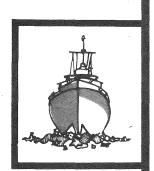


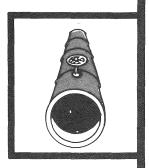
NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 6 OF 1986 ACCIDENTS





NTSB / AAB-87/08





UNITED STATES GOVERNMENT

.

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16.Abstract

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

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FOREWORD

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

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

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

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

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

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

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

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DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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:

<u>Personal</u>

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

<u>Airframe/Component/System Failure/Malfunction</u>

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 6

CALENDAR YEAR 1986

File Order Listing - Issue No. 6, 1986

File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury Index	Page
1001	85CK	072586	CLINTON, IA	HUIZENGA	SEA HAWK	NONE	148
1002	89175	040586	HANNIBAL, MO	CESSNA	150F	SERIOUS	198
1003	83TJ	062886	AVOCA, PA	THOMAS	PITTS S-1T	NONE	282
1004	27EF	030186	MIDDLEBURY, CT	FOLSOM	SONERAI II	NONE	110
1005	1198Z	050986	GRAND ISLAND, NE	AERO COMMAND	680FL	FATAL	228
1006	6490Z	062686	PULLMAN, WA	PIPER	PA-25-235	MINOR	354
1007	4973X	062586	CALDWELL, ID	ROCKWELL	S2R	NONE	156
1008	4835Q	062886	DURKEE, OR	CESSNA	188	NONE	274
1009	8 W	061086	PETERSBURG, AK	SMITH	MINIPLANE	MINOR	2
1010	3742E	061386	MOORE, ID	PIPER	PA-36-300	NONE	154
1011	3253D	060686	CHEYENNE, WY	CESSNA	180	NONE	376
1012	78764	071286	NEW CASTLE, CO	CESSNA	182P	MINOR	100
1013	3856E	061986	ONIDA, SD	PIPER	PA-36	NONE	292
1014	8595D	091286	CASPER, WY	PIPER	PA-18A-150	NONE	382
1015	9105R	060786	MAGNOLIA SPRING, AL	CESSNA	À188B	MINOR	20
1016	20052	061086	COBB, GA	CESSNA	172M	NONE	134
1017	676B	092786	NASHVILLE, TN	BEECHCRAFT	35A	NONE	298
1018	900TS	082686	GRAND FORKS, ND	PIPER	PA-23E-250	NONE	222
1019	9628L	062486	BRANDYWINE, MD	GRUMMAN	AA 1B	MINOR	194
1020	6198L	083086	HOUSTON, TX	GREAT LAKES	2T-1A-2	FATAL	332
1021	214PR	082986	AFTON, OK	PIPER	PA-28R-200	SERIOUS	268
1022	731RR	081386	ALTUS, OK	CESSNA	P210N	SERIOUS	262
1023	16978	091986	EUGENE ISLAND, GM	BELL	206B	SERIOUS	138
1024	2311B	091186	TEMPLE, TX	TEMCO	GLODE SWIF	MINOR	334
1025	40268	091386	NORIAS, TX	HILLER	UH-12E	NONE	336

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File Number	Aircraft Regist.	Date	Location	Aircr Make 	aft Model	Injury Index	Page
1026	7533Y	100186	SULPHER, LA	PIPER	PA-30	NONE	190
1027	19DW	091286	RIO VISTA, CA	CHRISTEN	EAGLE II	FATAL	86
1028	4835A	070786	HILO, HI	BELL	206B	FATAL	142
1029	28138	050686	WINCHESTER, TN	BELLANCA	17-31ATC	FATAL	296
1030	NONE	082886	LIMA, OH	SUNBURST	N/A	NONE	254
1031	30015	060286	ELIZABETHTOWN, KY	BEECH	95-B55	FATAL	174
1032	31185	081586	QUITMAN, GA	GRUMMAN AMER	G-164A	MINOR	136
1033	2730U	080986	CORDELL, OK	CESSNA	172D	NONE	260
1034	83847	072086	PLANO, TX	AERONCA	7AC	SERIOUS	324
1035	8422 M	081786	LAKE MURRAY, OK	PIPER	PA-28-161	NONE	266
1036	6128Z	081686	ARDMORE, OK	CESSNA	206	NONE	264
1037	XAMXG	080986	DFW AIRPORT, TX	BOEING	727-200	SERIOUS	326
1038	4493 M	082086	FORT STOCKTON, TX	HUGHES	369-500D	NONE	328
1039	7261T	082486	GAINESVILLE, TX	CESSNA	172A	NONE	3 30
1040	68573	090486	POSTON, AZ	BELLANCA	7KCAB	NONE	38
1041	9158L	052186	LOMPOC, CA	BELLANCA	7ACA	MINOR	62
1042	5925B	041186	DEATH VALLEY, CA	CESSNA	182A	NONE	52
1043	2532 M	082986	BIG SANDY, MT	PIPER	PA-12	FATAL	204
1044	62719	072286	NORFOLK, NE	PIPER	PA-23-250T	NONE	234
1045	2054F	092086	CRESTON, IA	BARNES	AX-7	SERIOUS	150
1046	511JN	081786	VANCOUVER, WA	CURTISS	JN4-D	MINOR	368
1047	3764A	052786	KELSO, WA	ARBAUGH EVAN	EVANS VP-1	MINOR	350
1048	7642F	071886	PETERSBURG, AK	PIPER	PA-28	SERIOUS	6
1049	CFILT	071386	ROCHE HARBOR, WA	CESSNA	170B	NONE	360
1050	7001N	060786	YAKIMA, WA	AVIAN	SKYHAWK	NONE	352

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File Number	Aircraft Regist.	Date	Location 	Aircr Make 	aft Model	Injury Index	Page
1051	6013T	051786	LANCASTER, CA	CESSNA	150D	NONE	58
1052	988	072086	BRIDGEVILLE, CA	BROWN	PITTS SPEC	SERIOUS	76
1053	5074V	073186	EVERETT, WA	VARGA ·	2150A	NONE	364
1054	7583K	072086	THOMAS CREEK, ID	CESSNA	180	NONE	164
1055	86AB	073086	FRIEDENS, PA	BOMBERGER	VANS RV-4	SERIOUS	286
1056	140P	072786	FRANKLIN CENTER, PA	KENNETH PATS	FLY BABY I	FATAL	284
1057	9560J	091886	MESA, AZ	PIPER	PA-28-180	NONE	40
1058	714UL	051786	TONOPAH, AZ	CESSNA	152	MINOR	30
1059	9072Y	051586	TUCSON, AZ	ROBINSON	R22	MINOR	28
1060	89357	051586	JULIAN, CA	CESSNA	152 .	SERIOUS	56
1061	4239J	050186	PALMDALE, CA	BELL	47G-2	NONE	54
1062	41319	060886	RATHDRUM, ID	HILLER	UH12B	SERIOUS	152
1063	1403A	051786	BLUE RIVER, OR	LAKE AIRCRAF	LA-4-250	FATAL	272
1064	8283T	010786	LIVERMORE, CA	PIPER	PA-28-181	FATAL	46
1065	609PD	021086	COUGAR, WA	MCDONALD-DOU	369D	FATAL	348
1066	6VR	071986	ADDISON, TX	CESSNA	421	FATAL	320
1067	29DS	032086	CUYAMA, CA	BEECHCRAFT	65- A 80	NONE	50
1068	6824V	062986	OCALA, FL	MOONEY	M2OC	NONE	122
1069	6603	070386	OKOLONA, MS	GRUMMAN	G-164A	MINOR	200
1070	5021M	062986	POMPANO BEACH, FL	BEECH	C23	NONE	120
1071	3879G	052186	FELLSMERE, FL	BELL	UH-1B	MINOR	116
1072	9218X	051786	CRYSTAL RIVER, FL	CESSNA	182E	NONE	114
1073	8935Q	061786	LIVERPOOL, TX	AYERS	S-2R	SERIOUS	312
1074	4UD	070786	ZACHERY, LA	CESSNA	P-210N	MINOR	184
1075	8291E	070486	RICHFIELD, UT	CESSNA	172N	MINOR	344

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1076	8413V	071286	PLEASANT DALE, NE	AERO COMMAND	CALLAIR A-	SERIOUS	232
1077	23BK	020286	SEDGWICK, KS	KUHN:	SONERAI II	SERIOUS	166
1080	3099N	071186	RIVERTON, WY	CESSNA	120	NONE	380
1081	6190Z	060786	WILLISTON, ND	PIPER	PA-25	NONE	216
1082	52985	061586	SANTA FE, NM	CESSNA	172P	MINOR	236
1083	2587B	070686	CIMARRON, NM	PIPER	PA-38	MINOR	238
1084	3567Y	060386	HILLSBORO, WI	CESSNA	182F	NONE	370
1085	6469E	061886	WEATHERFORD, TX	CESSNA	172	MINOR	314
1086	29589	101986	JACKSBORO, TX	CESSNA	177	MINOR	342
1087	229EH	061686	THERIOT, LA	AEROSPATIALE	AS350D	SERIOUS	180
1088	9937N	061986	NEW ORLEANS, LA	CESSNA	A 185F	MINOR	182
1089	58420	030786	NEW BOSTON, TX	HUGHES	369D	MINOR	300
1090	352AT	071486	CONROE, TX	BELL	206B	SERIOUS	318
1091	65548	071286	BROKEN ARROW, OK	CESSNA	152	SERIOUS	258
1092	7759Z	091386	MARLIN, TX	PIPER	PA-25-235	MINOR	338
1093	3809R	073186	ALBUQUERQUE, NM	CESSNA	172H	MINOR	240
1094	4478V	082486	HELENA, MT	MAYALA	DRAGONFLY	SERIOUS	202
1095	50989	090586	GOODRICH, ND	CESSNA	150ป	NONE	224
1096	79910	090786	MONTE VISTA, CO	CESSNA	172K	NONE	102
1098	70824	070686	WELCH, WV	PIPER	J3C-65	SERIOUS	372
1099	325 W B	080486	TRENTON, KY	BERNARD	SONERAI II	FATAL	178
1100	76730	053186	MAGNOLIA, KY	CESSNA	120	SERIOUS	172
1103	4817N	080986	ORANGEBURG, SC	GRAY	DRIFTER XP	FATAL	290
1104	6046Z	061886	FUQUAY-VARINA, NC	BEECH	C-23	NONE	210
1105	5340U	092686	DOUGLAS, AZ	CESSNA	210N	NONE	42

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1106	914G	100486	CALISTOGA, CA	GROB	G103 TWIN	SERIOUS	94
1107	67752	102186	SCOTTSDALE, AZ	CESSNA	152	NONE	44
1108	28044	060786	FAYETTEVILLE, GA	PIPER	J3C-65	NONE	132
1109	2592U	051786	ATHENS, GA	CESSNA	172D	FATAL	130
1110	9135 W	061586	MIDDLE BASS IS., OH	PIPER	PA-28-235	SERIOUS	248
1111	95354	101686	HANA, HI	CESSNA	152	NONE	144
1112	4083R	082586	RIVERSIDE, CA	PIPER	PA-32-300	NONE	82
1113	112LN	091086	MODESTO, CA	CESSNA	150	NONE	84
1114	3879X	091386	RIO LINDA, CA	AERO COMMAND	100	NONE	88
1115	7181G	091386	NOVATO, CA	CESSNA	172	NONE	90
1116	95010	091586	EL MONTE, CA	CESSNA	152	NONE	92
1117	6585T	052386	TAYLOR, AZ	BEECH	A 19	MINOR	34
1118	5106N	070686	VAN NUYS, CA	BOEING	N25-3	NONE	74
1119	3496R	061486	LODI, CA	CESSNA	182L	NONE	70
1120	8780	061586	TAFT, CA	BELLANCA	KCAB	NONE	72
1121	62763	060586	SONOMA, CA	BOEING	A75N1	SERIOUS	68
1122	4146	052686	LAKEPORT, CA	MOONEY	M-18C	NONE	66
1123	172HW	052486	HUNTINGTON BCH, CA	CESSNA	172	NONE	64
1124	7176T	051786	TRACY, CA	CESSNA	172B	NONE	60
1125	3505K	052286	SPRINGERVILLE, AZ	PIPER	PA-28-140	NONE	32
1126	7382Q	082386	GRAND CANYON, AZ	CESSNA	172L	FATAL	36
1127	3632T	081486	LECOMPTE, LA	GRUMMAN	G-164B	NONE	186
1128	2155P	07 1386	GEORGETOWN, TX	PIPER	PA-23-150	MINOR	316
1129	737XJ	090586	VICK, LA	CESSNA	172N	NONE	188
1130	49037	053186	MOCKSVILLE, NC	CESSNA	152	NONE	206

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30265	061486	PELION, SC	CESSNA	172	NONE	288
861K	030486	MOUNT PLEASANT, TN	BEECH	B90	NONE	294
5935L	060486	CHEYENNE, WY	AMERICAN	AA-1 YANKE	SERIOUS	374
5531\$	051186	LAWRENCE, KS	CESSNA	188	NONE	168
66F	050486	MONTICELLO, IA	CESSNA	170B	NONE	146
71551	042386	MOUNTAIN HOME, AR	CESSNA	182 M	NONE	24
6630	051486	TEKAMAH, NE	GRUMMAN	G-164A	NONE	230
39967	051886	MONTEZUMA, KS	JACKMAN	PITTS S-1S	NONE	170
44830	072186	JONESBORO, AR	CESSNA	188	NONE	26
7982Y	101086	OCEANSIDE, CA	PIPER	PA-30	NONE	96
9099 M	062886	SHERIDAN, WY	CESSNA	182P	NONE	378
3030T	071286	CEDAR CITY, UT	CESSNA	320C	NONE	346
2417J	081086	LANGDON, ND	CESSNA	A 188B	NONE	220
6768F	072186	ALLEGAN, MI	CESSNA	150	NONE	196
4927J	060386	TYLER, AL	CESSNA	Ť188	NONE	18
50HZ	082486	WADSWORTH, OH	PIPER	PA-23-250	MINOR	252
18174	030786	TEHACHAPI, CA	CESSNA	177B	NONE	48
90315	070686	MARCO ISLAND, FL	BEECH	36	MINOR	124
30Y	021386	KALAUPAPA, HI	BEECH	E18S	MINOR	140
6352D	052886	VEGA, TX	CESSNA	172N	NONE	302
5 542 P	092586	PEARLAND, TX	CESSNA	152	FATAL	340
3678Q	083086	MARYSVILLE, OH	BEECH	A23A	NONE	256
7427D	100586	NORTH POLE, AK	PIPER	PA-22	NONE	16
202T	092086	WINDY FORK RIVE, AK	PIPER	PA-18	NONE	12
5354G	093086	FOGNAK ISLAND, AK	DEHAVILLAND 	DHC-2	NONE	14
	Regist 30265 861K 5935L 5531S 66F 71551 6630 39967 44830 7982Y 9099M 3030T 2417J 6768F 4927J 50HZ 18174 9031S 30Y 6352D 5542P 36780 7427D 202T	Regist. Date 30265 061486 861K 030486 5935L 060486 5531S 051186 66F 050486 71551 042386 6630 051486 39967 051886 44830 072186 7982Y 101086 9099M 062886 3030T 071286 2417J 081086 6768F 072186 4927J 060386 50HZ 082486 18174 030786 9031S 070686 30Y 021386 6352D 052886 5542P 092586 36780 083086 7427D 100586 202T 092086	Date	Regist Date	Regist. Date Location Make Model 30265 061486 PELION, SC CESSNA 172 861K 030486 MOUNT PLEASANT, TN BEECH B90 5935L 060486 CHEYENNE, WY AMERICAN AA-1 YANKE 5531S 051186 LAWRENCE, KS CESSNA 188 66F 050486 MONTICELLO, IA CESSNA 182M 6630 051486 MOUNTAIN HOME, AR CESSNA 182M 6630 051486 TEKAMAH, NE GRUMMAN G-164A 39967 051886 MONTEZUMA, KS JACKMAN PITTS S-1S 44830 072186 JONESBORO, AR CESSNA 188 7982Y 101086 OCEANSIDE, CA PIPER PA-30 9099M 062886 SHERIDAN, WY CESSNA 182P 3030T 071286 CEDAR CITY, UT CESSNA 182P 4927J 081086 HALEGAN, MI CESSNA 150 4927J	Regist. Date Location Make Model Index 30265 061486 PELION, SC CESSNA 172 NONE 861K 030486 MOUNT PLEASANT, TN BEECH B90 NONE 5935L 060486 CHEYENNE, WY AMERICAN AA-1 YANKE SERIOUS 5531S 051186 LAWRENCE, KS CESSNA 188 NONE 66F 050486 MONTICELLO, IA CESSNA 188 NONE 71551 042386 MOUNTAIN HOME, AR CESSNA 182M NONE 6630 051486 TEKAMAH, NE GRUMMAN G-164A NONE 39967 051886 MONTEZUMA, KS JACKMAN PITTS S-1S NONE 44830 072186 JONESBORO, AR CESSNA 188 NONE 7982Y 101086 OCEANSIDE, CA PIPER PA-30 NONE 3030T 071286 CEDAR CITY, UT CESSNA 182P NONE 2417J OB1086

File Order Listing - Issue No. 6, 1986

File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury Index	Page
1157	3996P	091386	WASILLA, AK	PIPER	PA-18-150	SERIOUS	8
1158	77 LM	091686	REDOUBT BAY, AK	MAULE	M-5-235C	NONE	10
1160	285G	082486	ARDMORE, AL	BEECH	BE-19	NONE	22
1161	84463	070486	MULINO, OR	AERONCA	7AC	FATAL	278
1162	9761U	061086	ROUND MOUNTAIN, NV	GRUMMAN	AA-5A	FATAL	244
1163	3618R	083086	JOHN DAY, OR	PIPER	PA-28-180	FATAL	280
1164	5481L	080986	CLEVELAND, WA	GRUMMAN	AA-5	FATAL	366
1165	7092J	072186	NAHCOTTA, WA	BELL	47G3B2	MINOR	362
1166	5636D	071286	BOISE, ID	MAULE	M-5-235C	NONE	162
1167	5698X	071286	ROYAL CITY, WA	ROCKWELL	S2R	NONE	358
1168	40646	070886	JUNEAU, AK	MAULE	M-4-220C	NONE	4
1169	73BJ	061586	RALEIGH, NC	PITTS	S-15	NONE	208
1170	1641F	070486	GLENN'S FERRY, ID	CESSNA	172	NONE	160
1171	4013D	063086	JORDAN VALLEY, OR	AYERS THRUSH	S2RT34	.FATAL	276
1172	9621P	070186	REXBURG, ID	PIPER	PA-25-260	MINOR	158
1173	9574J	070186	OTHELLO, WA	CESSNA	T-188-C	NONE	356
1174	2776V	052386	NOMAN'S LAND, MA	BELL	206B	FATAL	192
1175	10949	071086	SHELBYVILLE, KY	CESSNA	150L	NONE	176
1176	709 8A	070786	KIRKLAND, OH	CESSNA	172	NONE	250
1177	169HA	081286	SALINAS, CA	HILLER	UH21E	NONE	80
1178	45188	080786	SAN JOSE, CA	CESSNA	177RG	NONE	7 8
1179	309EA	021586	JAMAICA, NY	LOCKHEED	L-1011-385	SERIOUS	246
1180	3410J	090486	SMITHFIELD, NC	CESSNA ⁻	150	NONE	212
1181	2373G	103186	WINSTON-SALEM, NC	PIPER	PA-38-112	NONE	214
1182	39204	091686	GRAND JUNCTION, CO	QUICKIE	Q-2	NONE	104

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File Aircraft				Aircr	Injury		
Number	Regist.	Date	Location	Make 	Mode1	Index	Page
1183	9748D	101586	FORT MORGAN, CO	PIPER	PA-22-160	NONE	106
1184	67297	071386	FARGO, ND	BEECH	95-B55	NONE	218
1185	24151	082386	SANTA FE, NM	PIPER	PA-38	MINOR	242
1186	8125H	100886	GRAFTON, ND	PIPER	PA-32R-301	NONE	226
1187	4226N	060386	WINNIE, TX	WSK-PZL-MIEL	PZL-M-18	MINOR	304
1188	37RA	060886	WITCHITA FALLS, TX	CESSNA	170B	NONE	306
1189	1250X	091386	OKLAHOMA CITY, OK	MOONEY	M2OE	MINOR	270
1190	23039	061186	MESQUITE, TX	CESSNA	150H	SERIOUS	308
1191	10065	052986	PANAMA CITY BCH, FL	BELL	47-D1	MINOR	118
1193	2187C	071286	ORLANDO, FL	CESSNA	195A	NONE	128
1194	6234T	071286	WAKULLA SPRINGS, FL	CESSNA	150E	NONE	126
1195	55NJ	050786	HOLLYWOOD, FL	LEAR JET	24	MINOR	112
1196	3349R	010386	SO.GLASTONBURY, CT	CESSNA	182L	FATAL	108
1197	17309	022086	DENVER, CO	BOEING	737-300	NONE	98
1199	25512	061586	MINEOLA, TX	CESSNA	152	NONE	310
1200	846V	072086	MIDLAND, TX	ROSE RHINEHA	A4-C	SERIOUS	322

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 6 OF 1986 ACCIDENTS

File No 1009	6/10/86	PETERSBURG, AK	A/C Reg.	No. N8W	Т	ime (Lcl) -	1930 ADT	
Basic Information Type Operating Certific	cate-NONE (ENERAL AVIATION)	Aircraft Da			Injur		
			SUBSTANTIA		Fatal			None
Type of Operation	-PERSONA		Fire	Crew	0	0	1	O
Flight Conducted Under Accident Occurred Durin		91	NONE	Pass	0	0	0	0
Aircraft Information								
	INIPLANE 1	Eng Make	/Model - LYCOMI	NG UNK	ELT	Installed/A		
Landing Gear - TRICYCL	E-FIXED		ngines - 1			1 Warning S	ystem - U	NK/NR
Max Gross Wt - 1000 No. of Seats - 2		Engine T Rated Po		DCATING-CARBURI HP	FIR			4.2
Environment/Operations Ir	formation							
Weather Data		Itinerary				Proximity		
Wx Briefing - UNK/N		•	rture Point	4 14	OFF AI	RPORT/STRIP		*
Method - UNK/N		PETERSB				_ •		
Completeness - UNK/N Basic Weather - VMC	ik.	Destinatio	n.		Airport D	ата	, -	÷,
Basic Weather - VMC Wind Dir/Speed- 360/0	OF KTC	LOCAL			D. m. a	Ident -	AL ZA	
Visibility - 20		ATC/Airspac				Lth/Wid -		*
Lowest Sky/Clouds -			e light Plan - NO	NE		Surface -		
	- NONE		learance - NO			Status -		
Obstructions to Visio		Type Apch			Kullway.	Jtatus	14/ A	
Precipitation		Type Apoli	Ling	·••				
Condition of Light								
Personnel Information	•							
Pilot-In-Command Certificate(s)/Rating(- X		Med		te - VALID nt Time (H		WAIVERS/	FIMII
PRIVATE	, S)	Biennial Flight Current		Total -		Last 24	Une - UN	k /ND
SE LAND								
SE EMIND		Aircraft Tu	e - UNK/NR pe - UNK/NR	Instrument-	43	Last 90	Days ON	10
	•	ALI CLUE L'Y	DE UNIX/IN	This (t dillerit		Rotorce	aft -	1.
						RO COT CIT		•
Instrument Rating(s	s) - NONE							
Narrative FER DERARTING THE ARPT AND SITATION AND THE ACFT DID N ATED THAT HE THOUGHT THAT T ING TOPPED OFF.	NOT CLEAR TE	REES IN IT'S PATH. THE	ACFT STRUCK TR	EES AND DESCEN	DED TO GRO	UND IMPACT.	THE PLT	

File No 10	09 6/10/86	PETERSBURG, AK	A/C Reg. No. N8	N 	Time (Lcl) - 1930	ADT
Occurrence #1 Phase of Operation		RTIAL) - NON-MECHANICAL E				
3. ALTITUDE - INAD	LIGHT - INADEQUATE EQUATE - PILOT IN	- PILOT IN COMMAND COMMAND				
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS	ION WITH OBJECT				
Finding(s) 4. OBJECT - TREE(S)				· · · · · · · · · · · · · · · · · · ·	
	IN FLIGHT COLLIS	ION WITH TERRAIN		2		
Probable Cause						
The National Transpois/are finding(s) 2,		rd determines that the	Probable Cause(s) of	this accident		

PAGE 3

File No 1168 7/08/86 JUNEAU,AK			g. No. N40646	T	Time (Lc1) - 2030 ADT			
Basic Information Type Operating Certificate-	NONE (GENERAL AVIA				Injur			
		SUBSTAN		Fatal			None	
	PERSONAL	Fire	Crev		0	O	1	
Flight Conducted Under		NONE	Pass	. 0	0	0	1	
Accident Occurred During	-LANDING 							
Aircraft Information								
Make/Model - MAULE M-4-2		Eng Make/Model - FRA	NKLIN 6A-350-C1		[nstalled/A			
Landing Gear - TAILWHEEL-A	ALL FIXED	Number Engines - 1			tall Warnin	g System ·	- YES	
Max Gross Wt - 2100		Engine Type - REC		RETOR				
No. of Seats - 4		Rated Power -	220 HP				 -	
Environment/Operations Inform	nation							
Weather Data '	1	tinerary		Airport	Proximity			
Wx Briefing - UNK/NR		Last Departure Point		ON AIR	PORT			
Method - UNK/NR		GUSTAVIS,AK						
Completeness - UNK/NR		Destination		Airport Da	ata			
Basic Weather - VMC		LOCAL		JUNEAU				
Wind Dir/Speed- CALM						08		
Visibility - 30.0		TC/Airspace			Lth/Wid -		150	
Lowest Sky/Clouds -					Surface -			
		Type of Clearance -		Runway	Status -	DRY		
Obstructions to Vision- N		Type Apch/Lndg -	FULL STUP					
Precipitation - N Condition of Light - D	NONE							
Condition of Light - L					 -			
Personnel Information		· · · <u></u>						
Pilot-In-Command	Age -		Medical Certifica			WAIVERS/L	IMIT	
Certificate(s)/Rating(s)		ial Flight Review		ht Time (Ho	ours)		•	
PRIVATE SE LAND	_	urrent - YES Nonths Since - O	Total -	141	Last 24	Hrs -	3	
SE LAND			make/model-	ວ	Last 30	Days- UNF	C/NK	
	Д	ircraft Type - UNK/NR	Instrument-	2	Last 90	Days-	5	
Instrument Dating(s)	NONE							
Instrument Rating(s) -	- NONE							
Narrative					•			
E ACFT VEERED LEFT AND GROUND L	OOPED DURING LANDI	NG ROLL. THE RIGHT MAT	N GEAR STRUT COLL	APSED DURII	G THE LAND	ING. THE		
T HAD 5 HOURS TOTAL FLT TIME IN						-		

A/C Reg. No. N40646 File No. - 1168 7/08/86 JUNEAU, AK Time (Lc1) - 2030 ADT

LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

- 1. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 2. GROUND LOOP/SWERVE INADVERTENT PILOT IN COMMAND
- 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT PILOT IN COMMAND

----Probable Cause----

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

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

File No 1048 7/18/86 PETER	SBURG, AK A/C R	eg. No. N7642F	Time (Lc1) - 0330 ADT				
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage	Injuries				
	DESTRO	YED	Fatal	Serious	Minor	None	
Type of Operation -PERSONAL	Fire	Crew	0	1	0	0	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0	
Accident Occurred During -MANEUVERING							
-Aircraft Information							
Make/Model - PIPER PA-28	Eng Make/Model - LY			[nstalled/A			
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnin	g System	- YES	
Max Gross Wt - 2325	Engine Type - RE		TOR				
No. of Seats - 4	Rated Power -	151 HP					
-Environment/Operations Information							
Weather Data	Itinerary		Airport F				
Wx Briefing - NO RECORD OF BRIEFING			OFF AIR	RPORT/STRIP			
Method - N/A	PETERSBURG, AK						
Completeness - N/A	Destination		Airport Da	ata			
Basic Weather - IMC	WRANGELL, AK						
Wind Dir/SpeedCALM			Runway	Ident -	N/A		
Visibility - UNK/NR	ATC/Airspace		Runway	Lth/Wid -	N/A		
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan		Runway	Surface -	N/A		
Lowest Ceiling - OBSCURED	Type of Clearance	- NONE	Runway	Status -	N/A		
Obstructions to Vision- FOG	Type Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - DAWN				. 			
-Personnel Information							
Pilot-In-Command	Age - 47	Medical Certificat					
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	it Time (Ho	ours)			
STUDENT	Current - N/A	Total -	201	Last 24	Hrs - UN	K/NR	
	Months Since - N/A	Total - Make/Model- UN Instrument-	IK/NR	Last 30	Days- UN	K/NR	
	Aircraft Type - N/A	Instrument-	4	Last 90	Days- UN	K/NR	
Instrument Rating(s) - NONE							
-Narrative							
PLT REPORTED HE HAD TAKEN OFF IN "OK VISI							
DUND FOG" AND WAS IN THE PROCESS OF TURNIN							
PASSENGER REPORTED TO POLICE THAT THEY WE	RE GETTING LOWER AND LOWER	DURING THE FLIGHT B	EFORE HIT	TING THE TR	EES.		

File No 1048	7/18/86	PETERSBURG, AK	A/C Reg. No. N7642F	Time (Lc1) - 0330 ADT
	N FLIGHT ENCOUP RUISE	NTER WITH WEATHER		
Finding(s) 1. LIGHT CONDITION - [2. WEATHER CONDITION - 3. WEATHER EVALUATION 4. FLIGHT INTO KNOWN A	· FOG - POOR - PILO		IN COMMAND	
		SION WITH OBJECT JRN TO REVERSE DIRECTI	ON	
Finding(s) 5. OBJECT - TREE(S)				
Probable Cause				
The National Transportatis/are finding(s) 4	ion Safety Boa	ard determines that th	ne Probable Cause(s) of this accid	dent
Factor(s) relating to th	nis accident is	s/are finding(s) 1,2,3	3	

-Basic Information Type Operating Certificate-NONE (GENERA	I AVIATION) A	ircraft Damage			Injuri	ios	
Type operating certificate-none (GENERA		SUBSTANTIAL		Fatal			None
Type of Operation -PERSONAL		ire	Crew	0	1 0	0	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT							
-Aircraft Information							
Make/Model - PIPER PA-18-150	Eng Make/Mode	1 - LYCOMING O-	-320	ELT	Installed/Ad		
Landing Gear - FLOAT	Number Engine	s - 1		S	tall Warning	g System	- NO
Max Gross Wt - 1850	Engine Type	- RECIPROCATI	ING-CARBURE	TUR			
No. of Seats - 1	Rated Power	- 150 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure WASILLA.AK	Point		OFF AI	RPORT/STRIP		
Completeness - N/A	Destination			Airport D	a+a		
Basic Weather - VMC	ANCHORAGE, AK				A LAKE SEAPL	ΔNF	
Wind Dir/Speed- CALM	Alteriothae, Alt	Runway Ident - N/A					
Visibility - 75.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE		Runway	Surface -	N/A	
Lowest Ceiling - NONE	Type of Cleara	nce - 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 - 33	Medical			MEDICAL-WAI	[VERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Revi Current -	ew	Filgn	τ iime (H	ours)	Hrs - UN	IZ /NID
COMMERCIAL SE LAND.ME LAND.SE SEA	Months Since -	UNK/NK IOTA	il - Nodel- IN	/000 v /ND	Last 24 Last 30	Dave- IN	K/NK K/ND
SE LAND, ME LAND, SE SEA	Aircraft Type -	INK/ND Inc	trument- IN	K/NR	Last 30	Days UN	K/ND
	All clair Type	Mult	ti-Ena - UN	K/NR	Last 90 Rotorcra	aft - UN	K/NR
			or any				,
Instrument Rating(s) - AIRPLANE							
-Narrative							
AT PLANE CRASHED INTO TREES AT END OF LAKE	HIST ACTED TAKENER	WITNESSES DEDNE	TED HEADIN	G THE ENG	THE BACKETOR	=	

File No 11	57 9/13/86	WASILLA,AK	A/C Reg.	No. N3996P	Time (Lcl) - 1137 ADT
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICA L CLIMB	L		
Finding(s) 1. UNDETERMINED					
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGE	NCY			
Occurrence #3 Phase of Operation	IN FLIGHT COLLIS DESCENT - UNCONT				
Probable Cause					

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

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GEN	NERAL AVIATION)	Aircraft Da			Injur		
Type of Operation -PERSONAL		SUBSTANTIA Fire	L Crew	Fatal O		Minor O	None 1
Flight Conducted Under -14 CFR 9		NONE	Pass	0	0	0	1
Accident Occurred During -LANDING	•	NOINE	F 433	O	O	Ü	•
Aircraft Information							
Make/Model - MAULE M-5-235C		/Model - LYCOMI			Installed/A		
Landing Gear - FLOAT		ngines - 1			tall Warnin	g System	- YES
Max Gross Wt - 2300		ype - RECIPE		ETOR			
No. of Seats - 2	Rated Po	wer - 235	HP				
Environment/Operations Information Weather Data				1 i m m m m m + 1	Smarridae d		
Weather Data Wx Briefing - FSS	Itinerary Last Depa	nture Point		Airport F	PORT/STRIP		
Method - ACFT RADIO	A FOGNAK	ISLAND, AK		OFF AIR	CPURI/SIRIP		
Completeness - PARTIAL, LMTD BY PI	LOT Destination			Airport Da	ata		
Basic Weather - IMC	KENAI.A			po. c oc			
Wind Dir/Speed- CALM	,			Runway	Ident -	N/A	
Visibility - 7.0 SM	ATC/Airspace	е		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - 500 FT		light Plan - NO			Surface -		
Lowest Ceiling - BROKEN		learance - NO		Runway	Status -		
Obstructions to Vision- UNK/NR	Type Apch,	/Lndg - Fi				WATER-CA	_M
Precipitation - RAIN Condition of Light - DAYLIGHT		· PF	ECAUTIONARY LA	NDING			
Personnel Information					`		
Pilot-In-Command	Age - 40	Med	lical Certifica	te - EXPIRE	D		
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	ht Time (Ho	ours)	11	/ /ND
PRIVATE SE LAND,SE SEA	Current Months Sino	- YES	lota! -	411	Last 24	Hrs - UNI	K/NK Z/ND
SE LAND, SE SEA	Age - 40 Biennial Flight Current Months Sinc Aircraft Ty	e - 12 na - M-5-235	Instrument-	2	Last 30	Days- UN	1/ NK 2.4
	All clair ly	DE IN 3 233	Tris trailert	_	Lagt 50	Days	04
Instrument Rating(s) - NONE							
Narrative							
NAMPATIVE NON-INSTRUMENT RATED PVT PLT BECAME CA	MIGHT ON TOP OF A CU	NUN LAYER MURTA	IG FLT AND WAS	GIVEN ATC /	SSITANCE	AFTER	
ING BELOW THE CLOUDS THE PLT ENCOUNTER							
N INLET. THE FLOATS HIT A SAND BAR CAL							

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File No. - 1158 9/16/86 REDOUBT BAY, AK A/C Reg. No. N77LM Time (Lc1) - 1335 ADT IN FLIGHT ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation CRUISE Finding(s) 1. WEATHER CONDITION - CLOUDS 2. WEATHER CONDITION - FOG 3. WEATHER FORECAST - NOT ATTAINED - PILOT IN COMMAND 4. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 6. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND Occurrence #2 NOSE OVER • Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 7. 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) 3.4.5.6.7

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

File No 1155 9/20/86 WINDY	FORK RIVE,AK	A/C Reg.	No. N202T		Time (Lc1) - 2000 ADT				
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft D SUBSTANTI		Fa+al	Injuries Fatal Serious Minor Non				
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Cre Pas	w O	0	0	None 1 0		
Aircraft Information Make/Model - PIPER PA-18 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1750 No. of Seats - 2	Number En Engine Ty	gines - 1	ROCATING-CARBU	RETOR	Installed/A Stall Warnin	g System	- YES		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC	Itinerary Last Depar SAME AS Destination SAME AS	ACC/INC		Airport OFF Al Airport [Proximity IRPORT/STRIP Data				
Wind Dir/Speed- CALM Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Cl	ight Plan - N earance - N Lndg - F	ONE	Runway Runway	y Ident - y Lth/Wid - y Surface - y Status -	N/A N/A			
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) UNK/NR	Age - UNK/NR Biennial Flight Current Months Since Aircraft Typ	Me Review - NO - UNK/NR e - UNK/NR	dical Certific Fli Total - Make/Model- Instrument- Multi-Eng -	UNK/NR UNK/NR UNK/NR	Last 24 Last 30 Last 90	Hrs - UNI Days- UNI Days- UNI aft - UNI			
Instrument Rating(s) - UNK/NR									
PILOT LOST CONTROL OF THE AIRCRAFT AND NO PLANE NOSED OVER BECAUSE HE STOOD ON THE B PLT COULD NOT BE CONTACTED AFTER THE ACCI	RAKES HARD DURING								

File No. - 1155 9/20/86 WINDY FORK RIVE,AK A/C Reg. No. N202T Time (Lc1) - 2000 ADT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

- 1. TERRAIN CONDITION LOOSE GRAVEL/SANDY
- 2. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 3. JUDGEMENT POOR PILOT IN COMMAND
- 4. BRAKES(NORMAL) EXCESSIVE 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) 2,3,4,5,6

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

-Basic Information Type Operating Certificat	a-NONE (GENEDAL	AVIATION)	Aircraft	Damage		Inju	nies	
Type operating certificati	e-NONE (GENERAL	AVIATION	SUBSTANT		Fatal			None
Type of Operation	-PERSONAL		Fire				0	1
Flight Conducted Under	-14 CFR 91		NONE	Pa	ss 0	0	O	0
Accident Occurred During	-TAKEOFF							
-Aircraft Information								
Make/Model - DEHAVILLA	ND DHC-2			R985-14B		T Installed/		
Landing Gear - FLOAT						Stall Warni	ng System	- YES
Max Gross Wt - 5100				PROCATING-CARB	URETOR			
No. of Seats - 6		Rated Po	ower - 4	50 HP 				
-Environment/Operations Info	rmation							
Weather Data		Itinerary				t Proximity	_	
Wx Briefing - NO RECO	RD OF BRIEFING		arture Point		OFF	AIRPORT/STRI	Р	
Method - N/A		SAME A						
Completeness - N/A		Destination			Airport	Data		
Basic Weather - VMC		SAME A	ACC/INC		D	a Talama	11/4	
Wind Dir/Speed- CALM	CM	ATC/Ainene				ay Ident ay Lth/Wid	- N/A	
Visibility - 10.0 Lowest Sky/Clouds -		ATC/Airspa		VĒD		ay Ethywid ay Surface		
Lowest Sky/Clouds -	NONE	Type of	riight Pian -	V F K		ay Status		
Obstructions to Vision-	NONE	Type or o	Clearance - I n/Lndg - I	NONE	KUTW	ay Status	- N/A	
Precipitation -		Type Apci	i/ Lindy - i	NOINE				
Condition of Light -								
								-
-Personmel Information Pilot-In-Command		ge - 35	14.	edical Certifi	00+0 - 1/41	ID MEDICAL -N	IO WATVERS	/. TMTT
Certificate(s)/Rating(s)	, F	iennial Fligh	Peview	F1	ight Time	(Hours)	WAIVERS/	CIMI I
COMMERCIAL	_	Current	- VFS	edical Certifi Fl Total -	7504	last 2	4 Hrs -	2
SE LAND, ME LAND, SE SE	Δ	Months Sin	ne - 2	Make/Model-	110	Last 3	O Davs-	100
HELICOPTER	• •	Aircraft T	pe - DHC-2	Instrument-	105	Last 9	O Davs-	210
				Make/Model- Instrument- Multi-Eng -	1185	Rotoro	raft -	523
				J				
Instrument Rating(s)	- AIRPLANE							
-Narrative						•		
TAKEOFF THE RIGHT DOOR POPPE	D ODEN THE DIL	T DEACHED ACD		E DOOD CLOSED	AND LOST D	TRECTIONAL C	ONTROL	

Time (Lcl) - 1845 ADT File No. - 1156 9/30/86 FOGNAK ISLAND, AK A/C Reg. No. N5354G Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. DOOR, EXTERIOR CREW - OPEN IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND 3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - GROUND RUN Finding(s) OBJECT - TREE(S) ----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) 1,2,5

File No 1154 10/05/86 NORTH POLE,AK			A/C Reg.	Т	Time (Lc1) - 1230 ADT				
-Basic Information Type Operating Certifi	icate-NONE (GENERAL AVIATION)	Aircraft D	amage		Inju	~ies		
Type the true to the		(== , = , , , = , , , , , , , , , , , ,	SUBSTANTI		Fatal			None	
Type of Operation	-PERSON	NAL	Fire	Cre	w O	0	0	1	
Flight Conducted Under			NONE	Pas	s 0	0	0	4	
Accident Occurred Dur	ing -LANDI	NG							
-Aircraft Information	-								
Make/Model - PIPER			e/Model - LYCOM						
Landing Gear - TRICY(tall Warniı	ng System	- YES	
Max Gross Wt - 2000			Type - RECIP		RETOR				
No. of Seats - 4	ļ 	Rated F	ower - 15	O HP					
-Environment/Operations 1	Information-								
Weather Data		Itinerary				Proximity			
Wx Briefing - NO F			arture Point		ON AIR	STRIP			
Method - N/A			S ACC/INC						
Completeness - N/A		Destinati			Airport D	ata			
Basic Weather - VMC	/ · ·	SAME A	S ACC/INC		_				
Wind Dir/Speed- 030/							- UNK/NR		
Visibility - 25		ATC/Airspa		ONE		Lth/Wid	- UNK/NR - UNK/NR		
Lowest Sky/Clouds	. 2500 F	T SCATTERED Type of	Cleanance - N	ONE			- UNK/NR - UNK/NR		
Lowest Ceiling Obstructions to Visi	- NUNE	Type of	h/Lndg - F	UNE III STOD	Runway	Status	- UNK/NK		
Precipitation		туре дро	n/Lnug - F	OLL STOP					
Condition of Light		4T							
		·							
-Personnel Information Pilot-In-Command		Age - 40	Мо	dical Certific	-2+0 - VALID	MEDICAL -NO	1 WATVEDS/	LIMIT	
Certificate(s)/Rating	y(e)	Biennial Fligh			ght Time (H		WAIVERS/	CIMII	
PRIVATE	J (5)	Current	- YES	Total -	285	Last 2	1 Hrs -	1	
SE LAND			ce - 16					i	
SE EAND		Aircraft T	ype - PA-22	Instrument-	0,	Last 9	Days Days-	7	
		Allerate	ypc 1	Trio er amerre	Ŭ	2000	Jugo	,	
Instrument Rating((s) - NONE								
	. NEVT TO T	LE DINIMAY THE DILOT I	OST DIDECTIONAL	CONTROL OF TH	IE ATDODAET	AND STRUCK			
NOWBANK.	S NEXT TO TE	IL NONWAY, THE FILLY	OJ DIRECTIONAL	CONTROL OF TH	IL AIRONAL I	AND STRUCK			

File No 11	54 10/05/86 NORTH POLE,AK	A/C Reg. No. N7427D	Time (Lc1) - 1230 ADT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - ON GROUND LANDING - ROLL		
UNSUITABLE TERR	ING/DECISION - IMPROPER - PILOT IN COMMA AIN - SELECTED - PILOT IN COMMAND TROL - NOT MAINTAINED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
Finding(s) 4. TERRAIN CONDITI	ON - SNOWBANK		
Probable Cause			
The National Transpo	rtation Safety Board determines that the	e Probable Cause(s) of this accid	ent

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

File No 1145 6/03/86 TYLER	,AL A/C Re	eg. No. N4927J	Т	ime (Lcl) -	1500 CDT	
Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircraft	t Damage		Injur	ies	
,,p- opor d :g oor t	SUBSTAI		Fatal	Serious	Minor	None
Type of Operation -AERIAL APPLI		Crew	0	0	0	1
Type of Operation -AERIAL APPLI Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA T188	Eng Make/Model - COM			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		S	tall Warnin	g System	- YES
Max Gross Wt - 3300	Engine Type - REG					
No. of Seats - 1	Rated Power -	300 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING						
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC			T -1	N1 / A	
Wind Dir/Speed- 140/004 KTS Visibility - 5.0 SM	ATO / A			Ident -		
Visibility - 5.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Plan	NONE		Lth/Wid - Surface -		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type of Crearance Type Apch/Lndg	- NONE	Runway	status -	N/ A	
Precipitation - NONE	Type Apch/Lndg	FURCED LANDING				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	A === 22	Medical Certifica	+a - VALID	MEDICAL NO	WATVEDC /	TMIT
Certificate(s)/Rating(s)	Age - 32 Biennial Flight Review		ht Time (H		WAIVERS/	C I IMI I
COMMERCIAL	Current - YES			Last 24	Hre -	4
SE LAND				Last 30	navs- INI	K/NR
SE EAND	Months Since - 1 Aircraft Type - UNK/NR	Instrument-	10	Last 90	Days-	80
	ATTOTAL TYPE SINGTH	THIS CT GINGITE	.0	2451 50	Dayo	00
Instrument Rating(s) - NONE						
No. 2 - 4 1 - 2						
Narrative	VDEDIENCED A COMPLETE SNO 5		DE 4 E000E	D LANDING T	NI A	
NG A TAKEOFF FROM A FIELD STRIP THE PLT E N ORCHARD WHICH RESULTED IN AIRFRAME DAMA						
IN UKCHARU WHICH RESULTED IN AIRFRAME DAMA	GE. PUWERPLANI EXAM DISCIOSI	-1) IHAI IHE EN(5 I)R	IVE FUEL P	INIP HALL FAL		

File No 11	45 6/03/86 	TYLER,AL	A/C Reg. No. N4927J	Time (Lc1) - 1500 CDT
Occurrence #1 Phase of Operation			RE/MALFUNCTION	
Finding(s) 1. FUEL SYSTEM,PUM 2. FLUID - STARVAT	ION	· · · · · · · · · · · · · · · · · · ·		
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation				
Finding(s) 3. OBJECT - TREE(S)			
Probable Cause				
The National Transpois/are finding(s) 1.	-	rd determines tha	t the Probable Cause(s) of this acci	dent

File No 1015	6/07/86 M A	GNOLIA SPRING,AL	A/C Re	g. No. N9	10 5 R	Т	ime (Lc1) -	0930 CDT	
Basic Information Type Operating Certific	ate-AGRICULTU	RAL AIRCRAFT	Aircraft	Damage			Injur	ies	
			SUBSTAN	ITIAL		Fatal	Serious	Minor	None
Type of Operation			Fire		Crew	0	0	1	0
Flight Conducted Under		7	NONE		Pas s	0	0	0	0
Accident Occurred During									
Aircraft Information									
Make/Model - CESSNA			ke/Model - CON	ITINENTAL :	IO-520-D-				
Landing Gear - TAILWHE	EL-ALL FIXED		Engines - 1			S	tall Warnin	g System	- YES
Max Gross Wt - 3300			Type - REC		NJECTED				
No. of Seats - 1		Rated I	Power -	300 HP					
Environment/Operations In	formation								
Weather Data		Itinerary					Proximity		
	CORD OF BRIEF		oarture Point			OFF AI	RPORT/STRIP		
Method - N/A			LIA SPRING,AL						
Completeness - N/A		Destinat				Airport D	ata		
Basic Weather - VMC		LOCAL				_			
Wind Dir/Speed- 010/00							Ident -		
Visibility - 10.0		ATC/Airspa		NONE			Lth/Wid - Surface -		
Lowest Sky/Clouds - Lowest Ceiling			Clearance -				Status -		
Obstructions to Vision			ch/Lndg -			Kuriway	Status	N/ A	
Precipitation		Type Ap	cri/ Lridg	NONL					
Condition of Light	- DAYLIGHT								
Pilot-In-Command		Age - 44					MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(:	s)	Biennial Fligh Current	ht Review		Fligh	t Time (F	lours)		
COMMERCIAL		Current	- YES	Total	-	1606	Last 24		
SE LAND, ME LAND			nce - 10	Make/	Model- UN	K/NR	Last 30	Days- UN	K/NR
		Aircraft `	Type - PA-28	Instr	ument-	65	Last 90 Rotorch	Days-	8
				Multi	-Eng -	20	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE								
) - NONE								
Narrative		TMR OVER A TALL T			CLEAD TH	F	ITCH WAS CON	 TACTED	
	TEMPTED TO CL								
-Narrative	TEMPTED TO CL THEN CRASH L	ANDED IN A FIELD.	THE ACFT WAS						

