			Time (Lcl) - 1530 PDT			
asic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Fatal	Injur Serious		None		
Type of Operation -PERSON	AL .	Fire	Crew	0	0	0	1		
Flight Conducted Under -14 CFR Accident Occurred During -LANDIN		NONE	Pass	0	0	0	1		
ircraft Information Make/Model - CESSNA 177RG Landing Gear - TRICYCLE-RETRACTA Max Gross Wt - 2800 No. of Seats - 4	3LE Number E	/Model - LYCOMING I ngines - 1 ype - RECIP-FUEL wer - 200 HP			Installed/A tall Warnir				
nvironment/Operations Information-									
Wx Briefing - FSS Method - TELEPHONE	•	rture Point E TAHOE,CA			Proximity RPORT/STRIP	,			
Completeness - WEATHER NOT PER				Airport D	ata				
Basic Weather - VMC	SAN FRA	NCISCO,CA		SO. LA	KE TAHOE				
Wind Dir/Speed- 210/011 KTS						N/A			
	ATC/Airspac		١		Lth/Wid -				
Lowest Sky/Clouds - 25000 F Lowest Ceiling - NONE					Surface -				
Obstructions to Vision- NONE		learance - NONE /Lndg - FORCED		Runway	Status -	WATER-CA	LM		
Precipitation - NONE	туре арсп	FURCED	LANDING						
Condition of Light - DAYLIGH	Г								
ersonnel Information									
Pilot-In-Command	Age - 38	Medical	Certificat			WAIVERS/	LIMIT		
Certificate(s)/Rating(s)		Review		t Time (H			_		
PRIVATE		~ YES Tot		409			2		
SE LAND	Months Sinc	e - 5 Mak pe - C-177RG Ins	e/Model-	12	Last 30		22		
	Aircraft Tv	De - C-177KG Ins	τrument-	4	Last 90	Davs-	24		

Instrument Rating(s) - NONE

----Narrative----

WHILE ENROUTE TO SAN FRANCISCO, CA THE ENGINE BEGAN TO OVERSPEED & THE PROP GOV CONTROL WAS NOT EFFECTIVE IN ARRESTING/CONTROLLING THE OVERSPEED CONDITION. SHORTLY THEREAFTER THE ENGINE OIL PRESSURE DEPLETED TO ZERO. THE PILOT ELECTED TO LAND IN THE ICE HOUSE RESERVOIR. THE PLT & PAX WERE RESCUED BY LOCAL BOATERS. EXAMINATION OF THE ENGINE DISCLOSED THE GOVERNOR OIL PRESSURE LINE WAS CHAFFING AGAINST THE ENGINE CRANKCASE AND FRACTURED. THE LINE WAS NOT SECURED WITH CLAMPS AS REQUIRED BY THE AVCO LYCOMING MAINTENANCE MANUAL. A 100-HOUR INSPECTION WAS PERFORMED ON THE ACFT THE DAY BEFORE THE ACCIDENT.

File No 8	39 4/29/86	PLACERVILLE, CA	A/C Reg. No. N34020	Time (Lc1) - 1530 PDT
Occurrence #1 Phase of Operation		TAL) - MECH FAILURE/MAI	LFUNCTION	
Finding(s) 1. LUBRICATING SYS 2. MAINTENANCE,1 3. LUBRICATING SYS	DO HOUR INSPECTION	- INADEQUATE - COMPAN	Y MAINTENANCE PSNL	
Occurrence #2 Phase of Operation		NCY		
Occurrence #3	IN FLIGHT COLLIS LANDING - FLARE/			

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

National Transportation Safety Board Washington, D.C. 20594

	#d01111g	ton, D.C. 20594						
	Brie	f of Accident				2 2 2		
File No 956 6/22/86 COPI	E,CO	A/C Reg.	No. N7723	Z	न	ime (Lcl) -	- 1700 MDT	
Basic Information Type Operating Certificate-AGRICULTUR Type of Operation -AERIAL APPI Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING		Aircraft Da SUBSTANTI Fire NONE	AL	Crew Pass	Fatal O O	Injur Serious O O		None O O
-Aircraft Information Make/Model - PIPER PA-25-235 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2900 No. of Seats - 1			ING D-540- ROCATING-C 5 HP		S	Installed/A tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 130/008 KTS Visibility - 20.0 SM Lowest Sky/Clouds - 11000 FT SC/ Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME A Destinati LOCAL ATC/Airspa ATTERED Type of	ce Flight Plan - N Clearance - N			OFF AI Airport Da Runway Runway Runway Runway	Ident - Lth/Wid - Surface -	- N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 49 Biennial Fligh Current Months Sin Aircraft T	t Review - YES		Fligh - (el- 4 nt- UNI	t Time (H 65492 4800 K/NR	Last 24 Last 30 Last 90		8 K/NR 151
Instrument Rating(s) - NONE Narrative IE PLT REPORTS THAT THE ENG QUIT DURING A F RAIGHT AHEAD WAS ATTEMPTED BUT THE FIELD F IE GEAR DUG IN AND THE ACFT NOSED OVER. THE D BEEN AIRBORNE FOR ABOUT 20 MIN. THE WREG PORTED POWER LOSS WAS FOUND.	HAD BEEN CULTIVAT	ED RECENTLY AND WAS 22 GAL OF FU	WAS SOFT. UEL ONBOAR	AFTER D AT TA	A SHORT (AKEOFF ANI	GROUND ROLL D THE ACFT		

6/22/86 A/C Reg. No. N7723Z Time (Lcl) - 1700 MDT File No. - 956 COPE,CO Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. UNDETERMINED --------Occurrence #2 FORCED LANDING Phase of Operation MANEUVERING - AERIAL APPLICATION -----Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 2. 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

File No 955 6/22/86 KIM	,CO A/	C Reg. No. N9544R	т	ime (Lcl) -	- 1130 MDT	
Basic Information Type Operating Certificate-NONE (GENE Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING				Iņjur Serious O O		None 1 0
Aircraft Information Make/Model - BEECH K35 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2950 No. of Seats - 4	Number Engines -	CONTINENTAL IO-470-C 1 RECIP-FUEL INJECTED 250 HP		Installed/ <i>I</i> tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 20.0 SM Lowest Sky/Clouds - UNK/NR Lowest Sky/Clouds - UNK/NR Dostructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Po FT. MORGAN,CO Destination CLOVIS,NM ATC/Airspace Type of Flight Pl DKEN Type of Clearance Type Apch/Lndg	an - NONE - TRAFFIC ADVISORY	OFF AIF Airport Da Runway Runway Runway	Ident - Lth/Wid - Surface -	- N/A - N/A	2F
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 56 Biennial Flight Review Current - NO Months Since - UNK Aircraft Type - UNK	Total - /NR Make/Model-	ht Time (Ho 375 305 NK/NR	burs) Last 24 Last 30 Last 90	4 Hrs - UN) Days- UN) Days- raft - UN	(/NR 30
Instrument Rating(s) - NONE Narrative THE PLT REPORTS THAT HE WAS CRUISING AT 9,50 DESCEND BELOW THE CLOUDS TO ASSURE REMAINING FT MSL (1,000 FT AGL). WHEN THE THROTTLE WAY TANKS BUT THE ENG DID NOT RESTART. AN OFF AI TERRAIN. THE PLT ALSO SAID THE ENG HAD BEEN PRIOR TO DESCENT OR DURING THE ATTEMPT TO R	G VFR. THE PLT SAID HE RET S ADVANCED AT 7,000 FT THE RPT FORCED LANDING WAS NEC LEANED TO BEST CRUISE AT	ARDED THE THROTTLE AN ENG QUIT. THE PLT SA ESSARY AND THE ACFT L	D DESCENDE ID HE SWIT ANDED GEAR	D TO 7,000 CHED FUEL UP IN ROCH		

File No 9	55 6/22/86 KIM,CO	A/C Reg. No.	N9544R	Time (Lcl) - 1130 MDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON- DESCENT	-MECHANICAL		
Finding(s) 1. MIXTURE - IMPRO	PER USE OF - PILOT IN COMMANE	D		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT			
	IN FLIGHT COLLISION WITH TE LANDING - FLARE/TOUCHDOWN	ERRAIN		
Finding(s) 2. TERRAIN CONDITI	DN - ROUGH/UNEVEN			
Probable Cause				
The National Transpo is/are finding(s) 1	rtation Safety Board determin	nes that the Probable Cause(s)	of this accident	

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

File No 810 8/08/	86 DURANGO,CO	A/C Reg. No. I	N7590 T	ime (Lcl) - 183	O MDT
Basic Information Type Operating Certificate-N	ONE (GENERAL AVIATION)	Aircraft Damage		Injuries	
		SUBSTANTIAL	Fatal		nor None
	ERSONAL	Fire	Crew O	0	0 1
	4 CFR 91	NONE	Pass O	0	0 1
Accident Occurred During -L	ANDING				
Aircraft Information					
Make/Model - SCHWEIZER SG	S 2-33A Eng Make	e/Model - N/A	ELT	Installed/Activ	ated - NO -N/A
Landing Gear - TAILWHEEL-AL	L FIXED Number	Engines - N/A	S	tall Warning Sy	stem - NO
Max Gross Wt - 73	Engine	Type - N/A			
No. of Seats - 2	Rated Po	ower - N/A			
Environment/Operations Informa	tion				
Weather Data	Itinerary		Airport	Proximity	
Wx Briefing - NWS		arture Point		RPORT/STRIP	
Method - IN PERSON	DURANG				
Completeness - FULL	Destinatio		Airport Da	a+a	
Basic Weather - VMC	LOCAL	511	•	R AIRSTRIP	
Wind Dir/Speed- 300/007 KT				Ident - N/A	
Visibility - 75.0 S		20		Lth/Wid - N/A	
	000 FT SCATTERED Type of			Surface - GRA	
		Clearance - NONE		Status - DRY	•
Obstructions to Vision- NC		n/Lndg - FORCED		Status - DRI	
		T/LINUS - FURCED	LANDING		
Precipitation - NO					
Condition of Light - DA	YLIGHI				
Personnel Information					
Pilot-In-Command	Age - 39	Medical	Certificate - NO ME	DICAL	
Certificate(s)/Rating(s)	Biennial Fligh	t Review	Flight Time (He	ours)	
PRIVATE	Current	- UNK/NR Tota	al – ŪNK/NR	Last 24 Hrs	- UNK/NR
	Months Sin	ce - UNK/NR Make	e/Model- 63	Last 30 Day	
GLIDER	Aircraft T		trument- UNK/NR	Last 90 Day	s- UNK/NR
		Mul	ti-Eng - UNK/NR	Rotorcraft	- UNK/NR
Instrument Rating(s) -	NONE				
Narrative					
HE PLT WAS ATTEMPTING TO LAND HIS					
N A NEARBY PASTURE. PRIOR TO TOUC					
DLLISION WITH ONE OF THE ANIMALS.	THE AIRCRAFT WAS SUBSEQUE	NTLY DAMAGED HOWEVER	THE PLT WAS UNINJUR	ED.	

File No. - 810 8/08/86 DURANGO,CO A/C Reg. No. N7590 Time (Lcl) - 1830 MDT _____ Occurrence #1 UNDERSHOOT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND _____ _____ Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. OBJECT - ANIMAL(S) _____ ----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

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Brief of Accident

-Basic Information							
Type Operating Certificate-NONE (GENEI	RAL AVIATION)	Aircraft SUBSTANT		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	0
-Aircraft Information							
Make/Model - CESSNA 170B			INENTAL C145-2		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED		gines - 1			tall Warnin	g System	- YES
Max Gross Wt - 2200			PROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Pow	er - 1	45 HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - UNK/NR	Last Depar	ture Point		ON AIR			
Method - UNK/NR	GLENWOOD	SPRING,CO					
Completeness - UNK/NR	Destination			Airport D	ata		
Basic Weather - VMC	TROY, M O			GREELE	Y-WELD CO.		
Wind Dir/Speed- 120/012 KTS				Runway	Ident -	09	
Visibility - 25.0 SM	ATC/Airspace			Runway	Lth/Wid -	6200/	75
Lowest Sky/Clouds - CLEAR		ight Plan -		Runway	Surface -	ASPHALT	
Lowest Ceiling - NONE		earance -		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/		TRAFFIC PATTERN				
Precipitation - NONE			FULL STOP				
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 39	м	edical Certifica	te - VALTD	MEDICAL-WA	IVERS/ITM	тт
Certificate(s)/Rating(s)	Biennial Flight			ht Time (H			- ·
PRIVATE	Current		Total -			Hrs -	4
SE LAND			Make/Model-			=	4

Instrument Rating(s) - NONE

----Narrative----

PLT WAS FERRYING ACFT FROM GLENWOOD SPRINGS, CO TO TROY, MO. ACFT WAS OUT OF ANNUAL (3-84) AND A SPECIAL AIRWORTHINESS CERTIFICATE WAS ISSUED. PLT LIKEWISE HAD NOT FLOWN FOR 2 YEARS. PLT ACCOMPLISHED THE MANDATORY BIENNIAL FLIGHT REVIEW THE DAY BEFORE THE ACCIDENT AND REPORTED LOGGING 4 HRS FLT TIME IN THE 24 HRS PRIOR TO THE ACCIDENT. PLT SAID HE MADE NORMAL APCH TO RWY 09 BUT DURING FLARE REALIZED HE WAS TOO HIGH. ACFT MADE HARD LANDING, BLOWING RIGHT MAIN TIRE. PLT ADDED POWER IN ATTEMPT TO GO AROUND BUT ACFT GROUND LOOPED.

File No. - 985 8/23/86 GREELEY,CO A/C Reg. No. N2790D Time (Lc1) - 0730 MDT HARD LANDING Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - RUNWAY 2. ALTITUDE - EXCESSIVE - PILOT IN COMMAND 3. WEATHER CONDITION - CROSSWIND 4. FLARE - MISJUDGED - PILOT IN COMMAND Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation LANDING - ROLL Finding(s) 5. LANDING GEAR, TIRE - BURST 6. MAINTENANCE, ANNUAL INSPECTION - DELAYED - PILOT IN COMMAND _____ _____ LOSS OF CONTROL - ON GROUND Occurrence #3 Phase of Operation LANDING - ROLL Finding(s) 7. GO-AROUND - ATTEMPTED - PILOT IN COMMAND 8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 9. IMPROPER DECISION, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 10. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 4,5,8,10

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

File No 934 1/10/86 PLAINVI	LLE,CT	A/C Reg. No. N6	52670	т	ime (Lc1) -	1230 EDT	
Basic Information Type Operating Certificate-NONE (GENERAL		Aircraft Damage SUBSTANTIAL	<u></u>	Fatal		Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		Fire NONE	Crew Pass	0	0	0	0
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Engin	el - LYCOMING O-2 es - 1 - RECIPROCATIN - 110 HP		s	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NWS Method - UNK/NR Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 270/008 KTS Visibility - 20.0 SM Lowest Sky/Clouds - 5000 FT SCATTE Lowest Ceiling - 15000 FT Obstructions to Vision- NONE Precipitation - NONE		CT t Plan - NONE ance - NONE		ON AIR Airport D ROBERT Runway Runway Runway	ata SON Ident - Lth/Wid - Surface -	3116/	75
	ge - 30 iennial Flight Rev Current - Months Since - Aircraft Type -	iew N/A Total N/A Make/	Fligh	t Time (H	MEDICAL-NO ours) Last 24 Last 30 Last 90		

Instrument Rating(s) - NONE

----Narrative----

THE PURPOSE OF INSTRUCTIONAL FLIGHT WAS TO PRACTICE SOFT FIELD LANDINGS AND TAKEOFFS, STALL SERIES AND VOR NAVIAGTION. AFTER AIRWORK, THE PILOT FLEW TO ROBERTSON FIELD FOR SHORT AND SOFT FIELD LANDINGS AND TAKEOFFS. DURING FINAL SOFT FIELD TAKEOFF, 10 DEGREES FLAPS WERE APPLIED BACK PRESSURE HELD TO KEEP WEIGHT OFF NOSE. THE AIRPLANE WAS ACCELERATED TO FULL POWER HOWEVER SOME BACK PRESSURE WAS RELEASED TO FLY EFFECT UNTIL REACHING CLIMB SPEED. A GUST OF WIND CAUSED THE AIRCRAFT TO DRIFT TO THE LEFT SIDE OF THE RUNWAY. THE PLANE ROLLED ABOUT 50 FEET, WHEN BRAKING WAS APPLIED, THE AIRCRAFT NOSED DOWNWARD AND FLIPPED INVERTED.

File No 93	34 1/10/86 PLAINVI	LLE,CT	A/C Reg. No. N62		Time (Lcl) - 1230 EDT
Occurrence #1 Phase of Operation	IN FLIGHT ENCOUNTER WITH T TAKEOFF	WEATHER			
	DN - GUSTS AYED - PILOT IN COMMAND TROL - NOT MAINTAINED - PILO	DT IN COMMAND	· ·		
	ON GROUND COLLISION WITH (TAKEOFF - GROUND RUN	DBJECT			
Occurrence #3 Phase of Operation	NOSE OVER TAKEOFF - GROUND RUN				
Probable Cause	· - · ·				
The National Transpor is/are finding(s) 2,3	tation Safety Board determ	ines that the Prol	bable Cause(s) of t	his accident	
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	1 .				
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			* 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997		
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File No 977 2/04/86	NAUGATUCK, CT	A/C Reg.	No. N6007G		ime (Lcl) -		
Basic Information Type Operating Certificate-NONE (C Type of Operation -PERSONA Flight Conducted Under -14 CFR Accident Occurred During -DESCEN	AL 91	Aircraft Da SUBSTANTIA Fire NONE	L Crew	Fata1 0 0	Injur Serious 1 O		None 0 0
Aircraft Information Make/Model - CESSNA 150 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Number E	/Model - CONTIN ngines - 1 ype - RECIPR wer - 100	DCATING-CARBURE	S	Installed/A tall Warnin		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRJ Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 050/015 KTS Visibility - 5.0 SM Lowest Sky/Clouds - 5000 FT Lowest Ceiling - 3000 FT Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary EFING Last Depa HARTFOR Destinatio MERIDAN ATC/Airspac SCATTERED Type of F Type of C Type Apch	n ,CT e light Plan - NO	NE	OFF AI Airport D Runway Runway Runway		CONCRETE	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 29 Biennial Flight Current Months Sinc Aircraft Ty	Review	ical Certificat Fligh Total - Make/Model- Instrument-	t Time (H	ours)		

Instrument Rating(s) - NONE

----Narrative----

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

A STUDENT PILOT PREFLIGHTED CESSNA 150, DEPARTED THE AIRPORT AND PERFORMED A FEW TOUCH AND GO LANDINGS BEFORE LEAVING THE AREA AND FOLLOWING THE MERRIT PARKWAY IN CONNECTICUT. THE PILOT STATED THAT THE ENGINE WAS NOT RUNNING SMOOTH. THE PILOT LANDED AT CROSS ROADS AIRPORT AND A MECHANIC CHEKED ENGINE. THE MECHANIC SAID IT WAS PROBABLY CARB ICE. HOWEVER, AFTER TAKING OFF AGAIN, THE ENGINE CONTINUED TO RUN ROUGH. WHEN THE ENGINE FINALLY QUIT, THE PILOT ATTEMPTED A LANDING ON A SCHOOL TENNIS COURT. THE PILOT STATED TO A POLICEMAN THAT HE RAN OUT OF FUEL. EXAMINATION OF THE AIRCRAFT SHOWED APPROXIMATELY 1.5 QUARTS OF FUEL REMAINING IN BOTH TANKS. THE PILOT HAD NO KNOWN SOLO EXPERIENCE AND FURTHER STATED THAT THIS FLIGHT WAS NOT AUTHORIZED BY ANY FLIGHT INSTRUCTOR.

2/04/86 A/C Reg. No. N6007G Time (Lc1) - 0950 EDT File No. - 977 NAUGATUCK,CT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 4. REFUELING - NOT PERFORMED - PILOT IN COMMAND 5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND 7. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 8. OBJECT - FENCE _____ _____ 1 1 Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN _____ _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

Basic Information Type Operating Certificate-NONE (GENERAL		ft Damage ANTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	Fire NONE	Crew Pass	-	0 0	0 0	1 0
Aircraft Information Make/Model - PIPER PA-28-161 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4			S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 005 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poin WHITE PLAINS,NY Destination HARTFOD,CT ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- VFR	ON AIR Airport D BRAINA Runway Runway Runway	ata RD Ident - Lth/Wid - Surface -	02 4418/ ASPHALT DRY	150
	Age - 58 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certifica Flig Total - Make/Model- Instrument-	ht Time (H 104 104	ours) Last 24 Last 30) WAIVERS/ Hrs - UN) Days- UN) Days-	IK/NR IK/NR

Instrument Rating(s) - NONE

----Narrative----

THE CROSS COUNTRY SOLD FLIGHT WAS TAKING OFF ON RUNWAY O2 AT HARTFORD, CONNECTICUT. THE PILOT PERFORMED A RUNUP AND WAS CLEARED FOR TAKEOFF. THE PILOT ATTEMPTED ROTATION AT ABOUT 60 KIAS, BUT AIRCRAFT DID NOT LIFT OFF. TRIM TAB WAS SET AT NEUTRAL ON RUNUP.AS POWER WAS CUT BY PULLING THROTTLE BACK, THE AIRCRAFT WAS ROLLING TO THE LEFT. BRAKING WAS APPLIED AND THE PLANE'S LEFT WING HIT THE VASI LIGHT COMING TO REST ABOUT 300FT LATER.

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File No 9	36 3/22/86	HARTFORD,CT	A/C Reg. No. N4347G	Time (Lc1) - 1400 EST	
Occurrence #1 Phase of Operation 1. DIRECTIONAL CON	TAKEOFF - GROUND				
Occurrence #2 Phase of Operation	ON GROUND COLLISI TAKEOFF GROUND				
Finding(s) 2. OBJECT - AIRPOR	T FACILITY				
Probable Cause					

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

File No 877 1/09/86 JAC	KSONVILLE,FL	A/C Reg	No. N7OOCM		Tim	e (Lc1) -	2126 ES	т
Basic Information Type Operating Certificate-NONE (GENE Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH		Aircraft [DESTROYE] Fire ON GROUND) C	Fat rew ass	1 1	Injur Serious O O	Minor O O	None O O
Aircraft Information Make/Mode1 - PIPER PA-31T Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6500 No. of Seats - 6	Number Eng	lodel - P&W F gines - 2 De - TURB(PT6A-28 DPROP		ELT In:	stalled/A		- YES-UNK/M - YES
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 010/005 KTS Visibility - 1.000 SM Lowest Sky/Clouds - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 300 FT OV Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - NIGHT(DARK)	Type Apch/L	A LLE,FL ght Plan - 1 earance - 1 ndg - 1	FR FR LS-COMPLETE	۵ ۸ irpc ۵۸ Ru Ru Ru Ru	F AIRP ort Data CKSONV Inway I Inway L Inway S Inway S	ILLE INTL dent - th/Wid - urface - tatus -	- 07 - 8000/ - ASPHALT - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND		Me eview - YES	edical Certif F Total	icate - V light Tim - 1710 - 100 - 167	ALID M ne (Hou	EDICAL-WA rs) Last 24 Last 30	IVERS/LI	MIT 3 100
Instrument Rating(s) - AIRPLANE Narrative HILE BEING VECTORED FOR AN ILS RWY 7 APCH, CH ALT BFR INTERCEPTING THE ILS GLIDE SLO CHG THE OM, THE PLT WAS CLRD FOR THE APCH COND AS PUBLISHED. AT APRX THAT TIME, THE THE 727. THE CTLR WAS GOING TO DISCONTIN BESEQUENTLY, N700CM CRASHED INTO TREES APR HOWED N700CM WAS WELL ABV THE ILS G/S WHEN ING CLRD. ALSO, N700CM WAS APRX 2.57 MI B	PE (G/S) AT THE FINA & WAS HANDED OFF TO TWR CONTROLLER (CTLR UE THE APCH, BUT HIS X 5800' SHORT OF THE CLRD FOR THE APCH. EHIND THE 727, BUT S	MAINT 3000 L APCH FIX/C THE TWR. AF SUPVR SUGGE RWY WHILE C ATC PROCEDUR TAYED WELL A	& ADVISED H DUTER MARKER TER CONTACTI RVISOR DISCU STED HE WAIT SCNDG IN A W DES REQD THE BV THE 727'S	E WAS FLW (OM) WAS NG THE TW SSED N7OC & SEE IF INGS LVL ACFT TO B FLT PATH	IG A BOI 1900'. IR, THE DCM'S AI IT WOI ATTITUI E BLO I (& POS	EING 727. AS THE A PLT WAS LT & PROX JLD WORK DE. RADAR THE G/S E	THE MIN ACFT WAS TOLD TO (IMITY OUT. 2 DATA BFR	

TURBULENCE) UNTIL MOMENTS BFR IMPACT. N700CM ENTERED AN EXCESSIVE RATE OF DSCNT BFR GOING BLO THE G/S.

1/09/86 A/C Reg. No. N700CM Time (Lc1) - 2126 EST File No. - 877 JACKSONVILLE, FL Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR) Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. WEATHER CONDITION - FOG 3. WEATHER CONDITION - RAIN 4. RADAR SEPARATION - INADEQUATE - ATC PERSONNEL(DEP/APCH) 5. INSTRUCTIONS, WRITTEN/VERBAL - IMPROPER - ATC PERSONNEL(DEP/APCH) 6. DESCENT - DELAYED -7. PLANNED APPROACH - IMPROPER USE OF - PILOT IN COMMAND 8. MISSED APPROACH - NOT ISSUED - ATC PSNL(LCL/GND/CLNC) 9. SUPERVISION - INADEQUATE - ATC PERSONNEL(SUPERVISOR) 10. PROPER GLIDEPATH - NOT ATTAINED - PILOT IN COMMAND 11. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND 12. DESCENT - EXCESSIVE - PILOT IN COMMAND 13. OBJECT - TREE(S) 14. DECISION HEIGHT - IMPROPER USE OF - 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) 7,11,12,14

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,9,10,13

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 1000 2/14/86 DA	NIA,FL	A/C Reg. No.	N1923E	т	ime (Lcl) -	1205 EST	
Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damag	e		Injur		
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -INSTRUCTI		Fire	Crew	2	0	0	0
Flight Conducted Under -14 CFR 91		ON GROUND	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 340A	Eng Make/Mod	le1 - CONTINENT	AL TSI0-520NB	ELT	Installed/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engir	ies - 2		S	tall Warnin	g System	- YES
Max Gross Wt - 5975		- RECIP-FUE	L INJECTED				
No. of Seats - 7	Rated Power						
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEF		e Point			RPORT/STRIP		
Method - N/A	FT.LAUDERDA			OTT AT	KFORT/ STRIP		
Completeness - N/A	Destination	,		irport Da	a+a		
Basic Weather - VMC	LOCAL		A	in port D	ala		
Wind Dir/Speed- 110/010 KTS	LUCAL			Bunner	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 2500 FT S					Surface -		
Lowest Ceiling - NONE	Type of Clear			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lnd	ig - iraff	IC PATTERN				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information			м				
Pilot-In-Command	Age - 49 Biennial Flight Rev	Medica	1 Certificate			IVERS/LIN	IIT
Certificate(s)/Rating(s)	Biennial Flight Rev	iew	Flight	: Time (H	ours)		
ATP,CFI	Current -	YES TO	tal - ke/Model- UNK strument-	911	Last 24	Hrs - UN	IK/NR
SE LAND, ME LAND	Months Since -	7 Ma	ke/Model- UNK	(/NR	Last 30	Days- UN	IK/NR
	Aircraft Type -	UNK/NR In	strument-	188	Last 90	Days- UN	IK/NR
		Mu	lti-Eng -	459	Rotorcr	aft [°] -	0
			Ū.				
Instrument Rating(s) - AIRPLANE							
Narrative							
SHORTLY AFTER TAKEOFF ON A CHECK-OUT FLIGH	T THE AIRCRAFT WAS OBSE	RVED ON CROSSW	IND LEG TO DE	SCEND UN	TIL IMPACT.		
THERE WAS AN EXTENSIVE POST IMPACT FIRE. W							
PILOT RADIOED THE CONTROL TOWER AND STATED							
AIR FILTER ELEMENT FOR THE LEFT ENGINE EXH							
EVIDENCE OF OIL SPATTER AND STREAKING.		ore, and the c					
EVIDENCE OF OTE STATTER AND STREAKING.							

File No 100	00 2/14/86 DANIA,FL	A/C Reg. No. N1923E	Time (Lcl) - 1205 EST
Occurrence #1 Phase of Operation	MISCELLANEOUS/OTHER Takeoff - Initial Climb		
Finding(s) 1. LUBRICATING SYST			· · · · · · · · · · · · · · · · · · ·
Occurrence #2 Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN DESCENT - EMERGENCY		
	DURE - NOT FOLLOWED - PILOT IN COMMAND OF PROCEDURE,PANIC - PILOT IN COMMAND		
	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
Finding(s) 4. OBJECT - TREE(S)			
Occurrence #4 Phase of Operation	FIRE/EXPLOSION LANDING - ROLL		
Probable Cause			
The National Transpor	tation Safety Board determines that the	Probable Cause(s) of this accider	nt .

is/are finding(s) 2,3

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

T PIERCE,FL A/	C Reg. No. N58KA				
		Fatal			r None
		w O	2 0	0	-
Number Engines -	2				
AGUADILLA,PR Destination SANFORD,FL ATC/Airspace ATTERED Type of Flight Pl Type of Clearance	an - VFR - NONE	OFF Al Airport [Runway Runway Runway	IRPORT/STŔIP Data y Ident - y Lth/Wid - y Surface -	- N/A - N/A - N/A	
Current - YES Months Since - 1	Fli Total - Make/Model- /NR Instrument-	ght Time (H 2700 16 225	Hours) Last 24 Last 30	Hrs -) Days-	5 UNK/NR
	AIR TAXI Airc SUB Fire NON Eng Make/Model - Number Engines - Engine Type - Rated Power - AGUADILLA,PR Destination SANFORD,FL ATC/Airspace ATTERED Type of Flight P1 Type of Clearance Type Apch/Lndg Age - 39 Biennial Flight Review Current - YES Months Since - 1	AIR TAXI Aircraft Damage SUBSTANTIAL Fire Cre NONE Pas Eng Make/Model - P&W PT6A-20 Number Engines - 2 Engine Type - TURBOPROP Rated Power - 579 HP Itinerary NG Last Departure Point AGUADILLA,PR Destination SANFORD,FL ATC/Airspace ATTERED Type of Flight Plan - VFR Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING Age - 39 Medical Certific Biennial Flight Review Fli Current - YES Total - Months Since - 1 Make/Model- Aircraft Type - UNK/NR Instrument-	AIR TAXI Aircraft Damage SUBSTANTIAL Fatal Fire Crew O NONE Pass O Eng Make/Model - P&W PT6A-20 ELT Number Engines - 2 Engine Type - TURBOPROP Rated Power - 579 HP Itinerary Airport AGUADILLA,PR Destination Airport I SANFORD,FL Runway ATC/Airspace NONE Runway Type of Flight Plan - VFR Runway Type of Clearance - NONE Runway Type Apch/Lndg - FORCED LANDING Age - 39 Medical Certificate - VALII Biennial Flight Review Flight Time (I Current - YES Total - 2700 Months Since - 1 Make/Model - 16 Aircraft Type - UNK/NR Instrument - 225	AIR TAXI Aircraft Damage Injur SUBSTANTIAL Fatal Serious Fire Crew 0 2 NONE Pass 0 0 Eng Make/Model - P&W PT6A-20 ELT Installed/A Number Engines - 2 Engine Type - TURBOPROP Rated Power - 579 HP Itinerary Airport Proximity NG Last Departure Point OFF AIRPORT/STRIF AGUADILLA.PR Destination Airport Data SANFORD,FL ATC/Airspace Runway Ident - Runway Lth/Wid - Runway Surface - Type of Clearance - NONE Runway Surface - Type of Clearance - NONE Runway Status - Type Apch/Lndg - FORCED LANDING Age - 39 Medical Certificate - VALID MEDICAL-NC Biennial Flight Review Flight Time (Hours) Current - YES Total - 2700 Last 22 Months Since - 1 Make/Model - 16 Last 33 Aircraft Type - UNK/NR Instrument 225 Last 90	AIR TAXI Aircraft Damage Injuries SUBSTANTIAL Fatal Serious Mino Fire Crew 0 2 0 NONE Pass 0 0 0 0 NONE Pass 0 0 0 0 Eng Make/Model - P&W PT6A-20 ELT Installed/Activat Number Engines - 2 Stall Warning Syst Engine Type - TURBOPROP Rated Power - 579 HP Itinerary Airport Proximity OFF AIRPORT/STRIP AGUADILLA,PR Destination Airport Data SANFORD,FL ATC/Airspace Runway Ident - N/A Type of Clearance - NONE Runway Status - N/A Type Apch/Lndg - FORCED LANDING Age - 39 Medical Certificate - VALID MEDICAL-NO WAIVE Biennial Flight Review Flight Time (Hours) Current - YES Total - 2700 Last 24 Hrs - Months Since - 1 Make/Model - 16 Last 30 Days- Aircraft Type - UNK/NR Instrument - 225 Last 90 Days-

----Narrative----

FLT EXPERIENCED LOSS OF POWER IN BOTH ENGINES DUE TO FUEL STARVATION. THE PILOTS FAILED TO OPERATE FUEL TRANSFER SWITCHES TO TRANSFER FUEL FROM THE WING TANKS INTO THE NACELLE TANKS WHICH FEED THE ENGINES. THE PILOT IN COMMAND HAD 16 TOTAL HOURS IN THE KING AIR AND HAD NOT BEEN TO A GROUND SCHOOL ON THE AIRCRAFT. THE PILOT SEATED IN THE LEFT SEAT HAD JUST RECEIVED HIS MULTIENGINE RATING AND WAS ON THE FLIGHT TO GAIN FLIGHT TIME. THIS PILOT HAD NO PREVIOUS FLIGHT TIME OR SCHOOLING ON THE KING AIR AIRCRAFT.

4/05/86 FORT PIERCE,FL A/C Reg. No. N58KA Time (Lc1) - 1912 EST File No. - 807 -----LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation DESCENT - NORMAL Finding(s) 1. FLUID, FUEL - STARVATION 2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND 4. FLIGHT MANUALS - NOT OBTAINED - PILOT IN COMMAND 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND _____ IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. TERRAIN CONDITION - DIRT BANK ----Probable Cause----

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

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Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircr	aft Damage			Injur	ies	
		ROYED		Fatal			
Type of Operation -PERSONAL	Fire		Crew	1	-	0	-
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	UN G	ROUND	Pass	1	0	0	0
Aircraft Information							
Make/Model - BEAGLE B206-2	Eng Make/Model -		10-520C				d - YES-UNK
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -			St	tall Warnin	g Syste	m - NO
Max Gross Wt - 7500		RECIP-FUEL INJE	CIED				
No. of Seats - 8	Rated Power -	340 HP					
Environment/Operations Information Weather Data	Itinerary			irport [[]	Proximity		
Wx Briefing - FSS	Last Departure Poi	nt			RPORT/STRIP		
Method - TELEPHONE	SAME AS ACC/INC	inc.		011 41			
Completeness - FULL	Destination		Aiı	rport Da	ata		
Basic Weather - VMC	HOT SPRINGS, AR						
Wind Dir/Speed- 310/008 KTS				Runway	Ident -	N/A	
Visibility - 7.0 SM	ATC/Airspace			Runway	Lth/Wid -	N/A	
Lowes,t Sky/Clouds - CLEAR	Type of Flight Pla				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 - 57 Riserrich Elistet Bausiau		Flight			IVERS/L	IMII
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Review	Total	- 29		Jact 24	Hee -	
SE LAND, ME LAND	Current - YES Months Since - 2 Aircraft Type - B206	Make/Mod	- 200 al- 50	00	Last 30	nis Davs-	
JL LAND, ML LAND	Aircraft Type - 8206	-2 Instrume	nt-UNK/I	NR	Last 90	Days-	
		Multi-En	g - UNK/I	NR	Rotorcr	aft -	UNK/NR
Instrument Rating(s) - AIRPLANE							
Narrative							
IMMEDIATELY AFTER TAKE-OFF, THE LEFT ENG SEI	ZED & THE PROP STOPPED DUE				TTNESSES		
REPORTED THAT ABOUT 200 FT ABOVE THE GROUND.							
CRASHING TO THE GROUND IN A NEAR INVERTED AT						HF	

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File No. - 824 4/11/86 PEDRO,FL A/C Reg. No. N112CS Time (Lc1) - 1240 EST Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL _____ Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 2. AIRSPEED(VYSE) - NOT MAINTAINED - PILOT IN COMMAND 3. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND 6. REMEDIAL ACTION - NOT FOLLOWED - PILOT IN COMMAND _____ Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. OBJECT - WIRE, TRANSMISSION Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----------Probable Cause----14.1

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

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

PAGE 119

SUBSTATIALFatal Serious Minor NoneType of Operation-INSTRUCTIONALFireCrew 0O2Flight Conducted Under-14 CFR 91NONEPass000Accident Occurred During-LANDINGNONEPass000Accident Occurred During-LANDINGEng Make/Model- CONTINENTAL TSID-520NELT Installed/Activated - YES/ALanding Gear- TRICYCLE-RETACTABLENumber Engines - 2Stall Warning System - YESMax Gross Wt- 5975Engine Type- RECLP-FUEL INJECTEDNo. of Seats - 7Rated Power- 310 HPEnvironment/Operations InformationKasted Power- 310 HPWasher DataItineraryAirport ProximityWs Briefing- NO RECORD OF BRIEFINGLast Departure PointON AIRPORTGompleteness - N/ADestinationOcclarOcclarBasic Weather- YADestinationOcclar26Wind Dir/Speed090/012 KTSATC/AirspaceRunway Ident- 36Wind Dir/Speed 090/012 KTSNONEType of Clearance- NONERunway Surface- ASPHALTLowest Sky/Clouds -2500 FT THIN BKNType of Clearance- NONERunway StatusDRYDistructions to VisionNONEType Apch/Lindg- GD ACOMUNDPrecipitation- NONEDRYPresonnel InformationAge -43Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMITComMERCIAL, APL, CFICurrent- YES<	Basic Information Type Operating Certificate-NONE (GENERA		oft Damago			Triu	nioc	
Fiight Conducted Under -14 CFR 91 NONE Pass 0 0 0 Accident Occurred During -LANDING Aircraft Information Make/Model - CONTINENTAL TSID-520N ELT Installed/Activated - YES/T Make/Model - CESSNA 340 Eng Make/Model - CONTINENTAL TSID-520N ELT Installed/Activated - YES/T Make/Model - CESSNA 340 Eng Make/Model - CONTINENTAL TSID-520N ELT Installed/Activated - YES/T Max Gross Wt - 5975 Eng Ine Type - RECLPF-FUEL INJECTED Stall Warning System - YES Max Gross Wt - 5975 Eng Ine Type - RECLPF-FUEL INJECTED No No. of Seats - 7 Rated Power - 310 HP Environment/Operations Information Weather Data Users and Activated - YES/T Was hiefing - NO RECORD OF BRIFFING Last Departure Point ON AIRPORT Weather - N/A GaINESVILLE.FL OCALA Airport Data Completeness - N/A Destination Airport Data OCALA Wind Dir/Speed 080/012 KTS SAME AS ACC/INC Runway Lift/Wid - 5007/ 150 Lowest Sky/Clouds - 25000 FT THI	Type operating centricate-none (General				Fatal	•		None
Accident Occurred During -LANDING Aircraft Information		L Fire		Crew			0	2
-Aircraft Information Make/Model - CESSNA 340 Eng Make/Model - CONTINENTAL TSID-520N ELT Installed/Activated - YES/ Max Gross Wt - 5975 Engine Type - RECIP-FUEL INJECTED No. of Seats - 7 Rated Power - 310 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Wax Briefing - NO RECORD OF BRIEFING Last Departure Point GAINESVILLE,FL Completeness - N/A Destination Market Destination Basic Weather - VMC SAME AS ACC/INC OCALA Wind Dir/Speed - 090/012 KTS ACC/INC OCALA Wind Dir/Speed - 090/012 KTS ATC/Airspace Runway Ident - 36 Visibility - 7.0 SM ATC/Airspace NONE Runway Surface - ASPHALT Lowest Celling - NONE Type of Flight Plan - NONE Runway Status - DRY Dostructions to Vision - NONE Type of Clearance - NONE Runway Status - DRY Precipitation - NONE Type of Clearance - NONE Runway Status - DRY Precipitation - NONE Type of Clearance - NONE Runway Status - DRY Precipitation - NONE Type of Clearance - NONE Runway Status - DRY Precipitation - NONE Type of Clearance - NONE Runway Status - DRY Precipitation - NONE Type of Clearance - NONE Runway Status - DRY Precipitation - NONE Type Apch/Lndg - GO AROUND Precipitation - NONE AGe - 43 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL, ATP, CFI Current - YES Total - 7620 Last 24 Hrs - 1 Months Sincer C-340 Instrument - 1039 Last 90 Days- 100 Multi-Eng - 6741 Instrument Rating(s) - AIRPLANE -Narrative ELON A COMBINATION COMPANY BUSINESS AND TRAINING FLIGHT, THE INSTRUCTOR SEATED IN THE RIGHT SEAT OF THE		NONE		Pass	0	Ó	0	0
Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 2 Stall Warning System - YES Max Gross Wt - 5975 Engine Type - RECIP-FUEL INJECTED No. of Seats - 7 Itinerary Airport Proximity Was Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Weather Data Itinerary Airport Droximity Was Briefing - NO RECORD OF BRIEFING CALLS FLE Completeness - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC OCALA Wind Dir/Speed- 030/012 KTS RATC/Airspace Runway Lth/Wid - 5007/ 150 Lowest Calling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision - NONE Type Apch/Lndg - GO AROUND Precipitation - NONE Age - 43 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,ATP,CFI Age - 43 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT SE LAND,ME LAND Age - C-340 Instrument - 1039 Last 30 Days - 100 Multi-Eng - 6741 Instrument Rating(s) - AIRPLANE -Narrative LE ON A COMBINATION COMPANY BUSINESS AND TRAINING FLIGHT, THE INSTRUCTOR SEATED IN THE RIGHT SEAT OF THE	Accident Occurred During -LANDING							
Landring Gear - TRICYCLE-RETRACTABLE Number Engines - 2 Stall Warning System - YES Max Gross Wt - 5975 Engine Type - RECIP-FUEL INJECTED No. of Seats - 7 Itinerary Airport Proximity Wa Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Weather Data Itinerary Airport Data GAINESVILLE,FL ON AIRPORT Basic Weather - VMC SAME AS ACC/INC OCALA Wind Dir/Speed - 090/012 KTS AND ATC/Airspace Runway Lth/Wid - 5007/ 150 Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision - NONE Type Apch/Lndg - GO AROUND Precipitation - NONE Age - 43 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,ATP,CFI Current - YES SE LAND,ME LAND AGE - 43 Medical Certificate - 66 Last 30 Days - UNC MAIVERS/LIMIT Instrument Rating(s) - AIRPLANE -Narrative LE ON A COMEINATION COMPANY BUSINESS AND TRAINING FLIGHT, THE INSTRUCTOR SEATED IN THE RIGHT SEAT OF THE								
Max Gross Wt - 5975 Engine Type - RECIP-FUEL INJECTED No. of Seats - 7 Rated Power - 310 HP Environment/Operations Information Wather Data Weather Data Itinerary Ws Briefing - NO RECORD OF BRIEFING Last Departure Point Completeness - N/A Destination Basic Weather - VWC SAME AS ACC/INC Wind Dir/Speed- 090/012 KTS Runway Ident - 36 Visibility - 7.0 SM ATC/Airspace Lowest Sky/Clouds - 25000 FT THIN BKN Type of Flight Plan - NONE Condition of Light - DAYLIGHT Type of Clearance - NONE Obstructions to Vision - NONE Type Apch/Lndg - G0 AROUND Presopnel Information Pilot-Incommand Age - 43 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Comment Information Yie Apch/Lndg - G0 AROUND Pilot-In-Command Age - 43 Months Since - 11 Make/Model - 68 SE LAND, ME LAND Months Since - 11 Make/Model - 68 Last 30 Days- UNK/NR Aircraft Type - C-340 Instrument - 1039 Multi-Eng - 6741 Instrument - 1039 Lowest Condition COMPANY BUSINESS AND TRAINING FLIGHT, THE INSTRUCTOR SEATE				TSI0-520N				
No. of Seats - 7 Rated Power - 310 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Completeness - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC OCALA Wind Dir/Speed-090/012 KTS SAME AS ACC/INC DCALA Wind Dir/Speed-090/012 KTS ATC/Airspace Runway Ident - 36 Visibility - 7.0 SM ATC/Airspace Runway Surface - ASPHALT Lowest Sky/Clouds - 25000 FT THIN BKN Type of Flight Plan - NONE Runway Status - DRY Obstructions to Vision NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision NONE Type Apch/Lndg - GO ARDUND Precipitation - NONE Personnel Information Pilot-In-Command Age - 43 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES Total - 7620 Last 24 Hrs - 1 SE LAND,ME LAND Months Since - 11 Make/Model - 68 Last 30 Days- UN					S	tall Warni	ng System	- YES
Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC OCALA Wind Dir/Speed OSO/012 KTS ATC/Airspace Runway Ident - 36 Visibility - 7.0 SM ATC/Airspace Runway Ident - 36 Visibility - 7.0 SM ATC/Airspace - NONE Runway Surface - ASPHALT Lowest Sky/Clouds - 25000 FT THIN BKN Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Surface - ASPHALT Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 43 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,ATP,CFI Current - YES Total - 7620 Last 24 Hrs - 1 Months Since - 11 Make/Model - 68 Last 30 Days - UNK/NR Aircraft Type - C-340 Instrument - 1039 Last 90 Days - 100 Multi-Eng - 6741 Instrument Rating(s) - AIRPLANE		5 71		NJECTED				
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Basic Weather - VMC SAME AS ACC/INC OCALA Wind Dir/Speed - 090/012 KTS Runway Ident - 36 Wind Dir/Speed - 090/012 KTS Runway Ident - 36 Wind Dir/Speed - 090/012 KTS Runway Ident - 36 Wind Dir/Speed - 090/012 KTS Runway Ident - 36 Wind Dir/Speed - 090/012 KTS Runway Ident - 36 Visibility - 7.0 SM ATC/Airspace Lowest Sky/Clouds - 25000 FT THIN BKN Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision - NONE Type Apch/Lndg - GO AROUND Fuence Precipitation - NONE Type Apch/Lndg - GO AROUND Octal Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Condition of Light - DAYLIGHT Age - 43 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL, ATP, CFI Current - YES Total - 7620 Last 24 Hrs - 1 SE LAND, ME LAND Months Since - 11 Make/Model- 68 Last 30 Days- 100 Multi-Eng - 6741 Instrument Rating(s) - AIRPLANE -Narrative Narrative ILE ON A COMBINATI								
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Lowest Ský/Clouds - 25000 FT THIN BKN Type of Flight Plan - NONE Runwaý Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision - NONE Type Apch/Lndg - GO AROUND Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 43 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,ATP,CFI Current - YES Total - 7620 Last 24 Hrs - 1 SE LAND,ME LAND Months Since - 11 Make/Model - 68 Last 30 Days- UNK/NR Aircraft Type - C-340 Instrument - 1039 Last 90 Days - 100 Multi-Eng - 6741 Instrument Rating(s) - AIRPLANE Narrative ILE ON A COMBINATION COMPANY BUSINESS AND TRAINING FLIGHT, THE INSTRUCTOR SEATED IN THE RIGHT SEAT OF THE		ATC/Airspace						150
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - GO AROUND Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 43 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,ATP,CFI Current - YES Total - 7620 Last 24 Hrs - 1 SE LAND, ME LAND Months Since - 11 Make/Model- 68 Last 30 Days- UNK/NR Aircraft Type - C-340 Instrument- 1039 Last 90 Days- 100 Multi-Eng - 6741 Narrative TLE ON A COMBINATION COMPANY BUSINESS AND TRAINING FLIGHT, THE INSTRUCTOR SEATED IN THE RIGHT SEAT OF THE			n - NONE					
Obstructions to Vision- NONE Type Apch/Lndg - GO AROUND Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Age - 43 Pilot-In-Command Age - 43 Certificate(s)/Rating(s) Biennial Flight Review COMMERCIAL, ATP, CFI Current SE LAND, ME LAND Months Since - 11 Months Since - 11 Make/Model- Multi-Eng - 6741								
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 43 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,ATP,CFI Current - YES Total - 7620 Last 24 Hrs - 1 SE LAND,ME LAND Months Since - 11 Make/Model- 68 Last 30 Days- UNK/NR Aircraft Type - C-340 Instrument- 1039 Last 90 Days- 100 Multi-Eng - 6741 Narrative ILE ON A COMBINATION COMPANY BUSINESS AND TRAINING FLIGHT, THE INSTRUCTOR SEATED IN THE RIGHT SEAT OF THE	Obstructions to Vision- NONE	Type Apch/Lndg	- GO AROUND)				
Personnel Information Pilot-In-Command Age - 43 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,ATP,CFI Current - YES Total - 7620 Last 24 Hrs - 1 SE LAND,ME LAND Months Since - 11 Make/Model- 68 Last 30 Days- UNK/NR Aircraft Type - C-340 Instrument- 1039 Last 90 Days- 100 Multi-Eng - 6741 Instrument Rating(s) - AIRPLANE	Precipitation - NONE							
Pilot-In-Command Age - 43 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,ATP,CFI Current - YES Total - 7620 Last 24 Hrs - 1 SE LAND,ME LAND Months Since - 11 Make/Model- 68 Last 30 Days- UNK/NR Aircraft Type - C-340 Instrument- 1039 Last 90 Days- 100 Instrument Rating(s) - AIRPLANE -Narrative LE ON A COMBINATION COMPANY BUSINESS AND TRAINING FLIGHT, THE INSTRUCTOR SEATED IN THE RIGHT SEAT OF THE	Condition of Light - DAYLIGHT							
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,ATP,CFI Current - YES Total - 7620 Last 24 Hrs - 1 SE LAND,ME LAND Months Since - 11 Make/Model- 68 Last 30 Days- UNK/NR Aircraft Type C-340 Instrument- 1039 Last 90 Days- 100 Instrument Rating(s) - AIRPLANE - <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>								
SE LAND,ME LAND Months Since - 11 Make/Model- 68 Last 30 Days- UNK/NR Aircraft Type - C-340 Instrument- 1039 Last 90 Days- 100 Multi-Eng - 6741 Narrative ILE ON A COMBINATION COMPANY BUSINESS AND TRAINING FLIGHT, THE INSTRUCTOR SEATED IN THE RIGHT SEAT OF THE							D WAIVERS/	'LIMIT
SE LAND,ME LAND Months Since - 11 Make/Model- 68 Last 30 Days- UNK/NR Aircraft Type - C-340 Instrument- 1039 Last 90 Days- 100 Multi-Eng - 6741 Narrative ILE ON A COMBINATION COMPANY BUSINESS AND TRAINING FLIGHT, THE INSTRUCTOR SEATED IN THE RIGHT SEAT OF THE		Biennial Flight Review						
Aircraft Type - C-340 Instrument- 1039 Last 90 Days- 100 Multi-Eng - 6741 -Narrative CLE ON A COMBINATION COMPANY BUSINESS AND TRAINING FLIGHT, THE INSTRUCTOR SEATED IN THE RIGHT SEAT OF THE								•
Multi-Eng - 6741 Instrument Rating(s) - AIRPLANE Narrative ILE ON A COMBINATION COMPANY BUSINESS AND TRAINING FLIGHT, THE INSTRUCTOR SEATED IN THE RIGHT SEAT OF THE	SE LAND, ME LAND							
-Narrative LE ON A COMBINATION COMPANY BUSINESS AND TRAINING FLIGHT, THE INSTRUCTOR SEATED IN THE RIGHT SEAT OF THE		Aircraft Type - C-34				Last 9	J Days-	100
	Instrument Rating(s) - AIRPLANE							
LE ON A COMBINATION COMPANY BUSINESS AND TRAINING FLIGHT, THE INSTRUCTOR SEATED IN THE RIGHT SEAT OF THE								
	-Narrativo							
ACRAET COMMANDED THE OTHED DILOT TO EXECUTE A VED COLADOUND ON SHORT EINAL. THE OTHED DILOT ADDED DOWED TO		DATNING ELICUT THE INCTO	UCTOR SEATED	IN THE RI	GHT SEAT	OF THE		
H ENGINES AND NOTED THAT THE RIGHT ENGINE FAILED TO RESPOND. HE THEN RETARDED BOTH THROTTLES AND THE AIRCRAFT	LE ON A COMBINATION COMPANY BUSINESS AND T							

File No. - 999 4/14/86 OCALA, FL A/C Reg. No. N1707G Time (Lcl) - 1425 EST LOSS OF POWER(PARTIAL) - NON-MECHANICAL Occurrence #1 Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. ENGINE ASSEMBLY - UNDETERMINED *----Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY Finding(s) 2. OBJECT - DITCH 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN _____ _____ ----Probable Cause----

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

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

-Basic Information						
Type Operating Certificate-NONE (GEN		aft Damage		Injur		
Type of Operation -PERSONAL	SUBS Fire	TANTIAL Crew	Fatal O	Serious O		None 1
Flight Conducted Under -14 CFR 91			-	ŏ	ŏ	ò
Accident Occurred During -LANDING				-	-	-
-Aircraft Information						
Make/Model - CESSNA 172N		LYCOMING 0-320-H2AD				
Landing Gear - TRICYCLE-FIXED	Number Engines -			all Warnir	ng System	- YES
Max Gross Wt - 2150 No. of Seats - 4	Rated Power -	RECIPROCATING-CARBURE 160 HP	IUR			
-Environment/Operations Information						
Weather Data	Itinerary		Airport F			
Wx Briefing - NO RECORD OF BRIEF		nt	ON AIRF	ORT		
Method - N/A	BARTON, FL		Ainmont De	+-		
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport Da	MUNICIPAL		
Wind Dir/Speed- 090/010 KTS	LOCAL				· 09	
Visibility - 12.0 SM	ATC/Airspace				5000/	150
	Type of Flight Pla	n - NONE		Surface ·		
Lowest Ceiling - 8000 FT B				Status ·		
Obstructions to Vision- NONE		- TRAFFIC PATTERN				
Precipitation - NONE		TOUCH AND GO				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 44 Biennial Flight Review	Medical Certificat Fligh	te - VALID ht Time (Ho	MEDICAL-WA	IVERS/LIM	11
Certificate(s)/Rating(s) PRIVATE	Current - YES	Total -			Hrs -	1
SE LAND	Months Since - 1	Make/Model-) Days- UNI	K/NR
	Aircraft Type - UNK/	Make/Model- NR Instrument-	ō	Last 90) Days-	
					-	
Instrument Rating(s) - NONE						
-Narrative						
PLT STATED THAT SHE LANDED HARD ON THE	NOSE WHEEL AND THE POOD STD		TNG THE ST		:	
AIRCRAFT.	HOJE WHELE AND THE FROP STR	CON THE GROOMD, DAMAN	arite Ji	NOOTORE OF		

File No	816	6/04/86	BARTOW, FL	A/C Reg. No. N5456D	Time (Lcl) - 1438 EDT

Occurrence HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

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

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Brief of Accident

File No 812 6/08/86 0C	ALA,FL	A/C Reg. No. N78RT			Time (Lcl) - 1310 EDT				
Basic Information Type Operating Certificate-NONE (GEN Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	F	ircraft Damage SUBSTANTIAL ire NONE	Crew Pass	Fatal 0 0	Injur Serious ⁷ O O		None 1 1		
Accident Occurred During -LANDING Aircraft Information Make/Model - RANDY TREDO MUSTANG Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1500 No. of Seats - 2	Number Engine	- RECIPROCATING-		S	Installed/A tall Warnin				
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEF Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 280/006 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 2500 FT SC Lowest Ceiling - 2500 FT SC Dostructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	OCALA,FL Destination OPA LOCKA,FL ATC/Airspace CATTERED Type of Flight ROKEN Type of Cleara	Plan - VFR	Aiı	OFF AI port D Runway Runway Runway Runway		GRASS/TU	RF		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 33 Biennial Flight Revi Current - Months Since - Aircraft Type -		Flight - 20 del- 1	Fime (H)3 20	ours) Last 24 Last 30	WAIVERS/ Hrs - UN Days- UN Days-	IK/NR IK/NR		
Instrument Rating(s) - NONE									
Narrative THE PLT STATED THAT JUST AFTER TAKEOFF HE COLLAPSED. EXAMINATION OF THE ENG REVEALED SLID BACK INTO THE CARBURETOR OPENING AND I THE PILOT.	THAT THE BUTTERFLY VALV	E IN THE CARBURETO	R HEAT BO	BROKE	OFF AND	Ŷ			

File No 8	6/08/86	OCALA, FL	A/C Reg.	No. N78RT	Time (Lcl) - 1310 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TO TAKEOFF - INITIA	•	RE/MALFUNCTION		
Finding(s) 1. FUEL SYSTEM,CARE 2. CARBURETOR HEAT					
Occurrence #2 Phase of Operation		NCY			
Occurrence #3	GEAR COLLAPSED LANDING - ROLL				

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

Type Operating Certificate-	ON-DEMAND AIR TA	XI	Aircraf	t Damage			Inju	uries	
Name of Carrier - Type of Operation - Flight Conducted Under -	TOP FLIGHT, INC.		SUBSTA	NTIAL		Fatal	Serious	Minor	None
Type of Operation -	NON SCHED, DOMEST	IC,CARGO	Fire		Crew	0	0	1	0
Flight Conducted Under -	14 CFR 135		NONE		Pass	0	0	0	0
Accident Occurred During -	LANDING								
Aircraft Information									
Make/Model - CESSNA 210N		Eng Make/Mod			TSI0-520-F				- YES-UNK/
Landing Gear - TRICYCLE-RE	TRACTABLE	Number Engir				5	tall Warni	ing System	- YES
Max Gross Wt - 3800		Engine Type			INJECTED				
No. of Seats - 6		Rated Power	-	310 HP					
Environment/Operations Inform	ation								
Weather Data		Itinerary					Proximity		
Wx Briefing - FSS		Last Departur	re Point			OFF AI	RPORT/STRI	[P	
Method - TELEPHONE		TAMPA, FL							
Completeness - FULL		Destination	F F 1		,	Airport D	ata		
Basic Weather - VMC		JACKSONVILL	.E,FL			0	T al a sa d	NI / A	
Wind Dir/Speed- 240/003 K							Ident		
Visibility - 7.0		ATC/Airspace		150			Lth/Wid Surface		
Lowest Sky/Clouds - C Lowest Ceiling - 1	OOOO FT BROKEN	Type of Fligh Type of Clear					Status		
Obstructions to Vision- N		Type Apch/Lnd		- IFR - NONE		Runway	Status	- N/A	
Precipitation - N		Type Apch/Lnd	J Y	- NUNE					
Condition of Light - D									
Personnel Information Pilot-In-Command	A	47		Madical	Certificate				/ TMTT
Certificate(s)/Rating(s)		- 47 nnial Flight Rev	liow	Medical		t Time (F		WAIVERS/	
COMMERCIAL	bie		- YES	Tota	1 - :	2248		24 Hrs -	5
SE LAND, ME LAND		Months Since	- 1	Make	1 - : /Model-	60		BO Days-	60
JE EAND, ME EAND		Aircraft Type			rument-			0 Days-	
		Anelaitiype	1 401		i-Eng -		2001	Jo Dayo	172
				Mar c	. Ling				
Instrument Rating(s) -	AIRPLANE								
Narrative									
E ENG FAILED & A FORCED LDG WAS									
-SCENE EXAM OF THE ACFT REVEALE									
IDENCE OF ANY FOREIGN MATTER WI							RATE		
CASIONS & THE ENG PERFORMED NOR	MALLY THE REASO	N FOR THE ENG FA	ATLURE C	OULD NOT	BE DETERMIN	NED.			