File No 10	15 6/07/86	MAGNOLIA SPRING,AL	A/C Reg. No. N9105R	Time (Lc1) - 0930 CDT
Occurrence #1 Phase of Operation		SION WITH OBJECT ERIAL APPLICATION		
Finding(s) 1. AIRCRAFT PERFOR 2. PERFORMANCE DAT 3. OBJECT - TREE(S	A - NOT USED - PIL			
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS			
Finding(s) 4. CLEARANCE - NOT	MAINTAINED - PILO	T IN COMMAND		
Probable Cause				
The National Transpois/are finding(s) 2,		ard determines that the Pu	robable Cause(s) of this accid	ent

Basic Information							
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Da SUBSTANTIA		Fatal	Inju Serious		None
Type of Operation -PERSONAL		Fire	Crew		0	O	1
Flight Conducted Under -14 CFR 91		NONE	Pass	-	Õ	Ö	1
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - BEECH BE-19		/Model - LYCOMI			Installed/		
Landing Gear - TRICYCLE-FIXED					tall Warnii	ng System	- YES
Max Gross Wt - 2150 No. of Seats - 4		ype - RECIPE wer - 150		ETUR			
NO. Of Seats - 4			, пь 				
-Environment/Operations Information Weather Data	Itinerary			Ainmont	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		rture Point		ON AIR	•		
Method - N/A	LAWRENC			011 /111			
Completeness - N/A	Destinatio	,		Airport D	ata		
Basic Weather - VMC	ARDMORE	, AL		ARDMOR			
Wind Dir/Speed- UNK/NR					Ident		
Visibility - 5.0 SM	ATC/Airspac				Lth/Wid		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE		light Plan - NC learance - NC			Surface Status		URF
Obstructions to Vision- NONE		/Lndg - Fl		Rullway	status	DRI	
Precipitation - NONE	Type Apen	, Linag	22 310				
Condition of Light - DAYLIGHT						· 	
-Personnel Information							
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 33 Biennial Flight		lical Certifica Flio	te - VALID ht Time (H		AIVERS/LI	MIT
COMMERCIAL.CFI	Current		Total -			4 Hrs -	8
SE LAND, ME LAND	Months Sinc	e - 12	Make/Model-	17	Last 3	O Days- U	NK/NR
	Aircraft Ty	pe - PA-23	Instrument-	101	Last 9	O Days-	202
Toolson Debines (a)							
Instrument Rating(s) - AIRPLANE							
-Narrative							
ING THE LANDING ATTEMPT, THE PILOT ELECTED	TO GO-AROUND AF	TER HE REALIZED	THAT A SAFE L	ANDING COU	LD NOT BE	FD.	
PLETED. DURING THE GO-AROUND THE ACFT SETT THE DEPARTURE END OF THE RWY AT FULL PWR				FLAPS. THE	ACFT RULL	Eυ	

File No. - 1160 8/24/86 ARDMORE,AL A/C Reg. No. N285G Time (Lcl) - 1115 CDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND 2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND 3. ALTITUDE - DISREGARDED - PILOT IN COMMAND 4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 5. GO-AROUND - IMPROPER - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL 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) 4,5 Factor(s) relating to this accident is/are finding(s) 1,2,3,6

File No 1136 4/23/86 MOUNT	AIN HOME, AR	A/C Reg. No. N	N7 155 1	Т	ime (Lcl)	- 1400 CST	
Basic Information Type Operating Certificate-NONE (GENERA	•	rcraft Damage				ıries	
	S	UBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		re	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	N	IONE	Pass	0	0	0	2
Aircraft Information							
Make/Model - CESSNA 182M	Eng Make/Model	- CONTINENTAL	0-470-R	ELT	Installed/	'Activated	- YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines					ng System	
Max Gross Wt - 2800	Engine Type	- RECIPROCATI	NG-CARBUR			3 -,	
No. of Seats - 4	Rated Power	- 230 HP					
Environment/Opérations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Departure	Point		ON AIR			
Method - TELEPHONE	MADISON, WI						
Completeness - WEATHER NOT PERTINENT	Destination			Airport D	ata		
Basic Weather - VMC	UNK/NR			VALLEY			
Wind Dir/Speed- 150/011 KTS						- 09	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid		50
Lowest Sky/Clouds - CLEAR	Type of Flight				Surface		
Lowest Ceiling - NONE	Type of Clearar			Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC	PATTERN				
Precipitation - NONE			•				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 40					/AIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Revie		_	nt Time (F			
PRIVATE	Current - Y		al -			24 Hrs - UN	
SE LAND	Months Since - Aircraft Type - C	1 Make	e/Model-			BO Days- UN	
	Aircraft Type - C	-1/2 Inst	rument-	0	Last 9	00 Days-	14
Instrument Rating(s) - NONE							
Narrative							
THE ACFT NOSE GEAR COLLAPSED DURING A HARD LA LAKEVIEW, AR, WHICH HAS A TURF RWY. THERE ARE RWYS. HE FURTHER STATED THAT AS HE ARRIVED IN	THREE OTHER ARPTS IN THE AREA, HE WAS DISC	CLOSE PROXIMIT	Y TO GASTO	ONS, BUT A	LL HAVE PA	VED IE.	
HE CHOSE VALLEY, A PRIVATE ARPT WITH A PAVED AT ELEVEN KNOTS.	EAST-WEST RUNWAY. SURF	ACE WINDS WERE	REPORTEDI	Y FROM TH	IE SOUTHEST	•	

File No. - 1136 4/23/86 MOUNTAIN HOME, AR A/C Reg. No. N71551 Time (Lc1) - 1400 CST Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND 3. WEATHER CONDITION - CROSSWIND 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 5. FLARE - IMPROPER - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5 Factor(s) relating to this accident is/are finding(s) 1,2,3

File No 1139 7	7/21/86 u	ONESBORO, AR	A/C Reg. No. N4483Q		Time (Lc1) - 0900 CDT			•
-Basic Information Type Operating Certifica	ate-AGRICULT	URAL AIRCRAFT	Aircraft Da		Fatal	Injur Serious		None
Type of Operation	- AEDTAL A	DDI TCATTONI	Fire	Cre		Ser Tous O	MILLON	none 1
Type of Operation Flight Conducted Under Accident Occurred During		37	NONE	Pas	s O	Ō	Ō	Ó
-Aircraft Information								
Make/Model - CESSNA : Landing Gear - TAILWHEE Max Gross Wt - 3800 No. of Seats - 1		Number Er	(Model - CONTIN ngines - 1 pe - RECIP per - 300	FUEL INJECTED	9	Installed/A Stall Warnin		
-Environment/Operations Inf	formation	-						
Weather Data		Itinerary			Airport	Proximity		
Wx Briefing - NO REC Method - N/A	CORD OF BRIE	FING Last Depar LAKE CI1			OFF A	RPORT/STRIF		
Completeness - N/A Basic Weather - VMC		Destinatior LOCAL	1		Airport [ata		
Wind Dir/Speed050/00	D7 KTS				Runway	/ Ident -	- N/A	
Visibility - 15.0		ATC/Airspace	•		Runway	/ Lth/Wid ·	- N/A	
Lowest Sky/Clouds -			ight Plan - No			/ Surface ·		IRF
Lowest Ceiling					Runway	/ Status ·	- DRY	
Obstructions to Visior		Type Apch/	Lndg - F0	RCED LANDING				
Precipitation			At a second					
Condition of Light	- DAYLIGHT					. = = = = = = = .		
-Personnel Information								
Pilot-In-Command	- \	Age - 39		lical Certific) WAIVERS/	LIMII
Certificate(s)/Rating(s COMMERCIAL	5)	Biennial Flight	- YES	F 19	ght Time (F	lours)	1 11	10
SE LAND		Current Months Since	- 1ES	Moke/Medel	2463	Last 24	Hrs -	
SE LAND		Months since	e - 2 oe - C-150	fnstrument-	48	Last 90	Days- UN	241
		A II CI UI C TYP	0 130	THIS CI GMETT	40	Last St	Days	241
Instrument Rating(s)		E						
-Narrative								
ACFT WAS ENGAGED IN SPRAYI								
SUBSEQUENTLY DAMAGED DURIN								
ACCIDENT, THE ACFT OWNER S			IT OF FUEL. A F	OST ACCIDENT	ENGINE RUN	WAS SUCCESS	SFUL	
NO MECHANICAL DESCREPANCIE	S WERE FOUN	D.						

File No 11	39 7/21/86	JONESBORO, AR	A/C Reg. No. N4483Q	Time (Lc1) - 0900 CDT
	LOSS OF POWER(TO	TAL) - NON-MECHANICAL RIAL APPLICATION		
Finding(s) 1. FLUID,FUEL - EX 2. PREFLIGHT PLA 3. FUEL SUPPLY - I	NNING/PREPARATION	- POOR - PILOT IN COMMA	\ND	
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGE	NCY		
Occurrence #3 Phase of Operation		ION WITH TERRAIN		
Finding(s) 4. TERRAIN CONDITI	ON - OPEN FIELD			·
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that the	Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is	/are finding(s) 4		

File No 1059 5/15/86 TUCSO	ON,AZ A/C R	eg. No. N9072Y		Time (Lcl) -	1100 MST	
Basic Information Type Operating Certificate-NONE (GENER)	AL AVIATION) Aircraf	t Damage		Injur	ies	
	SUBSTA		Fatal			None
Type of Operation -INSTRUCTION		Crew		0	1	1
Flight Conducted Under -14 CFR 91	NONE	Pass	, 0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - ROBINSON R22	Eng Make/Model - LY			Installed/A		
Landing Gear - SKID Max Gross Wt - 1300	Number Engines - 1			Stall Warnir	g System	- NO
Max Gross Wt - 1300	Engine Type - RE		RETOR			
No. of Seats - 2	Rated Power -	160 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	G Last Departure Point		OFF A	IRPORT/STRIP		
Method - N/A	TUCSON, AZ					
Completeness - N/A	Destination		Airport [Data		
Basic Weather - VMC	LOCAL		RYAN I	FIELD		
Wind Dir/Speed- 180/013 KTS			Runwa	y Ident -	N/A	
Visibility - 60.0 SM				y Lth/Wid -		
Lowest Sky/Clouds - 25000 FT SCA				y Surface -		IRF
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runwa	y Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- SIMULATED FORCE	LANDING			
Precipitation - NONE Condition of Light - DAYLIGHT						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 43				WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flig	ght Time (I	Hours)		
COMMERCIAL, ATP	Current - YES	Total -	2020	Last 24	Hrs -	3
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model-	1920	Last 30	Days- UN	IK/NR
HELICOPTER	Current - YES Months Since - 1 Aircraft Type - R-22	Instrument-	5 50	Last 90	Days-	175
		Multi-Eng -	2160	Rotorcr	aft -	1190
Instrument Rating(s) - AIRPLANE,H	ELICOPTER					
Narrative		201501 17 1001 55		THE OFT AND O		
HE HELICOPTER LANDED HARD AFTER A PRACTICE					UNCED	
SIMULATED ENG FAILURE TO THE ATP AND THE THE					DEACED	
MOOTHLY AND TURNED LEFT RAPIDLY INTO THE WIN						
HE COLLECTIVE TO MAINTAIN ROTOR RPM WITHIN I						
D ATROPERD DEGAL TO DEODELGE AT SELVED THE	JICATED AIRSPEED, THE CFI CA					
ND AIRSPEED BEGAN TO DECREASE. AT 55 KTS INC	TOOL O AND ATTEMPTED TO EVEC.			P HAD A IIGH	1	
EGAN TO DECREASE AND THE CFI GOT ON THE CON	TROLS AND ATTEMPTED TO EXECU	TE A POWER RECOVER	THE BOOK	TIVE DANCE	•	
EGAN TO DECREASE AND THE CFI GOT ON THE CON' RIP ON THE THROTTLE IN THE OVERRIDE POSITION	N. THE CFI WAS UNABLE TO TWI	ST THE THROTTLE TO	THE POSI	TIVE RANGE		
GAN TO DECREASE AND THE CFI GOT ON THE CONT	N. THE CFI WAS UNABLE TO TWI ROTOR RPM AND AN EXCESSIVE R	ST THE THROTTLE TO	THE POSI	TIVE RANGE		

File No. - 1059 5/15/86 TUCSON, AZ A/C Reg. No. N9072Y Time (Lcl) - 1100 MST MISCELLANEOUS/OTHER Occurrence #2 Phase of Operation DESCENT Finding(s) 1. AUTOROTATION - SIMULATED - PILOT IN COMMAND(CFI) 2. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 4. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND 5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI) 6. CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND(CFI) Occurrence #3 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 7. ROTOR RPM - INADEQUATE - PILOT IN COMMAND(CFI) 8. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND(CFI) HARD LANDING Occurrence #4 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 9. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND(CFI) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

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

File No 1058 5/17/86 TO	NOPAH,AZ	A/C Reg.	No. N714UL	Т	ime (Lcl)	- 0810 MST	
Basic Information							
Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Da		Foto 1	Inju Serious	^ies Minor	None
Type of Operation -PERSONAL		DESTROYED Fire	Crew	Fatal O	Serious	Minor 1	None O
Flight Conducted Under -14 CFR 91		NONE	Pass	•	0	0	0
Accident Occurred During -TAKEOFF		NONE	1 233	O	O	O	O
Aircraft Information							
Make/Model - CESSNA 152	Eng Make/	Model - LYCOM:	NG .0-235-L2C	ELT	Installed/	Activated ·	- YES/YES
Landing Gear - TRICYCLE-FIXED	Number En	igines - 1		S	tall Warni	ng System ·	- YES
Max Gross Wt - 1670	Engine Ty	pe - RECIP	ROCATING-CARBUR	ETGR			
No. of Seats - 2	Rated Pow	er - 108	3 HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEF				OFF AI	RPORT/STRI	•	
Method - N/A	SAME AS	ACC/INC					
Completeness - N/A	Destination	Ì		Airport D	ata		
Basic Weather - VMC	PHOENIX,	AZ			X-GOODYEAR		
Wind Dir/Speed- 020/012 KTS						- N/A	
Visibility - 65.0 SM	ATC/Airspace				/ Lth/Wid		
Lowest Sky/Clouds - 20000 FT S					Surface		
Lowest Ceiling - NONE		earance - No		Runway	Status ·	- DRY	
Obstructions to Vision- NONE	Type Apch/	Lndg - No	ONE				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information	4.5	Ma		+- VAI TO	MEDICAL W	A T.VEDC / L TAI	
Pilot-In-Command	Age - 46		dical Certifica			AIVERS/LIM.	LI
Certificate(s)/Rating(s)	Biennial Flight			ht Time (F		4 Una	4
PRIVATE	Current	- NU - UNK/NR	Total -		Last 2		4
SE LAND		e - UNK/NR be - UNK/NR		84	Last 30	Days- Days-	8 15
	Aircraft Typ	e - UNK/NK	instrument-	O	Last 90	J Days-	15
Instrument Rating(s) - NONE							
Narrative							
HE ACFT COLLIDED WITH A TRUCK DURING TAKE							
UEL ON THE X-COUNTRY FLT AND HE HAD NOT R							
ND SENT HIS PAX FOR FUEL. THE PAX RETURNE							
RAFFIC IN THE EASTBOUND LANES SO THE PLT							
N THE RIGHT EMERGENCY LANE (SOUTH SIDE OF							
HE ACFT ACCELERATED TO APPROXIMATELY 40 K							
OF THE TRUCK GROUND LOOPING THE ACFT INTO			AT AN AIRPURT L	UCATED 40	WILES IN Th	TE EAST	
ERE REPORTED FROM THE NORTH AT 12 KNOTS A	I THE TIME OF THE AC	CIDENI.					

File No. - 1058 5/17/86 TONOPAH,AZ A/C Reg. No. N714UL Time (Lc1) - 0810 MST

Occurrence

ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

- 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION CONGESTED
- 2. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY PILOT IN COMMAND
- 4. WEATHER CONDITION CROSSWIND
- 5. WIND INFORMATION NOT IDENTIFIED PILOT IN COMMAND
- 6. COMPENSATION FOR WIND CONDITIONS POOR PILOT IN COMMAND
- 7. JUDGEMENT POOR PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.6.7

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

File No 1125 5/22/86 SPRIN	IGERVILLE, AZ A/C	Reg. No. N3505K	Т	ime (Lcl) -	0645 MS1	-
Type of Operation Instruction Instruction Instruction Instruction	DEST	aft Damage ROYED Crew Pass	Fatal O O	Injur Serious O O	ies Minor O O	None 1 O
Aircraft Information Make/Model - PIPER PA-28-140 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Number Engines -	LYCOMING 0-320-E2A 1 RECIPROCATING-CARBURI 150 HP	S ETOR	Installed/A tall Warnin	g System	- YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 60.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poil SPRINGERVILLE,AZ Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	n - NONE	Airport ON AIR Airport D SPRING Runway Runway Runway	Proximity PPORT Data SERVILLE-EAG	ER MUNI 21 6600/ ASPHALT	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 24 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Total - Make/Model-	nt Time (⊦		Hrs - Days-	'LIMIT 1 12 12
Instrument Rating(s) - NONE						
THE ACFT COLLIDED WITH TWO PARKED ACFT AFTER THAT DURING HIS FIRST LANDING OF THE DAY THE INCREASED THE THROTTLE AND THE ACFT DRIFTED CHE STILL HAD THE FLAPS IN THE FULL DOWN POSIT TAKE OFF WITH FULL FLAPS, THE STUDENT PILOT RAMP AREA AND THE STUDENT ATTEMPTED TO TAKE OFT.	ACFT STARTED TO "SLIDE SI OFF THE RUNWAY AND EVENTUAL TION. REMEMBERING THAT HIS DETRACTED THE FLAPS TO THE	DEWAYS" AND HE ELECTI LLY BECAME AIRBORNE. FLIGHT INSTRUCTOR TO FULL UP POSITION. TH	ED TO GO-A HE THEN R DLD HIM IT HE ACFT SE	ROUND. HE REALIZED THA WAS WRONG ETTLED ONTO	T TO THE)

File No 112	5/22/86	SPRINGERVILLE, AZ	A/C Reg. No. N3505K	Time (Lc1) - 0645 MST
Occurrence #1 Phase of Operation				
Finding(s) 1. PROPER ALIGNMENT 2. IMPROPER USE 3. GO-AROUND - IMPR 4. RAISING OF FLAPS	OF PROCEDURE, LACK OPER - PILOT IN CO	OF TOTAL EXPERIENCE - MMAND PILOT IN COMMAND		
Occurrence #2 Phase of Operation				
Finding(s) 5. RAISING OF FLAPS 6. STALL/MUSH - PER 7. IMPROPER USE	FORMED - PILOT IN		PILOT IN COMMAND	
Occurrence #3 Phase of Operation				
Finding(s) 8. OBJECT - AIRCRAF				
Probable Cause				
The National Transporis/are finding(s) 2,3	,	d determines that the	Probable Cause(s) of this accid	dent
Factor(s) relating to	this accident is/	are finding(s) 1,4,7,8	3	

File No 1117 5/23/86	TAYLOR, AZ	A/C Reg. No. N	N6585T	Time (Lcl) -	- 2145 MS	·
-Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fata)	Injur Serious	ries Minor	None
Type of Operation -PERSON	i A I	Fire	Crew 0		1	0
Flight Conducted Under -14 CFF	···-	NONE	Pass 0	-	3	0
Accident Occurred During -MANEU\		NONE	rass U	O	3	U
Aircraft Information						
Make/Model - BEECH A19	Eng Make/Mod	el - LYCOMING O		T Installed/A	Activated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engin	es - 1		Stall Warnir	ng System	- YES
Max Gross Wt - 2250	Engine Type	- RECIPROCAT	ING-CARBURETOR			
No. of Seats - 4	Rated Power	- 150 HP				
-Environment/Operations Information				_		
Weather Data	Itinerary			t Proximity		
Wx Briefing - FSS	Last Departur	e Point	UNK/	'NR		
Method - TELEPHONE	TAYLOR, AZ					
Completeness - FULL	Destination		Airport			
Basic Weather - VMC	MESA,AZ		TAYL			
Wind Dir/Speed- 250/003 KTS					- 22	
Visibility - 20.0 SM	ATC/Airspace			ay Lth/Wid -		50
Lowest Sky/Clouds - 25000 F	Type of Fligh	t Plan - VFR	Runv	ay Surface -	- ASPHALT	
Lowest Ceiling - 25000 F	T OVERCAST Type of Clear	ance - NONE	Runv	ay Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/Lnd	a - NONE				
Precipitation ~ NONE		_				
Condition of Light - NIGHT(DARK)					
Personnel Information						
Pilot-In-Command	Age - 24	Medical	Certificate - VAL		WAIVERS,	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Rev	iew	Flight Time	(Hours)		
PRIVATE			al - 219	Last 24		2
SE LAND	Months Since -	13 Make	e/Model- 13 trument- 51	Last 30	Days-	3
	Aircraft Type -	A19 Ins	trument- 51	Last 90	Days-	3
Instrument Rating(s) - NONE						
Narrative						
ACFT COLLIDED WITH WIRES AFTER A LC CATED THAT IT TOOK 3/4 OF THE RWY T DECIDED TO RETURN TO THE ARPT AND F	O GET AIRBORNE AND THE ACF	T DID NOT SEEM	TO CLIMB WITH FULL	. PWR APPLIED.	. THE	
ISL. BASED ON THE PLT'S REPORTED TEM					-	
TERRAIN SOUTHEAST OF THE ARPT, WHIC					/ΔΤΙΩΝ	
5,012 FT MSL WITHIN 3 MILES OF THE A		THE TEL MITER II.	is incom, Kises	. S A MAN ELLI		
FOR THE MOL WITHIN S MILES OF THE A	NN 1 -					

File No. - 1117 5/23/86 TAYLOR, AZ A/C Reg. No. N6585T Time (Lc1) - 2145 MST Occurrence #1 MISCELLANEOUS/OTHER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - HIGH DENSITY ALTITUDE 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 4. LIGHT CONDITION - DARK NIGHT 5. TERRAIN CONDITION - MOUNTAINOUS/HILLY 6. OBJECT - WIRE, TRANSMISSION 7. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 8. PROPER CLIMB RATE - 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) 2,7

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,8

File No 1126 8	3/23/86 GRAND	CANYON, AZ	A/C Reg	No. N7382Q		Т	ime (Lcl)	- 2045 MS	Γ
Basic Information Type Operating Certifica	te-NONE (GENERA	L AVIATION)	Aircraft [uries	Non-
Toma of Openation	DEDCOMAL		DESTROYE			Fatal	Serious		None
Type of Operation	-PERSONAL		Fire		Crew	0	1	0	0
Flight Conducted Under Accident Occurred During	-14 CFR 91 -DESCENT		NONE	r	ass	2	ı	0	O
Aircraft Information	· • • • • • • • • • • • • • • • • • • •								
Make/Model - CESSNA 1			Model - LYCOM	MING 0-320-E2	2D			/Activated	
Landing Gear - TRICYCLE	-FIXED		ngines - 1				stall Warn	ing System	- YES
Max Gross Wt - 2300		Engine Ty		PROCATING-CAF	RBURETO	R			
No. of Seats - 4		Rated Pov	ver - 15	50 HP 					
Environment/Operations Inf	ormation								
Weather Data		Itinerary			А		Proximity		
Wx Briefing - FSS Method - TELEPH	IONE	Last Depar GRAND CA	rture Point NNYON,AZ			UFF AI	RPORT/STR	117	
Completeness - WEATHE	R NOT PERTINENT	Destination	1		Αi	rport D	ata		
Basic Weather - VMC		PAGE, AZ				GRAND	CANYON		
Wind Dir/Speed- UNK/NR	·					Runway	. Ident	- 21	
Visibility - 10.0) SM	ATC/Airspace	•			Runway	Lth/Wid	- 8999/	150
Lowest Sky/Clouds -	5000 FT SCAT	TERED Type of F1	light Plan - N	NONE		Runway	Surface	- ASPHALT	
Lowest Ceiling	- NONE	Type of Cl	learance - M	IONE		Runway	Status	- WET	
Obstructions to Vision	r- NONE	Type Apch/	[/] Lndg - N	IONE					
Precipitation	- NONE								
Condition of Light	- NIGHT(DARK)								
Personnel Information									
Pilot-In-Command		Age - 34		edical Certif				NO WAIVERS,	/LIMIT
Certificate(s)/Rating(s	;)	Biennial Flight			light				
PRIVATE		Current	- YES	Total		89		24 Hrs -	4
SE LAND		Months Since		Make/Mode		90		30 Days-	4
		Aircraft Typ	oe - C-172	İnstrument	t -	9	Last	90 Days-	9
	- NONE								
Instrument Rating(s)									
	REA SHORTLY AFT	FR DEPARTING RWY	21 AT GRAND (CANYON NATION	ΙΔΙ ΡΔΡΙ	K ARPT	(GCN) TH	F PIT	
	NG AT GCN DURIN	G THE X-COUNTRY F	LT TO PAGE, A	AZ, SO HE CAL	L A FS	S HAVIN	IG BEEN UN	ABLE	
	NG AT GCN DURIN HE PLT CALLED P	G THE X-COUNTRY F RESCOTT FSS WHO F	ELT TO PAGE, A RECOMMENDED TH	AZ, SO HE CAL HE FLT BE DEL	L A FS AYED U	S HAVIN NTIL MO	IG BEEN UN IRNING. TH	ABLE E PLT	
Narrative E ACFT CRASHED IN A WOODED A D MADE A PRECAUTIONARY LANDI ESTABLISH CONTACT IN-FLT. T ATED HE HAD A RESERVATION AN	NG AT GCN DURIN THE PLT CALLED P ID WOULD LOSE \$1	G THE X-COUNTRY F RESCOTT FSS WHO F OO.OO IF HE DIDN'	FLT TO PAGE, A RECOMMENDED TH 'T GET TO PAGE	AZ, SO HE CAL HE FLT BE DEL E "EVEN THOUG	L A FS AYED U GH IT'S	S HAVIN NTIL MO DANGER	IG BEEN UN PRNING. TH POUS". THE	ABLE E PLT PLT THEN	5
Narrative E ACFT CRASHED IN A WOODED A D MADE A PRECAUTIONARY LANDI ESTABLISH CONTACT IN-FLT. T ATED HE HAD A RESERVATION AN ECTED TO GO AFTER SPEAKING W	NG AT GCN DURIN THE PLT CALLED P ND WOULD LOSE \$1 VITH ANOTHER PLT	G THE X-COUNTRY F RESCOTT FSS WHO F OO.OO IF HE DIDN' WHO STATED WX AT	FLT TO PAGE, A RECOMMENDED TH 'T GET TO PAGE I PAGE WAS FIN	AZ, SO HE CAL HE FLT BE DEL E "EVEN THOUG NE. THE PLT F	L A FS AYED U GH IT'S REPORTE	S HAVIN NTIL MO DANGER D TAKEO	IG BEEN UN PRNING. TH POUS". THE OFF WAS NO	ABLE E PLT PLT THEN RMAL BUT AS	S
Narrative E ACFT CRASHED IN A WOODED A D MADE A PRECAUTIONARY LANDI ESTABLISH CONTACT IN-FLT. T ATED HE HAD A RESERVATION AN ECTED TO GO AFTER SPEAKING W E ACFT TRAVELED DOWN THE RWY	NG AT GCN DURIN HE PLT CALLED P ID WOULD LOSE \$1 ITH ANOTHER PLT IT SEEMED TO S	G THE X-COUNTRY FRESCOTT FSS WHO FOO.OO IF HE DIDN'WHO STATED WX ATTOP CLIMBING. HE	FLT TO PAGE, A RECOMMENDED TH TT GET TO PAGE PAGE WAS FIN THEN LOST ALE	AZ, SO HE CAL HE FLT BE DEL E "EVEN THOUG NE. THE PLT F _ OUTSIDE VIS	L A FS AYED UI GH IT'S REPORTE SUAL RE	S HAVIN NTIL MO DANGER D TAKEO FERENCE	IG BEEN UN PRNING. TH POUS". THE PFF WAS NO AND ATTE	ABLE E PLT PLT THEN RMAL BUT AS MPTED	5
Narrative E ACFT CRASHED IN A WOODED A D MADE A PRECAUTIONARY LANDI ESTABLISH CONTACT IN-FLT. T ATED HE HAD A RESERVATION AN ECTED TO GO AFTER SPEAKING W E ACFT TRAVELED DOWN THE RWY KEEP THE WINGS LEVEL WHILE	NG AT GCN DURIN HE PLT CALLED P ID WOULD LOSE \$1 /ITH ANOTHER PLT / IT SEEMED TO S MAINTAINING AIR	G THE X-COUNTRY F RESCOTT FSS WHO F OO.OO IF HE DIDN WHO STATED WX AT TOP CLIMBING. HE SPEED. THE PLT DO	FLT TO PAGE, A RECOMMENDED TH TT GET TO PAGE FPAGE WAS FIN THEN LOST ALE DES NOT RECALE	AZ, SO HE CAL HE FLT BE DEL E "EVEN THOUG NE. THE PLT F _ OUTSIDE VIS _ THE ACFT CO	L A FS AYED U GH IT'S REPORTE SUAL RE ONTACTI	S HAVIN NTIL MO DANGER D TAKEO FERENCE NG TREE	IG BEEN UN PRNING. TH POUS". THE PFF WAS NO AND ATTE	ABLE E PLT PLT THEN RMAL BUT AS MPTED PLTS	5
Narrative E ACFT CRASHED IN A WOODED A D MADE A PRECAUTIONARY LANDI ESTABLISH CONTACT IN-FLT. T ATED HE HAD A RESERVATION AN ECTED TO GO AFTER SPEAKING W E ACFT TRAVELED DOWN THE RWY	MG AT GCN DURIN HE PLT CALLED P ID WOULD LOSE \$1 ITH ANOTHER PLT 'IT SEEMED TO S MAINTAINING AIR HTS A PLT HAS TO	G THE X-COUNTRY F RESCOTT FSS WHO F OO.OO IF HE DIDN' WHO STATED WX A TOP CLIMBING. HE SPEED. THE PLT DO FLY INSTRUMENTS	ELT TO PAGE, A RECOMMENDED TH T GET TO PAGI T PAGE WAS FIN THEN LOST ALI DES NOT RECALI TO MAINTAIN (AZ, SO HE CAL HE FLT BE DEL E "EVEN THOUG NE. THE PLT F OUTSIDE VIS THE ACFT CO CONTROL OF TH	L A FS LAYED UI GH IT'S REPORTE SUAL RE DNTACTII HE ACFT	S HAVIN NTIL MO DANGER D TAKEO FERENCE NG TREE DURING	IG BEEN UN PRNING. TH POUS". THE PFF WAS NO AND ATTE	ABLE E PLT PLT THEN RMAL BUT AS MPTED PLTS	5

8/23/86 GRAND CANYON, AZ A/C Reg. No. N7382Q Time (Lc1) - 2045 MST File No. - 1126 Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. LIGHT CONDITION - DARK NIGHT IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, SELF-INDUCED PRESSURE - PILOT IN COMMAND IN FLIGHT COLLISION WITH OBJECT Occurrence #2 Phase of Operation DESCENT - UNCONTROLLED Finding(s) 4. OBJECT - TREE(S) 5. 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 Factor(s) relating to this accident is/are finding(s) 1,3,4,5

	ON,AZ A/C R	A/C Reg. No. N68573		Time (Lc1) - 0900 MS		
Basic Information Type Operating Certificate-NONE (GENER/ Type of Operation -PERSONAL	SUBSTA		Fata1	Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	-	0	0	1 0
-Aircraft Information Make/Model - BELLANCA 7KCAB Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 2	Eng Make/Model - Ly Number Engines - 1 Engine Type - RE Rated Power -	l			'Activated - ing System -	
-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 - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	PARKER,AZ Destination POSTON,AZ ATC/Airspace Type of Flight Plan Type of Clearance	- NONE	ON AIR Airport D BRUCE Runway Runway Runway	ata CHURCH Ident Lth/Wid		
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 42 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - 7KCAB	Total - Make/Model-	ht Time (H 219 8:	lours) Last 2 Last 3	NO WAIVERS/L 24 Hrs - UNM 30 Days- 30 Days-	
Instrument Rating(s) - NONE						

File No 104	9/04/86	POSTON, AZ	A/C Reg.	No. N68573	Time (Lc1) - 0900 MST
Occurrence #1 Phase of Operation		ON GROUND			
Finding(s) 1. IN-FLIGHT PLANN: 2. WEATHER CONDITION: 3. WRONG RUNWAY 4. BRAKES(NORMAL) 5. DIRECTIONAL CONTACTOR COMPENSATION FOR	ON - TAILWIND - SELECTED - PILOT - NOT USED - PILOT FROL - NOT MAINTAIN	IN COMMAND IN COMMAND ED - PILOT IN COMM	AN D		
Occurrence #2 Phase of Operation					
Finding(s) 7. TERRAIN CONDITIO					·
Occurrence #3 Phase of Operation	LANDING - ROLL				·
Probable Cause					
The National Transporis/are finding(s) 5,6		d determines that	the Probable Cause	(s) of this accid	dent
Factor(s) relating to	this accident is/	are finding(s) 1,2	,3,4,7		

Basic Information							
Type Operating Certificate-NONE (G		ircraft Damage SUBSTANTIAL		Fatal		ries Minor	None
Type of Operation -INSTRUC	TIONAL F		Crew			0	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - PIPER PA-28-180		1 - LYCOMING 0-360					
Landing Gear - TRICYCLE-FIXED	Number Engine				all Warni	ng System	- YES
Max Gross Wt - 2400		- RECIPROCATING	-CARBURE	TOR			
No. of Seats - 4	Rated Power	- 180 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - FSS	Last Departure	Point		ON AIRF	ORT		
Method - UNK/NR	TUCSON, AZ						
Completeness - FULL	Destination			Airport Da			
Basic Weather - VMC	MESA, AZ			FALCON			
Wind Dir/Speed- 270/008 KTS	.== /				Ident		
Visibility - 35.0 SM	ATC/Airspace					- 5100/	100
Lowest Sky/Clouds - CLEAR	Type of Flight					- ASPHALT	
Lowest Ceiling - NONE	Type of Cleara			Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NUNE					
Precipitation - NONE Condition of Light - DAYLIGHT							
Condition of Light - DateIght							
Personnel Information	4	Maralia - 1. Oas		- WALTO	MEDION	10 WATVEDC	/L TMTT
Pilot-In-Command	Age - 36 Biennial Flight Revi			e - VALID t Time (Ho		MAIVERS	/ LIMII
<pre>Certificate(s)/Rating(s) STUDENT</pre>	Current -			33 33		14 Una - II	NIZ /NID
2 LODEN I	Months Since -	N/A Make/M	- nde1	33 15	Last 2	:4 mrs - u	6
	Aircraft Type -	N/A Make/Mo N/A Instru	ment-	10	last C	O Days	7
	An crare Type	1115 (1 41	CTTC	Ü	Luot	o bayo	•
Instrument Rating(s) - NONE							
Narrative							
Narrative THE END OF THE FIRST LEG OF A SOLO CR	OSS_COUNTDY ELICHT THE DIT	EXPEDIENCED A HAI	DD I ANDT	NG AND THE	ACET DOD	POISED	
HE END OF THE FIRST LEG OF A SOLO CRI THE SECOND BOUNCE THE PLT ADDED POWER						TOISED.	

File No. - 1057 9/18/86 A/C Reg. No. N9560J Time (Lcl) - 1520 MST MESA,AZ Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. FLARE - MISJUDGED - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 2. LANDING GEAR, NOSE GEAR - OVERLOAD 3. RECOVERY FROM BOUNCED LANDING - DELAYED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3 Factor(s) relating to this accident is/are finding(s) 2

SUBSTANTIAL Fatal Serious Minor No Pight Conducted Under -12 NONE Pass 0 0 0 0 Accident Occurred During -LANDING NONE Pass 0 0 0 0 Accident Occurred During -LANDING NONE Pass 0 0 0 0 Accident Occurred During -LANDING NONE Pass 0 0 0 0 Accident Occurred During -LANDING NONE Pass 0 0 0 0 Accident Occurred During -LANDING NONE Pass 0 0 0 0 Accident Occurred During -LANDING NONE Pass 0 0 0 0 Accident Occurred During -LANDING NONE Pass 0 0 0 0 Accident Occurred During -LANDING NONE Pass 0 0 0 0 Accident Occurred During -LANDING NONE Pass 0 0 0 0 Accident Occurred During -LANDING NONE Pass 0 0 0 0 Accident None Pass 0 0 0 0 0 Accident None Pass 0 0 0 0 0 Accident Non	Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	ft Damage		Injur	ies	
Fight Conducted Under	Type specialing serior react ment (azinzini			Fatal			None
Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 210N				-			0
Aircraft Information Make/Model - CESSNA 210N Landing Gear - TRICYCLE-RETRACTABLE Max Gross wt - 4000 No. of Seats - 6 Eng Make/Model - CONTINENTAL TSI0-520-R Number Engines - 1 Number Engine Supper Enter Number En		NONE	Pass	0	0	0	0
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4000 Mo. of Seats - 6 Environment/Operations Information Weather Data W. Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - WRC Wind Dir/Speed- UNK/NR Visibility - UNKK/NR Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision - NONE Condition of Light - UNK/NR Precipitation - NONE Condition of Light - UNK/NR Precipitation - NONE Condition of Light - UNK/NR Presonnel Information Pilot-In-Command Certificate(s)/Rating(s) UNK/NR Age - UNK/NR Medical Certificate - UNK/NR Medical Certificate - UNK/NR Medical Certificate - UNK/NR Medical Certificate - UNK/NR Medical Certificate - UNK/NR Medical Certificate - UNK/NR Medical Certificate - UNK/NR Medical Certificate - UNK/NR Medical Certificate - UNK/NR Medical Certificate - UNK/NR Flight Time (Hours) Current - UNK/NR Months Since - UNK/NR Multi-Eng - UNK/NR Neterory None None None None None None None Non	Accident Uccurred During -LANDING						
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4000 Mo. of Seats - 6 Environment/Operations Information Weather Data W. Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - WRC Wind Dir/Speed- UNK/NR Visibility - UNKK/NR Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision - NONE Condition of Light - UNK/NR Precipitation - NONE Condition of Light - UNK/NR Precipitation - NONE Condition of Light - UNK/NR Presonnel Information Pilot-In-Command Certificate(s)/Rating(s) UNK/NR Age - UNK/NR Medical Certificate - UNK/NR Medical Certificate - UNK/NR Medical Certificate - UNK/NR Medical Certificate - UNK/NR Medical Certificate - UNK/NR Medical Certificate - UNK/NR Medical Certificate - UNK/NR Medical Certificate - UNK/NR Medical Certificate - UNK/NR Medical Certificate - UNK/NR Flight Time (Hours) Current - UNK/NR Months Since - UNK/NR Multi-Eng - UNK/NR Neterory None None None None None None None Non							
Max Gross Wt - 4000 No. of Seats - 6 Rated Power - 310 HP -Environment/Operations Information weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - UNK/NR -Personnel Information Pilot-In-command Certificate(s)/Rating(s) UNK/NR Age - UNK/NR Age - UNK/NR Medical Certificate - UNK/NR Months Since - UNK/NR Months Since - UNK/NR Multi-Eng - UNK/NR Linstrument Rating(s) - UNK/NR Rinport Proximity OFF AIRPORT/STRIP Airport Data Airport Proximity OFF AIRPORT/STRIP UNK/NR Runway Ident - N/A Runway Lith/Wid - N/A Runway Surface - DIRT UNK/NR Runway Status - DRY UNK/NR UNK/NR Flight Time (Hours) Current - UNK/NR Make/Model - UNK/NR Aircraft Type - UNK/NR Multi-Eng - UNK/NR							
No. of Seats - 6 Rated Power - 310 HP -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - UNK/NR -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) UNK/NR Age - UNK/NR Age - UNK/NR Age - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - UNK/NR -Narrative				5	tali warning	y system	- UNK/N
-Environment/Operations Information Weather Data							
Weather Data Wethod - N/A Completeness - N/A Basic Weather - VWC Wind Dir/Speed- UNK/NR Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Condition of Light - UNK/NR Precipitation - NONE Condition of Light - UNK/NR -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) UNK/NR Age - UNK/NR Age - UNK/NR Instrument Rating(s) - UNK/NR	-Environment/Operations Information						
Method - N/A	Weather Data			Airport	Proximity		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Wind Dir/Speed- UNK/NR Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - NONE Dobstructions to Vision- NONE Precipitation - NONE Condition of Light - UNK/NR -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) UNK/NR Age - UNK/NR Age - UNK/NR Age - UNK/NR Age - UNK/NR Medical Certificate - UNK/NR Medical Certificate - UNK/NR Flight Time (Hours) Current - UNK/NR Months Since - UNK/NR Instrument Rating(s) - UNK/NR Narrative			t	OFF AI	RPORT/STRIP		
Basic Weather - VMC Wind Din/Speed- UNK/NR Wind Din/Speed- UNK/NR Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - UNK/NR -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) UNK/NR Age - UNK/NR Age - UNK/NR Age - UNK/NR Age - UNK/NR Current - UNK/NR Medical Certificate - UNK/NR Flight Time (Hours) Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - UNK/NR Narrative							
Wind Dir/Speed- UNK/NR Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Lowest Ceiling - NONE Dbstructions to Vision- NONE Condition of Light - UNK/NR -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) UNK/NR Certificate(s)/Rating(s) UNK/NR Age - UNK/NR Age - UNK/NR Medical Certificate - UNK/NR Medical Certificate - UNK/NR Flight Time (Hours) Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - UNK/NR Narrative	• • • • • • • • • • • • • • • • • • • •			Airport D	ata		
Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - UNK/NR -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) UNK/NR UNK/NR ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - UNK/NR Type Apch/Lndg - UNK/NR Medical Certificate - UNK/NR Flight Time (Hours) Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - UNK/NR Narrative		UNK/ NR		Punway	Ident -	NI/A	
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - UNK/NR Precipitation - NONE Condition of Light - UNK/NR -Personnel Information Pilot-In-Command Age - UNK/NR Medical Certificate - UNK/NR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) UNK/NR Current - UNK/NR Total - UNK/NR Last 24 Hrs - UNK/NR 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) - UNK/NR Narrative		ATC/Airspace					
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - UNK/NR -Personnel Information Pilot-In-Command			- NONE				
Precipitation - NONE Condition of Light - UNK/NR -Personnel Information Pilot-In-Command				Runway	Status -	DRY	
Condition of Light - UNK/NR -Personnel Information Pilot-In-Command		Type Apch/Lndg	- UNK/NR				
Personnel Information Pilot-In-Command Age - UNK/NR Medical Certificate - UNK/NR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) UNK/NR Current - UNK/NR Total - UNK/NR Last 24 Hrs - UNK/NR 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) - UNK/NR							
Pilot-In-Command Age - UNK/NR Certificate(s)/Rating(s) UNK/NR Biennial Flight Review Flight Time (Hours) Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - UNK/NR Instrument Rating(s) - UNK/NR Narrative	Condition of Light - UNK/NR						
Certificate(s)/Rating(s) Biennial Flight Review UNK/NR Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - UNK/NR Instrument Rating(s) - UNK/NR National Flight Review Flight Time (Hours) Flight Tim		Age - LINK/NP	Medical Certifica	te - UNK/NI	Þ		
UNK/NR Current - UNK/NR Total - UNK/NR Last 24 Hrs - UNK/NR 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) - UNK/NR		Biennial Flight Review	Flial				
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) - UNK/NR		Current - UNK/N	R Total - Ul	NK/NR	Last 24	Hrs - UN	K/NR
Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - UNK/NR		Months Since - UNK/N	R Make/Model- UI	NK/NR	Last 30	Days- UN	K/NR
Instrument Rating(s) - UNK/NR		Aircraft Type - UNK/N		NK/NR	Last 90	Days- UN	
			Muiti-Eng - Ui	NK/NR	Rotorcra	art - UN	K/NR
	Instrument Rating(s) - UNK/NR						
	-Narrative						
ACFT WAS FOUND ABANDONED 25 MILES WEST OF DOUGLAS, ARIZONA. A LANDING WAS MADE ON A DIRT ROAD WHERE THE ACFT		DOUGLAS, ARIZONA. A LANDI	NG WAS MADE ON A DI	RT ROAD WH	ERE THE ACF	Т	
TACTED A DITCH AND NOSED OVER. THE ACFT WAS REPORTED STOLEN AND THE PLT WAS NOT LOCATED. ACCORDING TO THE LOCAL RIFF'S OFFICE. TRACES OF ILLEGAL CONTRABAND WERE FOUND IN THE ACFT.			PLT WAS NOT LOCATED	. ACCORDIN	G TO THE LO	CAL	

File No 110	9/26/86	DOUGLAS,AZ	A/C Reg.	No. N5340U	Time (Lcl) - 1100 MST
Occurrence #1 Phase of Operation	MISCELLANEOUS/OTE	HER			
Finding(s) 1. STOLEN AIRCRAFT/	UNAUTHORIZED USE	- PERFORMED - PILOT	T IN COMMAND		
Occurrence #2 Phase of Operation	LOSS OF CONTROL LANDING - ROLL	- ON GROUND			
Finding(s) 2. TERRAIN CONDITIO 3. UNSUITABLE TER 4. DIRECTIONAL CONT	RAIN - SELECTED - ROL - NOT MAINTAIN	NED - PILOT IN COMM			
Occurrence #3 Phase of Operation	ON GROUND COLLIST	ION WITH TERRAIN			
Finding(s) 5. TERRAIN CONDITIO					
Occurrence #4 Phase of Operation		SED			
Finding(s) 6. LANDING GEAR,NOS	E GEAR - SEPARATIO)N			
Probable Cause					
The National Transporis/are finding(s) 3,4		rd determines that	the Probable Cause(s) of this ac	ccident
Factor(s) relating to	this accident is,	/are finding(s) 2,5	5		

 Basic Information Type Operating Certificate-NONE (GENERA 	I AVTATION)	Aircraft Damage			Injur	iec	
Type operating centiliteate-none (Genera	L AVIATION)	SUBSTANTIAL		Fatal	Serious		None
Type of Operation -INSTRUCTIONA	L	Fire	Crew	0		0	1
Flight Conducted Under -14 CFR 61		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 152		lodel - LYCOMING 0-2					
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600		gines - 1 be - RECIPROCATIN			all Warnin	g System	- YES
No. of Seats - 2		er - 110 HP	G CARBORE	IOK			
Environment/Operations Information Weather Data	Itinerary			Airport F	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		ure Point		ON AIRF			
Method - N/A	SAME AS A	CC/INC					
Completeness - N/A	Destination		,	Airport Da			
Basic Weather - VMC	SAME AS A	CC/INC		SCOTTSE		02	
Wind Dir/Speed- CALM Visibility - 40.0 SM	ATC/Airspace				Lth/Wid -	03 8251/	75
Lowest Sky/Clouds - CLEAR		ght Plan - NONE			Surface -		, 5
Lowest Ceiling - NONE	Type of Cle	arance - VFR			Status -		
Obstructions to Vision- NONE	Type Apch/L	ndg - TOUCH AN	D GO				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 39	Medical C	entificat	a - VALID	MEDICAL-NO	WATVEDS/	ITMIT
Certificate(s)/Rating(s)	Biennial Flight R			t Time (Ho		WAI VERS	
STUDENT	Current	- N/A Total		26	Last 24	Hrs -	9
	Months Since	- N/A Make/	Model-	26	Last 30	Days- UN	K/NR
	Aircraft Type	e - N/A Instr	ument-	0	Last 30 Last 90 Rotorcr	Days-	26
		MUITI	-eng -	O	ROTORCE	art -	O
Instrument Rating(s) - NONE							
Narrative		·					
ING A FIRST SOLO INSTRUCTIONAL FLIGHT, THE	PILOT WAS TAKING	OFF FROM HIS THIRD	TOUCH-AND	-GO WHEN A	T AN ALTIT	UDE	
PPROXIMATELY 10 FEET AGL THE RIGHT WING W							

File No 110	07 10/21/86	SCOTTSDALE,AZ	A/C Reg.	No. N67752	Time (Lc1), - 1736 MST
Occurrence #1 Phase of Operation		- IN FLIGHT			
	OF PROCEDURE, LAC		- PILOT IN COMMA		
Occurrence #2 Phase of Operation		ION WITH OBJECT			
Finding(s) 4. OBJECT - AIRPORT					
Occurrence #3 Phase of Operation	LANDING				
Probable Cause					
The National Transporis/are finding(s) 1	tation Safety Boa	rd determines that th	e Probable Cause(s) of this accid	dent
Factor(s) relating to	this accident is	/are finding(s) 2,3,4			

File No 1064 1/07/86 LIVE	RMORE,CA A/C R	eg. No. N8283T	Т	ime (Lcl) -	2300 PS	Г
Basic Information Type Operating Certificate-NONE (GENER Type of Operation -BUSINESS	AL AVIATION) Aircraf DESTRO Fire	t Damage YED Crew	Fatal	Injur Serious O		None O
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE			Ó	Ö	Ö
Aircraft Information Make/Model - PIPER PA-28-181 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/Adtall Warning		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN	Itinerary G Last Departure Point SAME AS ACC/INC			Proximity RPORT/STRIP		
Method - N/A Completeness - N/A Basic Weather - IMC Wind Dir/SpeedUNK/NR Visibility - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - OBSCURED Obstructions to Vision- FOG Precipitation - NONE Condition of Light - NIGHT(DARK)	Destination OXNARD,CA ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	Runway Runway Runway	ORE Ident - Lth/Wid - Surface - Status -	N/A N/A	
Personnel Information Pilot-In-Command	Age - 35	Medical Certifica			WAIVERS,	/LIMIT
Certificate(s)/Rating(s) PRIVATE SE LAND	Biennial Flight Review Current - YES Months Since - 16 Aircraft Type - UNK/NR	Total - Make/Model-	41	Last 24	Days-	4 12 14
Instrument Rating(s) - NONE						
Narrative HE AIRCRAFT CRASHED SHORTLY AFTER TAKEOFF A HE ACCIDENT SITE; HOWEVER, THE NON-INSTRUME ELEPHONED HER FROM THE AIRPORT PRIOR TO HIS ISIBILITY WAS ABOUT 15-20 FEET DUE TO DENSE	NT RATED PILOT HAD TOLD HIS DEPARTURE. WITNESSES IN THE	WIFE THAT THE WEAT	HER WAS CL	EAR WHEN HE		

File No 10	64 1/07/86	LIVERMORE,CA	A/C Reg. No. N8283T	Time (Lc1) - 2300 PST
Occurrence #1 Phase of Operation		- IN FLIGHT		
4. BECAME LOST/DIS	- DARK NIGHT TO IMC - INADVERTE ORIENTED - INADVER	NT - PILOT IN COMMAN TENT - PILOT IN COMM TIAL DISORIENTATION	IAND	
Occurrence #2 Phase of Operation				
Probable Cause				
The National Transpois/are finding(s) 3,	-	rd determines that t	he Probable Cause(s) of this acci	dent
Factor(s) relating t	o this accident is	/are finding(s) 1,2,	5	

File No 1148 3/07/86 TE	HACHAPI,CA	A/C Reg. No. N18174 Time (Lc1) - 1113 PST					
Basic Information Type Operating Certificate-NONE (GEN	NERAL AVIATION)	Aircraft Dam SUBSTANTIAL		Fatal	Injur Serious	ries Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 9	1	NONE	Pass	0	Ô	Õ	3
Accident Occurred During -LANDING		715/12	, 455	· ·	Ŭ	Ŭ	Ū
Aircraft Information							
Make/Model - CESSNA 177B	Eng Make/	Model - LYCOMIN	G 0-360-A1F6D	ELT	Installed/A	Activated	- YES/YES
Landing Gear - TRICYCLE-FIXED	Number En	gines - 1		5	itall Warnir	ng System	- YES
Max Gross Wt - 2500	Engine Ty	oe - RECIPRO	CATING-CARBURE	TOR			
No. of Seats - 4	Rated Pow	er - 180	HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Depar	ture Point		OFF AI	RPORT/STRIF	•	
Method - TELEPHONE	SACRAMEN	TO,CA .					
Completeness - WEATHER NOT PERTIN	NENT Destination			Airport D	ata		
Basic Weather - VMC	VAN NUYS	, CA		TEHACH	API		
Wind Dir/Speed- 180/010 KTS						- N/A	
Visibility - 25.0 S M	ATC/Airspace				/ Lth/Wid ·		
	SCATTERED Type of F1				Surface ·		
Lowest Ceiling - 10000 FT E	, ,	earance - IFR		Runway	Status ·	- ROUGH	
Obstructions to Vision- NONE	Type Apch/	Lndg - FOR	CED LANDING				
Precipitation - RAIN							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 22 Biennial Flight I	Medi	cal Certificat) WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Fligh	t Time (F	lours)		
PRIVATE	Current		Total -	247	Last 24		3
SE LAND	Months Since		Make/Model-	7	Last 30	Days-	22
	Aircraft Typ	e - C-177B	Instrument-	37	Last 90	Days-	38
Instrument Rating(s) - AIRPLANE							
Narrative							
AFTER DETERMINING THE TAKEOFF WT OF THE AC	ET WOULD BE OVER THE	MAX GROSS THE	PLT ASKED THE	OPERATOR	THE DAY		
BEFORE THE ACCIDENT TO DRAIN 20 GALS OF FL							
SAID HE FLEW FOR ABOUT ONE HOUR AND DID NO						r n	
HE REMOVED 15 GALS FROM THE TANKS THE NIGH							
DEFUELING. ON THE DAY OF DEPT THE PLT PREF							
QUANTITY. THE PLT SAID WHEN THE ACFT MASTE							
GAUGE "LESS THAN ONE HALF." THE PLT SAID F							
DESTINATION. ABOUT 2.8 HRS INTO THE FLT IN						J.	
A DIRT ROAD. EXAMINATION OF THE ACFT REVEA						٧.	
A DIRT ROAD. EXAMINATION OF THE ACET REVEA	ALLD CONTINUITY OF IT	L IUEL STSIEM A	NAD NO FOEL TH	THE ACET.			

File No 114	3/07/86	TEHACHAPI,CA	A/C Reg.	No. N18174	Time (Lcl) - 1113 PST
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICAL			
Finding(s) 1. FLUID,FUEL - EXH 2. FUEL SUPPLY - 3. PREFLIGHT PLANN 4. AIRCRAFT PREFLIC 5. REFUELING - NOT	INADEQUATE - PILO NG/PREPARATION - GHT - INADEQUATE -	POOR - PILOT IN COMMAN PILOT IN COMMAND	ND		
Occurrence #2 Phase of Operation					
Occurrence #3 Phase of Operation		ION WITH OBJECT			
Finding(s) 6. CLEARANCE ~ NOT	POSSIBLE - PILOT	IN COMMAND			
Probable Cause					
The National Transporis/are finding(s) 2,4		rd determines that the	e Probable Cause	(s) of this acc	ident
Factor(s) relating to	this accident is	/are finding(s) 3,6			

-Basic Information Type Operating Certificate-NONE (GENER	I AVIATION) Aire	craft Damage		Injuri	ا م	
Type of Operation -DRUG RELATED Flight Conducted Under -14 CFR 91 Accident Occurred During -UNKNOWN	SUE	BSTANTIAL C	Fatal rew O ass O	•	Minor O O	None 0 0
-Aircraft Information Make/Model - BEECHCRAFT 65-A80 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 8500 No. of Seats - UNK/NR	Number Engines	- LYCOMING.IGSO-540 - 2 - RECIP-FUEL INJECT - 380 HP	Ç	Installed/Ad Stall Warning		
-Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR	Itinerary Last Departure Po UNK/NR	pint		Proximity IRPORT/STRIP		
Completeness - WEATHER NOT PERTINENT Basic Weather - UNK/NR Wind Dir/Speed- UNK/NR Visibility - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - UNK/NR Obstructions to Vision- UNK/NR Precipitation - UNK/NR Condition of Light - UNK/NR	Destination UNK/NR ATC/Airspace Type of Flight P Type of Clearance Type Apch/Lndg	e - NONE	Runway Runway		N/A	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) UNK/NR	Age - UNK/NR Biennial Flight Review Current - UNK Months Since - UNK Aircraft Type - UNK	F K/NR Total K/NR Make/Model	light Time (H - UNK/NR - UNK/NR - UNK/NR	Hours) Last 24 Last 30 Last 90	Hrs - UNI Days- UNI Days- UNI aft - UNI	K/NR K/NR
Instrument Rating(s) - NONE						
-Narrative ACFT CONTACTED TWO COWS WHILE OPERATING A WRECKAGE, HOWEVER, NO PERSONS WERE FOUND IDENT SITE AND IT IS BELIEVED A SUBSTANTIA	AT OR NEAR THE WRECKAGE.	. TRAINED DRUG SNIF	VEHICLE TRACK FING DOGS WER	KS WERE FOUND RE USED AT TH	NEAR HE	

File No. - 1067 3/20/86 CUYAMA,CA A/C Reg. No. N29DS Time (Lc1) - 2330 PST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation UNKNOWN

Finding(s)

1. OBJECT - ANIMAL(S)

2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

File No 1042 4/11/86 DEAT	H VALLEY,CA	A/C Reg.	A/C Reg. No. N5925B Time (Lc1) - 1650 PST				Т
Type Operating Certificate-NONE (GENER Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	AL AVIATION)	Aircraft [SUBSTANT] Fire NONE			Inju Serious O O	ries Minor O O	None 1 1
Aircraft Information Make/Model - CESSNA 182A Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2650 No. of Seats - 4		ngines - 1 ype - RECIF	NENTAL 0-470-L PROCATING-CARBUI	S	Installed/ <i>i</i> Stall Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 250/016 KTS Visibility - 20.0 SM Lowest Sky/Clouds - 25000 FT SCA Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	RIO L'IN Destinatio DEATH V ATC/Airspac TTERED Type of F	n ALLEY,CA e light Plan - N learance - N /Lndg - I		ON AIR Airport D DEATH Runway Runway Runway Runway	ata VALLEY	- ASPHALT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 40 Biennial Flight Current Months Sinc Aircraft Ty	Review - YES e - 14	edical Certifica Flig Total - Make/Model- U Instrument-	ght Time (F 800		4 Hrs - UI	NK/NR
Instrument Rating(s) - AIRPLANE							
THE ACFT COLLIDED WITH TERRAIN AFTER A LOSS SELECTOR POSITIONS WHILE EN ROUTE. UPON ENTR ON FINAL APCH THE PLT REALIZED HE WAS TOO HI ATTEMPTED TO ARREST THE SINK RATE BY APPLYIN ACFT LANDED SHORT AND NOSED OVER. THE ACFT WE CERTIFICATE (STC) NUMBER SA694GL. THE INFORM CARBURETOR THROTTLE ABRUPTLY AFTER IDLING IN STATES THAT THE FUEL SELECTOR SHOULD BE POSI	Y INTO THE TRAFFI GH AND ENTERED A G PWR. WHEN THE T AS OPERATING USIN ATION CONTAINED I FLIGHT. TO DO SO	C PATTERN ON A LEFT WING LOW HROTTLE WAS AF G AUTOMOTIVE F N THE STC CAUT MAY CAUSE THE	A RIGHT DOWNWING SLIP. WHEN HE I PPLIED, THE ENG FUEL IN ACCORDAN TIONS THE PLT ST E ENGINE TO STOM	D, THE LEFT REACHED HIS DID NOT RE NCE WITH SU TATING, "DO P." THE ACF	TANK WAS S DESIRED AL SPOND AND PPLEMENTAL NOT OPEN A	SELECTED. _T HE THE TYPE	

Time (Lcl) - 1650 PST File No. - 1042 4/11/86 DEATH VALLEY.CA A/C Reg. No. N5925B LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND 2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 4. FLIGHT MANUALS - NOT UNDERSTOOD - PILOT IN COMMAND 5. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND 6. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND Occurrence #2 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 7. TERRAIN CONDITION - LOOSE GRAVEL/SANDY The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3 Factor(s) relating to this accident is/are finding(s) 1,4,5,6,7

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File No 1061 5/01/86 PAL	MDALE,CA A/C F	eg. No. N4239J	Time (Lc1) - 1 910 PDT	
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircraf	t Damage	In	.juries	
	SUBSTA	NTIAL	Fatal Seriou	s 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 - BELL 47G-2	Eng Make/Model - FR	ANKLIN 6VS-335-A	ELT Installe	d/Activated	- NO -N/A
Landing Gear - SKID	Number Engines - 1		Stall War	ning System	- NO
Max Gross Wt - 2490	Engine Type - RE	CIPROCATING-CARBURET		3 - 7	
No. of Seats - 3	Rated Power -	225 HP			
Environment/Operations Information					
Weather Data	Itinerary		Airport Proximit	·V	
Wx Briefing - NO RECORD OF BRIEFI			OFF AIRPORT/ST		
Method - N/A	PALMDALE, CA				
Completeness - N/A	Destination	Δ	irport Data		
Basic Weather - VMC	LOCAL	•	PALMDALE		
Wind Dir/Speed- 260/011 KTS	LOOAL		Runway Ident	- N/A	
Visibility - 35.0 SM	ATC/Airspace		Runway Lth/Wid		
Lowest Sky/Clouds - 16000 FT SC		- NONE	Runway Surface		
Lowest Ceiling - NONE	Type of Clearance		Runway Status		
Obstructions to Vision- NONE		- PRECAUTIONARY LAND		DICT	
Precipitation - NONE	Type Apeny Enag	TREGACTIONART EARD	1114		
Condition of Light - DAYLIGHT					
Personnel Information					
Pilot-In-Command	Age - 25			-NO MAINERS/	LIMII
Certificate(s)/Rating(s)	Biennial Flight Review		Time (Hours)	0.4.11	
PRIVATE, COMMERCIAL, CFI	Current - YES	Total - 1	943 Last	24 Hrs -	1
SE LAND	Months Since - 23 Aircraft Type - 47G-2	Make/Model- 1	538 Last	: 30 Days- UN	
HELICOPTER	Aircraft Type - 47G-2	Instrument-	0 Last	90 Days-	90
			Roto	rcraft -	1517
Instrument Rating(s) - NONE					
Narrative					
HE HELICOPTER LANDED HARD IN THE DESERT WH	TIE ON A VED DEDCOMAL ELT. TI	IE DET INDICATED THAT	HE HIST DEDARTE	.D. 4	
DUNTIAN AREA FOR REFUELING. HE ALSO INDICA					
ID CHECK THE FUEL QUANTITY. HE STATED HE M					
RUCK AND SEVERED THE TAIL BOOM. APRX 1 QU					
NUFACTURERS OPERATORS MANUAL FOR THE BELL					
MOLACIOKEKS OLEKATOKS WANGAT LOK THE BETT	4/G, THE FUEL CAPACITY 15 43	GALLUNS TOTAL WITH	41 GALLUNS USABL		

File No. - 1061 5/01/86 PALMDALE,CA A/C Reg. No. N4239J Time (Lcl) - 1910 PDT Occurrence #1 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 1. FLUID, FUEL - LOW LEVEL 2. PRECAUTIONARY LANDING - INTENTIONAL - PILOT IN COMMAND 3. FLIGHT/NAV INSTRUMENTS, COMPASS - INOPERATIVE 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND 5. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND 6. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND Occurrence #2 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 7. FLARE - IMPROPER - PILOT IN COMMAND 8. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,7 Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,8

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File No 1060 5/15/86 JULI	AN,CA	A/C Reg.	No. N89357	Т	ime (Lcl)	- 1915 PD	Γ
Basic Information Type Operating Certificate-NONE (GENER.	AL AVIATION)	Aircraft Da	mage	Fatal	Inju Serious	ries Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Fire NONE	Crew Pass	0	1	0	0
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Engi	nes - 1 - RECIPA	NG 0-235-L2C OCATING-CARBUR HP	S	Installed// Stall Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 280/008 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 1900 FT SCA Lowest Ceiling - 2500 FT BRO Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		NV NV ht Plan - NC rance - NC dg - TF		OFF AI Airport D BUTTER Runway Runway Runway	FIELD RANCH	H - 36 - 2000/ - DIRT	60
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 58 Biennial Flight Re		ical Certifica Fliq	te - VALID ht Time (H		AIVERS/LIM	ИIT
PRIVATE	Current	- YES	Total -	315	Last 2		3
SE LAND	Months Since Aircraft Type	- 3 - C-152	Make/Model- Instrument-		Last 30 Last 90		2 6
Instrument Rating(s) - NONE							
Narrative HE ACFT COLLIDED WITH WIRES ON FINAL APCH TO LT STATED THAT HE WAS CONCERNED ABOUT HIS FOOTHER THAN HIS DEST. THE PLT REALIZED HE WAS LY NAVIGATING BY USING A ROAD UNTIL HE CAME ANDINGS SHOULD BE MADE HEADING SOUTH ON RWY ERRAIN ON THE NORTH END OF THE AIRSTRIP CRE. O FT TALL MARKED POWER LINES APPROXIMATELY: OWER LINES ON THE SAME POLE AND CRASHED SHOW	JEL QUANITY AND DECI LOST WHEN HE COULD ACROSS A PRIVATE AI 18. THE PLT ELECTED ATING A DOWNSLOPE LA 200 FT FROM THE RWY	DED TO MAKE NOT FIND THE RSTRIP. HE S TO LAND HEA NDING ROLL O	A PRECAUTIONAR ARPT. HE SUBSI AW A DIRECTION, DING NORTH ON I N RWY 18. ON F	Y LANDING EQUENTLY C AL ARROW I RWY 36 DUE INAL APCH	AT AN ARPT CONTINUED TO NDICATING TO RISING THE PLT NO		

File No. - 1060 5/15/86 JULIAN, CA A/C Reg. No. N89357 Time (Lcl) - 1915 PDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. AIRPORT FACILITIES, OBSTRUCTION MARKING - UNAPPROVED 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND IMPROPER USE OF FACILITY, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND 4. OBJECT - WIRE, TRANSMISSION 5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 6. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,6 Factor(s) relating to this accident is/are finding(s) 2,3,4

File No 1051 5/17/86 LAN	CASTER,CA A/C R	eg. No. N6013T	T	ime (Lc1)	- 1040 PD	T
-Basic Information Type Operating Certificate-NONE (GENE		t Damage		Inju		
Tune of Openation	SUBSTA		Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass		0	0	1
Accident Occurred During -DESCENT	NONE	rass	U	U	U	'
-Aircraft Information						
Make/Model - CESSNA 150D	Eng Make/Model - CC					
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warni	ng System	- YES
Max Gross Wt - 1600	Engine Type - RE		ETOR			
No. of Seats - 2	Rated Power -	100 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity	_	
Wx Briefing - NO RECORD OF BRIEFII Method - N/A	NG Last Departure Point MOJAVE.CA		OFF AI	RPORT/STRI	,	
Completeness - N/A	Destination		Airport D	2+2		
Basic Weather - VMC	LOCAL		Amport	ala		
Wind Dir/Speed- 060/018 KTS	20072		Runway	Ident	- N/A	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - 25000 FT SC		- NONE		Surface		
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status ·	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	A	Madiaal Caulicia		MEDICAL		/
Certificate(s)/Rating(s)	Age - 44 Biennial Flight Review	Medical Certifica	te - VALID ht Time (H		J WAIVERS,	LIMII
PRIVATE	Current - NO	Total -	1440	125+ 2	1 Hrs -	1
SE LAND, ME LAND	Months Since - 53	Make/Model- Instrument-	246	Last 30	Days-	6
	Aircraft Type - CESSNA	Instrument-	9	Last 90	Days-	17
		Multi-Eng -	254			
Instrument Rating(s) - NONE						
	THE GROUND WITH 30 DEGREES OF	FLAPS AT APPROXIM	ATELY 60 M	PH AIRSPEE		

File No 10	5/17/86	LANCASTER, CA	A/C Reg. No. N6013T	Time (Lcl) - 1040 PDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL	- IN FLIGHT		
2. IMPROPER US 3. JUDGEMENT - POO	IING/DECISION - POOL EE OF EQUIPMENT/AIRO BR - PILOT IN COMMAI BEQUATE - PILOT IN	CRAFT,DIVERTED ATTE ND COMMAND	D NTION - PILOT IN COMMAND	
Occurrence #2 Phase of Operation		ION WITH OBJECT		
Finding(s) 5. OBJECT - TREE(S 6. CLEARANCE - NOT	;) : MAINTAINED - PILO			
Occurrence #3 Phase of Operation		ROLLED		
Probable Cause				
The National Transpo		rd determines that	the Probable Cause(s) of this accide	ent ·
Factor(s) relating 1	o this accident is,	/are finding(s) 2,3	,5	

File No 1124 5/17/86 TRACY	, CA	A/C Reg. No. N7	176T	Т	ime (Lcl) -	2000 PD	Г
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING			Crew Pass	Fatal O O	Injur Serious O O		None 1 3
Aircraft Information Make/Model - CESSNA 172B Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2200 No. of Seats - 4	Number Engines	- RECIPROCATING		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 Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK	Itinerary Last Departure TRACY,CA Destination LOCAL ATC/Airspace Type of Flight Type of Clearan Type Apch/Lndg	Plan - NONE ce - NONE	- IN	ON AIR Ainport Da Runway Runway Runway Runway	ata	DIRT	10
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, SE SEA	Age - 41 Biennial Flight Revier Current - Y Months Since - 20 Aircraft Type - C	W ES Total O Make/M -172 Instru	Fligh - Model-	t Time (H 574 409 K/NR	Last 24 Last 30 Last 90	Hrs - Days- Ul	2 NK/NR 7
Instrument Rating(s) - NONENarrative THE ACFT VEERED OFF A RURAL DIRT ROAD BEING U THAT HE WAS ATTEMPTING TO LAND ON A NARROW DI TOMATO FIELD. THE NOSE GEAR SANK AND THE ACFT 10 FT WIDE. THE OPERATORS MANUAL FOR THE CESS	RT FARM ROAD WHEN THE NOSED OVER. THE PLT A	ACFT VEERED INTO	A FRESHI	Y PLOWED	AND IRRIGA WAS APRX	TED	

File No. - 1124 5/17/86 TRACY, CA A/C Reg. No. N7176T Time (Lcl) - 2000 PDT LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE 2. TERRAIN CONDITION - SOFT 3. JUDGEMENT - POOR - PILOT IN COMMAND 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT.OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

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

File No 1041 5/21/86 LOMPOC	, CA	A/C Reg.	No. N9158L		Time (Lcl) - 1320 PDT	•
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL	AVIATION)	Aircraft D SUBSTANTI Fire	AL		In al Seriou:	juries s Minor O	None O
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI		NONE	P.	ass (0 0	O 1	0
Aircraft Information Make/Model - BELLANCA 7ACA Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1332 No. of Seats - 2	Eng Make/Mo Number Eng Engine Typo Rated Powel	ines - 1 e - RECIP	NENTAL A65-8 ROCATING-CAR 5 HP	BURETOR		ning 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- 320/020 KTS Visibility - UNK/NR Lowest Sky/Clouds - 2000 FT SCATT Lowest Ceiling - 20000 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	N Type of Clea Type Apch/Li	IA,CA ght Plan - N arance - N ndg - Ņ	ONE	Airpo ON Airpor LOM Rur Rur Rur Rur	ort Proximit AIRPORT ort Data MPOC AIRPORT nway Ident nway Lth/Wid nway Surface nway Status	y - UNK/NR - UNK/NR - ASPHALT	
	Age - 32 Biennia! Flight Ro		dical Certif F	icate - VA light Time		-NO WAIVERS/	'LIMIT
COMMERCIAL, CFI SE LAND, ME LAND	Current Months Since Aircraft Type	- YES	Total Make/Model Instrument Multi-Eng	- 104 - 69	Last	24 Hrs - 30 Days- 90 Days-	2 48 91
Instrument Rating(s) - AIRPLANE							
THE BELLANCE CHAMPION WENT OUT OF CONTROL AN CONTROL THE PLT INDICATED THAT THE ACFT WAS TIED DOWN CABLE THAT STRETCHED ACROSS THE RAMP AT THE OTTHE BRAKES. WHEN THE ENG STARTED IT DEVELOPED STARTED A PIVOT TURN AROUND THE OTHER CHAIN AN RECOMMENDED THAT AN ENGINE NEVER BE "HAND PROPOPERATION OF ALL THE CONTROLS IS SEATED AT THE SHOULD BE PLACED IN FRONT OF THE MAIN WHEELS.	WITH TWO CHAINS A' HER END. THE PLT I MORE THAN IDLE RPI D STRUCK TWO PARKI PED" UNLESS A QUA CONTROLS AND THE	TTACHED TO E ELECTED TO H M. THE ACFT ED ACFT BEFO LIFIED PERSO BRAKES SET.	ACH OF THE WAND START THE BROKE ONE OF RE STOPPING. IN THOROUGHLY AS A ADDITI	INGS AT ON E ENG WITH THE TIE D AC 61-21A FAMILAR V DNAL PRECA	NE END AND THOUT SOMEONE DOWN CHAINS TATES, "INVITH THE AUSTION, CHO	ON AND T IS CKS	

File No 10	41 5/21/86	LOMPOC, CA	A/C Reg. No. N9158L	Time (Lc1) - 1320 PDT
Occurrence #1 Phase of Operation				
 IMPROPER US PROPER ASSISTAN PROCEDURES/DIRE AIRCRAFT UNATTE 	GHT - IMPROPER - PI E OF PROCEDURE,COMP CE - NOT ATTAINED - CTIVES - NOT FOLLOW NDED/ENGINE(S) RUNN URE - IMPROPER - PI	LACENCY - PILOT I PILOT IN COMMAND ED - PILOT IN COM ING - IMPROPER -	MAND	
Occurrence #2 Phase of Operation		ON WITH OBJECT		
Probable Cause				
The National Transports/are finding(s) 1,3	-	d determines that	the Probable Cause(s) of this accide	:nt
Factor(s) relating to	this accident is/	are finding(s) 2		

File No 1123 5/24/86 HUNTI	NGTON BCH, CA	A/C Reg. No. 1	N172HW	Time (Lc1) -	1029 PDT	
Basic Information Type Operating Certificate-NONE (GENER		ircraft Damage SUBSTANTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH		ire NONE	Crew O Pass O	0	0	1 2
Aircraft Information						
Make/Model - CESSNA 172		1 - CONTINENTAL	_ 0-300-D EL	T Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2220	Number Engine Engine Type		TNO CARRUPETOR	Stall Warning	g System	- NO
No. of Seats - 4	Rated Power	- RECIPROCAT: - 145 HP	ING-CARBURETUR			
Environment/Operations Information						
Weather Data	Itinerary		Airpor	t Proximity		
Wx Briefing - FSS	Last Departure	Point	ON A	IRPORT		
Method - TELEPHONE	RIVERSIDE,CA					
Completeness - FULL	Destination		Airport			
Basic Weather - VMC	HUNTINGTON B	CH,CA		OW LARK		
Wind Dir/Speed- UNK/NR	. = = /			•	19	
Visibility - 10.0 SM	ATC/Airspace			ay Lth/Wid -		60
Lowest Sky/Clouds - CLEAR	Type of Flight			ay Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE	Type of Cleara Type Apch/Lndg		PATTERN	ay Status -	DRY	
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 46	Medical	Certificate - VAL		WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revi			. ,	1.1	
PRIVATE	Current -		al - 3293	Last 24		3
SE LAND	Months Since - Aircraft Type -		e/Model- 33 trument- UNK/NR	Last 30 Last 90	Days-	9 16
	Afficiant Type			Rotorcra		
Instrument Rating(s) - NONE						
TNarrative HE ACFT CONTACTED A PARKED CAR AND A HANGAR PORTED THE ACFT WAS HIGH AND FAST ON FINAL T. HE FLARED THE ACFT AT 20 FT AGL AT WHICH HE ACFT. THE ACFT THEN SETTLED TO THE RWY AN USE TO GAIN AIRSPEED IN AN ATTEMPT TO CLEAR HE BUILDING. THE RT FRONT SEAT PASSENGER, WHE HEDUCE FLAPS TO 20 DEGS IMMEDIATELY AFTER APP	APCH. HE SELECTED FUL TIME, HE CLAIMED, HI ID BOUNCED 20 FT IN TH A BUILDING 600 FT AHE IO IS A CFI, DENIES TO	L FLAPS AND A 1 S PASSENGER TOO E AIR. THE PLT AD. THE ACFT TH UCHING THE CON	NOSE UP ATTITUDE T OK OVER THE CONTRO APPLIED FULL POWE HEN CONTACTED A PA FROLS. THE OPERATO	O LOSE AIRSPEI LS TO HELP LAN R AND LOWERED RKED CAR NEXT	ND THE TO	

File No 1	123 5/24/86	HUNTINGTON BCH,CA	A/C Reg. No. N172HW	Time (Lcl) - 1029 PDT
Occurrence #1 Phase of Operation		/TOUCHDOWN		
2. AIRSPEED - EXCE 3. PROPER DESCENT 4. RELINQUISHING (5. STALL/MUSH - UN		COMMAND NED - PILOT IN COMMAND PER - PILOT IN COMMAND T IN COMMAND DMMAND		
Occurrence #2 Phase of Operation				
	PROPER - PILOT IN (FA - NOT UNDERSTOOD) - PILOT IN COMMAND		
Occurrence #3 Phase of Operation		ROUND (VFR)		
Probable Cause-				
The National Transpois/are finding(s) 1	,	ard determines that the P	robable Cause(s) of this accid	ent
Factor(s) relating	to this accident is	s/are finding(s) 2,3,5,8		

File No 1122 5/26/86 LAKEP	ORT,CA A/C Re	eg. No. N4146	Т	ime (Lcl)	- 1215 PDT	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	L AVIATION) Aircraf SUBSTAN Fire NONE				ries Minor O	None 1
Accident Occurred During -LANDING	NUNE	Pass	O	O	U	O
Aircraft Information Make/Model - MOONEY M-18C Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 850 No. of Seats - 1	Eng Make/Model - COM Number Engines - 1 Engine Type - REC Rated Power -	STINENTAL C-65-8 CIPROCATING-CARBUR 65 HP	S		Activated ng System	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 240/012 KTS Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	AUBURN,CA Destination LAKEPORT,CA ATC/Airspace Type of Flight Plan Type of Clearance		ON AIR Airport D LAMPSO Runway Runway Runway	ata N	- ASPHALT	40
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 59 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - C-152I:	Total - Make/Model-	nt Time (H 159 4	ours) Last 2 Last 3	4 Hrs - O Days-	1 24 49
Instrument Rating(s) - NONE	ATTOTALL TYPE 0 1321.	THIS CHAIMENT	,			

File No. - 1122 5/26/86 LAKEPORT, CA A/C Reg. No. N4146 Time (Lcl) - 1215 PDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND NOSE OVER Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - DITCH 5. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----

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

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

File No 1121 6/05/86 SONOMA	CA A/C R	eg. No. N62763	T	ime (Lcl)	1530 PD1	-
-Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91	AVIATION) Aircraf SUBSTAI Fire NONE	t Damage NTIAL Crew Pass	Fatal O O	Injur Serious 1 1		None O O
Accident Occurred During -DESCENT						
-Aircraft Information Make/Model - BOEING A75N1 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2800 No. of Seats - 2	3 ,,		S	Installed/Æ		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 250/013 KTS Visibility - 25.0 SM Lowest Sky/Clouds - 3000 FT Lowest Ceiling - 3000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SONOMA,CA Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE - STRAIGHT-IN FULL STOP	OFF AI Airport D SONOMA RUNWAY RUNWAY RUNWAY RUNWAY	VALLEY / Ident - / Lth/Wid - / Surface - / Status -	- 25 - 2700/	75
	ige – 22 Biennial Flight Review	Medical Certificat	e - VALID nt Time (F) WAIVERS,	'LIMIT
COMMERCIAL	Current - YES	Total -	853	Last 24	Hrs -	6
SE LAND	Months Since - 6 Aircraft Type - T-34A	Make/Model- Instrument-	115 47	Last 30 Last 90	Days- Days-	87 217
Instrument Rating(s) - AIRPLANE						
Narrative E ACFT COLLIDED WITH A POLE AND CRASHED IN A EW A 20 MINUTE LOCAL VFR FLIGHT PRIOR TO THE RECALL ANY DETAILS OF THE ACCIDENT AFTER THE MAGE AND MUD AND RUST DEPOSITS. THE RIGHT MAC ADE BENT FORWARD AND THE OTHER DAMAGED DUE TO E ENGINE OIL WAS CHANGED AND THE RIGHT MAGNET	ACCIDENT. HE STATED HE HAI E ACFT STRUCK THE POLE. EX- ENETO WAS RUSTED SHUT. EXAI D A STRIKE. THE ENGINE WAS	D SUFFERED HEAD INC AMINATION OF THE EN MINATION OF THE PRO	JURIES AND NGINE REVE OPELLER RE) WAS UNABLE EALED MINOR EVEALED ONE	: IMPACT	

File No. - 1121 6/05/86 SONOMA,CA A/C Reg. No. N62763 Time (Lcl) - 1530 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - UTILITY POLE
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
-----Probable Cause----

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

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

File No 1119 6/14/86 LODI,	CA A/C F	Reg. No. N3496R	1	ime (Lcl)	- 0925 F	DT
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		ft Damage ANTIAL Crew Pass	_	Injur Serious O O		None 1 1
Aircraft Information Make/Model - CESSNA 182L Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2800 No. of Seats - 4	Eng Make/Model - CC Number Engines - Engine Type - RI Rated Power -		Ş	Installed// Stall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 310/007 KTS Visibility - 25.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - CLEAR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point ELKGROVE,CA Destination LODI,CA ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	ON AIF Airport [LODI Runway Runway Runway	Data	- ASPHAL	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONENarrative	Age - 57 Biennial Flight Review Current - YES Months Since - 8 Aircraft Type - C-182	Total - Make/Model- Instrument-	ht Time (F 1040 810 2	Hours) Last 2. Last 30 Last 90	4 Hrs - O Days- O Days-	1 UNK/NR
A ACFT COLLIDED WITH A GRAVEL PILE AFTER OVER AT THE ARPT WAS INDICATING A VARIABLE WIND DI HE STATED HE WOULD HAVE HAD ENOUGH ROOM TO ST PILE OF GRAVEL ACROSS IT.	RECTION FROM 200 DEG TO 230	DEG. THE PLT ELEC	TED TO LAN	ND ON RWY 1:	2.	

File No 1119 6/14/86 LODI,	CA A/C Reg. No. N3496R	Time (Lc1) - 0925 PDT
Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL		
Finding(s) 1. WEATHER CONDITION - TAILWIND 2. IN-FLIGHT PLANNING/DECISION - POOR - P 3. WIND INFORMATION - NOT UNDERSTOOD - PILO 4. COMPENSATION FOR WIND CONDITIONS - NOT P 5. WRONG RUNWAY - SELECTED - PILOT IN COMMA	T IN COMMAND ERFORMED - PILOT IN COMMAND	
Occurrence #2 ON GROUND COLLISION WIT Phase of Operation LANDING - ROLL	H TERRAIN	
Finding(s) 6. TERRAIN CONDITION - DIRT BANK		
Probable Cause		
The National Transportation Safety Board dete is/are finding(s) 2,5 $$	rmines that the Probable Cause(s) of this accid	dent
Factor(s) relating to this accident is/are fi	nding(s) 1,3,4,6	

CA A/C Reg. No. N8780 Time (Lc1) - 1425 PDT					Γ
	NTIAL Crew	0			None 1 1
Number Engines - 1 Engine Type - REG	CIP-FUEL INJECTED				
SANTA BARBARA,CA Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance	- NONE - NONE	ON AIR Airport D TAFT Runway Runway Runway	PORT ata Ident Lth/Wid Surface	- 25 - 3970/ - ASPHALT	60
Age - 51 Biennial Flight Review Current - YES Months Since - 8 Aircraft Type - UNK/NR	Flig Total - Make/Model-	ght Time (Ho 139 17	ours) Last : Last :	24 Hrs - 30 Days-	AIT 3 4 4
ODED ON THE DUNINAY THE DILL		ON TOUCHDO	 ων της στι	DCDAFT	
	AL AVIATION) Aircraf SUBSTA Fire NONE Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power - Itinerary Last Departure Point SANTA BARBARA,CA Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg Age - 51 Biennial Flight Review Current - YES Months Since - 8 Aircraft Type - UNK/NR	AL AVIATION) Aircraft Damage SUBSTANTIAL Fire Crew NONE Pass Eng Make/Model - LYCOMING IO-320-E2A Number Engines - 1 Engine Type - RECIP-FUEL INJECTED Rated Power - 150 HP Itinerary Last Departure Point SANTA BARBARA, CA Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - STRAIGHT-IN FULL STOP Age - 51 Biennial Flight Review Current - YES Months Since - 8 Make/Model- Aircraft Type - UNK/NR Instrument- Multi-Eng -	AL AVIATION) Aircraft Damage SUBSTANTIAL Fire Crew O NONE Pass O Eng Make/Model - LYCOMING IO-320-E2A ELT Number Engines - 1 Singine Type - RECIP-FUEL INJECTED Rated Power - 150 HP Itinerary Airport I SANTA BARBARA, CA Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - STRAIGHT-IN FULL STOP Age - 51 Biennial Flight Review Current - YES Months Since - 8 Make/Model - 17 Aircraft Type - UNK/NR Instrument - 3 Multi-Eng - 2	SUBSTANTIAL Fatal Serious Fire Crew 0 0 NONE Pass 0 0 Eng Make/Model - LYCOMING IO-320-E2A ELT Installed Number Engines - 1 Stall Warn Engine Type - RECIP-FUEL INJECTED Rated Power - 150 HP Itinerary Airport Proximity SANTA BARBARA, CA Destination ON AIRPORT ATC/Airspace Runway Ident ATC/Airspace Runway Ident Type of Flight Plan - NONE Runway Surface Type of Clearance - NONE Runway Status Type Apch/Lndg - STRAIGHT-IN FULL STOP Age - 51 Medical Certificate - VALID MEDICAL- Biennial Flight Review Current - YES Total - 139 Last Months Since - 8 Make/Model - 17 Last Aircraft Type - UNK/NR Instrument - 3 Multi-Eng - 2	AL AVIATION) Aircraft Damage SUBSTANTIAL Fatal Serious Minor Fire Crew O O O NONE Pass O O O O O O O O O O Eng Make/Model - LYCOMING IO-320-E2A Number Engines - 1 Engines Type - RECIP-FUEL INJECTED Rated Power - 150 HP Itinerary Last Departure Point SANTA BARBARA, CA Destination LOCAL TAFT Runway Ident - 25 Runway Lth/Wid - 3970/ Type of Flight Plan - NONE Type of Clearance - NONE Type of Clearance - NONE Type of Clearance - NONE Type Apch/Lndg - STRAIGHT-IN FULL STOP Age - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LIM Biennial Flight Review Current - YES Months Since - 8 Make/Model - 17 Last 30 Days- Aircraft Type - UNK/NR Instrument - 3 Last 90 Days-

File No. - 1120 6/15/86 TAFT, CA A/C Reg. No. N8780 Time (Lcl) - 1425 PDT Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT Phase of Operation LANDING - ROLL Finding(s) 2. RECOVERY FROM BOUNCED LANDING - POOR - PILOT IN COMMAND 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

----Probable Cause----

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

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

File No 1118 7/06/86 VAN N	JUYS, CA	A/C Reg. No. N5106N	T	ime (Lcl)	- 1910 PD	Г
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Air	rcraft Damage		Inju	ries	
	SL	JBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fir			0	0	1
Flight Conducted Under -14 CFR 91	NO	DNE Pas	s 0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - BOEING N25-3		- CONTINENTAL WR-670		Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines			Stall Warni	ng System	- NO
Max Gross Wt - 2717	J ,, -	- RECIPROCATING-CARBU	RETOR			
No. of Seats - 2	Rated Power	- 220 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		Point	ON AIR	PORT		
Method - N/A	VAN NUYS,CA					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	LOCAL		VAN NL			
Wind Dir/Speed- 120/005 KTS					- 16R	
Visibility - 25.0 SM	ATC/Airspace			Lth/Wid		150
Lowest Sky/Clouds - CLEAR	Type of Flight F	lan - NUNE		Surface		
Lowest Ceiling - NONE	Type of Clearand			/ Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	FULL STOP				
Precipitation - NONE Condition of Light - DAYLIGHT		FULL STUP				
Personnel Information						/·
Pilot-In-Command	Age - 44	Medical Certific			U WAIVERS,	/LIMII
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (F		4 1100	
PRIVATE SE LAND.ME LAND	Current - YE Months Since - 13		1226	Last 2 Last 3	4 Hrs -	1 24
SE LAND, ME LAND	Aircraft Type - PA		167		O Days-	56
	All Clair Type - PA	Multi-Eng -		Last 3	Obays	30
Instrument Rating(s) - AIRPLANE						
Narrative	LA LOCAL VED ELTOUT T	IE DILOT INDICATED TUA	T HE HAD IO	OCCED A TOT	A 1	
BOEING N2S-3 NOSED OVER ON LANDING WHILE ON 2.4 HOURS IN THIS MAKE AND MODEL AIRCRAFT						
ST APPROACH, THE SPEED WAS TOO FAST, THE A						
ST APPROACH, THE SPEED WAS TOO FAST, THE AT RIKE THE RUNWAY. THE AIRCRAFT NOSED OVER AN					-	
KINE THE KUNWAT. THE AIKUKAFI NUSEU UVEK AN		DACK. THE PILOT ALSO	STATED THAT	ITEKE WEK	_	
MECHANICAL FAILURES OR MALFUNCTIONS PRIOR	TO THE ACCIDENT					

File No 11	rence #1	Time (Lcl) - 1910 PDT			
2. IMPROPER US	OF EQUIPMENT/AIR	CRAFT, LACK OF TOTAL		AIRCRAFT - PILOT I	N COMMAND
	1. ATRSPEED - EXCESSIVE - PILOT IN COMMAND 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND Currence #2 NOSE OVER ase of Operation LANDING - ROLL Probable Cause E National Transportation Safety Board determines that the Probable Cause(s) of this accident				
Probable Cause					
The National Transpois/are finding(s) 1,		rd determines that	the Probable Cause(s) o	of this accident	•
Factor(s) relating t	o this accident is	/are finding(s) 2			

File No 1052 7/20/86 BRIDG	SEVILLE,CA A/C Reg	. No. N9BB	τ	ime (Lc1) -	1030 PDT	
-Basic Information Type Operating Certificate-NONE (GENERA				Injur	ies	
	SUBSTANT		Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew		1 O	0	0
Accident Occurred During -DESCENT	NONE	Pass	O	O	O	0
-Aircraft Information						
Make/Model - BROWN PITTS SPECIAL	Eng Make/Model - LYCO	MING 0-320-E2A		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 900	Number Engines - 1 Engine Type - RECI	D-EUEL THUECTED	5	tall Warnin	g System ·	- NO
No. of Seats - 1	Rated Power - 1					
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point RUTH,CA		OFF AII	RPORT/STRIP		
Completeness - N/A	Destination		Airport Da	a+a		
Basic Weather - VMC	LOCAL		RUTH	214		
Wind Dir/Speed- UNK/NR				Ident -	13	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		45
Lowest Sky/Clouds ~ CLEAR	Type of Flight Plan -			Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance -		Runway	Status -	DRY	
Precipitation - NONE	Type Apch/Lndg -	NUNE				
Condition of Light - DAYLIGHT						
Pilot-In-Command		edical Certifica			WAIVERS/L	IMIT
Certificate(s)/Rating(s)			nt Time (Ho	ours)		
PRIVATE	Current - YES Months Since - 20	Total -	440	Last 24	Hrs -	3
SE LAND	Months Since - 20 Aircraft Type - UNK/NR	Make/Model-	5	Last 30	Days- UN	(/NR 5
	ATTICIATE Type - UNK/NR	Tris trument-	5	Last 90	Days-	5
Instrument Rating(s) - NONE						
-Narrative						
NESSES REPORTED THE PLT MADE 4 OR 5 LOW PA						
LED INVERTED, THE ENG WOULD QUIT AND THE P ENG QUIT AGAIN, THE ACFT STALLED AND COLL					NE35E5,	
LING VOIT AGAIN. THE ACET STALLED AND CULL	IDED WITH THE TERRAIN DURING	A TUKN DAUK TUWAI	KU ITE AKP	I .		