File No 8	26 6/12/86	JACKSONVILLE, FL	A/C Reg.	No. M	N6603C	Time (Lc1) - 0622 EDT
Occurrence #1 Phase of Operation						
inding(s) 1. UNDETERMINED					1997 - 1997 -	
Occurrence #2 Phase of Operation		юч				
Occurrence #3 Phase of Operation		ON WITH OBJECT				
inding(s) 2. OBJECT - FENCE						

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

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

Brief of Accident (Continued)

Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damag	Ie .		Injur	ies	
Type operating ber threate hold (a		SUBSTANTIAL		tal	Serious		None
Type of Operation -PERSONA		Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR		NONE	Pass	0	1	0	0
Accident Occurred During -DESCENT							
-Aircraft Information							
Make/Model - BEECH 76		/Model - LYCOMING	0-360-A1G6D			ctivated -	
Landing Gear - TRICYCLE-RETRACTAB		ingines - 2		St	all Warnir	ng System -	UNK/NR
Max Gross Wt - 3900 No. of Seats - 4	Rated Po	ype - RECIPROCA wer - 180 HF					
NO. 01 Seats - 4							
-Environment/Operations Information							
Weather Data	Itinerary	nture Detret			roximity		
Wx Briefing - NO RECORD OF BRI Method - N/A	EFING Last Depa SAME AS	rture Point	U	N AIRP	ואט		
Completeness - N/A	Destinatio		Airo	ort Da	ta		
Basic Weather - VMC	CHARLOT		•		DERDALE IN	1771	
Wind Dir/Speed- 060/004 KTS		,				09	
Visibility - 7.0 SM	ATC/Airspac	e	R			8018/	50
Lowest Sky/Clouds - 3000 FT	SCATTERED Type of F	light Plan - IFR	R	unway	Surface -	ASPHALT	
Lowest Ceiling - NONE		learance - IFR	R	unway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch	/Lndg - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 53 Diamaiol Elizab	Medica	1 Certificate -			IVERS/LIMI	T
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Current		Flight Ti otal - 354		1	Hrs - UNM	
SE LAND, ME LAND			ke/Model- 354		Last 24) Days~ UNK	
SE LAND, ME LAND	Aircraft Tv	pe-UNK/NR In	strument- UNK/NR		Last 90) Days Olyr) Days-	
			ilti-Eng - 354			aft - UNK	
							,
Instrument Rating(s) - AIRPLA	NE 						
-Narrative PLT STATED THAT JUST AS HE ROTATED T		THE AARTN DOOD DOO		ст т ые	N STOLICK		

6/25/86 FT LAUDERDALE,FL A/C Reg. No. N313RM Time (Lc1) - 0902 EDT File No. - 880 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. DOOR, EXTERIOR CREW - OPEN 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 4. TERRAIN CONDITION - RUNWAY _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 2,3

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National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 881 6/28/86 OPA	LUGKA,FL	A/C Reg. No.	N/ 14M1	Time (Lcl) - 1255 EDT			
Basic Information				x			
Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damag			Injur		
		SUBSTANTIAL			Serious		None
Type of Operation -INSTRUCTION		Fire	Crew	0	0	1	. 1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 150M	Eng Make/	/Model - CONTINENT	AL 0-200A	ELT	Installed/	Activated	1 - NO -N//
Landing Gear - TRICYCLE-FIXED	Number Er	ngines - 1		S	tall Warnin	na System	- YES
Max Gross Wt - 1600		/pe - RECIPROCA				.g c)_(c)	
		wer - 100 HP					.
Environment/Operations Information Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		aturo Point		ON AIR			
Method - N/A	SAMË AS			UN AIR			
	Destination			Ainnent D			
Completeness - N/A Basic Weather - VMC	LOCAL	1		Airport D OPALOC			
Wind Dir/Speed- 080/004 KTS	LUCAL				Ident -	00	
Visibility - 7.0 SM	ATC/Airspace	_			Lth/Wid		100
Lowest Sky/Clouds - UNK/NR		S NONE			Surface		
Lowest Ceiling - 2000 FT BRO		light Plan - NUNE					
	KEN Type of C	learance - NUNE		Runway	Status -		
Obstructions to Vision- NONE	Type Apch/	Lndg - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 26		1 Certifica) WAIVERS	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	ht Time (F	lours)		
ATP,CFI	Current	- YES To	tal -	595 0	Last 24	l Hrs - U	JNK/NR
SE LAND, ME LAND	Months Since	e - 3 Ma	ke/Model-	1570	Last 30) Days- U	JNK/NR
	Aircraft Typ	be-UNK/NR In	tal - ke/Model- strument-	215	Last 90) Days-	170
	21	Mu	lti-Eng -	1800		-	
	1. 1.		•				
Instrument Rating(s) - AIRPLANE							
· · · · · · · · · · · · · · · · · · ·							
Narrative							
E INSTRUCTOR PLT STATED THAT ON TAKEOFF JU							
RNED BACK TO THE AIRPORT, LANDED SHORT OF						•	
ST CRASH EXAMINATION OF THE ENGINE REVEALE			TERMINATION	COULD BE	MADE AS TO		
	AS DESCRIBED BY TH	HE PILOT.					
E NATURE OF THE MALFUNCTION OF THE ENGINE							
E NATURE OF THE MALFUNCTION OF THE ENGINE .							
E NATURE OF THE MALFUNCTION OF THE ENGINE .							
E NATURE OF THE MALFUNCTION OF THE ENGINE							

File No 88	6/28/86	OPA LOCKA,FL	A/C Reg. No. N714MT	Time (Lcl) - 1255 EDT
Occurrence #1 Phase of Operation		CLIMB		
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation		N TO LANDING AREA (E		
Occurrence #3 Phase of Operation	IN FLIGHT COLLISI LANDING	ON WITH TERRAIN		
inding(s) 2. TERRAIN CONDITIC	IN - GROUND			
Probable Cause			·	

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

Type Operating Certificate-NONE (GENERA				Injur		
Type of Operation -PERSONAL	SUBSTAN Fire	ITIAL Crew	Fatal O	Serious O	Minor 1	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass	ŏ	ŏ	ò	ŏ
Accident Occurred During -LANDING			Ū		Ū	Ū
Aircraft Information						
Make/Model - CULVER V	Eng Make/Model - COM			installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			all Warnir	ng System	- UNK/NR
Max Gross Wt - 1600	Engine Type - REC		TOR			
No. of Seats - 2	Rated Power -	85 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport F			
Wx Briefing - NO RECORD OF BRIEFING			ON AIRS	STRIP		
Method - N/A	SANFORD, FL					
Completeness - N/A	Destination		Airport Da			
Basic Weather - VMC	SAME AS ACC/INC		PINE LA	-		
Wind Dir/Speed- 280/003 KTS Visibility - 7.0 SM	ATC/Airspace			Ident - Lth/Wid -	36	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance				· GRASS/TU · DRY	ĸr
Obstructions to Vision- NONE	Type Apch/Lndg		Kunway	status -	DRT	
Precipitation - NONE	Type Apen/Endg	FULL STOP				
Condition of Light - DAYLIGHT		FULL STOP				
Personnel Information						
Pilot-In-Command		Medical Certificat			WAIVERS/	LIMII
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - UNK/NR		nt Time (Ho			
SE LAND, SE SEA				Last 24	Hrs - UN) Days- UN	
SE LAND, SE SEA	Months Since - UNK/NR Aircraft Type - UNK/NR	Tostrument-	40	Last 30) Days- UN) Days- UN	
		This trailerit	U	Last St	Days UN	
Instrument Rating(s) - NONE						
Narrative			COLLIDED			

File No. - 814 6/28/86 DELAND, FL A/C Reg. No. N80273 Time (Lc1) - 0730 EDT _____ Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. OBJECT - TREE(S) 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 3. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND _____ Occurrence #2 UNDERSHOOT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. TERRAIN CONDITION - GROUND _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 3

File No 815 8/14/86 FT.LAU	JDERDALE, FL	A/C Reg. No	N36LS	Т	ime (Lc1) -	1726 ED	т
Basic Information Type Operating Certificate-NONE (GENERAL	_ AVIATION)	Aircraft Damag SUBSTANTIAL	-	Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	-	0 0	0 0	1 1
Aircraft Information Make/Model - PIPER PA-23-250 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5200 No. of Seats - 6	Number Eng	e - RECIP-FUI	EL INJECTED		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- 130/010 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 3000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Depart SAME AS A Destination SAME AS A ATC/Airspace TERED Type of Fli Type of Cle Type Apch/L	CC/INC CC/INC ght Plan - NONE arance - NONE	IC PATTERN	ON AIR Airport D FT. LA Runway Runway Runway		26 6000/ ASPHALT	
		eview - NO To - UNK/NR Ma - UNK/NR In	otal - ake/Model-	nt Time (H 3000 710 800	ours) Last 24 Last 30	Hrs -) Days- U) Days-	
Instrument Rating(s) - AIRPLANE Narrative FLT EXPERIENCED LOSS OF POWER IN THE LEFT ENG THE FUEL CONTROL UNIT. THE PILOT FEATHERED TH REMEMBERED HE WOULD HAVE TO MANUALLY EXTEND TH THE LEFT ENGINE. WHEN HE COMPLETED EXTENDING PILOT ATTEMPTED A GO AROUND WITH THE GEAR DOWN MAINTAINED AND THE PILOT ATTEMPTED A LANDING O HARD AND THE AIRCRAFT RAN OFF THE LEFT SIDE O	E ENGINE AND RETUR HE LANDING GEAR DU FHE LANDING GEAR T N AND ONLY ONE ENG DN THE TAXI WAY OF	TAKEOFF DUE TO (NED FOR A LANDI E TO THE GEAR H HE AIRCRAFT WAS INE OPERATING. / AN ADJACENT RU	CORROSION BL NG. WHILE ON (DRAULIC PUM) HALF WAY DO ALTITUDE AND	DCKING THE SHORT FIN P BEING IN WN THE RUN AIRSPEED	AL HE STALLED ON WAY AND THE COULD NOT E	N	

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File No 8	8/14/86	FT.LAUDERDALE,FL	A/C Reg. No. N36LS	Time (Lc1) - 1726 EDT
Occurrence #1 Phase of Operation		TAL) - MECH FAILURE/MALF E	FUNCTION	
Finding(s) 1. FUEL SYSTEM,FUEL 2. MAINTENANCE,IP		D(PARTIAL) AFT - IMPROPER - OTHER M	MAINTENANCE PSNL	AA HAN BANKAN AND AND AND AND AND AND AND AND AND A
Occurrence #2 Phase of Operation		TOUCHDOWN		
		R - PILOT IN COMMAND		

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

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

File No 822 3/30/86 LUTHERS	SVILLE, GA	A/C Reg. No. N	1544E	Т	ime (Lcl) -	1530 EST	
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	F	irćraft Damage DESTROYED ire DN GROUND	Crew Pass	Fata1 2 0	Injur Serious O O		None O O
Accident Occurred During -DESCENT			F433	0	Ū	Ū	Ū
Make/Model - NORTH AMERICAN NA219 (T28 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 8094 No. of Seats - 2	Number Engine	- RECIPROCATI		S	Installed/A tall Warnin		
Environment/Operations Information							
Weather Data	Itinerary	Defet			Proximity RPORT/STRIP		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure LUTHERSVILLE			UFF AI	RPURI/SIRIP		
Completeness - N/A	Destination	, GA		irport D	a+a		
Basic Weather - VMC	LOCAL		~	FLYING			
Wind Dir/Speed- 270/006 KTS	LUCAL					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 Cleara					N/A	
Obstructions to Vision- NONE	Type Apch/Lndg				010100	,	
Precipitation - NONE	Type Apolly Energy						
Condition of Light - DAYLIGHT							
Personnel Information						_ ~ _ ~ _ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	
Pilot-In-Command A	vge - 32	Medical	Certificate	- VALID	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s) E	iennial Flight Revi	ew	Flight	Time (H	ours)		
COMMERCIAL, FLT ENG	Current -	YES Tota	Model- UNK rument- UNK i-Eng - UNK	000	Last 24	Hrs - UN	
SE LAND, ME LAND	Months Since -	UNK/NR Make	/Model- UNK	/NR	Last 30	Days- UN	K/NR
	Aircraft Type -	UNK/NR Inst	rument- UNK	/NR	Last 90	Days-	100
		Mult	i-Eng - UNK	/NR	Rotorcr	aft - UNH	
Instrument Rating(s) - AIRPLANE							

----Narrative----

AFTER TAKEOFF THE ACFT WAS OBSERVED TO CLIMB STRAIGHT OUT TOAN ALT OF ABOUT 500-700 FT. IT THEN TURNED TO A NORTHERLY HEADING. AFTER A SHORT TIME ON THE NORTHERLY HDG, THE ACFT WAS OBSERVED TO INITIATED A LEFT AILERON OR BARREL ROLL, DISH OUT AND END UP ON AN EASTERLY HDG IN A STEEP DIVE. THE ACFT WENT FROM SIGHT OF THESE WITNESSES BEHIND THE TREE LINE STILL IN A DIVE. THEY STATED THAT THE ROLL MANEUVER WAS INITIATED AT A HEIGHT OF 500-700 FT. WITNESSES AT THE CRASH SITE STATED THAT THEY FIRST SAW THE AIRCRAFT AT A LOW ALT IN A DESCENT WITH THE ENGINE RUNNING "REAL LOUD". IT STRUCK TREES AND A UTILITY POLE AND PARTS STARTED COMING OFF. BOTH OCCUPANTS WERE PROFESSIONAL AIR CARRIER AIR CREW EMPLOYEES. AND IT COULD NOT BE DETERMINED WHICH OCCUPANT WAS THE SOLE MANIPULATOR OF THE FLIGHT CONTROLS DURING THE ACCIDENT SEQUENCE:

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3/30/86 A/C Reg. No. N544E File No. - 822 LUTHERSVILLE, GA Time (Lcl) - 1530 EST -----Occurrence #1 ABRUPT MANEUVER Phase of Operation MANEUVERING Finding(s) 1. AEROBATICS - ATTEMPTED - PILOT IN COMMAND 2. ALTITUDE - INADEQUATE - PILOT IN COMMAND 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND ----Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING _____ Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - UNCONTROLLED Finding(s) 4. OBJECT - TREE(S) 5. OBJECT - UTILITY POLE ----Probable Cause----

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

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 844 4/05/86 MOUL1	RIE,GA	A/C Reg. No. N4888	5	Time (Lcl) -	1600	EST	•
-Basic Information Type Operating Certificate-NONE (GENER/		rcraft Damage		Injur			
		ESTROYED	Fatal	Serious			
Type of Operation -OTHER WORK U Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		re IONE	Crew O Pass O	1 0	0	-	-
-Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670	Number Engines Engine Type	- RECIPROCATING-C		T Installed/A Stall Warnir			YE!
No. of Seats - 2	Rated Power	- 112 HP					
-Environment/Operations Information							
Weather Data	Itinerary		Airpor	t Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure	Point	OFF	AIRPORT/STRIF)		
Method - N/A	MOULTRIE, GA						
Completeness - N/A Basic Weather - VMC	Destination SAME AS ACC/I	NC	Airport	Data			
Wind Dir/Speed- CALM					N/A		
Visibility - 20.0 SM	ATC/Airspace				N/A		
Lowest Sky/Clouds - CLEAR	Type of Flight			.,	N/A		
Lowest Ceiling - NONE	Type of Clearan		Runw	ay Status -	N/A		
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/Lndg	- NONE					
Pilot-In-Command Certificate(s)/Rating(s)	Age - 29 Biennial Flight Revie	w .	ificate - VAL Flight Time	(Hours)		-	
PRIVATE	Current - Y		- 147	Last 24			
SE LAND	Months Since -			Last 30			
	Aircraft Type - C	-152 Instrume	nt- 2	Last 90) Days-	11	
Instrument Rating(s) - NONE							

A DEPUTY SHERIFF RENTED AN ACFT TO ASSIST THE SHERIFF'S DEPT WITH A GROUND SEARCH FOR AN ESCAPED PRISONER. WITNESSES OBSERVED THE ACFT FLYING LOW AND SLOW OVER THE AREA WHEN IT MADE A PARTIAL TURN AND PITCH DOWN INTO THE TREES. THERE WERE NO INDICATIONS OF MECHANICAL DIFFICULTIES.

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File No 84	44 4/05/86	MOULTRIE,GA	A/C Reg.	No. N48885	Time (Lc1) - 1600 EST
Occurrence #1 Phase of Operation	LOSS OF CONTROL - MANEUVERING	IN FLIGHT			
Finding(s) 1. STALL - INADVERT	ENT - PILOT IN COM	MAND		ала Алар	
		RAFT, OVER CONFIDENCE IN	I PERSONAL ABIL	ITY - PILOT I	COMMAND
Occurrence #2 Phase of Operation	IN FLIGHT COLLISI DESCENT - UNCONTR	ON WITH TERRAIN Olled			
Finding(s) 3. TERRAIN CONDITIC	DN - GROUND				
Probable Cause					
The National Transpor is/are finding(s) 1	tation Safety Boar	d determines that the P	Probable Cause(s) of this acc	cident
Factor(s) relating to	this accident is/	are finding(s) 2			
		1. State 1.			
a da a	•				
n de la composition de la comp		1917 - 1	2	2	
			-		
1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -					

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Basic Information Type Operating Certificate-NONE (GB	ENERAL AVIATION)	Aircraft	Damage		Injur	ies	
.)po opo. 21g oo. 1		SUBSTANT		Fata1	Serious	Minor	None
Type of Operation -BUSINESS	5	Fire	Cre	w O	0	1	Ô
Flight Conducted Under -14 CFR 9	91	NONE	Pas	s O	0	2	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Mode1 - CESSNA P210N			INENTAL TSIO-52		Installed/A		
Landing Gear - TRICYCLE-RETRACTABL	_E Number Er	ngines - 1			itall Warnin	ıg Systei	n – YES
Max Gross Wt - 4000			P-FUEL INJECTED				
No. of Seats - 6	Rated Pow	ver - 3	10 HP				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Depar			OFF AI	RPORT/STRIP		
Method ~ TELEPHONE	BALTIMOR						
Completeness - UNK/NR	Destination			Airport D			
Basic Weather - VMC	ATLANTA,	, GA			TE CO.		
Wind Dir/Speed- 010/007 KTS						N/A	
Visibility - 12.0 SM Lowest Sky/Clouds - 7000 FT	ATC/Airspace	e Liabt Dlan - I	NONE		/ Lth/Wid - / Surface -		Ŧ
Lowest Ceiling - NONE	Type of Cl	loananco -			Status -		1
Obstructions to Vision- NONE	Type Apch/	/Inda -		Kuliway	JIALUS	N/ A	
Precipitation - NONE	Type Apeny	LING	OROLD LANDING				
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 23	M	edical Certific	ate - VALID	MEDICAL-NO	WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Fli	ght Time (H	lours)		
COMMERCIAL	Current	- YES	Total -	1532	Last 24	Hrs -	3
SE LAND, ME LAND	Months Since	ə - 1	Make/Model- Instrument-	63	Last 30) Days- I	UNK/NR
	Aircraft Typ	be – UNK/NR	Instrument-	100	Last 90) Days-	175
			Multi-Eng -	47	Rotorcr	aft - I	JNK/NR
Instrument Rating(s) - AIRPLAN	NE						

ON A VFR X-COUNTRY WHEN THE ENGINE LOST POWER. THE ACFT FUEL TANK SELECTOR WAS ON THE RT TANK FOR 2 HRS BEFORE AND DURING THE EMERGENCY. AFTER THE ACCIDENT FUEL LEAKED FROM THE LEFT FUEL TANK THROUGHOUT THE EXAMINATION OF THE WRECKAGE. THE PLT SAID THAT HE BELIEVED THE ACCIDENT COULD HAVE BEEN PREVENTED IF HE HAD SWITCHED TANKS PRIOR TO THE LOSS OF POWER.

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6/25/86 LAWRENCEVILLE, GA A/C Reg. No. N4825P File No. - 888 Time (Lcl) - 1745 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - STARVATION 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND 3. FUEL SYSTEM, SELECTOR VALVE - NOT SWITCHED 4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - DIRT BANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4 1 1 N. 1

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

1 7

Basic Information Type Operating Certificate-NONE (GEN	IERAL AVIATION)	Aircraft Damage			Inju		
Type of Operation -PERSONAL		SUBSTANTIAL Fire	Crew	Fatal O	Serious	Minor O	None 1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	5
Accident Occurred During -LANDING		Home	1 466	Ũ	Ũ	Ũ	0
-Aircraft Information							
Make/Model - PIPER PA-34-200		le1 - CONTINENTAL					
Landing Gear - TRICYCLE-RETRACTABLE				5	Stall Warni	ng System	- YES
Max Gross Wt - 4000		- RECIP-FUEL	INJECTED				
No. of Seats - 6		- 200 HP					
-Environment/Operations Information				• • • • • • • •	Description		
Weather Data Wx Briefing - FSS	Itinerary Last Departur	. Doint		ON AIF	Proximity		
Method - TELEPHONE	VENICE, FL	eronn		UN AIF	PURI		
Completeness - FULL	Destination			irport [)ata		
Basic Weather - VMC	CLEVELAND, T	N	-	COLUME			
Wind Dir/Speed- 005/010 KTS	,					- 12	
Visibility - 4.000 SM	ATC/Airspace			Runway	/ Lth/Wid	- 3999/	150
Lowest Sky/Clouds - 2500 FT S				Runway	/ Surface	- ASPHALT	
Lowest Ceiling - 4500 FT O				Runway	/ Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lnc	lg – TRAFFIC	PATTERN				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 35	Nadioal	Certificate				
Certificate(s)/Rating(s)	Biennial Flight Rev			: Time (H		J WAIVERS/	
COMMERCIAL	Current -	YES Tota	1 - 1	769	last 2	4 Hrs -	3
SE LAND, ME LAND	Months Since -	18 Make	/Model-	28	Last 3		
	Months Since - Aircraft Type -	UNK/NR Inst	/Model- rument-	66	Last 9	D Days-	63
		Mult	i-Eng -	140		•	
Instrument Rating(s) - AIRPLANE							
FLIGHT DEPARTED VENICE, FL ENROUTE TO		DELATED THAT HE	ELECTED TO			۲	
I LIGHT DEFARIED VENICE, LE ENROUTE TO		ACTIVITY IN THE				<i>.</i>	

 File No. - 911
 6/27/86
 COLUMBUS,GA
 A/C Reg. No. N57308
 Time (Lcl) - 1850 EDT

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

 Finding(s)
 1. TERRAIN CONDITION - GROUND
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. WEATHER CONDITION - THUNDERSTORM

 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

 6. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
 -----Propable Cause---

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

Basic Information									
Type Operating Certificate-C	N-DEMAND AIR	TAXI	Aircraft I			F + + 1	Inju		
Name of Carrier -N Type of Operation -N Flight Conducted Under -1	IDSIALE HELL	GUPTERS	SUBSTANT Fire		rew	Fatal O	Serious O		None 1
Flight Conducted Under -1	A CER 135	ESTIC, PASSENGER	NONE		ass	0	0		2
Accident Occurred During -L	ANDING		NONE		400	Ŭ	Ŭ	Ŭ	-
Aircraft Information									
Make/Model - BELL 206B				SON 250-C20			nstalled//		
Landing Gear – SKID Max Gross Wt – 3200			ines - 1 e - TURBI			St	all Warnin	ng System	- NO
No. of Seats - 4		Rated Power							
Environment/Operations Informa	tion								
Weather Data		Itinerary	.			Airport P			
Wx Briefing - NO RECORD Method - N/A	OF BRIEFING	Last Departu				OFF AIR	PORT/STRI	2	
Completeness - N/A		AUGUSTA,G/ Destination	4			Airport Da	+ 9		
Basic Weather - VMC		LOCAL				апроте ра	la		
Wind Dir/Speed- 270/010 KT	S					Runway	Ident -	- N/A	
Visibility - 5.0 S	M	ATC/Airspace					Lth/Wid ·		
Lowest Sky/Clouds - 2							Surface -		URF
Lowest Ceiling - BR	OKEN	Type of Clea Type Apch/Lu	arance - I			Runway	Status ·	- DRY	
Obstructions to Vision- NC		Type Apch/Li	nag - i	NUNE					
Precipitation - NC Condition of Light - NI	GHT (DARK)								
Personnel Information									
Pilot-In-Command		Age - 38 Biennial Flight Re	M	edical Certif				AIVERS/LII	TIN
Certificate(s)/Rating(s)		Biennial Flight Re	eview	F		t Time (Ho			
COMMERCIAL, CFI		Current Months Since	- YES	Total Make (Medel	-	3811	Last 24	A Ars -	1 NK / ND
HELICOPTER		Aircraft Type	- 206B	Instrument	· _	326	Last 90) Days- u	150
		Months Since Aircraft Type	2008	Multi-Eng	-	82	Rotorcr	raft -	3650
Instrument Rating(s) -									
varrative									
NG TAKEOFF FROM AN EMERGENCY L		THE ATROPACT ON							

File No. - 910 7/10/86 AUGUSTA, GA A/C Reg. No. N5733X Time (Lcl) - 2110 EDT _____ Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. OBJECT - WIRE, TRANSMISSION 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND 3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND 4. JUDGEMENT - POOR - PILOT IN COMMAND Occurrence #2 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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

Type of OperationERSONAL Fire Crew 0 1 0 Plight Conducted Under -14 CFR 91 NONE Pass 0 0 2 Accident Occurred During -LANDING 0 2 Aircraft Information Make/Model - PIER PA-22-150 Eng Make/Model - LYCOMING 0-320-A1A ELT Installed/Activated - YES Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 1950 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 150 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC Airport Data Basic Weather - VMC LOCL RUMAY UNIT - N/A Visibility - 30.0 SM ATC/Airspace RUMAY Surface - DIRT Lowest Sky/Clouds - 25000 FT THIN BKN Type of Flight Plan - NONE RUMAY Surface - DIRT Lowest Sky/Clouds - 25000 FT THIN BKN Type of Flight Plan - NONE RUMAY Surface - DIRT Lowest Sky/Clouds - 25000 FT HIN BKN Type of Flight Plan - NONE RUMAY Surface - DIRT Lowest Sky/Clouds - 00NE Type Apch/Lndg - STRAIGHT-IN SOFT -Personnel Information Precipitation - NONE Type Apch/Lndg - STRAIGHT-IN SOFT -Precipitation - NONE Type Apch/Lndg - STRAIGHT-IN SOFT -Personnel Information PRE Condition of Light - DAYLIGHT -Personnel Information Actr WAS SOFT AMD HE ACT NOSED OVER DURING THE LANDING ROLL. INVESTIGATION REVERED NO EVDENCE OF A MECHANICAL Months Since - 18 Make/Model - 156 Last 30 Days - UMK/NR Aircraft Type - PA22150 Instrument - 5 Last 90 Days - UMK/NR Aircraft Type - PA22150 Instrument - 5 Last 90 Days - UMK/NR Aircraft Type ROUND WAS SOFT AMD HE ACT NOSED OVER DURING THE LANDING ROLL. INVEST	File No 860 3/29/8	6 LYTTON, IA	/A 	C Reg. No.	. N6167D	T 	ime (Lcl) ·	- 1700 CS	T
SUBSTANTIAL Fatal Serious Minor No Type of Openation -PERSDNAL Fire Crew 0 1 0 Accident Occurred During -LANDING NONE Pass 0 0 2 Accident Occurred During -LANDING NONE Pass 0 0 2 Accident Occurred During -LANDING Eng Make/Model - LYCOMING 0-320-A1A ELT Installed/Activated - YES Adrocating Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Make/Model - NO RECORD OF BRIEFING Last Departure Point OF F AIRPORT/STRIP Wather Data N/A Destination Airport Data Basic Washer - N/A Destination Airport Data Basic Washer - N/A Destination Airport Data Basic Washer - N/A Destination Runway Lth/Wid - N/A Lowest Sky/Clouds - 2500 FT THIN BKN Type of Flight Plan - NONE Runway Surface - DIRT Uowest Sky/Clouds - 2500 FT THIN BKN Type Apch/Lndg - STRAIGHT-IN SDFT Prescipitation - NONE Type Apch/Lndg - STRAIGHT-IN SDFT Prescipitation - Stisin Age - 49 Medi									
Type of OperationERSONAL Fine Crew 0 1 0 Plight Conducted Under -14 CFR 91 NONE Pass 0 0 2 Accident Occurred During -LANDING Accident Occurred During -LANDING Nake Accident Occurred During - Record Directory No. of Seats - 4 Environment/Operations Information Weather Data Weather - NA Basic Weather - NA Destination Basic Weather - WC Lowest Sky(Clouds - 25000 FT THIN BKN Type of Flight Plan - NONE Completeness - N/A Dost Start Type of Clearance - NONE Condition of Light - DAYLIGHT -Personnel Information Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Precipitation - NONE Current - YES Flight Time (Hours) PROVE PROVENT DAYLIGHT -Personnel Information Precipitation - NONE Current - YES Current - YES Total - 339 Last 24 Hrs - UNK/NR Acre Was DerARTING FROM A 2,500 FT LONG, GRASS, FARM STRIP. THE PLT SAID HE NOTICED AFTER TAKE OFF THAT THE WAS NOT DEVELOPING FULL POWER AND HE COULD NOT MAINTAIN ALT. HE ATTEMPTED TO LAND IN AN ADJACENT FLAB, BUCHNECK Acre Was DEPARTING FROM A 2,500 FT LONG, GRASS, FARM STRIP. THE PLT SAID HE NOTICED AFTER TAKE OFF THAT THE WAS NOT DEVELOPING FULL POWER AND HE COULD NOT MAINTAIN ALT. HE ATTEMPTED TO LAND IN AN ADJACENT FLAB, BUCHNECK ACCOMB WAS SOFT AND THE ACFT NOSED OVER DURING THE LANDING ROLL. INVESTIGATION REVEALED NO EVIDENCE OF A MECHANICAL	Type Operating Certificate-NC	NE (GENERAL AVIA							
Fight Conducted Under -14 CFR 91 NONE Pass 0 0 2 Accident Occurred During -LANDING Accident Occurred During -LANDING 0 2 Accident Occurred During -LANDING Eng Make/Model - LYCOMING 0-320-A1A ELT Installed/Activated - YES Make/Model - PIPER PA-22-150 Eng Make/Model - LYCOMING 0-320-A1A ELT Installed/Activated - YES Max Gross Wt - TROVCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 1950 Engine Type - RECIPROCATING-CARBURETOR Stall Warning System - YES Max Gross Wt - 1950 Engine Type - RECIPROCATING-CARBURETOR Stall Warning System - YES Max Gross Wt - 1950 Engine Type - RECIPROCATING-CARBURETOR Stall Warning System - YES Wather Data Itinerary Airport Proximity Method - NA Stall Warning System - YES Wather Data Laweing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method Dir/Speed - 320/010 KTS Method - NA Runway Ident - N/A NA Usether - VAC Stall Warning System - YES Runway Surface - DIRT <									None
Accident Occurred During -LANDING -Aircraft Information Make/Model - PIPER PA-22-150 Eng Make/Model - LYCOMING 0-320-A1A ELT Installed/Activated - YES Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 1950 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 150 HP -Environment/Operations Information Weather Data Uinerary Airport Proximity Wk Briefing - NO RECORD OF BRIEFING Last Departure Point DFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed 320/010 KTS Runway Ident - N/A Visibility - 30.0 SM ATC LOCAL Runway Suthace - DIRT Lowest Ceiling - NONE THIN BKN Type of Flight Plan - NONE Runway Lth/Wid - N/A Usisbility - 30.0 SM Type of Clearance - NONE Runway Status - DRY. Obstructions to Vision - NONE Type Apch/Lndg - STRAIGHT-IN SOFT Precipitation - NONE Aye - 49 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennia Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 339 Last 24 Hrs - UMK/NR SE LAND Months Since - 18 Make/Model - 156 Last 30 Days- UMK/NR Aircraft Type - PA22150 Instrument - 5 Last 90 Days- UMK/NR Aircraft Type - PA22150 Instrument - 5 Last 90 Days- UMK/NR Aircraft Type - PA22150 Instrument - 5 Last 90 Days- UMK/NR Aircraft Spere						-		-	0
Aircraft Information Make/Model - PIPER PA-22-150 Eng Make/Model - LYCOMING 0-320-A1A ELT Installed/Activated - YES Landing Gear - TRICYCLE-FIXED Number Engines -1 Stall Warning System - YES Max Gross Wt - 1950 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 150 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - YMC LOCAL Runway Ident - N/A Visibility - 30.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 25000 FT THIN BKN Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - NONE Type Afcharge - NONE Runway Status - DRY. Obstructions to Vision - NONE Type Afcharge - STRAIGHT-IN SDFT Precipitation - NALEHT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE SELAND Age - 49 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE SE LAND Months Since - 18 Make/Model - 156 Last 90 Days - UNK/NR Aircraft Type - PA22150 Instrument - 5 Last 90 Days - UNK/NR Aircraft Type - PA2150 Instrument - 5 Last 90 Days - UNK/NR Aircraft Type - PA2150 INSTRUMENT - 5 Last 90 Days - UNK/NR Aircraft Type - PA2150 INSTRUMENT - 5 Last 90 Days - UNK/NR Aircraft Type - PA22150 INSTRUMENT - 5 Last 90 Days - UNK/NR Aircraft Type - PA22150 INSTRUMENT - 5 Last 90 Days - UNK/NR Aircraft Type - PA22150 INSTRUMENT - 5 Last 90 Days - UNK/NR Aircraft Type - PA22150 INSTRUMENT - 5 Last 90 Days - UNK/NR Aircraft Type - PA22150 INSTRUMENT - 5 Last 90 Days - UNK/NR Aircraft Type - PA22150 INSTRUMENT - 5 Last 90 Days - UNK/NR Aircraft Type - PA22150 INSTRUMENT - 5 Last 90 Days - UNK/NR Aircraft Type - PA22150 INSTRUMENT - 5 Last 90 Days - UNK/NR Aircraft Type - PA22150 INSTRUMENT - 5 Last 90 Days - UNK/NR Aircraft Type - PA22150 INSTRUMENT - 5 Last 90 Days - UNK/NR Aircraft Type - PA			NON	E	Pass	0	0	2	0
Aircraft Information Make/Model - PIPER PA-22-150 Landing Gear - RICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 1950 Max Gross Wt - 1950 No. of Seats - 4 Environment/Operations Information Weather Data Completeness - N/A Basic Weather - WC Lowest Ceiling - NONE Congleteness - WA Lowest Ceiling - NONE Precipitation - NONE Precipitation - NONE Precipitation - NONE Precipitation - NONE Precipitation - NONE Precipitation Presonnel Information Presonel Information Presonel Information Precipitation Precipitation Precipitation Precipitation Precipitation Precipitation Precipitation Precipitation Precipitation Precipitation									
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 1950 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 150 HP 									
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 1950 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 150 HP 	Make/Model - PIPER PA-22-1	50	Eng Make/Model -	LYCOMING	0-320-A1A	ELT	Installed/	Activated	- YES/YE
Max Gross Wt - 1950 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 150 HP -Environment/Operations Information Weather Data Weather Data Itinerary Ws Briefing - NO RECORD OF BRIEFING Last Departure Point OfF AIRPORT/STRIP Method - N/A Destination Basic Weather - VMC LOCAL Wind Dir/Speed-320/010 KTS Runway Ident - N/A Visibility - 30.0 SM ATC/Airspace Lowest Sky/Clouds - 25000 FT THIN BKN Type of Flight Plan - NONE Runway Surface - DIRT Dobtructions to Vision - NONE Obstructions to Vision - NONE Type Apch/Lndg - STRAIGHT-IN Precipitation Precipitation Piot-In-Command Age - 49 Months Since - 18 Make/Model - 156 Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 333 Last 24 Hrs - UNK/NR Actr Was DEPARIING FROM A 2,500 FT LONG, GRASS, FARM STRIP. THE PLT SAID HE NOTICED AFTER TAKE OFF THAT THE Was Soft AND THE ACFT NOSED OVER DURING THE LANDING ROLL. INVESTIGATION REVEALED NO EVENDENCE OF A MECHANICAL	Landing Gear - TRICYCLE-FIXE	D	Number Engines -	1		S	itall Warnin	ng System	- YES
No. of Seats - 4 Rated Power - 150 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Method - N/A Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Visibility - 30.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 25000 FT THIN BKN Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - NONE Type of Clearance - NONE Runway Sutus - DRY. SOFT Obstructions to Vision - NONE Type Apch/Lndg - STRAIGHT-IN SOFT -Personnel Information Pilot-In-command Age - 49 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) SOFT PRIVATE Current - YES Total - 339 Last 30 Days - UNK/NR Aircraft Type - PA22150 Instrument - 5 Last 30 Days - UNK/NR Aircraft Type - PA22150 Instrument - 5 Last 90 Days - UNK/NR Acrt Was DEPARTING FROM A 2,500 FT LONG, GRASS, FARM STRIP. THE PLT SAID HE NOTICED	Max Gross Wt - 1950								
Weather Data Itinerary Airport Proximity Wx Briefing - NO ACORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed-320/010 KTS Runway Ident - N/A Destination Airport Data Uses Visitity - 30.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 25000 FT THIN BKN Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN SOFT Precipitation - NONE Edge - 49 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE PRIVATE Current - YES Total - 339 Last 24 Hrs - UNK/NR SE LAND Months Since - 18 Make/Model- 156 Last 90 Days- UNK/NR Ins	No. of Seats - 4		Rated Power -	150 HF)				
Weather Data Itinerary Airport Proximity Wx Briefing - NO FECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed-320/010 KTS Runway Ident - N/A Destination Airport Data Usest Sky/Clouds - 25000 FT THIN BKN Type of Flight Plan - NONE Runway Luft/Wid - N/A Lowest Sky/Clouds - 25000 FT THIN BKN Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN SOFT Precipitation - NONE Current - YES Total - 339 Last 24 Hrs - UNK/NR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE SOE Last 30 Days- UNK/NR SE LAND Months Since - 18 Make/Model- 156 Last 30 Days- UNK/NR Instrument Rating(s) - NONE - Susy Days- UNK/NR	Environment/Operations Informat	ion							
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed- 320/010 KTS Runway Ident - N/A Destination Airport Data Lowest Sky/Clouds - 25000 FT THIN BKN Type of Flight Plan - NONE Runway Lth/Wid - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision NONE Type Apch/Lndg - STRAIGHT-IN SOFT Precipitation - NONE Type Apch/Lndg - STRAIGHT-IN SOFT Personnel Information Pilot-In-Command Age - 49 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - PRIVATE Current - YES Total - 339 Last 24 Hrs - UNK/NR Aircraft Type - PA22150 Instrument - 5 Last 90 Days- UNK/NR Aircraft Type - PA22150 Instrument- Narrative Acft Was DEPARTING FROM A 2,500 FT LONG,			tinerary			Airport	Proximity		
Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed 320/010 KTS Runway Ident - N/A Visibility - 30.0 SM ATC/Airspace Runway Surface - DIRT Lowest Sky/Clouds - 25000 FT THIN BKN Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - NONE Type of Clearance - NONE Runway Surface - DIRT Obstructions to Vision - NONE Type Apch/Lndg - STRAIGHT-IN SOFT Precipitation - NONE Type Apch/Lndg - STRAIGHT-IN SOFT -Personnel Information Pilot-In-Command Age - 49 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Previews PRIVATE Current - YES Total - 339 Last 24 Hrs - UNK/NR Aircraft Type - PA22150 Instrument Sat 30 Days- UNK/NR Aircraft Type - PA22150 Instrument- 5 Last 90 Days- UNK/NR -Narrative Acft	Wx Briefing - NO RECORD C	F BRIEFING	Last Departure Po	int		OFF AI	RPORT/STRIF	D	
Basic weather - VMC LOCAL Wind Dir/Speed-320/010 KTS Runway Ident - N/A Wind Dir/Speed-320/010 KTS Runway Ident - N/A Wind Dir/Speed-320/010 KTS Runway Ident - N/A Wind Dir/Speed-320/010 KTS Runway Lth/Wid - N/A Lowest Sky/Clouds - 25000 FT THIN BKN Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision - NONE Type Apch/Lndg - STRAIGHT-IN SOFT Precipitation - NONE Type Apch/Lndg - STRAIGHT-IN SOFT -Personnel Information Pilot-In-Command Age - 49 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PKIVATE SE LAND Months Since - 18 Make/Model - 156 Last 24 Hrs - UNK/NR Instrument Rating(s) - NONE Instrument - YES Instrument - 5 Last 90 Days- UNK/NR -Narrative AcFT WAS DEPARTING FROM A 2,500 FT LONG, GRASS, FARM STRIP. THE PLT SAID HE NOTICED AFTER TAKE OFF THAT THE WAS NOT DEVELOPING FULL POWER AND HE COULD NOT MAINTAIN ALT. HE ATTEMPTED TO LAND IN AN ADJACENT FLD, BUT GROUND WAS SOFT AND THE ACFT NOSED OVER DURING THE LANDING ROLL. INVESTI	Method - N/A						•		
Basic weather - VMC LOCAL Wind Dir/Speed-320/010 KTS Runway Ident - N/A Wind Dir/Speed-320/010 KTS Runway Ident - N/A Usibility - 30.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 25000 FT THIN BKN Type of Flight Plan - NONE Runway Sunface - DIRT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision NONE Type Apch/Lndg - STRAIGHT-IN SOFT Precipitation - NONE Condition of Light - DAYLIGHT SOFT Personnel Information Pilot-In-Command Age - 49 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) NK/NR SE LAND Current - YES Total - 339 Last 24 Hrs UNK/NR Instrument Rating(s) - NONE Instrument- 5 Last 90 Days- UNK/NR Narrative	Completeness - N/A		Destination			Airport D	ata		
Wind Dir/Speed- 320/010 KTS Runway Ident - N/A Visibility - 30.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 25000 FT THIN BKN Type of Flight Plan NONE Runway Surface D IRT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status D RY Obstructions to Vision NONE Type Apch/Lndg - STRAIGHT-IN SDFT Precipitation - NONE Type Apch/Lndg - STRAIGHT-IN SDFT -Personnel Information Pilot-In-Command Age - 49 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 339 Last 24 Hrs - UNK/NR SE LAND Months Since - 18 Make/Model- 156 Last 30 Days- UNK/NR Narrative E ACFT WAS DEPARTING FROM A 2,500 FT LONG, GRASS, FARM STRIP. THE PLT SAID HE NOTICED AFTER TAKE OFF THAT THE S WAS NOT DEVELOPING FULL POWER AND HE COULD NOT MAINTAIN ALT. HE ATTEMPTED TO LAND IN AN ADJACENT FLD, BUT E GROUND WAS SOFT AND THE ACFT NOSED OVER DURING THE LANDING ROLL. INVESTIGATION REVEALED NO EVIDENO									
Visibility - 30.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 25000 FT THIN BKN Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY. Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN SOFT Precipitation - NONE Type Apch/Lndg - STRAIGHT-IN SOFT -Personnel Information - NONE SOFT SOFT Pilot-In-Command Age - 49 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 339 Last 24 Hrs - UNK/NR SE LAND Months Since - 18 Make/Model- 156 Last 30 Days- UNK/NR -Narrative Acct Was DEPARTING FROM A 2,500 FT LONG, GRASS, FARM STRIP. THE PLT SAID HE NOTICED AFTER TAKE OFF THAT THE WAS NOT DEVELOPING FULL POWER AND HE COULD NOT MAINTAIN ALT. HE ATTEMPTED TO LAND IN AN ADJACENT FLD, BUT GROUND WAS SOFT AND THE ACFT NOSED OVER DURING THE LANDING ROLL. INVESTIGATION REVEALED NO EVIDENCE OF A MECHANICAL						Runway	Ident ·	- N/A	
Lowest Ský/Clouds - 25000 FT THIN BKN Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY. Obstructions to Vision - NONE Type Apch/Lndg - STRAIGHT-IN SOFT Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 49 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 339 Last 24 Hrs - UNK/NR SE LAND Months Since - 18 Make/Model- 156 Last 30 Days- UNK/NR Aircraft Type - PA22150 Instrument - 5 Last 90 Days- UNK/NR Instrument Rating(s) - NONE Narrative accFT WAS DEPARTING FROM A 2,500 FT LONG, GRASS, FARM STRIP. THE PLT SAID HE NOTICED AFTER TAKE OFF THAT THE WAS NOT DEVELOPING FULL POWER AND HE COULD NOT MAINTAIN ALT. HE ATTEMPED TO LAND IN AN ADJACENT FLD, BUT : GROUND WAS SOFT AND THE ACFT NOSED OVER DURING THE LANDING ROLL. INVESTIGATION REVEALED NO EVIDENCE OF A MECHANICAL			TC/Airspace						
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY. Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN SOFT Precipitation - NONE SOFT - Personnel Information Pilot-In-Command Age - 49 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 339 Last 24 Hrs - UNK/NR SE LAND Months Since - 18 Make/Model- 156 Last 30 Days- UNK/NR Aircraft Type - PA22150 Instrument - 5 Last 90 Days- UNK/NR Instrument Rating(s) - NONE				an - NONF					
Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN SOFT Precipitation - NONE - NONE SOFT Condition of Light - DAYLIGHT - SOFT Personnel Information Pilot-In-Command Age - 49 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 339 Last 24 Hrs - UNK/NR SE LAND Months Since - 18 Make/Model- 156 Last 30 Days- UNK/NR Aircraft Type - PA22150 Instrument- 5 Last 90 Days- UNK/NR -Narrative E ACFT WAS DEPARTING FROM A 2,500 FT LONG, GRASS, FARM STRIP. THE PLT SAID HE NOTICED AFTER TAKE OFF THAT THE SWAS NOT DEVELOPING FRUL POWER AND HE COULD NOT MAINTAIN ALT. HE ATTEMPTED TO LAND IN AN ADJACENT FLD, BUT E GROUND WAS SOFT AND THE ACFT NOSED OVER DURING THE LANDING ROLL. INVESTIGATION REVEALED NO EVIDENCE OF A MECHANICAL									
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Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 49 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 339 Last 24 Hrs - UNK/NR SE LAND Months Since - 18 Make/Model- 156 Last 30 Days- UNK/NR Aircraft Type - PA22150 Instrument- 5 Last 90 Days- UNK/NR Instrument Rating(s) - NONE Narrative E ACFT WAS DEPARTING FROM A 2,500 FT LONG, GRASS, FARM STRIP. THE PLT SAID HE NOTICED AFTER TAKE OFF THAT THE G WAS NOT DEVELOPING FULL POWER AND HE COULD NOT MAINTAIN ALT. HE ATTEMPTED TO LAND IN AN ADJACENT FLD, BUT E GROUND WAS SOFT AND THE ACFT NOSED OVER DURING THE LANDING ROLL. INVESTIGATION REVEALED NO EVIDENCE OF A MECHANICAL			Type Apen/ Ling	51841				5011	
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Instrument Rating(s) - NONE Narrative E ACFT WAS DEPARTING FROM A 2,500 FT LONG, GRASS, FARM STRIP. THE PLT SAID HE NOTICED AFTER TAKE OFF THAT THE WAS NOT DEVELOPING FULL POWER AND HE COULD NOT MAINTAIN ALT. HE ATTEMPTED TO LAND IN AN ADJACENT FLD, BUT GROUND WAS SOFT AND THE ACFT NOSED OVER DURING THE LANDING ROLL. INVESTIGATION REVEALED NO EVIDENCE OF A MECHANICAL			Ionthe Since - 19	Ma	ke/Model-	156	Last 2	4 HIS - UI 7 Dave- III	
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	ACFT WAS DEPARTING FROM A 2,500 WAS NOT DEVELOPING FULL POWER A GROUND WAS SOFT AND THE ACFT NO	ND HE COULD NOT	MAINTAIN ALT. HE A THE LANDING ROLL.	TTEMPTED T INVESTIGAT	TO LAND IN AN TION REVEALED	N ADJACENT D NO EVIDE	FLD, BUT		

File No 8	50 3/29/86 LYTTON,IA	A/C Reg. No. N6167D	Time (Lc1) - 1700 CST
	LOSS OF POWER(PARTIAL) - NON-MECHANICAL TAKEOFF - INITIAL CLIMB		
Finding(s) 1. FLUID,FUEL - IM 2. AIRCRAFT SERV	PROPER ICE - IMPROPER - PILOT IN COMMAND	· · · · · · · · · · · · · · · · · · ·	
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation			
Finding(s) 3. TERRAIN CONDITI	DN - SOFT		
Probable Cause			

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

Type Operating Certificate-AGRICUL	TURAL AIRCRAFT	Aircraft Dama			Injur		
Turne of Openation _AEDIAL		DESTROYED Fire	Crew	Fatal 1	Serious O		None O
Type of Operation -AERIAL Flight Conducted Under -14 CFR	137	ON GROUND	Pass	0	0	0	0
Accident Occurred During -TAKEOFF				•	-	Ũ	-
Aircraft Information							
Make/Model - PIPER PA-25-235	Eng M	ake/Model - LYCOMING	0-540	ELT I	nstalled/A		
Landing Gear - TAILWHEEL-ALL FIXE Max Gross Wt - 2900		r Engines - 1 e Type - RECIPROC			all Warnir	ig system ·	- YES
No. of Seats - 1		Power - 235 H	P				
Environment/Operations Information							
Weather Data	Itinerar		А		roximity		
Wx Briefing - NO RECORD OF BRI		eparture Point		OFF AIR	PORT/STRIF	>	
Method - N/A	LENO			rport Da	*-		
Completeness - N/A Basic Weather - VMC	Destina SAME	AS ACC/INC	AI	LENOX	ta		
Wind Dir/Speed- VARIABLE/005 KTS		AS ACC/ INC			Ident -	36	
Visibility - 7.0 SM	ATC/Airs	pace			Lth/Wid -		125
Lowest Sky/Clouds - UNK/NR		, f Flight Plan - NONE			Surface -		
Lowest Ceiling - NONE		f Clearance - NONE		Runway	Status -	• HIGH VEG	ETATION
Obstructions to Vision- NONE	Туре А	pch/Lndg - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 33	Medic	al Certificate	- VALID	MEDICAL-NO	WAIVERS/	IMIT
Certificate(s)/Rating(s)		ght Review					
COMMERCIAL	Current	- UNK/NR T	otal - UNK/	NR	Last 24	Hrs - UNI	
SE LAND		ince - UNK/NR M	ake/Model- UNK/	NR	Last 30	Days- UN	
	Aircraft	Type - UNK/NR I	ake/Model- UNK/ nstrument- UNK/ ulti-Eng - UNK/	NR	Last 90) Days- UN	
		M	uiti-Eng - UNK/	NK	Rotorer	raft - UNI	(/NR
Instrument Rating(s) - NONE							
Narrative							
			ESTICIDE COLLI	STON WIT	H THE GROU	IND	
ACFT COLLIDED WITH A FENCE DURING A	TAKEOTT WITTER TOE	L LUAD OF CHEMICAL F	LJIIOIDE. OOLLI	516H #1	II IIIE alloc		

WAS THUNDERSTORM ACTIVITY IN THE AREA NORTH OF THE ARPT AND ABOUT TWO MILES SOUTH OF THE RWY. THE PLTS FLT TIME WAS NOT REPORTED AND HIS LOG BOOKS WERE NOT LOCATED.

THAT WAS USED BY LOCAL FLYERS OF RADIO CONTROLLED MODEL ACFT. THE DENSITY ALT WAS COMPUTED TO BE 2200 FT AND THERE

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File No 981	5/29/86 LENOX,IA	A/C Reg. No. N7029Z	Time (Lc1) - 1430 CDT	
Occurrence IN FL Phase of Operation TAKEO	IGHT COLLISION WITH TERRAIN FF - INITIAL CLIMB			
3. WEATHER CONDITION - HI 4. CLEARANCE - NOT OBTA 5. EMERGENCY PROCEDURE - 6. LOWERING OF FLAPS - IN	NOT ATTAINED - PILOT IN COMMAND		· ·	
Probable Cause				

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

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,7,8

None
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· YES-UNK/I
- NO
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1
20
40
K/NR

File No 9	66 6/23/86	SLOAN, IA	A/C Reg. No. N243T	Time (Lc1) - 2030 CDT	
Occurrence #1 Phase of Operation	LOSS OF CONTROL - Descent - Emergen				
2. MANEUVER - EXCE	NG - IMPROPER - PIL SSIVE - PILOT IN CO OLLED - PILOT IN CO	OT IN COMMAND MMAND	and a second		
Occurrence #2 Phase of Operation	IN FLIGHT COLLISI Takeoff - Initial				
Probable Cause					
The National Transpo	rtation Safety Boar	d determines that the	Probable Cause(s) of this acci	dent	

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

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File No 862 7/03/86 DAVE	NPORT,IA	A/C Reg. No. N6	FF	т	ime (Lcl) -	1403 CDT	
Basic Information Type Operating Certificate-NONE (GENER/	,	Aircraft Damage SUBSTANTIAL		Fatal		Minor	None
Type of Operation -INSTRUCTION/ Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0 0	0	0 0	2 0
Aircraft Information Make/Model - PIPER PA-24-250 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2900 No. of Seats - 4	Number Er Engine Ty	(Model - LYCOMING 0-5) ngines - 1 /pe - RECIPROCATIN /er - 250 HP		S	Installed/A tall Warnin		
 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 135/010 KTS Visibility - 25.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT 	MEDINA,C Destination SAME AS ATC/Airspace Type of Fi Type of Ci	ACC/INC	PATTERN	OFF AI Airport Da MUNICI Runway Runway Runway Runway	PAL	N/A N/A DIRT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP,CFI SE LAND,ME LAND,SE SEA	Age - 64 Biennial Flight Current Months Since Aircraft Typ	Review - YES Total e - 13 Make/l pe - C-150 Instru	Flight	t Time (Ho 3000 25 5300	Last 24 Last 30	IVERS/LIM Hrs - Days- UN Days-	8

Instrument Rating(s) - AIRPLANE

----Narrative----

THE OWNER OF THE AIRPLANE HAD NOT FLOWN SINCE 1980 AND WAS RECEIVING INSTRUCTION TO BECOME CURRENT AND WAS TO RECEIVE A BFR ON THIS TRIP ALSO. THE AIRPLANE HAD BEEN REBUILT AFTER A FORCED LANDING AND ALSO HAD JUST RECEIVED AN ANNUAL INSPECTION. THE AIRPLANE HAD BEEN DELIVERED BY THE FLIGHT INSTRUCTOR. EVERYTHING WAS NORMAL ON THIS FLIGHT UNTIL THE LANDING GEAR HANDLE WAS PLACED TO EXTEND. WHEN THE GEAR DID NOT EXTEND, A GO-AROUND WAS MADE AND GEAR WAS EXTENEDED AFTER THE CIRCUIT BREAKERS WERE PUSHED IN. ON TURN TO FINAL, THE ENGINE QUIT AND AIRPLANE MADE A FORCED LANDING SHORT OF THE RUNWAY. INSPECTION REVEALED TANKS EMPTY, TANKS COLLAPSED UPWARD TO THE EXTENT THE FUEL QUANTITY SENDERS WERE INDICATING THERE WAS STILL FUEL IN TANKS. INSECTS WERE FOUND IN PLUGGED FUEL TANK VENTS.

File No. - 862 7/03/86 DAVENPORT, IA A/C Reg. No. N6FF Time (Lcl) - 1403 CDT _____ Occurrence #1 LOSS OF POWER Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL Findina(s) 1. FLUID, FUEL - EXHAUSTION 2. FUEL SYSTEM, VENT - BLOCKED(TOTAL) 3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL 4. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION 5. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND ______ Occurrence #2 FORCED LANDING Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 6. OBJECT - FENCE ----Probable Cause----

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

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

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National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 864 7	/27/86 [AVENPORT, IA	A/C Reg. No. N9975J			Time	(Lc1) -	1500	CDT 	
Basic Information Type Operating Certifica	te-AGRICUL	URAL AIRCRAFT	Aircraft SUBSTAN		Fat	ې اد	Injur erious	Mino	r	None
Type of Operation Flight Conducted Under Accident Occurred During	-14 CFR 1		Fire NONE	(F	Crew Pass	0	0 0	0 0	-	1 0
Aircraft Information Make/Model - CESSNA T Landing Gear - TAILWHEE Max Gross Wt - 2500 No. of Seats - 1) Numb Engi	Make/Model - CON er Engines - 1 ne Type - REC d Power -	IP-FUEL INJEC	520	ELT Ins	talled/A l Warnir	ctivat	ed -	
Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/01 Visibility - 10.0 Lowest Sky/Clouds -	ORD OF BRIE OKTS SM CLEAR - NONE - NONE - NONE	Itinera FING Last BEN Destin LOC ATC/Air Type Type	Départure Point NETT,IA ation AL	NONE	OF Airpo Ru Ru Ru Ru Ru	rt Data nway Id nway Lt nway Su	RT/STRIP	N/A N/A N/A		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s COMMERCIAL SE LAND	;)	Biennial Fl Current Months	0 ight Review - YES Since - 2 t Type - CE-210	Total Make/Mode	-light Tim - 4966 1- 1955 t- 50	e (Hour	s) Last 24	Hrs -) Days-	UNK/	10
Instrument Rating(s)										

File No. - 864 7/27/86 DAVENPORT, IA A/C Reg. No. N9975J Time (Lcl) - 1500 CDT _____ Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. OBJECT - WIRE, TRANSMISSION 2. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND LOSS OF CONTROL - ON GROUND Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 3. VERTICAL STABILIZER SURFACE - SEPARATION 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND 5. FLT CONTROL SYST, RUDDER CONTROL - SEPARATION _____ Occurrence #3 MAIN 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

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

File No. - 960 5/29/86 HAMER, ID A/C Reg. No. N4000A Time (Lcl) - 1145 MDT _____ ----Basic Information----Type Operating Certificate-AGRICULTURAL AIRCRAFT Aircraft Damage Injuries SUBSTANTIAL Fatal Serious Minor None Crew 0 0 0 Type of Operation -AERIAL APPLICATION Fire 1 Flight Conducted Under -14 CFR 137 IN FLIGHT Pass 0 0 0 0 Accident Occurred During -LANDING ----Aircraft Information----Make/Model - THRUSH S2R Eng Make/Model - P & W R-1340-AN1 ELT Installed/Activated - NO -N/A Number Engines - 1 Landing Gear - TAILWHEEL-ALL FIXED Stall Warning System - YES Engine Type - RECIPROCATING-CARBURETOR Max Gross Wt - 6000 No. of Seats - 1 Rated Power - 600 HP _____ ----Environment/Operations Information----Weather Data Itinerary Airport Proximity Wx Briefina - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A BIG GRASSE.ID Airport Data Completeness ~ N/A Destination Basic Weather - VMC LOCAL Wind Dir/Speed- CALM Runway Ident - N/A Visibility - 30.0 SM ATC/Airspace Runway Lth/Wid - N/A Type of Flight Plan - NONE Runway Surface - DIRT Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - HIGH VEGETATION Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT ----Personnel Information----Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Certificate(s)/Rating(s) Biennial Flight Review Total - 4949 Make/Model- 74 COMMERCIAL, CFI Current - YES Last 24 Hrs -10 Months Since - 1 SE LAND Last 30 Days- UNK/NR 45 HELICOPTER Aircraft Type - UNK/NR Instrument-Last 90 Davs-74 Rotorcraft -99 Instrument Rating(s) - AIRPLANE ----Narrative----DURING AERIAL APPLICATION THE ENGINE CEASED OPERATING AND A SMALL FIRE ERUPTED. DURING FORCED LANDING THE LANDING GEAR WAS TORN OFF AND THE FUSELAGE BECAME TWISTED. AFTER LANDING, THE FIRE CONTINUED FOR A SHORT PERIOD OF TIME.

POSTACCIDENT ENG TEARDOWN REVEALED THAT A ROD BOLT PIN HAD SHEARED.

File No. - 960 5/29/86 HAMER, ID A/C Reg. No. N4000A Time (Lcl) - 1145 MDT -----_____ Occurrence #1 FIRE Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. UNDETERMINED LOSS OF POWER Occurrence #2 Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 2. ENGINE ASSEMBLY, OTHER - FAILURE, TOTAL 3. ENGINE ASSEMBLY, PUSH ROD - DISCONNECTED _____ Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL ----------Probable Cause----

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 958 6/0	D5/86 BOISE,ID	A/C Reg. No. NS	397N	Time (Lc1) -	1630 MDT	
Basic Information						
Type Operating Certificate	≥-NONE (GENERAL AVIATION)	Aircraft Damage		Injur		
		SUBSTANTIAL	Fatal	Serious		None
	-BUSINESS	Fire	Crew O	0	0	1
	-14 CFR 91	NONE	Pass O	0	0	1
Accident Occurred During	-LANDING					
Aircraft Information						
Make/Model - CÈSSNA 185	5 Eng Mal	<pre>ke/Mode1 - CONTINENTAL</pre>	10-520-D ELT	Installed/A	ctivated	- YES/YES
Landing Gear - TAILWHEEL-		Engines - 1		Stall Warnin		
Max Gross Wt - 3350		Type - RECIP-FUEL			<u> </u>	
No. of Seats - 6	Rated I		`			
Environment/Operations Infor						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - FSS		parture Point	ON AI	· · ·		
Method - UNK/NR	ELKO.I		ON AI	KFUK I		
Completeness - FULL	Destinat		Airport	7949		
Basic Weather - VMC	BOISE			AIR TERMINA	1	
Wind Dir/Speed- 090/014		,10			28	
Visibility - 30.0				y Lth/Wid -		190
Lowest Sky/Clouds -				y Surface -		150
		Clearance - NONE		y Status -		
Obstructions to Vision-		ch/Lndg - FULL ST		y status -	DRT	
		ch/Lhdg - FULL ST)P			
Precipitation -						
Condition of Light -	DATLIGH)					
Personnel Information						
Pilot-In-Command	Age - 47	Medical (Certificate - VALI	D MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flig	nt Review	Flight Time (I	Hours)		
PRIVATE	Current	- YES Tota	- 6432	Last 24	Hrs -	4
SE LAND, ME LAND	Months Si	nce - 6 Make	Model- 10	Last 30	Days- UN	K/NR
	Aircraft ⁻	Type - UNK/NR Inst	rument- 400	Last 90	Days-	51
			i-Eng - 2908			
Instrument Rating(s)	- AIRPLANE					
Narrative						
URING ROLLOUT AFTER LANDING, TH	HE PILOT WAS ASKED BY THE TO	WER TO EXPEDITE CLEARIN	NG THE RUNWAY DUE	TO LANDING		
RAFFIC. AS THE AIRCRAFT HAD SLO						
IND PRECIPITATED THE GROUNDLOOP	P. THE WIND AT THE TIME WAS I	REPORTED TO BE FROM 070) AT 8 KNOTS GUSTI	NG TO 12 KNO	TS.	

File No 9	958	6/05/86	BOISE, ID	A/C Reg.	No.	N9397N	Time (Lcl) -	1630 MDT
Occurrence #1 Phase of Operation	LOSS OF LANDING		ON GROUND					
Finding(s) 1. WEATHER CONDITI 2. PROPER ALIGNM		-	D - PILOT IN COMMAND					
Occurrence #2 Phase of Operation			ON WITH TERRAIN					、
Probable Cause								
The National Transpo	ortation S	afety Boar	d determines that the	Probable Cause	(s)	of this accident		

is/are finding(s) 2

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

6/07/86 A/C Reg. No. N5077V Time (Lcl) - 1210 MDT File No. - 961 BEAR TRAP, ID _____ ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries DESTROYED Fatal Serious Minor None -INSTRUCTIONAL Fire Crew 0 0 2 0 Type of Operation Flight Conducted Under -14 CFR 91 Pass 0 0 0 0 NONE Accident Occurred During -LANDING ----------Aircraft Information----Eng Make/Model - LYCOMING 0-320-A2C Make/Model - VARGA 2050A ELT Installed/Activated - YES-UNK/NR Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 1817 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 150 HP ______ _____ ----Environment/Operations Information----Airport Proximity Weather Data Itinerary ON AIRPORT - FSS Last Departure Point Wx Briefing Method - UNK/NR IDAHO FALLS.ID Completeness - FULL Destination Airport Data Basic Weather - VMC BEAR TRAP AIRSTRIP TWIN FALLS, ID Runway Ident - 24 Wind Dir/Speed- 260/009 KTS Visibility - 75.0 SM Runway Lth/Wid - 2300/ 130 ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - VFR Runway Surface - DIRT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY **Obstructions to Vision- NONE** Type Apch/Lndg - SIMULATED FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT _____ _____ ----Personnel Information----Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Biennial Flight Review Flight Time (Hours) Certificate(s)/Rating(s) Current - YES Total - 1570 Last 24 Hrs -COMMERCIAL, CFI 2 SE LAND, ME LAND Months Since - 4 Make/Model-45 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument-140 Last 90 Days-130 Multi-Eng -220 Instrument Rating(s) - AIRPLANE ----Narrative----DURING A SIMULATED FORCED LANDING THE INSTRUCTOR PILOT ALLOWED THE STUDENT TO ENTER INTO A STALL WHILE TURNING FROM BASE TO FINAL. ALTHOUGH THE INSTRUCTOR ATTEMPTED TO CORRECT THE STUDENT'S MISTAKES HE ALLOWED THE STUDENT TO GO TOO FAR WITH THE TASK BEFORE MAKING THE CORRECTION. THE INSTRUCTOR WAS ABLE TO CORRECT THE AIRCRAFT AND LEVEL THE WINGS BUT WAS UNABLE TO KEEP THE AIRCRAFT FROM STRIKING THE GROUND HARD DUE TO THE LOW ALTITUDE IN WHICH THE STALL OCCURRED. AFTER STRIKING THE GROUND THE AIRCRAFT'S NOSE GEAR SEPARATED FROM THE AIRCRAFT AND IT THEN NOSED OVER INVERTED.

File No 9	61 6/07/86 BEAR TRAP,ID	A/C Reg. No	. N5077V	Time (Lc1) - 1210 MDT
	LOSS OF CONTROL - IN FLIGHT APPROACH - VFR PATTERN - BASE TO FINAL			
2. SUPERVISION - I	TENT - PILOT IN COMMAND(CFI) MPROPER - PILOT IN COMMAND(CFI) ITTEN/VERBAL - NOT UNDERSTOOD - DUAL STUDEN	T		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		· · ·	
	NOSE GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN			
Occurrence #4 Phase of Operation	NOSE OVER LANDING - ROLL			
Probable Cause			· .	

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

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information Type Operating Certificate-	NONE (GENERAL		raft Damage			Injur	ies	
Type operating certificate	NONE (GENERAL		STANTIAL		Fatal	Serious		None
Type of Operation -	PERSONAL	Fire		Crew	0	0	0	1
Flight Conducted Under -		NON	E	Pass	0	0	0	0
Accident Occurred During -	TAXI							
-Aircraft Information								
Make/Model - NAVION A		Eng Make/Model -					ctivated -	
Landing Gear - TRICYCLE-RE	TRACTABLE	Number Engines -			St	all Warnir	ng System –	- YES
Max Gross Wt - 2750		Engine Type -		INJECTED				
No. of Seats - 4		Rated Power -	300 HP					
-Environment/Operations Inform	ation							
Weather Data		Itinerary			Airport P			
Wx Briefing - UNK/NR		Last Departure Po	int		OFF AIR	PORT/STRIF	•	
Method - UNK/NR		CALDWELL, ID						
Completeness - UNK/NR		Destination		4	irport Da	ta		
Basic Weather - VMC		BOISE, ÎD			-			
Wind Dir/Speed- CALM Visibility - 50.0	CM						N/A	
Lowest Sky/Clouds - C		ATC/Airspace Type of Flight Pla				Lth/Wid - Surface -		
Lowes't Ceiling - N		Type of Clearance					· DRY	
Obstructions to Vision- N		Type Apch/Lndg		סר	Runway	status -	DRT	
Precipitation - N		Type Apen/Endg	- FULL SI	JF				
Condition of Light - D								
-Personnel Information Pilot-In-Command		Age - 40	Madical	Certificate		D		
Certificate(s)/Rating(s)		Biennial Flight Review			Time (Ho			
PRIVATE		Current - YES	Tota	1 -	363	last 24	Hrs - UNK	
SE LAND		Months Since - 14	Make	/Model-	207	Last 30	Davs- UNK	
		Aircraft Type - UNK	/NR Inst	rument- UNK	ZO / NR	Last 90) Days-	
		Current - YES Months Since - 14 Aircraft Type - UNK,	Mult	i-Eng - UNK	/NR	Rotorcr	aft - UNK	
Instrument Rating(s) -	NONE		· · · ·					
 Narrative								
PILOT ELECTED TO LAND ONTO A		UD A PASSENGED THE DIT					POM	
IRE FENCE TO THE RIGHT OF THE			JI TAILLO TU	MAINIAIN A	DEQUATE C	LLARANCE F	NUM	

Time (Lcl) - 1126 MDT File No. - 989 6/13/86 BOISE, ID A/C Reg. No. N5208N _____ -----Occurrence ON GROUND COLLISION WITH OBJECT Phase of Operation TAXI - FROM LANDING Finding(s) 1. OBJECT - FENCE 2. 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

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircra	ft Damage			Injur	ies	
		DESTR			Fatal	Serious	Minor	None
Type of Operation -PERSON		Fire		Crew	0	0	1	0
Flight Conducted Under -14 CFR		NONE		Pass	0	0	2	0
Accident Occurred During -APPROA	сн							
Aircraft Information								
Make/Model - CESSNA 210		e/Model - CO		IO-470-E				- YES-UNK/M
Landing Gear - TRICYCLE-RETRACTA		Engines -				Stall Warnir	ng System	- YES
Max Gross Wt - 2900		Type - RI		NJECTED				
No. of Seats - 6	Rated P	ower -	260 HP					
Environment/Operations Information-						`		
Weather Data	Itinerary					Proximity		
Wx Briefing - NO RECORD OF BR		arture Poin [.]	t		OFF A	[RPORT/STRIF	>	
Method - N/A		CREEK,ID						
Completeness - N/A	Destinati				Airport [
Basic Weather - VMC	INDIAN	CREEK,ID				N CREEK USES		
Wind Dir/Speed- 180/003 KTS						/ Ident -		100
Visibility - 45.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspa					/Lth/Wid -		100
Lowest Ceiling - 7000 F		Flight Plan Clearance				/ Surface - / Status -		
Obstructions to Vision- NONE		h/Lndg			Kuriwa	status -	DRI	
Precipitation - NONE	туре дре	if Ling	FULL STO					
Condition of Light - DAYLIGH	т		TOLE STO	•				
Personnel Information Pilot-In-Command	Age - 44		Madiaal C	ontifico		MEDICAL-NO		/
Certificate(s)/Rating(s)	Biennial Fligh				ht Time ()		WAIVERS	
PRIVATE	Current	- YES		-			Hrs -	2
SE LAND) Days- U	
	Aircraft T	ce - 17 ype - UNK/NF	R Instr	ument-	8	Last 90	Days-	
			Multi	-Eng - U	NK/NR	Rotorcr	haft - U	
Instrument Rating(s) - NONE								
Narrative								
E PILOT EXECUTED A STEEP, REDUCED POW	FR DESCENT INTO THE D		ΔΤΡΟΤΡΤΡ Η	E THEN D	FDODTED TH	AT WHEN		

ENGINE RESULTING IN POOR ENGINE RESPONSE DURING THE RETURN OF POWER. THE PILOT'S FAILURE TO INSURE SUFFICIENT ALTITUDE AT THE COMMENCEMENT OF THE APPROACH AND/OR RAISE THE GEAR AFTER THE POWER LOSS RESULTED IN THE AIRCRAFT LANDING SHORT OF THE INTENDED RUNWAY. HIS UNFAMILIARITY WITH THE AIRSTRIP AND ITS ASSOCIATED

MOUNTAINOUS TERRAIN AS WELL AS THE HIGH DENSITY ALTITUDE CONDITIONS CONTRIBUTED TO THE AIRCRAFT LANDING SHORT.