File No 10	52 7/20)/86 B	RIDGEVILLE,CA	A/C Reg. No. N9BB	Time (Lcl) - 1030 PDT
Occurrence #1 Phase of Operation					
Finding(s) 1. AEROBATICS - PE 2. UNDETERMINED	RFORMED - PIL	OT IN CO			
Occurrence #2 Phase of Operation			N FLIGHT TO REVERSE DIRECTION		
Finding(s) 3. AIRSPEED - NOT	MAINTAINED -	PILOT IN	COMMAND		
Occurrence #3 Phase of Operation					
Probable Cause					
The National Transpois/are finding(s) 2,		y Board	determines that the f	Probable Cause(s) of this acci	dent

File No 1178 8/07/86 SAN J	OSE,CA	A/C Reg.	No. N45188	Τi	me (Lcl) -	0810 PDT	
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L AVIATION)	Aircraft Da SUBSTANTIA Fire NONE		Fatal O O	Injuri Serious O O	ies Minor O O	None 1 0
Aircraft Information Make/Model - CESSNA 177RG Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2800 No. of Seats - 4	Number Eng	ines - 1 e - RECIP	(NG IO-360-A1B6W -FUEL INJECTED) HP		nstalled/Ac all Warning		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - IMC Wind Dir/Speed- 150/006 KTS Visibility - 3.000 SM Lowest Sky/Clouds - 900 FT Lowest Ceiling - 900 FT OVER Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT	TRACY,CA Destination SAN JOSE,C ATC/Airspace Type of Flig CAST Type of Clea	CA ght Plan - Nú hrance - Si ndg - Ti	DNE	Airport Da REID HI Runway Runway Runway	PORT/STŔIP ta LLVIEW Ident - Lth/Wid - Surface -		75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND		eview - YES - 23	dical Certificat Fligh Total - Make/Model- Instrument-	nt Time (Ho 486 186	urs) Last 24 Last 30	Hrs - Days-	2 16 30
Instrument Rating(s) - NONENarrative THE ACFT WAS LANDED WITH THE GEAR IN THE PART POSITION WITH USE OF THE RADIO AND LIGHT GUN THE LANDING GEAR SYSTEM FAILED TO DISCLOSE AN WAS LOWERED TO THE NEUTRAL POSITION FROM THE	SIGNALS; HOWEVER, T Y FAILURE/MALFUNCTI	THE LANDING NOTING NOTION. HOWEVER	VAS CONTINUED. F , IT WAS DISCOVE	OST ACCIDE	NT EXAMINAT	TION OF HANDLE	

File No. - 1178 8/07/86 SAN JOSE,CA A/C Reg. No. N45188 Time (Lc1) - 0810 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - INADEQUATE - PILOT IN COMMAND
2. GEAR DOWN AND LOCKED - NOT IDENTIFIED - PILOT IN COMMAND

----Probable Cause----

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

File No 1177 8/12/86 SALIN	AS,CA A/C Re	g. No. N169HA		Time (Lcl) -	0845 PDT	
Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircraft SUBSTAN		Fatal	Injur Serious		None
Type of Operation -AERIAL APPLI Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING		Cre Pas	w 0 s 0	0	0	1 0
Aircraft Information Make/Model - HILLER UH21E Landing Gear - SKID Max Gross Wt - 3100 No. of Seats - 3	Eng Make/Model - LYC Number Engines - 1 Engine Type - TUR	OMING VO-540-C2A	ELT	Installed/A Stall Warnin	ctivated	
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point SALINAS,CA			Proximity IRPORT/STRIP		
Completeness - N/A	Destination		Airport [
Basic Weather - VMC Wind Dir/Speed- CALM	LOCAL		SALINA Runwa	us / Ident -	N/A	
Visibility - 2.000 SM	,			, / Lth/Wid -		
Lowest Sky/Clouds - 500 FT SCAT				/ Surface -		
Lowest Ceiling - NONE Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clearance - Type Apch/Lndg -		Runway	y Status -	DRY	
Personnel Information						
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 34 Biennial Flight Review	Medical Certific Fli	ate - VALII ght Time (ł		WAIVERS/	LIMIT
COMMERCIAL	Current - YES	Total -	7337		Hrs -	8
SE LAND, ME LAND	Months Since - 4	Make/Model-	3123	last 30		
HELICOPTER	Aircraft Type - UH-21E	Instrument- Multi-Eng -	85	Last 90 Rotorcr	Days- aft -	368 4169
Instrument Rating(s) - AIRPLANE						
THE PLT EXPERIENCED A "RATCHETING" TO THE RIG PLT MADE AN AUTOROTATION BUT COULD NOT CUSHIO IMPACTED HARD AND CARTWHEELED. POST ACCIDENT COMPLETELY BLOCKED WITH A FOREIGN MATERIAL WH MATERIAL WAS ANALYZED AND FOUND TO CONTAIN "S	N THE LANDING DUE TO THE LOW EXAMINATION OF THE HELICOPTE ICH RESULTED IN OIL STARVATI	ALT AND LACK OF R REVEALED THE U ON TO THE SECOND	ROTOR RPM. PPER HOUSI	. THE HELICO NG OIL ORIFI	PTER CE WAS	

File No 11	1. LÜBRICATING SYSTEM - BLOCKED(TOTAL) 2. FLUID,OIL - STARVATION courrence #2 FORCED LANDING mase of Operation DESCENT - EMERGENCY nding(s) 3. AUTOROTATION - PERFORMED - PILOT IN COMMAND courrence #3 HARD LANDING mase of Operation LANDING - FLARE/TOUCHDOWN nding(s) 4. ROTOR RPM - INADEQUATEProbable Cause me National Transportation Safety Board determines that the Probable Cause(s) of this accident	Time (Lcl) - 0845 PDT	
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - MECH FAILUF CRUISE	RE/MALFUNCTION	
	RVATION		
Finding(s) 3. AUTOROTATION -	PERFORMED - PILOT IN COMMAND		
Occurrence #3 Phase of Operation	HARD LANDING LANDING - FLARE/TOUCHDOWN		
	·		
The National Transpo is/are finding(s) 1	rtation Safety Board determines tha	t the Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is/are finding(s) 4		

File No 1112 8/25/86 RIVER	SIDE,CA A/C Reg. No. N4083R Time (Lc1) - 0345 PS					VERSIDE,CA A/C Reg. No. N4083R Time (Lc1)		- 0345 PS1	Γ
Basic Information Type Operating Certificate-ON-DEMAND AI				Inju					
	SUBSTAN		Fatal			None			
Type of Operation -POSITIONING	Fire	Crew		0	0	1			
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0			
Accident Occurred During -LANDING									
Aircraft Information									
Make/Model - PIPER PA-32-300	Eng Make/Model - LYC								
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		5	tall Warnin	ng System	- YES			
Max Gross Wt - 3400	Engine Type - REC								
No. of Seats - 2	Rated Power -	300 HP							
Environment/Operations Information									
Weather Data	Itinerary			Proximity					
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRIE	•				
Method - N/A	PHOENIX, AZ								
Completeness - N/A	Destination		Airport D	ata					
Basic Weather - VMC	HAWTHORNE, CA		RIVERS						
Wind Dir/Speed- CALM			Runway	Ident -	- N/A				
Visibility - 5.0 SM	ATC/Airspace			Lth/Wid					
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -			Surface ·					
Lowest Ceiling - NONE	Type of Clearance -	IFR	Runway	Status ·	- DRY				
Obstructions to Vision- HAZE	Type Apch/Lndg -	FORCED LANDING							
Precipitation - NONE									
Precipitation - NONE Condition of Light - NIGHT(DARK)									
Personnel Information									
Pilot-In-Command		Medical Certifica			IVERS/LIM	4IT			
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		ht Time (F						
COMMERCIAL, CFI	Current - YES	Total -				5			
SE LAND	Months Since - 3		145	Last 30	Days-	104			
	Aircraft Type - PA-28	Instrument-	80	Last 90	Days-	336			
		Multi-Eng -	6						
Instrument Rating(s) - AIRPLANE									
This trument kating(s) - AIRPLANE									
Narrative LE EN ROUTE TO HAWTHORNE AIRPORT THE AIRCR	AFT EXPERIENCED A TOTAL LOSS	OF POWER. DURING	A CIRCLIN	G DESCENT 7	ГНЕ				
OT ATTEMPTED TO RESTART THE ENGINE WITHOUT	SUCCESS. THE AIRCRAFT COLLI	DED WITH THE TERR	AIN 500 FT	SHORT OF F	RWY 27				
RIVERSIDE AIRPORT. THE PILOT STATED THAT T									
THE FUEL TANKS REVEALED THAT THE MAIN TANK	3 WERE EMPTT AND THE UCIDUAR	D TAINES CONTAINED	IO GALLON		ACII.				

File No 11		A/C Reg. No. N4083R	Time (Lc1) - 0345 PST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHAN CRUISE	NICAL	
	TOR POSITION - IMPROPER - PILOT IN N CALCULATIONS - IMPROPER - PILOT :	IN COMMAND	
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation			
Finding(s) 3. PLANNED APPROAC	H - MISJUDGED - PILOT IN COMMAND		
Occurrence #4 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
Finding(s) 4. TERRAIN CONDITI			
Probable Cause			
The National Transpo is/are finding(s) 1	rtation Safety Board determines tha	at the Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is/are finding(s)	2,3,4	

File No 1113 9/10/86 MODI	ESTO,CA A/C Re	eg. No. N112LN	T	ime (Lcl)	- 1247 PS	Γ
Basic Information Type Operating Certificate-NONE (GENE	•	9			ries	
T	SUBSTAN		Fatal			None
Type of Operation -INSTRUCTION		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 150	Eng Make/Model - COM	ITINENTAL 0-200-A48		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warni	ng System	- YES
Max Gross Wt - 1600		CIPROCATING-CARBURE	FOR			
No. of Seats - 2	Rated Power -	100 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Point		ON AIR	-UK I		
Method - TELEPHONE	HAYWARD, CA		1 d m = = = = = = = = = = = = = = = = = =			
Completeness - FULL Basic Weather - VMC	Destination MODESTO,CA	•	Airport Da MODESTO			
Wind Dir/Speed- 360/010 KTS	MUDESTO, CA				- 28	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid		150
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	VED		Surface		130
Lowest Ceiling - NONE	Type of Clearance -			Status		
Obstructions to Vision- NONE		TRAFFIC PATTERN	Kuriway	Status	DK1	
Precipitation - NONE	Type Apony Endg	FULL STOP				
Condition of Light - DAYLIGHT		7022 3701				
Pilot-In-Command	Age - 30	Medical Certificate	e - VALID	MEDICAL-N	O WAIVERS,	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Fligh	t Time (H	ours)		
STUDENT	Current - N/A	Total -		Last 2		1
	Months Since - N/A	Make/Model-	30	Last 3	O Days-	13
	Aircraft Type - N/A	Make/Model- Instrument-	10	Last 9	O Days-	40
Instrument Rating(s) - NONE						
Narrative						
THE END OF ONE LEG OF A SOLO CROSS-COUNTI						
A PORPOISE ON THE RWY. THE PILOT DID NOT						
RCRAFT WITHOUT ADDING POWER. THE AIRCRAFT						
T DIL OT DEDODTED THAT DUBING THE ADDDOAGH	SHE WAS DISTRACTED WITH THE 1	HOUGHT OF WHERE SH	E WOULD PA	ARK SO THE		
E PILOT REPORTED THAT DURING THE APPROACH	SHE WAS DISTRACTED WITH THE					

File No 1113 9/10/86 MODE	STO,CA A/C	Reg. No. N112LN	Time (Lcl) - 1247 PST
Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHD	OWN		
Finding(s) 1. PROPER GLIDEPATH - BELOW - PILOT IN COM 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, 3. FLARE - MISJUDGED - PILOT IN COMMAND	DIVERTED ATTENTION - PILOT		
Occurrence #2 LOSS OF CONTROL - ON G Phase of Operation LANDING - ROLL	ROUND		
Finding(s) 4. THROTTLE/POWER CONTROL - NOT USED - PIL 5. IMPROPER USE OF PROCEDURE, LACK OF T 6. RECOVERY FROM BOUNCED LANDING - NOT PER	OTAL EXPERIENCE - PILOT IN (COMMAND	·
Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation LÄNDING - ROLL			
Finding(s) 7. LANDING GEAR,NOSE GEAR - OVERLOAD			
Probable Cause			
The National Transportation Safety Board det is/are finding(s) 3,6	ermines that the Probable Ca	ause(s) of this accident	
Factor(s) relating to this accident is/are f	inding(s) 1,2,4,5,7		

Type Operating Certificate NONE (GENERAL AVIATION) Type Operating Certificate NONE (GENERAL AVIATION) Type of Operation Type of Operation Type of Operation Type of Operation PERSONAL Fire Crew 2 0 0 0 Accident Occurred During -DESCENT	Time (Lc1) - 1653 PDT			
Type of Dperation -PERSONAL Fire Crew 2 0 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -DESCENT NONE Pass 0 0 0 0 Accident Occurred During -DESCENT NONE Pass 0 0 0 0 Accident Occurred During -DESCENT NONE Pass 0 0 0 0 Accident Occurred During -DESCENT NONE Pass 0 0 0 0 Accident Occurred During -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -14 CFR 91 NONE Pass 0 0 Accident Occurred During -14 CFR 91 NONE Pass 0 0 NONE Accident Occurred During -14 CFR 91 NONE Pass 0 NONE Accident Occurred During -14 CFR 91 NONE Pass 0 NONE Accident Occurred During -14 CFR 91 NONE Pass 0 NONE Accident Occurred During -14 CFR 91 NONE Pass 0 NONE Accident Occurred During -14 CFR 91 NONE Pass 0 NON				
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT Aircraft Information Make/Model - CHRISTEN EAGLE II				
Accident Occurred During -DESCENT Aircraft Information Make/Model - CHRISTEN EAGLE II	0			
Aircraft Information Make/Model - CHRISTEN EAGLE II	0			
Landing Gear - TAILWHEEL-ALL FIXED				
Max Gross Wt - 1600 No. of Seats - 2 Rated Power - 200 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 250/018 KTS Wisibility - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Sky/Clouds - UNK/NR Distructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Engine Type - RECIP-FUEL INJECTED Rated Power - 200 HP Recipt-FUEL INJECTED Rated Power - 200 HP Rated Power - 200 HP	d - YES/YES			
No. of Seats - 2 Rated Power - 200 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING	em - NO			
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Wind Dir/Speed- 250/018 KTS Visibility - UNK/NR Lowest Ceiling - NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE Completeness - N/A RIO VISTA, CA RIO VISTA, CA Destination RIO VISTA RIO VIS				
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 250/018 KTS Visibility - UNK/NR Lowest Sky/Clouds - UNK/NR Combet Ceiling - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE RIO VISTA, CA Destination RIO VISTA RID VISTA RUNWay Ident - 25 Runway Ident - 25 Runway Surface - ASPHAL Runway Surface - ASPHAL Runway Status - DRY Obstructions to Vision- NONE Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Airport Proximity OFF AIRPORT/STRIP AIROCAL PROXIMITY OFF AIRPORT/STRIP OFF AIRPORT/STRIP AIROCAL PROXIMITY OFF AIRPORT/STRIP OFF AIRPORT OFF AIRPO				
Wx Briefing - NO RECORD OF BRIEFING Method - N/A RIO VISTA,CA Completeness - N/A Destination Airport Data Basic Weather - VMC UNK/NR RIO VISTA Wind Dir/Speed- 250/018 KTS Wisibility - UNK/NR ATC/Airspace Runway Ident - 25 Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - ASPHAL Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 67 Medical Certificate - VALID MEDICAL-NO WAIVER Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 1700 Last 24 Hrs - SE LAND Months Since - UNK/NR Make/Model- UNK/NR Last 30 Days-				
Method - N/A				
Method - N/A				
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 250/018 KTS Wisibility - UNK/NR Lowest Sky/Clouds - UNK/NR Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Destination UNK/NR UNK/NR ATC/Airspace ATC/Airspace ATC/Airspace ATC/Airspace Type of Flight Plan - NONE Runway Surface - ASPHAL Runway Status - DRY ONE Type Apch/Lndg - FORCED LANDING PORCED LANDING PORCED LANDING Medical Certificate - VALID MEDICAL-NO WAIVER Flight Time (Hours) Current - UNK/NR Total - 1700 Last 24 Hrs - Months Since - UNK/NR Make/Model- UNK/NR Last 30 Days-				
Basic Weather - VMC UNK/NR RID VISTA Wind Dir/Speed- 250/018 KTS Runway Ident - 25 Visibility - UNK/NR ATC/Airspace Runway Lth/Wid - 3060/ Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - ASPHAL Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 67 Medical Certificate - VALID MEDICAL-NO WAIVER Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 1700 Last 24 Hrs - SE LAND Months Since - UNK/NR Make/Model- UNK/NR Last 30 Days-				
Wind Dir/Speed- 250/018 KTS Visibility - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Months Since - UNK/NR ATC/Airspace ATC/Airspace ATC/Airspace ATC/Airspace ATC/Airspace ATC/Airspace Runway Ident - 25 Runway Ident - 25 Runway Staric - ASPHAL Runway Status - DRY ODS Runway Ident - 25 NOSO Runway Ide				
Visibility - UNK/NR ATC/Airspace Runway Lth/Wid - 3060/ Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - ASPHAL Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 67 Medical Certificate - VALID MEDICAL-NO WAIVER Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 1700 Last 24 Hrs - SE LAND Months Since - UNK/NR Make/Model- UNK/NR Last 30 Days-				
Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - ASPHAL Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 67 Medical Certificate - VALID MEDICAL-NO WAIVER Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 1700 Last 24 Hrs - SE LAND Months Since - UNK/NR Make/Model- UNK/NR Last 30 Days-	[′] 60			
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 67 Medical Certificate - VALID MEDICAL-NO WAIVER Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 1700 Last 24 Hrs - SE LAND Months Since - UNK/NR Make/Model- UNK/NR Last 30 Days-				
Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 67 Medical Certificate - VALID MEDICAL-NO WAIVER Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 1700 Last 24 Hrs - SE LAND Months Since - UNK/NR Make/Model- UNK/NR Last 30 Days-	. 1			
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 67 Medical Certificate - VALID MEDICAL-NO WAIVER Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 1700 Last 24 Hrs - SE LAND Months Since - UNK/NR Make/Model- UNK/NR Last 30 Days-				
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 67 Medical Certificate - VALID MEDICAL-NO WAIVER Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 1700 Last 24 Hrs - SE LAND Months Since - UNK/NR Make/Model- UNK/NR Last 30 Days-				
Personnel Information Pilot-In-Command Age - 67 Medical Certificate - VALID MEDICAL-NO WAIVER Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 1700 Last 24 Hrs - SE LAND Months Since - UNK/NR Make/Model- UNK/NR Last 30 Days-				
Pilot-In-Command Age - 67 Medical Certificate - VALID MEDICAL-NO WAIVER Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 1700 Last 24 Hrs - SE LAND Months Since - UNK/NR Make/Model- UNK/NR Last 30 Days-	. .			
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 1700 Last 24 Hrs - SE LAND Months Since - UNK/NR Make/Model- UNK/NR Last 30 Days-				
PRIVATE Current - UNK/NR Total - 1700 Last 24 Hrs - SE LAND Months Since - UNK/NR Make/Model- UNK/NR Last 30 Days-	:S/LIMIT			
SE LAND Months Since - UNK/NR Make/Model- UNK/NR Last 30 Days-				
SE LAND Months Since - UNK/NR Make/Model- UNK/NR Last 30 Days-	UNK/NR			
Administration of the Control of the	UNK/NR			
Aircraft Type - UNK/NR Instrument- O Last 90 Days-	UNK/NR			
Instrument Rating(s) - NONE				
TNESSES REPORTED THE ACFT SOUNDED NORMAL DURING RUN-UP AND TAKEOFF UNTIL IT REACHED AN ALT BTW 150-500 FT AGL AT				
HICH TIME THE ENG QUIT. THE ACFT THEN ENTERED A TURN BACK TOWARD THE ARPT AND DESCENDED TO GROUND IMPACT. POST ACCIDE ISPECTION REVEALED APRX 1 INCH OF FUEL IN THE FUEL TANK AND VERY LITTLE FUEL THROUGHOUT THE FUEL SYSTEM. ACCORDING	.N I			
) A WITNESS, ONE PLT QUESTIONED THE OTHER CONCERNING FUEL QUANTITY PRIOR TO TAKEOFF AND THE ACFT DEPARTED WITHOUT VVING BEEN REFUELED.				

File No. - 1027 9/12/86 RIO VISTA, CA A/C Reg. No. N19DW Time (Lcl) - 1653 PDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Finding(s) 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 5. STALL Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

File No 1114 9/13/86 RIO	_INDA,CA A/C	C Reg. No. N3879X	Т	ime (Lc1) -	1822 PDT		
Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION) Aircr	Aircraft Damage		Injuries			
	SUBS	STANTIAL	Fatal	Serious	Minor	None	
Type of Operation -PERSONAL	Fire			0	0	1	
Flight Conducted Under -14 CFR 91	NONE	E Pass	0	0	0	2	
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - AERO COMMANDER 100	Fng Make/Model -	LYCOMING 0-320-A2B	ELT	Installed/A	ctivated	- YES/NO	
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnin			
Max Gross Wt - 2250		RECIPROCATING-CARBUR			g cyclem	123	
No. of Seats - 4		150 HP	2101				
Environment/Operations Information							
Weather Data	Itinerary			Proximity			
Wx Briefing - NO RECORD OF BRIEFING	G Last Departure Po	int	OFF AI	RPORT/STRIP			
Method - N/A	MARYSVILLE,CA						
Completeness - N/A	Destination		Airport D	ata			
Basic Weather - VMC	MARYSVILLE, CA						
Wind Dir/Speed- 140/010 KTS			Runway	Ident -	N/A		
Visibility - 15.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A		
Lowest Sky/Clouds - 25000 FT SCA	TTERED Type of Flight Pla	an - NONE	Runway	Surface -	DIRT		
Lowest Ceiling - NONE	Type of Clearance	- NONE			HIGH VEG	ETATION	
Obstructions to Vision- NONE	Type Apch/Lndg		•				
Precipitation - NONE	, ,	•					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 30	Medical Certifica	+0 - VALTD	MEDICAL -WA	TVEDC/LIM	T T	
Certificate(s)/Rating(s)	Biennial Flight Review	Medical Certifica	ht Time (H	MEDICAL-WA	IVERS/ LIM	11	
	Current - YES			Last 24	Line	1	
PRIVATE				Last 30		11	
SE LAND	Months Since - 23 Aircraft Type - 100		295	Last 90		20	
	Allerant Type - 100	This trument	6	Last 90	Days-	20	
Instrument Rating(s) - NONE							
Narrative							
AT THE END OF A LOCAL PLEASURE FLIGHT, THE P.							
RIO LINDA AIRPORT. THREE MINUTES LATER THE EN					ING		
IN A RICE FIELD. UPON TOUCHDOWN, THE NOSE GEA							
POST ACCIDENT INSPECTION REVEALED A 16TH INCH	H COPPER LINE BETWEEN THE	OIL PRESSURE SWITCH	AND THE OI	L PRESSURE			
GAGE FAILED DUE TO FATIGUE.							

File No 11	14 9/13/86 RIO LINDA,CA	A/C Reg. No. N3879X	Time (Lc1) - 1822 PDT
Occurrence #1 Phase of Operation	LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF CRUISE - NORMAL		
Finding(s) 1. LUBRICATING SYS 2. FLUID,OIL - STA	TEM,OIL LINE - FATIGUE RVATION		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	NOSE GEAR COLLAPSED LANDING - ROLL		
4. TERRAIN CONDITI			
Probable Cause			
The National Transpo is/are finding(s) 1	rtation Safety Board determines that the Prob	able Cause(s) of this acciden	t
Factor(s) relating t	o this accident is/are finding(s) 3.4		

File No 1115 9/13/86 NOV	ATO,CA A/C I	Reg. No. N7181G	Т	ime (Lcl)	- 1830 PDT	ſ
Basic Information Type Operating Certificate-NONE (GENE		ft Damage		Inju		
	SUBSTA		Fatal			None
Type of Operation -PERSONAL	Fire	Crev		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	s 0	0	0	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 172	Eng Make/Model - L'					
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warniı	ng System	- YES
Max Gross Wt - 2300	Engine Type - RI		RETOR			
No. of Seats - 4	Rated Power -	150 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Poin	t	ON AIR	PORT		
Method - TELEPHONE	SAN CARLOS,CA					
Completeness - FULL	Destination		Airport D			
Basic Weather - VMC	SAME AS ACC/INC		GNOSS			
Wind Dir/Speed- 270/015 KTS				Ident		
Visibility - 35.0 SM	ATC/Airspace			Lth/Wid		60
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP				
Precipitation - NONE	•					
Condition of Light - DAYLIGHT						
Personnel Information	0.4	. Madia-1 0-4461-		MEDICAL N	D WATVEDO	/1 TAAT T
Pilot-In-Command	Age - 31	Medical Certifica) MAINERS/	LIMII
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ght Time (H	ours)	4 11	
PRIVATE SE LAND	Current - YES	Moke (Medel -	124	Last 24	Hrs -	1
SE LAND	Current - YES Months Since - 2 Aircraft Type - C-172	Total - Make/Model- Instrument-	22	Last 30	Days-	2
	Aircraft Type - C-1/2	Instrument-	3	Last 90	J Days-	2
Instrument Rating(s) - NONE						
Narrative					NITE OI	
PILOT ATTEMPTED A CROSSWIND LANDING AT						
RRED ON SHORT FINAL AND THE AIRCRAFT DR				UUT SUCCES	>	
THE AIRCRAFT ROLLED OFF THE RIGHT SIDE						

File No. - 1115 9/13/86 Time (Lcl) - 1830 PDT NOVATO, CA A/C Reg. No. N7181G Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND 4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - DITCH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5 Factor(s) relating to this accident is/are finding(s) 3,4,6

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File No 1116 9/15/86 EL M	ONTE,CA A	A/C Reg. No. N95010 Time (Lc1) - 1825 PDT				
	AL AVIATION) Air	craft Damage	 	In	juries	
		BSTANTIAL		al Seriou	s Minor	None
Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91	AL Fir) 0		1
	NO	NE	Pass (0	0	0
Accident Occurred During -TAXI				. =		
Aircraft Information						
Make/Model - CESSNA 152		- LYCOMING 0-235-		ELT Installe		
Landing Gear - TRICYCLE-FIXED	Number Engines			Stall War	ning System	- YES
Max Gross Wt - 1670		- RECIPROCATING-C	ARBURETOR			
No. of Seats - 2	Rated Power	- 108 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airpo	ort Proximit	y	
Wx Briefing - FSS	Last Departure P	oint	ON	AIRPORT		
Method - UNK/NR	EL MONTE,CA					
Completeness - WEATHER NOT PERTINEN				rt Data		
Basic Weather - VMC	LOCAL			MONTE		
Wind Dir/Speed- 190/008 KTS				nway Ident		
Visibility - 8.0 SM	ATC/Airspace	•		nway Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight P			nway Surface		
Lowest Ceiling - NONE	Type of Clearanc		Rui	nway Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 35				-WAIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time			
STUDENT	Current - N/		- 16		24 Hrs -	0
	Months Since - N/		el- 6	Last	30 Days-	5
	Aircraft Type - N/	A Instrume	nt- O	Last	90 Days-	5
Instrument Rating(s) - NONE						
Narrative						
E STUDENT PILOT WAS TAXIING TO THE RUN-UP WAS PAYING ATTENTION TO THE RIGHT WING WH				R. THE PILOT	STATED	

File No. - 1116 9/15/86 EL MONTE,CA A/C Reg. No. N95010 Time (Lc1) - 1825 PDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

1. OBJECT - AIRPORT FACILITY
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND

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

File No 1106 10/04/86 CALIS	TOGA,CA A/C R	eg. No. N914G	Т	ime (Lc1)	- 1350 PD	Т
Type OperationPERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L AVIATION) Aircraf SUBSTA Fire NONE	Crew	_			None O O
Aircraft Information Make/Model - GROB G103 TWIN II Landing Gear - TAILWHEEL-RETRACTABLE M Max Gross Wt - 1279 No. of Seats - 2	Eng Make/Model - N/ AINS Number Engines - N/ Engine Type - N/ Rated Power - N/	A A			Activated	- NO -N/A - NO
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 015 KTS Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point CALISTOGA,CA Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	OFF AI Airport D Runway Runway Runway	Proximity RPORT/STR: ata Ident Lth/Wid Surface Status	- N/A - N/A - DIRT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE GLIDER	Age - 36 Biennial Flight Review Current - YES Months Since - 2 Aircraft Type - 103	Total -	nt Time (H 82	ours) Last : Last :	24 Hrs - U 30 Days- U 30 Days-	NK/NR
Instrument Rating(s) - NONENarrative AT THE END OF A LOCAL PLEASURE FLIGHT NEAR CL PUSHED DOWN WHILE ON BASE LEG AT CALISTAGA AI WAS UNABLE TO REACH THE RUNWAY. A FORCED LAND WAS IN THE WAY WHICH THE PILOT THOUGHT HE COL THE FIELD. THE PILOT REPORTED THAT HE HAD OBT THE AREA.	RPARK. DUE TO A LOSS IN ALT ING WAS ATTEMPTED IN A NEAR LD PORPOISE OVER. THE GLIDE	ITUDE TO INCREASE A BY PLOWED FIELD; HO R COLLIDED WITH A	AIRSPEED, DWEVER, A TREE AND S	THE PILOT ROW OF TRI TALLED IN	ΓΟ	

File No 11	06 10/04/86	CALISTOGA, CA	A/C Reg. No. N914G	Time (Lcl) - 1350 PDT
Occurrence #1 Phase of Operation			ACH	
Finding(s) 1. WEATHER CONDITI 2. WIND INFORMAT	ON - DOWNDRAFT ION - INADEQUATE -	PILOT IN COMMAND		
Occurrence #2 Phase of Operation		ON WITH OBJECT		
Finding(s) 3. OBJECT - TREE(S)			
Probable Cause				
The National Transpois/are finding(s) 1,	-	rd determines that th	ne Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is/	are finding(s) 3		

File No 1140 10/10/86 OCE	ANSIDE,CA A/C Re	g. No. N7982Y	Τi	me (Lc1) -	1530 PDT	
Basic Information Type Operating Certificate-NONE (GENE	· · · · · · · · · · · · · · · · · · ·	_	F-4-1	Injur		Man
Type of Operation -POSITIONING	DESTROY		Fatal O	Serious	Minor	None
Type of Operation -POSITIONING Flight Conducted Under -14 CFR 91	G Fire NONE	Crew Pass	0	0	0	1 O
Accident Occurred During -LANDING	NONE	Pass	U	O	O	O
Aircraft Information					_ ~	~
Make/Model - PIPER PA-30	Eng Make/Model - LYC	OMING IO-360		nstalled/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2		St	all Warnin	g System	- YES
Max Gross Wt - 3725	Engine Type - REC					
No. of Seats - 4	Rated Power -	200 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport P			
Wx Briefing - NO RECORD OF BRIEFIN	•		OFF AIR	PORT/STRIP		
Method - N/A Completeness - N/A	SAN JOSE,CA		Ainmant Da			
Basic Weather - VMC	Destination SAN DIEGO.CA		Airport Da	ıta		
Wind Dir/Speed- 200/006 KTS	SAN DIEGO,CA		Bunyay	Ident -	NI / A	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 7000 FT SC		NONE		Surface -		
Lowest Ceiling - 7000 FT BRO				Status -		CHOPPY
Obstructions to Vision- NONE		FORCED LANDING	Karinay	5 (4 (45	WATER	0110111
Precipitation - NONE	, , , , , , , , , , , , , , , , , , , ,	,				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 52	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fliah	nt Time (Ho			
COMMERCIAL	Current - YES	Total -	5000	Last 24	Hrs -	2
SE LAND, ME LAND, SE SEA	Months Since - 2	Make/Model-	200	Last 30	Days- UN	IK/NR
	Aircraft Type - M2OJ/A	Instrument-	654	Last 90	Days-	50
		Multi-Eng -	450		•	
Instrument Rating(s) - AIRPLANE						
Narrative						
DURING A X-COUNTRY FLT, THE PLT STATED, THA	F JUST SOUTH OF LOS ANCELES TH	TERMATIONAL ARRI	THE ACETIC	DICHT ENG	TNIC	
WAS RUNNING ROUGH. AT THE SAME TIME PWR IN						
THE PLT ATTEMPTED A RE-START WITH NO SUCCESS						
POST ACCIDENT EXAM REVEALED THE LEFT ENGINE					J. 10112.	
FOUND LOOSE AND THE QUICK DRAIN WAS OPEN AND						

File No 11	40 10/10/86	OCEANSIDE, CA			Time (Lc1) - 1530 PDT
Occurrence #1 Phase of Operation	AIRFRAME/COMPONE OTHER	NT/SYSTEM FAILURE/MA	ALFUNCTION		
		INADEQUATE - OTHER T - INADEQUATE - PI	LOT IN COMMAND		
Occurrence #2 Phase of Operation		RTIAL) - MECH FAILUI	RE/MALF		
Finding(s) 3. FLUID,OIL - LOS	S,TOTAL				
Occurrence #3 Phase of Operation	FORCED LANDING DESCENT - EMERGE	NCY			
	ING/DECISION - DEL	AYED - PILOT IN COM		· ···	
Occurrence #4 Phase of Operation					
Finding(s) 6. TERRAIN CONDITI					
Probable Cause					
The National Transpois/are finding(s) 1,		rd determines that [.]	the Probable Cause	(s) of this acci	dent
Factor(s) relating t	o this accident is	/are finding(s) 3,6			

File No 1197 2/20	/86 DENVER,CO	A/C Reg. No.	N17309	Time (Lcl)	- 1539 MDT	
-Basic Information Type Operating Certificate-			e	Inju	ries	
Name of Carrier - Type of Operation -	CONTINENTAL AIRLINES, INC	SUBSTANTIAL	Fat	al Serious		None
Type of Operation -	SCHEDULED,DOMESTIC,PASSEN	IGER Fire	Crew	0 0	0	6
Flight Conducted Under -		NONE	Pass	0 0	0	105
Accident Occurred During -	AKEUFF 					
-Aircraft Information						
Make/Model - BOEING 737-		lake/Model - GENERAL E	LEC. CFM-56-3	ELT Installed/		
Landing Gear - TRICYCLE-RE		er Engines - 2		Stall Warni	ng Syst e m	- YES
Max Gross Wt - 139000		ne Type - TURBOFAN 1 Power - 2000 LB:	C TUDUCT			
No. of Seats - 149	катес 	Power - 2000 LB:				
-Environment/Operations Inform						
Weather Data	Itinerar			ort Proximity		
Wx Briefing - COMPANY		eparture Point	ON	N AIRPORT		
Method - IN PERSON		AS ACC/INC	A 4	ort Data		
Completeness - UNK/NR Basic Weather - VMC	Destina	TAKE CITY,UT		TAPLETON INTL		
Wind Dir/Speed- 030/005 K		LAKE CITT, OT		inway Ident	- O8P	
Visibility - 7.0		nace		unway ldent		150
Lowest Sky/Clouds - 1				inway Surface		
Lowest Ceiling - 2		of Clearance - IFR		inway Status		
Obstructions to Vision- N	ONE Type A	pch/Lndg - NONE		•		
Precipitation - N	ONE					
Condition of Light - D	AYLIGHT					
-Personnel Information						
Pilot-In-Command	Age - 50		l Certificate - \		O WAIVERS/	LIMIT
Certificate(s)/Rating(s)		ght Review	Flight Tir	ne (Hours)		
COMMERCIAL, ATP		- YES To	tal - 20000 ke/Model- 531	Last 2	4 Hrs -	6
SE LAND, ME LAND		Since - 1 Mal	ke/Model- 531	Last 3	O Days- UN	K/NR
	Aircraft		strument- UNK/NR			
		Mu	lti-Eng - UNK/NR	ROTORC	raft - UN	K/NR
Instrument Rating(s) -	AIRPLANE					
WAS ON THE 3RD INITIAL OPERAT	ING EXPERIENCE FLT WITH A	CHECK ATRMAN, CAPT A	ND E/O HAD DISCUS	SSED RAPID RATE		
ROTATION ON PREVIOUS FLTS AND						
ATION RATE OF 3 DEGREES PER SE						

File No. - 1197 2/20/86 DENVER,CO A/C Reg. No. N17309 Time (Lcl) - 1539 MDT

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

Finding(s)

- 1. PROCEDURES/DIRECTIVES NOT FOLLOWED COPILOT
- 2. AIRCRAFT HANDLING IMPROPER COPILOT
- 3. IMPROPER USE OF PROCEDURE, INADEQUATE INITIAL TRAINING COPILOT
- 4. INSUFFICIENT STANDARDS/REQUIREMENTS, AIRMAN COMPANY/OPERATOR MGMT
- 5. ROTATION EXCESSIVE COPILOT
- 6. SUPERVISION INADEQUATE PILOT IN COMMAND

----Probable Cause----

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

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

File No 1012 7/12/86 NE	W CASTLE, CO	A/C Reg. N	o. N78764	Τi	me (Lc1) -	1115 MDT	
Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Dam			Injur		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		SUBSTANTIAL Fire NONE	Crew Pass		Serious O O	Minor 1 1	None O O
-Aircraft Information Make/Model - CESSNA 182P Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2950 No. of Seats - 4	Number Engi	ines - 1 e - RECIPRO	CATING-CARBURE	St	nstalled/Adall Warning		
-Environment/Operations Information Weather Data . Wx Briefing - NO RECORD OF BRIEF Method - N/A Completeness - N/A Basic Weather - VMC	Itinerary ING Last Departu RIFLE,CO Destination COLD SPRIM			Airport P OFF AIR Airport Da	RPORT/STRIP		
Wind Dir/Speed-CALM Visibility - 90.0 SM Lowest Sky/Clouds - 15000 FT Si Lowest Ceiling - NONE Obstructions to Vision-NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace CATTERED Type of Flig Type of Clea	ght Plan - NON	E	Runway Runway	Ident - Lth/Wid - Surface - Status -	N/A DIRT	
-Personnel Information Pilot-In-Command	Age - 48 Biennial Flight Re	Medi	cal Certificat			WAIVERS/	_IMIT
Certificate(s)/Rating(s) PRIVATE SE LAND	Biennial Flight Re Current Months Since Aircraft Type	- YES - 13 - C-182P	Fligh Total - Make/Model- Instrument-	t Time (Ho 901 319 0	Last 24 Last 30 Last 90	Hrs - Days- UN Days-	1 K/NR 70
Instrument Rating(s) - NONE							
Narrative T ATTEMPTED TO ABORT LANDING WHILE ON SH EAR TREES AT THE FAR END OF MEADOW SO HE SED OVER. THE DENSITY ALTITUDE WAS CALCU	EXECUTED A PRECAUTION	NARY LANDING D				H AND	

File No. - 1012 7/12/86 NEW CASTLE, CO A/C Reg. No. N78764 A/C Reg. No. N78764 Time (Lc1) - 1115 MDT Occurrence #1 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 1. PLANNED APPROACH - POOR - PILOT IN COMMAND 2. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND 3. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND 4. WEATHER CONDITION - HIGH DENSITY ALTITUDE 5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND 6. TERRAIN CONDITION - DITCH Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6

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

	Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damag	Δ.		Iniu	ries	
Type of Denation	Type operating bettir reate none	(GENERAL AVIATION)		C	Fatal			None
Accident Occurred During -LANDING -Aircraft Information Make/Model - CESSNA 172K	Type of Operation -PERSO	NAL	Fire	Crew	0	0	0	1
Make/Model - CESSNA 172K			NONE	Pass	0	0	0	3
Landing Gear - TRICYCLE-FIXED Number Engines - 1								
Max Gröss Wt - 2300 No. of Seats - 4 Rated Power - 150 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 60.0 SM Lowest Sky/Clouds - 20000 FT SCATTERED Type of Flight Plan - NONE Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT - Personnel Information Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Age - 33 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Filith Review Current - NO Months Since - 25 Make/Model - 41 Last 20 Days - 34 Instrument Rating(s) - NONE None None None None None None None No	=			0-320-E2D				
No. of Seats - 4 Rated Power - 150 HP	•					tall Warni	ng System	ı - YES
Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Destination Airport Data Saic Weather - WKC Wind Dir/Speed - CALM Visibility - 60.0 SM ATC/Airspace Lowest Sky/Clouds - 20000 FT SCATTERED Type of Flight Plan - NONE Conditions to Vision - NONE Obstructions to Vision - NONE Type Apch/Lndg Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE Certificate(s)/Rating(s) Biennial Flight Review Certificate(s)/Rating(s) Fight Flow - 25 Make/Model 41 Last 24 Hrs - 7 Months Since - 25 Make/Model 41 Last 30 Days- UNK/NR Aircraft Type - PA-38 Instrument Rating(s) - NONE Instrument Rating(s) - NONE NONE NONE Instrument Rating(s) - NONE NONE NONE NONE NONE None None None None None None None None		9	· ·		ETOR			
We striefing — NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method — N/A Destination Airport Data Basic Weather — VMC ERIE, CO SAN LUIS VALLEY Wind Dir/Speed- CALM Visibility — 60.0 SM ATC/Airspace Runway Ident — 34 Lowest Sky/Clouds — 20000 FT SCATTERED Type of Flight Plan — NONE Runway Surface — DIRT Lowest Ceiling — NONE Type Apch/Lndg — TRAFFIC PATTERN Precipitation — NONE Type Apch/Lndg — TRAFFIC PATTERN Precipitation — NONE Type Apch/Lndg — TRAFFIC PATTERN Presonnel Information—— Pilot-In-Command Age — 33 Medical Certificate — VALID MEDICAL—WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current — NO Total — 124 Last 24 Hrs — 7 SE LAND Months Since — 25 Make/Model — 41 Last 30 Days—UNK/NR Aircraft Type — PA-38 Instrument — 2 Last 90 Days—34 Instrument Rating(s) — NONE NARTABLE WITH SOME LIGHT TURBULENCE. THE PLT SAID THE WITH AIR SHE APPROACHED RWY 34 (2100 FT X 50 FT, DIRT), HE UNITERED A HIGH SINK RATE AND THE AIRPLANE TOUCHED DOWN SHORT OF THE RWY LIP, RESULTING IN SUBSTANTIAL DAMAGE TO THE LANDING GEAR BULKHEAD AND FUSELAGE SKIN. THE PLT WAS ITO TAXI THE ACET TO THE RAMP. ANDTHER RWY (101-19/6000 FT X 50 FT, SPHALT) WAS AND LAUSE FOR LANDINGS. THE 10 TAXI THE ACET TO THE RAMP. ANDTHER RWY (101-19/6000 FT X 50 FT, SPHALT) WAS AND LAUSE FOR LANDINGS. THE	No. of Seats - 4	Rated Po	wer - 150 HP					-
Wx Briefing - NO RECORD OF BRIEFING	• •					_		
Method - N/A								
Completeness - N/A Basic Weather - VMC Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 60.0 SM ATC/Airspace Lowest Sky/Clouds - 20000 FT SCATTERED Type of Flight Plan - NONE Lowest Sky/Clouds - 20000 FT SCATTERED Type of Flight Plan - NONE Runway Lith/Wid - 2100/ 50 Lowest Ceiling - NONE Dobstructions to Vision- NONE Precipitation - NONE Precipitation - NONE Condition of Light - DAVLIGHT Personnel Information Personnel Information PRIVATE SE LAND Aircraft Type - PA-38 Instrument Rating(s) - NONE Instrument Rating(s) - NONE Narrative RIT TO MONTE VISIA TO "TAKE A BREAK" AND VISIT WITH HIS PARRATS WHO LIVED NEARBY. THE PLT SAID HE DECIDED TO RETINATION AND HE AIRPLANE TO UNITED HE NOW THE RIVINDS WERE LIGHT VARIABLE WITH SOME LIGHT TURBULENCE. THE PLT SAID THE WINDS WERE LIGHT VARIABLE WITH SOME LIGHT TURBULENCE. THE PLT SAID THE WINDS WERE LIGHT VARIABLE WITH SOME LIGHT TURBULENCE. THE PLT SAID THE WINDS WERE LIGHT VARIABLE WITH SOME LIGHT TURBULENCE. THE PLT SAID THE RIVINDS WERE LIGHT VARIABLE WITH SOME LIGHT TURBULENCE. THE PLT SAID THE AIRPLANE TOUCHED DOWN SHORT OF THE RUNWAY EDGE. THE MAIN LANDING GEAR CK THE RWY LIP, RESULTING IN SUBSTANTIAL DAMAGE TO THE LANDING GEAR BUIKHEAD AND FUSELAGE SKIN. THE PLT WAS TO TAXI THE ACFT TO THE RAMP. ANOTHER RWY (01-19/6000 FT X 50 FT, ASPHALT) WAS AVAILABLE FOR LANDINGS. THE					UN AIR	PURI		
Basic Weather - VMC Wind Dir/Speed- CALM Wisibility - 60.0 SM ATC/Airspace Runway Lth/Wid - 2100/ 50 Lowest Sky/Clouds - 20000 FT SCATTERED 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 - TRAFFIC PATTERN Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - NO Total - 124 Last 24 Hrs - 7 SE LAND Months Since - 25 Make/Model 41 Last 30 Days- UNK/NR Aircraft Type - PA-38 Instrument 2 Last 90 Days- 34 Instrument Rating(s) - NONE Instrument Light TurbuleLnec. The PLT SAID THE WINDS WERE LIGHT VARIABLE WITH SOME LIGHT TURBULENCE. THE PLT SAID THE WINDS WERE LIGHT VARIABLE WITH SOME LIGHT TURBULENCE. THE PLT SAID THAT AS HE APPROACHED RWY 34 (2100 FT x 50 FT, DIRT), HE UNTERED A HIGH SINK RATE AND THE AIRPLANE TOUCHED DOWN SHORT OF THE RUNWAY EDGE. THE MAIN LANDING GEAR (ICK THE RWY LIP, RESUlTING IN SUBSTANTIAL DAMAGE TO THE LANDING FILE RUNWAY EDGE. THE MAIN LANDING SKIN. THE PLT WAS INTO THE RAMP. ANOTHER RWY (01-19/6000 FT x 50 FT, ASPHALT) WAS AVAILABLE FOR LANDINGS. THE	•				Ainmont D	2+2		
Wind Dir/Speed- CALM Visibility - 60.0 SM ATC/Airspace Runway Ident - 34 Visibility - 60.0 SM ATC/Airspace Runway Surface - DIRT Lowest Sky/Clouds - 20000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision - NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - NO Total - 124 Last 24 Hrs - 7 SE LAND Months Since - 25 Make/Model - 41 Last 30 Days - UNK/NR Aircraft Type - PA-38 Instrument 2 Last 90 Days - 34 Instrument Rating(s) - NONE Narrative FLT DEPARTED WINSLOW, AZ, AND WAS EN ROUTE TO ERIE, CO, WHEN THE ACCIDENT OCCURRED. THE PLT SAID HE DECIDED TO RT TO MONTE VISTA TO "TAKE A BREAK" AND VISIT WITH HIS PARENTS WHO LIVED NEARBY. THE PLT SAID THE WINDS WERE LIGHT VARIABLE WITH SOME LIGHT TURBULENCE. THE PLT SAID THAT AS HE APPROACHED RWY 34 (2100 FT X 50 FT, DIRT), HE JUNTERED A HIGH SINK RATE AND THE AIRPLANE TOUCHED DOWN SHORT OF THE RUNWAY EDGE. THE MAIN LANDING GEAR INC THE RWY LIP, RESULTING IN SUBSTANTIAL DAMAGE TO THE LANDING GEAR BULKHEAD AND FUSELAGE SKIN. THE PLT WAS								
Visibility - 60.0 SM ATC/Airspace Runway Lth/Wid - 2100/ 50 Lowest Sky/Clouds - 20000 FT SCATTERED 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 - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT		LRIE, CO					- 34	
Lowest Sky/Clouds - 20000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN FULL STOP Percipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - NO Total - 124 Last 24 Hrs - 7 SE LAND Months Since - 25 Make/Model - 41 Last 30 Days- UNK/NR Aircraft Type - PA-38 Instrument - 2 Last 90 Days - 34 Instrument Rating(s) - NONE **Narrative FLT DEPARTED WINSLOW, AZ, AND WAS EN ROUTE TO ERIE, CO, WHEN THE ACCIDENT OCCURRED. THE PLT SAID THE DECIDED TO SET TO MONTE VISTA TO "TAKE A BREAK" AND VISIT WITH HIS PARENTS WHO LIVED NEARBY. THE PLT SAID THE WINDS WERE LIGHT VARIABLE WITH SOME LIGHT TURBULENCE. THE PLT SAID THAT WAS HAP APPROACHED RWY 34 (2100 FT X 50 FT, DIRT), HE NONTE PLANTING IN SUBSTANTIAL DAMAGE TO THE LANDING GEAR BULKHEAD AND FUSELAGE SKIN. THE PLT WAS IN THE ACPT TO THE RAMP. ANOTHER RWY (01-19/6000 FT X 50 FT, ASPHALT) WAS AVAILABLE FOR LANDINGS. THE		ATC/Airspac	e					50
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision - NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT								
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - NO Total - 124 Last 24 Hrs - 7 SE LAND Months Since - 25 Make/Model - 41 Last 30 Days- UNK/NR Aircraft Type - PA-38 Instrument - 2 Last 90 Days - 34 Instrument Rating(s) - NONE Narrative FLT DEPARTED WINSLOW, AZ, AND WAS EN ROUTE TO ERIE, CO, WHEN THE ACCIDENT OCCURRED. THE PLT SAID HE DECIDED TO RETE TO MONTE VISTA TO "TAKE A BREAK" AND VISIT WITH HIS PARENTS WHO LIVED NEARBY. THE PLT SAID THE WINDS WERE LIGHT VARIABLE WITH SOME LIGHT TURBULENCE. THE PLT SAID THAT AS HE APPROACHED RWY 34 (2100 FT X 50 FT, DIRT), HE DUNTERED A HIGH SINK RATE AND THE AIRPLANE TOUCHED DOWN SHORT OF THE RUNWAY EDGE. THE MAIN LANDING GEAR DUNCK THE RWY LIP, RESULTING IN SUBSTANTIAL DAMAGE TO THE LANDING GEAR BULKHEAD AND FUSELAGE SKIN. THE PLT WAS TO TAXI THE ACFT TO THE RAMP. ANOTHER RWY (01-19/6000 FT X 50 FT, ASPHALT) WAS AVAILABLE FOR LANDINGS. THE	Lowest Ceiling - NONE	Type of C	learance - NONE		Runway	Status	- DRY	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - NO Total - 124 Last 24 Hrs - 7 SE LAND Months Since - 25 Make/Model- 41 Last 30 Days- UNK/NR Aircraft Type - PA-38 Instrument- 2 Last 90 Days- 34 Instrument Rating(s) - NONE **Narrative FLT DEPARTED WINSLOW, AZ, AND WAS EN ROUTE TO ERIE, CO, WHEN THE ACCIDENT OCCURRED. THE PLT SAID HE DECIDED TO RT TO MONTE VISTA TO "TAKE A BREAK" AND VISIT WITH HIS PARENTS WHO LIVED NEARBY. THE PLT SAID THE WINDS WERE LIGHT VARIABLE WITH SOME LIGHT TURBULENCE. THE PLT SAID THAT AS HE APPROACHED RWY 34 (2100 FT X 50 FT, DIRT), HE JUNTERED A HIGH SINK RATE AND THE AIRPLANE TOUCHED DOWN SHORT OF THE RUNWAY EDGE. THE MAIN LANDING GEAR JUNCK THE RWY LIP, RESULTING IN SUBSTANTIAL DAMAGE TO THE LANDING GEAR BULKHEAD AND FUSELAGE SKIN. THE PLT WAS ETO TAXI THE ACFT TO THE RAMP. ANOTHER RWY (01-19/6000 FT X 50 FT, ASPHALT) WAS AVAILABLE FOR LANDINGS. THE	Obstructions to Vision- NONE	Type Apch	/Lndg - TRAFF	IC PATTERN	·			
Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - NO Total - 124 Last 24 Hrs - 7 SE LAND Months Since - 25 Make/Model - 41 Last 30 Days - UNK/NR Aircraft Type - PA-38 Instrument - 2 Last 90 Days - 34 Instrument Rating(s) - NONE PARTATIVE FLT DEPARTED WINSLOW, AZ, AND WAS EN ROUTE TO ERIE, CO, WHEN THE ACCIDENT OCCURRED. THE PLT SAID HE DECIDED TO FRT TO MONTE VISTA TO "TAKE A BREAK" AND VISIT WITH HIS PARENTS WHO LIVED NEARBY. THE PLT SAID THE WINDS WERE LIGHT VARIABLE WITH SOME LIGHT TURBULENCE. THE PLT SAID THAT AS HE APPROACHED RWY 34 (2100 FT X 50 FT, DIRT), HE BUNTERED A HIGH SINK RATE AND THE AIRPLANE TOUCHED DOWN SHORT OF THE RUNWAY EDGE. THE MAIN LANDING GEAR BUCK THE RWY LIP, RESULTING IN SUBSTANTIAL DAMAGE TO THE LANDING GEAR BULKHEAD AND FUSELAGE SKIN. THE PLT WAS ETO TAXI THE ACFT TO THE RAMP. ANOTHER RWY (01-19/6000 FT X 50 FT, ASPHALT) WAS AVAILABLE FOR LANDINGS. THE			FULL	STOP				
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE PRIVATE SE LAND Description Rating(s) PRIVATE SE LAND Description Rating(s) PRIVATE SE LAND Description Rating(s) Description	Condition of Light - DAYLIG	HT .						
Certificate(s)/Rating(s) Biennial Flight Review PRIVATE Current NO Total Total Total Last 24 Hrs - 7 Months Since - 25 Make/Model 41 Last 30 Days- UNK/NR Aircraft Type - PA-38 Instrument Instrument Rating(s) NONE Instrument Rating(s) NONE Instrument Rating(s) NONE TO MONTE VISTA TO "TAKE A BREAK" AND VISIT WITH HIS PARENTS WHO LIVED NEARBY. THE PLT SAID HE WINDS WERE LIGHT VARIABLE WITH SOME LIGHT TURBULENCE. THE PLT SAID THAT AS HE APPROACHED RWY 34 (2100 FT X 50 FT, DIRT), HE DUNTERED A HIGH SINK RATE AND THE AIRPLANE TOUCHED DOWN SHORT OF THE RUNWAY EDGE. THE MAIN LANDING GEAR DICK THE RWY LIP, RESULTING IN SUBSTANTIAL DAMAGE TO THE LANDING GEAR BULKHEAD AND FUSELAGE SKIN. THE PLT WAS TO TAXI THE ACFT TO THE RAMP. ANOTHER RWY (01-19/6000 FT X 50 FT, ASPHALT) WAS AVAILABLE FOR LANDINGS. THE	Personnel Information							
PRIVATE SE LAND Months Since - 25 Make/Model- 41 Last 30 Days- UNK/NR Aircraft Type - PA-38 Instrument Rating(s) - NONE Instrument Rating(s) - NONE Instrument Rating(s) - NONE PARTALL Narrative FLT DEPARTED WINSLOW, AZ, AND WAS EN ROUTE TO ERIE, CO, WHEN THE ACCIDENT OCCURRED. THE PLT SAID HE DECIDED TO RATION TO TAKE A BREAK" AND VISIT WITH HIS PARENTS WHO LIVED NEARBY. THE PLT SAID THE WINDS WERE LIGHT VARIABLE WITH SOME LIGHT TURBULENCE. THE PLT SAID THAT AS HE APPROACHED RWY 34 (2100 FT X 50 FT, DIRT), HE DUNTERED A HIGH SINK RATE AND THE AIRPLANE TOUCHED DOWN SHORT OF THE RUNWAY EDGE. THE MAIN LANDING GEAR BUCK THE RWY LIP, RESULTING IN SUBSTANTIAL DAMAGE TO THE LANDING GEAR BULKHEAD AND FUSELAGE SKIN. THE PLT WAS TO TAXI THE ACFT TO THE RAMP. ANOTHER RWY (01-19/6000 FT X 50 FT, ASPHALT) WAS AVAILABLE FOR LANDINGS. THE		•					AIVERS/LI	MIT
SE LAND Months Since - 25 Make/Model- 41 Last 30 Days- UNK/NR Aircraft Type - PA-38 Instrument- 2 Last 90 Days- 34 Instrument Rating(s) - NONE Narrative FLT DEPARTED WINSLOW, AZ, AND WAS EN ROUTE TO ERIE, CO, WHEN THE ACCIDENT OCCURRED. THE PLT SAID HE DECIDED TO RET TO MONTE VISTA TO "TAKE A BREAK" AND VISIT WITH HIS PARENTS WHO LIVED NEARBY. THE PLT SAID THE WINDS WERE LIGHT VARIABLE WITH SOME LIGHT TURBULENCE. THE PLT SAID THAT AS HE APPROACHED RWY 34 (2100 FT X 50 FT, DIRT), HE DUNTERED A HIGH SINK RATE AND THE AIRPLANE TOUCHED DOWN SHORT OF THE RUNWAY EDGE. THE MAIN LANDING GEAR DICK THE RWY LIP, RESULTING IN SUBSTANTIAL DAMAGE TO THE LANDING GEAR BULKHEAD AND FUSELAGE SKIN. THE PLT WAS TO TAXI THE ACFT TO THE RAMP. ANOTHER RWY (01-19/6000 FT X 50 FT, ASPHALT) WAS AVAILABLE FOR LANDINGS. THE								
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Instrument Rating(s) - NONE Narrative FLT DEPARTED WINSLOW, AZ, AND WAS EN ROUTE TO ERIE, CO, WHEN THE ACCIDENT OCCURRED. THE PLT SAID HE DECIDED TO RET TO MONTE VISTA TO "TAKE A BREAK" AND VISIT WITH HIS PARENTS WHO LIVED NEARBY. THE PLT SAID THE WINDS WERE LIGHT VARIABLE WITH SOME LIGHT TURBULENCE. THE PLT SAID THAT AS HE APPROACHED RWY 34 (2100 FT X 50 FT, DIRT), HE DUNTERED A HIGH SINK RATE AND THE AIRPLANE TOUCHED DOWN SHORT OF THE RUNWAY EDGE. THE MAIN LANDING GEAR LICK THE RWY LIP, RESULTING IN SUBSTANTIAL DAMAGE TO THE LANDING GEAR BULKHEAD AND FUSELAGE SKIN. THE PLT WAS TO TAXI THE ACFT TO THE RAMP. ANOTHER RWY (01-19/6000 FT X 50 FT, ASPHALT) WAS AVAILABLE FOR LANDINGS. THE	SE LAND				41	Last 3	O Days- L	INK/NR
Narrative FLT DEPARTED WINSLOW, AZ, AND WAS EN ROUTE TO ERIE, CO, WHEN THE ACCIDENT OCCURRED. THE PLT SAID HE DECIDED TO FRT TO MONTE VISTA TO "TAKE A BREAK" AND VISIT WITH HIS PARENTS WHO LIVED NEARBY. THE PLT SAID THE WINDS WERE LIGHT VARIABLE WITH SOME LIGHT TURBULENCE. THE PLT SAID THAT AS HE APPROACHED RWY 34 (2100 FT X 50 FT, DIRT), HE JUNTERED A HIGH SINK RATE AND THE AIRPLANE TOUCHED DOWN SHORT OF THE RUNWAY EDGE. THE MAIN LANDING GEAR JUCK THE RWY LIP, RESULTING IN SUBSTANTIAL DAMAGE TO THE LANDING GEAR BULKHEAD AND FUSELAGE SKIN. THE PLT WAS TO TAXI THE ACFT TO THE RAMP. ANOTHER RWY (01-19/6000 FT X 50 FT, ASPHALT) WAS AVAILABLE FOR LANDINGS. THE		Aircraft ly	pe - PA-38 In	strument-	2	Last	O Days-	34
FLT DEPARTED WINSLOW, AZ, AND WAS EN ROUTE TO ERIE, CO, WHEN THE ACCIDENT OCCURRED. THE PLT SAID HE DECIDED TO RT TO MONTE VISTA TO "TAKE A BREAK" AND VISIT WITH HIS PARENTS WHO LIVED NEARBY. THE PLT SAID THE WINDS WERE LIGHT VARIABLE WITH SOME LIGHT TURBULENCE. THE PLT SAID THAT AS HE APPROACHED RWY 34 (2100 FT X 50 FT, DIRT), HE RUNTERED A HIGH SINK RATE AND THE AIRPLANE TOUCHED DOWN SHORT OF THE RUNWAY EDGE. THE MAIN LANDING GEAR RICK THE RWY LIP, RESULTING IN SUBSTANTIAL DAMAGE TO THE LANDING GEAR BULKHEAD AND FUSELAGE SKIN. THE PLT WAS TO TAXI THE ACFT TO THE RAMP. ANOTHER RWY (01-19/6000 FT X 50 FT, ASPHALT) WAS AVAILABLE FOR LANDINGS. THE	Instrument Rating(s) - NONE							
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TO TAXI THE ACFT TO THE RAMP. ANOTHER RWY (01-19/6000 FT X 50 FT, ASPHALT) WAS AVAILABLE FOR LANDINGS. THE								
	TO TAXI THE ACFT TO THE RAMP. ANO			WAS AVAILA	BLE FOR LA	NDINGS. TH	E	

File No 109	9/07/86	MONTE VISTA, CO	A/C Reg. No. N79910	Time (Lc1) - 1150 MDT
Occurrence #1 Phase of Operation		ATTERN - FINAL APPROACH	I	
	OF EQUIPMENT/AIR WIND CONDITIONS BELOW - PILOT IN	CRAFT, INADEQUATE RECURR - INADEQUATE - PILOT IN COMMAND	PENT TRAINING - PILOT IN COMMAND I COMMAND	
Occurrence #2 Phase of Operation		ION WITH TERRAIN		
Finding(s) 6. TERRAIN CONDITIO 7. TERRAIN CONDITIO				
Probable Cause	-			
The National Transporis/are finding(s) 4,5		rd determines that the	Probable Cause(s) of this accide	nt

Basic Information Type Operating Certificate-NONE (GENERA				Injur		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire	Pa	rew 0 ass 0	Ō	0	None 1 0
-Aircraft Information Make/Model - QUICKIE Q-2 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - UNK/NR No. of Seats - 2	Eng Make/Model - Number Engines - Engine Type - Rated Power -	REVMASTER 2100-DT 1 RECIPROCATING-CARE	ELT		ctivated	
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 330/006 KTS Visibility - 90.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poi GRAND JUNCTION,C Destination SAME AS ACC/INC ATC/Airspace Type of Flight Pla Type of Clearance Type Apch/Lndg	n - NONE - NONE	ON AI Airport WALKE Runwa Runwa Runwa	Data R FIELD	ASPHALT	150
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 40 Biennial Flight Review Current - UNK/ Months Since - UNK/ Aircraft Type - UNK/	Medical Certif F NR Total NR Make/Model NR Instrument	liaht Time (Hours)	•	3 20 40
Instrument Rating(s) - NONE						
Narrative E PLT REPORTED THAT THE ACFT ENTERED A PORP NDING GEAR THEN BROKE OFF AND THE ACFT ENTE S A TENDENCY TO BOUNCE DURING LANDING DUE T E CANARD. HE ALSO NOTES THAT THE THROTTLE A	RED A GROUND LOOP AND RAN D THE LOCATION OF THE MAI	OFF THE RWY. THE N LANDING GEAR WHI	PLT NOTES T	HAT THE ACFT AT THE ENDS		

File No. - 1182 9/16/86 GRAND JUNCTION, CO A/C Reg. No. N39204 Time (Lcl) - 1157 MDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. FLARE - IMPROPER - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND 3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND 4. LANDING GEAR - INADEQUATE - PRODUCTION/DESIGN PSNL 5. POWERPLANT CONTROLS - INADEQUATE - PRODUCTION/DESIGN PSNL Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 6. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1 Factor(s) relating to this accident is/are finding(s) 2,4,5

File No 1183 10/15/86 FORT	MORGAN, CO A	/C Reg. No. N9748D	Т	ime (Lc1) -	1140 MDT	
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	.L Fir		Fatal rew O ass O	Injur Serious O O		None 1 0
Aircraft Information Make/Model - PIPER PA-22-160 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2000 No. of Seats - 4	Number Engines Engine Type	- LYCOMING C-320-B24 - 1 - RECIPROCATING-CARE - 160 HP	S	Installed/A Stall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 290/003 KTS Visibility - 100.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	WIGGINS,CO Destination SAME AS ACC/IN ATC/Airspace Type of Flight P Type of Clearanc	lan - NONE	ON AIR Airport D FORT M Runway Runway Runway Runway	ata MORGAN MUNI	CONCRETE	60
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 47 Biennial Flight Review Current - N/ Months Since - N/ Aircraft Type - N/	Fi A Total - A Make/Model-	light Time (F - 29 - 14	lours) Last 24 Last 30	Hrs -	1 K/NR
Instrument Rating(s) - NONENarrative THE STUDENT PLT HAD JUST BEEN ENDORSED FOR HI LANDING AND WAS ATTEMPTING HIS SECOND LANDING CONTROL, TOUCHED DOWN, AND OVER CORRECTED. TH ESTIMATED THE WINDS TO BE 290 DEG AT 5 KTS.	WHEN THE ACCIDENT OCCU	RRED. THE PLT SAID H	HE LOST DIREC	TIONAL		

File No 1	183 10/15/86 FORT MORGAN,CO	A/C Reg. No. N9748D	Time (Lcl) - 1140 MDT
	LOSS OF CONTROL - ON GROUND LANDING - FLARE/TOUCHDOWN		
 PROPER ALIGN IMPROPER UM IMPROPER UM 	TIES,RUNWAY/LANDING AREA CONDITION - RUNW IMENT - NOT MAINTAINED - PILOT IN COMMAND ISE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EX ISE OF EQUIPMENT/AIRCRAFT,INADEQUATE INITI	(PERIENCE IN TYPE OPERATION - PILO (AL TRAINING - FLIGHT INSTRUCTOR()	ON GROUND)
Occurrence #2 Phase of Operation			
6. REMEDIAL ACTIO	NTROL - NOT MAINTAINED - PILOT IN COMMAND N - EXCESSIVE - PILOT IN COMMAND		
Occurrence #3 Phase of Operation	= =		
Finding(s) 7. TERRAIN CONDIT 8. TERRAIN CONDIT			
Probable Cause-			
The National Transpis/are finding(s) 2	ortation Safety Board determines that the ,5,6	Probable Cause(s) of this accide	ent
Factor(s) relating	to this accident is/are finding(s) 1,3,4,	7,8	

File No 1196 1/03/86 SO.0	GLASTONBURY,CT A/	C Reg. No. N3349	R	Time (Lcl) -	0103 EST	
Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION) Airc	raft Damage		Injur	ies	
	DES	TROYED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire		Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	ON	GROUND	Pass 1	0	0	0
Accident Occurred During -APPROACH						
Aircraft Information	,					
Make/Model - CESSNA 182L	Eng Make/Model -	CONTINENTAL 0-4	70-R EL1	Installed/A	ctivated	- YES-UNK/
Landing Gear - TRICYCLE-FIXED	Number Engines -	1		Stall Warnin	g System	- YES
Max Gross Wt - 2800	Engine Type -	RECIPROCATING-C	ARBURETOR			
No. of Seats - 4	Rated Power -	UNK/NR				
Environment/Operations Information						
Weather Data	Itinerary			: Proximity		
Wx Briefing - FSS	Last Departure Po	int	OFF A	IRPORT/STRIP		
Method - TELEPHONE	PAWTCKET,RI					
Completeness - FULL	Destination		Airport	Data		
Basic Weather - IMC	HARTFORD,CT		HARTE	ORD-BRAINARD		
Wind Dir/Speed- 060/008 KTS			Runwa	ıy Ident -	02	
Visibility ~ 1.000 SM	ATC/Airspace			ay Lth/Wid -		
Lowest Sky/Clouds - UNK/NR	Type of Flight Pl			y Surface -		
Lowest Ceiling - 800 FT OVE			Runwa	ıy Ştatus -	N/A	
Obstructions to Vision- FOG	Type Apch/Lndg	- VOR/TVOR				
Precipitation - RAIN						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 60		ificate - VALI		WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time (
COMMERCIAL		/NR Total	- 7000 e1- UNK/NR	Last 24	Hrs - UN	K/NR
SE LAND, SE SEA	Months Since - UNK		el- UNK/NR	Last 30	Days- UN	K/NR
	Aircraft Type - UNK			Last 90		
		Multi-En	g - UNK/NR	Rotorcr	aft - UN	K/NR

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

----Probable Cause----

File No 1004 3/01/86 MIDDL	EBURY,CT A/	C Reg. No. N27EF		Time (Lc1)	- 1145 EST	•
Basic Information Type Operating Certificate-NONE (GENERA		raft Damage		Inju	uries	
	SUB	STANTIAL	Fata	1 Serious	Minor	None
Type of Operation -TEST FLIGHT	Fire		Crew O	0	0	1
Flight Conducted Under -14 CFR 91	NON	E	Pass 0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - FOLSOM SONERAI II		VOLKSWAGEN UNK	E	LT Installed,		
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall Warn	ing System	- NO
Max Gross Wt - 800		RECIPROCATING-CA	RBURETOR			
No. of Seats - 2	Rated Power -	40 HP				
Environment/Operations Information						
Weather Data	Itinerary			rt Proximity		
Wx Briefing - NO RECORD OF BRIEFING		int	OFF	AIRPORT/STR	[P	
Method - N/A	MIDDLEBURY,CT					
Completeness - N/A	Destination		Airpor	t Data		
Basic Weather - VMC	SAME AS ACC/INC					
Wind Dir/Speed- 340/015 KTS				way Ident	- N/A	
Visibility - 20.0 SM	ATC/Airspace			way Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Pl			way Surface	•	
Lowest Ceiling - NONE	Type of Clearance			way Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDI	NG			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 57	Medical Certi			VAIVERS/LIM	IIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time	(Hours)		
PRIVATE	Current - YES	Total Make/Mode	- 1250	Last 2	24 Hrs -	2
SE LAND	Months Since - 21	make/mode	1~ 26	Last	30 Days-	5
	Aircraft Type - PA-	28 Instrumen	t- 65	Last 9	O Days-	15
Instrument Rating(s) - NONE						
- - -						
Narrative						
E PLT REPORTED THAT THE ACFT WAS SLOW TO CL						
E 5000' LOND RWY. THE PLT CONTINUED TO STAT						
E ACFT CONTACTED THE ROCKY TERRAIN WHICH RE S INSTALLED ON THE ACFT PRIOR TO THIS FLIGH					'ELLEK	
S INSTALLED ON THE ALED PRIOR IN THIS ELIGH	I MUWEVER IME PIT CITE		A + 1 + 1 + 1 + 1 + 1 + 1 + 1 + 1 + 1 +	LINU. I LUN		

File No 100	4 3/01/86	MIDDLEBURY,CT	A/C Reg. No. N27EF	Time (Lc1) - 1145 EST
Occurrence #1 Phase of Operation				
Finding(s) 1. PROPER CLIMB RATE 2. UNDETERMINED				
Occurrence #2 Phase of Operation				
Finding(s) 3. TERRAIN CONDITION	N - ROUGH/UNEVEN			
Probable Cause	-			
The National Transports/are finding(s) 2	tation Safety Boa	rd determines that	the Probable Cause(s) of this accide	ent
Factor(s) relating to	this accident is	/are finding(s) 3		

File No 1195 5/07/86	HOLLY W OOD,FL	A/C Reg. No. N55N	J	Time (Lc1) - 1	800 ED1	Г
Basic Information Type Operating Certificate-NON Type of Operation -PER Flight Conducted Under -14 Accident Occurred During -LAN	SONAL CFR 91	Aircraft Damage SUBSTANTIAL Fire NONE	Fatal Crew O Pass O	Injurie Serious O O	es Minor O 1	None 2 1
Aircraft Information Make/Model - LEAR JET 24 Landing Gear - TRICYCLE-RETRA Max Gross Wt - 13500 No. of Seats - 8	CTABLE Number Engi	del - GE CJ610-4 nes - 2 - TURBOJET - 2850 LBS THR		Installed/Act		
Environment/Operations Informati Weather Data Wx Briefing - NO RECORD OF Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 090/008 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 300 Lowest Ceiling - 1000 Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYL	Itinerary BRIEFING Last Departu SAME AS AC Destination LOCAL ATC/Airspace O FT SCATTERED Type of Fligh O FT BROKEN Type Apch/Lng	C/INC ht Plan - NONE rance - NONE dg - TRAFFIC PA FULL STOP	ON AJ Airport NORTH Runwa Runwa Runwa Runwa Runwa	H PERRY ay Ident - C ay Lth/Wid -	3000/ SPHALT	100
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE,COMMERCIAL,ATP ME LAND,SE SEA.ME SEA HELICOPTER ,GYROPLANE FREE BALLOON ,GLIDER Instrument Rating(s) - AINarrative THE PLT STATED HE MADE A NORMAL APCH LEFT SIDE OF THE RWY AND COLLIDED WI REVEALED THAT THE HYDRAULIC RESERVOI AIR CHARGE.	Age - 41 Biennial Flight Recurrent Months Since Aircraft Type RPLANE,HELICOPTER AND LANDING BUT ON ROLLOUT IT A FENCE SURROUNDING A BAL	View - YES Total - 6 Make/Mo - BELL2O6 Instrum Multi-E	del- 2367 ent- 975 ng - 5862	Hours) Last 24 H Last 30 D Last 90 D Rotorcraf	Irs - Days- UN Days- et - F THE	4 NK/NR 236

File No 11	95 5/07/86 	HOLLYWOOD,FL	A/C Reg. No. N55NJ	Time (Lcl) - 1800 EDT
Occurrence #1 Phase of Operation		NT/SYSTEM FAILURE/MA	ALFUNCTION	
Finding(s) 1. HYDRAULIC SYSTE 2. AIRCRAFT PREF 3. MAINTENANCE,SER	LÍGHT - POOR - PIL			
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation		ION WITH OBJECT		
Finding(s) 4. OBJECT - FENCE				
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that 1	the Probable Cause(s) of this accid	dent

File No 1072 5/17/86 CRYST	AL RIVER,FL A/C Reg	. No. N9218X	Time (Lc1) - 1045 EDT	
Type Operation Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L AVIATION) Aircraft SUBSTANT Fire NONE		0 0	None 1 3
Aircraft Information Make/Model - CESSNA 182E Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2800 No. of Seats - 4	Eng Make/Model - CONT Number Engines - 1 Engine Type - RECI Rated Power - 2	PROCATING-CARBURETOR	T Installed/Activated - Stall Warning System -	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 130/007 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 3000 FT Lowest Ceiling - 3000 FT BROK Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point TALLAHASSEE,FL Destination CRYSTAL RIVER,FL ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	OFF Airport Runw Runw NONE Runw NONE Runw	t Proximity AIRPORT/STRIP Data Tay Ident - N/A Tay Lth/Wid - N/A Tay Surface - N/A Tay Status - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	Age - 52 M Biennial Flight Review Current - YES Months Since - 5 Aircraft Type - UNK/NR	Make/Model- 143		/NR /NR 42
Instrument Rating(s) - NONE				
Narrative HE PLT STATED THAT JUST BEFORE DESCENT HE PU ND LOST OIL PRESSURE. MOMENTS LATER A CONNEC ARSHY AREA NORTHWEST OF CRYSTAL RIVER, FL. P EVEALED NO EVIDENCE OF ANY MALFUNCTION OR FA UMP REVEALED NO EVIDENCE OF ANY FAILURE OR M	TING ROD FAILURE WAS EXPERIEN OST CRASH EXAMINATION OF THE ILURE OF EITHER COMPONENT. AL	CED AND AN EMERGENCY LAN PROPELLER AND THE PROPEL	DING WAS EXECUTED IN A LER GOVERNOR	

File No 10	72 5/17/86	CRYSTAL RIVER,FL	A/C Reg. No. N9218X	Time (Lc1) - 1045 EDT
Occurrence #1 Phase of Operation		NT/SYSTEM FAILURE/MALFUN	ICTION	
Finding(s) 1. LUBRICATING SYS 2. LUBRICATING SYS 3. ENGINE ASSEMBLY 4. IN-FLIGHT PLANN	TEM - UNDETERMINED , CONNECTING ROD -	FAILURE,TOTAL R - PILOT IN COMMAND		
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation				
Finding(s) 5. TERRAIN CONDITI 6. TERRAIN CONDITI		NC		
Probable Cause				
The National Transpois/are finding(s) 2,		rd determines that the P	Probable Cause(s) of this accid	ent

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

File No 1071 5/21/86 FELL	SMERE, FL	A/C Reg. No. N3879G	•	Time (Lcl) -	0255 ED1	-
Basic Information Type Operating Certificate-AGRICULTURA	L AIRCRAFT Ai	rcraft Damage		Injur	·ies	
, , , , , , , , , , , , , , , , , , ,		ESTROYED	Fatal	Serious	Minor	None
Type of Operation -AERIAL APPL	ICATION Fi	r e Cr	ew 0	0	1	0
Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING	N	ONE Pa	uss 0	0	0	0
Aircraft Information						
Make/Model - BELL UH-1B	Eng Make/Model	- LYCOMING T-5311D	ELT	Installed/A	ctivated	- NO -N/A
Landing Gear - SKID	Number Engines		!	Stall Warnir	ng System	- NO
Max Gross Wt - 8500	Engine Type	- TURBOPROP				
No. of Seats - 6	Rated Power	- 1150 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN			OFF A	IRPORT/STRIF	>	
Method - N/A	SAME AS ACC/I	NC				
Completeness - N/A	Destination		Airport 1	Data		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 260/004 KTS					N/A	
Visibility - 7.0 SM	ATC/Airspace			y Lth/Wid -		
Lowest Sky/Clouds - 15000 FT SCA				y Surface -	•	
Lowest Ceiling - NONE	Type of Clearan			y Status -	· N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING	ì			
Precipitation - NONE	`					
Condition of Light - NIGHT(BRIGHT) 					
Personnel Information	_					
Pilot-In-Command	Age - 30	Medical Certifi			IVERS/LIN	MIT
Certificate(s)/Rating(s)	Biennial Flight Revie		ight Time (
COMMERCIAL	Current - Y			Last 24		1
SE LAND	Months Since - 1		513	Last 30 Last 90	Days-	10
HELICOPTER	Aircraft Type - 1					30
		Multi-Eng -	UNK/NR	Rotorcr	aft -	2536
Instrument Rating(s) - NONE						
HE PLT STATED THAT HE HAD ABOUT 350 LBS OF	FUEL ONBOARD WHEN HE TO	OK OFF ON HIS 4TH NIG	HT CROP DUS	TING MISSION	I. HE	
DICATED THAT EACH MISSION IS 6 TO 8 MINS I						
STATED THAT THE 20 MIN LOW FUEL LEVEL WAR						
ER DURING THE NIGHT FORCED LANDING ROLL. T						
JRE. THE PLT REPORTED THAT THE ACET HAD PER						

File No. ~ 10	5/21/86	FELLSMERE, FL	A/C Reg. No. N3879G	Time (Lcl) - 0255 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER CRUISE - NORMAL			
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation	DESCENT - EMERGEN	NCY .		
Occurrence #3 Phase of Operation	LANDING			
Probable Cause				
The National Transpo is/are finding(s) 1	rtation Safety Boar	rd determines that t	he Probable Cause(s) of this accide	ent

File No 1191 5/29/86 PANAM	A CITY BCH,FL	A/C Reg. No. N	10065	Time (Lcl) -	1345 CDT
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -AERIAL OBSER' Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Aircraft Damage SUBSTANTIAL Fire NONE	Fatal Crew O Pass O	0	Minor None O 1 1 O
Aircraft Information Make/Model - BELL 47-D1 Landing Gear - SKID Max Gross Wt - 2150 No. of Seats - 3	Number Eng Engine Type	odel - FRANKLIN 21 ines - 1 e - RECIPROCATI			tivated - NO -N/A
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 190/008 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 4500 FT Lowest Ceiling - 4500 FT BROK Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	PANAMA CI Destination LOCAL ATC/Airspace Type of Flig EN Type of Clea Type Apch/Lr	Y BCH,FL ght Plan - NONE	UNK/ Airport Runw Runw Runw Runw	Data ay Ident - ay Lth/Wid - ay Surface - ay Status -	ASPHALT
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL HELICOPTER Instrument Rating(s) - NONE	Age - 39 Biennial Flight Re Current Months Since	Medical view - YES Tota - 1 Make - 47-D1 Inst	Certificate - VAL Flight Time 1 - 4400 4/Model - 1480	ID MEDICAL-NO (Hours)	Hrs - 11 Days- UNK/NR
THE PILOT HAD INTENDED TO HOVER THE HELICOPTE RECORDED THE EVENT LOOKING UPWARD TO GIVE THE "CLOWN" GRABBED THE LEFT REAR SKID AND THE PITHEN ADDED MORE POWER AND LOST PARTIAL CONTROHELIPORT BUILDING BEFORE CRASHING NOSE LOW IN JUST PRIOR TO IMPACT.	APPEARANCE THAT TH LOT ADDED POWER AND L OF THE AIRCRAFT.	HE "CLOWN" WAS HAN) FULL RIGHT FORWA HE THEN CIRCLED O	IGING FROM THE SKI .RD CYCLIC CONTROL IVER THE HIGHWAY A	D. THE . THE PILOT ND THE	

File No 11	91 5/29/86	PANAMA CITY BCH,FL	A/C Reg. No. N10065	Time (Lc1) - 1345 CDT
Occurrence #1 Phase of Operation		- IN FLIGHT		
	E OF PROCEDURE,COM NADVERTENT - PASSE FING - INADEQUATE	-	D	
Occurrence #2 Phase of Operation				
Finding(s) 5. OBJECT - UTILIT				
Occurrence #3 Phase of Operation	DESCENT - UNCONT	ROLLED		
Probable Cause				
The National Transpois/are finding(s) 1,	-	rd determines that the Pro	bable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is	/are finding(s) 4,5		

Landing Gear - TRICYCLE-FIXED Number Max Gross Wt - 2450 Engin No. of Seats - 4 Rated No. of Seats - 10 No. RECORD OF BRIEFING Last Engine No. of Seats - N/A No. of Seats - N/A Seats - N/A Destina Basic Weather - VMC SAME No. of Seats - Visibility - 15.0 SM ATC/Airs Lowest Sky/Clouds - 2000 FT SCATTERED Type of Seats - 10 No. of Seats - 10 Number No. of Seats	Aircraft Damage Injurio SUBSTANTIAL Fatal Serious	
Make/Model - BEECH C23 Eng M Landing Gear - TRICYCLE-FIXED Number Max Gross Wt - 2450 Engir No. of Seats - 4 RatedEnvironment/Operations Information Weather Data Itinerar Wx Briefing - NO RECORD OF BRIEFING Last D Method - N/A KEY Completeness - N/A Destinate Basic Weather - VMC SAME Wind Dir/Speed- 070/008 KTS Visibility - 15.0 SM ATC/Airs Lowest Sky/Clouds - 2000 FT SCATTERED Type of	Fire Crew O O NONE Pass O O	
Weather Data Itinerar Wx Briefing - NO RECORD OF BRIEFING Last [Method - N/A KEY Completeness - N/A Destina Basic Weather - VMC SAME Wind Dir/Speed- 070/008 KTS Visibility - 15.0 SM ATC/Airs Lowest Sky/Clouds - 2000 FT SCATTERED Type of	Make/Model - LYCOMING 0-260-A4K ELT Installed/Active Engines - 1 Stall Warning ne Type - RECIPROCATING-CARBURETOR d Power - 180 HP	
	Departure Point ON AIRPORT WEST,FL ation Airport Data E AS ACC/INC POMPANO AIRPARK Runway Ident - (space Runway Lth/Wid -	4000/ 100 ASPHALT
PRIVATE Current SE LAND Months S	Medical Certificate - VALID MEDICAL-WAI ight Review Flight Time (Hours) - YES Total - 175 Last 24 H Since - 1 Make/Model - 8 Last 30 U t Type - UNK/NR İnstrument 2 Last 90 U	Hrs - 3 Days- UNK/NR
Instrument Rating(s) - NONE		
Narrative HE PLT STATED THAT ON APPROACH HE NOTED THAT HE HAD NO LE EERED OFF THE LEFT SIDE OF THE RUNWAY COLLAPSING THE NOSE HAT THE NOSE WHEEL STEERING HOUSING WAS CRACKED AND THE N EER OFF THE LEFT SIDE OF THE RUNWAY DURING LANDING ROLL.	E GEAR. POST CRASH EXAMINATION OF THE NOSE GEAR REVEALED	D

File No 10	70 6/29/86	POMPANO BEACH, FL	A/C Reg. No. N5021M	Time (Lcl) - 1026 EDT	_
Occurrence #1 Phase of Operation		- ON GROUND			
Finding(s) 1. LANDING GEAR,NO	SEWHEEL STEERING -	JAMMED			-
Occurrence #2 Phase of Operation		SED			
Probable Cause					
The National Transpo is/are finding(s) 1	rtation Safety Boa	rd determines that the F	Probable Cause(s) of this accide	ent	

File No 1068 6/29/86	DCALA,FL	A/C Reg. No. N68	324V	Т	ime (Lc1) -	1100 EDT	
-Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage			Injur		
		SUBSTANTIAL		Fatal			None
Type of Operation -PERSONA		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	1
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - MOONEY M2OC		del - LYCOMING 0-32	2O-A				
Landing Gear - TRICYCLE-RETRACTAB					tall Warnin	g System	- UNK/NI
Max Gross Wt - 2575		- RECIPROCATING	G-CARBURE	TOR			
No. of Seats - 4	Rated Power	- 150 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRI				ON AIR	PORT		
Method - N/A	PANAMA CIT	Y,FL		_			
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC	SAME AS AC	C/INC			MUNICIPAL		
Wind Dir/Speed- 200/008 KTS	. = =				Ident -		
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -		150
Lowest Sky/Clouds - 2500 FT		ht Plan - VFR			Surface -		
Lowest Ceiling - 2500 FT Obstructions to Vision- NONE		rance - vek dg - TRAFFIC F	ATTERN	Runway	Status -	DRT	
	Type Apch/Lh	FULL STOF					
Precipitation - NONE Condition of Light - DAYLIGHT		FOLK SIGN					
-Personnel Information Pilot-In-Command	Age - 42	Medical Ce	ertificat	VΔI ID	MEDICAL~NO	WAIVERS/	'I TMTT
Certificate(s)/Rating(s)	Riennial Flight Re	view	Fliah	t Time (F	lours)		
PRIVATE	Current	- YES Total - 1 Make/M - UNK/NR Instru	-	48	Last 24	Hrs -	1
SE LAND	Months Since	- 1 Make/N	lode1-	48	Last 30	Days- UN	IK/NR
	Aircraft Type	- UNK/NR Instru	ıment-	2	Last 90	Days-	33
	,,					•	٠
Instrument Rating(s) - NONE							
PLT STATED THAT HE PUT THE GEAR HAND	F DOWN. CONTINUED HIS A	PCH AND LANDED WITH	HOUT REAL	IZING THE	GEAR WAS		
LL UP. POST CRASH EXAMINATION OF THE							
OR HAD BLOWN DURING THE EXTENSION SEQ							
OK MAD PLOWN DOKING THE EVIEWSTON SEG							

File No. - 1068 6/29/86 OCALA,FL A/C Reg. No. N6824V Time (Lcl) - 1100 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE
2. LANDING GEAR,GEAR WARNING SYSTEM - INOPERATIVE
3. CHECKLIST - NOT FOLLOWED - 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) 1,3,4

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

File No 1149 7/06/86 MARCO	ISLAND,FL A/C F	Reg. No. N9031S	Time (Lcl) - 1245 EDT	
Basic Information Type Operating Certificate-NONE (GENERA		t Damage		juries	
	DESTRO	YED	Fatal Seriou	s Minor	None
Type of Operation -PERSONAL	Fire	Crew	0 0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0 0	1	2
Accident Occurred During -LANDING					
Aircraft Information					
Make/Model - BEECH 36	Fng Make/Model - CC	NTINENTAL IO-520-BA2	FIT Installe	d/Activated -	VES/VES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1			ning System -	
Max Gross Wt - 3600	Engine Type - RE		Starr war	iring system	123
No. of Seats - 6	Rated Power -				
No. or seats 0	Nated Fower	200 111			
Environment/Operations Information					
Weather Data .	Itinerary		Airport Proximit	У	
Wx Briefing - FSS	Last Departure Point	:	OFF AIRPORT/ST	RIP	
Method - TELEPHONE	SARASOTA, FL				
Completeness - FULL	Destination	A	lirport Data		
Basic Weather - VMC	SAME AS ACC/INC		MARCO ISLAND		
Wind Dir/Speed- 060/008 KTS	·		Runway Ident	- N/A	
Visibility - 10.0 SM	ATC/Airspace		Runway Lth/Wid	- N/A	
	TERED Type of Flight Plan	- NONE	Runway Surface		
Lowest Ceiling - 6000 FT BROK			Runway Status		
Obstructions to Vision- NONE	Type Apch/Lndg			,	
Precipitation - NONE	,) po //po/// 2//ag	FORCED LANDING			
Condition of Light - DAYLIGHT		TORIOLD LANDING			
Personnel Information					
Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL	-NO WAIVERS/LI	MIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flight	Time (Hours)		
PRIVATE	Current - YES	Total - 1	150 Last	24 Hrs -	1
SE LAND	Months Since - 15	Make/Model-	660 Last	30 Days- UNK/	NR .
	Months Since - 15 Aircraft Type - BE-36	Instrument-	100 Last		40
Instrument Rating(s) - NONE					
DURING LANDING APCH, THE PLT STATED THAT HE STHEREAFTER, THE ENG FAILED. HE WAS UNABLE TO REVEALED IT TO BE EMPTY WHILE THE RIGHT TANK FULL PRIOR TO TAKEOFF AND THAT HE HAD BEEN OPENG FUEL SPIDER OR SPIDER SUPPLY LINES. THERE	RESTART THE ENG AND A FORCE CONTAINED A QUANITY OF FUEL ERATING DURING THE FLT ON T	D LDG WAS MADE. AN E HE STATED THAT THE THE LEFT TANK. NO FUE	EXAM OF THE LEFT E TANKS WERE NOT		

File No. - 1149 7/06/86 MARCO ISLAND,FL A/C Reg. No. N9031S Time (Lcl) - 1245 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH Finding(s) 1. FLUID, FUEL - STARVATION 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND 3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND 4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY IN FLIGHT COLLISION WITH TERRAIN Occurrence #3 Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4 Factor(s) relating to this accident is/are finding(s) 3

File No 1194 7/12/86 WAKUL	LA SPRINGS,FL A/C R	eg. No. N6234T	Т	ime (Lcl) -	1800 EDT	
	L AVIATION) Aircraf	t Damage		Injur	ries	
31	SUBSTA		Fatal			None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA 150E	Eng Make/Model - CO			Installed/#		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnir	ng System	- YES
Max Gross Wt - 1600	Engine_Type - RE		ETOR			
No. of Seats - 2	Rated Power -	100 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR	PORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	LOCAL			A SPRINGS	4.0	
Wind Dir/Speed- 150/008 KTS Visibility - 7.0 SM	ATC/Airspace		,	Ident - Lth/Wid -		100
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - BROKEN	Type of Clearance			Status -		ζ.F
Obstructions to Vision- NONE	Type of Crearance Type Apch/Lndg		Kuliway	Status	DKI	
Precipitation - NONE	Type Apolly Endg	FULL STOP				
Condition of Light - DAYLIGHT		1022 3101				
-Personnel Information Pilot-In-Command	Age - 47	Medical Certifica	te - VALID	MEDICAL -WA	TVFRS/LIM	гт
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H		TI VERS/ CIM	
PRIVATE	Current - YES	Total -	86	Last 24	Hrs -	1
SE LAND	Months Since - 1	Total - Make/Model-	57	Last 30	Davs- UN	K/NR
	Aircraft Type - UNK/NR	Instrument-	4	Last 90	Days-	5
	Ž				,	
Instrument Rating(s) - NONE						
PLT STATED THAT WHILE ON FINAL APPROACH,	THE AIRSPEED WAS TOO FAST	WHEN THE ACET TOUC	HED DOWN T	T BEGAN TO		
POISE. HE LOST CONTROL AND THE ACFT FLIPPE			1	. 224 10		

File No 11	94 7/12/86 	WAKULLA SPRINGS,FL	A/C Reg. No. N6234T	Time (Lc1) - 1800 EDT
Occurrence #1 Phase of Operation				
Finding(s) 1. AIRSPEED - EXCE 2. FLARE - IMPROPE 3. RECOVERY FROM B	R - PILOT IN COMMA		ND	
Occurrence #2 Phase of Operation		TOUCHDOWN		
Probable Cause				

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

ew Coss Coss Coss Coss Coss Coss Coss Cos	al Serious O O CO O ELT Installed Stall Warn Ort Proximity AIRPORT rt Data LANDO EXECUTI	O O //Activated ing System	None 1 1 - YES/YE - YES
ew Coss Coss Coss Coss Coss Coss Coss Cos	O O O O ELT Installed Stall Warn Ort Proximity AIRPORT rt Data LANDO EXECUTI	O O //Activated ing System	1 1
Airpor Airpor ORL	Stall Warn ort Proximity AIRPORT rt Data LANDO EXECUTI	ve	- YES/YE
ON Airpor ORL	AIRPORT rt Data LANDO EXECUTI	VE	
Rur Rur	nway Ident nway Lth/Wid nway Surface nway Status	- 6000/ - ASPHALT	150
ight Time 2991 200 280	e (Hours) Last Last	24 Hrs - 30 Days- U	1
	light Time - 2991 - 200 - 280 - 947	light Time (Hours) - 2991 Last - 200 Last - 280 Last - 947	- 2991 Last 24 Hrs - - 200 Last 30 Days- U - 280 Last 90 Days-

	File No 1193	7/12/86	ORLANDO, FL	A/C Reg.	No. N2187C	Time (Lcl) - 1237 EDT
	nce #1 l f Operation l	OSS OF CONTROL -	ON GROUND			
	RECTIONAL CONTRO		ED - PILOT IN COMMA - PILOT IN COMMAND	\ND		
	nce #2 N f Operation L	AAIN GEAR COLLAPS ANDING - ROLL	ED			
Finding 3. LA	NDING GEAR - FAI	LURE,TOTAL GEAR - OVERLOAD				

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

Aircraft Dam DESTROYED Fire NONE Model - CONTINE gines - 1 pe - RECIPRO er - 145ture Point A ACC/INC	Crew Pass ENTAL 0-300-D DCATING-CARBURETO HP	Fatal Serious 1 0 0 1 ELT Installed Stall Ward R irport Proximity OFF AIRPORT/STI	0 1 d/Activate ning Syste	0 0
gines - 1 pe - RECIPRO er - 145 ture Point A ACC/INC	OCATING-CARBURETO HP A	Stall Ward R irport Proximity OFF AIRPORT/STI rport Data ATHENS MUNI	ning Syste	
ACC/INC		OFF AIRPORT/ST rport Data ATHENS MUNI		
ight Plan - NON earance - NON Lndg - NON	NE NE	Runway Ident Runway Lth/Wid Runway Surface Runway Status		
Medi Review - YES : - 11	ical Certificate Flight Total - 1 Make/Model- UNK/I	- VALID MEDICAL Time (Hours) 60 Last NR Last	24 Hrs - 30 Days-	UNK/NR UNK/NR
	Med Review - YES - 11 e - C-172 EPORTED OVER THONE OF THE NON-	Medical Certificate Review Flight - YES Total - 1 - 11 Make/Model- UNK/ e - C-172 İnstrument- EPORTED OVER THE UNICOM THAT TH DNE OF THE NON-PILOT PASSENGERS	Medical Certificate - VALID MEDICAL Review Flight Time (Hours) - YES Total - 160 Last - 11 Make/Model- UNK/NR Last e - C-172 İnstrument- O Last	Medical Certificate - VALID MEDICAL-NO WAIVER Review Flight Time (Hours) - YES Total - 160 Last 24 Hrs 11 Make/Model- UNK/NR Last 30 Days- e - C-172 İnstrument- O Last 90 Days-

File No 110	09 5/17/86 ATHENS,GA	A/C R	eg. No. N2592U	Time (Lcl) - 1630 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON- CRUISE	MECHANICAL		
2. FLUID, FUEL - EXH	NG/PREPARATION - INADEQUATE HAUSTION INADEQUATE - PILOT IN COMMAN	ND		
Occurrence #2 Phase of Operation 4. OBJECT - TREE(S)	DESCENT - EMERGENCY			
	IN FLIGHT COLLISION WITH TE	ERRAIN		
Finding(s) 5. 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