File No. - 963 8/07/86 STIBNITE, ID A/C Reg. No. N7459E Time (Lc1) - 1220 MDT LOSS OF POWER Occurrence #1 Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND 3. IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND 4. TERRAIN CONDITION - MOUNTAINOUS/HILLY 5. WEATHER CONDITION - HIGH DENSITY ALTITUDE _____ ----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION) Aircr	aft Damage		Injuri	ies	
	DEST	ROYED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	Cr Pa	rew 1	0	0	0
	NONE	Pa	ass O	0	0	0
Accident Occurred During -CRUISE						
Aircraft Information						
Make/Model - CESSNA 180		CONTINENTAL 0-470-				
Landing Gear - TAILWHEEL-ALL FIXED		1		itall Warning	g System	- YES
Max Gross Wt - 2550		RECIPROCATING-CARE	SURETOR			
No. of Seats - 4	Rated Power -	230 HP				
Environment/Operations Information						
Weather Data Wx Briefing - FSS	Itinerary			Proximity		
Method - IN PERSON	Last Departure Poi SEATTLE,WA	nt	UFF AI	RPORT/STRIP		
Completeness - FULL	Destination		Airport D	12+2		
Basic Weather - IMC	HAMILTON, MT		Ampoint b	ala		
Wind Dir/Speed- UNK/NR	TIAMIET ON, MI		Runway	Jdent -	N/A	
Visibility - 4.000 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - UNK/NR	Type of Flight Pla	n - VFR		Surface -		
Lowest Ceiling - UNK/NR	Type of Clearance				N/A	
Obstructions to Vision- FOG	Type Apch/Lndg	- NONE				
Precipitation ~ NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 65 Biennial Flight Review	Medical Certifi	cate - VALID	MEDICAL-WAI	VERS/LI	TIN
PRIVATE	Cuppopt - VES	FI Total	1gnt 1me (F	iours)		2
SE LAND	Current - YES Months Since - 22 Aircraft Type - C-18	Make/Model-		Last 24	Dave-	∠ 8
GLIDER	Aircraft Type - C-18	0 Instrument-		Last 90	Days-	25
		Multi-Eng -	UNK/NR	Rotorcra	aft - Ul	NK/NR
Instrument Rating(s) - NONE						
Narrative RECEIVED WX BRIEF, ADVISED VFR FOR PRO				OCATED A DAY	(C	
RECEIVED WA BRIEF, ADVISED VER FUR PROP R AT CREST OF MOUNTAIN PASS.	PUSED FLI. PLI FILED VER FLI	PLAN AND DEPARIEL	. WRECKAGE L	UCATED 2 DAY	3	

File No. - 997 8/31/86 WALLACE, ID A/C Reg. No. N4703B Time (Lc1) - 1400 PDT Occurrence IN FLIGHT COLLISION WITH TERRAIN Phase of Operation CRUISE Finding(s) 1. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND 2. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND 3. IN FLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND 4. WEATHER CONDITION - CLOUDS 5. WEATHER CONDITION - FOG 6. WEATHER CONDITION - OBSCURATION 7. TERRAIN CONDITION - MOUNTAINOUS/HILLY _____ ----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

SUBST Fire NONE Eng Make/Model - E Number Engines - Engine Type - R	OMBADIER ROTAX 1 ECIPROCATING-CARBU	ELT S	1 O Installed/A	Minor O O	None 0 0
NONE Eng Make/Model - E Number Engines - Engine Type - R	Pas COMBADIER ROTAX 1 ECIPROCATING-CARBU	ELT S	Installed/A		-
Eng Make/Model - E Number Engines - Engine Type - R	OMBADIER ROTAX 1 ECIPROCATING-CARBU	ELT S	Installed/A		0
Eng Make/Model - E Number Engines - Engine Type - R	OMBADIER ROTAX 1 ECIPROCATING-CARBU	ELT S	Installed/A		
Number Engines - Engine Type - R	1 ECIPROCATING-CARBU	S			
Number Engines - Engine Type - R	1 ECIPROCATING-CARBU	S			
Engine Type - R	ECIPROCATING-CARBU				
			tall Warnin	g System	- NO
Rated Power -	47 110	RETOR			
	47 HP				
Itinerary			Proximity		
Last Departure Poir	it	OFF AI	RPORT/STRIP		
•			- 4 -		
		Airport D	ата		
MATTOON, IL		Bubway	Idont -	NI / A	
ATC/Airspace					
	- NONE				
		,			
				IVERS/LI	MIT
ennial Flight Review	Fli	ght Time (H	ours)		
Current - YES	Total -	111	Last 24		
Months Since - 1	Make/Model-	33	Last 30		
Aircraft Type - 152	Instrument-	3	Last 90	Days-	10
	MATTOON,IL Destination MATTOON,IL ATC/Airspace ED Type of Flight Plar T Type of Clearance Type Apch/Lndg 	MATTOON,IL Destination MATTOON,IL ATC/Airspace ED Type of Flight Plan - NONE T Type of Clearance - NONE Type Apch/Lndg - NONE 	MATTOON,IL Destination Airport D MATTOON,IL Runway ATC/Airspace Runway ED Type of Flight Plan - NONE Runway T Type of Clearance - NONE Runway Type Apch/Lndg - NONE e - 50 Medical Certificate - VALID ennial Flight Review Flight Time (H Current - YES Total - 111 Months Since - 1 Make/Model - 33	MATTOON,IL Destination MATTOON,IL ATC/Airspace ED Type of Flight Plan - NONE T Type of Clearance - NONE T Type Apch/Lndg - NONE e - 50 Medical Certificate - VALID MEDICAL-WA ennial Flight Review Current - YES Total - 111 Make/Model- 33 Last 30	MATTOON,IL Destination MATTOON,IL ATC/Airspace ED Type of Flight Plan - NONE T Type of Clearance - NONE T Type of Clearance - NONE T Type Apch/Lndg - NONE e - 50 Medical Certificate - VALID MEDICAL-WAIVERS/LIM ennial Flight Review Current - YES Make/Model- 33 Last 30 Days- UK

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ĸeg. No. N85JC Time (Lc1) - 1815 CDT A/C Reg. No. N85JC 5/24/86 MATTOON, IL File No. - 820 _____ AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation MANEUVERING Finding(s) 1. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND 2. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 3. MANEUVER - EXCESSIVE - PILOT IN COMMAND 4. WING - OVERLOAD _____ Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - UNCONTROLLED Finding(s) 5. OBJECT - TREE(S) _____ ----Probable Cause----

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

-Basic Information Type Operating Certificate-AGRICULTURA	L AIRCRAFT	Aircra	ft Damage			Iniv	uries		
		DESTR	-		Fatal			or	None
Type of Operation -AERIAL APPL	ICATION	Fire		Crew	0	0		1	0
Flight Conducted Under -14 CFR 137		NONE		Pass	0	0		0	0
Accident Occurred During -DESCENT									
-Aircraft Information									
Make/Model - AIR TRACTOR AT301			& W R1340-AN1			Installed			
Landing Gear - TAILWHEEL-ALL FIXED			1 ECIPROCATING-CA			tall Warn	ing Sys	tem -	YES
Max Gross Wt - 5000 No. of Seats - 1	Rated Pow			ARBURE	TUR				
-Environment/Operations Information						_			
Weather Data	Itinerary					Proximity			
Wx Briefing - NO RECORD OF BRIEFIN	G Last Depar VINCENNE		t		UFF AI	RPORT/STR	LP		
Method - N/A Completeness - N/A	Destination				Airport D	a+a			
Basic Weather - VMC	LOCAL				Anport D	ata			
Wind Dir/Speed- CALM	ECOAL				Runway	Ident	- N/A		
Visibility - 15.0 SM	ATC/Airspace					Lth/Wid			
Lowest Sky/Clouds - CLEAR	Type of F1		- NONE			Surface			
Lowest Ceiling - NONE	Type of Cl	earance	- 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 - 34		Medical Cert				AIVERS.	/LIMI	Т
Certificate(s)/Rating(s)	Biennial Flight				t Time (H				_
COMMERCIAL		- YES	Total Make/Mode		4600	Last :	24 Hrs		5
SE LAND, ME LAND	Months Since Aircraft Typ		Make/Mode	el-	1400	Last	30 Days 30 Days		
HELICOPTER	Aircraft lyp	e - 03	Instrume Multi-Eng	ητ- ~ -	125	Last	oraft		60 500
			MUTCT-EN	y -	500	RULUIN	Jiart		500
Instrument Rating(s) - AIRPLANE									
		· · · · · · · · · · · · · · · · · · ·							
ACFT COLLIDED WITH TREES DURING A PULL-U	P AT THE END OF A	SWATH RUN	. DURING THE CO	DLLISI	ON THE RT	WING TIP			
ARATED FROM THE ACFT AND THE ACFT ROLLED									
ESTIGATION REVEALED THAT THE ACFT WAS 216	LBS OVER GROSS WE	IGHT AT T	HE TIME OF THE	ACCID	ENT. THE	PLT SAID H	ΗE		

File No 8	21 4/29/86 BRUCEV	ILLE, IN	A/C Reg. No. N3660Y	Time (Lcl) - 1010 EST
Occurrence #1 Phase of Operation	IN FLIGHT COLLISION WITH MANEUVERING - AERIAL APF			
2. OBJECT - TREE(S 3. IN-FLIGHT PLANN 4. CLIMB - MISJUDG 5. TERRAIN CONDITI	ING/DECISION - INACCURATE ED - PILOT IN COMMAND	- PILOT IN COMMAND		
Occurrence #2 Phase of Operation	IN FLIGHT COLLISION WITH DESCENT - UNCONTROLLED			en e
Probable Cause				
is/are finding(s) 1,	3,4		able Cause(s) of this accide	ent
actor(s) relating t	o this accident is/are fir	ding(s) 2,6		
e de la companya de l La companya de la comp		- · · · ·		
				en e

Make/Model- PIPER PA-28-180Eng Make/Model- LYCOMING 0-360-A3AELT Installed/Activated - YES-ULanding Gear- TRICYCLE-FIXEDNumber Engines - 1Stall Warning System - YESMax Gross Wt- 2400Engine Type- RECIPROCATING-CARBURETORNo. of Seats-4Rated Power180 HPEnvironment/Operations Information Weather DataItineraryAirport ProximityWx Briefing- FSSLast Departure PointOFF AIRPORT/STRIPCompleteness- WEATHER NOT PERTINENTDestinationAirport DataBasic Weather- VMCMT. COMFORT,INRunway Ident- N/AVisibility- 10.0SMATC/AirspaceRunway Lth/Wid- N/ALowest Sky/Clouds- 2500 FT THIN BKNType of Flight PlanNONERunway Surface- N/AObstructions to VisionNONEType Apch/Lndg- NONE- NONE- NONE-Personnel InformationAge - 63Medical Certificate - VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)- 397PRVATE1	Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT -Aircraft Information Make/Model - PIPER PA-28-180 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2400 No. of Seats - 4 -Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE	F Eng Make/Mode Number Engine Engine Type Rated Power Itinerary	DESTROYED ire NONE 	Cro Pa: NG D-360-A3A DCATING-CARB	ew 1 ss O ELT URETOR	Serious O O Installed/ Stall Warni	Minor O O Activated	0 0 - YES-UNK/M
Fight Conducted Under -14 CFR 91 NONE Pass 0 0 0 Accident Occurred During -DESCENT NONE Pass 0 0 0 Aircraft Information Make/Model - PIPER PA-28-180 Eng Make/Model - LYCOMING D-360-A3A ELT Installed/Activated - YES-U Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2400 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power 180 HP Environment/Operations Information Weather Data Airport Proximity Was Briefing - FSS Litinerary Airport Proximity Was Briefing - FSS Last Departure Point OFF AIRPORT/STRIP Method - TELEPHONE GOSHEN, IN OFF AIRPORT/STRIP Completeness - WEATHER NOT PERTINENT Destination Airport Data Basic Weather - WC MT. COMFORT, IN Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Surface - N/A Lowest Sky/Clouds - 2500 FT THI	Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT Aircraft Information Make/Model - PIPER PA-28-180 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2400 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE	Eng Make/Mode Number Engine Engine Type Rated Power Itinerary	NONE 1 - LYCOMI s - 1 - RECIPR	Pa: NG 0-360-A3A DCATING-CARBI	SS O ELT URETOR	O Installed/ Stall Warni	0 Activated	0
Accident Occurred During -DESCENT Aircraft Information Make/Model - PIPER PA-28-180 Eng Make/Model - LYCOMING 0-360-A3A ELT Installed/Activated - YES-U Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2400 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 180 HP Environment/Operations Information Weather Data Litinerary Airport Proximity Wx Briefing - FSS Last Departure Point OFF AIRPORT/STRIP Method - TELEPHONE GOSHEN, IN Completeness - WECT MC MT. COMFORT, IN Wind Dir/Speed- CALM Runway Ident - N/A Lowest Sky/Clouds - 2500 FT THIN BKN Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 2500 FT THIN BKN Type of Clearance - NONE Runway Surface - N/A Dostructions to Vision- NONE Type Apch/Lndg - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE Runway Status - N/A Precipitation - NONE Age - 63 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRUVATE Current - YES Total - 397 Last 24 Hrs - 1	Accident Occurred During -DESCENT Aircraft Information Make/Model - PIPER PA-28-180 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2400 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE	Eng Make/Mode Number Engine Engine Type Rated Power Itinerary	1 - LYCOMI s - 1 - RECIPR	NG D-360-A3A DCATING-CARB	ELT	Installed/ Stall Warni	Activated	- YES-UNK/I
Aircraft Information Make/Model - PIPER PA-28-180 Eng Make/Model - LYCOMING 0-360-A3A ELT Installed/Activated - YES-U Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2400 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 180 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - FSS Last Departure Point OFF AIRPORT/STRIP Method - TELEPHONE GOSHEN.IN Completeness - WEATHER NOT PERTINENT Destination Airport Data Basic Weather - VMC MT. COMFORT,IN Wisibility - 10.0 SM ATC/Airspace NONE Runway Ident - N/A Lowest Sky/Clouds - 2500 FT HIN BKN Type of Flight Plan - NÓNE Runway Status - N/A Lowest Sky/Clouds - 2500 FT BROKEN Type of Flight Plan - NÓNE Runway Status - N/A Dostructions to Vision - NONE Type Apch/Lndg - NONE Runway Status - N/A Precipitation - NONE Age - 63 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRUVATE CURPER ALL ALL ALL ALL ALL ALL ALL ALL ALL AL	Aircraft Information Make/Model - PIPER PA-28-180 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2400 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE	Eng Make/Mode Number Engine Engine Type Rated Power Itinerary	s - LYCOMI s - 1 - RECIPR	NG D-360-A3A DCATING-CARB	ELT URETOR	Installed/ Stall Warni	Activated	- YES-UNK/M
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Landing Gear TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2400 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 180 HP Environment/Operations Information Weather Data Airport Proximity Westher Data Itinerary Airport Proximity Wk Briefing - FSS Last Departure Point OFF AIRPORT/STRIP Method - TELEPHONE GOSHEN, IN OFF AIRPORT/STRIP Completeness - WEATHER NOT PERTINENT Destination Airport Data Basic Weather - VMC MT. COMFORT, IN Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Ident - N/A Lowest Ceiling - 2500 FT THIN BKN Type of Flight Plan NONE Runway Status - N/A Obstructions to Vision NONE Type Apch/Lndg - NONE Runway Status - N/A Personnel Information Priot-In-Command Age - 63 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Personnel Information Pilot-In-Command Age - 63	Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2400 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE	Number Engine Engine Type Rated Power Itinerary	s - 1 - RECIPR	OCATING-CARB	URETOR	Stall Warni		
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No. of Seats - 4 Rated Power - 180 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing -FSS Last Departure Point OFF AIRPORT/STRIP Method - TELEPHONE GOSHEN, IN OFF AIRPORT/STRIP Completeness - WEATHER NOT PERTINENT Destination Airport Data Basic Weather - VMC MT. COMFORT, IN Runway Ident - N/A Wind Dir/Speed- CALM MT. COMFORT, IN Runway Lth/Wid - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 2500 FT THIN BKN Type of Flight Plan NONE Runway Surface - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Runway Status - N/A Condition of Light - DAYLIGHT - - - Personnel Information Pilot-In-Command Age - 63 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - 397 Last 24 Hrs - 1	No. of Seats - 4 Environment/Operations Information Weather Data W× Briefing - FSS Method - TELEPHONE	Rated Power						
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Method - TELEPHONE GOSHEN, IN Completeness - WEATHER NOT PERTINENT Destination Airport Data Basic Weather - VMC MT. COMFORT, IN Runway Ident - N/A Wind Dir/Speed-CALM Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 2500 FT THIN BKN Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 2500 FT BROKEN Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE - NA Ordition of Light - DAYLIGHT - - - Age - 63 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Personnel Information Pilot-In-Command Age - 63 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 397 Last 24 Hrs - 1	Weather Data W× Briefing - FSS Method - TELEPHONE							
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Completeness - WEATHER NOT PERTINENT Destination Airport Data Basic Weather - VMC MT. COMFORT,IN Runway Ident - N/A Wind Dir/Speed- CALM Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 2500 FT THIN BKN Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 2500 FT BROKEN Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE NONE Personnel Information Age - 63 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 397 Last 24 Hrs - 1		•	Point		UFF A	IRPORT/STRI	Þ	
Basic Weather - VMC MT. COMFORT, IN Wind Dir/Speed- CALM Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 2500 FT THIN BKN Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 2500 FT THIN BKN Type of Clearance - NONE Runway Surface - N/A Obstructions to Vision- NONE Type of Clearance - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE NONE Condition of Light - DAYLIGHT - Age - 63 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 397 Last 24 Hrs - 1					Airport	Nata		
Wind Dir/Speed- CALM Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 2500 FT THIN BKN Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 2500 FT BROKEN Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE - NONE Personnel Information Pilot-In-Command Age - 63 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 397 Last 24 Hrs - 1			TN		Anport	Data		
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Lowest Ceiling - 2500 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 - 63 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 397 Last 24 Hrs - 1		ATC/Airspace						
Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Pilot-In-Command Age - 63 Gertificate(s)/Rating(s) Biennial Flight Review PRIVATE Current - YES	Lowest Sky/Clouds - 2500 FT THIN BKN	Type of Flight	Plan - NÓ	NE	Runwa	y Surface	- N/A	
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 63 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 397 Last 24 Hrs - 1		Type of Cleara	nce - NO	NE	Runwa	y Status	- N/A	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 63 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 397 Last 24 Hrs - 1		Type Apch/Lndg	- NO	NE				
Personnel Information Pilot-In-Command Age - 63 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 397 Last 24 Hrs - 1								
Pilot-In-CommandAge -63Medical Certificate -VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrent -YESTotal -397Last 24 Hrs -1	Condition of Light - DAYLIGHI							
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current ~ YES Total - 397 Last 24 Hrs - 1		60	1	i 1 . 0 + i C i				
PRIVATE Current - YES Total - 397 Last 24 Hrs - 1	Contificate(a) (Dating(a) Age	- 03 mial Elight Dovi	Mea	ICAL CENTITIC	cate - VALI	D MEDICAL-W	AIVER5/LIM	11
	DDTVATE	Current ~	VES	Total -	1911 1111e (397	Last 2	1 Hrs -	4
SE LAND Months Since - 7 Make/Model- 397 Last 30 Days- 15	SELAND	Months Since -	7	Make/Model-	397	Last 3	Davs-	
Aircraft Type - PA28180 Instrument - 10 Last 90 Days - 25								
		,						
$I_{\text{Detrument}} = P_{\text{Detring}}(c) = NONE$	Instrument Rating(s) - NONE							

WHICH PROGRESSED INTO A DESCENT WITH THE ACFT RT WING CONTACTING THE WATER, BEGINNING THE CRASH SEQUENCE.

File No 819	6/23/86 SYRACUSE,IN	A/C Reg. No. N8226W	Time (Lc1) - 0836 EST
	DRAGGED WING, ROTOR, POD, OR FLOAT MANEUVERING		
2. LOW PASS - PERFORM 3. MANEUVER - EXCESSI 4. ALTITUDE - INADEQU 5. CLEARANCE - NOT MA	- IMPROPER - PILOT IN COMMAND HED - PILOT IN COMMAND VE - PILOT IN COMMAND JATE - PILOT IN COMMAND NINTAINED - PILOT IN COMMAND JF EQUIPMENT/AIRCRAFT,VISUAL/AURAL	PERCEPTION - PILOT IN COMMAND	
Occurrence #2 I Phase of Operation [N FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		

1

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----Probable Cause----

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

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 858 3/21/86 SCOTT	CITY,KS A/C	Reg. No. N32JE	т	ime (Lc1) -	1615 CST	
Basic Information Type Operating Certificate-NONE (GENERAL		ft Damage ANTIAL	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	1 0
Aircraft Information Make/Model - JIM ELLIOTT VP-2 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 780 No. of Seats - 2	Number Engines -	ECIPROCATING-CARBURE	S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Poin SAME AS ACC/INC	t		Proximity RPORT/STRIP		
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport D		N1 / A	
Wind Dir/Speed- 160/013 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Cejling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg		Runway Runway Runway	Lth/Wid - Surface -	N/A N/A DIRT SOFT	
	Age - 38 Biennial Flight Review Current - YES Months Since - 7 Aircraft Type - BE-23	Total - Make/Model- UN	nt Time (H 88 IK/NR 4	ours) Last 24 Last 30 Last 90	Hrs - UN	K/NR K/NR 3

Instrument Rating(s) - NONE

----Narrative----

THE PLT WAS MAKING HIS FIRST FLT IN THE ACFT WHICH IS POWERED BY A VOLKSWAGON, 1,834 CC ENG. THE ACFT BECAME AIRBORNE FROM A HARD SURFACE RWY AND CLIMBED TO ABOUT 100 FT AGL. THE PLT SAID THE CONTROLS FELT MUSHY AND WHEN HE ATTEMPTED TO CLIMB THE AIRSPEED DECREASED. HE ATTEMPTED TO RETURN TO THE ARPT BUT BECAME CONCERNED THAT THE ACFT WOULD STALL SO HE LANDED IN A WHEATFIELD. THE FLD WAS SOFT AND THE R MLG BROKE. ENG RPM DURING THE FLT WAS IN THE GREEN, ABOUT 3,100, AS IT SHOULD HAVE BEEN. THE PREVIOUS OWNER SAID THAT 5 INCHES OF THE PROPELLER HAD BEEN CUT OFF IN ORDER TO INCREASE ENGINE RPM.

A/C Reg. No. N32JE File No. - 858 3/21/86 SCOTT CITY,KS Time (Lcl) - 1615 CST ---------------Occurrence MAIN GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. TERRAIN CONDITION - SOFT 2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND 3. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - LACK OF 4. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND _____ _____

----Probable Cause----

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

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

File No 863 7/13/86	SALINA,KS	A/C Reg.	No. N146AF	т	ime (Lcl)	- 1900 CDT	
Basic Information Type Operating Certificate-NONE (4	GENERAL AVIATION)	Aircraft Da SUBSTANTIA		Fatal	Inju Serjous		None
Type of Operation -PERSON		Fire	Crew	0	0	0	None 1
Flight Conducted Under -14 CFR Accident Occurred During -LANDING		NONE	Pass	0	0	0	0
-Aircraft Information Make/Model - STAINBROOK AVID FI Landing Gear - TRICYCLE-FIXED Max Gross Wt - UNK/NR No. of Seats - 1	Number B	Model - CUYUNA Ingines - 1 Type - RECIPR Ower - 43	OCATING-CARBUR	S	Installed// tall Warnir		
-Environment/Operations Information-							
Weather Data Wx Briefing - NO RECORD OF BR: Method - N/A	Itinerary EFING Last Depa SALINA,	arture Point KS		ON AIR	Proximity STRIP		
Completeness - N/A Basic Weather - VMC	Destinatio LOCAL			Airport D	ata		
Wind Dir/Speed- 130/014 KTS	LUCAL			Runway	Ident -	- 36	
Lowest Sky/Clouds - 4000 F		light Plan - NO		Runway	Lth/Wid - Surface -	- GRASS/TUR	
Lowest Ceiling - 25000 F Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGH		n/Lndg - NO	NE		Status -		
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 46 Biennial Flight		ical Certificat Fligh	te - VALID nt Time (H		IVERS/LIMI	Т
PRIVATE	Current	- YES e - 22	Total -	700	Last 24		1
SE LAND		e - 22 pe - UNK/NR) Days- UNK) Days-)	(/NR 12
Instrument Rating(s) - NONE							
-Narrative							
PIC HAD BEEN PRACTICING TOUCH AND GO TINE QUIT AND HE DESCENDED INTO THE GO PELLER REDUCTION GEARING HAD BROKEN A	ROUND OFF THE RWY. POS		ECTION OF THE E			E	

File No 8	63 7/13/86 SALINA,KS	A/C Reg. No. N146AF	Time (Lc1) - 1900 CDT
	LOSS OF POWER(TOTAL) - MECH FAILU TAKEOFF - INITIAL CLIMB	RE/MALFUNCTION	
Finding(s) 1. PROPELLER SYSTE	M/ACCESSORIES,PLANETARY GEAR - BIND	ING(MECHANICAL)	
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
Finding(s) 2. STALL - INADVER	TENT - PILOT IN COMMAND		
Probable Cause			
The National Transpo is/are finding(s) 1	rtation Safety Board determines tha	t the Probable Cause(s) of this accio	lent

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

PAGE 177

File No 919 7/18/86 OAKLE	Y,KS	A/C Reg. No. N2440H Time (Lc1) - 0830 (0830 CDT	
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	,	Aircraft Damage SUBSTANTIAL Fire NONE	Crew Pass	Fatal 0 0	Injur Serious O O	ries Minor 1 1	None O O
Accident Occurred During -TAKEOFF							
Aircraft Information Make/Model - STEVENSON GLASAIR Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1100 No. of Seats - 2	Number Engin	- RECIPROCATI		S	Installed/A tall Warnin		
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departur	e Point		ON AIR	STRIP		
Method - N/A	OAKLEY,KS				- + -		
Completeness - N/A	Destination LOCAL			Airport D PVT ST			
Basic Weather - VMC	LUCAL					09	
Wind Dir/Speed- 270/010 KTS Visibility - 15.0 SM	ATC /A increase				Ident - Lth/Wid -		100
Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Fligh	+ Dian - NONE			Surface -		
Lowest Ceiling - NONE	Type of Clear					DRY	IK F
Obstructions to Vision- NONE	Type Apch/Lnd			Kunway	status -	DRT	
Precipitation - NONE	Type Apen/ Lina	g None					
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 63	Modical	Contificat		MEDICAL-WA		IT T
Certificate(s)/Rating(s)	Biennial Flight Rev			t Time (H		IVERS/LIM	11 1
PRIVATE		NO Tota			Last 24	Hne - UN	
SE LAND		UNK/NR Make					
SE LAND	Aircraft Type -		rument~) Days- UN) Days-	1K/ NR 25
	Amonart Type -		nument-	v	Last 90	Days-	20

Instrument Rating(s) - NONE

----Narrative----

THE PIC STATED THAT HE HAD NOT VISUALLY CHECKED THE ACFT'S 4 GALLON HEADER TANK PRIOR TO ATTEMPTING TAKEOFF. DURING THE TAKEOFF THE ENG WOULD NOT PRODUCE FULL POWER. THE TAKEOFF WAS ABORTED AND THE PIC INSPECTED THE ENG FOR A MECHANICAL PBLM. AFTER THE INSPECTION A SECOND ATTEMPT TO TAKEOFF WAS MADE. THE TAKEOFF WAS UNSUCCESSFUL AND ENDED IN SUBSTANTIAL DAMAGE TO THE ACFT. A POST-ACCIDENT INSPECTION OF THE ACFT WAS MADE AND IT WAS DISCOVERED THAT NO FUEL WAS PRESENT IN THE HEADER TANK THAT SUPPLIES FUEL TO THE CARBUERTOR. THE PIC STATED HE SHOULD PERFORM A CLOSER PRE-FLIGHT INSPECTION OF HIS ACFT.

File No. - 919 7/18/86 OAKLEY,KS A/C Reg. No. N2440H Time (Lc1) - 0830 CDT _____ Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. FLUID, FUEL - STARVATION 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND ______ Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 3. TERRAIN CONDITION - DIRT BANK 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. ABORT - NOT PERFORMED - PILOT IN COMMAND ______ _____ ----Probable Cause----

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

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

File No 920 7/25/86 RUSSE	LL,NJ 	A/C Reg. No.			imé (Lc1)		
-Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	F	Aircraft Damage SUBSTANTIAL Tire NONE	Crew Pass	Fatal O O	Inju Serious O O	Minor O	None 1 0
-Aircraft Information Make/Model /- RANDOLPH R.CLARK KR-2 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - UNK/NR No. of Seats - 2	Eng Make/Mode Number Engine Engine Type Rated Power	el - HAPI VW es - 1 - RECIPROCAT - UNK/NR	ING-CARBURE1	OR S	Installed// Stall Warnin	ng System -	NO
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 360/005 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC, Destination UNK/NR ATC/Airspace Type of Flight Type of Cleara	'INC t Plan - NONE	Ĺ	Airport OFF AI Airport D Runway Runway Runway Runway	Proximity RPORT/STRII	- N/A - N/A - GRASS/TUF	RF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE	Age - 41 Biennial Flight Rev Current - Months Since - Aircraft Type -	iew	Certificate Flight al - e/Model- UNk trument- ti-Eng - UNk	:Time (⊦	lours)	4 . L	()
Narrative HE PILOT HAD JUST COMPLETED SOME ADJUSTMENTS CCAME AIRBORNE. HE APPLIED MORE POWER TO AVO DUGH. HE THEN DECIDED TO MAKE A PRECAUTIONAR HE END OF THE RUNWAY.	ID STALLING AND IMME	DIATELY THEREAF	TER, THE ENG	INE STAR	RTED RUNNING		

7/25/86 A/C Reg. No. N151RC File No. - 920 RUSSELL,KS Time (Lcl) - 1230 CDT _____ LOSS OF POWER(PARTIAL) - NON-MECHANICAL Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. LIFT-OFF - INADVERTENT - PILOT IN COMMAND 2. FUEL SYSTEM, CARBURETOR - INCORRECT _____ _____ HARD LANDING Occurrence #2 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 1

Aircraft Damage SUBSTANTIAL Fire NONE 	Fata Crew O Pass O 	ο.	Minor O O	None 1 1
Fire NONE odel - CONTINENTAL O ines - 1	Crew O Pass O	0 . 0	0 0	1
odel - CONTINENTAL O ines - 1		0	0	1
ines - 1	-200-A E	IT Installed/A		
ines - 1	1-200-A E	IT Installed/A		
ines - 1	-200-A E	IT Installed/A		
		Er Indtarrea/F	ctivated	- YES/NO
		Stall Warnir	ıg System	- YES
e - RECIPROCATING	-CARBURETOR			
r - 100 HP				
	Airpo	rt Proximity		
ure Point	OFF	AIRPORT/STRIP)	
Α		-		
	Airpor	t Data		
		•		
	Run	way Ident -	· N/A	
ght Plan -				
arance - NONE		way Status -	WET	
ndg - FORCED LA	NDING			
	ure Point A ght Plan - arance - NONE	Airpo Airpo A OFF A Airpor Run Run Run Run Run	Airport Proximity Ure Point OFF AIRPORT/STRIP A Airport Data Runway Ident - Runway Lth/Wid - Runway Surface - arance - NONE Runway Status -	Airport Proximity Ure Point OFF AIRPORT/STRIP A Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - DIRT arance - NONE Runway Status - WET

Instrument Rating(s) - NONE

----Narrative----

THE ACFT NOSED OVER DURING A FORCED LANDING FOLLOWING A LOSS OF POWER. THE FLT WAS BEGUN AN HOUR BEFORE THE ACC WITH THE INTENTION OF STAYING IN LOCAL AREA. THE WX WAS MINIMAL VMC AT THE TIME OF TAKEOFF AND SUDDENLY BECAME IMC WHEN FOG ROLLED IN. THE PLT WAS UNABLE TO LOCATE THE DEPARTURE ARPT AND AFTER SEVERAL LOW PASSES AT VARIOUS PLACES TRYING TO LAND THE ACFT RAN OUT OF FUEL. THE FORCED LNDG WAS MADE IN THE YARD OF AN INDUSTRIAL AREA WHERE THE NOSE GEAR DUG IN AND THE ACFT NOSED OVER.

Time (Lc1) - 1555 CST File No. - 836 1/04/86 BELLE CHASSE,LA A/C Reg. No. N50560 ___________ Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - FOG 2. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND 5. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation MANEUVERING Finding(s) 6. FLUID, FUEL - EXHAUSTION 7. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND 8. REFUELING - NOT PERFORMED - PILOT IN COMMAND ______ _____ Occurrence #3 FORCED LANDING Phase of Operation DESCENT - EMERGENCY NOSE OVER Occurrence #4 Phase of Operation LANDING - ROLL Finding(s) 9. TERRAIN CONDITION - SOFT _____ ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,7,8

Factor(s) relating to this accident is/are finding(s) 1,6,9

File No 835 1/09/86 GUL	F OF MEXICO,LA	A/C Reg. No. N2653 Time (Lc1) -			1) - 1357 CST			
Basic Information					.			
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Dan SUBSTANTIAL		Injuries Fatal Seriou s M ino			or None	
Type of Operation -EXECUTIVE/	CORPORATE	Fire	Crev		1		0	
Flight Conducted Under -14 CFR 91		NONE	Pass	s 0	0	0	0	
Accident Occurred During -DESCENT								
-Aircraft Information								
Make/Model - BELL BH206L-1		Model - ALLISOM	250-C28B		Installed/A			
Landing Gear - EMERGENCY FLOAT		ngines – 1		S	tall Warnin	g System	- NO	
Max Gross Wt - 4150		pe - TURBOSH						
No. of Seats - 5	Rated Pov	ver - 420	HP					
-Environment/Operations Information								
Weather Data	Itinerary				Proximity			
Wx Briefing - COMPANY		ture Point		OFF AI	RPORT/STRIP			
Method - IN PERSON	SAME AS							
Completeness - WEATHER NOT PERTINE				Airport D	ata			
Basic Weather - VMC	SAME AS	ACC/INC		_				
Wind Dir/Speed- 030/035 KTS	/					N/A		
Visibility - 5.0 SM Lowest Sky/Clouds - UNK/NR	ATC/Airspace				Lth/Wid -			
Lowest Sky/Clouds - UNK/NR	Type of F	ight Plan - COM			Surface -			
Lowest Ceiling - 800 FT BR		earance - NOM		Runway	Status -	N/A		
Obstructions to Vision- HAZE	Type Apch,	'Lndg - NOM	NE					
Precipitation - NONE								
Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command	Age - 37	Med	ical Certifica	ate - VALID	MEDICAL-NO	WAIVERS	/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	ght Time (H	ours)		-	
ATP	Biennial Flight Current Months Since	- YES	Total -	9245	Last 24	Hrs -		
SE LAND, ME LAND	Months Since	e - 1	Make/Model-	4273	Last 30	Days-		
HELICOPTER	Aircraft Typ	oe - BH2O6	Instrument-	182	Last 90	Days-		
			Multi-Eng -	63	Rotorcr	aft -	9030	
Instrument Rating(s) - AIRPLANE,	HELICOPTER							

THE ACFT DESCENDED INTO THE GULF OF MEXICO FROM A 100 FT AGL HOVER AFTER THE PLT LOST YAW CONTROL DOWNWIND OF AN OFFSHORE OIL PLATFORM IN 35 KT WINDS. AS THE ACFT CAME TO A HOVER IT BEGAN A TURN TO THE RIGHT EVEN THOUGH IT WAS HEADED INTO THE WIND. FULL LEFT PEDAL DID NOT STOP THE SPIN ACCORDING TO THE PILOT WHO TRIED TO FLY AWAY RATHER THAN AUTOROTATE INTO 10 FT SEAS. THE ACFT CONTINUED TO SPIN AND THEN LOST ALT TO WATER CONTACT WHERE IT ROLLED. AND STARTED TO SINK. THE PILOT ESCAPED THROUGH THE BROKEN WINDSHIELD.

File No. - 835 1/09/86 GULF OF MEXICO,LA A/C Reg. No. N2653 Time (Lcl) - 1357 CST . Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. WEATHER CONDITION - HIGH WIND 2. COMPENSATION FOR WIND CONDITIONS - MISJUDGED - PILOT IN COMMAND 3. JUDGEMENT - INACCURATE - PILOT IN COMMAND 4. TAIL ROTOR - REDUCED - PILOT IN COMMAND 5. DESCENT - UNCONTROLLED - PILOT IN COMMAND _____ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. TERRAIN CONDITION - WATER, ROUGH ---------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

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Brief of Accident

Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage		Injuries					
		SUBSTANTIAL		Fatal	C	M 2	None		
Type of Operation -PERSONA		Fire	Crew	0	0 0	0	1		
Flight Conducted Under -14 CFR		NONE	Pass	0	0	2	0		
Accident Occurred During -LANDING									
Aircraft Information									
Make/Model - PIPER PA-28-140		odel - LYCOMING O	-320-E3D		nstalled/A				
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150	Number Eng				all Warnir	ng System	- YES		
No. of Seats - 4	Rated Powe	e - RECIPROCAT: r - 150 HP	ING-CARBURE	IUR					
Environment/Operations Information									
Weather Data Wx Briefing - FSS	Itinerary	una Daint		Airport P	roximity PORT/STRIF				
Method - TELEPHONE	Last Depart GULF SHOR			UFF AIR	PURI/SIRIP	·			
Completeness - FULL	Destination	EJ,AL		Airport Da	ta				
Basic Weather - VMC	OPELOUSAS	١٨	,		ta internet				
Wind Dir/Speed- 180/005 KTS	0. 2200040	, = 0		Runwa∨	Ident -	N/A			
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -				
	SCATTERED Type of Fli	ght Plan - IFR			Surface -				
Lowest Ceiling - NONE		arance - IFR		Runway	Status -	N/A			
Obstructions to Vision- HAZE		ndg - FORCED	LANDING						
Precipitation - NONE Condition of Light - NIGHT(BR									
Condition of Light - NIGHT(BR	IGHT) 								
Personnel Information Pilot-In-Command	Age - 45	Nadiaal	Contificat						
Certificate(s)/Rating(s)	Biennial Flight R	eview	Flight	a - VALID t Time (Ho		WAIVERS/			
COMMERCIAL	Current	- VES Tota	al – I	5847	last 24	Hrs -	5		
SE LAND, ME LAND, SE SEA	Months Since	- 15 Make	e/Model-	500	Last 30	Davs-	20		
	Aircraft Type	- PA34200 Ins	trument-	707	Last 90) Days-			
			ti-Eng -						
Instrument Rating(s) - AIRPLA	NE								
Narrative									
	A FORCED LANDING ON A	HIWAY FOLLOWING FL		ION. THE P	LT HAD MAD	E A			
ACFT CRASHED INTO A ROAD SIGN DURING UNTRY FLT AND ONLY ADDED TEN GALS OF	FUEL FOR THE RETURN TO	TO UTO COTTMETE A		THITNO I'S	THEODUCET	-			

File No. - 834 3/10/86 KROTZ SPRINGS,LA A/C Reg. No. N40820 Time (Lcl) - 2215 CST _____ LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. REFUELING - INADEQUATE - PILOT IN COMMAND 4. FUEL SYSTEM, CARBURETOR - IMPROPER 5. FUEL SYSTEM, CARBURETOR - LEAK 6. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 7. OBJECT - UTILITY POLE _____ _____ 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) 1,2,3

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

File No 837 5/01/86 GOUL	EAU,LA A/C	Reg. No. N3832E	Ti	me (Lc1) -	0820 CD1	
Basic Information Type Operating Certificate-NONE (GENER Type of Operation -PUBLIC USE Flight Conducted Under -14 CFR 91 Accident Occurred During -CRUISE	AL AVIATION) Aircra DESTR Fire, NONE		Fatal 1 0	Injur Serious O O		None O O
Aircraft Information Make/Mode1 - PARTENAVIA P68C Landing Gear - TRICYCLE-FIXED Max Gross Wt - 4000 No. of Seats - 7	Number Engines -	YCOMING IO-360-A1B6 2 ECIP-FUEL INJECTED 200 HP		nstalled/A all Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 170/006 KTS Visibility - 3.000 SM Lowest Sky/Clouds - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 700 FT BRC Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poin BATON ROUGE,LA Destination BUNKIE,LA ATC/Airspace Type of Flight Plan KEN Type of Clearance Type Apch/Lndg	– COMPANY (VFR) – VFR	Airport Da Runway Runway Runway Runway	PORT/STRIP ta	N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND	Age - 54 Biennial Flight Review Current - UNK/N Months Since - UNK/N Aircraft Type - UNK/N	Fligh R Total - R Make/Model-UN	t Time (Ho 8200 K/NR K/NR	urs) Last 24 Last 30 Last 90	IVERS/LIM Hrs - UN Days- UN Days- UN aft - UN	IK/NR IK/NR IK/NR
Instrument Rating(s) - AIRPLANE Narrative THE PILOT RECEIVED A WEATHER BRIEFING INDICA STATIONS NEAR THE POINT OF THE FIRST INTENDE INTENDED LANDING). WEATHER CONDITIONS CHANGE SPECIAL VFR DEPARTURE. THE PILOT CONTINUED ANTENNA AT A POINT ABOUT 350 FEET ABOVE THE AND INTENDED LANDING. THE PILOT REPORTEDLY W IMPACTED ANTENNA WAS OBSCURED BY FOG WHEN TH	D LANDING. (THERE WAS NO RE D TO VMC AT THE DEPARTURE P FR FLIGHT FOR ABOUT 55 STAT GROUND. THE ANTENNA WAS ON VAS NAVIGATING BY LORAN RADI	PORTING STATIONS AT OINT AND THE PILOT W UTE MILES AND COLLID A DIRECT LINE BETWEE O. WITNESSES REPORTE	THE AIRPOR AS CLEARED ED WITH A N THE POIN D THE UPPE	T OF FOR TAKEO 500 FOOT R TS OF DEPA R HALF OF	FF ON A ADIO RTURE THE	

5/01/86 A/C Reg. No. N3832E GOUDEAU, LA Time (Lc1) - 0820 CDT File No. - 837 Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND 2. WEATHER CONDITION - FOG 3. LIGHT CONDITION - DAYLIGHT Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation CRUISE - NORMAL Finding(s) 4. OBJECT - ELECT TOWER(MARKED) 5. OBJECT - GUY WIRE Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. TERRAIN CONDITION - OPEN FIELD ----------Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

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National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Type Operating Certificate	e-NONE (GENER		raft Damage				uries	
Type of Operation	-BUSINESS	DES Fire	TROYED	Crew	Fatal 1			
Flight Conducted Under			GROUND		5	ŏ	0	-
Accident Occurred During	-DESCENT				-	-	•	· ·
Aircraft Information								
Make/Model - CESSNA 411		Eng Make/Model -		TGSI0-520				
Landing Gear - TRICYCLE-F Max Gross Wt - 6500	RETRACTABLE	Number Engines - Engine Type -			5	Stall Warn	ning Syst	em - YES
No. of Seats - 6		5 1	340 HP					
Environment/Operations Infor	 rmation							
Weather Data		Itinerary				Proximity		
Wx Briefing - FSS		Last Departure Po	oint		OFF AI	RPORT/STR	21P	
Method - UNK/NR		SHREVEPORT, LA						
Completeness - UNK/NR Basic Weather - VMC		Destination BATON ROUGE,LA			Airport [Data		
Wind Dir/Speed- 160/013	KTS	BATUN RUUGE, LA			Pupway	/ Ident	- N/A	
Visibility - 7.0		ATC/Airspace				Lth/Wid		
	3000 FT SCA	TTERED Type of Flight Pl	an - IFR			Surface		
Lowest Sky/Clouds -								
Lowest Ceiling -	25000 FT BR0	KEN Type of Clearance	e – IFR		Runway	/ Status	- N/A	
Lowest Ceiling - Obstructions to Vision-	25000 FT BRO NONE		e – IFR		Runway	/ Status	- N/A	
Lowest Ceiling - Obstructions to Vision-	25000 FT BRO NONE	KEN Type of Clearance	e – IFR		Runway	/ Status	- N/A	
Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light -	25000 FT BRO NONE	KEN Type of Clearance	e – IFR		Runway	v Status	- N/A	
Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light - Personnel Information Pilot-In-Command	25000 FT BRC NONE NONE DAYLIGHT	KEN Type of Clearance Type Apch/Lndg	e – IFR – NONE					
Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light - Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	25000 FT BRC NONE NONE DAYLIGHT	IKEN Type of Clearance Type Apch/Lndg Age - 50 Biennial Flight Review	e - IFR - NONE 	Certificat Fligh	e - VALIC t Time (H) MEDICAL-	WAIVERS/	LIMIT
Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light - Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	25000 FT BRC NONE NONE DAYLIGHT	IKEN Type of Clearance Type Apch/Lndg Age - 50 Biennial Flight Review Current - UNK	e - IFR - NONE Medical /NR Tota	Certificat Fligh	e - VALIC t Time (H 1554) MEDICAL- Hours) Last	WAIVERS/ 24 Hrs -	UNK/NR
Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light - Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	25000 FT BRC NONE NONE DAYLIGHT	IKEN Type of Clearance Type Apch/Lndg Age - 50 Biennial Flight Review Current - UNK Months Since - UNK	e - IFR - NONE Medical /NR Tota /NR Tota	Certificat Fligh 1 - /Model-	e - VALIC t Time (F 1554 164) MEDICAL- lours) Last Last	WAIVERS/ 24 Hrs - 30 Days-	UNK/NR 8
Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light - Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	25000 FT BRC NONE NONE DAYLIGHT	IKEN Type of Clearance Type Apch/Lndg Age - 50 Biennial Flight Review Current - UNK	e - IFR - NONE Medical /NR Tota /NR Make /NR Make	Certificat Fligh	e - VALIC t Time (H 1554 164 .76) MEDICAL- lours) Last Last	WAIVERS/ 24 Hrs -	UNK/NR 8

WAS EXCEEDED BY AT LEAST 205 POUNDS AT TAKEOFF, HOWEVER, THE CENTER OF GRAVITY REMAINED WITHIN IT'S SPECIFIED LIMITS. INTERNAL EXAMINATION OF THE RIGHT ENGINE EXHIBITED EVIDENCE THAT IT HAD OPERATED AT SOMETIME ON A MIXTURE OF GASOLINE AND JET FUEL.

File No. - 866 5/08/86 BOSSIER CITY, LA A/C Reg. No. N49DD Time (Lcl) - 1540 CDT _____ Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND 2. ENGINE ASSEMBLY, PISTON - BURNED 3. FLUID, FUEL GRADE - IMPROPER Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED _____ Occurrence #4 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) 1,2,3,4

-Basic Information Type Operating Certificate			ircraft Damage			Injur	ios	
Type operating certificate	-AGRICOLIURAL /		SUBSTANTIAL		Fata1	Serious		None
Type of Operation	-AERIAL APPLIC		ire	Crew	0	0	. 0	1
Flight Conducted Under			NONE	Pass	0	0	0	0
Accident Occurred During	-DESCENT							
Aircraft Information								
	164B		1 - P&W R985			Installed/A		
Landing Gear - TAILWHEEL-	ALL FIXED				-	tall Warnir	ng System	- NO
Max Gross Wt - 7200			- RECIPROCATI	ING-CARBUR	ETOR			
No. of Seats - 1		Rated Power	- 450 HP					
-Environment/Operations Infor	mation							
Weather Data		Itinerary				Proximity		
	RD OF BRIEFING	Last Departure			OFF AI	RPORT/STRIP		
Method - N/A		SAME AS ACC/	INC					
Completeness - N/A		Destination			Airport Da	ata		
Basic Weather - VMC	WTC .	LOCAL			D	Televel	N/A	
Wind Dir/Speed- 170/012 Visibility - 10.0		ATC/Airspace				Ident - Lth/Wid -		
Lowest Sky/Clouds -		ERED Type of Flight	Plan - NONE	١		Surface -		
		Type of Cleara				Status -		
Obstructions to Vision-		Type Apch/Lndg			Kullway	Status	N/ A	
Precipitation -		Type Apeny Endg	NONE					
Condition of Light -								
-Personnel Information Pilot-In-Command			Madiaa 1	0		MEDICAL-NO		/+ TMTT
Certificate(s)/Rating(s)		Age - 33 Biennial Flight Revi			ht Time (He		WAIVERS	/LIMI/
COMMERCIAL				al -		Last 24	Hne -	10
SE LAND, ME LAND		Months Since -					Days-	100
JE LAND, ME LAND		Aircraft Type -		trument-	36		Days-	
			Mult	ti-Eng -	4		buje	002
Instrument Rating(s)	- AIRPLANE							
Narrative								
ACFT SETTLED INTO POWER LINE								
ANTI JETTED INTO FOWER LINE				VAS APPLIE				

1

Time (Lc1) - 0930 CDT 5/22/86 MORSE, LA A/C Reg. No. N6650Q File No. - 845 -----Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. AIRCRAFT HANDLING - MISJUDGED - PILOT IN COMMAND ÷. 2. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND _____ _____ Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 4. OBJECT - WIRE, TRANSMISSION 5. STALL - UNCONTROLLED - PILOT IN COMMAND _____ _____ IN FLIGHT COLLISION WITH TERRAIN Occurrence #3 Phase of Operation DESCENT -----_____ ----Probable Cause----

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

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National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information Type Operating Certificate-AGRICULTURAL		lincraft Damage			Injur	ioe	
Type operating certificate AdditoLibrat		SUBSTANTIAL		Fatal			None
Type of Operation -AERIAL APPLIC		ire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 137		NONE	Pass	Ō	0	Ō	Ó
Accident Occurred During -TAKEOFF							
-Aircraft Information							
Make/Model - GRUMMAN G-164B		el - P&W R-985		ELT 1			ed - NO -N/#
Landing Gear - TAILWHEEL-ALL FIXED	Number Engine	es - 1			all Warnin	g Syste	em – YES
Max Gross Wt - 7200		- RECIPROCATIN	IG-CARBURET	OR			
No. of Seats - 1	Rated Power	~ 450 HP					
-Environment/Operations Information							
Weather Data	Itinerary				roximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure			OFF AIF	PORT/STRIP		
Method - N/A	SAME AS ACC	INC					
Completeness - N/A	Destination		A	irport Da	ita		
Basic Weather - VMC Wind Dir/Speed- CALM	SAME AS ACC/	INC		Bunner	Ident -	A1 / A	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONF			Surface -		
Lowest Ceiling - NONE	Type of Cleara				Status -		
Obstructions to Vision- NONE	Type Apch/Lndg			······,	• • • • • • •		
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 63	Medical C	ertificate			IVERS/L	.IMIT
Certificate(s)/Rating(s)	Biennial Flight Revi	ew	Flight	Time (Ho	ours)		
COMMERCIAL	Current -	YES Total	- 25	000	Last 24	Hrs -	6
SE LAND, ME LAND	Current - Months Since - Aircraft Type -	4 Make/	Model- UNK	/NR	Last 30	Days-	UNK/NR
	Aircraft Type -	G164B Instr Multi	-Eng - 2	000 500	Last 90	Days-	317
Instrument Rating(s) - AIRPLANE	d ^{er} e con						

File No. - 846 6/24/86 CHURCH POINT, LA A/C Reg. No. N48585 Time (Lc1) - 0950 CDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. AIRCRAFT HANDLING - MISJUDGED - PILOT IN COMMAND 2. MANEUVER - EXCESSIVE - PILOT IN COMMAND 3. TERRAIN CONDITION - HIGH VEGETATION 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 6. TERRAIN CONDITION - DIRT BANK _____ ----Probable Cause----

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

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 950 7/25/86 BASTR	OP,LA A/C	Reg. No. N6718Q	т	ime (Lcl) -	0830 CDT	
-Basic Information Type Operating Certificate-AGRICULTURAL Type of Operation -AERIAL APPLI Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING	DESTR	Crew	Fatal O O	Injur Serious ⁻ O O		None 1 0
-Aircraft Information Make/Model - GRUMMAN G-164A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4500 No. of Seats - 1	Number Engines -	ECIPROCATING-CARBURE	S	Installed/Ad tall Warning		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 10.0 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 SAME AS ACC/INC ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	OFF AI Airport D Runway Runway Runway	Ident - Lth/Wid - Surface -		
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 32 Biennial Flight Review Current - YES Months Since - 19 Aircraft Type - C-172	Fligh - Total Make/Model-	nt Time (H 4275 2325 39	ours) Last 24 Last 30 Last 90	Hrs - Days-	4 80 237
Instrument Rating(s) - AIRPLANE						

----Narrative----

THE ACFT CAME TO REST INVERTED WITH THE ENGINE UNDER WATER AFTER A POWER LOSS AND FORCED LANDING. THE PLT STATED THAT HE STARTED LOSING POWER IN THE TURN TO LINE UP FOR HIS FIRST AERIAL APPLICATION RUN. THE ACFT SETTLED TO GROUND IMPACT IN A LANDING ATTITUDE DESPITÉ FULL THROTTLE AND JETTISON OF LOAD. THE LEFT LANDING GEAR BROKE OFF ON AN EMBANKMENT AND THE ACFT NOSED OVER INTO A WATER FILLED DITCH. SINCE THE ENGINE WAS SUBMERGED FOR SEVERAL DAYS NO ENGINE TEARDOWN WAS ACCOMPLISHED. NO MALFUNCTIONS WERE FOUND DURING THE ON-SITE INVESTIGATION. THERE WERE NO WITNESSES TO THE ACCIDENT.

File No 95	0 7/25/86 BASTROP,LA	A/C Reg. No. N6718Q	Time (Lc1) - 0830 CDT
Occurrence #1 Phase of Operation			
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation			
Finding(s) 2. LOAD JETTISON -	INITIATED - PILOT IN COMMAND		
Occurrence #3 Phase of Operation	NOSE OVER LANDING - FLARE/TOUCHDOWN		
Finding(s) 3. LANDING GEAR,MA1 4. LANDING GEAR,MA1	N GEAR - FAILURE,TOTAL N GEAR - OVERLOAD		
Probable Cause			

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

File No 929 1/07/86 BOSTO	N,MA A/C Reg	. No. N1468X	т	ime (Lc1) -	0645 ES	Г
Basic Information Type Operating Certificate-NONE (GENERAL	_ AVIATION) Aircraft NONE	Damage	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	ō	Ō	Ō	1
Accident Occurred During -STANDING		Other	0	1	0	0
Aircraft Information						
Make/Model - PIPER PA-28R-200	Eng Make/Model - LYCO	4ING 10-360-C1C	ELT	Installed/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		S	tall Warnir	ng System	- YES
Max Gross Wt - 2900	Engine Type - RECI	-FUEL INJECTED				
No. of Seats - 4	Rated Power - 20	00_HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIR	PORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination	L L L L L L L L L L L L L L L L L L L	Airport D	ata		
Basic Weather - VMC	LOCAL		BOSTON	-LOGAN		
Wind Dir/Speed~ UNK/NR			Runway	Ident -	UNK/NR	
Visibility - UNK/NR	ATC/Airspace		Runway	•	UNK/NR	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - I				UNK/NR	
Lowest Ceiling -	Type of Clearance - I		Runway	Status -	UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg - I	NONE				
Precipitation - NONE						
Condition of Light - DAWN						
Personnel Information	·					
Pilot-In-Command	Age - 40 Me	edical Certificate	e - VALID	MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight	t Time (H	ours)		
PRIVATE	Current - YES	Total -	340	Last 24	Hrs - UN	NK/NR
SE LAND	Months Since - O	· · · · · · · · · · · · · · · · · · ·	13) Days- UN	NR/NR
	Aircraft Type - UNK/NR	Instrument-	17	Last 90	Dave-	55

Instrument Rating(s) - NONE

----Narrative----

THE PILOT WAS ATTEMPTING TO START THE AIRCRAFT FOR A CROSS COUNTRY FLIGHT. THE WEATHER WAS COLD. INITIALLY. THE PILOT STATED THE ENGINE STARTED BUT STOPPED. THE PILOT PULLED KEY FROM IGNITION, PULLED BACK THROTTLE AND CLOSED THE MIXTURE BEFORE EXITING THE AIRCRAFT TO REPOSITION THE PROP. HOWEVER, DURING THIS TIME THE PROP ROTATED ONE HALF REVOLUTION AND THE PILOT WAS STRUCK, WHEN HE WAS DISTRACTED AND LEANING FORWARD.

File No 92	9 1/07/86	BOSTON, MA	A/C Reg. No. N1468X	Time (Lc1) - 0645 EST
Occurrence Phase of Operation	PROPELLER/ROTOR C STANDING - STARTI			
Finding(s) 1. CLEARANCE - IMPR 2. STARTING PROCEDU				
Probable Cause				

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Type of Operation-PERSONALDESTROYEDFatalSeriousType of Operation-PERSONALFireCrew10Flight Conducted Under-14 CFR 91ON GROUNDPass20Accident Occurred During-DESCENTON GROUNDPass20Aircraft InformationMake/Model- CONTINENTAL ID-520-KELT Installed/Landing GearTRICYCLE-RETRACTABLENumber Engines - 1Stall WarniMax Gross Wt3225Engine Type- RECIP-FUEL INJECTEDStall WarniNo. of Seats-4Rated Power- 300 HPEnvironment/Operations InformationUsat Departure PointOFF AIRPORT/STRIWeather DataItineraryAirport ProximityWeather DataON ECORD OF BRIEFINGLast Departure PointOFF AIRPORT/STRICompletenessN/ADestinationAirport DataCompletenessN/ADestinationRunway IdentVisibility- 12.0SMATC/AirspaceRunway Uth/WidLowest Ceiling- NONEType of Clearance - NONERunway StatusObstructions to Vision- NONEType Apch/Lndg- NONERunway StatusObstruction of Light- DAYLIGHT- 348Last 2Personel InformationAige - 37Medical Certificate - VALID MEDICAL-WPRIVATECurrent- YESTotal- 348Last 2SE LANDMonths Since - 1Make/Model - 19Last 3Aircraft Type - 17-30AInstrumen	
Type of Operation-PERSONALFineCrew10Flight Conducted Under-14 CFR 91ON GROUNDPass20Accident Occurred During-DESCENTON GROUNDPass20Aircraft InformationMake/Model- CONTINENTAL IO-520-KELT Installed/Max Gross Wt- 3325Eng Make/Model- CONTINENTAL IO-520-KELT Installed/Max Gross Wt- 3325Eng ine Type- RECIP-FUEL INJECTEDStall WarniNo. of Seats-4Rated Power-300 HP-Environment/Operations InformationWe Briefing- NO RECORD OF BRIEFINGLast Departure PointOFF AIRPORT/STRIMethod- N/ADestinationAirport DataCOLLEGE PARK, MDCOLLEGE PARK, MDCompleteness- VMCANNAPOLIS, MDCOLLEGE PARK, MDCOLLEGE PARK, MDCOLLEGE PARK, MDWind Dir/Speed140/007 KTSATC/AirspaceRunway Lth/WidRunway SurfaceUsibility- 12.0SMATC/AirspaceRunway SurfaceRunway SurfaceDestructions to VisionNONEType of Clearance - NONERunway SurfaceRunway SurfaceCondition of LightDAYLIGHT-Age - 37Medical Certificate - VALID MEDICAL-WPersonnel InformationPiennial Flight ReviewFlight Time (Hours)-PIOYLINECurrent- YESTotal- 348Last 2SE LANDMonths Since - 1Make/Model- 19Last 3Aircraft Type- 17-30A <td>ries</td>	ries
Finight Conducted Under -14 CFR 91 ON GROUND Pass 2 0 Accident Occurred During -DESCENT -Aircraft Information Make/Model - CONTINENTAL IO-520-K ELT Installed/ -Aircraft Information Make/Model - BELLANCA 17-30A Eng Make/Model - CONTINENTAL IO-520-K ELT Installed/ Make/Model - BELLANCA 17-30A Eng Make/Model - CONTINENTAL IO-520-K ELT Installed/ Make/Model - BELLANCA 17-30A Eng Make/Model - CONTINENTAL IO-520-K ELT Installed/ Make/Model - BELLANCA 17-30A Eng Make/Model - CONTINENTAL IO-520-K ELT Installed/ Make/Model - BELLANCA 17-30A Eng Make/Model - CONTINENTAL IO-520-K ELT Installed/ No. of Seats - 4 Rated Power - 300 HP - Make/Model - Morport Proximity OFF AIRPORT/STRI Weather Data Itinerary Airport Data Make/Model N/A COLLEGE PARK, MD - COLLEGE PARK, MD Completeness N/A Destination Airport Data Basic Weather - VMC ANNAPOLIS, MD <td>Minor None 0 0</td>	Minor None 0 0
-Aircraft Information Make/Model - BELLANCA 17-30A Eng Make/Model - CONTINENTAL ID-520-K ELT Installed/ Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Stall Warni Max Gross Wt - 3325 Engine Type - RECIP-FUEL INJECTED Stall Warni Max Gross Wt - 3325 Engine Type - 300 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRI Completeness - N/A COLLEGE PARK, MD Basic Weather - VMC ANNADOLIS, MD COLLEGE PARK Wind Dir/Speed- 140/007 KTS Runway Ident Visibility - 12.0 SM ATC/Airspace Runway Ident Lowest Sky/Clouds - 25000 FT THIN BKN Type of Flight Plan - NONE Runway Status Obstructions to Vision NONE Type Apch/Lndg - NONE Runway Status Obstruction of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-W Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE SE LAND AGRESSING STATUS STA	o o
Make/Model- BELLANCA 17-30AEng Make/Model- CONTINENTAL I0-520-KELT Installed/ Stall WarniLanding Gear- TRICYCLE-RETRACTABLENumber Engines - 1Stall WarniMax Gross Wt- 3325Eng ine Type- RECIP-FUEL INJECTEDStall WarniNo. of Seats-4Rated Power- 300 HP-Environment/Operations InformationItineraryAirport ProximityWe Briefing- NO RECORD OF BRIEFINGLast Departure PointOFF AIRPORT/STRIMethod- N/ADestinationAirport DataCompleteness- N/ADestinationAirport DataBasic Weather- VMCANNAPOLIS,MDCOLLEGE PARK,MDWind Dir/Speed140/007 KTSRunway IdentVisibility- 12.0SMATC/AirspaceRunway Lth/WidLowest Sky/Clouds- 25000 FT THIN BKNType of Flight PlanNONERunway SurfacePrecipitation- NONEType of ClearanceNONERunway StatusObstructions to VisionNONEType Apch/Lndg- NONEPrecipitation- NONEType Apch/Lndg- NONE-Personnel InformationPilot-In-CommandAge - 37Medical Certificate - VALID MEDICAL-WPRIVATECurrent- YESTotal- 348Last 2SE LANDAircraft Type - 17-30AInstrument-69Last 3	
Landing GearTRICYCLE-RETRACTABLENumber Engines - 1Stall WarniMax Gross Wt325Engine Type- RECIP-FUEL INJECTEDNo. of Seats-4Rated PowerEnvironment/Operations InformationWater Power-300 HP-Environment/Operations InformationItineraryAirport ProximityWeather DataItineraryAirport ProximityWethod-N/AColLEGE PARK, MDCompleteness-N/ADestinationCompleteness-N/ADestinationWind Dir/Speed-140/007 KTSColLEGE PARKRunway IdentVisibility-12.0 SMATC/AirspaceRunway Lth/WidLowest Sky/Clouds-25000 FT THIN BKNType of Flight Plan - NONERunway SurfaceDestructions to Vision-NONEType of Clearance - NONERunway StatusObstructions to Vision-NONEType Apch/Lndg-NONEPrecipitation-NONEType Apch/Lndg-NONE-Personnel InformationBiennial Flight ReviewFlight Time (Hours)PRIVATECertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)248Last 3Aircraft Type - 17-30AInstrument-69Last 3Aircraft Type - 17-30AInstrument-69Last 3	
Max Gross Wt-3325Engine Type-RECIP-FUEL INJECTEDNo. of Seats-4Rated Power-300 HPEnvironment/Operations Information Weather DataItineraryAirport ProximityWx Briefing-NO RECORD OF BRIEFING CompletenessLast Departure PointOFF AIRPORT/STRIMethod-N/ACOLLEGE PARK, MDOFF AIRPORT/STRICompleteness-N/ADestinationAirport DataBasic Weather-VMCANNAPOLIS, MDCOLLEGE PARKWind Dir/Speed-140/007 KTSRunway IdentRunway IdentVisibility-12.0 SMATC/AirspaceRunway Lth/WidLowest Sky/Clouds-25000 FT THIN BKNType of Flight PlanNONERunway Ldowest Ceiling-NONEType of Clearance-NONEPrecipitation-NONEType Apch/Lndg-NONEPrecipitation-NONE-NONE-Presonnel InformationPilot-In-CommandAge -37Medical Certificate -VALID MEDICAL-WCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)-348Last 2Months Since -1Make/Model-19Last 3Aircraft Type-17-30AInstrument-69Last 3	Activated - YES/N
No. of Seats - 4 Rated Power - 300 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRI Method - N/A COLLEGE PARK,MD OFF AIRPORT/STRI Method - N/A COLLEGE PARK,MD Airport Data Completeness - N/A Destination Airport Data Basic Weather - VMC ANNAPOLIS,MD COLLEGE PARK Wind Dir/Speed- 140/007 KTS Runway Ident Visibility - 12.0 SM ATC/Airspace Runway Surface Lowest Sky/Clouds - 25000 FT THIN BKN Type of Flight Plan - NONE Runway Surface Lowest Ceiling - NONE Type of Clearance - NONE Runway Status Obstructions to Vision NONE Type Apch/Lndg - NONE Runway Status Precipitation - NONE Type Apch/Lndg - NONE Precipitation - VALID MEDICAL-W -Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-W Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - PRIVATE Current - YES Total <td>ng System - YES</td>	ng System - YES
Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRI Method - N/A COLLEGE PARK,MD OFF AIRPORT/STRI Completeness - N/A Destination Airport Data Basic Weather - VMC ANNAPOLIS,MD COLLEGE PARK Wind Dir/Speed- 140/007 KTS Runway Ident Visibility - 12.0 SM ATC/Airspace Runway Lth/Wid Lowest Sky/Clouds - 25000 FT THIN BKN Type of Flight Plan - NONE Runway Surface Lowest Ceiling - NONE Type of Clearance - NONE Runway Status Obstructions to Vision- NONE Type Apch/Lndg - NONE Runway Status Precipitation - NONE Type Apch/Lndg - NONE Condition of Light - DAYLIGHT - - - -Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-W Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES - 348 Last 2 SE LAND </td <td></td>	
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point DFF AIRPORT/STRI Method - N/A COLLEGE PARK, MD Airport Data Completeness - N/A Destination Airport Data Basic Weather - VMC ANNAPOLIS, MD COLLEGE PARK Wind Dir/Speed- 140/007 KTS Runway Ident Visibility - 12.0 SM ATC/Airspace Runway Lth/Wid Lowest Sky/Clouds - 25000 FT THIN BKN Type of Flight Plan - NONE Runway Surface Lowest Ceiling - NONE Type of Clearance - NONE Runway Status Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Type Apch/Lndg - NONE -Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-W Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 348 Last 2 SE LAND Months Since - 1 Make/Model- 19 Last 3 Aircraft Type - 17-30A Instrument- 69 Last 9	
Method- N/ACOLLEGE PARK,MDCompleteness- N/ADestinationAirport DataBasic Weather- VMCANNAPOLIS,MDCOLLEGE PARKWind Dir/Speed-140/007 KTSCOLLEGE PARKRunway IdentVisibility- 12.0 SMATC/AirspaceRunway Lth/WidLowest Sky/Clouds25000 FT THIN BKNType of Flight Plan - NONERunway SurfaceLowest Ceiling- NONEType of Clearance- NONERunway StatusObstructions to Vision-NONEType Apch/Lndg- NONERunway StatusObstruction of Light- DAYLIGHTPersonnel InformationPilot-In-CommandAge - 37Medical Certificate - VALID MEDICAL-WCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)-PRIVATECurrent- YESTotal- 348Last 2SE LANDMonths Since - 1Make/Model-119Last 3Aircraft Type - 17-30AInstrument-69Last 9	
Completeness - N/ADestinationAirport DataBasic Weather - VMCANNAPOLIS,MDCOLLEGE PARKWind Dir/Speed- 140/007 KTSRunway IdentVisibility - 12.0 SMATC/AirspaceRunway IdentLowest Sky/Clouds - 25000 FT THIN BKNType of Flight Plan - NONERunway SurfaceLowest Ceiling - NONEType of Clearance - NONERunway StatusObstructions to Vision- NONEType Apch/Lndg - NONERunway StatusObstruction of Light - DAYLIGHTAge - 37Medical Certificate - VALID MEDICAL-WCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrent - YESTotal - 348Last 2SE LANDMonths Since - 1Make/Model- 19Last 3Aircraft Type - 17-30AInstrument- 69Last 9	p
Basic Weather - VMC ANNAPOLIS,MD COLLEGE PARK Wind Dir/Speed- 140/007 KTS Runway Ident Visibility - 12.0 SM ATC/Airspace Runway Lth/Wid Lowest Sky/Clouds - 25000 FT THIN BKN Type of Flight Plan NONE Runway Surface Lowest Ceiling - NONE Type of Clearance - NONE Runway Status Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Type Apch/Lndg - NONE -Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-W Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total 348 Last 2 SE LAND Months Since - 1 Make/Model- 19 Last 3 Aircraft Type - 17-30A Instrument- 69 Last 9	
Wind Dir/Speed- 140/007 KTS Runway Ident Visibility - 12.0 SM ATC/Airspace Runway Lth/Wid Lowest Sky/Clouds - 25000 FT THIN BKN Type of Flight Plan - NONE Runway Surface Lowest Ceiling - NONE Type of Clearance - NONE Runway Status Obstructions to Vision- NONE Type Apch/Lndg - NONE Runway Status Obstruction of Light - NONE Type Apch/Lndg - NONE - NONE Condition of Light - DAYLIGHT - - - -Personnel Information - NONE Age - 37 Medical Certificate - VALID MEDICAL-W Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 348 Last 2 SE LAND Months Since - 1 Make/Model- 19 Last 3 Aircraft Type - 17-30A Instrument- 69 Last 9	
Visibility-12.0SMATC/AirspaceRunway Lth/WidLowest Sky/Clouds-25000 FT THIN BKNType of Flight Plan - NONERunway SurfaceLowest Ceiling-NONEType of Clearance-NONERunway StatusObstructions to Vision-NONEType Apch/Lndg-NONEPrecipitation-NONEType Apch/Lndg-NONE-Personnel InformationPilot-In-CommandAge -37Medical Certificate -VALID MEDICAL-WCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrent- YESTotal-348Last 2SE LANDMonths Since1Make/Model-19Last 3Aircraft Type17-30AInstrument-69Last 9	- 15
Lowest Sky/Clouds - 25000 FT THIN BKN Type of Flight Plan - NONE Runway Surface Lowest Ceiling - NONE Type of Clearance - NONE Runway Status Obstructions to Vision - NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-W Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 348 Last 2 SE LAND Months Since - 1 Make/Model - 19 Last 3 Aircraft Type - 17-30A Instrument - 69 Last 9	
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-W Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 348 Last 2 SE LAND Months Since - 1 Make/Model- 19 Last 3 Aircraft Type - 17-30A Instrument- 69 Last 9	
Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-W Certificate(s)/Rating(s) Biennial Flight Review PRIVATE SE LAND Months Since - 1 Make/Model- 19 Last 9 Aircraft Type - 17-30A	
Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-W Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 348 Last 2 SE LAND Months Since - 1 Make/Model- 19 Last 3 Aircraft Type - 17-30A Instrument- 69 Last 9	
-Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-W Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 348 Last 2 SE LAND Months Since - 1 Make/Model- 19 Last 3 Aircraft Type - 17-30A Instrument- 69 Last 9	
Pilot-In-CommandAge - 37Medical Certificate - VALID MEDICAL-WCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrent - YESTotal - 348Last 2SE LANDMonths Since - 1Make/Model- 19Last 3Aircraft Type - 17-30AInstrument- 69Last 9	
Certificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrent- YESTotal- 348Last 2SE LANDMonths Since- 1Make/Model19Last 3Aircraft Type- 17-30AInstrument69Last 9	
PRIVATECurrent- YESTotal- 348Last 2SE LANDMonths Since- 1Make/Model- 19Last 3Aircraft Type- 17-30AInstrument69Last 9	AIVERS/LIMIT
SE LAND Months Since - 1 Make/Model- 19 Last 3 Aircraft Type - 17-30A Instrument- 69 Last 9	
Aircraft Type - 17-30A Instrument- 69 Last 9	4 Hrs - 3 0 Davs - 11
	0 Days - 19
MUTTETIG - DINK/INK ROTOR	raft - UNK/NR
Instrument Rating(s) - AIRPLANE	

TREES AND THE GROUND. POST CRASH INVESTIGATION REVEALED THE PRESENCE OF UNCONTAMINATED WATER IN THE NUMBER 6 CYLINDER FUEL INJECTOR NOZZLE. EXAMINATION OF DRAIN PLUGS IN THE LEFT WING FUEL TANKS AND FUEL SELECTOR VALVE REVEALED THE PLUGS TO BE RUSTED AND DIFFICULT TO REMOVE. THE AIRCRAFT SAT FROM AUGUST 1985 TO FEBRUARY 1986, OUTSIDE, WITH ONLY HALF FULL FUEL TANKS.

File No. - 948 5/26/86 RIVERDALE, MD A/C Reg. No. N14781 Time (Lc1) - 1925 EDT LOSS OF POWER(TOTAL) ~ NON-MECHANICAL Occurrence #1 Phase of Operation CLIMB - TO CRUISE Finding(s) 1. FUEL SYSTEM, DRAIN - NOT DUMPED 2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL 3. FLUID.FUEL - CONTAMINATION 4. FLUID, FUEL - WATER Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 7. STALL - INADVERTENT - PILOT IN COMMAND _____ _____ Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - UNCONTROLLED Finding(s) 8. 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) 6,7

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

File No 949 5/30/	86 UPPER MARLBORO,MD	A/C Reg. No.	N11463	Time (Lcl) -	0620 EDT	
Flight Conducted Under -14	ERSONAL 4 CFR 91	Aircraft Damage SUBSTANTIAL Fire NONE	Fatal Crew O Pass O	Injur Serious O O		/ None O O
Accident Occurred During -L	ANDING					
Aircraft Information Make/Model - CESSNA 150L Landing Gear - TRICYCLE-FIX Max Gross Wt - 1000 No. of Seats - 2	ED Number E	/Model - CONTINENTA ngines - 1 ype - RECIPROCAT wer - 100 HP		Installed/Ad Stall Warning	ctivated - g System -	YES/NO YES
Environment/Operations Informa Weather Data Wx Briefing - TV WX Method - ACFT RADIO Completeness - WEATHER NO Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 10.0 SI Lowest Sky/Clouds - CLI Lowest Sky/Clouds - CLI Devest Ceiling - NO Obstructions to Vision- NO Precipitation - NO Condition of Light - DA	Itinerary Last Depa LAURAL, T PERTINENT Destinatio NEWPORT M ATC/Airspac EAR Type of F NE Type of C NE Type Apch NE Type Apch	n NEWS,VA e light Plan - NONE learance - NONE	OFF A Airport Runwa Runwa Runwa Runwa Runwa		N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,SE SEA Instrument Rating(s) - I	Age - 58 Biennial Flight Current Months Sinc Aircraft Ty	Review - NO Tot e - 38 Mak pe - C-150 Ins	Certificate - VALI Flight Time (al - 208 e/Model- 191 trument- UNK/NR ti-Eng - UNK/NR	Hours) Last 24 Last 30 Last 90	IVERS/LIMI Hrs - UNK Days- UNK Days- aft - UNK	(/NR (/NR 15
THE ACFT MADE A FORCED LANDING AFT THE ACFT MADE A FORCED LANDING AFT THE PLT STATED THAT AS SOON AS HE FOAM PLUGS FROM THE AIR INTAKES DU IN THE AREA BEHIND THE PROP HUB. DO OVER.	ER THE ENG BEGAN TO OVERHEA SMELLED THE OIL HEATING UP RING HIS PREFLT. THESE PLUG	HE KNEW WHAT THE PR S ARE USED BY SOME	OBLEM WAS. HE HAD N PLTS TO PREVENT BIR	IOT REMOVED TH DS FROM NEST	HE [NG	

5/30/86 File No. - 949 UPPER MARLBORO, MD A/C Reg. No. N11463 Time (Lc1) - 0620 EDT _____ _____ ------LOSS OF POWER(PARTIAL) - NON-MECHANICAL Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. COOLING SYSTEM, COWLING - BLOCKED(TOTAL) 2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND 3. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND 4. INSTALLATION - NOT CORRECTED - PILOT IN COMMAND 5. FLUID,OIL - OVERTEMPERATURE _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. TERRAIN CONDITION - ROUGH/UNEVEN 7. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, TOTAL 8. 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) 1,2,3,4

Brief of Accident (Continued)

File No 841 3/17/86 LANS	ING,MI /	A/C Reg. No. N508	51	T -	ime (Lcl) -	1900 E	ST
-Basic Information Type Operating Certificate-NONE (GENER Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91	AL Fir	rcraft Damage JBSTANTIAL re DNE	Crew Pass	Fatal O O	Injur Serious O O		None 1 0
Accident Occurred During -LANDING		JNE	Pass	0	0	0	0
Aircraft Information Make/Model - CESSNA 150J Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Number Engines	- CONTINENTAL O- - 1 - RECIPROCATING- - 100 HP		S	Installed/A tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 170/005 KTS Visibility - 7.0 SM Lowest Sky/Clouds - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 2500 FT BRO Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/IN Destination LOCAL ATC/Airspace Type of Flight F	NC Plan - NONE ce - NONE		ON AIR Airport Da CAPITO Runway Runway Runway Runway	ata _ CITY Ident - Lth/Wid - Surface -	24 5000/ ASPHAL DRY	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - UNK/NR Biennial Flight Review Current - N/ Months Since - N/ Aircraft Type - N/	/A Total /A Make/Mo	Flight - del-	e - VALID t Time (Ho 35 35 1		Hrs - Days-	7

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PILOT FLEW A FOUR LEG ROUND-ROBIN WITH TOUCH AND GO LANDING AFTER EACH LEG. AFTER HIS RETURN TO HIS POINT OF ORIGIN AND FOLLOWING HIS SECOND TOUCH AND GO THERE, THE ENGINE QUIT AT 100 FT AGL, HALFWAY DOWN THE RUNWAY. HE BOUNCED INTO THE GRASS AT THE END OF THE RUNWAY AND FLIPPED OVER. THE LEFT TANK WAS FOUND TO CONTAIN 1.5 GALLONS AND THE RIGHT TANK WAS FOUND TO CONTAIN ONE QUART OF FUEL. FOLLOWING THE ACCIDENT, THE ENGINE OPERATED NORMALLY, HOWEVER ONE CYLINDER HAD NO COMPRESSION.

File No. - 841 3/17/86 LANSING,MI A/C Reg. No. N50851 Time (Lc1) - 1900 EST Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FUEL SYSTEM, TANK - EXHAUSTION 2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND 3. ENGINE ASSEMBLY, CYLINDER - PRESSURE TOO LOW 4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND) _____ ---------Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL _____ Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are findling(s) 2,4

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENER/	L AVIATION)	Aircraft Dam SUBSTANTIAL		Fatal	Inju Serious		or None
Type of Operation -BUSINESS		Fire	Crew	0	0	0) 2
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	; O	0	0) 1
Aircraft Information Make/Model - PIPER PA-31T1					T		
Landing Gear - TRICYCLE-RETRACTABLE		[/] Model - P&W PT6 ngines - 2			tall Warni		ed - YES/NO em - YES
Max Gross Wt - 8700	Engine Ty		OP				
No. of Seats - UNK/NR	Rated Pov	ver - 500	HP				
Environment/Operations Information							
Weather Data Wx Briefing - FSS	Itinerary	tune Deint			Proximity		
Wx Briefing - FSS Method - UNK/NR	Last Depar	rture Point MI		ON AIR	PURI		
Completeness - UNK/NR	Destination			Airport D	ata		
Basic Weather - IMC	CHARLEVO			CHARLE			
Wind Dir/Speed- 310/005 KTS	_					- 26	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 500 FT OVER		light Plan - IFR			Surface Status	- ASPHA - DRY	
Obstructions to Vision- FOG		Lindg - STR		Kullway	512105	DRI	
Precipitation - NONE	· • • • • • • • • • • • • • •	_					
Condition of Light - DAYLIGHT							
Personnel Information							·
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 61 Biennial Flight		cal Certifica	ite - VALID ht Time (H		U WAIVE	RS/LIMIT
COMMERCIAL	Current		Total -			4 Hrs -	UNK/NR
SE LAND, ME LAND	Months Since		Make/Model-				
	Aircraft Typ		Instrument- Multi-Eng -			0 Days-	
Instrument Rating(s) - AIRPLANE							

ACCORDING TO THE PILOT, ON THEIR FIRST APPROACH THEY WERE UNABLE TO SEE THE AIRPORT AT 1300 FEET, SO THEY RAISED THE GEAR AND FLAPS AND CLIMBED TO 1800 FEET, AT WHICH TIME THEY SAW THE AIRPORT. THE PILOT DECIDED TO MAKE A VFR LANDING ON RUNWAY 26 AND FORGOT THAT HE HAD PREVIOUSLY RAISED HIS GEAR AND MADE A GEAR UP LANDING. THE PILOT ATTRIBUTES HIS FORGETTING THE GEAR, TO BEING DISTRACTED BY THE COPILOT AND ALSO BECAUSE OF THE LAST MINUTE DECISION TO LAND ON RUNWAY 26.

File No. - 916 7/25/86 A/C Reg. No. N2317V Time (Lcl) - 1700 EDT CHARLEVOIX, MI Occurrence IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND з. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND 4. 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) 1,2,3,4

File No. - 944 6/29/86 INT'L FALLS,MN A/C Reg. No. N19528 Time (Lcl) ~ 1530 CDT ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries SUBSTANTIAL Serious - Minor Fatal None Type of Operation -PERSONAL Fire Crew 0 0 1 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -LANDING ----Aircraft Information----Make/Model - CESSNA 150L Eng Make/Model - CONTINENTAL 0-200-A ELT Installed/Activated - YES/NO Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Engine Type - RECIPROCATING-CARBURETOR Max Gross Wt - 1600 No. of Seats -2 Rated Power - 100 HP ----Environment/Operations Information----Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRSTRIP Method - N/A SAME AS ACC/INC Destination Airport Data Completeness - N/A Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed- 070/007 KTS Runway Ident - 36 Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 2640/ 75 Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - 25000 FT OVERCAST Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT _____ _____ ----Personnel Information----Pilot-In-Command Age -68 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - UNK/NR Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model- UNK/NR Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days; UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE _______ ----Narrative----ACFT STRUCK POWER LINES ON APPROACH TO PRIVATE AIRSTRIP. THE PLT STATED THAT AN AIR POCKET PULLED THE PLANE DOWN. WEATHER AT INTERNATIONAL FALLS, SIX MILES FROM THE ACCIDENT SITE, REPORTED WINDS AT 7 KTS WITH NO GUSTS. THE PLTS FLT TIME WAS NOT REPORTED.

A/C Reg. No. N19528 6/29/86 File No. - 944 INT'L FALLS, MN Time (Lcl) - 1530 CDT -----Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND 3. JUDGEMENT - POOR - PILOT IN COMMAND Occurrence #2 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN _____ Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----

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

File No 842 7/13/86 B	ENSON, MN	A/C Reg. No. N3731T		Time (Lc1) - 1830 CDT			
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur		None
Type of OpenationPUSINESS		Fire	Crew	Fatai O	Serious O	Minor O	None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 9	4	NONE	Pass	0	0	0	1
Accident Occurred During -DESCENT	•	NONE	F 455	Ū	0	Ū	•
Aircraft Information							
Make/Model - PIPER PA-28R-201		Model - LYCOMING IC)-360-BIE		Installed/A		
Landing Gear - TRICYCLE-RETRACTABL Max Gross Wt - 2750		ngines - 1. pe - RECIP-FUEL		5	tall Warnir	g System	- YES
No. of Seats - 4	Rated Pow		INDECTED				
NO. 01 Seats - 4							
Environment/Operations Information	-						
leather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIE		ture Point		OFF AI	RPORT/STRIP		
Method - N/A	ONAWA, IA						
Completeness - N/A	Destinatior			Airport D			
Basic Weather - VMC	SAME AS	ACC/INC		BONSON			
Wind Dir/Speed- 300/008 KTS						N/A	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		
	SCATTERED Type of FI				Surface -		
Lowest Ceiling - NONE		earance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/	Lndg - FORCED	LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 34	Medical	Certificat	e - VALID	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligh	nt Time (H	ours)		
PRIVATE	Current		al -	280	Last 24	Hrs -	3
SE LAND		e - 15 Make	e/Model-	275	Last 30	Days- UN	
	Ainonoft Tur	e – UNK/NR Inst		0	Last 90		29

Instrument Rating(s) - NONE

----Narrative----

THE PILOT REPORTED THAT HE RAN THE RIGHT FUEL TANK DRY BEFORE SWITCHING TO THE LEFT TANK IN CRUISE FLIGHT. ON FINAL APPROACH FOR A LANDING THE ENGINE BEGAN TO FALTER AND QUIT RUNNING SHORTLY THEREAFTER. THE AIRCRAFT WAS LANDED SHORT OF THE RUNWAY GEAR UP IN ROUGH TERRAIN AND WAS SUBSTANTIALLY DAMAGED. AN EXAMINATION OF BOTH FUEL TANKS FOLLOWING THE ACCIDENT REVEALED APPROXIMATELY ONE QUART OF FUEL IN THE RIGHT TANK ONLY. THE FUEL GAGES WERE TESTED AND PROVED TO BE ACCURATE.

Time (Lc1) - 1830 CDT 7/13/86 BENSON, MN A/C Reg. No. N3731T File No. - 842 LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. FUEL SYSTEM - EXHAUSTION 2. FUEL CONSUMPTION CALCULATIONS - POOR - PILOT IN COMMAND 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 4. JUDGEMENT - POOR - PILOT IN COMMAND _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 5. TERRAIN CONDITION - ROUGH/UNEVEN 6. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND ----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf	Damage		Inju	ries	
Type of Operation -PERSONAL	SUBSTA Fire	ITIAL Cre	Fatal w O		Minor · O	None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Pas		-	0	2
-Aircraft Information Make/Model - CESSNA 172	Eng Make/Model - LY	COMING 0-320-E2D	ELT		Activated ·	YES/NO
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Number Engines - 1 Engine Type - REG Rated Power -			tall Warniı	ng System ·	- YES
Environment/Operations Information Weather Data	Itinerary		Ainpont	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point POINT LOOKOUT,MO			RPORT/STRI	P	
Completeness - N/A Basic Weather - VMC	Destination AVA,MO		Airport Da			
Wind Dir/Speed- 180/010 KTS Visibility - 15.0 SM	ATC/Airspace			Ident Lth/Wid		
Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 4000 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Flight Plan N Type of Clearance Type Apch/Lndg	NONE		Surface Status	- GRASS/TUP - DRY	₹F
Personnel Information Pilot-In-Command	Age - 18	Medical Certific	ate - VALID		n watvers/i	тмтт
Certificate(s)/Rating(s)	Biennial Flight Review	Fli	abt Time (He	ours)		
PRIVATE SE LAND	Current - YES Months Since - UNK/NR	Total - Make/Model-	191 114	Last 24 Last 30	4 Hrs - O Days- UNH	1 K/NR
	Aircraft Type - BE-76		17 11	Last 9 Rotorc	0 Days- raft - UNA	69 K/NR
Instrument Rating(s) - NONE						
Instrument Rating(s) - NONE Narrative E PLT REPORTS THAT THE ENG BEGAN TO RUN ROUG TEMPTED EMERG PROC BUT THE LOSS OF RPM CONT NDING AREA THE ENG RPM DROPPED TO 1200 AND T ALL TREE AND A FENCE POST. EXAM OF THE ENG F E BROKEN VALVE REVEALED EVIDENCE OF A PROGRE	NUED AND HE DECIDED ON AN O THE PLT SECURED THE ENG. DU REVEALED A BROKEN EXHAUST V	DFF-ARPT LANDING. RING THE FORCED L	DURING THE	APCH TO TH ACFT HIT A	HE	

File No. - 859 4/02/86 AVA,MO A/C Reg. No. N80751 Time (Lcl) - 1725 CST ------_____ . - - - - - - - - -LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE ASSEMBLY, VALVE - FAILURE, TOTAL 2. ENGINE ASSEMBLY, VALVE - FATIGUE 3. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ _____ ON GROUND COLLISION WITH OBJECT Occurrence #3 Phase of Operation LANDING - ROLL Finding(s) 4. OBJECT - TREE(S) _____ ----Probable Cause----

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

File No 861 4/12/86 ST. LO	JIS,MO A/	C Reg. No. N2578H		Time (Lcl) - 1610 CST				
-Basic Information Type Operating Certificate-NONE (GENERAL		raft Damage		Inju				
	SUB	STANTIAL	Fata		Mino			
Type of Operation -PERSONAL	Fire		Crew C	-	0	-		
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NON	IE	Pass C	• 0	0	0		
-Aircraft Information								
Make/Model - ERCOUPE 415-C		CONTINENTAL 85	E					
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall Warni	ng Syst	em – NO		
Max Gross Wt - 1260		RECIPROCATING-CA	RBURETOR					
No. of Seats - 2	Rated Power -	85 HP						
-Environment/Operations Information								
Weather Data	Itinerary			rt Proximity				
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Po		ON	AIRPORT				
Method ~ N/A	SAME AS ACC/INC							
Completeness - N/A	Destination			t Data				
Basic Weather - VMC	LOCAL			VE COEUR	05			
Wind Dir/Speed- 310/022 KTS Visibility - 6.0 SM	ATC/Airspace			way Ident way Lth/Wid	- 25	/ 175		
Lowest Sky/Clouds - UNK/NR	Type of Flight Pl			way Surface				
Lowest Ceiling - 4000 FT BROKE					- DRY	TURF		
	Type Apch/Lndg			way Status	DRI			
Precipitation - NONE	Type Apen/ Endg	FULL STOP						
Condition of Light - DAYLIGHT		TOLL STOP						
-Personnel Information					******			
Pilot-In-Command	Age - 48	Medical Certi			O WAIVE	RS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time					
COMMERCIAL	Current - YES	Total	- 469	Last 2	4 Hrs -			
SE LAND, ME LAND	Months Since - 24		1- 75	Last 3	0 Days-			
HELICOPTER	Aircraft Type - ER-	415C Instrumen Multi-Eng	. 0	Last 9	0 Days-	3		
Instrument Rating(s) - NONE								

THE PLT REPORTS THAT A WIND SQUALL PASSED OVER THE ARPT AS HE WAS LANDING. HE SAID THE ACFT ENCOUNTERED WINDSHEAR AT ABOUT 100 FT AGL ON FINAL APCH AND BEGAN TO SINK. THE PLT ADDED PWR BUT COULD NOT STOP THE SINK AND THE ACFT LANDED IN A PLOWED FIELD ABOUT 20 FT SHORT OF THE RWY. THE NOSE GEAR HIT A LIP AT THE END OF THE RWY AND COLLAPSED AFT DAMAGING THE FIREWALL AND FUSELAGE. NEARBY ST. LOUIS-LAMBERT FLD REPORTED A CB IN THE VIC AND A WINDSHIFT WITH WIND GUSTS TO 30 KTS AT THE TIME OF THE ACDT.

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File No. - 861 4/12/86 ST. LOUIS,MO A/C Reg. No. N2578H Time (Lcl) - 1610 CST _____ Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Findina(s) 1. WEATHER CONDITION - WINDSHEAR 2. METEOROLOGICAL SERVICE - NOT USED - PILOT IN COMMAND 3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND _____ Occurrence #2 UNDERSHOOT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation LANDING Finding(s) 4. TERRAIN CONDITION - ROUGH/UNEVEN _____ ---------Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

.

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

File No 978 8/17/86 REPUE	BLIC,MO	MO A/C Reg. No. N84		Т	ime (Lcl) -	1400 CDT	
-Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	AL AVIATION)	Aircraft Dam SUBSTANTIAL Fire	Crew	Fatal 0	0	Minor O	1
Accident Occurred During -APPROACH		NONE		0	0	0	1
-Aircraft Information Make/Model - AERONCA 7AC Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 2	Number E Engine T	/Model - CONTINE	CATING-CARBURE	ELT		ctivated ·	
-Environment/Operations Information Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC	E Last Depa POINT LO Destination REPUBLIC	DOKOUT,MO h		ON AIR Airport D			
Wind Dir/Speed- 320/005 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 6000 FT SCAT	ATC/Airspace	e	E	Runway	Ident - Lth/Wid - Surface -	UNK/NR	
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of C Type Apch,	learance - NON /Lndg - NON	E	Runway	Status -	UNK/NR	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Biennial Flight		Fligh	t Time (H	ours)		
PRIVATE SE LAND	Months Since	- UNK/NR e - UNK/NR pe - UNK/NR	Make/Model-	10	Last 30	Days- UN	(/NR

Instrument Rating(s) - NONE

----Narrative----

THE PILOT WAS FLYING A PATTERN AROUND A FIELD WHERE HE INTENDED TO LAND LATER. DURING A LOW PASS, HE APPLIED POWER FOR A GO- AROUND BUT FULL POWER WAS NOT SUFFICIENT TO PREVENT A TOUCHDOWN. AT TOUCHDOWN, A SIDE LOAD COLLAPSED THE LANDING GEAR. THE PILOT IS ALSO A MECHANIC AND WAS UNABLE TO DETERMINE ANY ENGINE PROBLEMS DURING A POST-IMPACT EXAMINATION. THE FIELD ELEVATION WAS 1649 FEET ASL AND THE DENSITY ALTITUDE WAS 3700 FEET.

File No 978	8/17/86	REPUBLIC,MO	A/C Reg. No. N84055	Time (Lcl) - 1400 CDT
	LIGHT COLLIS DACH - GO-AR	ION WITH TERRAIN		
•	DACH - GU-AR	JUND (VFR)		
Finding(s)				
1. WEATHER CONDITION - H 2. IN-FLIGHT PLANNING/		NADEQUATE - PILOT IN	COMMAND	
			IN AIRCRAFT'S ABILITY - PILOT IN	COMMAND
4. AIRSPEED - NOT MAINTA	· ·		IN AIRCRAFT 5 ADILITT FILOT IN	COMMAND
5. STALL/MUSH - INADVERT	ENT - PILOT	IN COMMAND		
6. REMEDIAL ACTION - DEL	AVED - BTLOT	IN COMMAND		

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GEN	RAL AVIATION)	Aircraft D	amage		Inju	ries	
· · · · · · · · · · · · · · · · · · ·		SUBSTANTI		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	; O	0	0	0
vircraft Information Make/Model - CESSNA 172RG	Eng Make /		ING 0-360-F1A6	EL T	(notollod/	Activated	
Landing Gear - TRICYCLE-RETRACTABLE		gines - 1	ING U-360-FIA6			ng System	
Max Gross Wt - 2650	Engine Typ		ROCATING-CARBUR			ig system	163
No. of Seats - 4	Rated Powe						
nvironment/Operations Information							
leather Data	Itinerary			Airport	roximity		
Wx Briefing - FSS	Last Depart	ture Point		ON AIR			
Method - TELEPHONE	LAKE CHAR			ON AIN	UKT		
Completeness - FULL	Destination			Airport Da	ata		
Basic Weather - VMC	MADISON				5 FIELD		
Wind Dir/Speed- 160/009 KTS	MAD 1 0011; 1					- 16	
Visibility - 8.0 SM	ATC/Airspace					- 5386/	150
Lowest Sky/Clouds - 25000 FT TH		ight Plan - V	FR		Surface		
Lowest Ceiling - NONE		earance - V				- DRY	
Obstructions to Vision- NONE		_ndg - F		,	•••••		
Precipitation - NONE	· 31 · · · · · · · · · · ·						
Condition of Light - DUSK							
Personnel Information							
Pilot-In-Command	Age - 35	Me	dical Certifica	te - VALID	MEDICAL-W	AIVERS/LIM	ΙТ
Certificate(s)/Rating(s)	Biennial Flight F			ht Time (He			
PRIVATE	Current	- YES	Total -	181	Last 24	4 Hrs -	4
SE LAND	Months Since	- 14	Make/Model-	82	Last 30) Days- UN	
	Aircraft Type	∋ - UNK/NR	Instrument-	29	Last 90) Days-	16
Instrument Rating(s) - NONE							
larrative							
PLT STATED THAT SHE INTENTIONALLY LAND NOT ALLOW THE GEAR TO COMPLETELY LOCE							
NOT ALLOW THE CEAD TO COMPLETELY LOCK	C DOWN. EXAMINATION (JF THE NOSE L	ANDING GEAR REV	'EALED THAT	THE NOSE		

Time (Lcl) - 1932 CDT File No. - 811 5/23/86 JACKSON, MS A/C Reg. No. N4596V _____ -_____ -----IN FLIGHT COLLISION WITH TERRAIN Occurrence Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. LANDING GEAR, NOSE GEAR ASSEMBLY - JAMMED 2. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY - JAMMED 3. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE, TOTAL 4. 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) 1,2,3,4

File No 813 6/02/86 DA	A/C Reg.	A/C Reg. No. N8569S			Time (Lcl) - 1330 CDT				
-Basic Information									
Type Operating Certificate-AGRICULTU	RAL AIRCRAFT	Aircraft Da	mage		Injur				
		DESTROYED		Fatal	Serious		None		
Type of Operation -AERIAL AP	PLICATION	Fire	Crew		0	0	1		
Flight Conducted Under -14 CFR 13 Accident Occurred During -LANDING	7	ON GROUND	Pass	s 0	0	0	0		
Make/Model - AIR AT301	Eng Make	/Model - P & W	R1340 SERIES	ELT	Installed/A	ctivated	1 - NO -N/		
Landing Gear - TAILWHEEL-ALL FIXED	Number E	ngines - 1		S	tall Warnin	g System	n - NO		
Max Gross Wt - 7050	Engine T	ype - RECIPR	OCATING-CARBUR	RETOR		-			
No. of Seats - 1	Rated Pc	wer - 600	HP						
-Environment/Operations Information									
Weather Data	Itinerary				Proximity				
W× Briefing - NO RECORD OF BRIEF				OFF AI	RPORT/STRIP				
Method - N/A	MARKS, M								
Completeness - N/A	Destinatio	'n		Airport D	ata				
Basic Weather - VMC	LOCAL								
Wind Dir/Speed- CALM						N/A			
Visibility - 10.0 SM					Lth/Wid -				
Lowest Sky/Clouds - 4000 FT S					Surface -				
Lowest Ceiling - 25000 FT E				Runway	Status -	N/A			
	Type Apch	/Lndg - NO	INE						
Precipitation - NONE									
Condition of Light - DAYLIGHT									
-Personnel Information	A 05	M	lissl. Osutifis				. /		
Pilot-In-Command	Age - 25	Mec	iical Certifica	ate - VALID	MEDICAL-NU	WAIVERS	S/LIMI!		
Certificate(s)/Rating(s)	Biennial Flight					11	•		
COMMERCIAL	Current	- UNK/NR	lotal -	2344	Last 24	Hrs -	8		
SE LAND	Months Sinc	e - UNK/NR	Make/Model-	2344	Last 30	Days- L			
	Aircraft Ty	pe – UNK/NR	Instrument-	O	Last 90	Days-	63		
Instrument Rating(s) - NONE									

----Narrative----

THE PLT STATED THAT DURING AN AERIAL APPLICATION SWATH RUN HE ATTEMPTED TO GO AROUND A TELEPHONE WIRE. THE ACFT STALLED, HIT THE GROUND AND WAS DESTROYED BY POST CRASH FIRE.

File No 8	13 6/02/86 D.	ARLING,MS	A/C Reg. No. N8569S	Time (Lcl) - 1330 CDT	
Occurrence #1 Phase of Operation	LOSS OF CONTROL - I MANEUVERING - AERIA				
2. JUDGEMENT - POO	MPTED - PILOT IN COMM R - PILOT IN COMMAND DLLED - PILOT IN COMM	1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -		्र 	
Occurrence #2 Phase of Operation	IN FLIGHT COLLISION LANDING - FLARE/TOU				
Finding(s) 4. TERRAIN CONDITIO	DN - 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. - 879 6/20/86 CLEVELAND, MS A/C Reg. No. N53SP Time (Lcl) - 0730 CDT _____ _____ ----Basic Information----Type Operating Certificate-AGRICULTURAL AIRCRAFT Aircraft Damage Injuries Minor SUBSTANTIAL Fatal Serious None Type of Operation -AERIAL APPLICATION Fire Crew 0 0 0 1 Flight Conducted Under -14 CFR 137 NONE Pass 0 0 0 0 Accident Occurred During -LANDING _____ ----Aircraft Information----Eng Make/Model - LYCOMING TVO-435-B1A Make/Model - BELL 47G3B1 ELT Installed/Activated - NO -N/A Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - NO Max Gross Wt - 2950 No. of Seats - 3 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 270 HP ______ ----Environment/Operations Information----Weather Data Itinerary Airport Proximity - NO RECORD OF BRIEFING Wx Briefing Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC Airport Data Completeness - N/A Destination Basic Weather - VMC LOCAL Wind Dir/Speed- CALM Runway Ident - N/A Visibility - 3.000 SM ATC/Airspace Runway Lth/Wid - N/A Runway Surface - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT ----Personnel Information----Pilot-In-Command Aae - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Last 24 Hrs - UNK/NR Current - UNK/NR Total - 14000 COMMERCIAL SE LAND Months Since - UNK/NR Make/Model- UNK/NR Last 30 Days- UNK/NR Multi-Eng - UNK/NR Instrument- UNK/NR Aircraft Type - UNK/NR Last 90 Days- 400 HELICOPTER Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE _____ ----Narrative----THE PILOT STATED THAT WHEN HE TOOK OFF, THE ACFT WAS OVERWEIGHT AND HE WAS UNABLE TO REMAIN AIRBORNE. HE ATTEMPTED A RUNNING LANDING. THE SKIDS DUG IN AND COLLAPSED CAUSING THE SPRAY BOOM TO SWING FORWARD AND BREAK THE BUBBLE CANOPY.

File No. - 879 6/20/86 CLEVELAND,MS A/C Reg. No. N53SP Time (Lc1) - 0730 CDT

Occurrence GEAR COLLAPSED Phase of Operation LANDING

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND 2. RUN ON LANDING - ATTEMPTED - PILOT IN COMMAND

----Probable Cause----

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

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

File No 982 6/26/86 ₩4	YNESBORO, MS	A/C Reg. No. No	009	Т	ime (Lcl) ~	1830 CDT	
Basic Information Type Operating Certificate-NONE (GEM	ERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injuri Serious	es Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING		NONE	Pass	0	0	0	0
-Aircraft Information Make/Model - AMATEUR BUILT EENIE Landing Gear - TRICYCLE-FIXED Max Gross Wt - 590 No. of Seats - 1				s	Installed/Ac tall Warning		
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - UNK/NR Method - UNK/NR	Last Depar SAME AS	ACC/INC			RPORT/STRIP		
Completeness - UNK/NR Basic Weather - VMC	Destination SAME AS		Α	irport D			
Wind Dir/Speed- CALM						N/A	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -	• •	١
	CATTERED Type of F1 Type of C1					N/A N/A	
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/		ANDING	Kuriway		N/ A	
-Personnel Information							
Pilot-In-Command	Age - 62				MEDICAL-WAI	VERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight			Time (H			
PRIVATE		- YES Total		250	Last 24		1
SE LAND	Months Since		Model-	25	Last 30		1
	Aircraft Typ	e - 150 Instr	ument-	0	Last 90	Days-	1
Instrument Rating(s) - NONE							
-Narrative							
ACFT NOSED OVER DURING A FORCED LANDIN	IG AFTER A POWER LOSS	ACCORDING TO WITNE	SSES THE A	CET MADE	A CLIMBING		
N AFTER TAKEOFF FOLLOWED BY A LOW PASS						IEN	
REAPPEARED THE ENGINE WAS NOT RUNNING.							
E TO REST INVERTED. THE PLT STATED AFTE SONS UNKNOWN FROM THE LEAN OR NORMAL PO N RAPID THROTTLE APPLICATION.	R THE ACCIDENT THAT	THE CARBURETOR ACCEL	ERATOR PUM	IP HAD BE	EN MOVED BY		
	· 1	a state to a				1.1911	
	and the second second	ere a construction de la p					

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File No. - 982 6/26/86 WAYNESBORO, MS A/C Reg. No. N6009 Time (Lcl) - 1830 CDT -----Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation MANEUVERING Finding(s) 1. FUEL SYSTEM, CARBURETOR - INCORRECT _____ ------Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ -----Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 2. TERRAIN CONDITION - OPEN FIELD 3. TERRAIN CONDITION - ROUGH/UNEVEN _____ ----Probable Cause----

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

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Name of Carrier -LESTER		ircraft Damage		1010	ries	
	C. BARCKLEY [DESTROYED	Fata		Minor	None
Type of Operation -NON SCF Flight Conducted Under -14 CFR	HED, DOMESTIC, CARGO F	ire	Crew 1	0	0	0
Flight Conducted Under -14 CFR	135 (ON GROUND	Pass O	0	0	0
Accident Occurred During -APPROA(CH					
ircraft Information				_		
Make/Model - SWEARINGEN SA226A		- GARRETT TPE3	31-3U303G EL	T Installed/		
Landing Gear - TRICYCLE-RETRACTAE				Stall Warni	ng System	- YES
Max Gross Wt - 12500	Engine Type					
No. of Seats - 14	Rated Power	- 840 HP				
nvironment/Operations Information					٠,	
eather Data	Itinerary			rt Proximity		
Wx Briefing - FSS	Last Departure	Point	OFF	AIRPORT/STRI	Р	
Method - ACFT RADIO	HELENA, MT			_		
Completeness - FULL	Destination		Airport			
Basic Weather - IMC	BILLINGS, MT		LOGA		~ 0 1	
Wind Dir/Speed- 030/009 KTS				ay Ident		450
Visibility - 15.0 SM Lowest Sky/Clouds - UNK/NR	ATC/Airspace			ay Lth/Wid		150
Lowest Sky/Crouds - UNK/NK Lowest Ceiling - 300 Fi	Type of Flight			vay Surface vay Status		
Obstructions to Vision- NONE		- ILS-LOCA		ay status	- WEI	
Precipitation - NONE	Type Apen/ Endg	- ILS-LUCA				
Condition of Light - NIGHT(DA	NBK)					
ersonnel Information Pilot-In-Command	Age - 49	Nadiaal C	ertificate - VAL			TNTT
Certificate(s)/Rating(s)	Biennial Flight Revie		Flight Time		U WAIVERS/	
ATP,CFI	5		- UNK/NR		4 Hrs - UN	
SE LAND, ME LAND	Months Since -		Model- UNK/NR		0 Days- UN	
SE EARD, HE EARD	Aircraft Type - S		ument- UNK/NR		0 Days- UN	
			-Eng - UNK/NR		raft - UN	
Instrument Rating(s) - AIRPLA	NE					
arrative						

THAT HE WAS INCAPACITATED AT THE TIME OF IMPACT. THE PLTS FLT TIME WAS NOT REPORTED AND HIS LOGS WERE NOT LOCATED.

File No 94	43 5/07/86	BILLINGS,MT	A/C Reg. No. N577KA	Time (Lc1) - 2345 MDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL APPROACH - FAF/O	- IN FLIGHT UTER MARKER TO THRESHOLD (1	IFR)	
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS APPROACH - FAF/O	ION WITH TERRAIN UTER MARKER TO THRESHOLD ()	IFR)	
Finding(s) 1. PHYSICAL IM	PAIRMENT(OTHER CAR	DIOVASCULAR) - PILOT IN COM		
Probable Cause				

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION)	Aircraft	Damage			Injur	ies	
, ,		SUBSTANT			-	erious		None
Type of Operation -OTHER WORK L	JSE	Fire			0	0	1	0
Flight Conducted Under -14 CFR 91		NONE	P	ass	0	0	0	0
Accident Occurred During -APPROACH								
vircraft Information								
Make/Model - PIPER PA-18			MING 0-320-A2					
Landing Gear - TAILWHEEL-ALL FIXED		gines - 1			Stal	l Warnin	g System	- NO
Max Gross Wt - 1750			PROCATING-CAR	BURETOR				
No. of Seats - 2	Rated Pow	er - 1	50 HP 					
Invironment/Operations Information								
leather Data	Itinerary	_			ort Pro			
Wx Briefing - NO RECORD OF BRIEFING		ture Point		OF	F AIRPO	RT/STRIP		
Method - N/A	DAYTON, W							
Completeness - N/A	Destination			Airpo	rt Data			
Basic Weather - VMC	LOCAL			-				
Wind Dir/Speed- 090/008 KTS					nway Ide		N/A	
Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace	ight Plan -			nway Lti nway Sui			
Lowest Ceiling - NONE		earance -			nway Su nway Sta			
Obstructions to Vision- NONE	Type Apch/			ĸu	nway sta	atus	N/A	
Precipitation - NONE	Туре дрепу	Lindg	NONE					
Condition of Light - DAWN								
Personnel Information								
Pilot-In-Command	Age - 31	м	edical Certif	icate - V	ALID ME	DICAL-WA	IVERS/LI	TIN
Certificate(s)/Rating(s)	Biennial Flight	Review	F	liaht Tim	e (Hours		,	
PRIVATE	Biennial Flight Current	- YES	Total Make/Model	- 201	•	Last 24	Hrs -	1
SE LAND	Months Since	- 20	Make/Model	- 23		Last 30	Days- U	NK/NR
	Aircraft Typ	e – UNK/NR	Instrument	- 0		Last 90	Days-	8
Instrument Rating(s) - NONE								
larrative								

-

 File No. - 817
 5/26/86
 DECKER,MT
 A/C Reg. No. N4043E
 Time (Lc1) - 0620 MDT

 Occurrence
 IN FLIGHT COLLISION WITH OBJECT
 Phase of Operation
 LANDING

 Finding(s)
 1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. JUDGEMENT - POOR - PILOT IN COMMAND

 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 ----Probable Cause---

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

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

File No. - 973 6/18/86 TOSTON.MT A/C Reg. No. N82539 Time (Lc1) - 0830 MDT ----Basic Information----Type Operating Certificate-AGRICULTURAL AIRCRAFT Aircraft Damage Injuries SUBSTANTIAL Fatal Serious Minor None Crew Type of Operation -AERIAL APPLICATION Fire 0 0 0 1 Flight Conducted Under -14 CFR 137 0 NONE Pass 0 0 0 Accident Occurred During -DESCENT ----Aircraft Information----Make/Model - PIPER PA-25-260 ELT Installed/Activated - NO -N/A Eng Make/Model - LYCOMING 0-540-G1A5 Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2900 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 1 -Rated Power 260 HP ----Environment/Operations Information----Weather Data Airport Proximity Itinerary - NO RECORD OF BRIEFING Wx Briefing Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- 270/004 KTS Runwav Ident - N/A Visibility - 30.0 SM ATC/Airspace Runway Lth/Wid ~ N/A Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 20000 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 - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES - 2329 Total Last 24 Hrs -10 Make/Model- 2000 SE LAND Months Since - 3 Last 30 Days- UNK/NR Aircraft Type - PA-18 Instrument- UNK/NR Last 90 Days- 125 Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE ----Narrative----THE PLT REPORTS THAT HE TOOK OFF FROM AN AG STRIP ABOUT A MILE FROM THE FLD BEING TREATED AND WAS MAKING A TURN-AROUND AFTER HIS SECOND SWATH RUN WHEN THE ACFT BEGAN TO SETTLE. HE DUMPED HIS CHEM BUT THE ACFT CONTINUED TO SETTLE AND IMPACTED THE GROUND. THE PLT SAID THE TURN-AROUND WAS BEING MADE BESIDE A BUTTE AND HE ENCOUNTERED "BAD AIR." THE DENSITY ALT AT THE TIME AND PLACE OF THE ACDT IS CALCULATED TO BE ABOUT 5,000 FT. THE PLT SAID THERE WAS NO MALFUNCTION OF THE ACFT OR ENG.

File No 9'	/3 6/18/86	TOSTON, MT	A/C Reg. No. N82539	Time (Lcl) - 0830 MDT	
Occurrence #1 Phase of Operation	LOSS OF CONTROL - Maneuvering - Aef				
Finding(s) 1. WEATHER CONDITIC 2. STALL/MUSH - 3 3. LOAD JETTISON -	NADVERTENT - PILOT	IN COMMAND			
Occurrence #2 Phase of Operation					
Probable Cause				······································	

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

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

Basic Information					- .	• -		
Type Operating Certificate-AGRICULTURAL		raft Damage STANTIAL		Fatal	Injur Serious	nes Mino	r	None
Type of Operation -AFRIAL APPLI			Crew	0	0	0		1
Type of Operation -AERIAL APPLI Flight Conducted Under -14 CFR 137	ON		Pass	õ	õ	ŏ		ò
Accident Occurred During -DESCENT								
Aircraft Information								
Make/Model - PIPER PA-25-235	Eng Make/Model -	LYCOMING 0-540			[nstalled/A			
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -				tall Warnir	ıg Syst	em - `	YES
Max Gross Wt - 2900		RECIPROCATING-CA	RBURETO	२				
No. of Seats - 1	Rated Power -	235 HP						
Environment/Operations Information								
Weather Data	Itinerary	•			Proximity			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Po BYNUM,MT	int		UFF AI	RPORT/STRIP			
Completeness - N/A	Destination		۸i	rport Da	a+a			
Basic Weather - VMC	LOCAL			port bi				
Wind Dir/Speed- 180/005 KTS	LUGAL			Runwav	Ident -	N/A		
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid -			
Lowest Sky/Clouds - CLEAR	Type of Flight Pl	an - NONE			Surface -		Ĺ	
Lowest Ceiling - NONE	Type of Clearance			Runway	Status -	DRY		
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE						
Precipitation - NONE Condition of Light - DAYLIGHT								
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 46 Biennial Flight Review	Medical Certi				WAIVE	RS/LI	M 1 I
Certificate(s)/Rating(s)	Current - YES	Total	Flight	11me (Ho 50		Uno -		3
COMMERCIAL SE LAND,ME LAND	Months Since - 16							
HELICOPTER	Aircraft Type - UNK	/NR Instrumen	1 IZV	10	Last 90	Days-	1'	78
		Multi-Eng	-	13	Rotorcr	aft -	10	00
Instrument Rating(s) - AIRPLANE								

AFTER THE FIRST LANDING ON A GRAVEL ROAD FOR RELOADING LIQUID INSECTICIDE THE PILOT ATTEMPTED TO TAKE OFF FOR AN AERIAL APPLICATION FLIGHT. DURING THE TAKE OFF GROUND ROLL THE PILOT OBSERVED THAT THE LEFT DOOR WAS NOT PROPERLY CLOSED. HE MOMENTARILY REDUCED POWER TO CLOSE THE DOOR AND THEN CONTINUED THE TAKE OFF. IMMEDIATELY AFTER TAKEOFF THE AIRCRAFT STUCK SIX FT HIGH FENCE POSTS ADJACENT OT A CATTLE GUARD ACROSS THE ROAD AND IMPACTED ON THE ROAD.

A/C Reg. No. N7099Z File No. - 987 7/02/86 BYNUM, MT Time (Lcl) - 1100 MDT _____ IN FLIGHT COLLISION WITH OBJECT Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. DOOR.EXTERIOR CREW - INCORRECT 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND з. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND 4. THROTTLE/POWER CONTROL - REDUCED - PILOT IN COMMAND 5. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND 6. ROTATION - DELAYED - PILOT IN COMMAND 7. OBJECT - FENCE _____ _____ 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) 2,4,5,6

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

Sasic Information							
Type Operating Certificate-NONE (GENERAL A		raft Damage STANTIAL		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire		Crew Pass	0 0	0 0	0 0	1 0
ircraft Information Make/Model - E. E. SCHILLING Q-2 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - UNK/NR No. of Seats - 1	Eng Make/Model - Number Engines - Engine Type - Rated Power -	1		S	Installed/A tall Warnir		•
nvironment/Operations Information							
leather Data	Itinerary	·			Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Departure Po BIG TIMBER.MT	int		ON AIR	PURI		
Completeness - WEATHER NOT PERTINENT	Destination		Δ.	irport Da	ata		
Basic Weather - VMC	SAME AS ACC/INC			LOGAN			
Wind Dir/Speed- 020/006 KTS	. -			Runway	Ident -	04	
Visibility - 25.0 SM	ATC/Airspace			Runway	Lth/Wid -	5704/	150
Lowest Sky/Clouds - 11000 FT SCATTER						ASPHALT	
Lowest Ceiling - NONE	Type of Clearance			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-I	N				
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information							
	je - 27	Medical Cer				WAIVERS,	/LIMIT
	ennial Flight Review			Time (H			-
PRIVATE	Current - YES			100	Last 24		5
SE LAND	Months Since - 2 Aircraft Type - UNK,	Make/Moo NR Instrum		17 1	Last 30 Last 90) Days- U	NK/NR 27

Instrument Rating(s) - NONE

----Narrative----

PLT STATED AFTER ACCIDENT THAT HE HAD A MINOR ENG PROBLEM PRIOR TO DEPARTURE FROM BIG TIMBER. HE STATED THAT THE PROBLEM WAS CORRECTED AND THE FLIGHT COMMENCED TO BILLINGS. WHILE ON FINAL APPROACH TO RWY O4 AT BILLINGS THE PLT EXPERIENCED A PARTIAL LOSS OF PWR. HE WAS ABLE TO LAND ON THE RWY BUT BOUNCED THE ACFT SEVERAL TIMES ON TOUCHDOWN. THE PLT WAS UNABLE TO RECOVER AND THE ACFT DEPARTED THE SIDE OF THE RWY. THE DENSITY ALT WAS CALCULATED TO BE 6,344 FT. NO REASON FOR THE PARTIAL LOSS OF PWR COULD BE DETERMINED.

Time (Lcl) - 1530 MDT 8/08/86 BILLINGS, MT A/C Reg. No. N21QQ File No. - 984 -------_____ Occurrence #1 LOSS OF POWER Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. ENGINE ASSEMBLY - FAILURE, PARTIAL 2. UNDETERMINED _____ _____ Occurrence #2 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE 4. FLARE - IMPROPER - PILOT IN COMMAND 5. RECOVERY FROM BOUNCED LANDING - NOT POSSIBLE - PILOT IN COMMAND _____ Occurrence #3 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 6. 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) 2,3,4,5,6 Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident (Continued)

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11.15

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage			Injur		
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	1	2
Aircraft Information							
Make/Model - CESSNA T210M		le1 - CONTINENTAL	TSI0-520-R		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3800	Number Engin	es - 1 - RECIP-FUEL	TNUECTED	5	tall Warnir	ig System	- YES
No. of Seats - 6	Rated Power		INDECTED				
Environment/Operations Information Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Departur	e Point		ON AIR			
Method - TELEPHONE	EVERETT, WA	eronne					
Completeness - WEATHER NOT PERTINEN			۵	irport D	ata		
Basic Weather - VMC	SAME AS ACC	/INC		DILLON			
Wind Dir/Speed- 170/003 KTS		•		Runway	Ident -	03	
Visibility - 45.0 SM	ATC/Airspace			Runway	Lth/Wid -	3500/	90
Lowest Sky/Clouds - 6500 FT SCA	TTERED Type of Fligh				Surface -	GRASS/TU	٦F
Lowest Ceiling - NONE	Type of Clear			NGRunway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lnd	lg - STRAIGH					
Precipitation - NONE		FULL ST	OP				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 58	Medical	Certificate	e - EXPIR	ED		
Certificate(s)/Rating(s)	Biennial Flight Rev	iew	Flight	: Time (H	ours)		
COMMERCIAL	Current -	YES Tota	1 - UNK			Hrs -	3
SE LAND	Months Since -	16 Make	/Model- UNK	(/NR) Days- UN	
	Ainonoft Tuno -	T210M Inst	numont - UNK		126+ 00) Days~	38

Instrument Rating(s) - AIRPLANE

----Narrative----

PLT SAID HE CALLED UNICOM FOR ARPT ADVISORY AND HEARD OPERATOR SAY SOMETHING ABOUT SIX. HE THOUGHT SHE SAID RWY 6 WAS THE PREFERRED RWY (THERE IS NO RWY 6 AT DILLON ARPT). OPERATOR ACTUALLY SAID RWY 16 WAS THE PREFERRED RWY. PLT LANDED PAST MIDWAY POINT OF RWY 3 (3500 FT, TURF) AND ATTEMPTED GO-AROUND. ACFT HIT RWY MARKER, WENT THROUGH FENCE AND OVERTURNED. ARPT DENSITY ALTITUDE WAS COMPUTED TO BE 6135 FT. ACFT FLIGHT MANUAL SAYS GROUND ROLL OF 935 FT AND 1550 FT IS REQUIRED FOR LANDING AND TAKEOFF. PLT WAS ALSO FLYING ON EXPIRED MEDICAL CERTIFICATE.

8/22/86 A/C Reg. No. N6952M File No. - 809 DILLON, MT Time (Lc1) - 1200 MDT Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - LOOSE GRAVEL/SANDY 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 4. WEATHER CONDITION - HIGH DENSITY ALTITUDE 5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 6. WEATHER CONDITION - TAILWIND 7. RADIO COMMUNICATIONS - NOT UNDERSTOOD - PILOT IN COMMAND 8. LIGHT CONDITION - DAYLIGHT _____ Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 9. OBJECT ~ RUNWAY LIGHT 10. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND 11. OBJECT - FENCE 12. GO-AROUND - ATTEMPTED - PILOT IN COMMAND 13. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND _____ NOSE OVER Occurrence #3 Phase of Operation OTHER _____ ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 10,13

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,9,11,12

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf SUBSTA	t Damage NTIAL	Fatal	None		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	Fire NONE	Crew Pass	0 0	0 0	0 0	1 1
Aircraft Information Make/Model - CESSNA 150M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power -		S	Installed/A tall Warnin		
-Environment/Operations Information Weather Data Wx Briefing - MILITARY Method - TELEPHONE Completeness - WEATHER NOT PERTINENT	Itinerary Last Departure Point PETERSBURG,VA Destination			Proximity RPORT/STRIP	,	
Basic Weather - VMC Wind Dir/Speed- 260/012 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR	NORCARVA,NC ATC/Airspace Type of Flight Plan		Runway Runway			
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clearance Type Apch/Lndg	- NONE - NONE	Runway	Status -	N/A	
	Age - 40 Biennial Flight Review	Medical Certificat	e - VALID t Time (Ho		IVERS/L	IMIT
PRIVATE SE LAND	Current - YES Months Since - 2 Aircraft Type - UNK/NR	Total - Make/Model-	155 96	Last 24 Last 30) Days-	3 UNK/NR 42

Instrument Rating(s) - AIRPLANE

----Narrative----

PIC MADE LOW PASS TO LET FRIEND KNOW HE WOULD LAND AT AIRPORT FOR PREARRANGED MEETING. PIC REPORTED HE WAS LOW AND SLOW. WHEN GO-AROUND WAS ATTEMPTED ACFT CONTROLS WERE MUSHY AND ACFT WOULD NOT CLIMB. LATER PILOT COMMENTED HE THOUGHT HE WAS ON THE BACKSIDE OF THE POWER CURVE.

5/17/86 LITTLETON, NC A/C Reg. No. N328M Time (Lc1) - 1200 EDT File No. - 802 ---------Occurrence IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 1. OBJECT - TREE(S) 2. VFR PROCEDURES - IMPROPER - PILOT IN COMMAND 3. LOW PASS - PERFORMED - PILOT IN COMMAND 4. AIRSPEED - INADEQUATE - PILOT IN COMMAND _____ _____ ----Probable Cause----

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

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

-Basic Information Type Operating Certificate	e-NONE (GENERAL	AVIATION)	Aircraft D SUBSTANTI		Fatal	Injur Serious		None
Type of Operation Flight Conducted Under Accident Occurred During			Fire NONE	Crew Pass		0	1 Ö	1 0
-Aircraft Information Make/Model - HUGHES 300 Landing Gear - SKID Max Gross Wt - 1670 No. of Seats - 2	0/269B	Number Eng	gines - 1 De - RECIP	ING HID-360-A1A -FUEL INJECTED 0 HP		Installed/A tall Warnin		
Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 15.0 Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision-	RD OF BRIEFING SM CLEAR NONE NONE NONE		ACC/INC ight Plan - N earance - N	ONE	OFF AII Airport Da Runway Runway Runway		N/A N/A N/A	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND HELICOPTER Instrument Rating(s) -Narrative ING AN INSTRUCTIONAL FLIGHT,	- HELICOPTER	Months Since Aircraft Type 	Review - YES - 5 - UNK/NR AT THE COMPL	Total - Make/Model- Instrument- ETION OF A PRAC	ht Time (He 1290 20 115 	Durs) Last 24 Last 30 Last 90 Rotorcr	aft -	NK/NR 111 1150
APPLIED AND THE ENGINE LOST HELICOPTER ROLLED OVER AFTER THE ENGINE TEST RUN WAS SUCC FT. AGL.	R A LANDING SKI	D COLLAPSED. THEF	E WERE NO ME	CHANICAL DIFFIC	ULTIES WİTH	H THE AIRCR		

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File No 97	1 5/28/86	MARSHVILLE, NC	A/C Reg. No. N	9460F	Time (Lc1) - 1430 EDT
Occurrence #1 Phase of Operation		AL) - NON-MECHANICAL			
		USE OF - PILOT IN COM RAFT,OVER CONFIDENCE	MMAND(CFI) IN AIRCRAFT'S ABILITY	- PILOT IN COMMAN	D(CFI)
Occurrence #2 Phase of Operation		сү			
Occurrence #3 Phase of Operation		DUCHDOWN			
Occurrence #4 Phase of Operation		DUCHDOWN			
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 (GENERAI	_ AVIATION) Aircraf	t Damage	Injuries				
	DESTRO		Fatal		Minor	None	
Type of Operation -PERSONAL	Fire		0	0	0	1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	NONE	Pass	0	ŏ	0	1	
Aircraft Information Make/Model - CESSNA 150M	Eng Nako/Nadal (- 00		 сі т	Installed/A	otivated -		
Make/Mode1 - CESSNA 150M Landing Gear - TRICYCLE-FIXED	Eng Make/Model - CO Number Engines - 1			tall Warnin			
Max Gross Wt - 1600	Engine Type - RE				ig system	123	
No. of Seats - 2		100 HP					
Environment/Operations Information							
Weather Data	Itinerary			Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRIP			
Method - N/A	ANDREWS, NC						
Completeness - N/A	Destination		Airport D	ata			
Basic Weather - VMC	SYLVA, NC		D	T -1 4			
Wind Dir/Speed- CALM Visibility - 7.0 SM	ATC/Airspace				N/A N/A		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan				N/A N/A		
Lowest Ceiling - NONE	Type of Clearance				N/A		
Obstructions to Vision- NONE	Type Apch/Lndg		Kullway	Status	N/ A		
Precipitation - NONE	Type Apeny Endg	None					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 22 Biennial Flight Review	Medical Certificat			IVERS/LIMI	T	
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	t Time (H				
PRIVATE	Current - YES	Total -	52	Last 24	Hrs - UNK	K/NR	
SE LAND	Months Since - 1	Make/Model- Instrument-	4	Last 30	Days- UNK	V NR	
	Aircraft Type - CE-150	Instrument-	2	Last 90	Days-	1	

----Narrative----

.