File No 1108 6/07/86	FAYETTEVILLE, GA	A/C Reg. No. N2	8044	Τi	me (Lc1) -	1715 E	DT
Basic Information Type Operating Certificate-NONE (G Type of Operation -PERSONA Flight Conducted Under -14 CFR Accident Occurred During -MANEUVE	S L Fi 91 N	rcraft Damage UBSTANTIAL re ONE	Crew Pass	Fatal O O	0		
Aircraft Information Make/Model - PIPER J3C-65 Landing Gear - TAILWHEEL-ALL FIXE Max Gross Wt - 1220 No. of Seats - 2	D Number Engines	- CONTINENTAL . - 1 - RECIPROCATING - 65 HP		St	nstalled/A all Warnir		ed - UNK/NR em - NO
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRI Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 260/009 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 12000 FT Lowest Ceiling - 25000 FT Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary EFING Last Departure FAYETTEVILLE, Destination LOCAL ATC/Airspace SCATTERED Type of Flight OVERCAST Type of Clearan Type Apch/Lndg	GA Plan - NONE ce - NONE	A PATTERN	irport Da WILLOW Runway Runway Runway	PORT/STŔIF ta POND	N/A N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP SE LAND,ME LAND Instrument Rating(s) - AIRPLA	Age - 49 Biennial Flight Revie Current - Y Months Since - Aircraft Type - 7	w ES Total 2 Make/1 67 Instr	ertificate Flight - 170 Model- ument- 9 -Eng - 148	Time (Ho 065 61 993	urs) Last 24	Hrs - Days-	UNK/NR UNK/NR
THE THAT THE PLT REPORTED THAT WHILE ON DOWNWIND ENGINE QUIT. A TURN TOWARD A LANDING ARE THE TIME WERE FAVORABLE FOR CARBURETOR I EXPERIENCE IN A J3 CUB WAS OVER 20 YEARS	THE ENGINE STARTED TO RUN R A WAS MADE; HOWEVER, THE AC CING. THE PLT NORMALLY OPER	FT COLLIDED WITH	H TREES. WI	EATHER CO	NDITIONS A		

File No 11	08 6/07/86	FAYETTEVILLE, GA	A/C Reg. No. N28044	Time (Lcl) - 1715 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TO APPROACH - VFR F	DTAL) - NON-MECHANICAL PATTERN - DOWNWIND		
	AT - DELAYED - PIL	OT IN COMMAND	IN KIND OF AIRCRAFT - PILOT IN	COMMAND
·		SION WITH OBJECT URN TO LANDING AREA (EMI	ERGENCY)	
Finding(s) 4. OBJECT - TREE(S)			
Probable Cause				
The National Transpois/are finding(s) 2,		ard determines that the	Probable Cause(s) of this accid	dent

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Dama SUBSTANTIAL		atal Ser	Injuries ious Minor	None
Type of Operation -PERSON Flight Conducted Under -14 CFR Accident Occurred During -LANDIN	91	Fire NONE	Crew Pass	0 0	0 0	1
Aircraft Information Make/Model - CESSNA 172M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Number En Engine Ty	gines - 1	.O-32O-E2D ATING-CARBURETOR P		lled/Activated Warning System	
Environment/Operations Information-						
Weather Data Wx Briefing - UNK/NR Method - UNK/NR	Itinerary Last Depar PERRY,GA			rport Proxi DFF AIRPORT		
Completeness - UNK/NR Basic Weather - VMC	Destination TALLAHAS		Air	oort Data		
Wind Dir/Speed- 290/008 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 2800 F Lowest Ceiling - 25000 F Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGH	T BROKEN Type of C1 Type Apch/	ight Plan - NONE earance - NONE Lndg - STRA	F F F	Runway Stat		
Personnel Information						
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 67 Biennial Flight Current	Medic Review	al Certificate - Flight T	EXPIRED ime (Hours)		
PRIVATE SE LAND	Current Months Since Aircraft Typ	- YES T - 15 M e - C-172 I	otal - 1499 ake/Model- 1499 nstrument- (ulti-Eng - UNK/NF) L	ast 24 Hrs - l ast 30 Days- l ast 90 Days- otorcraft - l	NWK\NB 9 NWK\NB
Instrument Rating(s) - NONE						
Narrative IE PLT REPORTED A ROUGH RUNNING ENG. H FT GROUND AND THE ACFT NOSED OVER. PC						

File No 101	6/10/86	COBB,GA	A/C Reg. No. N20052	Time (Lc1) - 1000 EDT
Occurrence #1 Phase of Operation	MISCELLANEOUS/OTE CRUISE - NORMAL	HER		
Finding(s) 1. UNDETERMINED 2. PRECAUTIONARY LA	NDING - ATTEMPTED	- PILOT IN COMMAND		
	NOSE OVER LANDING - ROLL			
Finding(s) 3. TERRAIN CONDITION	N - SOFT			
Probable Cause	_			
The National Transporis/are finding(s) 1	tation Safety Boar	rd determines that	the Probable Cause(s) of this accide	ent

-Basic Information Type Operating Certificate Type of Operation Flight Conducted Under Accident Occurred During -Aircraft Information Make/Model - GRUMMAN AMI Landing Gear - TAILWHEEL-/ Max Gross Wt - 4500 No. of Seats - 1 -Environment/Operations Inform Weather Data Wx Briefing - NO RECORM Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 20.0 Lowest Sky/Clouds - Lowest Ceiling - I	-AERIAL APPLI-14 CFR 137 -LANDING	A Eng Make/Mod Number Engir Engine Type Rated Power	SUBSTAN Fire NONE Mel - P&V Mes - 1 - REC	W R1340-53H1 CIPROCATING-CAN	Crew Pass RBURETOR 	O O O STATE OF STATE	Installed tall Warn	d/Ac ning	Minor 1 0 tivated System	- YES
Type of Operation Flight Conducted Under Accident Occurred During -Aircraft Information Make/Model - GRUMMAN AMI Landing Gear - TAILWHEEL-/ Max Gross Wt - 4500 No. of Seats - 1 -Environment/Operations Inform Weather Data Wx Briefing - NO RECORM Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 20.0 Lowest Sky/Clouds - Lowest Ceiling - I	-AERIAL APPLI-14 CFR 137 -LANDING	Eng Make/Mod Number Engin Engine Type Rated Power Itinerary G Last Departur SAME AS ACC Destination	SUBSTAN Fire NONE Mel - P&V Mes - 1 - REC	W R1340-53H1 CIPROCATING-CAN	Crew Pass RBURETOR	O O O STATE OF STATE	O O Installed tall Warn Proximity RPORT/STR	I/Ac ning	1 O tivated System	O O - NO -N, - YES
Flight Conducted Under Accident Occurred During -Aircraft Information Make/Model - GRUMMAN AMI Landing Gear - TAILWHEEL- Max Gross Wt - 4500 No. of Seats - 1 -Environment/Operations Inform Weather Data Wx Briefing - NO RECORM Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 20.0 Lowest Sky/Clouds - Lowest Ceiling - I	-14 CFR 137 -LANDING	A Eng Make/Mod Number Engir Engine Type Rated Power Itinerary G Last Departur SAME AS ACC Destination	NONE del - P&V nes - 1 - REC	W R1340-53H1 CIPROCATING-CAN	Crew Pass RBURETOR	O O O STATE OF STATE	O O Installed tall Warn Proximity RPORT/STR	I/Ac ning	O tivated System	O - NO -N, - YES
Accident Occurred During -Aircraft Information Make/Model - GRUMMAN AML Landing Gear - TAILWHEEL- Max Gross Wt - 4500 No. of Seats - 1 -Environment/Operations Inform Weather Data Wx Briefing - NO RECORM Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 20.0 Lowest Sky/Clouds - Lowest Ceiling - I	-LANDING	A Eng Make/Mod Number Engine Engine Type Rated Power Itinerary G Last Departur SAME AS ACC Destination	del - P&V nes - 1 - REC re Point	W R1340-53H1 CIPROCATING-CAN	RBURETOR A i i	ELT : S: rport F	Installed tall Warn	i/Ac ning	tivated System	- NO -N, - YES
-Aircraft Information Make/Model - GRUMMAN AM Landing Gear - TAILWHEEL- Max Gross Wt - 4500 No. of Seats - 1 -Environment/Operations Inform Weather Data Wx Briefing - NO RECORM Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 20.0 Lowest Sky/Clouds - Lowest Ceiling - I	ERICAN G-1644 ALL FIXED mation	A Eng Make/Mod Number Engir Engine Type Rated Power Itinerary G Last Departur SAME AS ACC Destination	del - P&V les - 1 - REC - 	W R1340-53H1 CIPROCATING-CAN 600 HP	RBURETOR	St rport F DFF AIF	tall Warn	ning	System	- YES
Make/Model - GRUMMAN AMI Landing Gear - TAILWHEEL- Max Gross Wt - 4500 No. of Seats - 1 -Environment/Operations Inform Weather Data Wx Briefing - NO RECORM Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 20.0 Lowest Sky/Clouds - Lowest Ceiling - I	ALL FIXED mation D_OF BRIEFING	Number Engir Engine Type Rated Power Itinerary G Last Departur SAME AS ACC Destination	nes - 1 - REC - - 	CIPROCATING-CAN	RBURETOR	St rport F DFF AIF	tall Warn	ning	System	- YES
Landing Gear - TAILWHEEL-Max Gross Wt - 4500 No. of Seats - 1	ALL FIXED mation D_OF BRIEFING	Number Engir Engine Type Rated Power Itinerary G Last Departur SAME AS ACC Destination	nes - 1 - REC - - 	CIPROCATING-CAN	RBURETOR	St rport F DFF AIF	tall Warn	ning	System	- YES
Max Gross Wt - 4500 No. of Seats - 1	mation D_OF BRIEFING	Engine Type Rated Power Itinerary G Last Departur SAME AS ACC Destination	- REC - 	CIPROCATING-CAI 600 HP	RBURETOR Ai	rport F OFF AIF	Proximity PRORT/STR	· ,	Í	
No. of Seats - 1 -Environment/Operations Inform Weather Data Wx Briefing - NO RECORM Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - CALM Visibility - 20.0 Lowest Sky/Clouds - Lowest Ceiling - I	D _. OF BRIEFING	Rated Power Itinerary G Last Departur SAME AS ACC Destination	re Point	600 HP	A i (rport F DFF AIF	Proximity RPORT/STR	,		
-Environment/Operations Inform Weather Data Wx Briefing - NO RECORM Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - CALM Visibility - 20.0 Lowest Sky/Clouds - Lowest Ceiling - I	D _. OF BRIEFING	Itinerary G Last Departur SAME AS ACC Destination	re Point		(rport F DFF AIF	Proximity RPORT/STR	,		
Weather Data Wx Briefing - NO RECORM Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 20.0 Lowest Sky/Clouds - Lowest Ceiling - M	D _. OF BRIEFING	G Last Départur SAME AS ACC Destination	C/INC		(OFF AIF	RPORT/STR			
Wx Briefing - NO RECORD Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - CALM Visibility - 20.0 Lowest Sky/Clouds - Lowest Ceiling - I		G Last Départur SAME AS ACC Destination	C/INC		(OFF AIF	RPORT/STR			
Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 20.0 Lowest Sky/Clouds - Lowest Ceiling - I		SAME AS ACC Destination	C/INC					RIP		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 20.0 Lowest Sky/Clouds - Lowest Ceiling - I		Destination	•		Air	nont Da				
Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 20.0 Lowest Sky/Clouds - Lowest Ceiling - !			:/INC		Air					
Wind Dir/Speed- CALM Visibility - 20.0 Lowest Sky/Clouds - Lowest Ceiling - !		SAME AS ACC	: / TNC			טוונ טי	ata			
Visibility - 20.0 Lowest Sky/Clouds - Lowest Ceiling - !			,, 1110			_				
Lowest Sky/Clouds - Lowest Ceiling - !		. = - /					Ident			
Lowest Ceiling - !			. 01	NONE			Lth/Wid			
		,,					Surface			
Obstantians to Misian	NUNE	Type of Clear Type Apch/Lnd	ance -	- NUNE	.10	Runway	Status			GETATION
Obstructions to Vision-1	NONE	Type Apch/Lnc	ig -	- FURCED LANDII	NG				nigh ved	3E IAI IUN
Precipitation - Condition of Light -	NUNE DAVITCHT									
-Personnel Information Pilot-In-Command		Age - 31		Medical Certi	ficate -	VALID	MEDICAL-	WAI	VERS/LIM	ΛΙΤ
<pre>Certificate(s)/Rating(s)</pre>		Biennial Flight Rev	/iew	i i	Flight T	ime (Ho	ours)			
COMMERCIAL		Current -	YES	Total	- 2320	0	Last	24 1	Hrs -	4
SE LAND		Current - Months Since - Aircraft Type -	· 1	Make/Mode	1- 163	4	Last	30	Days-	18
		Aircraft Type -	. 13	Instrumen	t- 30	6	Last	90	Days-	20
Instrument Rating(s)	- NONE									
-Narrative										
RTLY AFTER TAKEOFF A LOSS OF F										
R CONTACTED A STUMP SHORT OF			D A DITO	CH AND NOSED O	VER. POS	I ACCIE	DENT INSP	ECT	IUN	
EALED THE SUPERCHARGER SHAFT I	REALING HAD E	FAILED.								

File No. ~ 10	32 8/15/86 QUITMAN,GA		Time (Lc1) - 1115 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER TAKEOFF - GROUND RUN		
Finding(s) 1. ENGINE ASSEMBLY	,BEARING - FAILURE,TOTAL		
Occurrence #2 Phase of Operation	DESCENT ~ EMERGENCY		
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN LANDING		
Finding(s) 2. TERRAIN CONDITI 3. TERRAIN CONDITI			
Occurrence #4 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
Probable Cause			
The National Transpo is/are finding(s) 1	rtation Safety Board determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 2,3		

File No 1023 9/19/86 EUGEN	IE ISLAND,GM A/0	C Reg. No. N16978	Т	ime (Lcl) -	1340 CDT	
Basic Information Type Operating Certificate-NONE (GENERA		raft Damage		Injur		
		TROYED	Fatal			None
Type of Operation -POSITIONING	Fire			0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pass Othe	•	0	0	0
Aircraft Information						
Make/Model - BELL 206B	Eng Make/Model -	ALLISON 250-C20B	ELT	Installed/A	ctivated ·	- NO -N/A
Landing Gear - SKID	Number Engines -			tall Warnin		
Max Gross Wt - 3200	Engine Type -	TURBOSHAFT			J	
No. of Seats - 5	Rated Power -	370 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Po	int	OFF AI	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 140/008 KTS					N/A	
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 3000 FT	Type of Flight Pla			Surface -		
Lowest Ceiling - 3000 FT BROK			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			WAIVERS/	_IMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ght Time (H			_
COMMERCIAL		Total -	2983	Last 24	Hrs -	5
UEL T000750	Months Since - 12 Aircraft Type - UNK,	Make/Model-	2943	Last 30	Days- UN	K/NR
HELICOPTER	Aircraft Type - UNK	/NR Instrument-	145	Last 90	Days-	109
		Multi-Eng - L	JNK/NR	Rotorcr	aft - 2	2983
Instrument Rating(s) - HELICOPTER						
Narrative						
COMMERCIAL HELICOPTER PILOT ENGAGED IN OFF-SH	IODE ELICHT ODEDATIONS EAT	TIED TO DEMOVE ATDODA	ET TIE-DOW	N I THES DOT	ΩD	
TO TAKE OFF FROM THE OIL RIG. PILOT LOST CONT					UK	
A METAL SAFETY NET AND, SUBSEQUENTLY, THE BOO					NE	
BOOM. AIRCRAFT IMPACTED THE WATER INVERTED AN						
INJURIES. HOWEVER, ONE COMPANY EMPLOYEE LOCAT						
THOUSE TO WE TEN, ONE COMMANY EMPLOYEE ECONY	ES IN MEAN BY BOMMIOUSE	Jo L. D. JERTOOJ TROC				

File No 10	23 9/19/86 EUGEN	E ISLAND,GM	A/C Reg. No. N16978	Time (Lc1) - 1340 CDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - IN FL HOVER	I GHT		
 TIE DOWN/SECURI PROCEDURES/DIRE CHECKLIST - NOT 	GHT - INADEQUATE - PILOT TY OF CARGO - INADVERTENT CTIVES - DISREGARDED - PI USED - PILOT IN COMMAND	- PILOT IN COMMAND		
	IN FLIGHT COLLISION WIT	H OBJECT		
	IN FLIGHT COLLISION WIT DESCENT - UNCONTROLLED	H TERRAIN		
Finding(s) 5. DESCENT - UNCON	FROLLED - PILOT IN COMMAN			
Probable Cause				
The National Transpois/are finding(s) 1,		rmines that the Pro	obable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are fi	nding(s) 5		

File No 1150 2/13/86	KALAUPAPA,HI	A/C Reg. No.	N3OY	. 1	Time (Lc1) -	0900 HST	
Basic Information Type Operating Certificate-ON-DEMA		Aircraft Damage	e		Injur		
Name of Carrier -PACIFIC		DESTROYED	•	Fatal			None
Type of Operation -NON SCH	ED, DOMESTIC, CARGO	Fire	Crew	-	0	1	1
Flight Conducted Under -14 CFR Accident Occurred During -APPROAC		ON GROUND	Pass	0	0	0	0
Aircraft Information							
Make/Model - BEECH E18S		Model - P&W R-985	-AN14B		Installed/A		
Landing Gear - TRICYCLE-RETRACTAB		gines - 2			Stall Warnin	ıg System	- YES
Max Gross Wt - 9300	Engine Ty		TING-CARBUR	ETOR			
No. of Seats - 10	Rated Pow	er - 450 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing '- NO RECORD OF BRI	EFING Last Depar	ture Point		ON AIF	RPORT		
Method - N/A	HONOLULU	,HI					
Completeness - N/A	Destination			Airport [ata		
Basic Weather - VMC	SAME AS	ACC/INC		KALAUF	PAPA		
Wind Dir/Speed270/010 KTS				Runway	/ Ident -	23	
Visibility - 15.0 SM	ATC/Airspace			Runway	/ Lth/Wid -	2760/	50
Lowest Sky/Clouds - UNK/NR	SCATTERED Type of F1	ight Plan - IFR		Runway	/ Surface -	ASPHALT	
Lowest Ceiling - NONE	Type of C1	earance - IFR		Runway	/ Status -	DRY	
Obstructions to Vision- NONE	Type Apch/	Lnda - STRAI(GHT-IN	•			
Precipitation - NONE		J					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 28	Medica:	l Certifica	te - VALIC	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Fligi	ht Time (F	Hours)		
COMMERCIAL	Current	- YES To	tal -	1328	Last 24	Hrs -	3
ME LAND	Months Since	- 4 Mal	ke/Model-	775	Last 30	Days- UN	K/NR
	Aircraft Typ	e - UNK/NR Ins	strument-	333	Last 90	Days-	152
	•	Mul	lti-Eng -	1078		,	
Instrument Rating(s) - AIRPLA	NE						
Narrative							
HE ACFT CRASHED OFF THE END OF RWY 23 D	URING AN ATTEMPTED GO-	AROUND AFTER TOUCH	HDOWN. THE	PLT STATED	THAT AFTER	THE	
CFT TOUCHED DOWN APRX 300 FT DOWN THE 2							
RAKES WERE APPLIED AND THE LEFT MAIN GE							
O-AROUND. THE ACFT MUSHED OFF THE END O							
RASH FIRE. THE PLT REPORTED WINDS FROM							
The Fer Kerokies winds I kom	LIO DEGG AT TO KIS WILL	THE ADDIDENT OCC					

File No 11	50 2/13/86	KALAUPAPA,HI	A/C Reg.	No. N30Y	Time (Lcl) - 0900 HST
Occurrence #1 Phase of Operation					
Finding(s) 1. WEATHER CONDITI	ON - CROSSWIND RUNWAY - NOT USED H - MISJUDGED - PI	MMAND			
Occurrence #2 Phase of Operation					
Finding(s) 5. AIRSPEED(VMC) - 6. STALL/MUSH - IN		IN COMMAND			
Occurrence #3 Phase of Operation		OUND (VFR)			
Probable Cause	-				
The National Transpois/are finding(s) 4,		rd determines that	the Probable Cause	(s) of this a	accident
Factor(s) relating t	o this accident is	/are finding(s) 2,3			

				ime (Lc1) -	1000 11.)
Type of OperationBUSINESS	L AVIATION) Aircraf DESTRO Fire	t Damage YED Cre	Fatal	Injur Serious 1		None O
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE	Pas		Ö	Ö	Ö
Aircraft Information Make/Model - BELL 206B Landing Gear - SKID Max Gross Wt - 3200 No. of Seats - 5	Eng Make/Model - AL Number Engines - 1 Engine Type - TU Rated Power -			Installed/Æ stall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/INC Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan Type of Clearance	- NONE	OFF AI Airport D Runway Runway Runway	/ Ident - / Lth/Wid - / Surface -	- N/A - N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL HELICOPTER	Age - 35 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Total - Make/Model-	ight Time (H UNK/NR UNK/NR UNK/NR	lours) Last 24 Last 30 Last 90	Hrs - Days-	7 109 326
Instrument Rating(s) - NONE						
THE PLT WAS ATTEMPTING TO TAKE OFF FROM THE ITHE OCEAN. POST ACCIDENT INSPECTION REVEALED PRIOR TO THE TAKEOFF. THE NOSE TIEDOWN WERE NOT SIDE TIEDOWN STRAPS NORMALLY USED WHEN TAKEOFF.	ONE OF TWO NOSE TIEDOWN STR NORMALLY USED ONLY AFTER FLY	APS HAD NOT BEEN ING HOURS AND WHE	REMOVED FRO	M THE HELIC S EXISTED.	COPTER THE	

File No 10	28 7/07/86	HILO,HI	A/C Reg. No. N4835A	Time (Lcl) - 1000 HST
Occurrence #1	LOSS OF CONTROL	- IN FLIGHT		
Phase of Operation	TAKEOFF - GROUND	RUN		
Finding(s) 1. TIE DOWN/SECURI	TY OF CARGO - INAD	/ERTENT USE -		
Occurrence #2 Phase of Operation				
Probable Cause				
The National Transpo is/are finding(s) 1	rtation Safety Boa	rd determines that the	Probable Cause(s) of this acci	dent

Type Operating Certificate-NONE (G	ENERAL AVIATION)				Inju		
Type of Operation -INSTRUC	T T ONA I	SUBSTANTIAL Fire	Crew	Fatal O		Minor O	None 1
Flight Conducted Under -14 CFR	91	NONE	Pass	0	0		0
Accident Occurred During -TAKEOFF							
Aircraft Information					,		
Make/Model - CESSNA 152		del - LYCOMING.0-23			nstalled/		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670		nes - 1 - RECIPROCATING			all Warni	ng System	- 162
No. of Seats - 2		- 108 HP	CARBORE				
Environment/Operations Information							
Weather Data	Itinerary			Airport F		_	
Wx Briefing - FSS Method - TELEPHONE	Last Departu	re Point		OFF AIR	PORT/STRI	0	
Completeness - FULL	HANA,HI Destination			Airport Da	ta		
Basic Weather - VMC	HONOLULU.H	4I	•	TI POI C DE	· ca		
Wind Dir/Speed- 060/015 KTS	·					- N/A	
Visibility - UNK/NR	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - UNK/NR		ht Plan - VFR			Surface		
Lowest Ceiling - UNK/NR Obstructions to Vision- FOG		rance - NONE ndq - NONE		Runway	Status	- N/A	
Precipitation - NONE	Type Apeny Er	NONE					
Condition of Light - DAYLIGHT							
Personnel Information	4.0	M1'1 0-			MEDZOAL N		
Pilot-In-Command Certificate(s)/Rating(s)	Age - 19 Biennial Flight Re			t Time (Ho		J WAIVERS/	LIMII
STUDENT	Current	- N/A Total	-	42	last 2	4 Hrs - UN	K/NR
5.224	Months Since	- N/A Total - N/A Make/M - N/A Instru	iode1-	42	Last 3	Days- UN	K/NR
	Aircraft Type	- N/A Instru	ment-	1	Last 90	Days-	22
Instrument Rating(s) - NONE							
Narrative							
NG A SOLO INSTRUCTIONAL FLIGHT, THE	PTIOT WAS ATTEMPTING TO	FLY A COURSE DIRECT	IY OVER A	10 400 F	OOT MOUNT	A T N	
THE 5,200 FT LEVEL THE PILOT ENCOUNTER	DED TUDBLE ENCE AND NOTIC	TED A CLOUD BUILD-UP	OVED THE	MOUNTAIN	THE DIL	THEN	

File No. - 1111 10/16/86 HANA,HI A/C Reg. No. N95354 Time (Lc1) - 1134 HST

Occurrence IN FLIGHT COLLISION WITH OBJECT Phase of Operation CLIMB

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Finding(s)
1. TERRAIN CONDITION - HIGH TERRAIN

- 2. PREFLIGHT PLANNING/PREPARATION POOR PILOT IN COMMAND
- 3. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING PILOT IN COMMAND
- 4. OBJECT TREE(S)
- 5. IN-FLIGHT PLANNING/DECISION DELAYED PILOT IN COMMAND
- 6. WEATHER CONDITION TURBULENCE
- 7. PERFORMANCE DATA NOT UNDERSTOOD PILOT IN COMMAND

----Probable Cause----

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

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

File No 1135 5/04/86 MONTI	CELLO, IA A/C	Reg. No. N66F	Т	ime (Lcl) -	1500 CDT	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	aft Damage		Injur	ies	
v	SUBS.	TANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 170B	Eng Make/Model - (CONTINENTAL C145-2	ELT :	[nstalled/Ad	ctivated	- YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -	1	S.	tall Warning	a S∨stem	- YES
Max Gross Wt - 2050	Engine Type - F	RECIPROCATING-CARBURE		•	3 - 3	
No. of Seats - 4	Rated Power -	145 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport I	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poir	nt	ON AIR	PORT		
Method - N/A	WAYNE'.NE					
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	MONTICELLO, IA			LLO MUNI		
Wind Dir/Speed- 200/015 KTS	,			Ident -	13	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		50
	TERED Type of Flight Plan	- NONE	•	Surface -		00
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP	Nannay	314140	DIC!	
Precipitation - NONE	Type Apeny Endy	1022 3101				
Condition of Light - DAYLIGHT						
			. 			
Personnel Information						
Pilot-In-Command	Age - 54	Medical Certificat	to - VALID	MEDICAL -WA	TVEDS /I TM	IT T
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (Ho		LVLK3/LIM	11 1
PRIVATE	Current - YES	Total -		Last 24	Una	6
SE LAND	Mantha Cina	Molia (Mada)	7	Last 24	HI'S "	0 (4) NID
SE LAND	Months Since - 7 Aircraft Type - C-172	make/model-	/	Last 30	Days- UN	IK/NR
	Aircraft Type - C-1/2	instrument-	1	Last 90	Days~	6
Instrument Rating(s) - NONE						
Narrative						
THE PLT STATED THAT FOLLOWING A NORMAL TOUCHD						
THE ACFT AND WAS FERRYING IT HOME WHEN THE AC						
PURCHASING THIS ONE, BUT HE WAS UNABLE TO FUR						
CROSSWIND EXPERIENCE AND TRAINING IN TAILWHEE		SUBSTANTIATE THIS CL	AIM, NOR N	VAS THERE A	NY RECORD	
OF FORMAL TRAINING AND TRANSITION BY A CERTIF	IED FLIGHT INSTRUCTOR.					

File No. - 1135 5/04/86 MONTICELLO, IA A/C Reg. No. N66F Time (Lcl) - 1500 CDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 5. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4 Factor(s) relating to this accident is/are finding(s) 1,2,3,5

File No 1001 7/25/86 CLINTO	DN,IA A/C Reg. No. N85CK	Time (Lc1) - 1705 CDT
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTANTIAL Fire Ci	Injuries Fatal Serious Minor None ew O O O 1 ess O O O O
Aircraft Information Make/Model - HUIZENGA SEA HAWK Landing Gear - AMPHIBIAN Max Gross Wt - UNK/NR No. of Seats - 2	Eng Make/Model - LYCOMING 0-320 Number Engines - 1 Engine Type - RECIPROCATING-CARE Rated Power - 150 HP	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 030/007 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 4000 FT Lowest Ceiling - 4000 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point CLINTON,IA Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING	Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - GRASS/TURF Runway Status - WET
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,SE SEA	Biennial Flight Review Fi Current - YES Total - Months Since - UNK/NR Make/Model-	
Narrative DURING A TEST FLT OF AN EXPERIMENTAL SEA PLANE AT CLINTON AIRPORT. THE PLT STATED HE HAD 5 GA INSPECTION OF THE FUEL SYSTEM REVEALED THAT DU	LLONS OF FUEL ONBOARD AND HAD FLOWN ABOUT URING TURNS WITH LOW FUEL QUANTITY THE FUEL	TURN IN THE TRAFFIC PATTERN 2 TENTHS OF AN HOUR. TANK WOULD BECOME UNPORTED
AND THE ENG WOULD QUIT. NO FUEL TANK BAFFLES NET FROM THE FUEL LINES. THE PLT STATED THAT THIS		

File No 10	01 7/25/86 CLINT	ON, IA	A/C Reg. No. N85CK	Time (Lcl) - 1705 CDT
	LOSS OF POWER(TOTAL) - APPROACH - VFR PATTERN			
Finding(s) 1. FLUID,FUEL - ST 2. FUEL SYSTEM,TAN 3. AIRCRAFT/EQ		I - PILOT IN COMM		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY			
	IN FLIGHT COLLISION WIT LANDING - FLARE/TOUCHDO			
Finding(s) 4. TERRAIN CONDITI	ON - OPEN FIELD			
Probable Cause				
The National Transpois/are finding(s) 1,		ermines that the	Probable Cause(s) of this acci	dent
Factor(s) relating t	o this accident is/are fi	ndina(s) 2.4		

File No 1045 9/20/86	CRESTON, IA	A/C Reg. No. N	2054F	T i	me (Lc1)	- 0800 CD	Г
-Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage			Inju	ries	
		NONE		Fatal	Serious	Minor	None
Type of Operation -PERSO		Fire	Crew	0	1 0	0	0
Flight Conducted Under -14 CF Accident Occurred During -LANDI		NONE	Pass	O	Ü	O	O
Make/Model - BARNES AX-7	Eng Make/M	lodel - N/A		ELT I	nstalled/	Activated	- NO -N/
Landing Gear - N/A		ines - N/A		St	all Warnii	ng System	- NO
Max Gross Wt - 900		e - N/A					
No. of Seats - UNK/NR	Rated Powe	er - N/A					
-Environment/Operations Information							
Weather Data	Itinerary	5		Airport F			
W× Briefing - NO RECORD OF B Method - N/A	RIEFING Last Depart SAME AS A			OFF AIR	PORT/STRI	,	
Completeness - N/A	Destination	ICC/ INC		irport Da	ta		
Basic Weather - VMC	LOCAL			(II poi t be	···a		
Wind Dir/Speed- 170/008 KTS				Runway	Ident -	- N/A	
Visibility - 5.0 SM	ATC/Airspace			Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - 6000						- GRASS/TU	JRF
Lowest Ceiling - 6000		earance - NONE		Runway	Status	- DRY	
Obstructions to Vision- HAZE	Type Apch/L	ndg - FULL ST	OP				
Precipitation - NONE Condition of Light - DAYLIG	шт						
-Personnel Information Pilot-In-Command	Age - 42	Medical	Certificate	- IINK/NE			
Certificate(s)/Rating(s)	Biennial Flight R			Time (Ho			
PRIVATE	Current	- YES Tota	1 -	31	Last 24		
	Months Since	- 2 Make - UNK/NR Ínst	/Model-	31	Last 30	Days- U	NK/NR
FREE BALLOON	Aircraft Type	e - UNK/NR Ínst	rument-	0	Last 90	Days- U	NK/NR
Instrument Rating(s) - NONE							
-Narrative							
PILOT OF THE HOT AIR BALLOON MADE					LOT STATE)	
ACCIDENT POSSIBLY COULD HAVE BEEN	AVOIDED TE CHE HAD DEEN U	ICADINO LITOLITOD CLIO	CC UITTIL LAC				

File No 1045	9/20/86 CRESTON, IA	A/C Reg. No. N2054F	Time (Lcl) - 0800 CDT
	D LANDING DING		
Finding(s) 1. FLARE - IMPROPER - P	ILOT IN COMMAND		
Probable Cause			

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

File No 1062 6/08	/86 RATHDRUM, ID	A/C	Reg. No. N41319	Э	Time (Lc1)	- 1350 PDT	
Basic Information Type Operating Certificate-	NONE (GENERAL AVIAT		aft Damage			ıries	
			ROYED		al Serious		None
	PERSONAL	Fire) 1	0	0
Flight Conducted Under -		NONE		Pass () 1	0	0
Accident Occurred During	LANDING 						
Aircraft Information							
Make/Model - HILLER UH12	В	Eng Make/Model -	FRANKLIN GV4-200) E	ELT Installed/	'Activated	- NO -N/A
Landing Gear - SKID		Number Engines -			Stall Warni	ing System	- NO
Max Gross Wt - 2750		Engine Type -	RECIPROCATING-CA	ARBURETOR			
No. of Seats - 3		Rated Power -	200 HP				
Environment/Operations Inform	 ation						
Weather Data	It	inerary		Airpo	ort Proximity		
Wx Briefing - NO RECORD Method - N/A	OF BRIEFING	Last Departure Poi	nt	OF F	- AIRPORT/STŔI	P	
Method · - N/A		SAME AS ACC/INC					
Completeness - N/A	D	estination		Airpor	rt Data		
Basic Weather - VMC		LOCAL					
Wind Dir/Speed- 170/005 K						- N/A	
Visibility - 20.0		C/Airspace			nway Lth/Wid		
Lowest Sky/Clouds -					nway Surface		
Lowest Ceiling -					nway Status	- DRY	
Obstructions to Vision- N		Type Apch/Lndg	- FORCED LANDI	ING			
Precipitation - N							
Condition of Light - D	AYLIGHT 						
Personnel Information							
Pilot-In-Command	Age -	51					
Certificate(s)/Rating(s)	Bienni	al Flight Review		Flight Time	e (Hours)		
PRIVATE	Cu	rrent - NO	Total	- 400	Last 2	24 Hrs - UN	
SE LAND		nths Since - UNK/			Last 3		
HELICOPTER	Αi	rcraft Type - UNK/		nt- UNK/NR	Last 9	00 Days- UN	K/NR
			Multi-Eng	g - UNK/NR	Rotoro	craft -	50
Instrument Rating(s) -	NONE						
Narrative							
HE PLT REPORTED NOTICING THE FUEL							
TTEMPTED FORCED LANDING ON A ROAL							
VESTIGATION REVEALED LITTLE FUE	L REMAINED WITHIN T	HE FUEL SYSTEM AND	NO SIGNS OF FUE	EL LEAKAGE D	DURING THE ACC	CIDENT.	
~-~							

File No 1062	6/08/86	RATHDRUM,ID	A/C Reg. No. N41319	Time (Lcl) - 1350 PDT
Occurrence #1 Phase of Operation		TAL) - NON-MECHANIC	AL	
Finding(s) 1. FUEL SUPPLY - MIS 2. FLUID,FUEL - EXHA	USTION			
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGEN	NCY		
Finding(s) 3. AUTOROTATION - NO	OT PERFORMED - PI			
Occurrence #3 Phase of Operation				
Finding(s) 4. ROTOR RPM - NOT M	MAINTAINED - PILO			
Probable Cause				
The National Transport is/are finding(s) 1,3,		rd determines that	the Probable Cause(s) of this accide	ent

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File No 1010 6/	/13/86 MO	ORE,ID	A/C Reg.	. No. N3742E	- 	Time (Lcl)	- 1445 MDT	
Basic Information Type Operating Certificat	te-AGRICULTU	RAL AIRCRAFT	Aircraft [DESTROYE		Fatal	Inju Serious	ries Minor	None
Type of Operation Flight Conducted Under Accident Occurred During			Fire NONE	Cı	rew O ass O	0	0 0	1 0
-Aircraft Information Make/Model - PIPER PA- Landing Gear - TAILWHEEL Max Gross Wt - 4800 No. of Seats - 1		Number Ei	/Model - LYCOM ngines - 1 ype - RECIF	MING .IO-540-K	1G5 ELT	Installed/ Stall Warni		
-Environment/Operations Info Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 120/002 Visibility - 25.0 Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light -	2 KTS SM 10000 FT S - NONE - NONE - NONE	ARCO, ID Destination LOCAL ATC/Airspace CATTERED Type of F Type of C	n e light Plan - N	NONE	OFF A: Airport [Runway Runway Runway		- N/A - N/A - DIRT	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND) - AIRPLANE	Aircraft Typ	Review - YES	Total Make/Model	light Time (F - 4646 - 1420	lours) Last 2	4 Hrs - O Days- UN	6

File No 10	6/13/86	MOORE,ID	A/C Reg. No. N3742E	Time (Lcl) - 1445 MDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - MANEUVERING - AER			
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation	IN FLIGHT COLLIST DESCENT - UNCONTR			
Probable Cause				

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

Basic Information Type Operating Certificate-AGRICU							
		Aircraft Dama DESTROYED	ge		Injur [.] Serious	ies Minor	None
Type of Operation -AERIAL Flight Conducted Under -14 CFR Accident Occurred During -DESCEN	137	Fire NONE	Crew Pass		0	0	1 O
Aircraft Information Make/Model - ROCKWELL S2R Landing Gear - TAILWHEEL-ALL FIX Max Gross Wt - 7000 No. of Seats - 1	ED Number E	/Model - WRIGHT R ngines - 1 ype - RECIPROC wer - 600 H	ATING-CARBUR	S	Installed/Ac tall Warning		
Environment/Operations Information- Weather Data Wx Briefing - NO RECORD OF BR Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGH	Itinerary Last Depa CALDWEL Destinatio LOCAL ATC/Airspac Type of F Type of C Type Apch	L,ID n		OFF AI Airport D CALDWE Runway Runway Runway	Proximity RPORT/STRIP ata LL INDUSTRIA Ident - Lth/Wid - Surface - Status -	30 7000/ ASPHALT	60
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND			al Certifica Flig otal - ake/Model- nstrument-	ht Time (H	ours)	•	
Instrument Rating(s) - AIRPLNarrative ORTLY AFTER DEPARTURE THE PILOT COULD ERE A GO AROUND BECAME NECESSARY. DUR	NOT GET ANY AILERON R						

File No 10	07 6/25/86	CALDWELL, ID	A/C Reg. No. N	4973X Time	∍ (Lc1) - 0615 MDT
Occurrence #1 Phase of Operation					
		NOT PERFORMED - PI - PILOT IN COMMAND	LOT IN COMMAND		
Occurrence #2 Phase of Operation					
Finding(s) 3. AIRCRAFT HANDLI	NG - NOT POSSIBLE	- PILOT IN COMMAND			
Occurrence #3 Phase of Operation		ROLLED			
Probable Cause					
The National Transpois/are finding(s) 1,		rd determines that	the Probable Cause(s) of	this accident	

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File No 1172 7/01/86 REXBU	RG, ID A/C Re	eg. No. N9621P	Т	Time (Lc1) - 0840 MDT			
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	: Damage	Fatal	Injur Serious		None	
Type of Operation -AERIAL APPLI		Crev		Serious	Minor 1	none 0	
Flight Conducted Under -14 CFR 91	ON GROU			-	Ó	0	
Accident Occurred During -DESCENT				ū	· ·	· ·	
Aircraft Information							
Make/Model - PIPER PA-25-260	Eng Make/Model - LYC	COMING 0-540-G1A5		Installed/A			
Landing Gear - TAILWHEEL-ALL FIXED				tall Warnin	g System	- UNK/NF	
Max Gross Wt - 2900 No. of Seats - 1	Engine Type - RE(Rated Power -	260 HP	RETUR				
NO. Of Seats - I	Rated Power -						
Environment/Operations Information Weather Data	Itinerary		Ainnon+	Proximity			
Wx Briefing - NO RECORD OF BRIEFING				RPORT/STRIP			
Method - N/A	NEWDALE, ID		011 71	KI OKI / STRII			
Completeness - N/A	Destination		Airport D	ata			
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- CALM				Ident -			
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -			
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan - Type of Clearance			Surface - Status -			
Obstructions to Vision- NONE	Type of Crearance Type Apch/Lndg		Runway	status -	N/ A		
Precipitation - NONE	Type Aperly Endg	NONE					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 38	Medical Certifica			WAIVERS/	/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ght Time (H				
PRIVATE	Current - YES	Total -	673	Last 24	Hrs -	4	
SE LAND	Months Since - 4 Aircraft Type - UNK/NR	Make/Model-	132	Last 30	Days- UN	71	
	An craft Type Olik/lik	THIS CI MINERICE	40	Last 50		, ,	
Instrument Rating(s) - AIRPLANE							
NG AN AERIAL APPLICATION TURN THE AIRCRAF							
THE AIRCRAFT, LEVELED THE WINGS, ADDED FUL N STRUCK THE GROUND IN A HARD FLAT ATTITUD				CLIMB. THE	AIRCRAFI		
N SIKUUN INE GKUUNU IN A NAKU FLA! A!IIIUU	E WHEKE II WAS IDIALLY CONSU	NED BI LOSI IMPA('I LIKE'				

File No 11	72 7/01/86 REXBURG,ID	A/C Reg. No. N9621P	Time (Lc1) - 0840 MDT
	IN FLIGHT ENCOUNTER WITH WEATHER MANEUVERING - TURN TO REVERSE DIRECTION		
	ON - ATTEMPTED - PILOT IN COMMAND SIBLE - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN DESCENT		
Occurrence #3 Phase of Operation	OTHER		
Probable Cause			
The National Transpo	rtation Safety Board determines that the F 3	Probable Cause(s) of this accid	ent

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Dama	ige	Inj	iuries	
		SUBSTANTIAL	Fa	atal Serious	Minor	None
Type of Operation -PERSON		Fire	Crew	0 0	-	1
Flight Conducted Under -14 CFR		NONE	Pass	0 0	0	3
Accident Occurred During -LANDIN						
ircraft Information						
Make/Model - CESSNA 172			ITAL 0-300-D			
Landing Gear - TRICYCLE-FIXED		ngines - 1		Stall Warr	ning System	- YES
Max Gross Wt ~ 2300		ype - RECIPROC				
No. of Seats ~ 4	Rated Po	wer - 145 H	IP 			
invironment/Operations Information-						
leather Data	Itinerary			port Proximity		
Wx Briefing - UNK/NR		rture Point	C	OFF AIRPORT/STR	RIP	
Method - UNK/NR	SUSANVI	LLE,CA				
Completeness - UNK/NR	Destinatio			ort Data		
Basic Weather - VMC	HAMILTO	N,MT		SLENNS FERRY		
Wind Dir/Speed- 260/004 KTS				Runway Ident		
Visibility - 20.0 SM	ATC/Airspac			Runway Lth/₩id		
Lowest Sky/Clouds - 900 F				Runway Surface		RF
Lowest Ceiling - NONE		learance - NONE		Runway Status	- DRY	
Obstructions to Vision- NONE	Type Apch	/Lndg - FULL	. STOP			
Precipitation - NONE	A.D.(.)					
Condition of Light - NIGHT(D	IAKK) 					
Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 28		al Certificate -		NO WAIVERS/	LIMII
STUDENT	Biennial Flight Current	REVIEW	Flight T	me (Hours)	04 Upo -	=
STUDENT	Months Sind	- N/A I	otal - 180 Nake/Model- UNK/NF nstrument- UNK/NF	Last	24 Hrs -	Z /ND
	Aircraft Ty	ne - N/A	nstrument - UNK/NE	Last	90 Days- UN	F/ NK
	Africiality	pe N/A	Multi-Eng - UNK/NF	Potor	craft - UN	K /ND
		,,	iditi tiig olikyiti	KO COI	Crart OIV	IN / INIX
Instrument Rating(s) - NONE						
larrative						
101 1 0 1 1 7 5		DUDING COUTES	05 MT 50 500M 1170	. DECTINATION	UE DECAME	
TUDENT PILOT HAD TO BE VECTORED DU	IRING A NIGHT X-COUNTRY					

File No 11	70 7/04/86	GLENN'S FERRY,ID	A/C Reg. No. N1641F	Time (Lc1) - 2310 MDT
Occurrence #1 Phase of Operation				
IMPROPER US	NNING/DECISION - F E OF PROCEDURE, LAG	POOR - PILOT IN COMMAND CK OF FAMILIARITY WITH G DISREGARDED - PILOT IN C	EOGRAPHIC AREA - PILOT IN COMMA OMMAND	ND
Occurrence #2 Phase of Operation				
Probable Cause				
The National Transpois/are finding(s) 2	rtation Safety Boa	ard determines that the	Probable Cause(s) of this accid	lent
Factor(s) relating t	o this accident is	s/are finding(s) 1,3,4		

Basic Information Type Operating Certificate-NONE (GENERAL	_ AVIATION) Aircraft SUBSTAN			Injur	ies	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI	Fire NONE	Crew Pass	O		Minor O O	None 1 3
Aircraft Information Make/Model - MAULE M-5-235C Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2300 No. of Seats - 4	Eng Make/Model - LYC Number Engines - 1 Engine Type - REC		ELT :	installed/Adall Warning		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 330/010 KTS Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point UNK/NR Destination MCCALL,ID ATC/Airspace Type of Flight Plan - Type of Clearance Type Apch/Lndg	NONE	Runway Runway Runway	PORT	UNK/NR UNK/NR ASPHALT	
	Biennial Flight Review Current - YES Months Since - 5 Aircraft Type - UNK/NR	Total - Make/Model- Instrument-	ht Time (Ho 1095 39 70	ours) Last 24 Last 30 Last 90	Hrs - UN Days- UN Days-	IK/NR

File No 11	66 7/12/86	BOISE,ID	A/C Reg.	No. N5636D	Time (Lcl) - 1315 MDT	
Occurrence #1 Phase of Operation						
	NG - NOT MAINTAINEE RVE - INADVERTENT -	O - PILOT IN COMMAND - PILOT IN COMMAND	·			
Occurrence #2 Phase of Operation						
Finding(s) 3. OBJECT - AIRCRA	FT PARKED					
Probable Cause						
The National Transpois/are finding(s) 1.		rd determines that th	ne Probable Cause(s) of this acci	dent	

File No 1054 7/20/86 THOM	A/C R	eg. No. N7583K	Time	(Lc1) - 0837 M [т
Type Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	AL AVIATION) Aircraf SUBSTA Fire NONE	t Damage NTIAL Crew Pass	Fatal Ser O O	Injuries rious Minor O O	None 1 4
Aircraft Information Make/Model - CESSNA 180 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2650 No. of Seats - 4	Number Engines - 1 Engine Type - RE	NTINENTAL 0-470-S CIPROCATING-CARBURE 230 HP	Stall	alled/Activated Warning Syster	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary G Last Departure Point SAME AS ACC/INC Destination CHALLIS,ID ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	Runway Sur	EK	110
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 55 Biennial Flight Review Current - NO Months Since - UNK/NR Aircraft Type - UNK/NR	Total - UNK Make/Model- UNK	t Time (Hours K/NR I K/NR I K/NR I)	JNK/NR
Instrument Rating(s) - NONE					
Narrative HE PLT REPORTED NOT BEING LINED UP PROPERLY EEING THE TAIL OF THE ACFT PULLING TO THE L JG INTO THE TERRAIN, COLLAPSED AND THE ACFT	EFT CAUSING THE ACFT TO SLID	E DOWN THE AIRSTRIP			

File No 105	4 7/20/86 THOM	MAS CREEK, ID	A/C Reg. No. N7583K	Time (Lc1) - 0837 MDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - ON G	GROUND		
2. DIRECTIONAL CONT	- NOT ATTAINED - PILOT ROL - NOT ATTAINED - PI - DELAYED - PILOT IN CO	LOT IN COMMAND		
Occurrence #2 Phase of Operation	MAIN GEAR COLLAPSED TAKEOFF - GROUND RUN			
Finding(s) 4. GROUND LOOP/SWEF	VE - UNCONTROLLED - PIL	LOT IN COMMAND		
Probable Cause	-			
The National Transporis/are finding(s) 2,3		termines that the Probab	ble Cause(s) of this accident	

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

File No 1077 2/02/86 SEDGN	WICK,KS	A/C Reg.	No. N23BK	7	ime (Lcl) -	1215 CST	•
Basic Information						. / .	
Type Operating Certificate-NONE (GENERA	AL AVIATION)	Aircraft Da			Injur		
T		SUBSTANTIA		Fatal			None
Type of Operation -PERSONAL		Fire	Crew		1	0	, , 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	1	, O
Aircraft Information							
Make/Model - KUHN SONERAI II	Eng Make/	Model - VOLKSV	AGON 1834CC	ELT	Installed/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-FIXED					stall Warnin		
Max Gross Wt - 950	Engine Tvi		OCATING-CARBUR		, , , , , , , , , , , , , , , , , , , ,	g system	110
No. of Seats - 2	Rated Pow) HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	G Last Depar	ture Point		OFF AI	RPORT/STRIP		
Method - N/A	NEWTON, K	S					
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 079/003 KTS				Runway	Ident -	N/A	
Visibility - 5.0 SM	ATC/Airspace			Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - UNK/NR SCAT	TTERED Type of F1	ight Plan - NC	NE	Runway	Surface -	GRASS/TU	RF
Lowest Ceiling - OVERCAST		earance - NO			Status -		
Obstructions to Vision- HAZE	Type Apch/		ECAUTIONARY LA				
Precipitation - NONE	. , ,	9					
Condition of Light - DAYLIGHT							
Personnel Information							
	A	M		+ V/AL TE	MEDICAL WA	TVEDC /1 TM	
Pilot-In-Command	Age - 54		lical Certifica			I V E K 2 / L I M	11 1
Certificate(s)/Rating(s)	Biennial Flight I			ht Time (F			_
PRIVATE	Current	- YES	Total -		Last 24		2
SE LAND	Months Since		Make/Model-	156	Last 30	Days-	15
	Aircraft Typ	e - SONERAI	Instrument-	0	Last 90	Days-	36
Instrument Rating(s) - NONE							
Narrative							
THE PLT NOTICED ENG OIL ON THE COCKPIT CANOPY							
LANDING WAS MADE IN A WHEAT FIELD WHERE THE							
OVER. POST ACCIDENT INSPECTION OF THE ENG DIS							
POST ACCIDENT INSPECTION REVEALED THE ENG ST	ILL CONTAINED THE I	REQUIRED AMOUN	IT OF OIL. NO O	THER DISCR	EPANCIES WE	RE	
NOTED.							