FIFTY TWO HR PVT PLT FLYING OVER LAKE IN MOUNTAINOUS TERRAIN STARTED CLIMB OUT TOWARD DESTINATION. ELEVATION OF LAKE ABOUT 3000 FT. AMBIENT TEMP ABOUT 90 F. PLT COULD NOT CLIMB A/C AT AN ANGLE TO CLEAR RISING TERRAIN. FLEW A/C INTO TREES.

File No. - 872 6/01/86 FRANKLIN, NC A/C Reg. No. N8109U Time (Lcl) - 1410 EDT -----IN FLIGHT COLLISION WITH OBJECT Occurrence #1 Phase of Operation MANEUVERING Finding(s) 1. OBJECT - TREE(S) 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND з. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 4. WEATHER CONDITION - HIGH DENSITY ALTITUDE 5. CLIMB - MISJUDGED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND 6. 7. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED 8. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND _____ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT Finding(s) 9. TERRAIN CONDITION - MOUNTAINOUS/HILLY ----Probable Cause----

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

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National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

asic Information					_		
Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91		NONE	Pass	õ	õ	1	ŏ
Accident Occurred During -LANDING				-	-		-
ircraft Information							
Make/Model - CESSNA 150M	Eng Make/M	odel - CONTINENTAL	D-200A	ELT	Installed/A	ctivated -	· YES/YE
Landing Gear - TRICYCLE-FIXED	Number Eng				tall Warnin	ıg System -	NO
Max Gross Wt - 1600		e - RECIPROCATI	NG-CARBURE	FOR			
No. of Seats - 2	Rated Powe	r - 100 HP					
nvironment/Operations Information							
eather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Depart			OFF AI	RPORT/STRIP	•	
Method - N/A	FAYETTEVI	LLE,NC					
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- CALM	/ /					N/A	
Visibility - 6.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR		ght Plan - NONE			Surface -		
Lowest Ceiling - NONE		arance - NONE		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/L	ndg - NONE					
Precipitation - NONE Condition of Light - DAYLIGHT							
ersonnel Information Pilot-In-Command	Age - 31	Medical	Contificat		MEDICAL-NO	WATVEDS /	тмтт
	Biennial Flight R			t Time (H		HAIVERS/L	
PRIVATE	Current		il -	63		Hrs - UNH	
SE LAND	Months Since		/Model-		Last 30		
	Aircraft Type		rument-) Days -	

Instrument Rating(s) - NONE

----Narrative----

WHILE PRACTICING A SIMULATED FORCED LANDING THE AIRCRAFT STALLED AND CRASHED INTO THE TREES. THE PILOT RELATED THAT THE AIRCRAFT LOST POWER. POST CRASH EXAMINATION OF THE WRECKAGE FAILED TO DISCLOSE ANY PRE-EXISTING MECHANICAL FAILURE OR MALFUNCTION WHICH WOULD HAVE RESULTED IN A LOSS TO POWER.

File No. - 908 6/09/86 PARKTON, NC A/C Reg. No. N66468 Time (Lcl) - 1850 EDT FORCED LANDING Occurrence #1 Phase of Operation DESCENT Finding(s) 1. MANEUVER - SIMULATED - PILOT IN COMMAND _____ _____ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 2. OBJECT - TREE(S) 3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND 4. STALL - INADVERTENT - PILOT IN COMMAND _____ ----Probable Cause----

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

	INTON, NC	A/C Reg. No.			ime (Lc1) -	1830 201			
Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damage DESTROYED	Aircraft Damage DESTROYED			Injuries Fatal Serious Minor			
Type of Operation -PERSONAL		Fire	Crew	0	1	0	0		
Flight Conducted Under -14 CER 91		NONE	Pass	0	0	0	0		
Accident Occurred During -LANDING									
Aircraft Information									
Make/Model - QUICKIE Q2	Eng Mał	e/Model - CUSTOM 0-3	13	ELT	Installed/A	ctivated	- NO -N/A		
Landing Gear - TAILWHEEL-ALL FIXED				S	tall Warnin	g System	- NO		
Max Gross Wt ~ 995	Engine	Type - RECIPROCAT	ING-CARBURE	TOR					
No. of Seats ~ 2	Rated F	ower - 85 HP							
Environment/Operations Information									
Weather Data	Itinerary			Airport	Proximity				
Wx Briefing - NO RECORD OF BRIEF		arture Point			RPORT/STRIP				
Method - N/A	CLINT								
Completeness - N/A	Destinati	on		Airport D	ata				
Basic Weather - VMC	LOCAL								
Wind Dir/Speed- 090/004 KTS				Runway	Ident -	N/A			
Visibility - 7.0 SM	ATC/Airspa	ice		Runway	·Lth/Wid -	N/A			
		Flight Plan - NONE		Runway	Surface -	N/A			
		Clearance - NONE		Runway	Status -	N/A			
Obstructions to Vision- NONE	Туре Арс	h/Lndg - FORCED	LANDING						
Precipitation - NONE									
Condition of Light - DAYLIGHT									
Personnel Information							- 		
Pilot-In-Command	Age - 49	Medical	Certificat	e – UNK/N	IR				
Certificate(s)/Rating(s)	Biennial Fligh			t Time (H					
PRIVATE	Current	- YES Tot		190		Hrs - UNI			
							•		
SE LAND	MONTINS SIR	nce - 9 Mak	e/Mode1-	1	Last 30	Days-	9		

Instrument Rating(s) - NONE

----Narrative----

THE ACFT WAS DESTROYED DURING A FORCED LNDG AFTER A POWER LOSS DURING TAKEOFF CLIMB. THE PLTS SON WITNESSED THE TAKEOFF & SAW THE ACFT DESCEND BELOW TREES NORTH OF THE ARPT. HE SAID THAT THE ENG SOUNDED OUT OF TIME. DURING A POST ACC ENG INSPECTION THE MAGNETO WAS FOUND LOOSE IN ITS MOUNT. THE LUGS WERE MADE OF ALUMINUM WHICH ALLOWED THE MAGNETO TO WORK LOOSE TO AN ESTIMATED 29 DEGREES OUT OF TIME. THIS WAS A HOMEBUILT ACFT RECENTLY CERTIFIED IN THE EXPERIMENTAL CATEGORY FOR FLT TEST IN A FLT TEST AREA. THE PLT SAID THAT THE ACFT STARTED BACKFIRING AT APRX 25 FT AGL AND COULD NOT SUSTAIN FLT. HE LANDED IN A SOYBEAN FIELD OFF THE ARPT.

File NO 8/	3 9/04/86 CL	INTON, NC	A/C Reg. No. N206JB	Time (Lcl) - 1830 EDT
	LOSS OF POWER(PARTIA) TAKEOFF - INITIAL CL		IALF	
3. IGNITION SYSTEM,	STALLATION - IMPROPER		E PSNL	
ccurrence #2 hase of Operation	DESCENT - EMERGENCY			
	HARD LANDING LANDING - FLARE/TOUCH	IDOWN	an a	
Occurrence #3 hase of Operation inding(s) 5. TERRAIN CONDITIO	LANDING - FLARE/TOUCH	HDOWN	an a	

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

asic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft	Damage		Inju	ries	
		SUBSTAN		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Cre	-	0	0	1
Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	1	NONE	Pas	ss O	0	0	2
ircraft Information							
Make/Model - MOONEY M20	Eng Make	Model - LYC	OMING 0-320-A	ELT		Activated -	
Landing Gear - TRICYCLE-RETRACTABL Max Gross Wt - 2450	Engine T	ingines - 1	IPROCATING-CARBL		tali warni	ng System -	TES
No. of Seats - 4	Rated Po		150 HP				
nvironment/Operations Information							
eather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIE Method - N/A	-ING Last Depa GRAND F	rture Point		ON AIR	PURI		
Completeness - N/A	Destinatio			Airport D	ata		
Basic Weather - VMC		ACC/INC		HECTOR			
Wind Dir/Speed- 080/007 KTS	5 <u>2</u>	100, 100				- 03	
Visibility - 15.0 SM	ATC/Airspac	e				- 4267/ 1	50
Lowest Sky/Clouds - 4000 FT						- CONCRETE	
Lowest Ceiling - NONE		learance -			Status	- DRY	
Obstructions to Vision- NONE	Type Apch	i/Lndg -	TRAFFIC PATTERN	J			
Precipitation - NONE Condition of Light - DAYLIGHT							
ersonnel Information Pilot-In-Command	Age - 33		Medical Certific	ate - VALID	MEDICAL-W	ATVERS/LIMI	т
Certificate(s)/Rating(s)	Biennial Flight	Review	Fli	ight Time (H	ours)	······································	
PRIVATE	Current	- YES	Total -	199	Last 2	4 Hrs -	3
SE LAND	Months Sinc	e - 12	make/model-	1/4	Last 3	0 Days- UNK	5
	Aircraft Ty	pe - M20	Instrument-	0	Last 9	0 Days-	75
Instrument Rating(s) - NONE							
arrative							
LT REPORTS THAT HE EXPERIENCED DIFFI	CULTY IN RETRACTING	THE LANDING	GEAR AFTER DEPAR	NTURE BUT IT	DID RETRA	СТ	
SEVERAL ATTEMPTS. HE SAID THE GEAR							
			PTS TO LOWER THE				

File No. - 967 5/25/86 FARGO, ND A/C Reg. No. N6519B Time (Lc1) - 2005 CDT AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation APPROACH Finding(s) 1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - BINDING(MECHANICAL) 2. LANDING GEAR, GEAR LEVER - FAILURE, TOTAL _____ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND _____ ----Probable Cause----

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

File No 884 6/18/86 STANLE	Y, ND	A/C Reg. No. No.	6535Z	т	ime (Lc1) -	1700 CDT	
Basic Information Type Operating Certificate-AGRICULTURAL Type of Operation -AERIAL APPLIC Flight Conducted Under -14 CFR 137 Accident Occurred During -TAKEOFF		Aircraft Damage DESTROYED Fire ON GROUND	Crew Pass	Fatal 0 0	Injur Serious 1 O	ies Minor O O	None O O
Aircraft Information Make/Model - PIPER PA25-235 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2900 No. of Seats - 1	Number Engir	- RECIPROCATIN		S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clear	e Point t Plan - NONE ance - NONE g - NONE		OFF AI Airport D STANLE Runway Runway Runway	Y Ident - Lth/Wid - Surface -	09	50
	Age - 28 Biennial Flight Rev Current - Months Since - Aircraft Type -	iew YES Tota 8 Make	Fligh I - /Model-	t Time (H 1200	Last 24	Hrs - Days- UN	6

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT WENT OFF THE DEPARTURE END OF THE RWY AND COLLIDED WITH A DITCH AFTER WHICH IT ERUPTED IN FLAMES. THE TEMPERATURE WAS 87 DEGREES WITH LIGHT WIND. THE DENSITY ALT WAS COMPUTED TO BE 5000 FT. THE PLT HAD STATED TO THE OPERATOR THAT HE THOUGHT IT WAS TOO HOT TO SPRAY. THE BOSS ASKED HIM TO TRY ANYWAY. SOME OTHER PLTS HAD TROUBLE CLIMBING OUT OF GROUND EFFECT AND REPORTEDLY TRIED TO RADIO A WARNING. THE ACC PLT DURING TAKEOFF TRIED TO JETTISON HIS LOAD BUT THE ACFT FAILED TO CLEAR A DITCH OFF THE END OF THE RWY. THE PLT HAD FILLED HIS FUEL TANKS TO THE FULL MARK BUT THE CHEMICAL HOPPER WAS ONLY ABOUT 2/3 FULL.

File No. - 884 6/18/86 STANLEY, ND A/C Reg. No. N6535Z Time (Lcl) - 1700 CDT ______ Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - HIGH DENSITY ALTITUDE 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. JUDGEMENT - POOR - PILOT IN COMMAND 4. IMPROPER USE OF PROCEDURE, COMPANY-INDUCED PRESSURE - COMPANY/OPERATOR MGMT 5. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED 6. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND _____ _ _ _ _ _ _ _ _ _ IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 7. TERRAIN CONDITION - DITCH ----Probable Cause----

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

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

File No 998 1/19/86 F	REMONT,NE A/C Re	A/C Reg. No. N5961F Time (Lc1) - 0625 CST				
-Basic Information Type Operating Certificate-NONE (GE				Injur		
	DESTROY		Fatal	Serious		None
Type of Operation -PERSONAL		Crew	1	0	0	0
Flight Conducted Under -14 CFR 9 Accident Occurred During -DESCENT	1 NONE	Pass	3	0	0	0
-Aircraft Information						
Make/Model - CESSNA 210H	Eng Make/Model - CON	IINENIAL IU-520A		Installed/A		
Landing Gear - TRICYCLE-RETRACTABL Max Gross Wt - 3400	E Number Engines - 1 Engine Type - REC		5	tall Warnin	g System	- YES
No. of Seats - 6		285 HP				
NO. 01 Seats 0		203 11-				
-Environment/Operations Information	-					
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing FSS	Last Departure Point			RPORT/STRIP		
Method - TELEPHONE	SAME AS ACC/INC			-		
Completeness - UNK/NR	Destination		Airport D	ata		
Basic Weather - UNK/NR	CALIFORNIA, CA		FREMON	T MUNI		
Wind Dir/Speed- CALM			Runway	Ident -	N/A	
Visibility - 7.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds ~ UNK/NR	Type of Flight Plan -		Runway	Surface -	N/A	
Lowest Ceiling - 800 FT	OVERCAST Type of Clearance -	NONE	Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE				
Precipitation - NONE						
Condition of Light - NIGHT(DAR	к)					
-Personnel Information						
Pilot-In-Command	Age - 31	Medical Certificat	e – VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (H			
PRIVATE	Current - YES	Total -	483	Last 24	Hrs - UN	K/NR
SE LAND	Months Since - 7	Make/Model-	99	Last 30	Days- UN	K/NR
	A'ircraft Type - C-210		13	Last 90	Days- UN	
		Multi-Eng - UN			aft - UN	

Instrument Rating(s) - NONE

----Narrative----

THE PLT OF N5961F RECEIVED A WX BRF ABOUT 40 MIN BEFORE THE ACDT FOR A VFR FLT FROM FREMONT TO CHEYENNE. THE 3 REPORTING STATIONS NEAREST TO FREMONT WERE IFR AND LOCAL AUTHORITIES WHO HELPED SEARCH FOR THE ACDT SITE REPORTED LOW CLOUDS AND HAZE. THERE WERE NO WITNESSES TO THE CRASH BUT RESIDENTS NEAR THE ACDT SITE HEARD THE LOUD ROAR OF ACFT ENG THAT ENDED WITH A CRASHING SOUND. A MOTORIST WHO WAS W OF THE ACDT SITE HEADING E REPORTED THAT HE SAW A LIGHT DESCENDING FROM N TO S AT ABOUT A 45 DEG ANGLE TO THE HORIZON AT ABOUT THE TIME OF THE ACDT. IT WAS DARK AT THE TIME OF THE ACDT. THE WRECKAGE WAS FOUND BENEATH A LARGE HOLE IN THE ICE OF A LAKE LOCATED 2 MI W OF THE DEPT ARPT. EXAM OF THE WRECKAGE DID NOT REVEAL EVIDENCE OF MECH FAILURE OR DEFICIENCY.

File No. - 998 1/19/86 FREMONT, NE A/C Reg. No. N5961F Time (Lc1) - 0625 CST _____ Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND 3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 4. WEATHER CONDITION - LOW CEILING Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 5. CLIMB - NOT MAINTAINED - PILOT IN COMMAND 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND -----Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

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

Brief of Accident (Continued)

. 2

File No 865 4/30/86 HARRI	SBURG, NE A/C	Reg. No. N10768	т	Time (Lc1) - 1635 CST				
-Basic Information Type Operating Certificate-NONE (GENER&		ft Damage ANTIAL	Fatal	Inju Serious		None		
Type of Operation -INSTRUCTIONA				0	0	0		
Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91	NONE	Pa	ss O	0	0	0		
Accident Occurred During -DESCENT								
-Aircraft Information								
Make/Model - CESSNA 150	Eng Make/Model - L	YCOMING 0-200	ELT	Installed/	Activated	- YES/NO		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warni	ng System	- YES		
Max Gross Wt - 1650	Engine Type – F		URETOR					
No. of Seats - 2	Rated Power -	100 HP						
Weather Data	Itinerary		Airport	Proximity				
Wx Briefing - FSS	Last Departure Poir	it	OFF AI	RPORT/STRI	Р			
Method - IN PERSON	SCOTTSBLUFF, NE			·				
Completeness - PARTIAL,LMTD BY PILO	Destination		Airport D	ata				
Basic Weather - VMC	GREELEY,CO		•					
Wind Dir/Speed- 330/008 KTS	·		Runway	Ident	- N/A			
Visibility ~ 25.0 SM	ATC/Airspace		Runway	Lth/Wid	- N/A			
Lowest Sky/Clouds - 25000 FT SCAT	TERED Type of Flight Plar	I - VFR	Runway	Surface	- N/A			
Lowest Ceiling - NONE	Type of Clearance	- VFR	Runway	Status	- N/A			
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE	-					
Precipitation - NONE								
Condition of Light - DAYLIGHT						÷		
Pilot-In-Command	Age - 24	Medical Certifi	cate - VALID	MEDICAL-W	ATVERS/LT	117		
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (H					
PRIVATE	Current - YES	Total -			4 Hrs -	3		
SE LAND	Months Since - 1				0 Days-	45		
	Aircraft Type - CE-15				0 Days-	121		

Instrument Rating(s) - NONE

----Narrative----

THE ACFT IMPACTED IN A 40 DEGREE NOSE DOWN ATTITUDE FOLLOWING A STALL-SPIN. NO MECHANICAL DESCREPANCIES WERE NOTED WITH THE ACFT AND NO PRE-EXISTING PHYSICAL INCAPACITATING HISTORY OF THE PIC WAS DISCOVERED. ON TWO SEPARATE OCCASIONS PRIOR TO THIS FLT, THE PIC HAD ASKED HIS FLT INSTRUCTOR TO DEMONSTRATE "HAMMER HEAD" STALLS. BUT THE FLT INSTRUCTOR DECLINED. WX WAS CONSIDERED GOOD VFR FOR THE SOLO CROSS-COUNTRY TRAINING FLIGHT. RADAR SHOWED THE ACFT MANEUVERING AWAY FM THE PLANNED ROUTE OF FLIGHT JUST PRIOR TO DISAPPEARING FROM RADAR CONTACT. THE IMPACT OCCURRED SHORTLY AFTER RADAR CONTACT WAS LOST.

File No. - 865 4/30/86 HARRISBURG, NE A/C Reg. No. N10768 Time (Lcl) - 1635 CST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. AEROBATICS - INTENTIONAL - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 2. 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND 4. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND _____ _____ Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. TERRAIN CONDITION - OPEN FIELD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 3,5

-Basic Information Type Operating Certificate-AIR CARRIER - Name of Carrier -DHL AIR INC. Type of Operation -NON SCHED,DOME	ALL CARGO	Aircraft Da					
Flight Conducted Under -14 CFR 135 Accident Occurred During -LANDING	STIC,CARGO	SUBSTANTIA Fire NONE			Injur Serious O O	ies Minor O O	None 2 0
-Aircraft Information Make/Model - FAIRCHILD SA-227 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 14000 No. of Seats - 19	Eng Make/Mo Number Eng Engine Type Rated Power	ines - 2 e - TURBOP			Installed/A tall Warnin		
-Environment/Operations Information Weather Data Wx Briefing - COMPANY Method - IN PERSON Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 340/015 KTS Visibility - 12.0 SM Lowest Sky/Clouds - UNK/NR Lowest Sky/Clouds - UNK/NR Destructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		E ght Plan - IF arance - IF		ON AIR Airport D LINCOLI Runway Runway Runway Runway	ata N Ident - Lth/Wid - Surface -		
	ge - 46 iennial Flight Re Current Months Since Aircraft Type	eview -YES - 4		ght Time (He 16000 JNK/NR JNK/NR	burs) Last 24 Last 30 Last 90	Hrs - Days-	7 70 194
Instrument Rating(s) - AIRPLANE				•			•
-Narrative RE FOR TOUCHDOWN ENDED SHORT OF THE ACTIVE R DITIONS WERE RPTD AS BEING 340 DEGREES AT 15 DRTEDLY EXPERIENCED DURING THIS SEQUENCE AND 5500 FEET, WELL WITHIN THE CAPABILITY OF TH	KTS, A HEADWIND NO THUNDERSTORM	FOR THIS LAN ACTIVITY WAS	DING. NO MECHA PRESENT. THE	NICAL CONT RWY LENGTH	ROL PBLM WA FOR RWY 35	S	
ILAR DIFFICULTY.		· .					

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File No 918	7/01/86	LINCOLN, NE	A/C Reg. No. N243DH	Time (Lc1) - 0813 CDT

Occurrence UNDERSHOOT Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause----

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information Type Operating Certificate-AGRICULTL		Aircra	ft Damage			Injur	ios	
Type operating centrincate-AdditoLit	RAL AIRCRAFT		ANTIAL		Fatal	Serious		n None
Type of Operation -AERIAL AF				Crew		0	0	
Flight Conducted Under -14 CFR 13		NONE		Pass	0	0	0	0
Accident Occurred During -MANEUVER	NG							
Aircraft Information								
Make/Model - PIPER PA-25-260		g Make/Model - L						
Landing Gear - TAILWHEEL-ALL FIXED	Nu	mber Engines –			-	all Warnin:	g Syste	∋m − YES
Max Gross Wt - 2900		gine Type - R		CARBURE	TOR			
No. of Seats - 1	Ra	ted Power -	260 HP					
Environment/Operations Information								
Weather Data	Itine				Airport F			
Wx Briefing - NO RECORD OF BRIEF		t Departure Poin	t		OFF AIR	RPORT/STRIP		
Method ~ N/A Completeness ~ N/A		ORTH PLATTLE,NE ination			Airport Da	+-		
Basic Weather - VMC		DCAL			Ampont Da	la		
Wind Dir/Speed- 325/004 KTS	L	UCAL			Runway	Ident -	N/A	
Visibility - 15.0 SM	ATC/A	irspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Typ	e of Flight Plan	- NONE			Surface -		
Lowest Ceiling ~ NONE	Тур	e of Clearance	~ NONE			Status -		
Obstructions to Vision- NONE	Тур	e Apch/Lndg	- NONE					
	5. C.							
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age -	39	Medical Cert	tificat	e - VALID	MEDICAL-NO	WAIVE	RS/LIMIT
Certificate(s)/Rating(s)	Biennial	Flight Review nt - YES	·	Fligh	it Time (Ho	ours)		· · _
COMMERCIAL, CFI	Curre	nt - YES s Since - 17	lotal Malia (Mal	-	1835	Last 24	Hrs -	5
SE LAND	Month	aft Type - PA181	Make/Moo	aei-	1150	Last 30 Last 90		
·	ATTCF	art type - Pator		ent-	03	Last 90	Days-	140
Instrument Rating(s) - AIRPLANE	:							
Narrative								

A/C Reg. No. N9641P File No. - 979 7/30/86 HERSHEY, NE Time (Lc1) - 1745 CDT _ _ _ _ _ _ Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. WEATHER CONDITION - WINDSHEAR _____ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 2. TERRAIN CONDITION - CROP 3. TERRAIN CONDITION - GROUND ----------Probable Cause----

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

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 937 2/24/86	NASHUA, NH	NH A/C Reg. No. N3O3DW			ime (Lcl) -	1710 ES	T
Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fata]	Injur Serious	ies Minor	None
Type of Operation -INSTRUC Flight Conducted Under -14 CFR Accident Occurred During -TAKEOFF	91	Fire NONE	Crew Pass	0	0	0	1 0
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Eng	e - RECIPROCATING		S	Installed/A tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRI Method - N/A	Itinerary			Airport I ON AIR	Proximity PORT		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 310/005 KTS	Destination SAME AS A	CC/INC	L	Airport Da BOIRE Runway	FIELD	32	
Visibility - 5.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK	ATC/Airspace SCATTERED Type of Fli Type of Cle Type Apch/L	arance - NONE	GO	Runway		5500/ ASPHALT DRY	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 19 Biennial Flight F	eview	Flight	t Time (H			
STUDENT	Current Months Since Aircraft Type	- N/A Make/M	- lode1-	23 23 0	Last 30	Hrs - U Days- U	NK/NR

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PILOT WAS PERFORMING TOUCH AND GO LANDINGS AT BOIRE FIELD WHEN HE APPLIED POWER TO TAKEOFF, HE WAS DISTRACTED BY THE FLAP CONTROL SETTING. DURING THIS DISTRACTION THE AIRCRAFT DRIFTED TO THE LEFT. FULL RIGHT RUDDER WAS USED IN AN ATTEMPT TO CORRECT, HOWEVER THE PLANE DEPARTED THE RUNWAY TO THE LEFT IN A SKID. DAMAGED LEFT AND RIGHT WINGTIPS, REAR SPAR OF LEFT AND RIGHT WING, PROPELLER AND SPINNER, DOOR FRAME, RIGHT REAR WINDOW, AND SKIN.

File No 937	2/24/86 NASHUA,NH	A/C Reg. No. N3O3DW	Time (Lcl) - 1710 EST
	OF CONTROL - ON GROUND DFF - GROUND RUN		
	- ATTEMPTED - PILOT IN COMMAND NOT MAINTAINED - PILOT IN COMMAND		

----Probable Cause----

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

asic Information Type Operating Certificate-NONE (GENE	AN AVIATION)	Aircraft Da	mage		Injur	ies	
Type operating certificate None (dener	AL AVIATION)	SUBSTANTIA		Fatal	Serious		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 -APPROACH							
ircraft Information							
Make/Model - TAYLORCRAFT BC12-D		/Model - CONTIN	ENTAL 0-200-A		[nstalled/A		
Landing Gear - TAILWHEEL-ALL RETRACT		ngines - 1			tall Warnir	ng System	- YES
Max Gross Wt - 1200	Engine Ty		OCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Pow	wer - 100	HP 				
nvironment/Operations Information							
eather Data	Itinerary			Airport			
Wx Briefing - NO RECORD OF BRIEFIN				OFF AI	RPORT/STRIP	•	
Method - N/A	HONESDAL			Advanta D			
Completeness - N/A Basic Weather - VMC	Destinatior W. MILF(Airport Da	DOD LAKE		
Wind Dir/Speed-	W. MILIC	JKD, NU				06	
Visibility - 30.0 SM	ATC/Airspace	2			Lth/Wid -		52
Lowest Sky/Clouds - CLEAR		- light Plan - NO	NE	Runway	Surface -	ASPHALT	
Lowest Ceiling - NONE	Type of C	learance - NO	NE	Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/	/Lndg - GO	AROUND				
Precipitation - NONE							
Condition of Light - DUSK							
ersonnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 32 Biennial Flight		ical Certifica	te – VALID ht Time (Ho		IVERS/LIM	11
PRIVATE	Current	~ YES				Hrs -	1
SELAND	Months Since	e - 10	Total - Make/Model-	145	Last 30	Days- UN	-
	Aircraft Typ	pe - UNK/NR	Instrument-	9	Last 90	Days-	7
Instrument Rating(s) - NONE							
arrative				-			
PROACH TO MILFORD AIRPORT, THE FLIGHT (
ON SECOND APPROACH COLLIDED WITH WIRES S TOO LATE.	, THE PILUI STATED	ITAL IL WAS DA	KK ANU HE UID	NUI SEE IHI	E WIKES UNI	16	

File No 9	35 4/14/86	W. MILFORD,NJ	A/C Reg. No. N43543	Time (Lcl) - 1855 EST
Occurrence #1 Phase of Operation				
Finding(s) 1. LIGHT CONDITION 2. CLEARANCE - M 3. OBJECT - UTILIT	ISJUDGED - PILOT	IN COMMAND		
Occurrence #2 Phase of Operation				
Probable Cause			· · · · · · · · · · · · · · · · · · ·	
The National Transpo	rtation Safety Bo	bard determines that the	Probable Cause(s) of this accide	ent

is/are finding(s) 2

Basic Information Type Operating Certificate-NONE (GENERA		Aircraft Damage			Iniu	ries	
Type operating centricate none (deneral	_ AVIATION)	SUBSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	3
Accident Occurred During -LANDING							
Aircraft Information		· · · · · · · · · · · · · · · · · · ·					
Make/Model - PIPER PA-28-181		le1 - LYCOMING O	-360A4M			Activated	
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450	Number Engir	es - 1 - RECIPROCAT			ali warni	ng System	- YES
No. of Seats - 4	Rated Power		ING-CARDORE	IUK			
NO. 01 Seats - 4							
Environment/Operations Information	T 1 1 1 1 1						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departur	o Doint		Airport P ON AIRP			
Method ~ N/A	MARLBORD.N.			UN AIRP			
Completenéss - N/A	Destination			Airport Da	ta		
Basic Weather - VMC	SAME AS ACC	/INC		MARLBOR			
Wind Dir/Speed- 180/010 KTS				Runway	Ident	09	
Visibility - 10.0 SM	ATC/Airspace					- 2170/	40
Lowest Sky/Clouds - CLEAR	Type of Fligh					- ASPHALT	
Lowest Ceiling -	Type of Clear			Runway	Status	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	lype Apch/Lnd	ig - TRAFFI FULL S					
Condition of Light - DAYLIGHT		FULL 3					
Personnel Information							
Pilot-In-Command	Age - 39	Medical	Certificat	e - VALID	MEDICAL-N	O WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev			t Time (Ho		-	
PRIVATE	Current -		al -			4 Hrs -	1
SE LAND, ME LAND, SE SEA	Months Since -	13 Mak	e/Model-	4	Last 3	0 Days- UN	K/NR
	Aircraft Type -	UNK/NR Ins	trument-	66	Last 9	0 Days-	4
		Mult	ti-Eng -	10			
Instrument Rating(s) - AIRPLANE							
Narrative							
LOCAL SIGHTSEEING FLIGHT DEPARTED MARLBOR		300 HOURS AND R	TURNED AT	ABOUT 1400	HOURS		
RED PATTERN DOWNWIND AND FLEW A NORMAL PA						OF	
). AFTER TOUCHDOWN AND DURING LANDING ROLL							
END OF THE RUNWAY.							

.

Time (Lc1) - 1400 EST File No. - 970 4/20/86 MATAWAN, NJ A/C Reg. No. N47355 ------Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER Phase of Operation LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. WEATHER CONDITION - GUSTS _____ Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL _____ ----Probable Cause----

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

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Type Operating Certificate-ON-DEM/	AND AIR TAXI	Aircraft Damag			Injur		
Type of Operation -POSITIC		SUBSTANTIAL Fire	Crew	atal 0 0	Serious 2 0	Minor O O	None 0
Flight Conducted Under -14 CFR Accident Occurred During -LANDING		ON GROUND	Pass	0	0	U	0
-Aircraft Information Make/Model - CESSNA 401	Free Make						
Landing Gear - TRICYCLE-RETRACTAL		/Model - CONTINENT. ngines - 2	AL 1510-520-E		nstalled/Ad all Warning		
Max Gross Wt - 6300	Engine T	ype - RECIP-FUE	L INJECTED	•		, , , , , , , , , ,	
No. of Seats - 8	Rated Por	wer - 300 HP					
-Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRI	Itinerary	rture Point	A 1		roximity PORT/STRIP		
Method - N/A	SCOTTSD/			OFFAIR	-UKI/SIKIP		
Completeness - N/A	Destination		Air	port Da	ta		
Basic Weather - VMC	SILVER	CITY,NM		WHISKEY			
Wind Dir/Speed- 270/008 KTS Visibility - 60.0 SM	ATC/Airspace	_			[dent - _th/Wid -	35	50
	SCATTERED Type of F				Surface -		
Lowest Ceiling - NONE		learance - NONE			Status -		
Obstructions to Vision- NONE	Type Apch,		IC PATTERN				
Precipitation - NONE		FULL	STOP				
Condition of Light - NIGHT(D/	ARK)						
-Personnel Information Pilot-In-Command	Age - 62	Medica	l Certificate ·	· VALID I	MEDICAL-WA	IVERS/LI	мιτ
Certificate(s)/Rating(s)	Biennial Flight	Review	Flight	i me (Ho	urs)		
COMMERCIAL	Current		tal - 1640		Last 24	=	3
SE LAND, ME LAND	Months Since	e - 1 Ma	ke/Model- 180		Last 30		
HELICOPTER	Alrcraft ly	pe-C-401 In	strument- 2:	5		Days- aft -	
					Ko cor cr a		2,00
Instrument Rating(s) - AIRPLA	NE						
-Narrative							
	A A PAPT 135 FLT AT NT		S WERE INADVER	ENTLY N	OT SWITCHE)	
2 COM RATED PLTS WERE RETURNING FROM M MAINS TO AUX. FUEL STARVATION OCCUR							

File No. - 818 3/13/86 SILVER CITY,NM A/C Reg. No. N9867F Time (Lc1) - 2007 MDT -----------Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation MANEUVERING Finding(s) 1. FLUID, FUEL - STARVATION 2. CHECKLIST - NOT FOLLOWED - COPILOT 3. IMPROPER USE OF PROCEDURE, - PILOT IN COMMAND 4. FUEL TANK SELECTOR POSITION - IMPROPER - COPILOT 5. SUPERVISION - INADEQUATE - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. TERRAIN CONDITION - NONE SUITABLE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5 Factor(s) relating to this accident is/are finding(s) 6

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Basic Information Type Operating Certificate-NONE (GENERAL	_ AVIATION)	Aircraft Dama SUBSTANTIAL	Fatal	None			
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0 0	Serious O O	1 1	0 0
Aircraft Information Make/Model - CESSNA 177B Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2500 No. of Seats - 4	Number Eng	e - RECIPRO	CATING-CARBURE	S	Installed/A tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - PARTIAL,LMTD BY PILOT Basic Weather - VMC Wind Dir/Speed- 360/005 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	TUCSON,AZ ATC/Airspace Type of Fli	CTION,CO Z ight Plan - VFR earance - NONE	E	OFF AI Airport D Runway Runway Runway	Ident - Lth/Wid - Surface -	- N/A - N/A	
	Age - 38 Biennial Flight F Current Months Since Aircraft Type	eview - YES 1	fotal - Make/Model-	nt Time (H 1509 1090	lours) Last 24	Hrs -) Days- UN	7

Instrument Rating(s) - AIRPLANE

----Narrative----

PLT AND ONE PAX DEPARTED ESTON, SASKATCHEWAN AT 0600, EN ROUTE TO GUAYMAS, MEXICO FOR A VACATION. ACFT WAS REFUELED IN BILLINGS, MT AT 0900 AND AT GRAND JUNCTION, CO. PLT CHECKED WX, FILED VFR FLIGHT PLAN AND DEPARTED GRAND JUNCTION AT 1430, EN ROUTE TO TUCSON, AZ. PLT SAID THAT WHILE IN CRUISE FLIGHT ENG QUIT. PLT MADE FORCED LANDING ON DIRT ROAD. DURING LANDING ROLL ACFT HIT DITCH AND OVERTURNED. EXAMINATION OF ACFT REVEALED RUBBER GASKET SURROUNDING AIR FILTER HAD DETERIORATED AND WAS FOUND LODGED IN CARBURETOR VENTURI. EXAMINATION OF MAINTENANCE RECORDS REVEALED THAT NEITHER A.D. 81-15-03 NOR SUPERCEDED A.D. 78-25-05 HAD BEEN ACCOMPLISHED.

File No 8	353 3/29/86 AZTEC,NM	A/C Reg. No. NCGIJZ	Time (Lcl) - 1545 MST
Occurrence #1 Phase of Operation	AIRFRAME/COMPONENT/SYSTEM FAILURE CRUISE - NORMAL	/MALFUNCTION	
	AIR - DETERIORATED COMPLIANCE WITH AD - NOT PERFORMED -	OTHER MAINTENANCE PSNL	
Occurrence #2 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHAN CRUISE - NORMAL	IICAL	
inding(s) 3. FUEL SYSTEM,CAR	BURETOR - BLOCKED(TOTAL)		
Occurrence #3 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
Phase of Operation Finding(s) 4. TERRAIN CONDITI		COMMAND	

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Brief of Accident (Continued)

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

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

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National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information Type Operating Certificat	E-NONF (GENERAL AVI	(ATION) Aircraf	t Damage		Inju	ries	
		SUBSTAI		Fatal	Serious		None
	-PERSONAL	Fire	Crev		0	0	1
Flight Conducted Under Accident Occurred During		NONE	Pass	s 0	0	0	1
-Aircraft Information							
Make/Model - GOERTZ BU		Eng Make/Model - COM			Installed/#		
Landing Gear - TAILWHEEL	-ALL FIXED	Number Engines - 1			tall Warnin	ng System -	NO
Max Gross Wt - 1685		Engine Type - REG					
No. of Seats - 2		Rated Power -	165 HP				
Environment/Operations Info	ormation						
Weather Data		Itinerary		Airport	Proximity		
Wx Briefing - UNK/NR		Last Departure Point		ON AIR			
Method - UNK/NR		ROSWELL NM					
Completeness - UNK/NR		Destination		Airport D	ata		
Basic Weather - VMC		SAME AS ACC/INC			O MUNI		
Wind Dir/Speed- 210/010) KTS	- ,		Runway	Ident ·	- 18	
Visibility - 20.0	SM	ATC/Airspace		Runway	Lth/Wid ·	- 5500/	75
Visibility - 20.0 Lowest Sky/Clouds -			- NONE		Lth/Wid · Surface ·		75
Lowest Sky/Clouds -	5000 FT SCATTERED) Type of Flight Plan		Runway	Surface		75
Lowest Sky/Clouds -	5000 FT SCATTERED 12000 FT BROKEN		- NONE	Runway Runway	Surface	CONCRETE	75
Lowest Sky/Clouds - Lowest Ceiling -	5000 FT SCATTERED 12000 FT BROKEN NONE) Type of Flight Plan Type of Clearance	- NONE	Runway Runway	Surface	CONCRETE	75
Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision-	5000 FT SCATTERED 12000 FT BROKEN NONE RAIN SHOWERS) Type of Flight Plan Type of Clearance	- NONE	Runway Runway	Surface	CONCRETE	75
Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light -	5000 FT SCATTERED 12000 FT BROKEN NONE RAIN SHOWERS) Type of Flight Plan Type of Clearance	- NONE	Runway Runway	Surface	CONCRETE	75
Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light - Personnel Information	5000 FT SCATTEREE 12000 FT BROKEN NONE RAIN SHOWERS DAYLIGHT	D Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - TRAFFIC PATTERN	Runway Runway	Surface Status	CONCRETE	75
Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light - Personnel Information Pilot-In-Command	5000 FT SCATTEREE 12000 FT BROKEN NONE RAIN SHOWERS DAYLIGHT	 Type of Flight Plan Type of Clearance Type Apch/Lndg 43 	- NONE - TRAFFIC PATTERN Medical Certifica	Runwaý Runway	Surface Status	CONCRETE	75
Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light - Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	5000 FT SCATTEREE 12000 FT BROKEN NONE RAIN SHOWERS DAYLIGHT	 Type of Flight Plan Type of Clearance Type Apch/Lndg 43 	- NONE - TRAFFIC PATTERN Medical Certifica	Runwaý Runway	Surface Status	- CONCRETE - DRY	
Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light - Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	5000 FT SCATTEREE 12000 FT BROKEN NONE RAIN SHOWERS DAYLIGHT	 Type of Flight Plan Type of Clearance Type Apch/Lndg - 43 - 43 - nial Flight Review Current - YES 	- NONE - TRAFFIC PATTERN Medical Certifica Flig Total -	Runway Runway ate - EXPIR ght Time (H 443	Surface Status ED ours) Last 24	- CONCRÉTE - DRY 	4
Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light - Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	5000 FT SCATTEREE 12000 FT BROKEN NONE RAIN SHOWERS DAYLIGHT	 Type of Flight Plan Type of Clearance Type Apch/Lndg - 43 nnial Flight Review Current - YES Months Since - 12 	- NONE - TRAFFIC PATTERN Medical Certifica Flig Total -	Runway Runway ate - EXPIR ght Time (H 443	Surface Status ED ours) Last 24	- CONCRETE - DRY 4 Hrs -) Days- UNK	4 :/NR
Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light - Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	5000 FT SCATTEREE 12000 FT BROKEN NONE RAIN SHOWERS DAYLIGHT Age	 Type of Flight Plan Type of Clearance Type Apch/Lndg - 43 - 43 - nial Flight Review Current - YES 	- NONE - TRAFFIC PATTERN Medical Certifica Flig Total -	Runway Runway ate - EXPIR ght Time (H 443	Surface Status ED ours) Last 24	- CONCRETE - DRY - Hrs -) Days- UNK) Days-	4 :/NR 20
Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light - Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	5000 FT SCATTEREE 12000 FT BROKEN NONE RAIN SHOWERS DAYLIGHT Age	 Type of Flight Plan Type of Clearance Type Apch/Lndg - 43 - 43 - nial Flight Review Current - YES Months Since - 12 	- NONE - TRAFFIC PATTERN Medical Certifica Flig Total - Make/Model-	Runway Runway ate - EXPIR ght Time (H 443	Surface Status ED ours) Last 24	- CONCRETE - DRY 4 Hrs -) Days- UNK	4 :/NR
Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light - Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	5000 FT SCATTEREE 12000 FT BROKEN NONE RAIN SHOWERS DAYLIGHT Age Bier	 Type of Flight Plan Type of Clearance Type Apch/Lndg - 43 - 43 - nial Flight Review Current - YES Months Since - 12 	- NONE - TRAFFIC PATTERN Medical Certifica Flig Total -	Runway Runway ate - EXPIR ght Time (H 443	Surface Status ED ours) Last 24	- CONCRETE - DRY - Hrs -) Days- UNK) Days-	4 :/NR 20
Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light - Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s)	5000 FT SCATTEREE 12000 FT BROKEN NONE RAIN SHOWERS DAYLIGHT Age Bier	 Type of Flight Plan Type of Clearance Type Apch/Lndg - 43 - 43 - nial Flight Review Current - YES Months Since - 12 	- NONE - TRAFFIC PATTERN Medical Certifica Flig Total -	Runway Runway ate - EXPIR ght Time (H 443	Surface Status ED ours) Last 24	- CONCRETE - DRY - Hrs -) Days- UNK) Days-	4 :/NR 20
Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light - Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s)	5000 FT SCATTEREE 12000 FT BROKEN NONE RAIN SHOWERS DAYLIGHT Age Bier	 Type of Flight Plan Type of Clearance Type Apch/Lndg - 43 - 43 - 000 - 000 - 000 - 000 - 000 	- NONE - TRAFFIC PATTERN Medical Certifica Flic Total - Make/Model- Instrument- L Multi-Eng - L	Runway Runway ate - EXPIR ght Time (H 443 195 JNK/NR JNK/NR	Surface Status ED ours) Last 24 Last 30 Rotorcr	- CONCRETE - DRY - DRY - Days - UNK - Days - UNK - Days - The - The -	4 :/NR 20
Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light - Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s)	5000 FT SCATTEREE 12000 FT BROKEN NONE RAIN SHOWERS DAYLIGHT Age Bier - NONE - NONE - S 5,500 FT LONG ANE	 Type of Flight Plan Type of Clearance Type Apch/Lndg 43 nnial Flight Review Current - YES Months Since - 12 Aircraft Type - ARROW 75 WIDE AND HAS A CONC 	- NONE - TRAFFIC PATTERN Medical Certifica Flig Total - Make/Model- Instrument- Multi-Eng - L	Runway Runway ate - EXPIR ght Time (H 443 195 JNK/NR JNK/NR JNK/NR	Surface Status ED ours) Last 24 Last 30 Rotorce FROM 210 DE	- CONCRETE - DRY - DRY - Days - UNK - Days - UNK - Days - T - aft -	4 :/NR 20
Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light - Condition of Light - Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) Narrative 76J LANDED ON RWY 18, WHICH I 10 WITH GUSTS TO 20 KTS. THE	5000 FT SCATTEREE 12000 FT BROKEN NONE RAIN SHOWERS DAYLIGHT Age Bier - NONE - NONE - S 5,500 FT LONG ANE PLT REPORTS THAT T	 Type of Flight Plan Type of Clearance Type Apch/Lndg - 43 - 43 - 12 Months Since - 12 Aircraft Type - ARROW 0 75 WIDE AND HAS A CONG THE CROSSWIND CAUSED A 3 	- NONE - TRAFFIC PATTERN Medical Certifica Flig Total - Make/Model- Instrument- U Multi-Eng - U CRETE SURFACE. THE SWERVE TO THE RIGH	Runway Runway ate - EXPIR ght Time (H 443 195 JNK/NR JNK/NR E WIND WAS HT AND THE	Surface Status ED ours) Last 24 Last 30 Rotorcr FROM 210 DE ACFT RAN OF	- CONCRETE - DRY - DRY - Days - UNK - Days - UNK - Days - T - aft -	4 :/NR 20
Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light - Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s)	5000 FT SCATTEREE 12000 FT BROKEN NONE RAIN SHOWERS DAYLIGHT Age Bier - NONE - NONE S 5,500 FT LONG ANE PLT REPORTS THAT T ACFT THEN COLLIDED	 Type of Flight Plan Type of Clearance Type Apch/Lndg - 43 - 43 - 12 Months Since - 12 Aircraft Type - ARROW 0 75 WIDE AND HAS A CONG THE CROSSWIND CAUSED A 3 	- NONE - TRAFFIC PATTERN Medical Certifica Flig Total - Make/Model- Instrument- U Multi-Eng - U CRETE SURFACE. THE SWERVE TO THE RIGH	Runway Runway ate - EXPIR ght Time (H 443 195 JNK/NR JNK/NR E WIND WAS HT AND THE	Surface Status ED ours) Last 24 Last 30 Rotorcr FROM 210 DE ACFT RAN OF	- CONCRETE - DRY - DRY - Days - UNK - Days - UNK - Days - T - aft -	4 :/NR 20

File No. - 953 7/17/86 RUIDOSO, NM A/C Reg. No. N976J Time (Lc1) - 1146 MDT _____ -----------ON GROUND ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND _____ _____ Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND _____ Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - DITCH _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 2

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

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Make/Model - CESSNA 15OF Eng Make/Model - CONTINENTAL 0-200-A ELI Installed/Activated - YES/YES Max Gross Wt - 1600 Number Engines - 1 Stall Warning System - YES Max Gross Wt - 1600 Rated Power - 100 HP Environment/Dperations Information Weather Data Airport Proximity Weather Data Itinerary Airport Proximity Ws Briefing - NA CECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC Airport Data Basic Weather - VMC ROSEWELL,NM K.D. FIELD Wind Dir/Speed- 360/009 KTS Runway Ident - 30 Visibility - 10.0 SM ATC/Airspace Runway Surface - GRASS/TURF Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - GRASS/TURF Dostructions to Vision - NONE Type Apch/Lndg - NONE Runway Status - DRY Orrent - YES Total - 123 Last 24 Hrs - UNK/NR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Precipitation Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review	Time (Lc1) - 0915 MDT
Aircraft Information Make/Model - CESSNA 150F Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2 Environment/Operations Information Weather Data Method - N/A Completeness - N/A Basic Weather - VMC Visibility - 10.0 SM Lowest Ceiling - 1600 FT SROKEN UNK/NR Destination - NONE Lowest Sky/Clouds - UNK/NR Destination - NONE Completeness - 100 HP 	Fatal Serious Minor None w 0 0 1. 0
Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC ROSEWELL,NM K.D. FIELD Wind Dir/Speed 360/009 KTS ROSEWELL,NM K.D. FIELD Doest Ceiling - 1600 FT BROKEN Type of Clearance - NONE Runway Suface - GRASS/TURF Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 123 Last 24 Hrs - UNK/NR Aircraft Type - C-152 Instrument- 4 Last 30 Days - UNK/NR Aircraft Type - C-152 Instrument- 4 Last 90 Days - 6 Instrument Rating(s) - NONE Narrative T AND PAX WERE TAKING OFF FROM 1900 FT X 50 FT TURF RW 30. PLT SAID SHE LIFTED OFF AT 45 MPH AND INITIATED IMB OF 55 MPH. AT 250 FT AGL ACFT SUDDENLY LOST 100 FT. ACFT THEN WENT INTO STEEP RIGHT BANK.ACFT CLEARED WER LINES. RIGHT WING CONTACTF CARTWHELEED. ARPT DENSITY ALTITUDE WAS COMPUTED TO BE 5241 FT	ELT Installed/Activated - YES/YES Stall Warning System - YES RETOR
Personnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 123 Last 24 Hrs - UNK/NR SE LAND Months Since - 22 Make/Model- 49 Last 30 Days- UNK/NR Aircraft Type - C-152 Instrument- 4 Last 90 Days-, 6 Instrument Rating(s) - NONENarrative T AND PAX WERE TAKING OFF FROM 1900 FT X 50 FT TURF RWY 30. PLT SAID SHE LIFTED OFF AT 45 MPH AND INITIATED IMB OF 55 MPH. AT 250 FT AGL ACFT SUDDENLY LOST 100 FT. ACFT THEN WENT INTO STEEP RIGHT BANK. ACFT CLEARED WER LINES. RIGHT WING CONTACTED GROUND AND ACFT CARTWHEELED. ARPT DENSITY ALTITUDE WAS COMPUTED TO BE 5241 FT	OFF AIRPORT/STŘIP Airport Data K.D. FIELD Runway Ident - 30 Runway Lth/Wid - 1900/ 50 Runway Surface - GRASS/TURF Runway Status - DRY
Narrative T AND PAX WERE TAKING OFF FROM 1900 FT X 50 FT TURF RWY 30. PLT SAID SHE LIFTED OFF AT 45 MPH AND INITIATED IMB OF 55 MPH. AT 250 FT AGL ACFT SUDDENLY LOST 100 FT. ACFT THEN WENT INTO STEEP RIGHT BANK. ACFT CLEARED WER LINES. RIGHT WING CONTACTED GROUND AND ACFT CARTWHEELED. ARPT DENSITY ALTITUDE WAS COMPUTED TO BE 5241 FT	ate - VALID MEDICAL-WAIVERS/LIMIT ght Time (Hours) 123 Last 24 Hrs - UNK/NR 49 Last 30 Days- UNK/NR
L. OWNER'S HANDBOOK STATES ACFT SHOULD BE ROTATED AT 50 MPH, INITIAL CLIMB AT 72 MPH UNTIL OBSTACLES ARE EARED, THEN CLIMB AT 75-80 MPH. ACFT GROSS WEIGHT FLAPS-UP POWER-OFF STALL SPEED AT ZERO ANGLE OF BANK IS 55 MPH.	45 MPH AND INITIATED BANK. ACFT CLEARED COMPUTED TO BE 5241 FT TIL OBSTACLES ARE
n an	

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File No 882	8/31/86 DEXTER,NM	A/C Reg. No. N8856S	Time (Lc1) - 0915 MDT
Occurrence #1 LOS Phase of Operation TAK			
3. WEATHER CONDITION -	ELOW - PILOT IN COMMAND DOWNDRAFT - NOT ATTAINED - PILOT IN COMMAND		
Occurrence #2 IN Phase of Operation DES	FLIGHT COLLISION WITH TERRAIN CENT - UNCONTROLLED		
Finding(s) 6. TERRAIN CONDITION - 7. TERRAIN CONDITION -			
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

File No 923 5/28/86 RENO,	NV	A/C Reg. No. N5	586MS	т	ime (Lcl) -	1030 PDT	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage DESTROYED		Fatal	Injur Serious	ies Minor	None
Type of Operation -TEST FLIGHT Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		Fire NONE	Crew Pass	0 0	0 0	1 0	0
Aircraft Information Make/Model - MORRIS B. STEPHENS VARI Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 950 No. of Seats - 2	Number Engi	nes - 1 - RECIPROCATIN		S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/004 KTS Visibility - 40.0 SM	RENO,NV Destination LOCAL ATC/Airspace		Ļ	OFF AI Airport D RENO/S Runway Runway	TEAD Ident - Lth/Wid -	08 7600/	150
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		ht Plan – NONE rance – NONE dg – NONE			Surface - Status -		ETATION
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND		view - NO Total - UNK/NR Make/	-	t Time (H 251 K/NR	ours) Last 24 Last 30	Hrs - UN Days- UN Days- UN	K/NR

Instrument Rating(s) - NONE

----Narrative----

AN EXCESSIVELY LONG TAKEOFF RUN WAS MADE DUE TO HIGH DENSITY ALTITUDE. DURING INTITAL CLIMB THE PILOT OVER ROTATED CAUSING A LOW AIRSPEED. THE PILOT NOTICED THIS, LOWERED THE NOSE AND THEN FLEW INTO THE GROUND. THE PILOT ALSO FAILED TO RETRACT THE LANDING GEAR AFTER BECOMING AIRBORNE. THE PILOT GAINED HIS PRIVATE PILOT CERTIFICATE IN 1960 AND AT THAT TIME HAD LOGGED OVER 130 HOURS OF TOTAL FLIGHT TIME.

Time (Lcl) - 1030 PDT File No. - 923 5/28/86 RENO, NV A/C Reg. No. N586MS ______ Occurrence IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - HIGH DENSITY ALTITUDE 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 3. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND 4. ROTATION - EXCESSIVE - 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

SUBSTANTIALFatalSeriousType of Operation-PERSONALFireCrewOOFlight Conducted Under-14 CFR 91NONEPassOOAccident Occurred During-LANDINGNONEPassOO-Aircraft InformationMake/Model- CONTINENTAL 0-200ELT Installed/Landing Gear- TAILWHEEL-ALL FIXEDNumber Engines - 1Stall WarniMax Gross Wt- 800Engine Type- RECIPROCATING-CARBURETORNo. of Seats-1Rated PowerEnvironment/Operations InformationWeather DataItineraryAirport ProximityWx Briefing- NO RECORD OF BRIEFINGLast Departure PointON AIRPORTMethod- N/ADestinationAirport DataBasic Weather- VMCWINNEMUCCA,NVWINNEMUCCAWind Dir/Speed340/009 KTSRunway IdentVisibility- 90.0 SMATC/AirspaceRunway Lth/WidLowest Sky/Clouds- CLEARType of Flight Plan - NONERunway Surface	O 1 O O /Activated - NO -N ing System - NO
Flight Conducted Under-14 CFR 91NONEPass00Accident Occurred During-LANDING00-Accident Occurred During-LANDING00-Aircraft InformationEng Make/Model - CONTINENTAL 0-200ELT Installed/Landing Gear- TAILWHEEL-ALL FIXEDNumber Engines - 1Stall WarniMax Gross Wt- 800Eng ine Type- RECIPROCATING-CARBURETORNo. of Seats- 1Rated Power- 100 HP-Environment/Operations InformationItineraryAirport ProximityWa Briefing- NO RECORD OF BRIEFINGLast Departure PointON AIRPORTMethod- N/ADestinationAirport DataBasic Weather- VMCWINNEMUCCA,NVWINNEMUCCAWisibility- 90.0SMATC/AirspaceRunway IdentVisibility- 90.0SMATC/AirspaceRunway SurfaceLowest Sky/Clouds- CLEARType of Flight PlanNONERunway StatusObstructions to Vision-NONEType Apch/Lndg- FULL STOPPrecipitation	O O /Activated - NO -N ing System - NO
Accident Occurred During -LANDING Aircraft Information Make/Model - ROSE PARAKEET A4C Eng Make/Model - CONTINENTAL 0-200 ELT Installed/ Stall Warning Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 800 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 1 Stall Warning Carbon Control Content Content Control Control Control Control Control Co	/Activated - NO -N ing System - NO
Aircraft Information Make/Model - ROSE PARAKEET A4C Eng Make/Model - CONTINENTAL 0-200 ELT Installed/ Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warni Max Gross Wt - 800 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 1 Itinerary Airport Proximity Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A LAKEVIEW,OR Airport Data Basic Weather - VMC WINNEMUCCA,NV WINNEMUCCA Wind Dir/Speed 340/009 KTS Visibility - 90.0 SM ATC/Airspace Runway Ident Visibility - 90.0 SM ATC/Airspace Runway Lth/Wid Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface Lowest Ceiling - NONE Type Apch/Lndg - FULL STOP Precipitation - NONE	ing System - NO
Make/Model- ROSE PARAKEET A4CEng Make/Model- CONTINENTAL 0-200ELT Installed/ Stall WarniLanding Gear- TAILWHEEL-ALL FIXEDNumber Engines - 1Stall WarniMax Gross Wt- 800Engine Type- RECIPROCATING-CARBURETOR Rated Power- 100 HP-Environment/Operations InformationItineraryAirport ProximityWeather DataItineraryAirport Proximity ON AECORD OF BRIEFING Last Departure PointON AIRPORT WINNEMUCCA,NVWethod- N/ADestinationAirport Data WINNEMUCCA,NVBasic Weather- VMCWINNEMUCCA,NVWINNEMUCCA Runway Ident Type of Flight PlanNONE Runway Surface Type of ClearanceVisibility- 90.0SMATC/AirspaceRunway Surface Type of ClearanceRunway Status Type Apch/LndgObstructions to VisionNONEType Apch/Lndg- FULL STOPPrecipitation- NONEType Apch/Lndg- FULL STOP	ing System - NO
Landing GearTAILWHEEL-ALL FIXEDNumber Engines - 1Stall WarniMax Gross Wt800Engine TypeRECIPROCATING-CARBURETORNo. of Seats1Engine Type- RECIPROCATING-CARBURETORNo. of Seats1Rated Power- 100 HPEnvironment/Operations InformationWeather DataItineraryAirport ProximityWx Briefing- NO RECORD OF BRIEFINGLast Departure PointON AIRPORTMethod- N/ALast Departure PointON AIRPORTMethod- N/ADestinationAirport DataBasic Weather- VMCWINNEMUCCA,NVWINNEMUCCAWind Dir/Speed-340/009 KTSRunway IdentVisibility- 90.0SMATC/AirspaceRunway Lth/WidLowest Sky/Clouds- CLEARType of Flight PlanNONERunway SurfaceLowest Ceiling- NONEType of ClearanceNONERunway StatusObstructions to Vision-NONEType Apch/Lndg- FULL STOPPrecipitation- NONEType Apch/Lndg- FULL STOP	ing System - NO
Max Gross Wt800Engine Type- RECIPROCATING-CARBURETOR No. of SeatsNo. of Seats1Rated Power- 100 HPEnvironment/Operations Information Weather DataItineraryAirport Proximity ON AIRPORTWas Briefing- NO RECORD OF BRIEFING MethodLast Departure PointON AIRPORTMethod- N/ALAKEVIEW,ORON AIRPORTCompleteness- N/ADestinationAirport DataBasic Weather- VMCWINNEMUCCA,NVWINNEMUCCAWind Dir/Speed-340/009 KTSRunway IdentVisibility- 90.0SMATC/AirspaceRunway Lth/WidLowest Sky/Clouds- CLEARType of Flight PlanNONERunway SurfaceLowest Ceiling- NONEType of Clearance- NONERunway StatusObstructions to Vision-NONEType Apch/Lndg- FULL STOPPrecipitation- NONE- NONEType Apch/Lndg- FULL STOP	- 32
No. of Seats -1Rated Power-100 HPEnvironment/Operations Information Weather DataItineraryAirport ProximityWx Briefing- NO RECORD OF BRIEFING MethodLast Departure Point LAKEVIEW,ORON AIRPORTMethod- N/ADestinationAirport Data MinneMUCCA,NVBasic Weather- VMC Wind Dir/Speed- 340/009 KTS VisibilityOS M ATC/Airspace Type of Flight PlanAirport Data WinNeMUCCA,NVWind Dir/Speed- 340/009 KTS VisibilityATC/Airspace Type of Flight PlanRunway Ident Runway Lth/Wid Runway Surface Runway Surface Type of ClearanceRunway Surface Runway StatusObstructions to Vision- Precipitation- NONE NONEType Apch/Lndg- FULL STOP	- 32
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Wx Briefing- NO RECORD OF BRIEFINGLast Departure PointON AIRPORTMethod- N/ALAKEVIEW,ORAirport DataCompleteness- N/ADestinationAirport DataBasic Weather- VMCWINNEMUCCA,NVWINNEMUCCAWind Dir/Speed- 340/009 KTSWINNEMUCCA,NVWINNEMUCCAVisibility- 90.0 SMATC/AirspaceRunway IdentLowest Sky/Clouds- CLEARType of Flight PlanNONERunway SurfaceLowest Ceiling- NONEType of Clearance- NONERunway StatusObstructions to Vision-NONEType Apch/Lndg- FULL STOPPrecipitation	- 32
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Method- N/ALAKEVIEW,ORCompleteness - N/ADestinationAirport DataBasic Weather - VMCWINNEMUCCA,NVWINNEMUCCAWind Dir/Speed- 340/009 KTSWINNEMUCCA,NVWINNEMUCCAVisibility - 90.0 SMATC/AirspaceRunway IdentLowest Sky/Clouds - CLEARType of Flight Plan - NONERunway SurfaceLowest Ceiling - NONEType of Clearance - NONERunway StatusObstructions to Vision- NONEType Apch/Lndg - FULL STOPPrecipitation	
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Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface Lowest Ceiling - NONE Type of Clearance - NONE Runway Status Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE	
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE	
Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE	- DRY
Precipitation - NONE	2
Condition of Light - DAYLIGHT	
-Personnel Information	
Pilot-In-Command Age - 61 Medical Certificate - VALID MEDICAL-W	₩AIVERS/LIMIT
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	
	24 Hrs - 3
•	30 Days- UNK/NR
Aircraft Type - UNK/NR Instrument- 3150 Last 9 Multi-Eng - 21500	90 Days- 20
Instrument Rating(s) - AIRPLANE	
-Narrative	
ING LANDING ROLL THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT. THE RIGHT MAIN GEAR COLLAPSED DRAGGING	

6/03/86 File No. - 965 WINNEMUCCA, NV A/C Reg. No. N14884 Time (Lcl) - 1155 PDT _____ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT 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

PAGE 277

Basic Information Type Operating Certificate	-NONE (GENERAL	AVIATION) Aircra	aft Damage			Injur	ies	
	•		TANTIAL	Fa	tal	Serious		None
	-PERSONAL	Fire		Crew	0	0	0	1
Flight Conducted Under Accident Occurred During		NONE	ſ	Pass	0	0	0	0
Accident becamed bar mg								
Aircraft Information								
Make/Model - MOONEY M20		Eng Make/Model - L	YCOMING 0-360			nstalled/A		
Landing Gear - TRICYCLE-R	ETRACTABLE	Number Engines -			Sta	all Warnin	g Syster	m - YES
Max Gross Wt - 2575		Engine Type - F		RBURETOR				
No. of Seats - 4		Rated Power -	180 HP					
Environment/Operations Infor	mation							
Weather Data		Itinerary		Air	port Pi	roximity		
Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR		Last Departure Poir	nt	0	FF AIRF	PORT/STRIP		
Method - UNK/NR	!	JACKPOT, NV						
		Destination		Airp	ort Da	ta		. 1
Basic Weather - VMC		YUBA CITY,CA						
Wind Dir/Speed- CALM		.					N/A	
Visibility - 50.0		ATC/Airspace				_th/Wid -		
Lowest Sky/Clouds -		Type of Flight Plar	n - NONE			Surface -		
	NONE	Type of Clearance			unway s	Status -	DRY	
Obstructions to Vision-		Type Apch/Lndg	- FURCED LANDIN	NG				
Precipitation - Condition of Light -								
-Personnel Information Pilot-In-Command		Age - 61	Medical Certi	ficato - 1				
Certificate(s)/Rating(s)				Flight Ti			IVERS/L.	TWTI
COMMERCIAL,CFI		Biennial Flight Review Current - YES	Total			Last 24	Hrs -	3
SE LAND		Months Since - 9	Make/Mode	1- 3000		Last 30		
		Aircraft Type - UNK/M		t- 230		Last 90		
			Multi-Eng	- 5		Rotorcr		
	_		•					
Instrument Rating(s)								
ORCED LANDING WAS MADE DUE TO		PUNNING ENGINE ACCOMPANIE	TO BY BACKETPING	TT WAS	ntscovi	PED ON		
INE EXAMINATION THAT THE SPAR								
JCK WITH THE WING TIPS.	IN LOUS WERE W	TORN DETUND SERVICE LIMIT.	J. DORING CANDING	A NOLL A	CALLE	GUARD WAS		