File No 10	77 2/02/86	SEDGWICK,KS		Time (Lcl) - 1215 CST
Occurrence #1 Phase of Operation		T/SYSTEM FAILURE/MA	ALFUNCTION	
 FLUID,OIL - LEA PRECAUTIONARY L UNSUITABLE TERR 	ANDING - PERFORMED AIN - SELECTED - PI	- PILOT IN COMMAND LOT IN COMMAND		
Occurrence #2 Phase of Operation		ON WITH OBJECT		
Finding(s) 5. TERRAIN CONDITI 6. OBJECT - FENCE				
Occurrence #3 Phase of Operation		ED		
Finding(s) 7. LANDING GEAR,NO	SE GEAR - OVERLOAD			
Occurrence #4 Phase of Operation	LANDING - ROLL			
Probable Cause				
The National Transpo		d determines that	the Probable Cause(s) of this	accident
Factor(s) relating t	o this accident is/a	are finding(s) 3,5	, 6	

File No 1134 5/11/86 LAWR	ENCE,KS A/C	Reg. No. N5531S	ד	ime (Lc1)	- 1530 CD	r
Basic Information Type Operating Certificate-AGRICULTURAI		ft Damage			uries	
		ANTIAL	Fatal			None
Type of Operation -AERIAL APPL:		Crev	_	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF						
Aircraft Information						
Make/Model - CESSNA 188	Eng Make/Model - C				/Activated	
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warn	ing System	- YES
Max Gross Wt - 3300	Engine Type - R		ETOR			
No. of Seats - 1	Rated Power -	230 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	t	ON AIR	STRIP		
Method - N/A	LAWRENCE, KS					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- CALM				Ident		
Visibility - 20.0 SM	ATC/Airspace				- 2000 -1	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan				- GRASS/TI	JRF
Lowest Ceiling - NONE	Type of Clearance		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command		Medical Certifica			WAIVERS/LI	TIN
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	Flig	ht Time (F			_
COMMERCIAL	Current - YES	Total -	4000		24 Hrs -	
SE LAND	Months Since - 20	Make/Model-	1600	Last	30 Days- U	
	Aircraft Type - C-188	Instrument-	6	Last	90 Days-	18
Instrument Rating(s) - NONE						
Narrative						
E PILOT STATED THAT THE RIGHT MAIN TIRE ROL	LED OVER SHARP ROCKS AND W	AS SUBSEQUENTLY DES	TROYED DUR	ING THE T	AKEOFF	
LL. THE PILOT FURTHER STATED THAT HE APPARE	ENTLY OVER CORRECTED AND DR	FTED LEFT, DIGGING	INTO A SC	FT SPOT O	N THE	
NWAY, AND NOSED OVER.		•				
WAT, AND NOSED OVER.						

File No. - 1134 5/11/86 LAWRENCE,KS A/C Reg. No. N5531S Time (Lcl) - 1530 CDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND 2. TERRAIN CONDITION - ROUGH/UNEVEN 3. LANDING GEAR, TIRE - BURST 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND NOSE OVER Occurrence #2 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 5. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4 Factor(s) relating to this accident is/are finding(s) 1,5

NE (GENERAL AVIATION)						
	Aircraft Damag SUBSTANTIAL	e	Fatal Sa	Injurie	s Minor	None
	Fire NONE	Crew Pass	0	0	0	1 0
S-1S Eng Ma FIXED Number Engine	ake/Model - LYCOMING - Engines - 1 e Type - RECIPROCA	0-360 TING-CARBURETO	ELT Inst Stall			NO -N/A YES
Itinerary F BRIEFING Last De MEADE Destinat MONTE ATC/Airsp DO FT SCATTERED Type of Type of Type Ap	eparture Point E,KS tion EZUMA,KS Dace f Flight Plan - NONE f Clearance - NONE	Αi	ON AIRPORT rport Data REXFORD Runway Ide Runway Ltr Runway Sur	ent - 1 n/Wid - rface - G	2500/ 1 RASS/TUR	
Age - 35 Biennial Flig Current Months S Aircraft	Medica ght Review - YES To ince - 8 Ma Type - C-172 Ir	Flight	Time (Hours	:)		
FT TOUCHED DOWN ON THE F VING. ACCORDING TO TH	RUNWAY THE LEFT WING E PILOT, THE AIRCRA	STRUCK CROPS I	N A WHEATFI OF CONTROL	ELD WHICH		
	S-1S Eng Ma FIXED Number Engine Rated ion Itinerary F BRIEFING Last De MEADI Destinar MONTI ATC/Airs OO FT SCATTERED Type or E Type or E Type Ag E LIGHT Age - 35 Biennial Flig Current Months S Aircraft ONE FT TOUCHED DOWN ON THE F WING. ACCORDING TO TH	S-1S Eng Make/Model - LYCOMING FIXED Number Engines - 1 Engine Type - RECIPROCA Rated Power - 180 HP ion Itinerary F BRIEFING Last Departure Point MEADE,KS Destination MONTEZUMA,KS ATC/Airspace OO FT SCATTERED Type of Flight Plan - NONE E Type of Clearance - NONE E Type Apch/Lndg - FULL E LIGHT Age - 35 Medica Biennial Flight Review Current - YES To Months Since - 8 Ma Aircraft Type - C-172 Ir ONE FT TOUCHED DOWN ON THE RUNWAY THE LEFT WING WING. ACCORDING TO TH E PILOT, THE AIRCRA	S-1S Eng Make/Model - LYCOMING 0-360 FIXED Number Engines - 1	S-1S Eng Make/Model - LYCOMING 0-360 ELT Inst FIXED Number Engines - 1 Stall Engine Type - RECIPROCATING-CARBURETOR Rated Power - 180 HP ion Itinerary Airport Proposed MEADE, KS Destination Airport Data MONTEZUMA, KS REXFORD ATC/Airspace Runway Ide ATC/Airspace Runway Ltf OO FT SCATTERED Type of Flight Plan - NONE Runway Stall E Type Apch/Lndg - FULL STOP Age - 35 Medical Certificate - VALID MED Biennial Flight Review Flight Time (Hours Current - YES Total - 281 Months Since - 8 Make/Model - 43 Aircraft Type - C-172 Instrument - 2 ONE FT TOUCHED DOWN ON THE RUNWAY THE LEFT WING STRUCK CROPS IN A WHEATFI WING. ACCORDING TO TH E PILOT, THE AIRCRAFT VEERED OUT OF CONTROL	S-1S Eng Make/Model - LYCOMING 0-360 ELT Installed/Act FIXED Number Engines - 1 Stall Warning Engine Type - RECIPROCATING-CARBURETOR Rated Power - 180 HP ion Itinerary Airport Proximity F BRIEFING Last Departure Point ON AIRPORT MEADE,KS Destination Airport Data MONTEZUMA,KS REXFORD Runway Ident - 1 ATC/Airspace Runway Lth/Wid - 1 ATC/Airspace Runway Surface - G E Type of Clearance - NONE Runway Status - D E Type Apch/Lndg - FULL STOP E LIGHT Age - 35 Medical Certificate - VALID MEDICAL-NO W Biennial Flight Review Flight Time (Hours) Current - YES Total - 281 Last 24 H Months Since - 8 Make/Model - 43 Last 30 D Aircraft Type - C-172 Instrument - 2 Last 90 D	S-1S Eng Make/Model - LYCOMING 0-360 ELT Installed/Activated - FIXED Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 180 HP ion Itinerary Airport Proximity F BRIEFING Last Departure Point ON AIRPORT MEADE, KS Destination Airport Data MONTEZUMA, KS REXFORD ATC/Airspace Runway Ident - 17 ATC/Airspace Runway Leth/Wid - 2500/ 1 OO FT SCATTERED Type of Flight Plan - NONE Runway Surface - GRASS/TUR E Type of Clearance - NONE Runway Status - DRY E Type Apch/Lndg - FULL STOP E Age - 35 Medical Certificate - VALID MEDICAL-NO WAIVERS/L Biennial Flight Review Flight Time (Hours) Current - YES Total - 281 Last 24 Hrs - Months Since - 8 Make/Model - 43 Last 30 Days- UNK Aircraft Type - C-172 Instrument - 2 Last 90 Days- ONE FT TOUCHED DOWN ON THE RUNWAY THE LEFT WING STRUCK CROPS IN A WHEATFIELD WHICH WING. ACCORDING TO TH E PILOT, THE AIRCRAFT VEERED OUT OF CONTROL INTO THE

File No. - 1138 5/18/86 MONTEZUMA,KS A/C Reg. No. N39967 Time (Lcl) - 1900 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

2. TERRAIN CONDITION - CROP

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL

----Probable Cause----

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

File No 1100 5/31/86 MAG	NOLIA,KY	A/C Reg. No. N7	76730	Tia	me (Lc1) -	0945 EDT	
Basic Information Type Operating Certificate-NONE (GENE Type of Operation -PERSONAL	RAL AVIATION)	Aircraft Damage SUBSTANTIAL Fire	Crew	Fatal O	Injur Serious 1	Minor O	None O
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		NONE	Pass	0	0	0	0
Aircraft Information Make/Model - CESSNA 120 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1450 No. of Seats - 2	Eng Make/Mo Number Eng Engine Type Rated Power	e - RECIPROCATIN		Sta	nstalled/A all Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - WEATHER NOT PERTINE Basic Weather - VMC Wind Dir/Speed- 360/002 KTS Visibility - 5.0 SM Lowest Sky/Clouds - 25000 FT SC Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	LOCAL ATC/Airspace ATTERED Type of Flig	FOWN,KY ght Plan - NONE arance - NONE		irport Da Runway Runway Runway !	PORT/STŔIP ta	N/A N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND		eview - YES Total	-	Time (Hou	urs) Last 24 Last 30		IK/NR IK/NR
Instrument Rating(s) - NONE							
THE PLT WAS USING THE ACFT TO DROP A TOOL TO VERIFY THE LOCATION WHERE THE TOOL FELL. WI HE WAS TOO LOW, TOO SLOW, AND THE ENG "STAL BENT DOWN 90 DEGREES. PHOTOS OF THE ACFT IN PLT REPORTED THAT HE COULD NOT REMEMBER DET	TNESSES SAID THAT WHE LED". PHOTOS OF THE I DICATE LITTLE FORWARD	EN THE PLT EXITED T INSTRUMENT PANEL SH O VELOCITY AND EVID	THE ACFT AFT HOW THE THRE DENCE OF A L	TER THE AG OTTLE FULI	CCIDENT HE LY RETARDE	STATED D AND	,

File No. - 1100 5/31/86 MAGNOLIA, KY A/C Reg. No. N76730 Time (Lc1) - 0945 EDT LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation MANEUVERING Finding(s) 1. ALTITUDE - INADEQUATE - PILOT IN COMMAND 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND 4. STALL - NOT IDENTIFIED - 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) 1,2,4

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

File No 1031 6/02/86	ELIZABETHTOWN,KY	A/C Reg. No. 1	N3001S	Т.	ime (Lc1) -	1045 EDT	
Basic Information Type Operating Certificate-NONE Type of Operation -PERSON		Aircraft Damage DESTROYED Fire		Fatal	Injuri Serious O		None O
Flight Conducted Under -14 CFI Accident Occurred During -MANEU		NONE	Pass	0	0	0	0
Aircraft Information Make/Model - BEECH 95-B55 Landing Gear - TRICYCLE-RETRACT/ Max Gross Wt - 5100 No. of Seats - 6	ABLE Number Engi	- RECIP-FUEL			Installed/Actall Warning		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - PARTIAL,LMTD B' Basic Weather - IMC Wind Dir/Speed- Visibility750 SM Lowest Sky/Clouds - 500 I Lowest Ceiling - 500 I Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGH	Itinerary Last Departu OWENSBORO, PILOT Destination ELIZABETHT ATC/Airspace Type of Flig TOVERCAST Type of Clea	KY OWN,KY ht Plan - NONE		OFF AIR irport Da ELIZABE Runway Runway Runway	THTOWN	N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Biennial Flight Re	view		Time (Ho	ours)		
PRIVATE SE LAND,ME LAND	Current Months Since Aircraft Type	- 10 Make - BE-95 Ins	al - e/Model- trument- ti-Eng -	64 56	Last 24 Last 30 Last 90 Rotorcra	Days- Days-	7 13
Instrument Rating(s) - NONE							
Narrative ACFT OBSERVED IN LEVEL FLT IN IMC JUST STEEL GUY CABLE 534 FEET AGL SHEARING OF TOWER. TOP OF TOWER OBSCURED BY CLOUDS MINIMUMS.	OUTER 118 IN. ACFT IMPACTE	D EARTH FILL DAM	1169 FT FR0	M 650 FE	T TALL TV	ANTENNA.	

File No 10	31 6/02/86	ELIZABETHTOWN,KY	A/C Reg. No. N3001S	Time (Lc1) - 1045 EDT
Occurrence #1 Phase of Operation		ION WITH OBJECT		
6. IMPROPER USI 7. VFR FLIGHT INTO 8. VISUAL LOOKOUT 9. IMPROPER USI	ON - FOG RE ATION - POOR - PIL ING/DECISION - POO E OF EQUIPMENT/AIR IMC - CONTINUED - - INADEQUATE - PIL E OF EQUIPMENT/AIR	R - PILOT IN COMMAND CRAFT,OVER CONFIDENCE I PILOT IN COMMAND OT IN COMMAND	N PERSONAL ABILITY - PILOT IN TRUMENT TIME - PILOT IN COMMAN	
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transports/are finding(s) 4,5	5,7,8,10	rd determines that the	Probable Cause(s) of this acci	i dent

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

File No 1175 7/10/86 SF	ELBYVILLE,KY A/0	C Reg. No. N109	49	Time (Lc1)	- 1530 ED	Г
Basic Information Type Operating Certificate-NONE (GEN		raft Damage STANTIAL	F - + -	Inju al Serious	ries Minor	None
Type of Operation -PERSONAL	SUB: Fire			o Serious	Minor	None 1
Flight Conducted Under -14 CFR 91) 0	0	0
Accident Occurred During -LANDING	NOIVI		rass (
Aircraft Information						
Make/Model - CESSNA 150L	Eng Make/Model -		200-A	ELT Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall Warni	ng System	- YES
Max Gross Wt - 1600		RECIPROCATING-	CARBURETOR			
No. of Seats - 2	Rated Power -	100 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airpo	ort Proximity		
Wx Briefing - NO RECORD OF BRIEF	ING Last Departure Po	int	OFI	AIRPORT/STRI	Р	
Method - N/A	SHELBYVILLE, KY					
Completeness - N/A	Destination		Airpoi	rt Data		
Basic Weather - VMC	SELLERSBURG, IN		SHI	ELBY		
Wind Dir/Speed- 170/005 KTS			Rui	nway Ident	- N/A	
Visibility - 6.0 SM	ATC/Airspace		Rui	nway Lth/Wid	- N/A	
Lowest Sky/Clouds - 7000 FT S	CATTERED Type of Flight Pla	an - NONE	Rui	nway Surface	- N/A	
Lowest Ceiling - 25000 FT B	ROKEN Type of Clearance			nway Status	- N/A	
Obstructions to Vision- HAZE	Type Apch/Lndg	- FORCED LAN	DING			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 30	Medical Cer	tificate - V	ALID MEDICAL-N	O WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time	e (Hours)		
PRIVATE	Current - YES	Total	- 179	Last 2	4 Hrs -	1
SE LAND	Months Since - 15	Make/Mo	del- 117		O Days- U	NK/NR
	Aircraft Type - UNK,	/NR Instrum	ent- 0	Last 9	O Days-	7
		Multi-e	ng - 0	Rotorc	raft -	0
Instrument Rating(s) - NONE						
HE PLT RENTED THE ACFT WITHOUT VERIFYING SEVERAL" PAX HOPS. ABOUT 5 MINS AFTER TAK	EOFF FOR THE FLT TO RETURN	THE ACFT TO THE	OWNER'S FIEL	D, THE ENGINE	STARTED	
UNNING ROUGH AND QUIT. THE PLT FLEW THROU						
ID ONE HALF GALLONS OF FUEL WERE DRAINED	TRUM THE LEFT WING. THE RIGH	MI WING IANK WA	2 LOOND FWELL	r. THE UWNER U	r ime	
OFT HAD INSTRUCTED LINE PERSONNEL TO FILL	ONLY THE LEFT TANK DOTOD TO	O TUTO FLT				

File No 117	5 7/10/86	SHELBYVILLE,KY	A/C Reg. No. N10949	Time (Lcl) - 1530 EDT
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICAL		
4. IMPROPER USE 5. FUEL CONSUMPTION 6. REFUELING - NOT 7. PROCEDURES/DIREC	HT - INADEQUATE - OF PROCEDURE,EXP OF PROCEDURE,COM I CALCULATIONS - I PERFORMED - FBO P TIVES - NOT FOLLO	PILOT IN COMMAND ECTANCY - PILOT IN COMMAND PLACENCY - PILOT IN COMMAN NADEQUATE - PILOT IN COMMA ERSONNEL WED - PILOT IN COMMAND	ND ND	
Occurrence #2 Phase of Operation	FORCED LANDING			
Occurrence #3 Phase of Operation				
Finding(s) 8. OBJECT - FENCE				
Probable Cause				
The National Transpor is/are finding(s) 2,5		rd determines that the Pro	obable Cause(s) of this accid	ent
Factor(s) relating to	this accident is	/are finding(s) 1,3,4,6,8		

File No 1099 8/04/86 TRENT	DN,KY	A/C Reg.	No. N325WB	Т	ime (Lc1) -	1935 CDT	-
-Basic Information Type Operating Certificate-NONE (GENERA	. AVIATION)	Aircraft D DESTROYED	•	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -UNKNOWN		Fire NONE	Cr Pa	ew 1	0	0	0
Aircraft Information							
Make/Model - BERNARD SONERAI II Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 925 No. of Seats - 1	Number Eng	ines - 1 e - RECIP	NENTAL A-75 ROCATING-CARB 5 HP	S URETOR	Installed/A tall Warnir	ng System	- UNK/NI
Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departo CLARKSVIL				Proximity RPORT/STRIF	•	
Completeness - N/A Basic Weather - VMC	Destination LOCAL	,		Airport D			
	ATC/Airspace BKN Type of Flig			Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A	
Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clea Type Apch/L	ndg - U	NK/NR		Status -	·	
Personnel Information				`			
Pilot-In-Command Certificate(s)/Rating(s)	Age - 28 Biennial Flight R	Me eview	dical Certifi Fl	cate - EXPIR ight Time (H			
PRIVATE SE LAND	Current Months Since Aircraft Type	- UNK/NR - UNK/NR	Total - Make/Model-	400 UNK/NR	Last 24	Days- UN	IK/NR
Instrument Rating(s) - NONE							
-Narrative NESSES REPORTED SEEING THE ACFT SPIN TO GROWN M REVEALED THE OUTBOARD HALF (APRX 4 FT) OUTBOARD HALF (APRX 4 FT) OUTBOARD HALF (APRX 4 FT) OUTBOARD HALF (APRX 4 FT) OUTBOARD HALF SPEVENT INFLIGHT WING FAILURES DUE TO OVERIVIOUS ACFT OWNER HAD INSTALLED A 14 INCH EXUCTURAL INTEGRITY BY THE ADDITION OF THE EX	THE RIGHT WING W./ICE BULLETIN NO. (OADS. IT IS NOT K! TENSION ON THE WII	AS BENT APRX DO2 ADDRESSE NOWN IF THES NGS PRIOR TO	120 DEGREES D FLIGHT ENVE E RESTRICTION	TO THE INSID LOPE RESTIRC S WERE ADHEA	E HALF OF T TION NECESS RED TO. THE	HE ARY	

File No 10	99 8/04/86	TRENTON, KY	A/C Reg.	No. N325WB	Time (Lcl) - 1935 CDT
Occurrence #1 Phase of Operation		NT/SYSTEM FAILURE/M	MALFUNCTION		
Finding(s) 1. WING - FAILURE, 2. WING - UNDETERM	INED				
Occurrence #2 Phase of Operation		- IN FLIGHT			
Occurrence #3 Phase of Operation					
Probable Cause					
The National Transpois/are finding(s) 2	rtation Safety Boa	rd determines that	the Probable Cause	(s) of this accid	dent

File No 1087 6/16/86	THERIOT, LA	A/C Reg. No. Na	229EH	Time (Lcl) -	0845 CDT	
Basic Information Type Operating Certificate-ON-DE Name of Carrier -ENERG Type of Operation -NON S Flight Conducted Under -14 CF Accident Occurred During -LANDI	Y HELICOPTERS CHED,DOMESTIC,PAX/CARGO R 135	Aircraft Damage SUBSTANTIAL Fire NONE	Fata Crew O Pass O	1		None 0 0
Aircraft Information Make/Model - AEROSPATIALE AS3 Landing Gear - SKID Max Gross Wt - 4188 No. of Seats - 6	Number Engir	- TURBOSHAFT		LT Installed/A Stall Warnin		
Environment/Operations Information Weather Data Wx Briefing - COMPANY Method - IN PERSON Completeness - FULL Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 7.0 SM Lowest Sky/Clouds - 30000 Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIG	Itinerary Last Departur HOUMA,LA Destination LOCAL ATC/Airspace FT SCATTERED Type of Fligh Type of Clear Type Apch/Loc	nt Plan - VFR	OFF Airpor Run Run Run Run Run	rt Proximity AIRPORT/STRIP t Data way Ident - way Lth/Wid - way Surface - way Status -	N/A N/A GRASS/TU	RF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND HELICOPTER Instrument Rating(s) - NONE	Age - 42 Biennial Flight Rev Current - Months Since - Aircraft Type -	riew YES Tota 12 Make, UNK/NR Instr	Certificate - VA Flight Time 1 - 7893 /Model- 576 rument- 95 i-Eng - 5	(Hours) Last 24 Last 30 Last 90	Hrs - UN Days- UN Days-	K/NR K/NR 77
THE PILOT EXPERIENCED A SUDDEN YAW IN ENGINE FAILURE. THE PILOT HAD TO EXTEN A HARD LANDING IN AN ADJACENT FIELD. D ROTOR. INSPECTION OF THE ENGINE REVEAL WERE MISSING TEETH. THE INSPECTION ALS THE ENGINE'S LUBRICATION SYSTEM.	THE HELICOPTER AT CRUISE FL ID AN AUTOROTATION OVER A TR AMAGE TO THE HELICOPTER INC ED THAT BOTH THE GEAR SPUR	EEE LINE, WHICH CA LUDED THE TAIL SE COMPRESOR SHAFT A	AUSED THE RPM TO ECTION, LANDING (AND THE GEAR SPUI	DECREASE, AND GEAR AND MAIN R ACCESSORY DR	MADE IVE	

File No 10	87 6/16/86 THERIOT,LA	A/C Reg. No. N229EH	Time (Lc1) - 0845 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - MECH FAILURE/MA	ALFUNCTION	
Finding(s) 1. ACCESSORY DRIVE	ASSY,DRIVE SHAFT - DISINTEGRATED		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Finding(s) 2. AUTOROTATION -	PERFORMED - PILOT IN COMMAND		
Occurrence #3 Phase of Operation	HARD LANDING LANDING - FLARE/TOUCHDOWN		
4. ROTOR RPM - N	ON - HIGH OBSTRUCTION(S) OT MAINTAINED - PILOT IN COMMAND H - NOT POSSIBLE - PILOT IN COMMAND		
Probable Cause			
The National Transpo	rtation Safety Board determines that the	e Probable Cause(s) of this accide	ent

is/are finding(s) 1

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

File No 1088 6/19/86 NEW	V ORLEANS, LA	A/C Reg. No.	N9937N	Т	ime (Lc1) -	1415 CDT	
Basic Information Type Operating Certificate-NONE (GENE	ERAL AVIATION)	Aircraft Damage	e		Injur		
		SUBSTANTIAL		Fatal			None
Type of Operation -BUSINESS		Fire	Crew	-	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	0
Accident occurred builting -LANDING				,			
Aircraft Information		•					
Make/Model - CESSNA A185F	Eng Make/Mo	del - CONTINENTA	AL IO-520-D	ELT	Installed/#	ctivated	- YES/NO
Landing Gear - AMPHIBIAN	Number Eng			S	tall Warnir	ng System	- YES
Max Gross Wt - 3350	Engine Type		L INJECTED				
No. of Seats - 6	Rated Power	- 300 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEF		ure Point			RPORT/STRIF)	
Method - N/A	BELLECHASI				, •		
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - IMC	SLIDELL, L	1					
Wind Dir/Speed- 290/004 KTS						· N/A	
Visibility - 7.0 SM					Lth/Wid -		
Lowest Sky/Clouds - 3200 FT SC					Surface -		
Lowest Ceiling - 20000 FT BF Obstructions to Vision- NONE		arance - NUNE nda - PRECAL	ITTONIADY I AN		Status -	WAIER -	CHOPPY
Precipitation - RAIN	Type Apcn/Li	ag - PRECAL	JIIUNARY LAI	NDING			
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 36	Medica	l Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re			nt Time (H			-
COMMERCIAL			tal -			Hrs -	3
SE LAND, ME LAND, SE SEA	Months Since	- 12 Mal	ke/Model-			Days- UN	•
	Aircraft Type	- C-A185F Ins	strument- lti-Ena -	172 80	Last 90	Days-	103
		MU	iti-Eng -	80			
Instrument Rating(s) - AIRPLANE							
Narrative							
THE PILOT DECIDED TO LAND DUE TO RAINY COND	DITIONS SHORTLY AFTER	DEPARTURE. HE HA	AD FORGOTTEN	N TO RETRA	CT THE LAND	ING	
GEAR AFTER TAKEOFF AND MADE A WATER LANDING							

File No 10	88 6/19/86	NEW ORLEANS, LA	A/C Reg. No. N9937N	Time (Lcl) - 1415 CDT	
Occurrence #1 Phase of Operation		NTER WITH WEATHER			
Finding(s) 1. WEATHER CONDITI	ON - RAIN				
Occurrence #2 Phase of Operation	NOSE OVER LANDING - FLARE	/TOUCHDOWN			
Finding(s) 2. CHECKLIST - NOT 3. WHEELS DOWN LAN		COMMAND NADVERTENT - PILOT IN C	OMMAND		
Probable Cause					
The National Transpois/are finding(s) 3	rtation Safety Bo	ard determines that the	Probable Cause(s) of this accid	ent	-

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

File No 1074 7/07/8	6 ZACHERY, LA	A/C Reg. No. N	4UD	Time (Lc1) -	1053 CDT	
Flight Conducted Under -14 Accident Occurred During -DE	SINESS CFR 91	Aircraft Damage SUBSTANTIAL Fire NONE	Fata Crew C Pass C	-		None O O
Aircraft Information Make/Model - CESSNA P-210N Landing Gear - TRICYCLE-RETR Max Gross Wt - 3400 No. of Seats - 6	ACTABLE Number Eng	Model - CONTINENTAL gines - 1 pe - TURBOPROP er - 310 HP	TSI0-520-P E	LT Installed/A Stall Warnin		
Environment/Operations Informat Weather Data Wx Briefing - FSS Method - ACFT RADIO Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 060/006 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLE Lowest Ceiling - NONI Obstructions to Vision- NONI Precipitation - NONI Condition of Light - DAY	Itinerary Last Department WATER VAI Destination BATON ROU ATC/Airspace Type of Fi Type of Cie Type Apch/i	LLEY,MS JGE,LA	OFF Airpor BAT Run Run Run Run Run	way Lth/Wid - way Surface -	N/A N/A	OD O
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND Instrument Rating(s) - A	Current Months Since Aircraft Type	Review '- YES Tota - 7 Make - P-210N Inst	Certificate - VA Flight Time 1 - 798 /Model- 285 rument- 180 i-Eng - 48	(Hours) Last 24 Last 30	Hrs -	2 K/NR
THE PLT EXPERIENCED A TOTAL LOSS OF TO A CLOSER AIRPORT BUT THE AIRCRAFT CONSTRUCTION. INSPECTION OF THE AIRCRAFT FOUND LOOSE.	T WAS BEYOND GLIDING DISTANG	CE AND IT COLLIDED	WITH A HOUSE WHI	CH WAS UNDER		·

File No 10	74 7/07/86	ZACHERY, LA	A/C Reg.	No. N4UD	Time (Lcl) - 1053 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TO CRUISE - NORMAL	TAL) - NON-MECHANIC	CAL		
Finding(s) 1. FLUID, FUEL - EX 2. IN-FLIGHT PLANN 3. FUEL SYSTEM, LIN 4. MAINTENANCE -	ING/DECISION - POO E FITTING - LOOSE	R - PILOT IN COMMAN			
Occurrence #2 Phase of Operation		NCY			
Occurrence #3 Phase of Operation		ION WITH OBJECT			
Finding(s) 5. UNSUITABLE TERR	AIN - SELECTED - P				
Probable Cause					
The National Transpo is/are finding(s) 3,		rd determines that	the Probable Cause	(s) of this	accident
Factor(s) relating t	o this accident is	/are finding(s) 2,5	i .		

	8/14/86	LECOMPTE, LA	A	A/C Reg. No.	N3632T		Time (Lcl) -	1645 CDT	
Basic Information Type Operating Certific	ate-AGRICU	LTURAL AIRCRA	AFT Air	craft Damag	e		Injur	ies	
31 1 1 1				JBSTANTIAL		Fatal			None
Type of Operation					Cre		0	0	1
Flight Conducted Under			· NO	DNE	Pass	6 0	0	0	0
Accident Occurred During	g -LANDIN	G 							
Aircraft Information									
Make/Model - GRUMMAN			Eng Make/Model				Installed/A		
Landing Gear - TAILWHE	EL-ALL FIX	ED	Number Engines				Stall Warnin	ng System	- YES
Max Gross Wt - 3750			Engine Type			RETOR			
No. of Seats - 1			Rated Power	- 600 HP					
Environment/Operations In-	formation-								
Weather Data			tinerary				Proximity		
	CORD OF BR	IEFING	Last Departure F			ON AI	RPORT		
Method - N/A		_	SAME AS ACC/IN	1C					
Completeness - N/A		L	Destination SAME AS ACC/IN	10		Airport		/T.O.F.	
Basic Weather - VMC Wind Dir/Speed- VARIA	DIE/OGE KT	-	SAME AS ACC/IN	NC .			FLYING SERV v Ident -	UNK/NR	
Visibility - 15.0			ΓC/Airspace				y Lth/Wid -		VIZ /NID
Lowest Sky/Clouds -			Type of Flight F	lan - NONE			y Surface -		VICTIVE
Lowest Ceiling			Type of Clearance				y Status -		
			Type Apch/Lndg		GHT-IN	Kariwa	y status	Oranty rant	
Obstructions to Vision			,, , , ,	FULL	STOP				
	- NONE			FULL	STOP				
Obstructions to Vision Precipitation Condition of Light	- NONE - DAYLIGH			FULL	STOP				
Obstructions to Vision Precipitation	- NONE - DAYLIGH	T 	39	Medica	Certifica	ate - VALI	 D MEDICAL-WA		 IT
Obstructions to Vision Precipitation Condition of LightPersonnel Information	- NONE - DAYLIGH	T 	39	Medica	Certifica	ate - VALII ght Time (I		IVERS/LIM	 IT
Obstructions to Vision Precipitation Condition of LightPersonnel Information Pilot-In-Command	- NONE - DAYLIGH	T 	39	Medica	Certifica	ght Time (1 17380	Hours) Last 24	Hrs -	10
Obstructions to Vision Precipitation Condition of LightPersonnel Information Pilot-In-Command Certificate(s)/Rating(s	- NONE - DAYLIGH	T Age - Bienn Cu Mo	39 ial Flight Review urrent - YE onths Since - 11	Medica V ES To I Ma	l Certifica Flig tal - ke/Model-	ght Time (1 17380 5600	Hours) Last 24 Last 30	Hrs - Days- UN	10
Obstructions to Vision Precipitation Condition of LightPersonnel Information Pilot-In-Command Certificate(s)/Rating(s	- NONE - DAYLIGH	T Age - Bienn Cu Mo	39	Medica V ES To I Ma	l Certifica Flig tal - ke/Model- strument-	ght Time (1 17380 5600 910	Hours) Last 24	Hrs - Days- UN	10
Obstructions to Vision Precipitation Condition of LightPersonnel Information Pilot-In-Command Certificate(s)/Rating(s	- NONE - DAYLIGH	T Age - Bienn Cu Mo	39 ial Flight Review urrent - YE onths Since - 11	Medica V ES To I Ma	l Certifica Flig tal - ke/Model-	ght Time (1 17380 5600 910	Hours) Last 24 Last 30	Hrs - Days- UN	10 K/NR
Obstructions to Vision Precipitation Condition of LightPersonnel Information Pilot-In-Command Certificate(s)/Rating(s	- NONE - DAYLIGH	T Age - Bienn Cu Ma	39 ial Flight Review urrent - YE onths Since - 11	Medica V ES To I Ma	l Certifica Flig tal - ke/Model- strument-	ght Time (1 17380 5600 910	Hours) Last 24 Last 30	Hrs - Days- UN	10 K/NR
Obstructions to Vision Precipitation Condition of LightPersonnel Information Pilot-In-Command Certificate(s)/Rating(s COMMERCIAL SE LAND, ME LAND Instrument Rating(s	- NONE - DAYLIGH	T Age - Bienn Cu Ma	39 ial Flight Review urrent - YE onths Since - 11	Medica V ES To I Ma	l Certifica Flig tal - ke/Model- strument-	ght Time (1 17380 5600 910	Hours) Last 24 Last 30	Hrs - Days- UN	10 K/NR
Obstructions to Vision Precipitation Condition of LightPersonnel Information Pilot-In-Command Certificate(s)/Rating(s COMMERCIAL SE LAND, ME LAND Instrument Rating(s	- NONE - DAYLIGH s)	Age - Bienn Cu Mo A	39 ial Flight Review urrent - YE onths Since - 11 ircraft Type - C-	Medica V ES To I Ma -172 In Mu	l Certifica Flig tal - ke/Model- strument- lti-Eng -	ght Time (17380 5600 910 5100	Hours) Last 24 Last 30 Last 90	Hrs - Days- UN Days-	10 K/NR
Obstructions to Vision Precipitation Condition of Light Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND Instrument Rating(s) Narrative E PLT WAS ENGAGED IN AN AER	- NONE - DAYLIGH	Age - Bienn Cu Mc A	39 ial Flight Review urrent - YE onths Since - 11 ircraft Type - C-	Medica V ES To I Ma -172 In Mu	Certifica Fligtal - ke/Model-strument-lti-Eng -	ght Time (1 17380 5600 910 5100	Hours) Last 24 Last 30 Last 90THE AIRSTRIP	Hrs - Days- UN Days-	10 K/NR
Obstructions to Vision Precipitation Condition of LightPersonnel Information Pilot-In-Command Certificate(s)/Rating(s COMMERCIAL SE LAND, ME LAND Instrument Rating(s	- NONE - DAYLIGH	Age - Bienn Cu Ma ANE	39 ial Flight Review urrent - YE onths Since - 11 ircraft Type - C-	Medica V ES To I Ma -172 In Mu MU MU MU MU MU MU MU MU MU	l Certifica Flig tal - ke/Model- strument- lti-Eng - TO THE SOUT ACFT WAS I	ght Time (1 17380 5600 910 5100 	Hours) Last 24 Last 30 Last 90THE AIRSTRIP	Hrs - Days- UN Days-	10 K/NR

File No. - 1127 8/14/86 LECOMPTE, LA A/C Reg. No. N3632T Time (Lc1) - 1645 CDT LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - THUNDERSTORM 2. WEATHER CONDITION - UNFAVORABLE WIND 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 4. IMPROPER DECISION, ANXIETY/APPRENHENSION - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

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

File No 1129 9/05/86 VI	CK,LA	A/C Reg. No.	N737XJ	Т	ime (Lc1) -	1720 CDT	
Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION) A	rcraft Damag	e		Injur	ies	
	, in the second of the second	SUBSTANTIAL		Fatal			None
Type of Operation -PERSONAL	F.	re	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	1	IONE	Pass	0	0	0	2
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - CESSNA 172N	Eng Make/Model	- LYCOMING	0-320-H2AD	ELT	Installed/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines				tall Warning		
Max Gross Wt - 2150	Engine Type		TING-CARBURI			9 -,	. = •
No. of Seats - 4	Rated Power						
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Departure	Point			RPORT/STRIP		
Method - TELEPHONE	NEW ORLEANS, L			011 41	KI OKI / STRII		
Completeness - FULL	Destination	.~		Airport D	2+2		
Basic Weather - VMC	SAME AS ACC/1	NC			ELPITS AIRS	TOTO	
Wind Dir/Speed- 340/010 KTS	SAME AS ACC/1	NC			Ident -		
Visibility - 6.0 SM	ATC/Airspace						
		D.1 NONE			Lth/Wid -		
	CATTERED Type of Flight	Plan - NONE			Surface -		₹ F
Lowest Ceiling - NONE	Type of Clearar			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 35	Medica	1 Certifica			IVERS/LIM:	ΙΤ
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Revie	:W	Fligh	nt Time (H	ours)		
COMMERCIAL	Current - Y	ES To	tal -	501	Last 24	Hrs - UN	K/NR
SE LAND	Months Since - 1	2 Ma	ke/Model-	461	Last 30	Days- UN	K/NR
	Months Since - C Aircraft Type - L	NK/NR In	strument-	191	Last 90	Days-	40
Instrument Rating(s) - AIRPLANE							
Narrative							
E PILOT WAS GIVEN INCORRECT INFORMATION A							
RSTRIP AT THAT APPROXIMATE LOCATION. IT N							
WAS EXPECTING. WHILE ON THE FINAL APPROX							
GO-AROUND. HE WAS UNABLE TO RETRACT THE F							
NWAY. HE TURNED TO AVOID COLLISION WITH		AIRCRAFT TO	STALL. THE	AIRCRAFT	MUSHED INTO	Α	
TTON FIELD AND FLIPPED INVERTED UPON TOUG	CHDOWN.						

File No 1	29 9/05/86 VICK,LA	A/C Reg. No. N737XJ	Time (Lc1) - 1720 CDT
	LOSS OF CONTROL - IN FLIGHT APPROACH - GO-AROUND (VFR)		
3. GO-AROUND - A	ON - HIGH OBSTRUCTION(S) TTEMPTED - PILOT IN COMMAND MAINTAINED - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Occurrence #3 Phase of Operation	NOSE OVER OTHER		
Finding(s) 6. TERRAIN CONDITY 7. TERRAIN CONDITY			
Probable Cause			
The National Transpo		at the Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is/are finding(s) 1	.2,6,7	

File No 1026 10/01/86 SULP	HER, LA A/	A/C Reg. No. N7533Y Time (Lcl) - 1930			1930 CD	T
Type of Operation Type of Operation -PERSONAL	SUB: Fire		Fatal Cew O	0		None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NUN	E Pa	ass O	0	O	1
Aircraft Information Make/Model - PIPER PA-30 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3600 No. of Seats - 4	Number Engines -	RECIP-FUEL INJECTE	9	Installed/A Stall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	LAKE CHARLES, LA		ON AIF			
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 170/007 KTS Visibility - 15.0 SM Lowest Sky/Clouds - UNK/NR SCA Lowest Ceiling - NONE	Destination SAME AS ACC/INC ATC/Airspace TTERED Type of Flight Plants Type of Clearance	an - NONE	Runwa) Runwa)	Data / Ident - / Lth/Wid - / Surface - / Status -	2600 - GRASS/T	
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK	Type Apch/Lndg		Kunway	y status	WLI	
Personnel Information Pilot-In-Command	Age - 47	Medical Certifi			IVERS/LI	MIT
Certificate(s)/Rating(s) ATP SE LAND,ME LAND,SE SEA	Biennial Flight Review Current - YES Months Since - 8 Aircraft Type - UNK	Total -	- 10578 - 800 - 241	Last 24	Days- U	INK/NR
Instrument Rating(s) - AIRPLANE						
Narrative HE PILOT LANDED LONG AT A PRIVATE GRASS AIR HE AIRSTRIP INTO A THREE FOOT DITCH. THE NO ERE DAMAGED WHEN THE AIRCRAFT SLID SIDEWAYS RAKING ACTION AS THE AIRSTRIP WAS WET FROM	SE GEAR COLLAPSED DURING ACROSS A DITCH AT THE EN	THE GROUND LOOP AND	THE WINGS	AND MAIN GEA	RS	

File No. - 1026 10/01/86 SULPHER, LA A/C Reg. No. N7533Y Time (Lcl) - 1930 CDT Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET 2. BUZZING - EXCEEDED - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND ______ Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 6. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, TOTAL 7. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

File No 1174 5/23/86 NOMAN	N'S LAND, MA	A/C Reg. No. N27	76V	Τi	me (Lc1) -	UNK/NR	
Type of Operation PERSONAL Flight Conducted Under -14 CFR 91D Accident Occurred During -DESCENT		Aircraft Damage DESTROYED Fire NONE	Crew Pass	Fatal 1 2			None O O
Aircraft Information Make/Model - BELL 206B Landing Gear - EMERGENCY FLOAT Max Gross Wt - 3000 No. of Seats - 5	Number Engi Engine Type	odel - ALLISON 250-C nes - 1 - TURBOSHAFT - 420 HP		ELT I	nstalled/Adal Warning		
Environment/Operations Information Weather Data Wx Briefing - FSS Method ACFT RADIO Completeness - PARTIAL, LMTD BY PILOT Basic Weather - IMC Wind Dir/Speed- 230/005 KTS Visibility800 SM Lowest Sky/Clouds - 400 FT PART Lowest Ceiling - 400 FT OBSC Obstructions to Vision- FOG Precipitation - RAIN SHOWERS Condition of Light - DAYLIGHT	Destination NANTUCKET, ATC/Airspace OBS Type of Flig	MA MA wht Plan - NONE		OFF AIR rport Da Runway Runway Runway	Proximity PORT/STRIP Ita Ident - Lth/Wid - Surface - Status -	N/A N/A	
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL HELICOPTER Instrument Rating(s) - NONE Narrative THE BELL 206 HELICOPTER WAS EN ROUTE TO NANTO WITH VFR FLIGHT NOT RECOMMENDED. THE PILOT ACT THE ACFT DID NOT REACH IT'S FINAL DESTINATION IT'S DESTINATION IN 147 DEEP OPEN SEA.	Current Months Since Aircraft Type OCKET ISLAND WHEN THE	- UNK/NR Instrumulti-	- 11 odel- 3 ment- UNK/ Eng - UNK/ INFLIGHT HE ELECTED	80 OO NR NR WEATHER TO CONT	Last 24 Last 30 Last 90 Rotorcra BRIEFING INUE THE FI	Hrs - UN Days- Days- aft -	IK/NR

File No 11	74 5/23/86	NOMAN'S LAND, MA	A/C Reg. No. N2776V	Time (Lcl) - UNK/NR
Occurrence #1 Phase of Operation		NTER WITH WEATHER		
Finding(s) 1. WEATHER CONDITI 2. IN-FLIGHT PLA		MPROPER - PILOT IN COM		
Occurrence #2 Phase of Operation		- IN FLIGHT		
Finding(s) 3. IN FLIGHT WEATH	ER ADVISORIES - NO	OT FOLLOWED - PILOT IN	COMMAND	
Occurrence #3 Phase of Operation		ENCY		
Probable Cause				
The National Transpois/are finding(s) 2,		ard determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is	s/are finding(s) 1		

Basic Information Type Operating Certificate-NONE (6		craft Damage		Injurie		
T		STROYED	Fatal	•	Minor	None
Type of Operation -PERSONA				0	1	0
Flight Conducted Under -14 CFR Accident Occurred During -LANDING		IE Pas	ss O	0	0	0
-Aircraft Information						
Make/Model - GRUMMAN AA1B	Eng Make/Model -	LYCOMING O-320-E2G	ELT :	Installed/Act	ivated -	YES/N
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warning	System -	YES
Max Gross Wt - 1560	Engine Type -	RECIPROCATING-CARBL	JRETOR			
No. of Seats - 2	Rated Power -	150 HP				
-Environment/Operations Information-						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRI		int	OFF AIR	RPORT/STRIP		
Method - N/A	LANGLEY AFB, VA					
Completeness - N/A	Destination		Airport Da			
Basic Weather - IMC	ANDREWS AFB, MD			S AFB, MD		
Wind Dir/Speed- 320/012 KTS				Ident - C		00
Visibility750 SM	ATC/Airspace	VED		Lth/Wid -		00
	PART OBS Type of Flight Pl			Surface - C		
Lowest Ceiling - 400 F1			Runway	Status - W	/E I	
Obstructions to Vision- FOG	Type Apcn/Lndg	- ILS-COMPLETE				
Precipitation - RAIN	c					
Camalitian at Linkt DAVITOID						
Condition of Light - DAYLIGHT						
	·	Modical Contific	22+0 - VALID	MEDICAL -WAIN	/EDC/LTMT	т
	Age - 44	Medical Certific			/ERS/LIMI	Т
	Age - 44 Biennial Flight Review	Fli	ight Time (Ho	ours)		
	Age - 44 Biennial Flight Review Current - YES	Fli Total -	ight Time (Ho 4845	ours) Last 24 F	ırs -	2
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 44 Biennial Flight Review Current - YES Months Since - 18	Fli Total - Make/Model-	ight Time (Ho 4845 690	ours) Last 24 F Last 30 D	irs - Jays- UNK	2 /NR
	Age - 44 Biennial Flight Review Current - YES	Fli Total - Make/Model- B Instrument-	ight Time (Ho 4845 690 506	ours) Last 24 F Last 30 D Last 90 D	irs - Days- UNK Days-	2 /NR 34
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND HELICOPTER ,GYROPLANE	Age - 44 Biennial Flight Review Current - YES Months Since - 18	Fli Total - Make/Model-	ight Time (Ho 4845 690 506	ours) Last 24 F Last 30 D	irs - Days- UNK Days-	2 /NR
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 44 Biennial Flight Review Current - YES Months Since - 18 Aircraft Type - AA1	Fli Total - Make/Model- B Instrument-	ight Time (Ho 4845 690 506	ours) Last 24 F Last 30 D Last 90 D	irs - Days- UNK Days-	2 /NR 34

File No 10	19 6/24/86	BRANDYWINE, MD	A/C Reg. No. N9628L	Time (Lc1) - 0755 EDT
		TAL) – NON-MECHANICAL O FAF/OUTER MARKER (IFR)	
Finding(s) 1. FLUID,FUEL - ST 2. FUEL TANK SEL		MPROPER - PILOT IN COMM	and	
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation				
Finding(s) 3. TERRAIN CONDITI	ON - ROUGH/UNEVEN			
Probable Cause				
The National Transpois/are finding(s) 2	rtation Safety Boa	rd determines that the	Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is	/are finding(s) 3		

File No 1144 7/21/86 ALLEG	AN,MI A/C	C Reg. No. N6768F	Т	ime (Lcl) -	1030 EDT	
Type Operation				Injur Serious O O		None 1 1
Aircraft Information Make/Model - CESSNA 150 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1500 No. of Seats - 2	Number Engines - Engine Type -	CONTINENTAL 0-200-A 1 RECIPROCATING-CARBUR 100 HP	ETOR	Installed/A itall Warnin	g System -	YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 005/008 KTS Visibility - 12.0 SM Lowest Sky/Clouds - 25000 FT THIN Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ALLEGAN, MI Destination SAME AS ACC/INC ATC/Airspace BKN Type of Flight Pla Type of Clearance	an - NONE	Airport ON AIF Airport E LIECHT Runway Runway Runway	Proximity STRIP Data I	09 1800/ GRASS/TUF	45
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE	Age - 33 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - UNK,	Medical Certifica Flig Total - Make/Model- /NR Instrument-	ht Time (F	lours)		
Narrative ASS STEIP MEASURES 1800 FEET BY 45 FEET. SE RCRAFT VEERED OFF CENTER, TO THE LEFT, DURI RTWHEEL.						