File No 9	88 6/15/86	PARADISE VALLEY, NV	A/C Reg. No. N6263U	Time (Lcl) - 0735 PDT
Occurrence #1 Phase of Operation	LOSS OF POWER(PA CLIMB	RTIAL) - MECH FAILURE/MAL	F	X
Finding(s) 1. IGNITION SYSTEM	,SPARK PLUG - WORN			
Occurrence #2 Phase of Operation	FORCED LANDING LANDING			
Occurrence #3 Phase of Operation	ON GROUND COLLIS LANDING - ROLL	ION WITH OBJECT		
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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Brief of Accident

SUBSTANTIALFatal Serious Minor NoSubstantialFireCrew0000Accident Occurred During - APPROACHAircraft InformationAircraft InformationMake/Model - SOHEMP-HIRTH NIMBUS IIITEng Make/Model - ROTAX 277ELT Installed/Activated - UNKAircraft InformationMake/Model - ROTAX 277ELT Installed/Activated - UNKMake/Model - SOHEMP-HIRTH NIMBUS IIITEng Make/Model - ROTAX 277ELT Installed/Activated - UNKMake/Model - SOTAX 277ELT Installed/Activated - UNKMax Gross Wt - 800Environment/Operations InformationWeather DataItineraryAirport ProximityWk/NRLevino MarkovMethod - UNK/NRList LocalBasic Weather - VMCDestinationAirport DataBasic Weather - VMCRecipre CripticationO O OO OVisioni NoNEClear Trype of Flight Plan - NONERunway Lth/Wid - N/AVision NONEType of Clearance - NONERoures Colspan="2">Roures Colspan="2">Roures Colspan="2">Airport Proximity <td c<="" th=""><th>Basic Information Type Operating Certificate-NONE (GE</th><th>NERAL AVIATION)</th><th>Aircraft Damage</th><th></th><th></th><th>Injur</th><th>ies</th><th></th></td>	<th>Basic Information Type Operating Certificate-NONE (GE</th> <th>NERAL AVIATION)</th> <th>Aircraft Damage</th> <th></th> <th></th> <th>Injur</th> <th>ies</th> <th></th>	Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage			Injur	ies	
Accident Occurred During -APPROACH Aircraft Information Make/Model - SOHEMP-HIRTH NIMBUS IIIT Landing Gear - TRICYCLE-FIXED Mumber Engines - 1 Number Engines - 1 Rated Power - 28 HP Environment/Operations Information Weather Data W Briefing - UNK/NR Method - UNK/NR Basic Weather - VMC Wind Dir/Speed- 280/015 KTS Visibility - 40.0 SM LocaL Wind Dir/Speed- 280/015 KTS Visibility - 40.0 SM LocaL Personnel Information Pilot-In-Command Personnel Information Pilot-In-Command SE LAND LocaL Mated Power - 28 HP Environment/Operations Information Pilot-In-Command SE LAND LocaL Method - UNK/NR LocaL Method - VMC Method - UNK/NR LocaL Method - UNK/NR Completeness - UNK/NR LocaL Method - VMC Method - VMC Method - UNK/NR LocaL Method - UNK/NR ATC/Airspace NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command SE LAND ATC/Airspace Method - UNK/NR LocaL Method - UNK/NR LocaL Method - UNK/NR LocaL Method - UNK/NR LocaL Method - UNK/NR Aircraft Type - UNK/NR Multi-Eng - UNK/NR Multi-Eng - UNK/NR Multi-Eng - UNK/NR Method - UNK/NR Method - UNK/NR Method - UNK/NR Multi-Eng - UNK/NR Method - UNK/NR Method - UNK/NR Multi-Eng - UNK/NR Method - UNK/NR Multi-Eng - UNK/NR Method - UNK/NR Me					Fatal			None	
Accident Occurred During -APPROACH Aircraft Information Make/Model - SOHEMP-HIRTH NIMBUS IIIT Landing Gear - TRICYCLE-FIXED Mumber Engines - 1 Number Engines - 1 Rated Power - 28 HP Environment/Operations Information Weather Data W Briefing - UNK/NR Method - UNK/NR Basic Weather - WKC Visibility - 40.0 SM LocaL Wind Dir/Speed - 280/015 KTS Visibility - 40.0 SM LocaL Distructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE,COMMERCIAL SEL1 Installed/Activated - UNK Max Gross Wt - SOLEMP Airport Proximity LocaL Mind - UNK/NR LocaL Mind Dir/Speed - 280/015 KTS Visibility - 40.0 SM ATC/Airspace AIC/Airspace NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE,COMMERCIAL SEL1 Installed/Activated - UNK Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Corrent - UNK/NR Lowst Stall Warning System - UNK Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE,COMMERCIAL SE LAND AIC - NONE Instrument Rating(s) - NONE	Type of Operation -PERSONAL					0	0	1	
Aircraft Information Make/Model - SCHEMP-HIRTH NIMBUS IIIT Landing Gear - TRICYCLE-FIXED Max Gross Wt - 800 No. of Seats - 1 Environment/Operations Information Weather Data Wt Briefing - UNK/NR Completeness - UNK/NR Last Departure Point Method - UNK/NR Basic Weather - WKC Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Destination Airport Data Max Gross Wt - 800 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE,COMMERCIAL SE LAND Aircraft Type - NONE Instrument Rating(s) - NONE Instrument Rating(s) - NONE Aircraft Type - NONE Make/Model - ROTAX 277 ELT Installed/Activated - UNK Number Engines - 1 Stall Warning System - UNK Number Engines - 1 Stall Warning System - UNK Number Engines - 28 Stall Warning System - UNK Number Engines - 1 Stall Warning System - UNK Number Engines - 1 Airport Proximity Airport Proximity Max Gross Wt - 800 Max Gross Wt - 900 Max Gross Wt - 9000			NONE	Pass	0	0	0	0	
Make/Model - SCHEMP-HIRTH NIMBUS IIIT Eng Make/Model - ROTAX 277 ELT Installed/Activated - UNN Number Engines - 1 Max Gross Wt - 800 Number Engines - 1 Stall Warning System - UNN Number Engines - 28 HP Environment/Operations Information Weather Data Airport Proximity Airport Proximity Wx Briefing - UNK/NR Last Departure Point OFF AIRPORT/STRIP Method - UNK/NR LocaL Runway Ident - N/A Visibility - 40.0 SM ATC/Airspace Runway Ident - N/A Usest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision NONE Type Apch/Lndg - FORCED LANDING - N/A Personnel Information Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Personnel Information Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Personnel Information Age - 54 Macke/Model - UNK/NR Last 30 aps- UNK/NR Personnel Information PRIVATE,cOMMERCIAL Gurrent - UNK/NR Total - UNK/NR Procipitation <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>									
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Method - UNK/NR FLYING 'M' KNCH,NV Completeness - UNK/NR Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed- 280/015 KTS Runway Ident - N/A Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Personnel Information Pight Time (Hours) Current - UNK/NR Total - UNK/NR Last 24 Hrs - UNK/NR SE LAND Se LAND Current - UNK/NR Make/Model- UNK/NR Last 30 Days- UNK/NR Instrument Rating(s) - NONE Instrument Rating(s) - NONE Instrument Rating(s) - NONE	Weather Data	Itinerary							
Method - UNK/NR FLYING 'M' KNCH,NV Completeness - UNK/NR Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed- 280/015 KTS Runway Ident - N/A Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Personnel Information Pight Time (Hours) Current - UNK/NR Total - UNK/NR Last 24 Hrs - UNK/NR SE LAND Se LAND Current - UNK/NR Make/Model- UNK/NR Last 30 Days- UNK/NR Instrument Rating(s) - NONE Instrument Rating(s) - NONE Instrument Rating(s) - NONE	Wx Briefing ~ UNK/NR	Last Depart			OFF AIR	PORT/STRIP			
Basic Weather - VMC LOCAL Wind Dir/Speed-280/015 KTS Runway Ident - N/A Visibility - 40.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Type Apch/Lndg - FORCED LANDING Obstructions to Vision DAYLIGHT - Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Personnel Information Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current PRIVATE,COMMERCIAL Current - UNK/NR Mack/Model- UNK/NR Last 24 Hrs - UNK/NR SE LAND Aircraft Type - UNK/NR Instrument UNK/NR Last 30 Days- UNK/NR Multi-Eng - UNK/NR Multi-Eng - UNK/NR Instrument Rating(s) - NONE - NONE - UNK/NR Rotorcraft - UNK/NR	Method - UNK/NR	FLYING 'M	'RNCH,NV		_				
Wind Dir/Speed- 280/015 KTS Runway Ident - N/A Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Surface - N/A Obstructions to Vision- NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Runway Status - N/A Precipitation - NONE Obstructions to Light - DAYLIGHT Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review' Flight Time (Hours) PRIVATE,COMMERCIAL Current - UNK/NR Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Instrument- UNK/NR Last 30 Days- UNK/NR Instrument Rating(s) - NONE Instrument Rating(s) - NONE NONE				Ai	rport Da	ta			
Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Type of Clearance - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - FORCED LANDING Precopitation - NONE Type Apch/Lndg - FORCED LANDING Personnel Information Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE, COMMERCIAL Current - UNK/NR Total - UNK/NR Last 24 Hrs - UNK/NR SE LAND Months Since UNK/NR Materaft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR Instrument Rating(s) - NONE - NONE - UNK/NR Corcraft - UNK/NR		LUCAL			_	-			
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT - Personnel Information Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - PRIVATE, COMMERCIAL SE LAND Current - UNK/NR Total - UNK/NR Last 24 Hrs - UNK/NR Instrument Rating(s) - NONE									
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 - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE, COMMERCIAL Current - UNK/NR Total - UNK/NR Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model- UNK/NR Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE									
Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE - NONE Condition of Light - DAYLIGHT - DAYLIGHT -Personnel Information Pilot-In-Command Pilot-In-Command Age - 54 Certificate(s)/Rating(s) Biennial Flight Review PRIVATE,COMMERCIAL Current - UNK/NR SE LAND Months Since - UNK/NR Instrument Rating(s) - NONE NONE									
Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE,COMMERCIAL Current - UNK/NR Total - UNK/NR Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model- UNK/NR Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE					Runway	status -	N/A		
-Personnel Information Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE,COMMERCIAL Current - UNK/NR Total - UNK/NR Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model- UNK/NR Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE		Type Apen/Li	idg i ökceb	LANDING					
-Personnel Information Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE,COMMERCIAL Current - UNK/NR Total - UNK/NR Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model- UNK/NR Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE	Condition of Light - DAYLIGHT								
Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE,COMMERCIAL Current - UNK/NR Total - UNK/NR Last 24 Hrs - UNK/NR SE LAND Months Since UNK/NR Make/Model- UNK/NR Last 30 Days- UNK/NR Instrument Rating(s) - NONE NONE Instrument Rating(s) - NONE									
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE,COMMERCIAL Current - UNK/NR Total - UNK/NR Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model UNK/NR Last 30 Days UNK/NR Aircraft Type - UNK/NR Instrument UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE - NONE - UNK/NR - UNK/NR - UNK/NR		1	Madianl	0				. .	
SE LAND Months Since - UNK/NR Make/Model- UNK/NR Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE	Contificato(s)/Pating(s)	Age - 54 Ricoppial Elight D	Medical		- VALID Timo (Ho	MEDICAL-WA	IVERS/LIM	11	
SE LAND Months Since - UNK/NR Make/Model- UNK/NR Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE		Current	- JINK/NP Tota	1 – UNK/		urs) last 24	Hrs - UN	Z/ND	
		Months Since	- UNK/NR Make	/Model- UNK/	NR	last 30	Davs- UN		
Instrument Rating(s) - NONE			- UNK/NR Inst	rument~ UNK/	NR	Last 90	Days~ UN		
Instrument Rating(s) - NONE			Mult	i-Eng - UNK/	NR	Rotorcr	aft - UN		
Narrative	Instrument Rating(s) - NUNE								
	Narrative								
R A 5 HOUR FLIGHT, IN THE MOTORIZED GLIDER DURING WHICH THE ENGINE WAS UTILIZED ON SEVERAL OCCASIONS THE		IDER DURING WHICH THE	NGINE WAS UTLITZE	D ON SEVERAL	OCCASTO	NS THE			
T RETURNED TO HIS DESTINATION. UPON ARRIVAL HE EXECUTED A NUMBER OF LOW PASSES OVER THE RUNWAY FOR									

THE PLTS FLYING TIME WAS NOT REPORTED.

File No 9	64 7/30/86	HAWTHORNE, NV		Time (Lcl) - 1630 PDT
Occurrence #1 Phase of Operation			CAL	
		NACCURATE - PILOT IN ENCE IN PERSONAL ABIL	COMMAND ITY - PILOT IN COMMAND	
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation	LANDING - FLARE/	TOUCHDOWN		
Probable Cause				
The National Transpo is/are finding(s) 1	rtation Safety Boa	rd determines that th	ne Probable Cause(s) of this accid	ent

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

 $||_{\mathbf{x}_{i}} = ||_{\mathbf{x}_{i}} + ||_{\mathbf{x}_{i}$

Basic Information							
Type Operating Certificate-NONE (GENER/		raft Damage			Injur		
		TROYED	<u> </u>	Fatal	Serious		None
Type of Operation -PERSONAL	Fire		Crew	0	0	2	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NON		Pass	0	0	Ū	0
Aircraft Information							
Make/Model - CESSNA 185FII	Eng Make/Model -		IO 520-D		Installed/A		
Landing Gear - AMPHIBIAN	Number Engines -			S	tall Warnir	ng System	- YES
Max Gross Wt - 3320	Engine Type -		NJECTED				
No. of Seats - 6	Rated Power -	300 HP					
-Environment/Operations Information							
Weather Data	Itinerary			•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING				ON AIR	PORT		
Method - N/A Completeness - N/A	SAME AS ACC/INC Destination		•	irport Da	. + .		
Basic Weather - VMC	LANCASTER, CA		А	RENO-S			
Wind Dir/Speed- 290/014 KTS	LANCASTER, CA					- 26	
Visibility - 40.0 SM	ATC/Airspace				Lth/Wid -		0150
Lowest Sky/Clouds - CLEAR	Type of Flight Pl	an - NONE			Surface -		
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 - 55				MEDICAL-NO) WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review			Time (He			-
COMMERCIAL	Current - YES	Total	- 3	250	Last 24	Hrs -	
SE LAND, ME LAND, SE SEA	Months Since - 2	(ND Instr	'Model- `ument- UNK	132	Last 30) Days- UN	
	Aircraft Type - UNK		-Eng - UNK) Days- `aft - UN	
Instrument Rating(s) - AIRPLANE							

BECAME AIRBORNE BUT POSITIVE CLIMB AND AIRSPEED INCREASE NOT POSSIBLE. PLT TURNED TO AVOID OBSTRUCTIONS, PUTTING ACFT INTO SEMI-CONTROLLED COLLISION WITH TERRAIN.

A/C Reg. No. N185M File No. - 925 8/03/86 RENO, NV Time (Lcl) - 1715 PDT _____ Occurrence IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND 2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND 3. PERFORMANCE DATA - MISJUDGED - PILOT IN COMMAND 4. WEATHER CONDITION - HIGH DENSITY ALTITUDE 5. WEATHER CONDITION - GUSTS ----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

8/09/86 File No. - 957 ELKO,NV A/C Reg. No. N9148A Time (Lcl) - 1400 PDT _____ ____ ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries SUBSTANTIAL Fatal Serious Minor None Type of Operation -PERSONAL Fire Crew 0 0 0 1 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 1 Accident Occurred During -LANDING ----------Aircraft Information----Make/Model - PIPER PA-38 Eng Make/Model - LYCOMING 0-235-L2C ELT Installed/Activated - YES/YES Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - NO Max Gross Wt - 1670 Engine Type - RECIPROCATING-CARBURETOR - 112 HP No. of Seats - 2 Rated Power _____ _____ ----Environment/Operations Information----Weather Data Airport Proximity Itinerary - FSS Wx Briefing Last Departure Point OFF AIRPORT/STRIP Method - IN PERSON SAME AS ACC/INC Completeness - FULL Destination Airport Data Basic Weather - VMC OGDEN, UT ELKO MUNI Runway Ident - 23 Wind Dir/Speed- CALM Visibility - 30.0 SM ATC/Airspace Runway Lth/Wid - 6400/ 150 Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - VFR Runway Surface - DIRT Lowest Ceilina - NONE Type of Clearance - VFR Runway Status - ROUGH **Obstructions to Vision- NONE** Type Apch/Lnda - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT ----Personnel Information----Pilot-In-Command Aae -27 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total -86 Last 24 Hrs -2 SE LAND Months Since - 3 Make/Model-70 Last 30 Days- UNK/NR Instrument-Aircraft Type - PA38 2 Last 90 Days- 38 Rotorcraft - UNK/NR Multi-Eng - UNK/NR Instrument Rating(s) - NONE ----Narrative----PLT EXECUTED FORCED LNDG FOLLOWING PWR LOSS ON INITIAL CLIMB. ACFT TANKS (16 GAL CAP EA) HAD BEEN TOPPED TWO HOURS PRIOR, FUEL RECEIPT SHOWS 16.6 ADDED, REFUELER RECALLED ABT 8 GALS ADDED PER TANK, PLT CHECKED VISUALLY AND ON GAGES DURING PREFLIGHT. POST-CRASH, OPERATOR REPORTED FINDING ONLY RESIDUAL FUEL FWD OF SELECTOR (ENGINE FUEL STARVATION), 16 GALS IN RT TANK, 3 GALS IN LEFT TANK, NO LEAKS IN FUEL SYSTEM. ENGINE TEST RUN NORMAL. REPORTED FACTS ARE IN CONFLICT REGARDING FULL FUEL AND FINDING OF 3 GALS IN LEFT TANK WITH NO LEAKAGE. ANALYSIS PROVIDES NO SCENARIO WHICH WILL FIT REPORTED FACTS, EVEN IF UNDETECTED POST-CRASH FUEL LEAK DRAINED LEFT TANK TO 3 GALS. EXTREME (9500 FT) DENS ATL APPARENTLY NOT A FACTOR. PWR LOSS DUE TO ENGINE FUEL STARVATION FOR UNDETERMINED REASON.

File No.~-~ 95	57 8/09/86 ELKC), NV	A/C Reg. M	No. N9148A	Tim	≥ (Lcl) - 140	Ø PDT
	LOSS OF POWER(TOTAL) - TAKEOFF - INITIAL CLIM		1. •			A.	
1. FLUID, FUEL - STA	RVATION			· · · · · · · · · · · · · · · · · · ·			
	FORCED LANDING LANDING						
	ON GROUND COLLISION WI LANDING - ROLL	TH TERRAIN					
Finding(s) 3. TERRAIN CONDITIO	N - ROUGH/UNEVEN						
Probable Cause	-						

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

5

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

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Basic Information						·	
Type Operating Certificate-NON	GENERAL AVIATION)	Aircraft Dar SUBSTANTIA		Fatal	Inju Serious	ries Minor	None
Type of Operation -PER	SONAL	Fire	- Crew	0	0	0	1
Flight Conducted Under -14 (NONE	Pass	0	0	0	0
Accident Occurred During -LAN	DING						
-Aircraft Information							
Make/Model - CESSNA 172		Model - CONTIN	ENTAL 0-300-D			Activated	
Landing Gear - TRICYCLE-FIXED		ngines - 1			all Warni	ng System	- YES
Max Gross Wt - 2150 No. of Seats - 4		ype - RECIPRO wer - 145		IUR			
NO. OF SEATS - 4	Rated Por	wer ~ 145	пr 				
-Environment/Operations Informatio							
Weather Data	Itinerary			Airport P			
Wx Briefing - NO RECORD OF		rture Point		ON AIRP	ORT		
Method - N/A Completeness - N/A	WATERTON Destination			Adamant Da	**		
Basic Weather - VMC	DURHAMV			Airport Da KAMP	ta		
Wind Dir/Speed- UNK/NR	DORHAMV	LLE,NT			Ident	- 28	
Visibility - 8.0 SM	ATC/Airspace	2				- 3000/	50
	OFT SCATTERED Type of F		NE			- ASPHALT	
Lowest Ceiling ~		learance - UN		Runway	Status	- SNOW - C	OMPACTED
Obstructions to Vision- NONE	Type Apch,	/Lndg - STI	RAIGHT-IN				
Precipitation - NONE					•		
Condition of Light - DAYL	IGHT						
-Personnel Information							
Pilot-In-Command	Age - 38 Diamaish Fliabt		ical Certificat				
Certificate(s)/Rating(s) STUDENT	Biennial Flight Current	- N/A	Total -	t Time (Ho 70	•	4 Hrs -	4
STODENT	Months Since		Make/Model-			0 Days- UN	
	Aircraft Typ		Instrument-			0 Days-	13
	Anciartiy		That i unerit	Ū	Last 5	U Days	13
Instrument Rating(s) - NO	NE						
-Narrative FLIGHT WAS RETURNING FROM A 4-LE	2 200-MILE CROSS COUNTRY 1				DTED SEVE	DE	
	A GOO MILL GROUD GOUNIRI	INTE ON FLAKE		FILUI KEPU	NILU JEVE		

 cl) - 1515 EDT	Time (Lcl)	No. N5456T	A/C Reg.	DURHAMVILLE,NY	72 1/16/86	File No
					LOSS OF CONTROL LANDING - FLARE/	Occurrence #1 Phase of Operation
)	NED - PILOT IN COMMAND	TROL - NOT MAINTAI	Finding(s) 1. DIRECTIONAL CO
				ION WITH TERRAIN	ON GROUND COLLIS Landing - Roll	Occurrence #2 Phase of Operation
 	· · · · · · · · · · · · · · · · · · ·			ION WITH TERRAIN	LANDING - ROLL	

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

File No 969 1/18/86	TURIN, NY	A/C Reg. No. N2	5119	Ti	ime (Lcl) -	- 1200 EST	
-Basic Information Type Operating Certificate-NONE (G		Aircraft Damage SUBSTANTIAL		Fatal 0	Injur Serious O	ries Minor O	None 1
Type of Operation -PERSONAL Flight Conducted Under -14 CFR Accident Occurred During -LANDING	91	Fire NONE	Crew Pass	0	0	0	1
-Aircraft Information Make/Model - LUSCOMBE 8B Landing Gear - TAILWHEEL-ALL FIXE Max Gross Wt - 1200 No. of Seats - 2		- RECIPROCATIN		St		Activated - ng System -	
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRI Method - N/A Completeness - N/A	Itinerary	re Point		Airport F ON AIRF Airport Da	PORT		
Basic Weather - VMC Wind Dir/Speed- 220/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	TURIN,NY ATC/Airspace Type of Fligh	nt Plan - NONE rance - NONE dg - STRAIGHT	ï	Runway Runway Runway	Ident - Lth/Wid - Surface -		۲Y
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 39 Biennial Flight Rev			e - VALID t Time (Ho		AIVERS/LIM	 Т
COMMERCIAL SE LAND	Current Months Since Aircraft Type	- 6 Make/ - UNK/NR Instr	- Model- ument- -Eng -	1000 21	Last 30 Last 90	4 Hrs - UNH) Days- UNH) Days- raft - UNH	VNR 4
Instrument Rating(s) - NONE							
Narrative E PERSONAL FLIGHT FROM OSWEGO, NY TO TU DW, THE RIGHT SKI DUG INTO THE SOFT SNU) WAS SUBSTANTIALLY DAMAGED. THE PLT S VE PREVENTED THE ACCIDENT.	DW. THE LANDING GEAR FAIL	ED AND THE AIRCRA	FT NOSED	OVER ONTO	ITS BACK		
ి. - శిలా - దినియా - లైని	en e	n an an Arran an Arr Arran an Arran an Arr		ала са 2010 г. – С		a saf	
		1 1990 - SAL					

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File No 969 1/18/86 TURIN,NY	A/C Reg. No. N25119	Time (Lc1) - 1200 EST
Occurrence #1 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN		
Finding(s) 1. JUDGEMENT - POOR - PILOT IN COMMAND 2. PLANNING-DECISION - POOR - PILOT IN COMMAND		
Occurrence #2 GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN		
Finding(s) 3. LANDING GEAR - OVERLOAD		
Probable Cause		
The National Transportation Safety Board determines that	the Probable Cause(s) of this accide	ent

is/are finding(s) 1,2

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENERA	L AVIALIUN)	Aircraft Dam SUBSTANTIAL		Fatal	Inju Serious		None
Type of Operation -PERSONAL		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	• O	0	0	4
Accident Occurred During -TAXI							
-Aircraft Information							
Make/Model - PIPER PA-42-720		del - P&W PT6	A-61		Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engi			S	tall Warni	ng System	- YES
Max Gross Wt - 6500	Engine lype Rated Power	- TURBOPR					
No. of Seats - 11	Rated Power	- 620	HP 				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING				ON AIR	PORT		
Method - N/A	PITTSBURGH	I, PA			·		
Completeness - N/A Basic Weather - VMC	Destination ROCHESTER,	NIV		Airport D MONROE			
Wind Dir/Speed- 340/010 KTS	RUCHESTER,	IN T				- UNK/NR	-
Visibility ~ 5.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - UNK/NR		ht Plan - IFR			Surface		
Lowest Ceiling ~ 900 FT		rance - NON			Status		
Obstructions to Vision- NONE	Type Apch/Lr	idg - NON	E	-			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 33		cal Certifica			O WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re			ht Time (H			_
COMMERCIAL,ATP Se land,me land	Current Months Since		Total - Make/Model-			4 Hrs - O Days- U	4 NIZ /ND
SE LAND, ME LAND	Aircraft Type		Instrument-			0 Days- u 0 Days-	
	An chart Type		Multi-Eng ~		Last J	0 Days	105
Instrument Rating(s) - AIRPLANE							
ER AIRCRAFT COLLIDED WITH A PARKED CESSNA	ATRORAFT WHILE MANE	UVERING INTO	A PARKING SPA	CE AT ROCH	FSTER-MOND	OF	
IN AIRCRAFT OUCCIDED WITH A FARRED OLDINA	TO BE ICE COVERED A		A FARMING DEM		COLLY MONK		

2/03/86 A/C Reg. No. N777YP File No. - 932 ROCHESTER, NY Time (Lcl) - 1045 EDT _____ Occurrence ON GROUND COLLISION WITH OBJECT Phase of Operation TAXI Finding(s) 1. TERRAIN CONDITION - ICY 2. MANEUVER - ATTEMPTED - PILOT IN COMMAND 3. OBJECT - AIRCRAFT PARKED _____ ----Probable Cause----

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information Type Operating Certificate-NONE (GEN	VERAL AVIATION)	Aircraft	Damage		Injur	ries	
·) / · · · · · · · · · · · · · · · · ·		SUBSTANT		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Cre	ew O	0 0	0	1
Flight Conducted Under -14 CFR 9	1	NONE	Pas	s 0	0	0.	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - MOONEY M20	Eng Make		MING ID-360-A1A				
Landing Gear - TRICYCLE-RETRACTABLE		ngines - 1			itall Warnir	ng System	- NO
Max Gross Wt - 2575 No. of Seats - 4		/pe - RECI ver - 2	P-FUEL INJECTED)			
NO. OF Seats - 4	Rated Pol	ver - 2	00 HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Depar			OFF AI	RPORT/STRIF	>	
Method - UNK/NR Completeness - WEATHER NOT PERTIN	LOCKPOR NENT Destination	•		Airport [10+0		
Basic Weather - VMC		1 1Y		LOCKPO			
Wind Dir/Speed- 230/015 KTS		•••			Ident -	- 28	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		35
Lowest Sky/Clouds - UNK/NR S	SCATTERED Type of F	light Plan ~	NONE		Surface -		
	Type of C			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch,	Lindg -	NONE				
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Aco - 29	A.	ledical Certific				
Certificate(s)/Rating(s)	Age - 39 Biennial Flight	Review	Fli	aht Time (H	lours)	WAIVERS	/ []
PRIVATE, COMMERCIAL	Current	- NO	Total -	1243	Last 24	Hrs - U	NK/NR
ME LAND	Months Since	e – UNK/NR	Make/Model-	423	Last 30) Days- U	NK/NR
	Aircraft Typ	be - UNK/NR	Instrument-	30	Last 90) Days- U	NK/NR
			Multi-Eng -	324	Rotorcr	raft - U	NK/NR
Instrument Rating(s) - NONE							
Narrative	WAY OR AT LOCKDORT					-	
CROSS COUNTRY FLIGHT WAS DEPARTING RUN			THE AIRCRAFT F				

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File No 9	42 3/30/86	LOCKPORT, NY	A/C Reg. No. N6433	Q Time	e (Lcl) - 1700 EST
Occurrence #1 Phase of Operation					
_	ADEQUATE - PILOT I RATE - NOT MAINTAI	I COMMAND NED - PILOT IN COMMA	ND		
Occurrence #2 Phase of Operation					
Probable Cause					
The National Transpo is/are finding(s) 2,		d determines that t	he Probable Cause(s) of this	s accident	

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File No 992 4/20/86 BETHAN	NY,NY A/C	A/C Reg. No. N88379 Time (Lcl) - 1100			1100 ES	т
-Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	SUBS	raft Damage STANTIAL Crev E Pass	-	Injur Serious O O		None 1 0
-Aircraft Information Make/Model - PIPER J3C-65 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1170 No. of Seats - 2	Number Engines - Engine Type -	CONTINENTAL C-65 1 RECIPROCATING-CARBUR 65 HP	S	Installed/A tall Warnin		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/009 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poi SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Pla Type of Clearance Type Apch/Lndg	an - NONE - NONE	ON AIR Airport D BETHAN Runway Runway Runway	ata Y HALES AIR	27 2500/ GRASS/T	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 56 Biennial Flight Review Current - YES Months Since - 10 Aircraft Type - C-15	Total - Make/Model-	9ht Time (H 670 200 7	ours) Last 24 Last 30	IVERS/LI Hrs - U Days- Days-	NK/NR 10
Instrument Rating(s) - NONE						

----Narrative----

THE ACFT CRASHED ON THE ARPT AFTER A TURN OF APRX 120 DEGREES TO AVOID 60 FT TREES AT THE DEPARTURE EDGE OF THE ARPT. THE PLT HAD USED THE GRASS BESIDE THE AIRSTRIP BECAUSE OF STANDING WATER AT PLACES ON THE RWY. THE TAKEOFF RUN WAS STARTED ABOUT 500 FT FROM THE BEGINNING OF THE RWY ON THE HAY STUBBLE ADJACENT TO THE HANGAR. AUTO FUEL WAS BEING USED WITHOUT STC AUTHORIZATION. THE PLT STATED THAT THE ACFT SEEMED TO STOP CLIMBING AT ABOUT 50 FT AGL AND HE THOUGHT HE WOULD NOT BE ABLE TO CLEAR THE TREES AHEAD. DURING THE TURN THE ACFT STALLED AND WAS LANDED WITH THROTTLE STILL FULL OPEN ACCORDING TO THE PLT. THE THROTTLE WAS CLOSED AS THE PLANE APPROACHED SMALL TREES AND A HEDGE ROW. THESE TREES WERE HIT BY THE RT WING AND THE ACFT SWUNG RT TO A STOP. THE PLT SAID LATER THAT HE FOUND THE ELEVATOR TRIM ALMOST ALL THE WAY NOSE DOWN WHICH MADE HIM THINK THAT THE ACFT WOULD NOT CLIMB. HE SAID THAT THE 200 LB ACFT OWNER HAD FLOWN THE ACFT ON ITS LAST FLT AND SINCE HE SAT IN THE REAR SEAT HAD TRIMMED THE ACFT NOSE HEAVY.

File No 99	4/20/86	BETHANY, NY	A/C Reg. No. N88379	Time (Lcl) - 1100 EST	
Occurrence #1 Phase of Operation					
Finding(s) 1. PREFLIGHT PLANNI 2. CHECKLIST - NOT 3. ELEVATOR TRIM - 4. ALL AVAILABLE RL 5. PROPER CLIMB RAT 6. MANEUVER - PERFC 7. STALL - INADVER	FOLLOWED - PILOT I NOT CORRECTED - PI NWAY - NOT USED - E - NOT MAINTAINED RMED - PILOT IN CO	N COMMAND LOT IN COMMAND PILOT IN COMMAND - PILOT IN COMMAN MMAND			
Occurrence #2 Phase of Operation Finding(s)	DESCENT - UNCONTR				
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 899 1/29/86 P	KEFLAVIK ICELND,	AVIK ICELND, A/C Reg. No. N4906K			ime (Lcl) -	1826 T	
-Basic Information Type Operating Certificate-NONE (GB	ENERAL AVIATION)	Aircraft Dama DESTROYED	ge		Injur Serious		None
Type of Operation -BUSINESS		Fire	Crew				0
Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	91	NONE	Pass	0	0 0	õ	õ
-Aircraft Information Make/Model - CESSNA P210N Landing Gear - TRICYCLE-RETRACTABL Max Gross Wt - 4000 No. of Seats - UNK/NR	E Number Er Engine Ty	'Model - CONTINEN Igines - 1 Ipe - RECIP-FU Ier - 310 H	EL INJECTED		Installed/Ad tall Warning		
Environment/Operations Information							
Weather Data	Itinerary	tuna Daint			Proximity		
W×Briefing -UNK/NR Method - IN PERSON	Last Depar GOOSE BA			UFF AI	RPORT/STRIP		
Completeness - FULL	Destination			Airport D	a+a		
Basic Weather - VMC	REYKJAVI			Ampont D	ala		
Wind Dir/Speed- 033/028 KTS	RETROAVI	R		Pupway	Ident -	NI/A	
Visibility - 25.0 SM	ATC/Airspace				Lth/Wid -		
· · · · · · · · · · · · · · · · · · ·	Type of Fl				Surface -		
Lowest Ceiling - 900 FT				•	Status -	•	
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK		'Lndg - FORC				·	
-Personnel Information Pilot-In-Command	Age - 34	Medic	al Certificat	e - VALID	MEDICAL-WA		 [T
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligh	t Time (H	ours)		
COMMERCIAL	Current	Review -YES T e-3 M	otal -	1650	Last 24	Hrs - UN	
SE LAND, ME LAND	Months Since	e - 3 M	ake/Model- UN	K/NR	Last 30	Days- UN	C/NR
	Aircraft lyp	e - UNK/NR I M	otal - ake/Model- UN nstrument- UN ulti-Eng - UN	K/NR K/NR	Last 90 Rotorcra	uays-UNA aft - UNA	K/NR K/NR
Instrument Rating(s) - AIRPLAN	١E						

----Narrative----

AT 1146 GMT, N4906K DEPTD ON A 5 HR FLT TO NARSSARSSUAQ, GREENLAND WITH AN ESTD 7 HRS OF FUEL. WHEN THE PLT RPRTD 60 MI SW OF GREENLAND, THE DESTN VIS WAS BELOW IFR MIN & THE CEILING AT THE ALTN ARPT WAS BELOW THE MDA. THE PLT ELECTED TO CONT TO REYKJAVIK, ICELAND. LATER, AFTER HE EXTENDED HIS ETA TO REYKJAVIK BY MORE THAN 1 HR & INDICATED LOW FUEL, ICE-LAND OFFICIALS BGN SEARCH/RESCUE PROCEDURES. USAF & ICELAND ACFT & SHIPS WERE DISPATCHED BFR THE ACFT RAN OUT OF FUEL. AT 1811, FUEL EXHAUSTION OCCURRED AS THE PLT WAS DSCNDG FM 15,000'. A USAF C-130 CREW RENDEZVOUSED WITH N4906K, LIGHTED THE OCEAN WITH FLARES & GAVE DITCHING ADVISE. THE PLT DITCHED IN HI SEAS APRX 36 MI WEST OF KEFLAVIK, ICELAND IN WINDS GUSTING TO 35 KTS. A USAF HELICOPTER ARRIVED 3 MIN LATER, BUT THE OCCUPANTS WERE NEVER OBSVD TO EMERGE FM THE DOWNED ACFT. RESCUE PSNL LOST SIGHT OF THE ACFT AT 1834. AT THAT TIME, THE SUN WAS 6 DEG BLO THE HORIZON. THE ELT SIGNAL CEASED SHORTLY THEREAFTER. THE OCCUPANTS WERE PRESUMED TO HAVE BEEN FATALLY INJURED WHEN THE ACFT DITCHED/SANK IN THE OCEAN.

File No. - 899 1/29/86 KEFLAVIK ICELND, A/C Reg. No. N4906K Time (Lc1) - 1826 T Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND 3. WEATHER CONDITION - UNFAVORABLE WIND 4. FLIGHT TO ALTERNATE DESTINATION - ATTEMPTED -5. FLUID, FUEL - EXHAUSTION 6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY Occurrence #3 DITCHING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 7. LIGHT CONDITION - DUSK 8. WEATHER CONDITION - HIGH WIND 9. WEATHER CONDITION - LOW CEILING 10. TERRAIN CONDITION - WATER, ROUGH _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 2,5,6

Factor(s) relating to this accident is/are finding(s) 1,3,7,8,9,10

Make/Model- PIPER PA-38-112Eng Make/Model- LYCOMINGLanding Gear- TRICYCLE-FIXEDNumber Engines1Max Gross Wt- 1670Engine Type- RECIPROCANo. of Seats-2Rated Power- 112 HPEnvironment/Operations Information	Fata Crew (Pass (0 0 CLT Installed/ Stall Warnin Stall Warnin Ort Proximity AIRPORT/STRIN	Minor O O Activated ng System - 09 - 2600/ - GRASS/TU	- YES 50 RF
Type of Operation-INSTRUCTIONALFireFlight Conducted Under-14 CFR 91NONEAccident Occurred During-LANDINGAircraft InformationMake/Model- PIPER PA-38-112Eng Make/ModelMake/Model- PIPER PA-38-112Eng Make/Model- LYCOMINGLanding Gear- TRICYCLE-FIXEDNumber Engines1Max Gross Wt- 1670Engine Type- RECIPROCANo. of Seats- 2Rated Power- 112 HPEnvironment/Operations InformationWeather DataItineraryWx Briefing- NO RECORD OF BRIEFINGLast Departure PointMethod- N/ADestinationBasic Weather- VMCDEFIANCE,OHWind Dir/Speed-180/008 KTSType of Flight PlanVisibility- 15.0SMATC/AirspaceLowest Sky/Clouds- CLEARType of Flight PlanLowest Ceiling- NONEType of Clearance- VFRObstructions to VisionNONEType Apch/LndgNONEPrecipitation- NONEType Apch/LndgNONE	Crew (Pass (0 0 0 0 LT Installed/ Stall Warnin ort Proximity AIRPORT/STRIN t Data ESER Way Ident Way Lth/Wid Way Surface	0 0 Activated ng System 	2 0 - YES/NG - YES
Flight Conducted Under-14 CFR 91NONEAccident Occurred During-LANDING-Aircraft InformationEng Make/Model - LYCOMINGMake/Model- PIPER PA-38-112Eng Make/Model - LYCOMINGLanding Gear- TRICYCLE-FIXEDNumber Engines - 1Max Gross Wt- 1670Engine TypeNo. of Seats- 2Rated Power-Environment/Operations InformationWeather DataItineraryWx Briefing- NO RECORD OF BRIEFINGLast Departure PointMethod- N/ADestinationBasic Weather- VMCDEFIANCE,OHWind Dir/Speed-180/008 KTSType of Flight Plan - NONELowest Sky/Clouds- CLEARType of ClearanceLowest Ceiling- NONEType Apch/LndgObstructions to VisionNONEType Apch/LndgPrecipitation- NONEType Apch/Lndg	Pass (235-L20 E ING-CARBURETOR Airpor GRI Rur Rur Rur	D O LT Installed/ Stall Warnin Stall Warnin Prt Proximity AIRPORT/STRIN T Data ESER Way Ident Way Lth/Wid Way Surface	O Activated ng System 	0 - YES/NC - YES
Accident Occurred During -LANDING -Aircraft Information Make/Model - PIPER PA-38-112 Eng Make/Model - LYCOMING Landing Gear - TRICYCLE-FIXED Number Engines - 1 Max Gross Wt - 1670 Engine Type - RECIPROCA No. of Seats - 2 Rated Power - 112 HP -Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A UNK/NR Completeness - N/A Destination Basic Weather - VMC DEFIANCE,OH Wind Dir/Speed- 180/008 KTS Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - VFR Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE	-235-L20 E ING-CARBURETOR Airpo OFf Airpot GRI Rur Rur Rur	LT Installed/ Stall Warnin Ort Proximity AIRPORT/STRIN T Data ESER Way Ident Way Lth/Wid Way Surface	Activated ng System 	- YES/NC - YES
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Max Gross Wt - 1670 Engine Type - RECIPROCA No. of Seats - 2 Rated Power - 112 HP -Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A Destination Basic Weather - VMC DEFIANCE,OH Wind Dir/Speed- 180/008 KTS Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - VFR Obstructions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHT	ING-CARBURETOR Airpo OFF Airpor GRI Rur Rur Rur	Stall Warnin ort Proximity AIRPORT/STRI ESER Way Ident Way Lth/Wid	ng System 	- YES 50 RF
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Max Gross Wt - 1670 Engine Type - RECIPROCA No. of Seats - 2 Rated Power - 112 HP -Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A Destination Basic Weather - VMC DEFIANCE.OH Wind Dir/Speed- 180/008 KTS Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - VFR Obstructions to Vision- NONE Type Apch/Lndg - NONE Condition of Light - DAYLIGHT	ING-CARBURETOR Airpo OFF Airpor GRI Rur Rur Rur	Stall Warnin ort Proximity AIRPORT/STRI ESER Way Ident Way Lth/Wid	ng System 	- YES 50 RF
Max Gross Wt -1670Engine Type- RECIPROCANo. of Seats -2Rated Power-112 HP-Environment/Operations InformationItineraryWeather DataItineraryWx Briefing -NO RECORD OF BRIEFINGLast Departure PointMethod -N/AUNK/NRCompleteness -N/ADestinationBasic Weather -VMCDEFIANCE,OHWind Dir/Speed-180/008 KTSType of Flight Plan - NONELowest Sky/Clouds -CLEARType of Flight Plan - NONELowest Ceiling -NONEType of Clearance - VFRObstructions to Vision-NONEType Apch/Lndg - NONEPrecipitation -NONECondition of Light -	Airpo OFf Airpor GRJ Rur Rur Rur Rur	ort Proximity AIRPORT/STRI ESER Way Ident Way Lth/Wid Way Surface	- 09 - 2600/ - GRASS/TU	50 RF
No. of Seats -2Rated Power -112 HP-Environment/Operations Information Weather DataItinerary Itinerary Wx Briefing - NO RECORD OF BRIEFING Method - N/AItinerary UNK/NR Destination Destination Destination DEFIANCE,OHMothod -N/AUNK/NR Destination Destination DEFIANCE,OHWind Dir/Speed-180/008 KTS Visibility -15.0 SM Type of Flight Plan - NONE Type of Clearance - VFR Destructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTATC/Airspace Type Apch/Lndg - NONE Type Apch/Lndg - NONE	Airpo OFf Airpor GRJ Rur Rur Rur Rur	AIRPORT/STRI ESER Way Ident Way Lth/Wid Way Surface	- 09 - 2600/ - GRASS/TU	RF
 Environment/Operations Information Weather Data Wx Briefing NO RECORD OF BRIEFING Method N/A Completeness N/A Basic Weather VMC Wind Dir/Speed- 180/008 KTS Visibility 15.0 SM Lowest Sky/Clouds CLEAR Lowest Ceiling NONE Obstructions to Vision- NONE Precipitation NONE Condition of Light DAYLIGHT Itinerary Itinerary Last Departure Point UNK/NR Destination Destination DEFIANCE, OH ATC/Airspace Type of Flight Plan - NONE Type of Clearance - VFR Type Apch/Lndg NONE 	OFF Airpor GRI Rur Rur Rur Rur	AIRPORT/STRI ESER Way Ident Way Lth/Wid Way Surface	- 09 - 2600/ - GRASS/TU	RF
Wx Briefing- NO RECORD OF BRIEFINGLast Departure PointMethod- N/AUNK/NRCompleteness- N/ADestinationBasic Weather- VMCDEFIANCE,OHWind Dir/Speed-180/008 KTSVisibility- 15.0 SMATC/AirspaceLowest Sky/Clouds- CLEARType of Flight PlanLowest Ceiling- NONEType of ClearanceObstructions to Vision-NONEType Apch/LndgPrecipitation- NONECondition of Light	OFF Airpor GRI Rur Rur Rur Rur	AIRPORT/STRI ESER Way Ident Way Lth/Wid Way Surface	- 09 - 2600/ - GRASS/TU	RF
Wx Briefing- NO RECORD OF BRIEFINGLast Departure PointMethod- N/AUNK/NRCompleteness- N/ADestinationBasic Weather- VMCDEFIANCE,OHWind Dir/Speed-180/008 KTSDEFIANCE,OHVisibility- 15.0 SMATC/AirspaceLowest Sky/Clouds- CLEARType of Flight Plan - NONELowest Ceiling- NONEType of Clearance - VFRObstructions to Vision-NONEType Apch/LndgPrecipitation- NONECondition of Light	OFF Airpor GRI Rur Rur Rur Rur	AIRPORT/STRI ESER Way Ident Way Lth/Wid Way Surface	- 09 - 2600/ - GRASS/TU	RF
Method- N/AUNK/NRCompleteness- N/ADestinationBasic Weather- VMCDEFIANCE,OHWind Dir/Speed-180/008 KTSVisibility- 15.0 SMATC/AirspaceLowest Sky/Clouds- CLEARType of Flight Plan - NONELowest Ceiling- NONEType of Clearance - VFRObstructions to Vision-NONEType Apch/LndgPrecipitation- NONECondition of Light	A i rpor GRI Rur Rur Rur Rur	t Data ESER Way Ident Way Lth/Wid Way Surface	- 09 - 2600/ - GRASS/TU	RF
CompletenessN/ADestinationBasic Weather- VMCDEFIANCE,OHWind Dir/Speed-180/008 KTSVisibility- 15.0 SMATC/AirspaceLowest Sky/Clouds- CLEARType of Flight Plan - NONELowest Ceiling- NONEType of Clearance - VFRObstructions to Vision-NONEType Apch/LndgPrecipitation- NONECondition of Light	Rur Rur Rur	ESER way Ident way Lth/Wid way Surface	- 2600/ - GRASS/TU	RF
Basic Weather- VMCDEFIANCE,OHWind Dir/Speed-180/008 KTSVisibility-Lowest Sky/Clouds-Clowest Ceiling-NONEType of Flight Plan - NONEObstructions to Vision-NONEPrecipitation-NONEType Apch/LndgCondition of Light-DAYLIGHT-	Rur Rur Rur	ESER way Ident way Lth/Wid way Surface	- 2600/ - GRASS/TU	RF
Wind Dir/Speed- 180/008 KTSATC/AirspaceVisibility-15.0 SMATC/AirspaceLowest Sky/Clouds-CLEARType of Flight Plan - NONELowest Ceiling-NONEType of Clearance - VFRObstructions to Vision-NONEType Apch/Lndg-Precipitation-NONECondition of Light-	Rur Rur Rur	way Ident way Lth/Wid way Surface	- 2600/ - GRASS/TU	RF
Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - VFR Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT	Rur Rur	way Lth/Wid way Surface	- 2600/ - GRASS/TU	RF
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - VFR Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT	Rur	way Surface	- GRASS/TU	RF
Lowest Ceiling - NONE Type of Clearance - VFR Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT				
Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT				ETATION
Precipitation - NONE Condition of Light - DAYLIGHT	Ka	Iway Status		ETATION
Condition of Light - DAYLIGHT				
Personnel Information				
Pilot-In-Command Age - 26 Medica	Certificate - V		WAIVERS/	LIMIT
Certificate(s)/Rating(s) Biennial Flight Review	Flight Time			
	al - 1075	Last 2		3
SE LAND,ME LAND Months Since - 23 Ma Aircraft Type - UNK/NR In	e/Mode1- 130	Last 3	Days-	36
Aircraft Type - UNK/NK In Mu	trument- 123 ti-Eng - 125	Last 90) Days-	165
Instrument Rating(s) - AIRPLANE				

STRIP WAS TOO SOFT FOR THE STUDENT TO MAKE THE TAKEOFF SO HE TOOK THE CONTROLS. THE ACFT WAS UNABLE TO GAIN PROPER AIRSPEED OR ALT AND LANDED IN A PLOWED FIELD OFF THE DEPARTURE END OF THE SOD STRIP USED FOR TAKEOFF. AFTER A 60 FT SLIDE THE ACFT NOSED OVER. THE SOD STRIP HAD BEEN USED THE DAY BEFORE THE ACCIDENT BUT WAS IN POOR CONDITION.

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File No. - 803 3/31/86 WAUSEON, OH A/C Reg. No. N2572C Time (Lcl) - 1545 EST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND(CFI) 2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI) 3. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED 4. TERRAIN CONDITION - SOFT _____ _____ Occurrence #2 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - ROUGH/UNEVEN _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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

-Basic Information	-						
Type Operating Certificate-NONE (GENERAL		ircraft Damage			Injur	ies	
		SUBSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL	-	ire	Crew	•	1	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		NONE	Pass	0	0	1	0
-Aircraft Information							
Make/Model - AERONCA L-3B		1 - CONTINENTAL A	465-8		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engine				tall Warnin	g System –	- NO
Max Gross Wt - 1260		- RECIPROCATING	G-CARBURI	ETOR			
No. of Seats - 2	Rated Power	- 65 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	HARRISON, OH						
Completeness - N/A	Destination			Airport Da			{
Basic Weather - VMC	SAME AS ACC/	INC		HARRIS			
Wind Dir/Speed- 270/010 KTS						27	100
Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight	Dian - NONE			Lth/Wid - Surface -		
Lowest Ceiling - NONE	Type of Cleara				Status -		KF (
Obstructions to Vision- NONE	Type Apch/Lndg			Kanway	Status	BRT	
Precipitation - NONE	· ; ; - · · ; - · · · · · · · · · · · ·						
Condition of Light - DAYLIGHT							
-Personnel Information							
	Age - 23				MEDICAL-NO	WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Revie			ht Time (He		Lin e	2
PRIVATE,COMMERCIAL,ATP SE LAND,ME LAND	Current - Months Since -	YES Total			Last 24	Hrs - Days- UNM	3 (/ND
GLIDER	Aircraft Type ~	י Make/M ר-3 Insta	ment-	30 420	Last 30	Days- UNP Days-	200
JEIDEN .			-Eng -			aft - UNM	
Instrument Rating(s) - AIRPLANE							

DURING A DEMONSTRATION FLIGHT TO A RESIDENT WHO LIVED NEAR THE AIRPORT, THE ACFT CRASHED IN A PLOWED FIELD IN A DEPARTURE STALL. THE FLIGHT WAS INTENDED TO DEMONSTRATE THE SAFE MANEUVERABILITY OF THE ACFT AND DECEPTION OF ALTITUDE CLEARANCES FROM THE RESIDENT'S HOUSE. THERE WAS NO REPORT OF MECHANICAL DISCREPANCIES WITH THE ACFT.

File No 843	4/12/86 HARRISON,OH	A/C Reg. No. N47187	Time (Lc1) - 1630 EST
	LIGHT COLLISION WITH TERRAIN OFF - INITIAL CLIMB		
2. STALL/MUSH - INADVERT	QUIPMENT/AIRCRAFT,OVER CONFID	D ENCE IN AIRCRAFT'S ABILITY - PILOT IN	COMMAND
	PEN FIELD		

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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

×.

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Type Operating Certificate-NONE (GEN	IERAL AVIATION)	Aircraft Da		Injuries			
		DESTROYED		Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE	Crew Pass		0	0	0
Accident Occurred During -DESCENT		NONE	Pass	. 0	0	0	0
Aircraft Information							
Make/Model - BERNARD DARMSTADT DA Landing Gear - TAILWHEEL-ALL FIXED		/Model - CONTIN Ingines - 1					
Max Gross Wt - 1350		vpe - RECIPR			all Warnin	g system	- UNK/NR
No. of Seats - 2		wer - 85					
Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEF	Itinerary ING Last Depa	rture Point		Airport P	PORT/STRIP		
Method - N/A	AKRON, O			OIT AIR	FURI/JIRIF		
Completeness - N/A	Destinatio			Airport Da	ta		
Basic Weather - VMC	LOCAL			AKRON F			
Wind Dir/Speed- 260/012 KTS Visibility - 7.0 SM	ATC/Airspac				Ident - Lth/Wid -	25	150
Lowest Sky/Clouds - 4000 FT S	CATTERED Type of F	e light Plan - NO	NF		Surface -		
Lowest Ceiling - NONE	Type of C	learance - NO	NE			DRY	
Obstructions to Vision- NONE	Type Apch	/Lndg - TR	AFFIC PATTERN				
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 61 Biennial Flight	Med	ical Certifica			IVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	ht Time (Ho	urs)		_
PRIVATE SE LAND	Current Months Sinc	- YES	Total -	1878	Last 24	Hrs - Dave-	5 6
SE EAND	Aircraft Tv	pe - UNK/NR	Instrument-	4	Last 90	Days- Days-	25
		e - 20 pe - UNK/NR	Multi-Eng - U	INK/NR	Rotorcr	aft - U	
Instrument Rating(s) - NONE							
Narrative							
			HE SPIRAL CONT				

File No 946	5/31/86	AKRON, OH	A/C Reg. No. N961Z	Time (Lcl) - 1318 EDT
Occurrence #1 Phase of Operation				
Finding(s) 1. SPIRAL - PERFORME 2. INCAPACITATIC		AND CULAR) - PILOT IN COMM	AND	
Occurrence #2 Phase of Operation				
Finding(s) 3. OBJECT - BUILDING	(NONRESIDENTIAL)			-
Probable Cause				
The National Transport is/are finding(s) 2	ation Safety Boar	d determines that the I	Probable Cause(s) of this accide	ent

File No 914 6/20/86 WEST	CHESTER, OH A/C R	A/C Reg. No. N6639P		Time (Lcl) - 1445 EDT				
Basic Information Type Operating Certificate-NONE (GENER Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91	AL AVIATION) Aircraf SUBSTA Fire NONE	Crew	-	Injur Serious O O			ne 1 0	
Accident Occurred During -LANDING	·····							
Make/Model - PIPER PA-24-250 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2800 No. of Seats - 4	Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power -	CIPROCATING-CARBUR	S	Installed/A tall Warnin				
Environment/Operations Information								
Weather Data Wx Briefing - FSS Method - TELEPHONE	Itinerary Last Departure Point COLUMBUS.OH			Proximity RPORT/STRIP				
Completeness - UNK/NR Basic Weather - VMC	Destination CINCINNATI,OH		Airport Da	ata				
Wind Dir/Speed- CALM Visibility - 5.0 SM Lowest Sky/Clouds - 3500 FT SCA Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace TTERED Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	Runway Runway	Lth/Wid - Surface -	N/A N/A N/A N/A			
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 54 Biennial Flight Review	Medical Certifica Flig	te - VALID nt Time (Ho		IVERS/I	LIMIT		
PRIVATE SE LAND	Current - YES Months Since - 3 Aircraft Type - UNK/NR	Total - Make/Model-	1924 501	Last 24 Last 30	Days-	UNK/NR		

Instrument Rating(s) - AIRPLANE

----Narrative----

DRG FLT, THE ENG LOST POWER & THE PLT WAS UNABLE TO MAINTAIN ALT. HE MADE A FORCED LANDING ON A ROAD, BUT DRG THE LNDG ROLL, THE ACFT COLLIDED WITH A ROAD SIGN. A POST CRASH EXAM OF THE ENG REVEALED THE #6 CYLINDER HAD SEPARATED APRX 4" ABOVE THE CYLINDER FLANGE. A METALLURGICAL EXAM OF THE FRACTURE SURFACE REVEALED THERE WAS A FATIGUE CRACK PRESENT PRIOR TO THE FAILURE. THE ENG WAS OVERHAULED APRX 11 FLT HRS PRIOR TO THE ACCIDENT. NO FATIGUE CRACKING WAS NOTED AT THAT TIME.

File No. - 914 6/20/86 WEST CHESTER, OH A/C Reg. No. N6639P Time (Lc1) - 1445 EDT ------Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE ASSEMBLY, PISTON - SEPARATION 2. MAINTENANCE, OVERHAUL - POOR - OTHER MAINTENANCE PSNL ______ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL _____ ----Probable Cause----

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

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National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information							
Type Operating Certificate-AGRICULT	URAL AIRCRAFT				Injur	ies	
		SUBSTANTIAL	Crew	Fatal			
Type of Operation -AERIAL A Flight Conducted Under -14 CFR 1	PPLICATION	Fire	Crew	0	1 0	0	0
Flight Conducted Under -14 CFR 1 Accident Occurred During -DESCENT	37	NONE	Pass	0	0	0	0
Aircraft Information							
Make/Model - PIPER PA-25-235 Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Moo	lel - LYCOMING 0-5					
Max Gross Wt ~ 2900		nes - 1 - RECIPROCATIN			tall Warnin	ig Syste	em - YES
No. of Seats - 1		- 235 HP	G-CARBURE	TUR			
		200 11					
-Environment/Operations Information	-						
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIE				OFF AI	RPORT/STRIP		
Method - N/A	NORTH CREEK	(, ОН					
Completeness - N/A	Destination	1-1-0		Airport D	ata		
Basic Weather - VMC	SAME AS ACC	:/INC		D	T		
Wind Dir/Speed- 110/006 KTS Visibility - 10.0 SM	ATC/Airspace				Ident - Lth/Wid -	N/A	
Lowest Sky/Clouds - 10000 FT	·····	+ Plan - NONE			Surface -		
Lowest Ceiling - 25000 FT	BROKEN Type of Clear	ance - NONE			Status -		
Obstructions to Vision- NONE	Type Apch/Lnd	and - NONE		Kanway	Statuo	11/ 1	
Precipitation - NONE	·) popo, c	-9					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 47	Medical C	ertificat	te - VAITO	MEDICAL-NO	WATVER	S/ITMIT
Certificate(s)/Rating(s)	Biennial Flight Rev	/iew	Fliah	nt Time (H	ours)		
COMMERCIAL	Current -	YES Total	- 1	10528	Last 24	Hrs -	5
SE LAND	Months Since -	24 Make/I	Model- 1	10029	Last 30	Days-	UNK/NR
	Aircraft Type -	view • YES Total • 24 Make/U • 150 Instru	ument-	10	Last 90	Days-	100
Instrument Rating(s) - NONE							

COLLISION.

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File No. - 801 8/13/86 MELROSE, OH A/C Reg. No. N4454Y Time (Lc1) - 2035 EDT ------IN FLIGHT COLLISION WITH OBJECT Occurrence #1 Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. LOW PASS - PERFORMED - PILOT IN COMMAND 2. OBJECT - UTILITY POLE 3. VISUAL LOOKOUT - 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) 1,3

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Damage			Injur		Ner-
Type of Operation -PERSONAL		DESTROYED Fire	Crew	Fatal O	Serious O	Minor O	n None 1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING		NONE	1433	Ū	Ŭ	Ŭ	Ū
Aircraft Information							
Make/Model - CESSNA 182		lel - CONTINENTAL	0-470-R-25		Installed/A		•
Landing Gear - TRICYCLE-FIXED	Number Engir				tall Warnin	ıg Syste	∍m ~ YES
Max Gross Wt - 3223		- RECIPROCATIN	G-CARBURE	ror			
No. of Seats - 4	Rated Power	- 230 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departur			OFF AI	RPORT/STRIP	,	
Method - N/A	CLEVELAND, C	н					
Completeness - N/A	Destination		4	Airport Da	ata		
Basic Weather - VMC	CANTON, OH			D	T al a va d		
Wind Dir/Speed- 180/008 KTS						- N/A	
Visibility - 4.000 SM	ATC/Airspace			•		- N/A	
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE		nt Plan - NONE				- N/A	
	21	ance - NONE		Runway	Status -	- N/A	
Obstructions to Vision- HAZE Precipitation - NONE	Type Apch/Lhc	ig - FORCED L	ANDING				
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 71	Medical C	ontificat/		MEDICAL-WA		тмтт
Certificate(s)/Rating(s)	Biennial Flight Rev			t Time (H		IIVER5/E	
PRIVATE	Current -	VES Total		1871		I Hrs -	1
SE LAND	Months Since -		Model-	1720			
	Ainonaft Type -	C=182 Instru	umont-	108	Last 90) Days-	

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT WAS DAMAGED DURING COLLISION WITH SCRUB PINE TREES DURING A FORCED LNDG ON A ROAD AFTER THE ENG QUIT IN FLT. THE PLT SAID HE WAS CRUISING AT 3500 FT WHEN THE ENG BEGAN TO SPUTTER. THE PLT STATED THAT HE CHANGED THE FUEL TANK SELECTOR FROM LEFT TO RIGHT BUT WAS UNABLE TO START THE ENGINE. AFTER THE ACCIDENT THE ACFTS LEFT FUEL TANK WAS FOUND EMPTY. THE FUEL STRAINER WAS FREE OF WATER. THE RT TANK WAS NOT CHECKED DUE TO WING DAMAGE. LATER DURING REMOVAL OF THE WRECKAGE THE PLT WAS ABLE TO DRAIN 11 GALLONS OF FUEL FROM THE RT TANK. THE PLT STATED THAT PROPER FUEL MANAGEMENT WOULD HAVE PREVENTED THE ACCIDENT.

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8/15/86 GLEN WILLOW, OH A/C Reg. No. N52494 Time (Lcl) - 0820 EDT File No. - 874 Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - STARVATION 2. FUEL TANK SELECTOR POSITION - NOT CORRECTED - PILOT IN COMMAND _____ _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 3. 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

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Basic Information Type Operating Certificate-AG	RICULTURAL AIRCRAF	T Aircraft	Damage		Injur	ries	
Type of Operation -AE Flight Conducted Under -14 Accident Occurred During -LA		SUBSTAN Fire NONE	С	Fatal rew O ass O	Serious O O	Minor O O	None 1 0
-Aircraft Information Make/Model - SCHWEIZER G-1 Landing Gear - TAILWHEEL-ALL Max Gross Wt - 3725 No. of Seats - 1	FIXED	Eng Make/Model - P&W Number Engines - 1 Engine Type - REC Rated Power -			T Installed// Stall Warnir		
-Environment/Operations Informat Weather Data Wx Briefing - NO RECORD O Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 220/006 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 22 Lowest Ceiling - 22 Obstructions to Vision- NON Precipitation - NON Condition of Light - DAY	Iti F BRIEFING L De ATC OO FT THIN BKN T OO FT BROKEN T E T E		NONE	OFF Airport Runw Runw Runw Runw	t Proximity AIRPORT/STRIF Data Yay Ident Yay Lth/Wid Yay Surface Yay Status	- N/A - N/A - GRASS/TUI	?F
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL ME LAND	Biennia Cur Mon Air	54 1 Flight Review rent - UNK/NR ths Since - UNK/NR craft Type - UNK/NR	Total Make/Model	light Time - UNK/NR - UNK/NR - UNK/NR	(Hours) Last 24 Last 30 Last 90	4 Hrs - UNH) Days- UNH) Days- UNH raft - UNH	(/NR (/NR
Instrument Rating(s) - N 	ONE						
ACFT NOSED OVER DURING A FORCED EMPTED A LANDING IN A PASTURE AF INE OR FUEL SYSTEM. A SUCCESSFUL WAS NEVER LOCATED AFTER THE ACC	TER THE POWER LOSS TEST RUN WAS LATE	. AN ON SCENE INVEST R PERFORMED AT SWEAR	IGATION REVEAL INGEN ACFT IN	ED NO DISCR BRISTOW,OK	EPANCIES IN 1		

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File No 8	70 3/26/86 RED ROCK,OK	A/C Reg. No. N991X	Time (Lcl) - 1000 CST
Occurrence #1 Phase of Operation			
·			
Finding(s) 1. UNDETERMINED			
)ccurrence #2			
hase of Operation	DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	NOSE OVER LANDING - FLARE/TOUCHDOWN		
inding(s) 2. TERRAIN CONDITI	DN - OPEN FIELD		
Probable Cause			
The National Transpo is/are finding(s) 1	rtation Safety Board determines that t	he Probable Cause(s) of this accio	lent

Basic Information				T	•	
Type Operating Certificate-ON-DEMAND		craft Damage BSTANTIAL	Fatal	Injur Serious	Minor	None
Type of Operation -OTHER WORK	K USE Fire	9		1		0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT			Pass O			0
Aircraft Information Make/Model - BELL 206B	Eng Make/Model			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines	- 1	200 221	Stall Warnin		
Max Gross Wt - 3200 No. of Seats - 5	Engine Type Rated Power	- 400 HP				
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFI Method - N/A	Itinerary ING Last Departure Po SAME AS ACC/INO			Proximity IRPORT/STRIP		
Completeness - N/A Basic Weather - VMC	Destination SAME AS ACC/INC		Airport	Data		
Wind Dir/Speed- 200/005 KTS				yIdent -		
Visibility - 10.0 SM				y Lth/Wid -		
Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 12000 FT BF	Type of Flight P			y Surface - y Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		Kuriwa	y Status	N/A	
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 40 Biennial Flight Review		rtificate – VALI Flight Time (WAIVERS/L	IMII
COMMERCIAL, ATP	Current - YES	S Total	- 5116		Hrs -	4
SE LAND, ME LAND, SE SEA	Months Since - 22	Make/M	ode1- UNK/NR	Last 30	Days- UNK	/NR
HELICOPTER	Months Since - 22 Aircraft Type - 21	2 Instru Multi-	ment- UNK/NR Eng - UNK/NR	Last 90 Rotorcr	Days- aft - UNK	43 /NR
Instrument Rating(s) - AIRPLANE						

SLUNG BENEATH AIRCRAFT WHILE REFORMING TO HELIPAD FOR FOEL. PILOT LANDED, RELEASED EXTERNAL LOAD, AND GOT OUT OF AIRCRAFT TO RELEASE ELECTRICAL CONNECTION. UPON RESUMING HIS FLIGHT HE WAS UNAWARE THAT A CABLE FROM THE RELEASED LOAD WAS CAUGHT ACROSS HIS RIGHT SKID. THE COMPANY MECHANIC WHO WITNESSED THE ACCIDENT STATED THAT HE ATTEMPTED TO ALERT THE PILOT AS HE TOOK OFF BUT WAS UNABLE TO GET HIS ATTENTION. THE PILOT STATED THAT HE MADE A CLIMBING RIGHT TURN AND LOST CONTROL OF THE AIRCRAFT AS THE EXTERNAL LOAD WAS INADVERTENTLY LIFTED AND IMMEDIATELY BEGAN SEVERE OSCILLATION. THE AIRCRAFT IMPACTED SMALL TREES PRIOR TO GROUND IMPACT. THE HELICOPTER SUSTAINED SUBSTANTIAL DAMAGE AS A RESULT OF THE ACCIDENT. THE PILOT, WHO HOLDS AN AIRLINE TRANSPORT RATING, WAS SERIOUSLY INJURED. VISUAL METEOROLOGICAL CONDITIONS PREVAILED AT THE TIME OF THE ACCIDENT.

WATSON,OK File No. - 941 8/04/86 A/C Reg. No. N33W Time (Lc1) - 1430 CDT ABRUPT MANEUVER Occurrence #1 Phase of Operation TAKEOFF Finding(s) 1. LIFT-OFF - IMPROPER - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND _____ Occurrence #2 CARGO SHIFT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND 4. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND 5. JUDGEMENT - POOR - PILOT IN COMMAND 6. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND 7. MISCELLANEOUS EQUIPMENT - INADVERTENT - PILOT IN COMMAND 8. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND _____ LOSS OF CONTROL - IN FLIGHT Occurrence #3 Phase of Operation TAKEOFF - INITIAL CLIMB _____ Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 9. DESCENT - UNCONTROLLED - PILOT IN COMMAND _____ ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7,8

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

File No 869 8/17/86 OKLAH0	JMA CITY,UK	CITY,OK A/C Reg. No. N57DH		 	[ime (Lc1) -	1244 CSI	
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft D SUBSTANTI	•	Fata]	Injur Serious	ies Minor	None
Type of Operation ~PERSONAL		Fire	Crew	v O	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	s 0	0	0	0
Aircraft Information							
Make/Model - HOMEBUILT SA-100		•	ING 0-290-DZ		•		•
Landing Gear - TRICYCLE-FIXED		ingines - 1			Stall Warnir	ng System	- UNK/NR
Max Gross Wt - 1320 No. of Seats - 1		ype - RECIP wer - 13	ROCATING-CARBUR	RETOR			
NO. OF SEATS - (катео Ро	ower - 13	5 HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING		arture Point		OFF AI	RPORT/STRIF)	
Method - N/A	BETHAN	•					
Completeness - N/A	Destinatio			Airport [Data		
Basic Weather - VMC	BETHAN	, OK		B	.		
Wind Dir/Speed- 360/005 KTS	470 / 4 / 4 - 4 - 4				/ Ident -		
Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspac				/Lth/Wid -		
Lowest Ceiling - NONE		light Plan - N Clearance - N			/ Surface -		JRF
Obstructions to Vision- NONE		n/Lndg - F		Runway	/ Status -	RUUGH	
Precipitation - NONE	Type Apci	i/ Linuy - F	UNCED LANDING				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 42	Me	dical Certifica	ate - VALID	MEDICAL-NO	WAIVERS/	'LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	ght Time (F	lours)		
PRIVATE	Current		Total -				2
SE LAND	Months Sind	e - 10	Make/Model-	29	Last 30) Days- UN	IK/NR
	Aircraft Ty	vpe - BE35	Instrument-	5	Last 90		11

Instrument Rating(s) - NONE

----Narrative----

THE ACFT NOSED OVER DURING A FORCED LANDING AFTER A POWER LOSS. THE PLT STATED AFTER THE ACCIDENT THAT THE ENGINE LOST POWER DURING A ROLL MANEUVER. THE ENGINE RAN FOR A SHORT TIME AT APRX 1800 RPM AND THEN STOPPED COMPLETELY. THE PLT LANDED IN A CULTIVATED WHEAT FIELD WHILE ENROUTE TO THE NEAREST AIRPORT (SUNDANCE). DURING A POST ACCIDENT CHECK THE ENGINE STARTED BUT WOULD NOT DEVELOP FULL POWER AND CUT OUT AT 1300 RPM. WHEN THE CARBURETOR WAS REMOVED AND CHECKED IT WAS FOUND TO CONTAIN A TRASH BUILD-UP AT THE DISCHARGE NEEDLE PLUS A LEAN MIXTURE SETTING.

8/17/86 OKLAHOMA CITY, OK A/C Reg. No. N57DH Time (Lcl) - 1244 CST File No. - 869 _____ Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation MANEUVERING Finding(s) 1. FUEL SYSTEM, CARBURETOR - CONTAMINATION 2. FUEL SYSTEM, CARBURETOR - INCORRECT 3. AEROBATICS - PERFORMED - PILOT IN COMMAND _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ -----Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - CROP _____ ______ ----Probable Cause----

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

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

File No 962 5/24/86 NYSSA	A,OR A/C	Reg. No. N53177	T ·	ime (Lc1) -	- 0930 M	IDT
Basic Information Type Operating Certificate-AGRICULTURAL Type of Operation -AERIAL APPL: Flight Conducted Under -14 CFR 137	DESTR	ft Damage DYED Crew Pass	-	Injur Serious O O	ries Minor O O	None 1 0
Accident Occurred During -LANDING						
Aircraft Information Make/Model - CESSNA 188B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3300 No. of Seats - 1	Eng Make/Model - C Number Engines - Engine Type - R Rated Power -	1		[nstalled/4 tall Warnir		ed - NO -N// m - YES
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method N/A	Itinerary Last Departure Poin NYSSA,OR	t	Airport F OFF AIF	Proximity RPORT/STRIF	>	
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport Da	ata		
Wind Dir/Speed- CALM Visibility - 19.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	LUCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	Runway Runway	Lth/Wid - Surface -		
Personnel Information						
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 44 Biennial Flight Review	Medical Certifica Flic	ate - VALID ght Time (Ho		AIVERS/L	IMIT
COMMERCIAL SE LAND, ME LAND	Current - YES Months Since - UNK/N Aircraft Type - UNK/N	Total - R Make/Model-	2775 600 54	Last 24 Last 30		•
Instrument Rating(s) - AIRPLANE						

WAS TURNED ON AND THE ENGINE RAN MOMENTARILY. THE PILOT WAS UNABLE TO DUMP HIS 700 POUNDS OF DRY CHEMICAL AND HAD TO KEEP A NOSE DOWN ATTITUDE IN ORDER TO MAINTAIN FLYING SPEED. DURING FLARE FOR LANDING THE PILOT RAISED THE NOSE OF THE AIRCRAFT BUT STILL HIT THE GROUND HARD. THE AIRCRAFT SKIDDED ONLY 40 FEET AND THEN NOSED OVER INVERTED.

5/24/86 A/C Reg. No. N53177 File No. - 962 NYSSA,OR Time (Lc1) - 0930 MDT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE Finding(s) 1. FUEL SYSTEM, PUMP - FAILURE, TOTAL ______ Occurrence #2 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN 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

File No 922 7/07	/86 SANDY,OR	A/	C Reg. No. N60	606M	Time (Lcl) - 1255 PDT			
-Basic Information Type Operating Certificate-	NONE (GENERAL AV		raft Damage		_	Injur		
Type of Operation - Flight Conducted Under - Accident Occurred During -	14 CFR 91 MANEUVERING	Fire NON		Crew Pass	Fatal 0 0	Serious 1 O	0 0	None 0 0
-Aircraft Information Make/Model - STINSON 108 Landing Gear - TAILWHEEL-A Max Gross Wt - 2400 No. of Seats - 4		Eng Make/Model - Number Engines - Engine Type -	FRANKLIN 6A-3	350-C1A	ELT I St		ctivated	
-Environment/Operations Inform Weather Data Wx Briefing - NO RECORD Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 310/008 K Visibility - 15.0 Lowest Sky/Clouds - Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- H Precipitation - N Condition of Light - D	OF BRIEFING TS SM 2000 FT SCATTERE 8000 FT BROKEN AZE ONE	Itinerary Last Departure Po SANDY,OR Destination HILLSBORO,OR ATC/Airspace D Type of Flight Pl Type of Clearance Type Apch/Lndg	an - NONE - NONE	Α.	irport Da Runway Runway Runway Runway	PORT/STRIP	N/A N/A N/A	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age Bie	e - 65 ennial Flight Review Current - UNK Months Since - UNK Aircraft Type - UNK	/NR Total	ertificate Flight - 1 Model- ument- UNK/ -Eng - UNK/	Time (Ho 150	urs) Last 24	IVERS/LIM Hrs - UN Days- UN Days- UN aft - UN	
Instrument Rating(s) -	NONE							

File No 9	22 7/07/86	SANDY, OR	A/C Reg. No. N6606M	Time (Lcl) - 1255 PDT
Occurrence #1 Phase of Operation	-	-	AL	
Finding(s) 1. FUEL SYSTEM - U	NDETERMINED			
Occurrence #2 Phase of Operation		IN FLIGHT N TO LANDING AREA (E	MERGENCY)	
Finding(s) 2. AIRCRAFT HANDLI		- PILOT IN COMMAND	· · · · · · · · · · · · · · · · · · ·	
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transpo	rtation Safety Boar	d determines that th	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) 1,2 $\,$

File No 951 8/21/	86 FRENCHGLEN, OR	A/C Reg. No. N	73569	Τi	me (Lc1) - ·	1015 PDT	
Basic Information							
Type Operating Certificate-C	N-DEMAND AIR TAXI	Aircraft Damage			Injurie	es	
Name of Carrier -I Type of Operation -N Flight Conducted Under -1	DAHO HELICOPTERS, INC.	DESTROYED	I			Minor	None
Type of Operation -N	ION SCHED, DOMESTIC, PASSENGER	R Fire	Crew	1		0	0
Accident Occurred During ~D	ESCENT	ON GROUND	Pass	5	0	0	0
Make/Model - CESSNA T207A	Eng Make	e/Model - CONTINENTAL	TSI0-520-M	ELT I	installed/Act	tivated	- YES-UNK/M
Landing Gear - TRICYCLE-FIX	ED Number 6	Éngines - 1		St	all Warning	System	- YES
Max Gross Wt - 3800	Engine 1	Type - RECIP-FUEL	INJECTED				
No. of Seats - 7	Rated Po	ower - 285 HP					
Environment/Operations Informa							
Weather Data	Itinerary		A		roximity		
Wx Briefing - NO RECORD		arture Point		OFF AIR	PORT/STRIP		
Method - N/A	MCDERM			_			
Completeness - N/A	Destinatio		Aii	rport Da	ita		
Basic Weather - VMC	BURNS, C	DR					
Wind Dir/Speed- 150/004 KT					Ident - M		
Visibility - 60.0 S			1		Lth/Wid - M		
	000 FT SCATTERED Type of I				Surface - N		
Lowest Ceiling - NC		Clearance - NONE		Runway	Status - M	N/A	
Obstructions to Vision- NC		n/Lndg - NONE					
Precipitation - NC	NE						
Condition of Light - DA	YLIGHT						
Personnel Information	1	M	0			(FDC // TN	
Pilot-In-Command	Age - 55 Biompical Eligad	Medical	Certificate			EKS/LIM	111
Certificate(s)/Rating(s) COMMERCIAL.CFI	Biennal Fligh	t Review - YES Tota	Flight 7 1 - 1410			1	F
	Mantha Sin		/Model	10			
SE LAND, ME LAND	Months Sind		/Model-	13	Last 30 [
HELICOPTER	Aircraft I	ce - 6 Make ype - C-P210 Inst Mult	rument-	59	Last 90 [
		Muit	1-Eng -	22	Rotorcraf	-τ - ι	2231
Instrument Rating(s) -	AIRPLANE						
Narrative	N THE CODOE WAS NOT THE ACCO	DRANCE WITH THE MICO					
THOUGH LOW ALTITUDE FLIGHT WITHI NYON AND PROCEEDED UPSLOPE TOWAR							
						PIER	
RCRAFT AND HE HAD ACQUIRED AN ES							
RCRAFT WAS SLIGHTLY OVER ITS GRO							
RING THE PILOT'S ATTEMPT TO REVE	RSE DIRECTION AT THE END OF			AND A LU	55 UF CUNTRU		

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FOLLOWED. A STALL/SPIN MANEUVER RESULTED PLACING THE AIRCRAFT IN AN UNCONTROLLED DESCENT INTO THE TERRAIN.

PAGE 320

8/21/86 FRENCHGLEN.OR A/C Reg. No. N73569 File No. - 951 Time (Lcl) - 1015 PDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. TERRAIN CONDITION - RISING 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE 4. CLEARANCE - MISJUDGED - PILOT IN COMMAND 5. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND 6. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 7. 8. STALL/SPIN _____ 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) 1,6

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

Type of Operation-PERSONALDESTROYEDFatalSeriousMinorNoFlight Conducted Under-14 CFR 91NONEPass0010Accident Occurred During-LANDINGNONEPass0000Aircraft InformationMake/Model- MOONEY M2OJEng Make/Model- LYCOMING I0360-A3B69ELT Installed/Activated - YESLanding Gear- TRICYCLE-RETRACTABLENumber Engines - 1Stall Warning System - YESMax Gross Wt- 2740Eng make/Model - LYCOMING I0360-A3B69ELT Installed/Activated - YESNo. of Seats- 4Rated Power- 200 HPEnvironment/Operations InformationWeather DataOFF AIRPORT/STRIPWeather DataUserinationOFF AIRPORT/STRIPMethod- N/ADestinationAirport DataBasic Weather- VMCJOHNSTOWN, PARunway Ident- N/AWind Dir/Speed= 150UNK/NRType of Flight Plan - IFRRunway Surface - GRASS/TURFLowest Sky/Clouds- UNK/NRType of ClearanceNONERunway Status- HIGH VEGETATIIObstructions to Vision- NONE- 400 FTType of Clearance- NONERunway Status- HIGH VEGETATIIPrecipitation- NONE- NONE- FORCED LANDING- FORCED LANDING- HIGH VEGETATIIObstructions to Vision- NONE- NONE- FORCED LANDING- FORCED LANDINGPrecipitation- NONE- NONE- FORCED LANDING- HIGH VEGETATIIObstruction of Ligh	Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft [amage		Inii	uries	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING NONE Pass 0 0 -Aircraft Information Make/Model - MOONEY M2OJ Eng Make/Model - LYCOMING I0360-A3B69 Landing Gear - TRICYCLE-RETRACTABLE Eng Make/Model - LYCOMING I0360-A3B69 ELT Installed/Activated - YES Stall Warning System - YES Max Gross Wt - 2740 Engine Type - RECIP-FUEL INJECTED No. of Seats - 4 Stall Warning System - YES Fivironment/Operations Information Weather Data Itinerary Airport Proximity Wt Briefing - NO RECORD OF BRIEFING Basic Weather - VMC Low Stination Airport Data Basic Weather - VMC JOHNSTOW, PA Runway Ident - N/A Visibility - 2.000 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - UNK/NR Type of Flight Plan - IFR Runway Status - HIGH VEGETATIN Obstructions to Vision - NONE Type of Clearance - NONE Runway Status - HIGH VEGETATIN Condition of Light - DAYLIGHT Deych/Lndg - FORCED LANDING - HIGH VEGETATIN -Personnel Information Biennial Flight Review Flight Time (Hours) - Altro - 30 PRIVATE Current - YES Total - 565 Last 24 Hrs - 3 SE LAND Months Since - UNK/NR Make/Model - 311 Last 30 Days- UNK/NR	Type operating certificate none (dener	AL AVIATION)			Fatal			None
Accident Occurred During -LANDING -Aircraft Information Make/Model - MOONEY M2OJ Eng Make/Model - LYCOMING I0360-A3869 ELT Installed/Activated - YES, Stall Warning System - YES Make/Model - TRICYCLE-RETRACTABLE Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2740 Engine Type - RECIP-FUEL INJECTED Stall Warning System - YES Max Gross Wt - 2740 Rated Power - 200 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Weather Data Itinerary Airport Data Method - N/A Destination Airport Data Completeness - N/A Destination Airport Data Wind Dir/Speed- 150 ATC/Airspace Runway Ident - N/A Visibility - 2.000 SM ATC/Airspace Runway Status - HIGH VEGETATIN Obstructions to Vision- NONE Type of Flight Plan - IFR Runway Status - HIGH VEGETATIN Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING HIGH VEGETATIN Ordition of Light - DAYLIGHT Age - 30 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT -Personnel Information Piot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT -Priotrificate(s)/Rating(s					-			0
Make/Model- MOONEY M2OJEng Make/Model- LYCOMING I0360-A3869ELT Installed/Activated - YES.Landing Gear- TRICYCLE-RETRACTABLENumber Engines - 1Stall Warning System - YESMax Gross Wt- 2740Engine Type- RECIP-FUEL INJECTEDNo. of Seats-4Rated Power- 200 HPEnvironment/Operations InformationWa Engine Type- RECIP-FUEL INJECTEDNote the system - YESEnvironment/Operations InformationItineraryAirport ProximityWa Enfering- NO RECORD OF BRIEFINGLast Departure PointOFF AIRPORT/STRIPMethod- N/ADestinationAirport DataBasic Weather- VMCJOHNSTOWN,PARunway Ident- N/AWind Dir/Speed150ATC/AirspaceRunway Lifwidet- N/ALowest Sky/Clouds- UNK/NRType of Flight Plan - IFRRunway Surface - GRASS/TURFLowest Sky/Clouds- UNK/NRType of Clearance- NONERunway Status- HIGH VEGETATIObstructions to Vision- NONEType Apch/Lndg- FORCED LANDING- HIGH VEGETATI-Percipitation- NONEType Apch/Lndg- FORCED LANDING-Percipitation NONE- 30Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT-Perconnel InformationBiennial Flight ReviewFlight Time (Hours)- 3-PRIVATECurrent- YESTotal- 565Last 24 Hrs - 3SE LANDMonths Since- UNK/NRMake/Model - 311Last 30 Days- UNK/NR </td <td></td> <td></td> <td>NONE</td> <td>Pass</td> <td>s 0</td> <td>0</td> <td>0</td> <td>0</td>			NONE	Pass	s 0	0	0	0
Landing GearTRICYCLE-RETRACTABLENumber Engines - 1Stall Warning System - YESMax Gross Wt- 2740Engine Type- RECIP-FUEL INJECTEDNo. of Seats-4Rated Power- 200 HPEnvironment/Operations InformationItineraryAirport ProximityWeather DataItineraryAirport ProximityW Briefing- NO RECORD OF BRIEFINGLast Departure PointOFF AIRPORT/STRIPMethod- N/ADestinationAirport DataBasic Weather- VMCJOHNSTOWN,PARunway Ident- N/AWind Dir/Speed-150Type of Flight Plan - IFRRunway Surface - GRASS/TURFLowest Sky/Clouds- UNK/NRType of Flight Plan - IFRRunway Surface - GRASS/TURFDostructions to Vision- NONEType Apch/Lndg- FORCED LANDINGPrecipitation- NONEType Apch/Lndg- FORCED LANDING-Personnel InformationMedical Certificate - VALID MEDICAL-NO WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrent- YESTotal- 565LANDMonths SinceUNK/NRMake/Model-311Last 24 Hrs3Months SinceUNK/NRMake/Model-		Fran Malu					/	
No. of Seats - 4 Rated Power - 200 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Wethod - N/A LOUISVILLE,KY OFF AIRPORT/STRIP Completeness - N/A Destination Airport Data Basic Weather - VMC UOHNSTOWN,PA Runway Ident - N/A Wind Dir/Speed 150 Runway Lth/Wid - N/A Visibility - 2.000 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - UNK/NR Type of Flight Plan IFR Runway Surface - GRASS/TURF Dostructions to Vision NONE Type Apch/Lndg - FORCED LANDING - HIGH VEGETATIO Precipitation - NONE Type Apch/Lndg - FORCED LANDING - HIGH VEGETATIO -Personnel Information - NONE Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - S65 PRIVATE Current - YES Total	Landing Gear - TRICYCLE-RETRACTABLE	Number I	Engines - 1		St St	tall Warn	ing System	- YES/YES
Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A LOUISVILLE,KY OFF AIRPORT/STRIP Completeness - N/A Destination Airport Data Basic Weather - VMC JOHNSTOWN,PA Runway Ident - N/A Wind Dir/Speed- 150 Runway Ident - N/A Lowest Sky/Clouds - UNK/NR Type of Flight Plan - IFR Runway Surface - GRASS/TURF Lowest Ceiling - 400 FT Type of Clearance NONE Runway Status - HIGH VEGETATIO Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING - - - Precipitation - NONE Type Apch/Lndg - FORCED LANDING - - - - - DAYLIGHT - <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>								
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A LOUISVILLE,KY Airport Data Basic Weather - VMC JOHNSTOWN,PA Airport Data Wind Dir/Speed- 150 Runway Ident - N/A Visibility - 2.000 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - UNK/NR Type of Flight Plan IFR Runway Surface - GRASS/TURF Lowest Ceiling - 400 FT Type of Clearance - NONE Runway Status - HIGH VEGETATIN Obstructions to Vision NONE Type Apch/Lndg - FORCED LANDING - HIGH VEGETATIN Precipitation - NONE Type Apch/Lndg - FORCED LANDING - HIGH VEGETATIN Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - S65 PRIVATE Current - YES Total - 565 Last 24 Hrs - 3 Months Since - UNK/NR Make/Model-311 Last 30 Days- UNK/NR	· · · ·	Tainania				·		
Completeness - N/ADestinationAirport DataBasic Weather - VMCJOHNSTOWN, PARunway Ident - N/AWind Dir/Speed- 150Runway Ident - N/AVisibility - 2.000 SMATC/AirspaceRunway Lth/Wid - N/ALowest Sky/Clouds - UNK/NRType of Flight Plan - IFRRunway Surface - GRASS/TURFLowest Ceiling - 400 FTType of Clearance - NONERunway Status - HIGH VEGETATINObstructions to Vision- NONEType Apch/Lndg - FORCED LANDINGPrecipitation - NONEOMECondition of Light - DAYLIGHT-Personnel InformationPilot-In-CommandAge - 30Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrent - YESTotal - 565Last 24 Hrs - 3SE LANDMonths Since - UNK/NRMake/Model- 311Last 30 Days- UNK/NR	Wx Briefing - NO RECORD OF BRIEFIN	G Last Depa					IP	
Wind Dir/Speed- 150 Runway Ident - N/A Visibility - 2.000 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - UNK/NR Type of Flight Plan - IFR Runway Surface - GRASS/TURF Lowest Ceiling - 400 FT Type of Clearance - NONE Runway Status - HIGH VEGETATIN Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING HIGH VEGETATIN Precipitation - NONE Type Apch/Lndg - FORCED LANDING HIGH VEGETATIN -Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-ND WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Plight Time (Hours) PRIVATE Current - YES Total - 565 Last 24 Hrs - 3 3 SE LAND Months Since - UNK/NR Make/Model - 311 Last 30 Days- UNK/NR	Completeness - N/A	Destinatio	on ,		Airport Da	ata		
Visibility - 2.000 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - UNK/NR Type of Flight Plan - IFR Runway Surface - GRASS/TURF Lowest Ceiling - 400 FT Type of Clearance - NONE Runway Status - HIGH VEGETATIO Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Type Apch/Lndg - FORCED LANDING -Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-ND WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - PRIVATE Current - YES Total - 565 Last 24 Hrs - 3 SE LAND Months Since UNK/NR Make/Model- 311 Last 30 Days- UNK/NR		001110310	JWN, FA		Runway	Ident	- N/A	
Lowest Ceiling - 400 FT Type of Clearance - NONE Runway Status - HIGH VEGETATIN Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 565 Last 24 Hrs - 3 SE LAND Months Since - UNK/NR Make/Model - 311 Last 30 Days- UNK/NR								
Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review PRIVATE Current - YES SE LAND Months Since - UNK/NR Make/Model -								
Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age 30 Medical Certificate - VALID MEDICAL-ND WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review PRIVATE Current - YES SE LAND Months Since - UNK/NR	Obstructions to Vision- NONE				Runway	Status	- HIGH VEG	ETATION
PRIVATE Current - YES Total - 565 Last 24 Hrs - 3 SE LAND Months Since - UNK/NR Make/Model- 311 Last 30 Days- UNK/NR	Precipitation - NONE Condition of Light - DAYLIGHT							
PRIVATE Current - YES Total - 565 Last 24 Hrs - 3 SE LAND Months Since - UNK/NR Make/Model - 311 Last 30 Days- UNK/NR						MEDICAL		
PRIVATE Current - YES Total - 565 Last 24 Hrs - 3 SE LAND Months Since - UNK/NR Make/Model - 311 Last 30 Days- UNK/NR		Age - 30 Biennial Flight	ме t Review	Flio			NU WAIVERS/	
		Current	- YES					-
	SE LAND							
Instrument Rating(s) - AIRPLANE	Instrument Rating(s) - AIRPLANE							

File No 9	31 2/03/86	JOHNSTOWN, PA	A/C Reg. No. N1144P	Time (Lc1) - 1330 EST
Occurrence #1 Phase of Operation 1. UNDETERMINED	LOSS OF POWER CRUISE - NORMAL			
Occurrence #2 Phase of Operation	FORCED LANDING LANDING			
Probable Cause				

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

File No 933 2/16/86 INDIA	NA, PA 	A/C Reg. No.	N71770	T 	ime (Lc1) -	- 1750 E	DT
-Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L AVIATION)	Aircraft Damage SUBSTANTIAL Fire NONE	Crew Pass	Fatal O O	Injur Serious O O		None 1 1
-Aircraft Information Make/Model - CESSNA 182M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2800 No. of Seats - 4	Eng Make/Mo Number Eng Engine Type Rated Power	e - RECIPROCAT		S	Installed/4 tall Warnir		ed - YES-UNK em - YES
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 4.000 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 40000 FT Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	MARTINSVII Destination DUBOIS,PA ATC/Airspace Type of Flig Type of Clea		B HT-IN	ON AIR Airport D INDIAN Runway Runway Runway	ata A CO.	- CONCRE	TE
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 35 Biennial Flight Re Current Months Since Aircraft Type	eview -YES Tot -19 Mak	al -	t Time (H 745 261	ours) Last 24 Last 30	4 Hrs -) Days-	2
Instrument Rating(s) - AIRPLANE							

----Narrative----

CESSNA 182 LANDED IN DEEP SNOW OFF THE RIGHT SIDE OF THE RUNWAY. THE AIRCRAFT TOUCHED DOWN HARD BROKE THE NOSE WHEEL AND THE CESSNA FLIPPED OVER AND RECEIVED SUBSTANTIAL DAMAGE. THERE WAS NO FIRE. THERE WERE NO INJURIES TO THE PILOT AND ONE PASSENGER.. THE OTHER PASSENGER RECEIVED MINOR INJURIES.

File No. - 933 2/16/86 INDIANA,PA A/C Reg. No. N71770 Time (Lcl) - 1750 EDT Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. TERRAIN CONDITION - SNOW COVERED 2. PROPER DESCENT RATE - EXCESSIVE - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND ------_____ Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 4. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, TOTAL 5. LANDING GEAR, MAIN GEAR STRUT - OVERLOAD ----Probable Cause----

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

File No 983 3/16/86 POTTS	TOWN, PA	A/C Reg. M	lo. N224Y	Т	ime (Lc1) -	1120 ES	Т
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION) Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91		Certificate-NONE (GENERAL AVIATION) Aircraft Damage SUBSTANTIAL SUBSTANTIAL ion -INSTRUCTIONAL Fire			Injuries Serious Minor 1 1		
Accident Occurred During -LANDING		NONE	Pass	0	0	0	0
Aircraft Information Make/Model - GULFSTREAM AMERICAN AA- Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1500 No. of Seats - 2	Number Eng	oe - RECIPRO	CATING-CARBUR	S	Installed/A tall Warnin		-
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 340/012 KTS Visibility - 15.0 SM Lowest Sky/Clouds - UNK/NR THIN Lowest Sky/Clouds - UNK/NR THIN Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	POTTSTOWN ATC/Airspace OVC Type of Fli Type of Cle	PA J,PA ght Plan - NOM aarance - NOM .ndg - STF	IE	OFF AII Airport Da POTTSTC Runway Runway Runway	Proximity RPORT/STRIP ata DWN MUNICIP Ident - Lth/Wid - Surface - Status -	AL 25 2700/ MACADAM	
	Biennial Flight F Current	Review - YES - 2	Total -	ht Time (Ho 1435 7 136	burs) Last 24 Last 30 Last 90	Hrs - Ul	NK/NR NK/NR 7
Instrument Rating(s) - AIRPLANE							

----Narrative----

THE ACFT COLLIDED WITH AN EMBANKMENT SHORT OF THE INTENDED RWY. A CFI WAITING ON THE TAXIWAY FOR CLEARANCE TO TAKEOFF STATED THAT THE ACFT APPEARED TO BE OK ABOUT 200 FT FROM THE THRESHOLD OF THE RWY. THEN IT APPEARED TO SLIP TO THE LEFT AND TURN 90 DEGREES TO THE RT IN A NOSE DOWN ATTITUDE. THE IMPACT WAS NOT OBSERVED DUE TO THE HEIGHT OF THE EMBANKMENT. THE INSTRUCTOR IN THE ACCIDENT ACFT STATED THAT WHEN HE ASKED THE STUDENT PLT FLYING THE ACFT TO ADD POWER TO DECREASE THE ACFT SINK RATE THE STUDENT CLOSED THE THROTTLE. THE CFI PUSHED THE THROTTLE FOR FULL POWER BUT TOO LATE TO OVERCOME THE SINK RATE. THE CFI THEN ATTEMPTED TO LAND ON A ROAD BY THE EMBANKMENT. THE LANDING GEAR COLLAPSED DURING THE ATTEMPTED LANDING AND THE ACFT ENDED UP AGAINST THE EMBANKMENT MINUS THE LEFT WING, LEFT MAIN LNDG GEAR AND NOSE GEAR. THE DIRECTION OF THE ROAD WAS ABOUT 90 DEGREES OFF THE RWY HEADING. THERE WERE 4 CUTS IN THE ROAD FROM THE ACFT PROP RANGING IN DEPTH FROM 1/8 TO 3/4 INCHES DEEP AND 15 INCHES WIDE.

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File No 983 3/16/86 POTTSTOWN,PA	A/C Reg. No. N224Y	Time (Lc1) - 1120 EST
Occurrence #1 UNDERSHOOT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH		
Finding(s) 1. PLANNED APPROACH - NOT ATTAINED - PILOT IN COMMAND(CFI) 2. PROPER DESCENT RATE - NOT MAINTAINED - DUAL STUDENT 3. INTERPRETATION OF INSTRUCTIONS - INACCURATE - DUAL STUDENT 4. REMEDIAL ACTION - INITIATED - PILOT IN COMMAND(CFI) 5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)		
Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN		
Finding(s) 6. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD 7. LANDING GEAR,NOSE GEAR ASSEMBLY - FAILURE,TOTAL 8. LANDING GEAR,MAIN GEAR - OVERLOAD 9. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL 10. WING - OVERLOAD 11. WING - FAILURE,TOTAL		

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 AIR T	AXI	Aircraft D	amage		Injur	ies	
Name of Carrier	-DAMIN AVIATION	CORP.	DESTROYED		Fatal	Serious	Minor	None
Type of Operation Flight Conducted Under	-NON SCHED, DOMES	TIC,PAX/CARGO	Fire	Crew		0	1	0
			NONE	Pass	s 0	0	1	3
Accident Occurred During	-LANDING							
Aircraft Information								
	LE A-STAR-AS-350			IING LTS101600A3		Installed/A		
Landing Gear - SKID		Number Engi			St	tall Warnin	g System ·	- NO
Max Gross Wt - 4300 No. of Seats - 5		Engine Type Rated Power		IJEI IOHP				
No. 01 Seats - 5								
Environment/Operations Infor	mation							
Weather Data		Itinerary			Airport F			
Wx Briefing - FSS Method - IN PERSO	N 1	Last Departu			OFF AIR	RPORT/STRIP		
Method - IN PERSO Completeness - FULL	N	NEW YORK C Destination	1 I Y , NY		Ainmont De	**		
Basic Weather - VMC		PHILADELPH			Airport Da	INE HELIPOR	т	
Wind Dir/Speed- CALM		FILLADELFI	14, FA		Runway		N/A	
Visibility - 10.0	SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds -			ht Plan - C	OMPANY (VFR)		Surface -		
	BROKEN	Type of Clea					DRY	
Obstructions to Vision-	NONE	Type Apch/Ln		TRAIGHT-IN				
Precipitation -	NONE		2					
Condition of Light -	DAYLIGHT							
Personnel Information								
Pilot-In-Command		e- 28		dical Certifica			WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Bi	ennial Flight Re			ht Time (Ho	•		
COMMERCIAL		Current	- YES	Total -		Last 24		1
SE LAND		Months Since	- 9	Make/Model-	260	Last 30	Days- UNK	•
HELICOPTER		Aircraft Type	- AS-350					60
				Multi-Eng -	150	Rotorcr	aft - 2	2000
Instrument Rating(s)								
Narrative				RS ONCLIMB OUT	·			

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File No 8	25 3/23/86	PHILADELPHIA, PA	A/C Reg. No. N512WW	Time (Lcl) - 1345 EDT
Occurrence #1 Phase of Operation				
Finding(s) 1. TURBOSHAFT ENGI	NE,GAS GENERATOR			
Occurrence #2 Phase of Operation		OTAL) - MECH FAILURE/MAI SE	FUNCTION	
Finding(s) 2. AUTOROTATION -	NOT ATTAINED - PI	LOT IN COMMAND		
Occurrence #3 Phase of Operation				
Occurrence #4 Phase of Operation		/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 (GENER	AL AVIATION) Airci	raft Damage		Injur	ries	
	SUBS	STANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	E Pa:		0	0	1
Accident Occurred During -LANDING				· ·	Ū.	Ū
Aircraft Information						
Make/Mode1 - VERE EZE LONG EZE Landing Gear - UNK/NR	Eng Make/Model - Number Engines -	LYCOMING 0-235 1	ELT	Installed/A Stall Warnir		
Max Gross Wt - 1425		RECIPROCATING-CARB		starr warnin	ig system	- NU
No. of Seats - 2	Rated Power -					
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	IG Last Departure Po SAME AS ACC/INC		ON AIR	PORT		
Completeness - N/A	Destination		Airport D)ata		
Basic Weather - VMC	LOCAL		•	RUN ARPT.		
Wind Dir/Speed- 180/007 KTS					- 36	
Visibility - 25.0 SM	ATC/Airspace		Runway	/Lth/Wid ·	- 1800/	50
Lowest Sky/Clouds - CLEAR	Type of Flight Pla			/ Surface ·	•	RF
Lowest Ceiling - NONE	Type of Clearance			Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information						~ ~
Pilot-In-Command	Age - 58	Medical Certifi			IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (H	•		
PRIVATE	Current - YES Months Since - 5		600	Last 24		1
SE LAND	Months Since - 5	Make/Model-	100	Last 30) Days-) Days-	
	Aircraft Type - C-1	Multi-Eng -	UNK/NR	Rotorci	raft - UN	
Instrument Rating(s) - AIRPLANE						
Narrative E HOMEBUILT ACFT COLLIDED WITH A DITCH DUF E PLT HAD NOTED SMOKE IN THE COCKPIT AND / UGH AND SURGE BEFORE QUITTING. DURING THE EATHER TUBE WAS KINKED AND THE OIL SUMP W/ SIGN OF MECHANICAL FAILURE WAS NOTED. THE ERBOARD THRU A SEPARATED CRANKCASE OIL SE/	TING A FORCED LNDG SHORT OF LOSS OF OIL PRESSURE. AS LNDG THE LNDG GEAR SEPARA S EMPTY OF OIL. THE ENG TU LOWER SECTION OF THE ENG	F THE RWY AFTER A PO HE RETURNED TO THE TED FROM THE ACFT. I JRNED FREELY WITH CO	ARPT THE EN DURING ENG E DMPRESSION O	IG BEGAN TO XAM THE CRA IN ALL CYLIN	RUN ANKCASE NDERS.	

File No 99	3 4/19/86 DORRSEYVILLE,PA	A/C Reg. No. N4OFP	Time (Lc1) - 1500 EST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - MECH FAILURE/MALFU MANEUVERING	JNCTION	-
2. FLUID,OIL - LOSS	EM,OIL SEAL - SEPARATION ,TOTAL		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	APPROACH - VER PATTERN - ETNAL APPROACH		
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
6. LANDING GEAR, NOS	N - DITCH	· · · · · · · · · · · · · · · · · · ·	

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

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

Brief of Accident (Continued)

PAGE 331

Basic Information Type Operating Certificate-AGRICUL	URAL AIRCRAFT	Aircraft Dam	age		Injuri	es	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -AERIAL A		Fire	Crew		0	-	0 ·
Flight Conducted Under -14 CFR	137	UNK/NR	Pass	i 0	0	0	0
Accident Occurred During -DESCENT							
Aircraft Information							
	5 INC. OH13H Eng Make/	Model - LYCOMIN	Ģ VO-435	ELT 3			
Landing Gear - SKID	Number En	gines - 1		S	tall Warning	System	– NO
Max Gross Wt - UNK/NR		pe - RECIPRO		ETOR			
No. of Seats - 1	Rated Pow	er - 265	HP 				
Environment/Operations Information							
Weather Data	Itinerary			Airport A			
Wx Briefing - NO RECORD OF BRIE		ture Point		OFF AIR	RPORT/STRIP		
Method - N/A	SAME AS						
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	SAME AS	ACC/INC		• · · ·			
Wind Dir/Speed- 004 KTS						N/A	
Visibility - 20.0 SM	ATC/Airspace		-		Lth/Wid -		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE		ight Plan - NON earance - NON			Surface -		
Obstructions to Vision- NONE		Lindg - NON		Runway	Status -	N/A	
Precipitation - NONE	Type Apch/		E				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 44		cal Certifica			WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight			ht Time (Ho			
	Current		Total -				6
SE LAND,ME LAND HELICOPTER	Months Since	- 12 I e - TOMCAT	Make/Model-	2150	Last 30		
HELICOPTER	All Chart Typ	e TUMCAI	Multi-Eng -	103	Last 90 Rotorcra		
			Murti-Eng -	296	RUTUPEPa	i i i -	2312
Instrument Rating(s) - AIRPLAN	IE						
Nannativo							
Narrative ACFT COLLIDED WITH WIRES DURING A SPR							

and a second
- - -

5/10/86 A/C Reg. No. N41830 File No. - 995 INDIANA, PA Time (Lc1) - 1730 EDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. OBJECT - WIRE, TRANSMISSION 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 3. CLEARANCE - INADEQUATE - PILOT IN COMMAND _____ Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 4. OBJECT - WIRE, TRANSMISSION Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation , DESCENT - UNCONTROLLED ______<u>`</u>_____<u>`</u>______ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 2,3

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

Brief of Accident (Continued)

-Basic Information Type Operating Certificate-NONE (GEN		craft Damage		Injur	niae	
Type operating centri icate-work (den	DES	STROYED	Fatal	Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire		rew 1	0	0	
Flight Conducted Under -14 CFR 91	NOM	NE Pa	ass O	0	0	0
Accident Occurred During -MANEUVERI	NG					
-Aircraft Information						
Make/Model - PIPER PA-28-180		- LYCOMING 0-2360-A		[Installed//		
Landing Gear - TRICYCLE-FIXED				Stall Warnin	ng System	- YES
Max Gross Wt - 2450		- RECIPROCATING-CAR	SURFICE			
No. of Seats - 4	Rated Power -	- 180 HP				
-Environment/Operations Information						
Weather Data	Itinerary			t Proximity	_	
Wx Briefing - NO RECORD OF BRIEF	ING Last Departure Po UNKNOWN	pint	UFF J	AIRPORT/STRI	,	
Method - N/A Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	BRADFORD, PA		BRADI			
Wind Dir/Speed- 010/012 KTS				av Ident	- N/A	
Visibility - 20.0 SM	ATC/Airspace			ay Lth/Wid		
Lowest Sky/Clouds - 15000 FT S	CATTERED Type of Flight Pl	lan - NONE		ay Surface -		
Lowest Ceiling - 25000 FT B			Runwa	ay Status 🛛 -	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information				•		
Pilot-In-Command	Age - 32 Biennial Flight Review Current - YES	Medical Certif	icate - UNK,	(NR		
Certificate(s)/Rating(s)	Biennial Flight Review	F Tatal	light lime	(Hours)	4 1100 -	2
PRIVATE SE LAND	Months Since - 12	S IOTAI	- 383	Last 24	Hrs -	2 3
SE LAND	Months Since - 12 Aircraft Type - PA2	28180 Instrument	- 20	Last 90) Days-	3
					-	
Instrument Rating(s) - NONE						
-Narrative						
	T ACFT WAS OBSERVED ENTERIN	NG THE LAKE ARM ABO	JT 7 1/2 MI	N OF THE ACC	DT SITE.	
ACFI FITTING THE DESCRIPTION OF THE ACD						
ACFT FITTING THE DESCRIPTION OF THE ACD ACFT WAS OBSERVED TO PULL UP TO CLEAR	PWR LINES ACRUSS THE LAKE A	AKM ADOOL 2 1/2 ML 1				
					ГНЕ	

File No. - 938 5/10/86 LUDLOW,PA A/C Reg. No. N999HT Time (Lcl) - 1715 EDT _____ _____ IN FLIGHT COLLISION WITH OBJECT Occurrence Phase of Operation MANEUVERING Finding(s) 1. LIGHT CONDITION - DAYLIGHT 2. JUDGEMENT - POOR - PILOT IN COMMAND 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, MOTIVATION - PILOT IN COMMAND 4. OBJECT - WIRE, TRANSMISSION 5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND 6. IMPROPER DECISION, MOTIVATION - PILOT IN COMMAND 7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 8. BUZZING - ATTEMPTED - PILOT IN COMMAND ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,7,8

Basic Information							
Type Operating Certificate-NONE (GENERAL AV	/IATION)	Aircraft Damag	je		Injur		
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew		0	0	0
Flight Conducted Under -14 CFR 91D Accident Occurred During -APPROACH		ON GROUND		0	0	0	0
Aircraft Information							
Make/Model - BEECHCRAFT V35B		/Model - CONTINENT	TAL 10520-BB		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE		ngines - 1		S	tall Warnir	ng System	- YES
Max Gross Wt - 3400		ype - RECIP-FUE					
No. of Seats - 5	Rated Pc	wer - 285 HF	>				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Depa	rture Point		OFF AI	RPORT/STRIP)	
Method TELEPHONE	OCEAN C	ITY, M D					
Completeness - PARTIAL,LMTD BY PILOT	Destinatio	n .		Airport D	ata		
Basic Weather - IMC	BRADFOR	D, PA		BRADFO			
Wind Dir/Speed- 220/015 KTS					Ident -		
Visibility - 2.000 SM	ATC/Airspac				Lth/Wid -		150
Lowest Sky/Clouds - PART OBS		light Plan - IFR			Surface -		
Lowest Ceiling - 900 FT BROKEN	Type of C	learance - IFR		Runway	Status -	WET	
Obstructions to Vision- FOG	Type Apcr	/Lndg - ILS-C	OMPLETE			HIGH VEG	ETATION
Precipitation - RAIN SHOWERS Condition of Light - NIGHT(DARK)							
Personnel Information							
	e - 37		al Certificat) WAIVERS/	LIMIT
	ennial Flight		Fligh	nt Time (H	ours)		
PRIVATE	Current	- YES TO	otal -	391	Last 24		2
SE LAND	Months Sinc	e - 2 Ma	ake/Model-	386	Last 30) Days- UN	K/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PRIVATE, INSTRUMENT RATED PILOT FLYING A BEECHCRAFT V35 COLLIDED WITH THE GROUND, IN AN INVERTED ATTITUDE 1.5 MILES FROM THE APPROACH END OF THE RUNWAY WHILE ON AN ILS APPROACH DURING IFR CONDITIONS. HEAVY RAINSHOWERS FOG AND LIGHTNING WERE OBSERVED IN THE AREA OF THE AIRPORT DURING THE TIME OF THIS APPROACH.

File No 9	75 6/23/86 BR/	DFORD, PA	A/C Reg. No. N4445D	Time (Lcl) - 0015 EDT
Occurrence #1 Phase of Operation	IN FLIGHT ENCOUNTER V DESCENT	ITH WEATHER		
Finding(s) 1. WEATHER CONDITI 2. IN FLIGHT WEA	ON - THUNDERSTORM THER ADVISORIES - DISRE	GARDED - PILOT IN (OMMAND	
	LOSS OF CONTROL - IN DESCENT - UNCONTROLLE			
Finding(s) 3. IMPROPER DE	CISION, LACK OF TOTAL E	PERIENCE - PILOT IN	I COMMAND	
	IN FLIGHT COLLISION W APPROACH - FAF/OUTER) (IFR)	
Occurrence #4 Phase of Operation	OTHER			
Probable Cause				
The National Transpo is/are finding(s) 2,		termines that the F	robable Cause(s) of this acci	dent

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

•

asic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft [amage		Injur	ries	
		SUBSTANT		Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONA	L	Fire	Cre		0.	1	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pa: Oth	ss O her O	0. O	0 0	0 1
ircraft Information							
Make/Model - CESSNA 150M			NENTAL 0-200A		Installed/A		
Landing Gear - TRICYCLE-FIXED		ngines – 1			Stall Warnir	ng System	- YES
Max Gross Wt - 1600			ROCATING-CARB	JRETOR			
No. of Seats - 2	Rated Pov	wer - 10	Ю НР				
nvironment/Operations Information	T + 1				Deside		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary	rture Point		AIRPORT ON AIR	Proximity		
Method - N/A	GASTON,			UN AIR	PURI		
Completeness - N/A	Destination			Airport D)ata		
Basic Weather - VMC	LOCAL	•		•	TON CO		
Wind Dir/Speed- 090/005 KTS	EGOVE					- 11	
Visibility - 20.0 SM	ATC/Airspace	e			Lth/Wid -		90
Lowest Sky/Clouds - CLEAR	Type of F	light Plan - N	IONE		/ Surface -		
Lowest Ceiling - NONE	Type of C	learance - N	IONE	Runway	/Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/	/Lndg - 1	RAFFIC PATTERN	N			-
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information	A				MEDION		
Pilot-In-Command Certificate(s)/Rating(s)	Age - 25 Biennial Flight		dical Certific	cate - VALIL ight Time (F		J WAIVERS/	LIMII
COMMERCIAL,CFI	Current		Total -			Hrs -	3
SE LAND, ME LAND	Months Since		Make/Model-	500	Last 24) Davs- UN	
SE EAND, ME EAND		pe - UNK/NR	Instrument-		Last 90) Days-	
			Make/Model- Instrument- Multi-Eng -	70	Rotorcr	raft - UN	
Instrument Rating(s) - AIRPLANE							
arrative	· · · · · · · · · · · · · · · · · · ·						
IRCRAFT COLLIDED AND WERE SUBSTANTIALLY	DAMAGED DURING	ANDING FLARF/1	OUCHDOWN AT TH	HE UNCONTROL	LED AIRPORT	Γ.	
AIRCRAFT FLEW A LEFT HAND TRAFFIC PATTER						-	
ED THAT ONE AIRCRAFT FLEW DIRECTLY BELOW							

File No 8	76 4/19/86	GASTON, SC	A/C Reg. No. N714PU	Time (Lc1) - 1000 EST
Occurrence #1 Phase of Operation				
2. VISUAL LOOKOUT 3. VISUAL SEPARATI	- INADEQUATE - PIL ON - NOT OBTAINED	OT IN COMMAND(CFI) OT OF OTHER AIRCRAFT - PILOT IN COMMAND(CFJ - PILOT IN COMMAND(CF		
Occurrence #2 Phase of Operation				
inding(s)				

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Type Operating Certificate-NONE (GENERAL				Injuries				
Type of Openation DEDCONAL	-	STANTIAL	0	Fatal	Serious		None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NON		Crew Pass	0	0	0	1	
Accident Occurred During -LANDING		E.	Other	-	õ	1	1	
ircraft Information								
Make/Model - CESSNA 150F	Eng Make/Model -		0-200A			Activated		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600	Number Engines -				tall Warn	ing System	- YES	
No. of Seats - 2		RECIPROCATIN 100 HP	IG-CARBURE					
nvironment/Operations Information								
eather Data	Itinerary				Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Po			ON AIR	PORT			
Method - N/A	SAME AS ACC/INC			Adamaat D	- + -			
Completeness - N/A Basic Weather - VMC	Destination SAME AS ACC/INC			Airport D	TON CO.			
Wind Dir/Speed- 090/005 KTS	SAME AS ACC/INC				Ident	- 11		
Visibility - 20.0 SM	ATC/Airspace					- 3350/	90	
Lowest Sky/Clouds - CLEAR	Type of Flight Pl	an - NONE				- GRASS/TU		
Lowest Ceiling - NONE	Type of Clearance				Status	- DRY		
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC	PATTERN	2				
Precipitation - NONE								
Condition of Light - DAYLIGHT								
ersonnel Information Pilot-In-Command	Age - 53	Medical C	ontificat				ITT	
	Biennial Flight Review				e - VALID MEDICAL-WAIVERS/LIMIT : Time (Hours)			
STUDENT	Current - N/A	Total		24	Last 2	24 Hrs -	1	
	Months Since - N/A	Make/	Model-	24	Last 3	30 Days- UN	IK/NR	
	Aircraft Type - N/A	Make/ Instr	ument-	0	Last 9	90 Days-	9	
Instrument Rating(s) - NONE								
arrative								
IRCRAFT COLLIDED AND WERE SUBSTANTIALLY [т		
AIRCRAFT FLEW A LEFT HAND TRAFFIC PATTERN								

4/19/86 File No. - 876 GASTON, SC A/C Reg. No. N3015X Time (Lc1) - 1000 EST Occurrence #1 MIDAIR COLLISION Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI) 2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT 3. VISUAL SEPARATION - NOT OBTAINED - PILOT IN COMMAND 4. RADIO COMMUNICATIONS - INADEQUATE - PILOT IN COMMAND _____ Occurrence #2 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN ---------Probable Cause----

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

Basic Information									
Type Operating Certificat	e-NONE (GENERA	L AVIATION)	Aircraft D	amage		Inju	uries		
			SUBSTANTI	AL	Fatal	Serious	Mino	r Nor	ie
Type of Operation	-PERSONAL		Fire	Cre	w O	1	0	C)
Flight Conducted Under Accident Occurred During	-14 CFR 91 -DESCENT		NONE	Pas	s O	0	0	С)
Aircraft Information									
	MOORE HP-18		lodel - N/A			Installed,			N/
Landing Gear - HULL		-	gines - N/A		5	tall Warn	ing Syst	em - NU	
Max Gross Wt - 900 No. of Seats - 1		Engine Typ Rated Powe							
No. of seats - 1			= N/A						
Environment/Operations Info	ormation								
Weather Data		Itinerary			Airport	Proximity			
Wx Briefing - UNK/NR		Last Depart	ture Point		ON AIR	PORT			
Method - UNK/NR		SAME AS A	CC/INC						
Completeness - UNK/NR		Destination			Airport D	ata			
Basic Weather - VMC		LOCAL			CHESTE	R MUNI			
Wind Dir/Speed- CALM					Runway	Ident	- 35		
Visibility - 15.0	SM	ATC/Airspace			Runway	Lth/Wid	- 5000	/ 100	
Lowest Sky/Clouds -	CLEAR	Type of Fli	ight Plan - N	ONE	Runway	Surface	- ASPHA	LT	
Lowest Ceiling -	NONE	Type of Cle	earance - N	ONE	Runway	Status	- DRY		
Obstructions to Vision-	NONE	Type Apch/L	.ndg - T	RAFFIC PATTERN	۱. <u>ب</u>				
Precipitation -	NONE								
Condition of Light -	DAYLIGHT								
Personnel Information									
Pilot-In-Command		Age - 49		dical Certific					
Certificate(s)/Rating(s)		Biennial Flight R	Review	Fli	ght Time (H	lours)			
PRIVATE		Current	- YES	Total -	127	Last 2	24 Hrs -	1	
		Months Since	- 1	Make/Model-	127	Last 3	30 Days-	UNK/NR	
GLIDER		Aircraft Type	- UNK/NR	Instrument-	0	Last 9	0 Days-	10	

----Narrative----

THE PILOT RELATED THAT WHILE TURNING FROM BASE TO FINAL HE HEARD A LOUD BANG FROM THE LEFT SIDE OF THE AIRCRAFT. THE AIRCRAFT ENTERED A STEEP LEFT TURN AND CRASHED LEFT OF FINAL APPROACH COURSE. POST CRASH EXAMINATION OF THE AIRCRAFT REVEALED THAT THE FLAP DISENGAGED FROM THE FLAP DRIVE UNIT RESULTING IN A SPLIT FLAP CONDITION. THE FLAPS HAD BEEN MODIFIED WITH THE USE OF POP RIVETS AT THE ATTACH POINTS.

.

File No. - 913 6/21/86 CHESTER, SC A/C Reg. No. N9700P Time (Lcl) - 1305 EDT Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. FLIGHT CONTROL, FLAP ATTACHMENT - FAILURE, TOTAL Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 2. FLT CONTROL SYST, WING FLAP CONTROL - ASYMMETRICAL 3. MAINTENANCE, MODIFICATION - IMPROPER - OTHER MAINTENANCE PSNL Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED _____ ----Probable Cause----

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

File No 885 7/18/86 LAKE	CITY,SC A/C R	eg. No. N6116N	٦ T	ime (Lcl) -	1345 EDT	
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L AVIATION) Aircraf SUBSTA Fire NONE	t Damage NTIAL Crew Pass	-	Injur Serious O O		None 1 1
Aircraft Information Make/Model - BEECH A23-24 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2550 No. of Seats - 4	Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power -	CIP-FUEL INJECTED		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- 230/004 KTS Visibility - 6.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	LAKE CITY,SC Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance	- NONE	ON AIR Airport D COCKFI Runway Runway Runway	ata ELD Ident - Lth/Wid - Surface -	22 3700/ GRASS/TU DRY	75 RF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 44 Biennial Flight Review Current - YES Months Since - 8 Aircraft Type - UNK/NR	Total - Make/Model-	nt Time (He 311 18	ours) Last 24 Last 3 0	-	K/NR

Instrument Rating(s) - NONE

----Narrative----

DURING LANDING ROLL THE PILOT NOTICED THAT THE AIRCRAFT BEGAN TO VEER OFF THE RUNWAY. HE INITIATED A GO-AROUND IN ORDER TO ASSESS THE PROBLEM. IT WAS DETERMINED THAT THE NOSE WHEEL HAD MALFUNCTIONED. DURING THE LANDING ROLL THE AIRCRAFT VEERED OFF THE RUNWAY AND WAS SUBSTANTIALLY DAMAGED. POST CRASH EXAMINATION OF THE AIRCRAFT REVEALED THAT A NOSE WHEEL CABLE WAS BROKEN, ALLOWING THE NOSE WHEEL TO TURN TO ONE SIDE DURING TOUCHDOWN.

File No 8	85 7/18/86	LAKE CITY,SC	A/C Reg. No. N6116N	Time (Lcl) - 1345 EDT
Occurrence #1 Phase of Operation		ON GROUND		
Finding(s) 1. DIRECTIONAL CON 2. LANDING GEAR,NO		ED - PILOT IN COMMAN	D	
Occurrence #2 Phase of Operation		ON WITH TERRAIN		
Finding(s) 3. TERRAIN CONDITI				
Probable Cause				
The National Transpo is/are finding(s) 1	rtation Safety Boar	d determines that th	e Probable Cause(s) of this accide	nt

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

		g. No. N7946V		ime (Lc1) -		
Type Operating Certificate-NONE (GENER/			Est.1	Injur		
Type of Operation -PERSONAL	SUBSTAN Fire	Crev	Fatal 0	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass		ŏ	ŏ	ò
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - AERO COMMANDER CALLAIR		DMING I0-540-T4B5		Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3000	Number Engines - 1 Engine Type - REC	P-FUEL INJECTED	S	tall Warnin	g System	- YES
No. of Seats - 1	J	260 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRIP		
Method - N/A	RIDGELAND, SC					
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport Da	ata		
Wind Dir/Speed- 120/005 KTS	LUCAL		Runway	Ident -	N/A	
Visibility - 5.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		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	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Age - 36 Biennial Flight Review Current - YES		ght Time (He			-
COMMERCIAL		Total -			Hrs - UN	
SE LAND	Months Since - 15				Days- UN	
HELICOPTER	Aircraft Type - UNK/NR	Instrument-	217		Days- aft -	
Instrument Rating(s) - HELICOPTER						
PILOT WAS PERFORMING A TEST FLIGHT TO TEST	T A NEW SPRAY PUMP WHICH WAS	RECENTLY INSTALL	ED ON THE	AIRCRAFT.		
LOWING A LOW PASS OVER THE RUNWAY THE PILC						
RTLY THEREAFTER THE AIRCRAFT LOST TOTAL PO						
SH EXAMINATION REVEALED THAT THE ENGINE LO			LOWED THE I	LEFT FUEL T	ANK	
RUN DRY. THE CAUSE OF THE GRINDING NOISE W	AS NOT DISCOVERED IN POST AC	C INVESTIGATION.				

File No. - 912 8/05/86 RIDGELAND.SC A/C Reg. No. N7946V Time (Lcl) - 1200 EDT _____ Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND 3. PROCEDURES/DIRECTIVES - NOT UNDERSTOOD - PILOT IN COMMAND _____ FORCED LANDING Occurrence #2 Phase of Operation LANDING - FLARE/TOUCHDOWN _____ Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL		raft Damage TROYED		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire NON		Crew Pass	0 0	0 0	1 1	0 0
Aircraft Information Make/Model - AERONCA 7AC Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 2	Eng Make/Model - Number Engines - Engine Type - Rated Power -	1 RECIPROCATING-0		S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 040/005 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Po SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight P1 Type of Clearance Type Apch/Lndg	an - NONE - NONE	TTERN	ON AIR Airport D SISSET Runway Runway Runway Runway	ata ON MUNI Ident - Lth/Wid - Surface -		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 58 Biennial Flight Review Current - YES Months Since - 9 Aircraft Type - J-3	Make/Mod	Fligh - del- ent- UNH	t Time (H 432 4 K/NR	ours) Last 24 Last 30 Last 90		1 23

----Narrative----

THE FRONT SEAT PLT, ON HIS FIRST FLT IN THE ACFT, WAS FLYING THE ACFT. AFTER TAKEOFF THE ACFT ENTERED A NOSE HIGH ATTITUDE BECAUSE THE ELEVATOR TRIM WAS IMPROPERLY SET. THE NOSE HIGH ATTITUDE WAS CORRECTED BUT THE RIGHT DOOR ON THE ENGINE COWLING CAME OPEN DURING THE MANEUVER. THE PLT IN THE REAR COCKPIT TOOK CONTROL OF THE ACFT, REDUCED POWER AND ENTERED A DOWNWIND FOR A CROSS RWY. THE REAR SEAT PLT REPORTED TROUBLE SEEING THE INSTRUMENT PANEL BECAUSE HIS VIEW WAS OBSTRUCTED BY THE FRONT SEAT OCCUPANT. THE PLT FELT THE ACFT WAS SLOW AS IT APPROACHED THE RWY AND HE ADDED PWR; HOWEVER, THE ACFT STALLED AT ABOUT 30 FT AGL, TOO LOW TO RECOVER. INVESTIGATION REVEALED THE RT REAR FASTENER WAS WORN AND BOTH PLTS WERE AWARE OF THE CONDITION PRIOR TO TAKEOFF.

File No. - 952 6/04/86 SISSETON, SD A/C Reg. No. N84693 Time (Lc1) - 2030 CDT AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. DOOR, INSPECTION - OPEN 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT 3. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND _____ LOSS OF CONTROL - IN FLIGHT Occurrence #2 Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 4. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED _____ ----Probable Cause----

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

File No 954 7/22/86 SISS	ETON, SD A/	C Reg. No. N8629L		Time (Lcl) -	- 1000 CDT	
Basic Information Type Operating Certificate-AGRICULTURA		craft Damage	F)	Injur		•
Type of Operation -AERIAL APPL Flight Conducted Under -14 CFR 137 Accident Occurred During -TAKEOFF			Fatal Crew O Pass O	Serious O O	Minor O O	None 1 0
Aircraft Information Make/Model - PIPER PA-25-260 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2900 No. of Seats - 1	Number Engines Engine Type	- LYCOMING 0-540-G - 1 - RECIPROCATING-CAF - 260 HP		′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- UNK/NR Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/ING Destination LOCAL ATC/Airspace Type of Flight P Type of Clearance Type Apch/Lndg) an - NONE e - NONE	ON AI Airport SISSE Runwa Runwa Runwa Runwa	TON MUNI ay Ident - ay Lth/Wid - ay Surface - ay Status -	- GRASS/TU - DRY	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND	Age - 25 Biennial Flight Review Current - YES Months Since - 4 Aircraft Type - C-	Medical Certif F Total Make/Model 182RG Instrument	ficate - VALI Flight Time (- 1500	D MEDICAL-NO Hours) Last 24 Last 30 Last 90		4 K/NR 70
Instrument Rating(s) - AIRPLANE						

ABORT THE PLT SWERVED TO AVOID A FENCE AT THE END OF THE RWY AND THE ACFT SLID SIDEWAYS COLLAPSING THE LT MLG INVESTIGATION REVEALED A BROKEN CARBURETOR HEAT CABLE. THE CABLE WAS WORN IN THE AREA OF THE BREAK. WHEN THE CABLE BREAKS THE HEAT VALVE GOES TO THE HOT POSITION.

File No. - 954 7/22/86 SISSETON, SD A/C Reg. No. N8629L Time (Lcl) - 1000 CDT Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. CARBURETOR HEAT CONTROL, CABLE - WORN 2. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL 3. CARBURETOR HEAT CONTROL, CABLE - FAILURE, TOTAL ------_____ Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation TAKEOFF - GROUND RUN Finding(s) 4. ABORT - INITIATED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - ATTEMPTED - 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

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File No 945 5/17/86 LAWRE	NCEBURG, TN A/C	Reg. No. N98387	7	Т	ime (Lcl)	- 1048	EDT	
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	aft Damage			Inju	ries		
	SUBSI	FANTIAL		Fatal	Serious	Minor	`	None
Type of Operation -PERSONAL	Fire		Crew	0	1	1		0
Flight Conducted Under -14 CFR 91	NONE		Pass	0	1	0		0
Accident Occurred During -APPROACH								
-Aircraft Information								
Make/Model - PIPER PA-28-140	Eng Make/Model - L	YCOMING 0-320-E	2 A	ELT I	Installed/	Activate	∋d - ∖	ES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines ~				all Warnin			
Max Gross Wt - 2050	Engine Type - F	RECIPROCATING-CA	RBURET	OR				
No. of Seats - 4	Rated Power -	150 HP						
 -Environment/Operations Information								
Weather Data	Itinerary			Airport F	Proximity			1
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poir	nt		ON AIR				
Method - N/A	SAME AS ACC/INC							
Completeness - N/A	Destination		Α	irport Da	ata			
Basic Weather - VMC	LOCAL			LAWREN	EBURG MUN	[
Wind Dir/Speed- 240/010 KTS				Runway	Ident ·	- 16		
Visibility - 5.0 SM	ATC/Airspace				Lth/Wid	4200/	/ 75	5
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan	n - NONE			Surface ·			
Lowest Ceiling - UNK/NR	Type of Clearance			Runway	Status	- DRY		
Obstructions to Vision- NONE	Type Apch/Lndg		ERN					
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,							
Condition of Light - DAYLIGHT								
-Personnel Information Pilot-In-Command	Age - 70	Medical Certi	ificate		MEDICAL-W	TVERS/	IMIT	
Certificate(s)/Rating(s)	Biennial Flight Review			Time (Ho				
STUDENT	Current - N/A	Total				Hrs -	UNK /N	JR
STODERT		Make/Mode						
	Aircraft Type - N/A	Instrumer	ht- UNK		Last 90			
		Instrumer Multi-Eng	g - UNK	/NR	Rotorci	raft -	UNK/M	NR
Instrument Rating(s) - NONE								
-Narrative								

THE ACFT CAME TO A STOP ON THE APPROACH END OF THE RWY WITHOUT LDG GEAR.

File No 945	5/17/86	LAWRENCEBURG, TN	A/C Reg. No. N98387	Time (Lcl) - 1048 EDT	
		ION WITH TERRAIN ATTERN - FINAL APPROACH	I		
Finding(s) 1. TERRAIN CONDITION 2. PLANNED APPROAC 3. PROPER GLIDEPATH 4. PROPER TOUCHDOWN 5. DESCENT - NOT COR 6. VISUAL LOOKOUT -	H - POOR - PILOT - NOT MAINTAINEC POINT - NOT IDEN RECTED - PILOT I) - PILOT IN COMMAND TIFIED - PILOT IN COMMA N COMMAND	ND		
Probable Cause					

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

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 909 6/26/86 MEMPH	A/C	Reg. No. N24847		ime (Lc1) -		
-Basic Information Type Operating Certificate-NONE (GENERA		ft Damage ANTIAL	Fatal	Injur Serious	ries Minor	None
Type of Operation -PERSONAL	Fire	Cre		0	2	0
Flight Conducted Under ~14 CFR 91 Accident Occurred During -LANDING	NONE	Pas	s 0	0	0	0
-Aircraft Information						
Make/Model - CESSNA 152	Eng Make/Model - L	YCOMING 0-235		Installed/#		
Landing Gear ~ TRICYCLE-FIXED	Number Engines -			itall Warnir	ng System	- YES
Max Gross Wt - 1670	3 11	ECIPROCATING-CARBU	IRETOR			
No. of Seats - 2	Rated Power -	108 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poin MEMPHIS,TN	it	OFF AI	RPORT/STRIF	D	
Completeness - N/A	Destination		Airport D	lata		
Basic Weather - VMC	BOLIVAR, TN		Anport	acu		
Wind Dir/Speed- 220/007 KTS	55227777,777		Runway	Ident -	- N/A	
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid -	•	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runway	Surface -	- N/A	
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	/Status -	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING	-			
Precipitation - NONE						
Condition of Light - NIGHT(DARK)						
-Personnel Information						
Pilot-In-Command	Age - 30	Medical Certific			AIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H			
CFI	Current - YES	Total -			4 Hrs -	2
SE LAND, ME LAND, SE SEA	Months Since - 6	Make/Model-) Days-	16
	Aircraft Type - C-152				Days-	
-		Multi-Eng -	UNK/NR	Rotorci	raft - U	NK/NR
Instrument Rating(s) ~ AIRPLANE						
-Narrative LE RETURNING FROM AN INSTRUMENT TRAINING F			CET ATTEM			
RGENCY LANDING ON A ROAD. DURING THE ATTEM						
STANTIALLY DAMAGED. THE PILOT RELATED THAT			AD SIGN AND	WAS		
STANTIALLY DAMAGED. THE FILOT RELATED THAT	THE AIRCRAFT RAN OUT OF T	OLL.				

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File No 9	09 6/26/86	MEMPHIS, TN	A/C Reg. No. N24847	Time (Lc1) - 2015 EDT
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICAL	<u>.</u>	
Finding(s) 1. FLUID,FUEL - EX 2. AIRCRAFT PREF 3. REFUELING - NOT	LIGHT - INADEQUATE	- PILOT IN COMMAND IN COMMAND		
Occurrence #2 Phase of Operation		OUCHDOWN		
Occurrence #3 Phase of Operation		ION WITH OBJECT		
Finding(s) 4. OBJECT - UTILIT	Y POLE(MARKED)			
Probable Cause				

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

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File No 871 2/16/86 RANGE	R,TX	A/C Reg.	No. N9660N	т	「ime (Lcl)	- 1830 CST	
Basic Information Type Operating Certificate-NONE (GENER/	L AVIATION)	Aircraft Da SUBSTANTIA		Fatal	Inju Serious		None
Type of Operation -PERSONAL		Fire	Crew		0		2
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		NONE	Pass	0	0	0	0
Aircraft Information Make/Model - WAYNE MATHEWS GLAS AIR Landing Gear - TRICYCLE-FIXED		/Model - LYCOMI ingines - 1			Installed/A		
Max Gross Wt - UNK/NR No. of Seats - 2	Engine T	ype - RECIPR ower - 150	OCATING-CARBUR				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	à Last Depa SAME AS	rture Point G ACC/INC		ON AIR	RPORT		
Completeness - N/A	Destinatio	on		Airport D	Data		
Basic Weather - VMC	LOCAL			RANGER	R MUNI		
Wind Dir/Speed- 260/008 KTS				Runway	/ Ident	- 17	
Visibility - 10.0 SM	ATC/Airspac	e		Runway	/ Lth/Wid	- 2050/	75
Lowest Sky/Clouds - 15000 FT SCAT	TERED Type of F	light Plan - NC	INE	Runway	/ Surface	- GRASS/TU	RF
Lowest Ceiling - NONE	Type of C	learance - NC	INE	Runway	/ Status	- DRY	
Obstructions to Vision- NONE	Type Apch	n/Lndg - NC	INE				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 27	Mar	lical Certifica			O WATVERS/	ΤΜΤΤ
Certificate(s)/Rating(s)	Biennial Flight			nt Time (F		C HAIVERS/	
COMMERCIAL	Current	- VES	Total - '	1450	last 2	4 Hrs - UN	K /NP
SE LAND	Months Sinc	· - 6	Make/Model- U		Last 2	0 Davs- UN	K/NR
JE LAND	Aircraft Tu	ce - 6 pe - UNK/NR	Instrument-	10	Last 9	0 Days-	10
	Anorartiy		2.1.5 CF GHGFFC		2451 5		

Instrument Rating(s) - NONE

----Narrative----

THE ACFT DRIFTED LEFT OFF THE RWY DURING TAKEOFF AND COLLIDED WITH TREES. THIS WAS A HOME BUILT ACFT THAT HAD JUST BEEN CERTIFIED. THE OWNER/BUILDER HAD MADE HIGH SPEED TAXI RUNS BUT DID NOT FEEL COMFORTABLE TO FLY IT. ANOTHER PLT WAS ASKED AND AFTER A SHORT TAXI AND RUN-UP THIS PLT ATTEMPTED TO FLY. HE LOST CONTRL AND CRASHED AFTER COLLIDING WITH THE TREE LINE TO THE LEFT OF THE RWY. THE OWNER/BUILDER SAID THAT THE POWER WAS APPLIED TOO RAPIDLY WITH TOO LITTLE RIGHT RUDDER APPLIED INITIALLY. BY THE TIME FULL RT RUDDER WAS APPLIED THE ACFT WAS GOING LEFT OFF THE RWY AND WAS PULLED OFF THE GROUND PREMATURELY TO TRY TO GET OVER THE TREE LINE. THIS WAS THE ACFTS MAIDEN FLT.

File No 871 2/16/86 RANGER,TX	A/C Reg. No. N9660N	Time (Lcl) - 1830 CST
Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN		
Finding(s) 1. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND 2. RUDDER - IMPROPER USE OF - PILOT IN COMMAND 3. JUDGEMENT - POOR - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND 5. LIFT-OFF - PREMATURE - PILOT IN COMMAND		
Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY		
Finding(s) 6. OBJECT - TREE(S) 7. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND		
Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB		
Probable Cause	· · · · · · · · · · · · · · · · · · ·	
The National Transportation Safety Board determines that the I is/are finding(s) 1,2,3,4,7	Probable Cause(s) of this accide	nt

Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft D	amage		Injur	ries	
		SUBSTANTI			Serious		None
Type of Operation -FLIGHT TE	ST	Fire	Cre	w O	0 0		1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pas			-	0
Aircraft Information							
Make/Model - AVIATION ADV. MUSTAN	GPSID Eng Make,	/Model - FORD	351 C.I.	ELT	Installed/A		
Landing Gear - TAILWHEEL-ALL RETRAC	TABLE Number En	ngines - 1		S	tall Warnir	ng System	- NO
Max Gross Wt - UNK/NR		pe - RECIP)			
No. of Seats - 1	Rated Pow	ver - 350) HP 				
nvironment/Operations Information	Ttinononu			A incont I			
Wx Briefing - NO RECORD OF BRIEF	Itinerary [NG Last Depar	sture Point			Proximity RPORT/STRIF	,	
Method - N/A	MIDLAND			OTT AT	CFORT/ STRIF	-	
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC		ACC/INC					
Wind Dir/Speed- 200/011 KTS				Runway	Ident -	- 16	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		150
Lowest Sky/Clouds - CLEAR		light Plan - N			Surface -		
Lowest Ceiling - NONE	Type of C			Runway	Status -	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch,	/Lndg - Fi	JRCED LANDING				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 41 Biennial Flight	Me	dical Certific			IVERS/LI	міт
Certificate(s)/Rating(s)	Biennial Flight	Review	Fli	ght Time (He	ours)		
COMMERCIAL	Current	- YES	Total -	10968	Last 24	Hrs -	
SE LAND, ME LAND, SE SEA	MONTHS SINCE		Make/Model-	2	Last 30) Days- U) Days- U	
HELICOPTER	Aircraft ly	be - NA-265	Multi-Eng -	3100	Last 90	raft -	
			Marti Ling	3100	Rotorer	a. c	1130
Instrument Rating(s) - AIRPLANE							
larrative							
EXPERIMENTAL ACFT ON A TEST FLT SUFFER	ED AN ENGINE FAILUR	E DURING THE F	INAL APPROACH	TO LAND. TH	E PLT SAID		
HE DID NOT BELIEVE HE COULD MAKE THE						TION	

4/29/86 MIDLAND,TX A/C Reg. No. N51JR Time (Lc1) - 0915 CDT File No. - 947 Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. IGNITION SYSTEM, DISTRIBUTOR - DISABLED _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN -----------Probable Cause----

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

Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage			Injur	ies	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	1
-Aircraft Information Make/Model - THORP 211	Fra Make Mas		0 000 4			- 4 * 4 4	NO N/4
Landing Gear ~ TRICYCLE-FIXED	Number Engir	le1 - CONTINENTAL	0-200-A		nstalled/A all Warnin		
Max Gross Wt - 1270		- RECIPROCATI				ig system	
No. of Seats - 2	Rated Power						/~~
-Environment/Operations Information							
Weather Data	Itinerary			Airport P			
Wx Briefing - NO RECORD OF BRIEFING		e Point		OFF AIR	PORT/STRIP		
Method - N/A Completeness - N/A	PORTER,TX Destination			irport Da	+-		
Basic Weather - VMC	BATON ROUGE	. 1 A	А	irport Da	ta		
Wind Dir/Speed- CALM	BATON ROOME			Runway	Ident -	N/A	
Visibility - 5.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Fligh	it Plan - NONE				N/A	
Lowest Ceiling - NONE	Type of Clear	ance - NONE		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lnd	lg - FORCED	LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 53	Madiaal	Certificate				T.T.
Certificate(s)/Rating(s)	Biennial Flight Rev			Time (Ho		IVERS/LIM	11
COMMERCIAL			1 - 2	483	Last 24	Hrs - UN	K/NR
SE LAND, ME LAND	Months Since -	22 Make				Days- UN	
	Aircraft Type -		rument- UNK		Last 90	Days- UN	K/NR
		Mult	i-Eng - UNK	/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE							
-Narrative							
ACFT COLLIDED WITH A DITCH WHICH SHEARED	THE NOSE GEAR DURING	A FORCED LANDIN	G. THE PLT	SAID HE H	AD ONLY FL	OWN	

File No 8	68 8/03/86 LIBERTY,TX	A/C Reg. No. N29754	Time (Lc1) - 1500 CST
Occurrence #1 Phase of Operation			
inding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation			
Finding(s) 2. TERRAIN CONDITI			
Occurrence #4 Phase of Operation	MAIN GEAR COLLAPSED LANDING - ROLL		
inding(s) 3. LANDING GEAR,NO	SE GEAR ASSEMBLY - OVERLOAD		
Probable Cause			

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

File No 867 8/31/86	MINEOLA,TX	A/C Reg. No.	N61923	Ť	ime (Lc1) -	1600 CDT	
Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damag SUBSTANTIAL	le	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONA	L	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR Accident Occurred During -LANDING	91	NONE	Pass	0	0	0	3
Aircraft Information							
Make/Model - CESSNA 172M		/Model - LYCOMING	0-320-E2D		Installed/A		
Landing Gear - TRICYCLE-FIXED		ngines - 1			tall Warnir	ıg System	- YES
Max Gross Wt - 2300		ype - RECIPROCA		TOR			
No. of Seats - 4	Rated Po	wer - 150 HF					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRI	EFING Last Depa	rture Point		ON AIR			
Method - N/A	SHERMAN	I, TX					
Completeness - N/A	Destinatio	'n		Airport D	ata		
Basic Weather - VMC	SAME AS	ACC/INC		WISENE	R		
Wind Dir/Speed- UNK/NR				Runway	Ident -	17	
Visibility - `15.0 SM	ATC/Airspac	e		Runway	Lth/Wid -	3225/	40
Lowest Sky/Clouds - 4000 FT	SCATTERED Type of F	light Plan - NONE		Runway	Surface -	ASPHALT	
Lowest Ceiling - NONE		learance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch	/Lndg - TRAFF					
Precipitation - NONE		FULL	STOP				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 49	Medica	1 Certificat		MEDICAL-WA	TVERS/LTM	тт
Certificate(s)/Rating(s)	Biennial Flight			t Time (H		2.200/210	
PRIVATE	Current	~ UNK/NR To	tal -		•	Hrs - UN	K/NR
SE LAND		e - UNK/NR Ma				Days- UN	
	Aircraft Ty		strument-			Days-	

Instrument Rating(s) - NONE

----Narrative----

THE INBOARD BRAKE PADS WERE WORN TO SUCH A DEGREE THAT METAL TO METAL CONTACT WAS OCCURRING. THIS GREATLY REDUCED THE AIRCRAFT'S BRAKING ABILITY. AFTER LANDING THE PILOT WAS UNABLE TO STOP THE AIRCRAFT UPON THE 3225 FOOT RUNWAY. THE AIRCRAFT RAN THROUGH A BARBED WIRE FENCE, RESULTING IN SUBSTANTIAL AIRCRAFT DAMAGE. THE AIRCRAFT'S LAST ANNUAL INSPECTION WAS COMPLETED ON 4-16-86. IT IS DOUBTFUL THAT AN ADEQUATE INSPECTION OF THE BRAKES WAS PERFORMED AT THAT TIME SINCE THEY WERE COMPLETELY WORN OUT 4.5 MONTHS LATER. THE NUMBER OF HOURS FLOWN DURING THAT TIME IS UNKNOWN.

File No. - 867 8/31/86 MINEOLA, TX A/C Reg. No. N61923 Time (Lc1) - 1600 CDT ------______ Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL _____ _____ ON GROUND COLLISION WITH OBJECT Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 4. OBJECT - FENCE _____ ------NOSE GEAR COLLAPSED Occurrence #3 Phase of Operation LANDING - ROLL Finding(s) 5. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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

National Transportation Safety Board Washington, D.C. 20594

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Brief of Accident

Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Damage			Injur	ies	
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	F	ire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91		NONE	Pass	1	0	0	0
Accident Occurred During -CLIMB							
Aircraft Information							
Make/Model - PIPER PA-28B-140		el - LYCOMING 0-3	320-E2A		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engine				tall Warnin	ng System	- YES
Max Gross Wt - 2150		- RECIPROCATIN	NG-CARBURE	TOR			
No. of Seats - 2	Rated Power	- 150 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure			OFF AIF	RPORT/STRIP		
Method - N/A	SALT LAKE CI	[[Y,U]					
Completeness ~ N/A	Destination	17		Airport Da	ата		
Basic Weather - VMC Wind Dir/Speed- 200/019 KTS	HEBER CITY,L			Bubbbb	Ident -	N/A	
Visibility - 30.0 SM	ATC/Airspace				Lth/Wid -		
	Type of Flight	Plan - NONE			Surface -		
Lowest Ceiling - 20000 FT BROKEN					Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	a - NONE			0.0.00	,	
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command A	ge - 24	Medical C	Certificat	e – VALID	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s) B	iennial Flight Revi	iew	Fligh	t Time (Ho	ours)		
PRIVATE	Current - Months Since - Aircraft Type -	YES Total	-	74	Last 24	Hrs - UN	
SE LAND	Months Since -	2 Make/	/Model-	2	Last 30) Days- UN	
GLIDER	Aircraft Type -	C-152 Instr	rument-	3	Last 90	Days-	8
Instrument Rating(s) - NONE							

TO FLY THROUGH LAMBS CANYON AND PARLEY'S CANYON. ACFT HIT TREE AND CRASHED AT 8040 FT MSL LEVEL IN LAMBS CANYON AT APPROXIMATELY 0955. TERRAIN VARIES FROM 6000 FT TO 10,246 FT. PLT WAS SERIOUSLY INJURED. PAX, A U.S. NAVY PLT, WAS KILLED. NO EVIDENCE OF PREIMPACT FAILURE/MALFUNCTION OF AIRFRAME, ENG, PROP, FLIGHT CONTROLS OR SYSTEMS/COMPONENTS.

File No. - 883 5/10/86 Time (Lc1) - 0955 MDT SALT LAKE CITY,UT A/C Reg. No. N8043N _____ Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation CLIMB Finding(s) 1. OBJECT - TREE(S) 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 3. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - INADEQUATE 4. JUDGEMENT - POOR - PILOT IN COMMAND 5. PROPER ALTITUDE - BELOW - PILOT IN COMMAND 6. IMPROPER DECISION, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND 7. CLEARANCE - INADEQUATE - PILOT IN COMMAND 8. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation CLIMB Finding(s) 9. TERRAIN CONDITION - MOUNTAINOUS/HILLY 10. TERRAIN CONDITION - HIGH TERRAIN _____ ----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,3,6,8,9

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERAL AN Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING -Aircraft Information Make/Model - CESSNA 150-H Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2		CONTINENTAL	Crew Pass	Fatal O O	Injur Serious O 1		None 1 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING -Aircraft Information Make/Model - CESSNA 150-H Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600	Fire NONE Eng Make/Model - Number Engines -	CONTINENTAL	Pass	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING -Aircraft Information Make/Model - CESSNA 150-H Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600	NONE Eng Make/Model - Number Engines -	CONTINENTAL	Pass				-
Accident Occurred During -LANDING -Aircraft Information Make/Model - CESSNA 150-H Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600	Eng Make/Model - Number Engines -	CONTINENTAL			1	0	0
Make/Model - CESSNA 150-H Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600	Number Engines -		0-200-4				
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600	Number Engines -				/ .		
Max Gross Wt - 1600		1	0 200-A		Installed/A		
	Engine Type ~				tall Warnin	ng System –	- YES
NO. OF SEATS - 2	Dotod Dovon		IG-CARBURE	IUK			
	Rated Power -	100 HP					
 -Environment/Operations Information							
Weather Data	Itinerary			Airport F	Proximity		
Wx Briefing - FSS	Last Departure Poi	int		OFF AIF	RPORT/STRIP)	
Method - TELEPHONE	SPANISH FORK,UT						
Completeness - FULL	Destination			Airport Da	ata		
Basic Weather - VMC	PAGE, AZ						
Wind Dir/Speed- 190/022 KTS				Runway	Ident -	· N/A	
Visibility - 60.0 SM	ATC/Airspace			Runway	Lth/Wid -	· N/A	
Lowest Sky/Clouds - 25000 FT THIN OVC	C Type of Flight Pla	an - VFR		Runway	Surface -	N/A	
Lowest Ceiling - NONE	Type of Clearance	- VFR		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command Age	e - 34	Medical C	ontificat		MEDICAL-NO		TMTT
	ennial Flight Review	Medical o		t Time (Ho			
PRIVATE	Current - YES	Total	- -			Hrs -	6
SE LAND	Months Since - 11		Model-) Davs- UNH	
02 2.00	Aircraft Type - C-15		ument-	õ	Last 90		20

Instrument Rating(s) - NONE

----Narrative----

WHILE IN A DESCENT 20 MILES BEFORE REACHING THE DESTINATION, THE ACFT ENGINE QUIT DUE TO FUEL EXHAUSTION. THE PLT INITIATED AN EMERGENCY FORCED LANDING TO A DRY STREAM BED IN ROUGH DESERT TERRAIN. AFTER TOUCHDOWN, THE ACFT IMPACTED AN EMBANKMENT AND FLIPPED INTO AN INVERTED POSITION. THE WRECKAGE WAS LOCATED BY AERIAL SEARCH: THE UNINJURED PLT AND SERIOUSLY INJURED PAX WERE TRANSPORTED TO A HOSPITAL IN PAGE, ARIZONA BY GROUND AMBULANCE.

File No 9	39 5/20/86	GLEN CANYON,UT	A/C Reg. No. N22796	Time (Lcl) - 1645 MDT
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICAL		
	ING/PREPARATION -	IN COMMAND POOR - PILOT IN COMMAND R - PILOT IN COMMAND)	
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation		ION WITH TERRAIN		
Finding(s) 4. TERRAIN CONDITI	ON - NONE SUITABLE			
Probable Cause				
The National Transpo		rd determines that the	Probable Cause(s) of this accide	ent

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

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

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Brief of Accident

File No 974 6/11/86 BO Basic Information	UNTIFUL,UT		No. N1739Q		ime (Lcl)		
Type Operating Certificate-NONE (GEN		Aircraft SUBSTANT		Fatal		uries Minor	• None
Type of Operation -INSTRUCTI Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Fire NONE	Crei Pas:	s 0	Ū.	0	0
-Aircraft Information Make/Model - CESSNA 150L Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Eng Make Number E	/Model - CONT ngines - 1 ype - RECI	INENTAL 0-200A PROCATING-CARBUI	ELT		/Activate	ed - YES/YE
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEF Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 330/007 KTS Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary ING Last Depa SAME AS Destinatio SAME AS ATC/Airspac Type of F Type of C	on ; ACC/INC :e light Plan - learance - n/Lndg -		OFF Al Airport E SKYPAF Runway Runway Runway Runway		- 34 - 4700/ - ASPHAL	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 33 Biennial Flight Current Months Sinc Aircraft Ty	Review	edical Certifica Flig Total - Make/Model- Instrument-	ght Time (H a	lours))4 Hpg -	. 1
Instrument Rating(s) - NONE							

File No. - 974 6/11/86 BOUNTIFUL,UT A/C Reg. No. N1739Q Time (Lc1) - 2030 MDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - DOWNWIND Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND З. IMPROPER USE OF PROCEDURE, INADEQUATE INITIAL TRAINING - FLIGHT INSTRUCTOR (ON GROUND) Occurrence #2 FORCED LANDING Phase of Operation APPROACH - VFR PATTERN - DOWNWIND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 4. TERRAIN CONDITION - DIRT BANK _____ ----Probable Cause----

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

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Basic Information						
Type Operating Certificate-NONE (GEN		rcraft Damage SUBSTANTIAL	Fata	Inju Serious		None
Type of Operation -PERSONAL	Fi	re	Crew O	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		IONE	Pass O	•	-	3
Aircraft Information Make/Model - PIPER PA-60-601P Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6000 No. of Seats - 6	Eng Make/Model Number Engines	- LYCOMING IO-540-	S1A5 E	LT Installed// Stall Warnin	Activated	
Environment/Operations Information						
Weather Data Wx Briefing - FSS	Itinerary Last Departure	Point		rt Proximity AIRPORT		:
Method - IN PERSON Completeness - WEATHER NOT PERTIN Basic Weather - VMC			Airpor			
Wind Dir/Speed- 090/002 KTS	SAME AS ACC/I	NC		VO MUNICIPAL way Ident	- 18	
Visibility - 50.0 SM	ATC/Airspace			way Lth/Wid		150
Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 16000 FT 0 Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		CCE - IFR - TRAFFIC PATT FULL STOP	Run	way Surface · way Status ·		
Personnel Information Pilot-In-Command	Aqe - 61	· · · · · · · · · · · · · · · · · · ·				
Certificate(s)/Rating(s)			Flight Time		AIVERS/LI	m 1 I
PRIVATE	Biennial Flight Revie Current - Y		- 1252	Last 24	4 Hrs -	
SE LAND, ME LAND	Months Since - 1 Aircraft Type - P	4 Make/Mode A60601 Instrumen Multi-Eng		Last 30 Last 90) Days- U) Days-	
Instrument Rating(s) - AIRPLANE						
Narrative						
AND THREE PAX FLEW FROM EL PASO, TX TO HED DOWN. ACFT VEERED TO LEFT AND WENT IINING. ACFT DAMAGE WAS CONFINED TO LEF	OFF RWY. EXAMINATION OF	TIRE REVEALED LARGE	HOLE BUT W SELAGE AND	ITH GOOD TREAD LEFT ENGINE.	D	

File No. - 808 7/05/86 PROVO,UT A/C Reg. No. N8253J Time (Lcl) - 1100 MDT Occurrence #1 OVERRUN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - TAILWIND 2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - FBO PERSONNEL 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 4. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND 5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 6. AIRSPEED - EXCESSIVE - PILOT IN COMMAND 7. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation LANDING - ROLL Finding(s) 8. LANDING GEAR, TIRE - BURST 9. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND 10. LANDING GEAR, TIRE - PRESSURE EXCESSIVE Occurrence #3 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 11. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND _____ Occurrence #4 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) 8,9,11

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

Basic Information						
Type Operating Certificate-NONE (GE	NERAL AVIATION) Aircraf DESTRO	t Damage YED	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9 Accident Occurred During -DESCENT	Fire 1 ON GRC	UND Pass		1 1	0 1	0 0
Aircraft Information Make/Model - PIPER PA 28-161 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2325 No. of Seats - 4	Eng Make/Model - Ly Number Engines - 1 Engine Type - RE Rated Power -		S	Installed/Ad tall Warning		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- CALM	Itinerary Last Departure Point LURAY,VA Destination FT. EUSTIS,VA		OFF AI Airport Da Runway	Ident -	N/A	
Visibility - 5.0 SM Lowest Sky/Clouds - 2000 FT Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace SCATTERED Type of Flight Plan Type of Clearance Type Apch/Lndg	- VFR	Runway	Lth/Wid - Surface - Status -	N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE,COMMERCIAL,MILITARY SE LAND HELICOPTER	Age - 26 Biennial Flight Review Current - YES Months Since - 12 Aircraft Type - UNK/NR	lota! - Make/Model-	ht Time (He 1300 24	ours) Last 24 Last 30 Last 90		3 16 24

----Narrative----

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THE ACFT COLLIDED WITH TREES AND THE GROUND DURING A X-COUNTRY FLT OVER MOUNTAINOUS TERRAIN. THE PLT HAD CROSSED THE 1ST RIDGE AT APRX 800 FT AGL ACCORDING TO THE PLT. THE FRONT SEAT PASSENGER SAID LATER THAT HE COMPLAINED SEVERAL TIMES DURING THE FLT THAT THE ACFT WAS TOO LOW. HE SAID THAT THE PLT TOLD HIM THAT "THE SCENARY IS BETTER DOWN HERE." THE PASSENGER SAID THAT THE ACFT WAS NEVER HIGHER THAN THE THIRD RIDGE. WHEN THE PLT TRIED TO CLIMB OVER THIS THIRD RIDGE THE AIRSPEED BEGAN TO DROP. THE PASSENGER STATED THAT THE PLT CONTINUED A STEADY COURSE TOWARD THE RIDGE AND JUST PRIOR TO IMPACT TRIED TO CLIMB STEEPER. THE STALL WARNING WENT OFF AND SHORTLY AFTERWARDS THE ACFT IMPACTED THE TREES.

File No. - 968 8/16/86 STANLEY,VA A/C Reg. No. N36489 Time (Lcl) - 1330 EDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation CLIMB Finding(s) 1. IN-FLIGHT PLANNING/DECISION - INACCURATE - PILOT IN COMMAND 2. ALTITUDE - INADEQUATE - PILOT IN COMMAND 3. STALL - INADVERTENT - PILOT IN COMMAND 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - UNCONTROLLED Finding(s) 5. OBJECT - TREE(S) IN FLIGHT COLLISION WITH TERRAIN Occurrence #3 Phase of Operation DESCENT - UNCONTROLLED _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

File No 928 1/12/86 BENN	[NGTON, VT	A/C Reg.	No. N49653	T	ime (Lc1) -	1130 ED	T
Basic Information Type Operating Certificate-NONE (GENER, Type of Operation -PERSONAL	AL AVIATION)	Aircraft Da SUBSTANTIA Fire		Fatal 0	Injur Serious O		None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE		-	ŏ	ŏ	1
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Er Engine Ty	ngines - 1	NG 0-235-L2C COCATING-CARBURE	S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 230/017 KTS Visibility - 25.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	FACTORY Destination BENNING ATC/Airspace Type of Fi Type of Ci	n ON,VT e ight Plan - NO earance - NO 'Lndg - ST	INE	ON AIR Airport D BENNIN Runway Runway Runway	ata GTON ST. Ident - Lth/Wid - Surface -		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 23 Biennial Flight Current Months Since Aircraft Typ	Review - UNK/NR e - UNK/NR	tical Certificat Fligh Total - Make/Model- Instrument-	nt Time (H 43 43	ours) Last 24 Last 30	Hrs -	1 NK/NR

----Narrative----

AFTER FLYING IN THE BENNINGTON, VERMONT AREA FOR AWHILE, THE PILOT DECIDED TO LAND FOR REFUELING. ON LANDING THE FLIGHT ENCOUNTERED STRONG GUSTY WINDS. THE AIRCRAFT WAS PUSHED OFF TO THE SIDE OF THE RUNWAY, BEFORE PILOT COULD CORRECT FOR THE WIND. THE AIRCRAFT COLLIDED WITH A SNOWBANK AND RECEIVED SUBSTANTIAL DAMAGE.

File No. - 928 1/12/86 BENNINGTON, VT A/C Reg. No. N49653 Time (Lc1) - 1130 EDT _____ _____ Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - GUSTS 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND _____ Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Findina(s) 4. TERRAIN CONDITION - SNOWBANK _____ ----Probable Cause----

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

<pre>Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/010 KTS Visibility - 20.0 SM A Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn</pre>	SUBS Fire NONE Eng Make/Model - Number Engines -	FRANKLIN 6A4 1 RECIPROCATIN 165 HP int	Crew Pass 	0 0 ELT Ins Stal	Il Warnin Desimity DRT/STRIP E E dent – th/Wid –	Minor 1 1 ctivated g System 	
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT Aircraft Information Make/Model - STINSON 108 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2200 No. of Seats - 4 Environment/Operations Information Weather Data I Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/010 KTS Visibility - 20.0 SM A Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn	Fire NONE Eng Make/Model - Number Engines - Engine Type - Rated Power - 	FRANKLIN 6A4 1 RECIPROCATING 165 HP int	Crew Pass 	O O ELT Ins Stal rport Pro OFF AIRPO port Data LYDONVILL Runway Id Runway Lt	O O Stalled/A Il Warnin Dation DRT/STRIP A E dent – th/Wid –	1 1 ctivated g System 	0 0 - NO -N/A - YES
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT Aircraft Information Make/Model - STINSON 108 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2200 No. of Seats - 4 Environment/Operations Information Weather Data I Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/010 KTS Visibility - 20.0 SM A Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn	Eng Make/Model - Number Engines - Engine Type - Rated Power - Linerary Last Departure Poi LYDONVILLE,VT Destination MANCHESTER,NH TC/Airspace Type of Flight Pla Type of Clearance	FRANKLIN 6A4 1 RECIPROCATIN 165 HP int	Pass 165-B3 IG-CARBURETOR Ai Air	O ELT Ins Stal rport Pro OFF AIRPO port Data LYDONVILL Runway Id Runway Lt	O stalled/A Il Warnin DRT/STRIP A E dent – th/Wid –	1 ctivated g System 	O - NO -N/A - YES
Accident Occurred During -DESCENT Aircraft Information Make/Model - STINSON 108 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2200 No. of Seats - 4 Environment/Operations Information Weather Data I Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/010 KTS Visibility - 20.0 SM A Lowest Sky/Clouds - Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn	Eng Make/Model - Number Engines - Engine Type - Rated Power - Last Departure Poi LYDONVILLE,VT Destination MANCHESTER,NH TC/Airspace Type of Flight Pla Type of Clearance	FRANKLIN 6A4 1 RECIPROCATIN 165 HP int	-165-B3 IG-CARBURETOR Ai Air	ELT Ins Stal rport Pro OFF AIRPO port Data LYDONVILL Runway Id Runway Lt	stalled/A ll Warnin Dximity DRT/STRIP a E dent - th/Wid -	ctivated g System 20 3300/	- NO -N/A - YES
Make/Model - STINSON 108 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2200 No. of Seats - 4 Environment/Operations Information Weather Data I Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/010 KTS Visibility - 20.0 SM A Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn	Number Engines - Engine Type - Rated Power - 	1 RECIPROCATING 165 HP 	G-CARBURETOR	Stal rport Pro OFF AIRPO port Data LYDONVILL Runway Id Runway Lt	Il Warnin Desimity DRT/STRIP E E dent – th/Wid –	20 3300/	- YES
Make/Model - STINSON 108 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2200 No. of Seats - 4 Environment/Operations Information Weather Data I Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/010 KTS Visibility - 20.0 SM A Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn	Number Engines - Engine Type - Rated Power - 	1 RECIPROCATING 165 HP 	G-CARBURETOR	Stal rport Pro OFF AIRPO port Data LYDONVILL Runway Id Runway Lt	Il Warnin Desimity DRT/STRIP E E dent – th/Wid –	20 3300/	- YES
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2200 No. of Seats - 4 Environment/Operations Information Weather Data I Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/010 KTS Visibility - 20.0 SM A Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn	Number Engines - Engine Type - Rated Power - 	1 RECIPROCATING 165 HP 	G-CARBURETOR	Stal rport Pro OFF AIRPO port Data LYDONVILL Runway Id Runway Lt	Il Warnin Desimity DRT/STRIP E E dent – th/Wid –	20 3300/	- YES
Max Gross Wt - 2200 No. of Seats - 4 Environment/Operations Information Weather Data I Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/010 KTS Visibility - 20.0 SM A Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn	Engine Type - Rated Power - 	RECIPROCATIN 165 HP int an - NONE	Ai Air	rport Pro OFF AIRPO port Data LYDONVILL Runway Id Runway Lt	Dximity DRT/STRIP a E dent - th/Wid -	20 3300/	
No. of Seats - 4 Environment/Operations Information Weather Data I Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/010 KTS Visibility - 20.0 SM A Lowest Sky/Clouds - Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn	Rated Power - tinerary Last Departure Poi LYDONVILLE,VT Destination MANCHESTER,NH TC/Airspace Type of Flight Pla Type of Clearance	165 HP int an - NONE	Ai Air	rport Pro OFF AIRPO port Data LYDONVILL Runway Id Runway Lt	DRT/STŘIP -E Jent - th/Wid -	20 3300/	60
Weather Data I Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/010 KTS Visibility Visibility - 20.0 SM Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Last Departure Poi LYDONVILLE,VT Destination MANCHESTER,NH TC/Airspace Type of Flight Pla Type of Clearance	an - NONE	Air	OFF AIRPO port Data LYDONVILL Runway Id Runway Lt	DRT/STŘIP -E Jent - th/Wid -	20 3300/	60
<pre>Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/010 KTS Visibility - 20.0 SM A Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn</pre>	Last Departure Poi LYDONVILLE,VT Destination MANCHESTER,NH TC/Airspace Type of Flight Pla Type of Clearance	an - NONE	Air	OFF AIRPO port Data LYDONVILL Runway Id Runway Lt	DRT/STŘIP -E Jent - th/Wid -	20 3300/	60
Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/010 KTS Visibility - 20.0 SM A Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn	LYDONVILLE,VT Destination MANCHESTER,NH TC/Airspace Type of Flight Pla Type of Clearance	an - NONE	Air	port Data LYDONVILL Runway Id Runway Lt	a _E dent - th/Wid -	20 3300/	60
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/010 KTS Visibility - 20.0 SM A Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn	Destination MANCHESTER,NH TC/Airspace Type of Flight Pla Type of Clearance			LYDONVILL Runway Id Runway Lt	_E dent - th/Wid -	3300/	60
Basic Weather - VMC Wind Dir/Speed- 270/010 KTS Visibility - 20.0 SM A Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn	Destination MANCHESTER,NH TC/Airspace Type of Flight Pla Type of Clearance			LYDONVILL Runway Id Runway Lt	_E dent - th/Wid -	3300/	60
Wind Dir/Speed- 270/010 KTS Visibility - 20.0 SM A Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- NDNE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn	TC/Airspace Type of Flight Pla Type of Clearance			Runway Id Runway Lt	dent - th/Wid -	3300/	60
Visibility - 20.0 SM A Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- NDNE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn	Type of Flight Pla Type of Clearance			Runway Lt	th/Wid -	3300/	60
Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn	Type of Flight Pla Type of Clearance						60
Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn	Type of Clearance			Runway Su	urface -	ASDHALT	
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn		- NONE				AJFHALI	
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn	Type Anch/Inda			Runway St	tatus -	DRY	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn	Type Apon/Linuy	- NONE					
Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn							
Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn							
Certificate(s)/Rating(s) Bienn							
			ertificate -			WAIVERS/	LIMIT
PRIVATE C	ial Flight Review			ime (Hour			
	urrent - YES		- UNK/N			Hrs - UN	
	lonths Since - 9		Model- UNK/N) Days- UN	
Α	ircraft Type - UNK/		ument- UNK/N) Days-	
		Multi	-Eng - UNK/N	IR	Rotorcr	aft - UN	IK/NR
Instrument Rating(s) - NONE							
Narrative							
TER THE PILOT PERFORMED A RUN UP AND ALL APPEARED							
IM WAS SET TO CLIMB OUT AT ABOUT 76IAS. HOWEVER, THE AIRSPEED WAS OK. AT 200 FT A DOWNDRAFT AND T							
A RATE OF 50~75' A MINUTE. THE AIRCRAFT IMPACTED							
A RATE OF 50~75' A MINUTE. THE AIRCRAFT IMPACTED T TIME WAS NOT REPORTED.	INC GROUND AT THE	END OF THE R	UNWAT IN ABU	UT 3º UF	SNUW. IH	IC PLI 3	
I IIME WAS NUT REPURTED.							

2/27/86 LYNDONVILLE, VT A/C Reg. No. N108DT File No. - 930 Time (Lc1) - 1410 EST ----------Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - DOWNDRAFT 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. AIRSPEED - 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) 2,3

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File No 991 6/21/86 KENT,	WA A/CI	eg. No. N76VR	Time (Lcl) - 1450 PDT			
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircrat SUBST	t Damage NTIAL	Fatal	Injur Serious		None
Type of Operation -BIENNIAL FLT Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE		0 0	0 0	0 0	2 0
Aircraft Information Make/Model - MELLEMA BEDE 4 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 800 No. of Seats - 2	Eng Make/Model - L' Number Engines - Engine Type - RI Rated Power -		S	Installed/A tall Warnin		· · · · ·
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poin SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	ON AIR Airport D CREST Runway Runway Runway	ata AIRPARK Ident - Lth/Wid - Surface -		40
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,SE SEA	Age - 42 Biennial Flight Review Current - YES Months Since - 23 Aircraft Type - UNK/NI	Total ~ Make/Model-	nt Time (H 1200 1110	lours) Last 24 Last 30) WAIVERS, Hrs - UI Days- UI Days- UI	NK/NR NK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ENGINE CEASED OPERATING 10 FEET A.G.L. DURING TAKEOFF WHILE ON A BIENNIAL FLIGHT REVIEW. A LANDING STRAIGHT AHEAD WAS MADE ONTO THE RUNWAY, BUT IN ORDER TO AVOID AN OVERRUN AN INTENTIONAL GROUND LOOP WAS MADE. ON ENGINE EXAMINATION A LARGE BUG WAS FOUND IMPACTED IN THE NEWLY INSTALLED FUEL METER WHICH THE PILOT HAD INSTALLED JUST PRIOR TO THIS FLIGHT.

File No. - 991 6/21/86 KENT,WA A/C Reg. No. N76VR Time (Lcl) - 1450 PDT _____ Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FUEL SYSTEM - BLOCKED(TOTAL) _____^ Occurrence #2 FORCED LANDING Phase of Operation LANDING ------Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 2. 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) 1,2

Basic Information Type Depresting Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries Type of Operation PERSONAL Fatal Serious Minor None Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Aircraft Information Make/Model - CONTINENTAL C-85-12 ELT Installed/Activated - NO -N/ Max Gross Vs - 122 Eng Make/Model - CONTINENTAL C-85-12 ELT Installed/Activated - NO -N/ Max Gross Vs - 122 Eng Make/Model - CONTINENTAL C-85-12 ELT Installed/Activated - NO -N/ Max Gross Vs - 122 Eng Make/Model - CONTINECATING-CARBURETOR Stall Warning System - NO Max Gross Vs - 122 Eng Make/Model - CONTINENTAL C-85-12 ELT Installed/Activated - NO -N/ Was Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Wathod - N/A LoCAL Runway Ident - N/A Basic None Type of Flight Plan - NONE Runway Lift/Wid - N/A Lovest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Status - DRY Destructions to Vision - NONE Type of Flight Plan - NONE Runway Status - DRY Destructions to Vision - NONE Type of Flight	File No 990 6/22/86 KENT,	A/C K	≥g. No. N3667K		ime (Lc1) -		
Fiight conducted Under -14 CFR 91 NDNE Pass 0 0 0 0 Accident Occurred Lunger, LANDING Acident Occurred Lunger, LANDING Acident Occurred Lunger, LANDING 0 0 Accident Occurred Lunger, LANDING Acident Occurred Lunger, LANDING Eng Make/Model - CONTINENTAL C-85-12 ELT Installed/Activated - NO -MV Make/Model - 1220 Eng Make/Model - CONTINENTAL C-85-12 ELT Installed/Activated - NO -MV Max Gross Wt - 1220 Eng Ine Type - RECIPROCATING-CARBURETOR Stall Warning System - NO Most of Sats - 2 Eth Provine - B5 HP Stall Warning System - NO Environment/Operations Information Use Departure Point OFF AIRPORT/STRIP Wasther Data Last Departure Point OFF AIRPORT/STRIP Basic Weather - VKC LOCAL Runway Ident - N/A Wind Dir/Speed 350/008 KTS Type of Flight Plan - NONE Runway Surface - DIRT Visibility - 50.0 SM ATC/Airspace NUNE Runway Status - DRY Obstructions to Vision - NONE Type of Flight Plan - NONE Runway Status - DRY Obstructions to Vision - NONE CLEAR Type Apch/Lndg - FORCED LANDING Presipitation - 2714 Last 24 Hrs - UNK/NR Condition of Light -	Basic Information Type Operating Certificate-NONE (GENERA			Fatal	-		None
Make/Model - PIPER J3C Eng Make/Model - CONTINENTAL C-85-12 ELT Installed/Activated - NO -NO Max Gross Wt - 1220 Number Engines - 1 Stall Warning System - NO Max Gross Wt - 1220 Rated Power - 85 HP Environment/Operations Information Wated Power - 85 HP Ws Briefing - ND RECORD OF BRIFFING Last Departure Point OFF AIRPORT/STRIP Method - N/A ENUMCLAW, WA Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed JSO/OB KTS Use of Flight Plan - NONE Runway Surface DIRY Obset Ceiling - NONE Type of Flight Plan - NONE Runway Status DRY Dostructions to Vision - NONE Type of Flight Plan - NONE Runway Status DRY Personnel Information - NONE Type of Flight Review Flight Time (Hours) Centificate (s)/Rating(s) Biennial Flight Review Flight Time (Hours) Centificate (s)/Rating(s) Status / Days - UNK/NR Completions Colleges Flag - NONE - 274 Last 24 Pras - UNK/NR Aircraft T	Flight Conducted Under -14 CFR 91			-	-	-	
Weather Data Itinerary Airport Proximity Wx Briefing NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Wethod N/A Destination Airport Data Basic Weather VMC LOCAL Runway Ident N/A Wind Dir/Speed-350/008 KTS Runway Ident N/A N/A Visibility 50.0 SM ATC/Airspace Runway Surface - DIRT Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Status - DRY Obstructions to Vision NONE Type of Flight Plan - NONE Runway Status - DRY Obstructions to Vision NONE Type Apch/Lndg FORCED LANDING Prescipitation NONE Current FVS Total - 2714 Last 24 Hrs - UNK/NR Centificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) CUrrent - YSS Total - 2714 Last 24 Hrs - UNK/NR CB LAND,SE SEA Months Since - 13 Make/Model - 2642 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Ratoraft - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE Norcraft Type - UNK/NR Instrum	Make/Model - PIPER J3C Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220	Number Engines - 1 Engine Type - RE	CIPROCATING-CARBUR	S			
Pilot-In-Command Age - 62 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 2714 Last 24 Hrs - UNK/NR SE LAND,SE SEA Months Since - 13 Make/Model 2662 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- 6 Multi-Eng - UNK/NR Rotorcraft - UNK/NR Rotorcraft - UNK/NR Varrative CaceD LANDING WAS MADE AFTER A TOTAL LOSS OF POWER. LANDING WAS ACCOMPLISHED ONTO VERY ROUGH RISING TERRAIN. NG LANDING ROLL THE LEFT MAIN GEAR COLLAPSED. INVESTIGATION REVEALED A BROKEN CRANKSHAFT. A TOP OVERHAUL HAD DONE LESS THAN 30 HOURS PRIOR AND A MAJOR OVERHAUL DONE LESS THAN 300 HOURS PRIOR.	Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 350/008 KTS Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE	E Last Departure Point ENUMCLAW,WA Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance	- NONE - NONE	OFF AI Airport D Runway Runway Runway	RPORT/STRIP Pata 7 Ident - 7 Lth/Wid - 7 Surface -	N/A N/A DIRT	
larrative CED LANDING WAS MADE AFTER A TOTAL LOSS OF POWER. LANDING WAS ACCOMPLISHED ONTO VERY ROUGH RISING TERRAIN. IG LANDING ROLL THE LEFT MAIN GEAR COLLAPSED. INVESTIGATION REVEALED A BROKEN CRANKSHAFT. A TOP OVERHAUL HAD DONE LESS THAN 30 HOURS PRIOR AND A MAJOR OVERHAUL DONE LESS THAN 300 HOURS PRIOR.	Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Review Current - YES Months Since - 13	Flig Total - Make/Model- Instrument- U	ht Time (H 2714 2642 NK/NR	lours) Last 24 Last 30 Last 90	Hrs - U Days- U Days-	NK/NR NK/NR 6
RCED LANDING WAS MADE AFTER A TOTAL LOSS OF POWER. LANDING WAS ACCOMPLISHED ONTO VERY ROUGH RISING TERRAIN. NG LANDING ROLL THE LEFT MAIN GEAR COLLAPSED. INVESTIGATION REVEALED A BROKEN CRANKSHAFT. A TOP OVERHAUL HAD DONE LESS THAN 30 HOURS PRIOR AND A MAJOR OVERHAUL DONE LESS THAN 300 HOURS PRIOR.	Instrument Rating(s) - NONE						
المراجع المراجع المراجع المراجع . المراجع المراجع	RCED LANDING WAS MADE AFTER A TOTAL LOSS NG LANDING ROLL THE LEFT MAIN GEAR COLLAF DONE LESS THAN 30 HOURS PRIOR AND A MAJC	PSED. INVESTIGATION REVEALED DR OVERHAUL DONE LESS THAN 3	A BROKEN CRANKSHA DO HOURS PRIOR.	FT. A TOP	OVERHAUL HA		

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File No 9	90 6/22/86 KENT,WA	A/C Reg. No. N3667K	Time (Lc1) - 1030 PDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - MECH FAILURE/MALFU CRUISE	JNCTION	
Finding(s) 1. ENGINE ASSEMBLY	,CRANKSHAFT - DISINTEGRATED		
Occurrence #2 Phase of Operation	FORCED LANDING LANDING		
Occurrence #3 Phase of Operation	GEAR COLLAPSED LANDING - ROLL		
Finding(s) 2. TERRAIN CONDITIO 3. TERRAIN CONDITIO			
Probable Cause		······································	

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information				· · · · · · · · · · · · · · · · · · ·	•	
Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injur Serious		None
Type of Operation -PERSONA						0
Flight Conducted Under -14 CFR		Fire ON GROUND	Pass 1	õ	ō	ō
Accident Occurred During -DESCENT						
-Aircraft Information				/		
Make/Model - THORP T-18	Eng Mak	e/Model - LYCOMING 0-	290-GP0 ELT	Installed/A	ctivated	- UNK/NR
Landing Gear - TAILWHEEL-ALL FIXE		Engines - 1 Type - RECIPROCATI		Stall Warnir	ng system	- NU
Max Gross Wt - 1500 No. of Seats - 2		ower - 125 HP	NG-CARBURETUR			
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
W× Briefing - FSS	Last Dep	arture Point	OFF A	IRPORT/STRIF	>	
Method - TELEPHONE	SUN RI			D - 4 -		
Completeness - WEATHER NOT PERT Basic Weather - VMC	INENT Destinati RICHLA		Airport	AND, WA		
Wind Dir/Speed- 230/020 KTS	RICHLA	ND,WA		AND, WA y Ident -		
Visibility - 35.0 SM	ATC/Airspa	CO		y Lth/Wid -		
Lowest Sky/Clouds - 6000 FT	SCATTERED Type of	Flight Plan - VFR	Runwa	y Surface -		
Lowest Ceiling - NONE	Type of	Clearance - VFR		y Status -		
Obstructions to Vision- NONE	Type Apc	h/Lndg - TRAFFIC		,		
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 57 Biennial Fligh	Medical	Certificate - VALI	D MEDICAL-WA	IVERS/LIM	11
Certificate(s)/Rating(s) PRIVATE	Biennial Fligh		Flight Time (Hours)		4
SE LAND	Months Sin	~ 123 IULA 100 ~ 22 Make	/Model- 400	Last 20) Dave-	9
GLIDER	Aircraft T	vpe - UNK/NR Inst	rument- UNK/NR	Last 90) Days-	20
GLIDEN		- YES Tota ice - 22 Make ype - UNK/NR Inst Mult	i-Eng - UNK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE						
-Narrative TIME OF MISHAP, ACFT PRESUMED TO BE I ST OBSERVED ACFT DESCENDING VERTICALL ITION. EVIDENCE INDICATES ACFT CONTAC	Y, OUT OF CONTROL, I	N AN AREA CONSISTENT	WITH THE 90 DEGREE	APPROACH	-	
T ATTITUDE BEFORE INTENSE POST-IMPACT HANICAL FAILURE/MALFUNCTION. SCENARIO	FIRE INCINERATED MO	ST OF AIRFRAME. NO EV	IDENCE FOUND OF			

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File No 9	27 7/11/86	RICHLAND, WA		A/C Reg.	No. N2056		Time (Lcl) - 145	O PDT	
Occurrence #1 Phase of Operation			NAL						
Finding(s) 1. PROPER ALIGNMEN 2. REMEDIAL ACTION 3. AIRSPEED - NOT 4. STALL/SPIN - IN 5. WEATHER CONDITI	I - EXCESSIVE - PIL MAINTAINED - PILOT NADVERTENT - PILOT	OT IN COMMAND IN COMMAND							
Occurrence #2 Phase of Operation									
Probable Cause									
The National Transpo is/are finding(s) 2,		rd determines that	the Probal	ole Cause	(s) of this	accident			

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 924 7/24/8	36 ISSAQUAH,WA	A/C F	Reg. No. N65141	Τi	me (Lc1) -	- 1530 PDT	
Basic Information Type Operating Certificate-NC Type of Operation -PE		TION) Aircrat SUBST/ Fire	ft Damage ANTIAL Cre	Fatal	Injur Serious O		None
Flight Conducted Under -14 Accident Occurred During -LA	4 CFR 91	NONE	Pas		õ	õ	0
-Aircraft Information Make/Model - BLANIK L-13 Landing Gear - HULL Max Gross Wt - 1100 No. of Seats - 2		Eng Make/Model - N, Number Engines - N, Engine Type - N, Rated Power - N,	/A /A		nstalled/A all Warnir		
-Environment/Operations Informat Weather Data Wx Briefing - NO RECORD (Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 335/007 KTS Visibility - 12.0 SM Lowest Sky/Clouds - 40 Lowest Ceiling - NOM Obstructions to Vision- NOM Precipitation - NOM Condition of Light - DA	I DF BRIEFING 6 A 000 FT SCATTERED 1E 1E	tinerary Last Departure Point SAME AS ACC/INC Destination LOCAL TC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	Runway Runway Runway	TRIP	GRASS/TU	50 ?F
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE GLIDER	C M	58 ial Flight Review urrent - YES onths Since - 9 ircraft Type - UNK/NF	Tota] - Make/Model-	ight Time (Ho	ours)	Hrs -) Days- UN) Days- UN Paft - UN	K/NR K/NR
Instrument Rating(s) - M	IONE						

A/C Reg. No. N65141 Time (Lcl) - 1530 PDT File No. - 924 7/24/86 ISSAQUAH, WA _____ Occurrence #1 UNDERSHOOT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. PROPER GLIDEPATH - MISJUDGED - PILOT IN COMMAND 2. WEATHER CONDITION - DOWNDRAFT Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. OBJECT - FENCE _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

File No 926 8/06/86 VANCO	UVER,WA	A/C Reg. No.	A/C Reg. No. N310MT			Time (Lc1) - 0545 PDT		
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	L AVIATION)	Aircraft Damage DESTROYED Fire NONE	Crew Pass	Fatal 1 0	Injur Serious O O		None O O	
Aircraft Information Make/Model - CESSNA 310C Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4830 No. of Seats - 4	Number Eng	e - RECIP-FUEL			[nstalled/A tall Warnin			
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 330/004 KTS Visibility500 SM Lowest Sky/Clouds - PART OBS Lowest Sky/Clouds - PART OBS Lowest Ceiling - 20 FT OBSC Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAWN	JRED Type of Cle	,WA ght Plan - VFR		Airport Da TAYLOR Runway Runway Runway Runway	RPORT/STRIP ata 'S GREEN MN Ident - Lth/Wid - Surface -	T AIRPRK N/A 2000/	35	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND	Biennial Flight R Current	- UNK/NR Tot - UNK/NR Mak - UNK/NR Ins	Fligh al - A	t Time (Ho 4000 125 K/NR	burs) Last 24 Last 30 Last 90	IVERS/LIM Hrs - UN Days- Days- aft - UN	K/NR 4 25	
Instrument Rating(s) - NONE								

----Narrative----

PLT NOT IFR RATED. ATTEMPTED DEPARTURE FROM OWN AIRSTRIP IN FOG DURING EARLY DAWN. POSITIVE RATE OF CLIMB NOT ESTABLISHED. ACFT CONTACTED TERRAIN 3/4 MILE FROM RUNWAY END. PSGRS REPORTED NO SENSATION OF POWER PROBS, BUT COMPLETE LOSS OF GROUND REF AT LIFTOFF. PVT PLT IN RT SEAT RECALLED IND AIRSPEED JUST BEFORE GROUND CONTACT AT ABT 100 MPH. CALCULATIONS BASED ON GROUND PROP MARKS SHOW AIRSPEED AT GROUND CONTACT WAS 155 MPH. GEAR AND FLAPS RETRACTED AFTER TAKEOFF. AIRSPEED INDICATOR REMOVED AND BENCH-CHECKED; INDICATED STEADY 10 MPH LOW AT ALL SPEEDS. PITOT-STATIC SYS CHECKED CLEAR OF PRE-IMPACT DEBRIS OR FOREIGN MATERIAL. ATTITUDE GYRO DAMAGED BY IMPACT; UNABLE TO DETERMINE PRE-IMPACT NOSE ATTITUDE REFERENCE.

File No. - 926 8/06/86 VANCOUVER,WA A/C Reg. No. N310MT Time (Lc1) - 0545 PDT _____ -----Occurrence IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PLANNING-DECISION - POOR - PILOT IN COMMAND 2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 4. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND 5. WEATHER CONDITION - FOG 6. PITOT/STATIC SYSTEM - UNDETERMINED _____ ----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

-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft	Damage		Inju	ries	
	SUBSTAN		Fatal	Serious		None
Type of Operation -BUSINESS	Fire	Crew		0		1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA 182	Eng Make/Model - CON			Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	TODOGATING GARDING		tall Warni	ng Syster	n - YES
Max Gross Wt - 2950 No. of Seats - 4	Engine Type - REC Rated Power -	1PRUCATING-CARBUR	TUR			
NO. 01 Seats - 4						
-Environment/Operations Information	T b <i>b</i> a a a a a a					
Weather Data Wx Briefing - FSS	Itinerary			Proximity		
Method - TELEPHONE	Last Departure Point LAKEVILLE.MN		ON AIR	SIRIP		
Completeness - WEATHER NOT PERTINENT	,,,		Airport Da	ata		
Basic Weather - VMC	AUGUSTA, WI		BRUNZL			
Wind Dir/Speed- 350/011 KTS			Runway	Ident ·	- 27	
Visibility - 20.0 SM				Lth/Wid ·		
Lowest Sky/Clouds -	Type of Flight Plan -			Surface ·		TURF
Lowest Ceiling - 3000 FT OVER			Runway	Status -	- WET	
Obstructions to Vision- NONE	Type Apch/Lndg -					
Precipitation - NONE Condition of Light - DAYLIGHT		FULL STOP				
-Personnel Information Pilot-In-Command	Age - 52	Medical Certifica [.]				MTT
Certificate(s)/Rating(s)	Biennial Flight Review	Flini	nt Time (He		AIVERS/LI	. MIT I
PRIVATE	Current - YES	Total -	197	Last 24	4 Hrs -	1
SELAND	Months Since - 19	Make/Model-	28	Last 30) Days- l	JNK/NR
	Current - YES Months Since - 19 Aircraft Type - UNK/NR	Instrument-	0	Last 90) Days-	28
Instrument Rating(s) - NONE						
-Narrative						
PILOT MADE HIS APPROACH TO RUNWAY 27 AFTER	NOTICING THAT THE WINDS WE	RE FROM THE NORTH	NORTHWEST	. HE SAID		
MADE HIS APPROACH AT 80 KTS BECAUSE OF THE						
		NWAY IF HE ATTEMP	ED A GO-AL	ROUND, A PA	RKED	
A HE FELT HE WOULD NOT CLEAR THE TREES AT 1 HITRACTOR ON THE END RIGHT SIDE OF RUNWAY 27						

4/21/86 File No. - 915 AUGUSTA, WI A/C Reg. No. N94586 Time (Lcl) - 0905 CST LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL 1. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND 2. JUDGEMENT - POOR - PILOT IN COMMAND 3. AIRSPEED(VREF) - IMPROPER - PILOT IN COMMAND 4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND _____ ON GROUND COLLISION WITH OBJECT 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) 1,3,4

Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft			Injur	ries	
		SUBSTANT		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Cre	w O	0 0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pas	s O	0	0	0
Accident Occurred During -TAKEOFF							
Aircraft Information							
Make/Model - HISPANO AVIATION ME10			S ROYCE MERLIN				
Landing Gear - TAILWHEEL-ALL RETRACT					tall Warnir	ng System	- NO
Max Gross Wt - 7900			PROCATING-CARBU	RETOR			
No. of Seats - 1	катед Ро	wer - 140	00 HP 				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFI		rture Point		ON AIR	PORT		
Method - N/A	SAME AS	•					
Completeness - N/A	Destinatio	n		Airport D			
Basic Weather - VMC Wind Dir/Speed- 110/007 KTS	LOCAL				A COUNTY IN Ident -		
Visibility - 15.0 SM	ATC/Airspac	۵			Lth/Wid -		150
Lowest Sky/Clouds - CLEAR		light Plan -	NONE		Surface -		150
Lowest Ceiling - NONE		learance -			Status -		
Obstructions to Vision- NONE		/Lndg -					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 53	м	edical Certific	ate - VALID	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight	Review	Fli	ght Time (H	ours)		
ATP	Current	- YES	Total -	15000	Last 24	Hrs -	5
SE LAND, ME LAND		e - 1	Make/Model- Instrument-	UNK/NR	Last 30) Days- UN	IK/NR
	Aircraft Ty	pe - B-25	Instrument-		Last 90) Days-	75
			Multi-Eng -	500	Rotorcr	aft - UN	IK/NR
Instrument Rating(s) - AIRPLANE							
Narrative							
NAFRATIVE NG TAKEOFF GROUND ROLL ON A TEST FLT, TI	HE ACET LEET POAKE	EATLED CAUST		N WHEEL TO		IE	
LOST DIRECTIONAL CONTROL AND THE ACFT D						1L-	

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File No 94	40 5/28/86	CASPER, WY	A/C Reg. M	lo. N3109	Time (Lc1) - 0851 MDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - Takeoff - Ground				
Finding(s) 1. LANDING GEAR,NO 2. LANDING GEAR,NO 3. DIRECTIONAL CO	MAL BRAKE SYSTEM -	LOCKED	ND		
	ON GROUND COLLISI TAKEOFF - GROUND				
Probable Cause					
The National Transpor is/are finding(s) 1,2		d determines that t	the Probable Cause(s) of this ac	cident

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

-Basic Information								
Type Operating Certificate-NONE (GENERAL	AVIATION) Airc	raft Damage			Inju	ries		
	DES	TROYED		Fatal	Serious	Mino	r Nor	ne
Type of Operation -PERSONAL	Fire		Crew	1	0	0	-	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NON	E	Pass	0	0	0	C	0
-Aircraft Information								
Make/Model - HOMEBUILT BUSHBY MUSTANC		LYCOMING 0-320-A			Installed/			-N//
Landing Gear – TAILWHEEL-ALL FIXED Max Gross Wt – 1000	Number Engines -				tall Warni	ing Syst	em - NO	
No. of Seats - 1		RECIPROCATING-CA 150 HP	REUREIU	<				
-Environment/Operations Information								
Weather Data	Itinerary		Α		Proximity			
W× Briefing - NO RECORD OF BRIEFING	Last Departure Po	int		OFF AI	RPORT/STRI	P		
Method - N/A	CASPER,WY							
Completeness - N/A Basic Weather - VMC	Destination CASPER.WY		A 1	rport Da	ата			
Wind Dir/Speed- 010/004 KTS	CASPER, WI			Runway	Ident	- N/A		
Visibility - 60.0 SM	ATC/Airspace					•		
Lowest Sky/Clouds - CLEAR	Type of Flight Pl	an - NONE			Surface			
Lowest Ceiling - NONE	Type of Clearance				Status			
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE						
Precipitation - NONE								
Condition of Light - DAYLIGHT								
-Personnel Information								
	Age - 34	Medical Certi	ficate	- VALID	MEDICAL-W	AIVERS/	LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review		Flight '					
PRIVATE	Current - YES	Total		48		24 Hrs -		
SE LAND	Months Since - 14	Make/Mode	1	49	Last 3	80 Days-	20	
	Aircraft Type - 7GC	CA Instrumen	t- :	26	Last 9	00 Days-	38	
		Multi-Eng	-	1				
Instrument Rating(s) - NONE								

THE HOMEBUILT ACFT CRASHED DURING LOW ALT MANEUVERS FROM ABOUT 150 FT AGL. A WITNESS WHO HELPED BUILD THE ACFT WAS TAKING PICTURES AND RECORDING DATA OF THE FLT AT THE TIME OF THE ACCIDENT. THIS WITNESS STATED THAT THE PLT ATTEMPTED AN AILERON ROLL. THE FIRST HALF OF THE ROLL WAS NORMAL BUT WHILE THE ACFT WAS INVERTED THE NOSE DROPPED BELOW THE HORIZON. THE ACFT CONTINUED TO ROLL WHILE TURNING ABOUT 30 DEGREES TO THE RIGHT BEFORE GROUND IMPACT. THE PLT HAD ABOUT 50 HOURS IN THIS MODEL OF ACFT OF WHICH LESS THAN 20 HRS WAS AEROBATIC EXPERIENCE.

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File No 986	9/21/86 CASPER, WY	A/C Reg. No. N117RD	Time (Lcl) - 1015 MDT	
Occurrence #1 LOSS Phase of Operation MANE	OF CONTROL - IN FLIGHT UVERING			
Finding(s) 1. LOW PASS - PERFORMED 2. AEROBATICS - ATTEMPTE 3. MANEUVER - IMPROPER - 4. IMPROPER USE OF P 5. CLEARANCE - NOT MAINT	D - PILOT IN COMMAND PILOT IN COMMAND ROCEDURE,LACK OF TOTAL EXPERIENC	E IN TYPE OPERATION - PILOT IN COMM.	AND	
	LIGHT COLLISION WITH TERRAIN ENT - UNCONTROLLED			
Probable Cause				

1

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

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