File No 11	44 7/21/86 ALLEGAN,MI	A/C Reg. No. N6768F	Time (Lcl) - 1030 EDT
	LOSS OF CONTROL - ON GROUND LANDING - FLARE/TOUCHDOWN		
Finding(s) 1. PROPER ALIGNMEN	T - NOT MAINTAINED - PILOT IN COMMAND		
	ON GROUND COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN		
Finding(s) 2. AIRPORT FACILIT	IES,RUNWAY/LANDING AREA CONDITION - CROP		
Probable Cause			
The National Transports/are finding(s) 1	rtation Safety Board determines that the R	Probable Cause(s) of this accid	ent
Factor(s) relating to	o this accident is/are finding(s) 2		

File No 1002 4/05/86 HAN	INIBAL,MO A/C	Reg. No. N8917S	Т	ime (Lc1)	- 1150 CS	r
Basic Information Type Operating Certificate-NONE (GENE Type of Operation -INSTRUCTIO Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	SUBST	aft Damage ANTIAL Crew Pass	Fatal O O	1		None O O
Aircraft Information Make/Model - CESSNA 150F Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Number Engines - Engine Type - R	ONTINENTAL 0-200-A 1 ECIPROCATING-CARBURE 100 HP	S	Installed// tall Warni		- YES-UNK/NR - YES
Environment/Operations Information Weather Data W× Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 240/020 KTS Visibility - 20.0 SM Lowest Sky/Clouds - 2200 FT SC Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poin JACKSONVILLE,IL Destination SAME AS ACC/INC ATC/Airspace ATTERED Type of Flight Plan Type of Clearance Type Apch/Lndg	ı - VFR - NONE	ON AIR Airport D HANNIB Runway Runway Runway		- 3900/ - ASPHALT	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 32 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certificat Fligh Total - Make/Model- Instrument-	+ Time (H	oune)		
Instrument Rating(s) - NONE						
THE STUDENT PLT WAS ATTEMPTING TO LAND WITH FINAL BUT AS THE ACFT APCH THE RWY HE APPLI WITH THE RWY AND HE DECIDED TO GO AROUND. HE ACFT ABRUPTLY TURNED LEFT. THERE WERE TACFT STALLED AND CRASHED. THE STUDENT'S CFI APCH. THE WINDS FURNISHED IN THE ADVISORY S	ED RUDDER. HE SAID, WITH FUL IE THEN APPLIED FULL PWR BUT REES AHEAD AND WHEN THE PLT FURNISHED THE STUDENT WITH	L RUDDER THE ACFT WA FAILED TO RELEASE LE TRIED TO CLIMB TO CL AN ARPT ADVISORY BEF	S STILL N FT RUDDER EAR THE T ORE HE BE	OT ALIGNED PRESSURE A REES THE		

File No. - 1002 4/05/86 HANNIBAL, MO A/C Reg. No. N8917S Time (Lcl) - 1150 CST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. WEATHER EVALUATION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND) 3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND 4. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND 5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND 6. STALL - INADVERTENT - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #3 Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,6 Factor(s) relating to this accident is/are finding(s) 1,4

Injuries Serious Minor O 1 O 0	None
0 1	None
0	0
	0
stalled/Activated - N	10 -N/A
ll Warning System - N	10
oximity	
ORT/STRIP	
a	
ű	
dent - N/A	
th/Wid - N/A	
urface - N/A	
tatus - N/A	
	11.1
	5
Last 30 Days - UNK/N	
Last 90 Days 15	50
	Last 30 Days- UNK/N

File No 10	7/03/86	OKOLONA,MS	A/C Reg. No. N6603	Time (Lc1) - 1645 CDT
Occurrence #1 Phase of Operation				
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation	DESCENT - EMERGE			
Occurrence #3 Phase of Operation				
Finding(s) 2. TERRAIN CONDITION	DN - SOFT			
Probable Cause				
The National Transpor	rtation Safety Boar	d determines that	the Probable Cause(s) of this accid	dent

is/are finding(s) 1,2

File No 1094 8/24/86 HELEN	A,MT A/C	Reg. No. N4478V	٦	Time (Lcl) - 1949 MDT			
Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION) Aircr	aft Damage	. 	Injur	ies		
	SUBS	TANTIAL	Fatal	Serious	Minor	None	
Type of Operation -PERSONAL	Fire	Crev	0	1	0	0	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0	0	
Accident Occurred During -APPROACH							
Aircraft Information							
Make/Model - MAYALA DRAGONFLY	Eng Make/Model -	HAPI 60-2DM	ELT	Installed/A	ctivated	- YES/YE	
Landing Gear - TRICYCLE-FIXED	Number Engines -	1	9	stall Warnin	a System	- NO	
Max Gross Wt - 1150	Engine Type -	RECIPROCATING-CARBUR	RETOR				
No. of Seats - 2	Rated Power -	60 HP					
Environment/Operations Information							
Weather Data	Itinerary		Airport	Proximity			
Wx Briefing - FSS	Last Departure Poi	nt	ON AIR				
Method - IN PERSON	BILLINGS, MT		011 411				
Completeness - WEATHER NOT PERTINEN			Airport [)ata			
Basic Weather - VMC	SAME AS ACC/INC			REGIONAL			
Wind Dir/Speed- 290/007 KTS	SAME AS A00, 1110			/ Ident -	26		
Visibility - 40.0 SM	ATC/Airspace			/ Lth/Wid -		150	
Lowest Sky/Clouds - 7000 FT SCAT		n - NONE		Surface -			
Lowest Ceiling - NONE	Type of Clearance				DRY		
Obstructions to Vision- NONE	Type Apch/Lndg		nanna,	5 14 140	DI. I		
Precipitation - NONE	Type Apolly Elling	· ·					
Condition of Light - DAYLIGHT							
Pilot-In-Command	Age - 46	Medical Certifica	te - VALID	MEDICAL-WA	TVFRS/LTI	мтт	
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (F		1 1 2 1 3 7 2 1 1		
PRIVATE	Current - YES			Last 24	Hrs -	2	
SE LAND	Months Since - 8	Make/Model-	144	Last 30	Days- III	NK/NR	
	Months Since - 8 Aircraft Type - 7DC	Instrument-	0	Last 90	Days-	50	
Instrument Rating(s) - NONE							
Narrative							
E ACFT WAS ON FINAL APCH AFTER COMPLETING A	X-COUNTRY FROM BILLINGS.	MT, WHEN THE ACCIDE	NT OCCURRE	D. THE PLT	STATED		
E ACFT WAS LOW AFTER INTERCEPTING THE VASI							
ALL HILL 300 FT SHORT OF RWY. INSPECTION FO							
BLE FROM THROTTLE CONTROL-TO-CARBURETOR LIN							
DITIONALLY, NO EVIDENCE OF CABLE LUBRICATION	ON WAS NOTED.						

File No. - 1094 8/24/86 HELENA, MT A/C Reg. No. N4478V Time (Lcl) - 1949 MDT LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Occurrence #1 Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. THROTTLE/POWER LEVER, CABLE - BENT 2. PROPER GLIDEPATH - BELOW - PILOT IN COMMAND 3. THROTTLE/POWER LEVER.CABLE - BINDING(MECHANICAL) 4. THROTTLE/POWER CONTROL - INITIATED - PILOT IN COMMAND 5. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND UNDERSHOOT Occurrence #2 Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 6. TERRAIN CONDITION - MOUNTAINOUS/HILLY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

File No 1043 8/29/86	BIG SANDY,MT	A/C Reg. No. N2	.532M	Time (Lcl) - 1	848 MDT	
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage		Injurie	:s	
		DESTROYED	Fata [*]	Serious	Minor	None
Type of Operation -PERSON		Fire	Crew 1	-	0	0
Flight Conducted Under -14 CFR		ON GROUND	Pass 1	0	0	0
Accident Occurred During -DESCEN	T 					
Aircraft Information						
Make/Model - PIPER PA-12		del - LYCOMING 0-2	:35-C El			
Landing Gear - TAILWHEEL-ALL FIX				Stall Warning	System -	YES
Max Gross Wt - 1750	Engine Type	- RECIPROCATIN	IG-CARBURETOR			
No. of Seats - 3	Rated Power	- 100 HP				
Environment/Operations Information-						
Weather Data '	Itinerary		Airpor	rt Proximity		
Wx Briefing - NO RECORD OF BR	IEFING Last Departur	e Point	OFF	AIRPORT/STRIP		
Method - N/A	SAME AS ACC	C/INC				
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 260/003 KTS			Runv	ay Ident - N	I/A	
Visibility - 50.0 SM	ATC/Airspace		Runy	vay Lth/Wid - N	I/A	
Lowest Sky/Clouds - 8000 F	T SCATTERED Type of Fligh	nt Plan - NONE	Runk	vay Surface - G	RASS/TUR	F
Lowest Ceiling - 20000 F	T BROKEN Type of Clear	ance - NONE	Runy	vay Status - D	RY	
Obstructions to Vision- NONE	Type Apch/Lnd	ig - NONE				
Precipitation - NONE						
Condition of Light - DAYLIGH	T					
Personnel Information						
Pilot-In-Command	Age - 36	Medical C	ertificate ~ VAL	ID MEDICAL-WAIV	'ERS/LIMI	T
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Rev	/iew	Flight Time	(Hours)		
STUDENT	Current -	N/A Total	- UNK/NR	Last 24 H	irs - UNK	/NR
	Months Since -	· N/A Make/	Model- UNK/NR	Last 30 D	ays- UNK	/NR
	Aircraft Type -	· N/A Instr	ument- UNK/NR	Last 90 D	ays- UNK	/NR
	•	Multi	ument- UNK/NR -Eng - UNK/NR	Rotorcraf	t - UNK	/NR
Instrument Rating(s) - NONE						
Narrative	NTDV ELICHT DEDADTED HNIME	POVED FIFID ON VE	D ELICHT FOR THE	DUDDOSE OF		
			K I LIGHT I OK THE			
UDENT PILOT ON UNAUTHORIZED CROSS COU			TURBULENCE WIT	NESSES REPORTED		
	E AREA WERE CONDUCIVE FOR	LIGHT TO MODERATE				

File No 10	8/29/86	BIG SANDY, MT	A/C Reg. No.	N2532M	Time (Lc1) -	1848 MDT
Occurrence #1 Phase of Operation						
 IMPROPER US AIRSPEED(VS) - 	R WIND CONDITIONS E OF EQUIPMENT/AIRO NOT MAINTAINED - P E OF EQUIPMENT/AIRO	- INADEQUATE - PILOT CRAFT,OVER CONFIDENC ILOT IN COMMAND CRAFT,LACK OF TOTAL MMAND	T IN COMMAND CE IN PERSONAL ABILITY EXPERIENCE - PILOT IN	COMMAND		
Occurrence #2 Phase of Operation	DESCENT - UNCONTI	ION WITH TERRAIN ROLLED				
Occurrence #3 Phase of Operation	FIRE LANDING - FLARE/	TOUCHDOWN				
Probable Cause						
The National Transpois/are finding(s) 4,		rd determines that t	the Probable Cause(s)	of this accident		
Factor(s) relating t	o this accident is,	/are finding(s) 1,2,	,3,5			

File No 1130 5/31/86 MOCKSVILLE,NC		A/C Reg. No. N49037		Time (Lcl) - 1900 EDT			
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91	L I	Aircraft Dama SUBSTANTIAL ire NONE	Crew		Injur Serious O O		None 2 0
Accident Occurred During -DESCENT						_	ŭ
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Eng Make/Mode Number Engine Engine Type Rated Power	el - LYCOMING es - 1 - RECIPROC	CATING-CARBURE	ELT S	Installed/A tall Warnir	ctivated	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 5.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	,	NC t Plan - NONE ance - NONE		OFF AI Airport D MCCOLL Runway Runway Runway	.OUGH	09 1850 GRASS/TU	RF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND Instrument Rating(s) - AIRPLANE	Age - 55 Biennial Flight Rev Current - Months Since - Aircraft Type -	iew YES T 18 M UNK/NR D	cal Certificat Fligh Total - Make/Model- Instrument- Multi-Eng -	nt Time (H 5664 302 31	lours) Last 24 Last 30	Hrs - Days- UN	3
Narrative URING A LANDING ATTEMPT AT A PRIVATE GRASS A GO-AROUND BEFORE THE PLT INSTRUCTOR WAS PRE ITITUDE AT LOW AIRSPEED AND SETTLED TO THE G ITH THE AIRCRAFT.	PARED. THE ACFT CLEAR	RED DEPARTURE	THRESHOLD PO	OWERLINES	IN A NOSE H	IIGH	

File No 1130 5/31/86 MOCKSVILLE,	NC A/C Reg. No. N49037	Time (Lcl) - 1900 EDT
Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB		
Finding(s) 1. RECOVERY FROM BOUNCED LANDING - ATTEMPTED - DUA 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN (3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI) 4. SUPERVISION - POOR - PILOT IN COMMAND(CFI)	COMMAND(CFI)	
Occurrence #2 IN FLIGHT COLLISION WITH TERRAPHENCE OF Operation DESCENT - UNCONTROLLED	AIN	
Finding(s) 5. TERRAIN CONDITION - GROUND		
Probable Cause		
The National Transportation Safety Board determines is/are finding(s) 1,2,3 $$	that the Probable Cause(s) of this acc	cident
Factor(s) relating to this accident is/are finding(s	s) 4	

File No 1169 6/15/86 RALEI	GH,NC A/C Reg	g. No. N73BJ	Т	ime (Lcl)	- 2006 ED1	-
Type OperationPERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L AVIATION) Aircraft SUBSTAN' Fire NONE		Fatal O O	Inju Serious O O		None 1 0
Aircraft Information Make/Model - PITTS S-15 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 900 No. of Seats - 1	Eng Make/Model - LYC0 Number Engines - 1 Engine Type - REC Rated Power -		S	Installed// tall Warni	Activated ng System	- NO -N/A - NO
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- VARIABLE Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point APEX,NC Destination LOCAL 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 -	- N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 49 Biennial Flight Review Current - YES Months Since - 2 Aircraft Type - UNK/NR	Total - Make/Model-	t Time (H 944 104	ours)	4 Hrs - UN Davs- UN	IK/NR IK/NR
Instrument Rating(s) - AIRPLANE						
DURING NORMAL CRUISE VFR FLIGHT AT 1,500 FT A LOSING FUEL PRESSURE. THE AIRCRAFT LOST POWER GEAR DROPPED INTO A HOLE AND THE AIRCRAFT NOS HAD BEEN INSTALLED IN THE PRESSURIZED FUEL SY AND THE END CAP HAD LOOSENED ALLOWING THE LOS	AND A FORCED LANDING WAS MAD ED OVER. INSPECTION OF THE WE STEM. A TEE FITTING HAD BEEN	DE INTO A FIELD. T RECKAGE CONFIRMED INSTALLED IN PLAC	HE RIGHT . THAT AN I E OF AN E	MAIN LANDIN MPROPER FII	NG FTING	

File No 11	69 6/15/86	RALEIGH, NC	A/C Reg. No.	N73BJ	Time (Lc1) - 2006 EDT
Occurrence #1 Phase of Operation		TAL) - NON-MECHANIC	AL	.	
 INADE FUEL SYSTEM, LIN 	DDIFICATION - IMPRO QUATE CERTIFICATION E FITTING - LOOSE	DPER - PRODUCTION/D N/APPROVAL,AIRCRAFT	- FAA(ORGANIZATION)		
Occurrence #2 Phase of Operation	FORCED LANDING				
Occurrence #3 Phase of Operation	LANDING - ROLL				
Probable Cause					
The National Transpois/are finding(s) 1,		rd determines that	the Probable Cause(s)	of this a	ccident

File No 1104 6/18/86 FUQUA	Y-VARINA, NC	A/C Reg. No. N6046Z	-	Time (Lcl)	- 1250 EDT	
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91	SI L Fi		Fatal Crew O Pass O	Injur Serious O O	ries Minor O	None 2 0
Accident Occurred During -LANDING						
Aircraft Information Make/Model - BEECH C-23 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 4	Number Engines	- LYCOMING 0-360 - 1 - RECIPROCATING-CAR - 180 HP	9	Installed/A Stall Warnir		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - ACFT RADIO Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 330/009 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 F RALEIGH,NC Destination LOCAL ATC/Airspace Type of Flight F Type of Clearand Type Apch/Lndg	Plan - NONE ce - NONE	ON AIF Airport [FUQUA Runway Runway Runway Runway	Data Y ANGIER	- GRASS/TU	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 28 Biennial Flight Review Current - Ye Months Since - 2 Aircraft Type - C	ES Total 2 Make/Model	Flight Time (F - 529 I- 416 t- 107		4 Hrs - O Days- UN	3
Instrument Rating(s) - AIRPLANE						
Narrative HE FLT WAS A PRACTICAL FLT TEST FOR A COMMER IMULATED FORCED LANDING. THE APPLICANT SPIRA AS FINE UNTIL ON FINAL APCH WHERE HE NOTED A TRUCK THE GROUND SHORT OF THE GRASS RWY WHER ND THE EXAMINER MISJUDGED THE APCH.	LED TO A MODIFIED DOWN HIGHER THAN ANTICIPATE	WIND AND BASE LEG. 1 ED SINK RATE. PWR WA	THE APPLICANT AS APPLIED, HO	SAID EVERYTOWEVER, THE	THING ACFT	

File No. - 1104 6/18/86 FUQUAY-VARINA, NC A/C Reg. No. N6046Z Time (Lcl) - 1250 EDT Occurrence #1 UNDERSHOOT Phase of Operation LANDING Finding(s) 1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT.SELF-INDUCED PRESSURE - PILOT IN COMMAND 3. PLANNED APPROACH - MISJUDGED - CHECK PILOT 4. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND 5. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND 6. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND 7. REMEDIAL ACTION - DELAYED - CHECK PILOT IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4.5,6,7Factor(s) relating to this accident is/are finding(s) 1,2,3

File No 1180 9/04/86 SMITH	HFIELD,NC A/C	Reg. No. N3410J	Γ	ime (Lcl) -	- 1915 EDT	
-Basic Information Type Operating Certificate-NONE (GENER) Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91	SUBS AL Fire	STANTIAL	-	Injur Serious O O		None 1 0
Accident Occurred During -LANDING						
-Aircraft Information Make/Model - CESSNA 150 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Number Engines -	RECIPROCATING-CARBU	\$	Installed/A Stall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- Visibility - 9.0 SM 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 AIF Airport D JOHNST Runway Runway Runway		- 4400/ - CONCRETE	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 40 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Total -	ght Time (F 24	lours) Last 24	1 Hrs - UN	K/NR
Instrument Rating(s) - NONE						

A/C Reg. No. N3410J File No. - 1180 9/04/86 SMITHFIELD, NC Time (Lcl) - 1915 EDT

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. FLIGHT CONTROLS IMPROPER USE OF PILOT IN COMMAND
- 2. POWERPLANT CONTROLS IMPROPER USE OF PILOT IN COMMAND
- 3. IN-FLIGHT PLANNING/DECISION INADEQUATE PILOT IN COMMAND
- 4. PLANNED APPROACH INADEQUATE PILOT IN COMMAND
- 5. 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) 1,2,5

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

File No 1181 10/31/86 WINST	ON-SALEM,NC	A/C Reg	. No. N2373G	Т	ime (Lcl) -	1215 EDT	Г
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Aircraft [NONE Fire NONE	Damage Cre Pas		Injur Serious O O		None 1 0
Aircraft Information Make/Model - PIPER PA-38-112 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1700 No. of Seats - 2	Number Eng	gines - 1 De - RECII	MING .0-235-L2C PROCATING-CARBU	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- 080/015 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS A Destination SAME AS A ATC/Airspace Type of Fli Type of Cle	ACC/INC ACC/INC ight Plan - ! earance - !		ON AIR Airport D SMITH Runway Runway Runway	ata REYNOLDS Ident - Lth/Wid - Surface -		150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 23 Biennial Flight R Current Months Since Aircraft Type	Review - N/A - N/A	Total - Make/Model-	ight Time (H 48 24	lours) Last 24 Last 30	Hrs - Days- UN	2
Instrument Rating(s) - NONE							
Narrative WHILE CONDUCTING TOUCH AND GO LANDINGS, N2373 GO-AROUND DUE TO ANOTHER AIRCRAFT ON RUNWAY O CRASHED INTO TREES SHORT OF RUNWAY 21. EXAMIN THE FUEL SYSTEM.	3. THE PILOT REVER	RSED HIS COU	RSE TOWARD RUNV	VAY 21. THE	AIRCRAFT	ROM	

File No 11	81 10/31/86	WINSTON-SALEM,NC	A/C Reg. No. N2373G	Time (Lc1) - 1215 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TO APPROACH - GO-AF	OTAL) - NON-MECHANICAL ROUND (VFR)		
Finding(s) 1. FLUID, FUEL - EX 2. FUEL SUPPLY - 3. PREFLIGHT PLANN	INADEQUATE - PILO	OT IN COMMAND INADEQUATE - PILOT IN CO	OMMAND	
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation				
Finding(s) 4. OBJECT - TREE(S				
Probable Cause				
The National Transpo	rtation Safety Boa	ard determines that the I	Probable Cause(s) of this accid	lent

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

File No 1081 6/07/86 WILL	ISTON,ND A/C R	eg. No. N6190Z	Т	ime (Lc1) -	- 1420 CD1	
Type Operating Certificate-AGRICULTURA Type of Operation -AERIAL APPL Flight Conducted Under -14 CFR 137 Accident Occurred During -MANEUVERING	SUBSTAI ICATION Fire NONE	: Damage NTIAL Crew Pass	-	Injur Serious O O		None 1 O
Aircraft Information Make/Model - PIPER PA-25 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2300 No. of Seats - 1	Eng Make/Model - LY0 Number Engines - 1 Engine Type - RE0 Rated Power -		S	Installed/Æ		
Environment/Operations Information Weather Data W× Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 330/006 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	OFF AII 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 Instrument Rating(s) - NONE Narrative PLT STATED THAT HE WAS UNFAMILIAR WITH THE GATTENTION TO THE PWR LINES AND ROAD AND DID GO TURN BACK OUT, BUT WITH DOWNWIND IT BLEW GO KNOTS.	NOT REALIZE THE HILL OUT FROM	Total - Make/Model- Instrument- Multi-Eng - . HE ALSO STATED, NT WAS AS HIGH AS	yht Time (Ho 4600 1060 0 600 "I WAS PAY IT WASI	Durs) Last 24 Last 30 Last 90 Last 90 Last 90 Last 90 Last 90	4 Hrs - UN Days- UN Days- UN	IK/NR IK/NR

File No. - 1081 6/07/86 WILLISTON, ND A/C Reg. No. N6190Z Time (Lc1) - 1420 CDT

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

Finding(s)

- 1. PREFLIGHT PLANNING/PREPARATION POOR PILOT IN COMMAND
- 2. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 3. CLEARANCE NOT MAINTAINED PILOT IN COMMAND
- 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION PILOT IN COMMAND
- 5. REMEDIAL ACTION INADEQUATE PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information				ime (Lcl)	- 1515 C	DT
Type Operating Certificate-NONE (GENERA	AL AVIATION) Aircraft	Damage		Inju	ries	
	SUBSTANT	IAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	Crew	0	0	0	1
	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - BEECH 95-B55	Eng Make/Model - CONT	INENTAL IO-470-L		Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2		S	tall Warni	ng Syste	m - YES
Max Gross Wt - 5100	Engine Type - RECI					
No. of Seats - 6	Rated Power - 2	.60 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR	PORT		
Method - N/A	HAWLEY, MN					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	FARGO, ND		HECTOR		4.77	
Wind Dir/Speed- 250/007 KTS	ATC/Airspace			Ident Lth/Wid		150
Visibility - 40.0 SM Lowest Sky/Clouds - 3600 FT SCA		NONE		Surface		
Lowest Ceiling - NONE	Type of Clearance -				- DRY	. / C
Obstructions to Vision- NONE	Type of Crearance - Type Apch/Lndg -		Runway	Status	- DKT	
Precipitation - NONE	Type Apeny Ling	TRAITIC FAITERN				
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 26 M	ledical Certifica	te - VALID	MEDICAL -N	O WATVER	S/LIMIT
Certificate(s)/Rating(s)	Riennial Flight Review	Flia	nt Time (H			0, = 1
PRIVATE	Current - YES	Total -			4 Hrs -	UNK/NR
SE LAND, ME LAND	Months Since - 6	Make/Model-				
55 5	Aircraft Type - UNK/NR		0	Last 9	O Davs-	127
	,	Multi-Eng -	204	Rotorc	raft -	0

File No 118	7/13/86	FARGO, ND	A/C Reg. No. N67297	Time (Lcl) - 1515 CDT
Occurrence Phase of Operation	GEAR COLLAPSED LANDING - ROLL			
Finding(s) 1. GEAR RETRACTION	- INADVERTENT - P	PILOT IN COMMAND		
Probable Cause	-			

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

File No 1143 8/10/86 L	_ANGDON, ND	A/C Reg	. No. N2417J		Time (Lcl)	- 0630 CDT	
Basic Information Type Operating Certificate-AGRICULT	TURAL AIRCRAFT	Aircraft	Damage		Inju	ries	
		SUBSTANT		Fatal			None
Type of Operation -AERIAL A		Fire		ew 0	0	-	1
Flight Conducted Under -14 CFR 1	137	NONE	Pa	ass O	0	0	0
Accident Occurred During -TAXI							
Aircraft Information							
Make/Model - CESSNA A188B			INENTAL IO-520		Installed/		
Landing Gear - TRICYCLE-FIXED		gines - 1			Stall Warni	ng System	- YES
Max Gross Wt - 3300			P-FUEL INJECTE	D			
No. of Seats - 1	Rated Powe	er - 3	00 HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIE		ture Point		ON AI	RPORT		
Method - N/A	UNK/NR						
Completeness - N/A	Destination			Airport (
Basic Weather - VMC	LOCAL			LANGD			
Wind Dir/Speed- 330/008 KTS	. — - /					- 35	
Visibility - 15.0 SM	ATC/Airspace				/ Lth/Wid		50
Lowest Sky/Clouds - 10000 FT					/ Surface		
	Type of Cle			Runwa	/ Status	- DRY	
Obstructions to Vision- NONE	Type Apch/I	_ndg -	NUNE				
Precipitation - NONE Condition of Light - DAYLIGHT							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 37					D WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight I	Review	F1	ight lime (Hours)		
COMMERCIAL	Current	- YES	lotal -	3675		4 Hrs -	
SE LAND, ME LAND, SE SEA	Months Since		Make/Model-	2590	Last 3	Days- UN	IK/NR
	Aircraft Type	e - GRUMMAN	Instrument	. /5	Last 9	Days-	119
			Multi-Eng -	15			
Instrument Rating(s) - AIRPLAN	NE						
Narrative [LE GROUND TAXIING FOR TAKEOFF THE ACFT	LEET MAIN GEAD BOAKE	EVITED DID	ING THE ENGLIS	IC DIGHT COOL	IND LOOP TH	F	
TT MAIN GEAR COLLAPSED AND THE LEFT WIN			TING THE ENSUIT	ad KIGIII GRU	DIAD FOOL IL	L	

File No. - 1143 8/10/86 LANGDON,ND A/C Reg. No. N2417J Time (Lcl) - 0630 CDT

Occurrence LOSS OF CONTROL - ON GROUND Phase of Operation TAXI - TO TAKEOFF

Finding(s)

- 1. LANDING GEAR, NORMAL BRAKE SYSTEM FAILURE, TOTAL
- 2. FLUID, HYDRAULIC EXHAUSTION
- 3. GROUND LOOP/SWERVE UNCONTROLLED PILOT IN COMMAND

----Probable Cause----

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

File No 1018 8/26/86 GRAM	D FORKS,ND A/C R	eg. No. N900TS	T	ime (Lcl) -	1535 CDT	
Basic Information Type Operating Certificate-ON-DEMAND A	IR TAXI Aircraf SUBSTA	t Damage	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Cocurred During -TAXI	Fire NONE	Crew Pass	0	0 0	Minor 0 0	None 1 5
Aircraft Information Make/Model - PIPER PA-23E-250 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5200 No. of Seats - 6	Eng Make/Model - Ly Number Engines - 2 Engine Type - RE Rated Power -			Installed/A tall Warnir		- YES-UNK/NR - YES
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINEN Basic Weather - VMC Wind Dir/Speed 360/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	MASON CITY,IA ATC/Airspace Type of Flight Plan Type of Clearance	- IFR	ON AIRE Airport Da GRAND E Runway Runway Runway	ata FORKS-MARK Ident - Lth/Wid - Surface -	UNK/NR UNK/NR	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP SE LAND,ME LAND	Age - 35 Biennial Flight Review Current - YES Months Since - 18 Aircraft Type - UNK/NR	Total - Make/Model-	ht Time (Ho 5725 33 515	ours) Last 24	Hrs ~ Days- UN	3
_ Instrument Rating(s) - AIRPLANE				_ ~ _ ~		
THE ACFT WAS EN ROUTE FROM FLIN FLON AIRPORT ND, FOR FUEL AND TO CLEAR CUSTOMS. DURING TA AND THE RIGHT MAIN LANDING GEAR COLLAPSED. POWER OF FOUR SPRINGS ON THE OVERCENTER CAM DESTRETCHED. WITH THE ACFT ON JACKS THE SPRING BETWEEN THE DOWNLOCK SWITCH AND THE DOWNLOCK A FIRM UPWARD PRESSURE WAS APPLIED TO THE OVERTICAL POSITION. AND THAT IT WAS POSSIBLE FOR THE ACT OF THE PROPERTY OF THE PROPERY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY	XI FOR TAKEOFF, THE ACFT STR OST ACCIDENT EXAMINATION REV VICE WAS DETACHED FROM ITS P WAS REATTACHED AND THE GEAR OVERCENTER MECHANISM. WITH ERCENTER DEVICE AND THE RIGH R HANDLE DID NOT ALWAYS CATC	UCK A 1-INCH CONCR EALED THE ACTUATOR ROPER ATTACH POINT WAS EXTENDED, TRA SOME WEIGHT APPLIE T MAIN LANDING GEA H THE SAFETY LATCH	ETE LIP ON ROD END WA AND WAS EX PPING THE S D TO THE LA R RETRACTED WHEN PLACE	THE RAMP AS BENT AND XCESSIVELY SPRING ANDING GEAR D. FURTHER ED IN THE		

File No 10	18 8/26/86	GRAND FORKS,ND	A/C Reg. No. N900TS	Time (Lc1) - 1535 CDT
Occurrence #1 Phase of Operation		NT/SYSTEM FAILURE/MALF	UNCTION	
		TENSION ASSEMBLY - BE TENSION ASSEMBLY - DI	SCONNECTED	
Occurrence #2 Phase of Operation				
Finding(s) 3. AIRPORT FACILIT	IES,RUNWAY/LANDING	AREA CONDITION - ROUG		
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transpo is/are finding(s) 1,	,	rd determines that the	Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is	/are finding(s) 3		

File No 1095 9/05/86 G00D	RICH,ND A/C Reg	. No. N50989	Т	ime (Lcl)	- 1030 CD	Г
Basic Information Type Operating Certificate-NONE (GENER Type of Operation -OTHER WORK Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	SUBSTANT		Fatal O O	Inju Serious O O		None 1 0
Aircraft Information Make/Model - CESSNA 150J Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Eng Make/Model - CONT Number Engines - 1 Engine Type - RECI Rated Power - 1	PROCATING-CARBURE	S	Installed/ tall Warni		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 315/007 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 5500 FT SCA Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary G Last Departure Point HURDSFIELD,ND Destination LOCAL ATC/Airspace TTERED Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE NONE	OFF AI Airport D Runway Runway Runway	Ident Lth/Wid Surface	- N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 27 M Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Fligh Total - Make/Model-	t Time (H 199 187	ours) Last 2 Last 3		3
Instrument Rating(s) - NONE						
PLT SAID HE WAS FLYING LOW AND CHASING BLACK SAID HE MADE ONE PASS OVER FIELD AND WAS TUR TO STALL. I BROUGHT IT OUT OF THE STALL BUT SPOKESMAN, A PLT MUST EITHER POSSESS AN AGRI CERTIFICATE OF AUTHORIZATION (FAA FORM 7711-PLT DID NOT POSSESS EITHER CERTIFICATE.	NING AROUND FOR ANOTHER PASS. DIDN'T HAVE ENOUGH ALTITUDE TO CULTURAL OPERATOR CERTIFICATE	"I GOT MY AIRSPEE REGAIN AIRSPEED. ISSUED UNDER 14 C	D TOO LOW " ACCORDI FR 137 OR	AND START. NG TO AN F. OBTAIN A	AA	

File No 10	95 9/05/86 GOODRICH,ND	A/C Reg. No. N50989	Time (Lcl) - 1030 CDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - IN FLIGHT MANEUVERING - TURN TO REVERSE DIRECTI	CON	
2. PULL-UP - EXCES	NTIONAL - PILOT IN COMMAND SIVE - PILOT IN COMMAND TENT - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
	ON - HIGH VEGETATION ON - MOUNTAINOUS/HILLY		
Probable Cause			
The National Transpo	rtation Safety Board determines that th	ne Probable Cause(s) of this accide	ent

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

File No 1186 10/08/86 GRAFT	ON, ND	A/C Reg. No.	N8125H	Т	ime (Lc1) -	1530 CDT	
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Aircraft Damag SUBSTANTIAL Fire NONE	e Crew Pass	Fatal O O	Injur Serious O O		None 1 0
Aircraft Information Make/Model - PIPER PA-32R-301T Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3600 No. of Seats - 7	Eng Make/Mod Number Engin Engine Type Rated Power	- RECIP-FUE	L INJECTED		Installed/A Stall Warnir		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 350/015 KTS Visibility - 25.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departur SAME AS ACC Destination BISMARCK,ND ATC/Airspace Type of Fligh Type of Clear	/INC t Plan - NONE ance - NONE	,	OFF AI Airport D GRAFTC Runway Runway Runway	N MUNI.	N/A N/A DIRT	
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND, ME LAND Instrument Rating(s) - AIRPLANE	Biennial Flight Rev Current - Months Since - Aircraft Type -	iew YES TO 12 Ma C-172 In Mu	tal - ke/Model- strument- lti-Eng -	t Time (F 1979 55 130 78	lours) Last 24 Last 30 Last 90	Hrs - UN Days- UN Days- UN	IK/NR IK/NR
PLT MADE FORCED LANDING ON DIRT ROAD SHORTLY GEAR BUT ACFT TOUCHED DOWN BEFORE GEAR LOCKED MAILBOX DURING ROLLOUT. POST ACCIDENT INSPECT DEVELOPMENT OF FULL POWER. ADDITIONALLY, TIRE THE PLT SAID THE TAKEOFF GROUND ROLL WAS NOT	AND LEFT MAIN LANDI ION REVEALED A GUMMY S WERE REPORTED TO B	NG GEAR COLLAP RESIDUE ON TU	SED. LEFT WIN	NG ALSO S TE CONTRO	TRUCK A IL, PRECLUDI	NG	

File No 11	86 10/08/86 GRAFTON,ND	A/C Reg. No. N8125H	Time (Lc1) - 1530 CDT
	LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF TAKEOFF - INITIAL CLIMB		
2. THROTTLE/POWER	TURBOCHARGER - NOT ENGAGED LEVER,PUSH/PULL ROD - MOVEMENT RESTRICTED - PERFORMED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation			
5. ALTITUDE - INADI	- ATTEMPTED - PILOT IN COMMAND EQUATE - PILOT IN COMMAND		
Occurrence #3 Phase of Operation	MAIN GEAR COLLAPSED LANDING - ROLL		
	OCKED - NOT ATTAINED - PILOT IN COMMAND		
Occurrence #4 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
Probable Cause			
The National Transports/are finding(s) 1,2	rtation Safety Board determines that the Proba 2	able Cause(s) of this accident	
Factor(s) relating to	o this accident is/are finding(s) 3,4,5,6		

	ISLAND,NE A/C Reg. No. N1198Z		Time (Lc1) - 0238 CDT			
AIR TAXI IR FREIGHT,INC. DOMESTIC,CARGO	Aircraft Damage DESTROYED Fire ON GROUND	Crew Pass	Fatal 1 O	Serious O		None O O
Number Engine Engine Type	es - 2 - RECIP-FUEL					
OMAHA, NE Destination SAME AS ACC, ATC/Airspace Type of Flight FRCAST Type of Clear	/INC t Plan - IFR ance - IFR		OFF AIR Airport Da CENTRAL Runway Runway Runway	PORT/STRIP ta NEBRASKA F Ident - Lth/Wid - Surface -	N/A N/A N/A	
Biennial Flight Rev Current - Months Since - Aircraft Type -	iew YES Tot 1 Mak 680FL Ins Mul	Fligh al - e/Model- trument- ti-Eng -	nt Time (Ho 5522 520 595 2873	Last 24 Last 30 Last 90 Last 90	Hrs - UNH Days- UNH Days- UNH	K/NR K/NR
	Eng Make/Mode Number Engine Engine Type Rated Power Itinerary Last Departure OMAHA,NE Destination SAME AS ACC, ATC/Airspace Type of Flight ERCAST Type of Clears Type Apch/Lndg Age - 31 Biennial Flight Rev Current Months Since - Aircraft Type -	IR FREIGHT, INC. DESTROYED DOMESTIC, CARGO Fire ON GROUND Eng Make/Model - LYCOMING IG Number Engines - 2 Engine Type - RECIP-FUEL Rated Power - 380 HP Itinerary Last Departure Point OMAHA, NE Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - IFR ERCAST Type of Clearance - IFR Type Apch/Lndg - ILS-LOG Age - 31 Medical Biennial Flight Review Current - YES Total Months Since - 1 Make Aircraft Type - 680FL Ins	Eng Make/Model - LYCOMING IGSO-540-B1A Number Engines - 2 Engine Type - RECIP-FUEL INJECTED Rated Power - 380 HP Itinerary Last Departure Point OMAHA,NE Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - IFR ERCAST Type of Clearance - IFR Type Apch/Lndg - ILS-LOCALIZER Age - 31 Medical Certificat Biennial Flight Review Current - YES Total - Months Since - 1 Make/Model- Aircraft Type - 680FL Instrument- Multi-Eng -	IR FREIGHT, INC. DESTROYED Fatal DOMESTIC, CARGO Fire Crew 1 ON GROUND Pass O Eng Make/Model - LYCOMING IGSO-540-B1A ELT I Number Engines - 2 St Engine Type - RECIP-FUEL INJECTED Rated Power - 380 HP Itinerary Airport P Last Departure Point OFF AIR OMAHA, NE Destination Airport Da SAME AS ACC/INC CENTRAL Runway ATC/Airspace Runway Type of Flight Plan - IFR Runway Type of Clearance - IFR Runway Type Apch/Lndg - ILS-LOCALIZER Age - 31 Medical Certificate - VALID Biennial Flight Review Flight Time (Hoc Current - YES Total - 5522 Months Since - 1 Make/Model - 520 Aircraft Type - 680FL Instrument - 595 Multi-Eng - 2873	IR FREIGHT, INC. DDMESTIC, CARGO Fire ON GROUND Pass O O ON GROUND Eng Make/Model - LYCOMING IGSO-540-B1A Number Engines - 2 Engine Type - RECIP-FUEL INJECTED Rated Power - 380 HP Itinerary Last Departure Point OMAHA, NE Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - IFR ERCAST Type of Clearance - IFR Type Apch/Lndg - ILS-LOCALIZER Age - 31 Biennial Flight Review Current - YES Months Since - 1 Make/Model - 520 Multi-Eng - 2873 Multi-Eng - 2873	IR FREIGHT,INC. DESTROYED Fatal Serious Minor DOMESTIC,CARGO Fire Crew 1 0 0 0 ON GROUND Pass 0 0 0 0 0 Eng Make/Model - LYCOMING IGSO-540-B1A Number Engines - 2 Stall Warning System Engine Type - RECIP-FUEL INJECTED Rated Power - 380 HP Itinerary Last Departure Point OMAHA,NE Destination SAME AS ACC/INC CENTRAL NEBRASKA REGIONAL Runway Ident - N/A Runway Ident - N/A Runway Ident - N/A Runway Surface - N/A Runway Surface - N/A Runway Surface - N/A Type of Clearance - IFR Runway Status - N/A Type Apch/Lndg - ILS-LOCALIZER Age - 31 Medical Certificate - VALID MEDICAL-WAIVERS/LIM Biennial Flight Review Flight Time (Hours) Current - YES Total - 5522 Last 24 Hrs - UN Months Since - 1 Make/Model - 520 Last 30 Days- UN Aircraft Type - 680FL Instrument - 595 Last 90 Days- UN Multi-Eng - 2873

File No 10	5/09/86	GRAND ISLAND,NE	A/C Reg. No. N1198Z	Time (Lcl) - O238 CDT
Occurrence #1 Phase of Operation				
 MAINTENANCE - IN-FLIGHT PLANN 			ND	·
Occurrence #2 Phase of Operation				
Finding(s) 5. OBJECT - TREE(S				
Occurrence #3 Phase of Operation		ROLLED		
Occurrence #4 Phase of Operation	FIRE OTHER			
Probable Cause				
The National Transpois/are finding(s) 3,		rd determines that the	Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is	are finding(s) 1,2,5		

Basic Information Type Operating Certificate-AGRICULTU	IDAL AIDODAET	Ainonaft Damaga			Taiun	100	
Type operating certificate-AGRICOLIC		SUBSTANTIAL		Injuries Fatal Serious Minor None			
Type of Operation -AERIAL AF	PLICATION	Fire	Crew				1
Flight Conducted Under -14 CFR 13 Accident Occurred During -LANDING		NONE	Pass	0	0	0	0
Aircraft Information Make/Model - GRUMMAN G-164A	Eng Make/Moo	lel - P&W R-985-AN1		FIT 1	nstalled/A	ctivated	- NO -N/
Landing Gear - TAILWHEEL-ALL FIXED	Number Engir	odel - P&W R-985-AN1				- YES	
Max Gross Wt - 3725 No. of Seats - 1		- RECIPROCATING - 450 HP	-CARBURE	TOR			
weather bala Wx Briefing - NO RECORD OF BRIEF Method - N/A	Itinerary ING Last Departur TEKAMAH.NE	Airport Proximity re Point OFF AIRPORT/STRIP					
Completeness - N/A Basic Weather - VMC	Destination LOCAL			Airport Da	ata		
Wind Dir/Speed- 180/013 KTS					Ident -		
Visibility - 10.0 SM Lowest Sky/Clouds - 25000 FT S	ATC/Airspace	+ Dlan - NONE			Lth/Wid - Surface -		
	Type of Clear		NDING		Status -		SETATION
Personnel Information Pilot-In-Command	Ago = 29	Modical Co	ntificat		MEDICAL -NO	WATVEDS	'
Certificate(s)/Rating(s)	Biennial Flight Rev	iew	te - VALID MEDICAL-NO WAIVERS/LIMIT nt Time (Hours)				
COMMERCIAL	Current -	YES Total	_	2029	Last 24	Hrs -	6
SE LAND, ME LAND	Months Since -	1 Make/M G-164A Instru	lode l -	1100	Last 30	Days- UN	IK/NR
	Aircraft Type -	G-164A Instru Multi-	ment- Eng -	146 15	Rotorcr	Days- aft -	34 1
Instrument Rating(s) - AIRPLANE							

File No 11	37 5/14/86 TEKAMAH,NE		Time (Lc1) - 0900 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER MANEUVERING - AERIAL APPLICATION		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT LANDING		
Finding(s) 2. OBJECT - TREE(S) 		
Occurrence #4 Phase of Operation			
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that the	e Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is/are finding(s) 2		

File No 1076	A/C Reg. N	o. N8413V	Time (Lc1) - 0729 CDT					
Basic Information Type Operating Certific	ate-AGRICULTURA	L AIRCRAFT		age		Injuri		
Type of Operation Flight Conducted Under Accident Occurred Durin	-14 CFR 137 g -DESCENT	ICATION	DESTROYED Fire NONE	Crew Pass	Fatal O O	Serious 1 O	Minor O O	None O O
Aircraft Information	MMANDER CALLAIR	Numb Engi	Make/Model - LYCOMIN er Engines - 1 ne Type - RECIPRO d Power - 235	CATING-CARBURE	Sta	nstalled/Ac all Warning		
Environment/Operations In Weather Data Wx Briefing - NO RE Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 160/O Visibility - UNK/N Lowest Sky/Clouds - Lowest Ceiling Obstructions to Vision Precipitation Condition of Light	CORD OF BRIEFIN D6 KTS R 8000 FT SCA - NONE - NONE - NONE	MIL Destin UNK ATC/Ain TTERED Type Type	Departure Point FORD,NE ation /NR space	E E	Airport Da Runway Runway I Runway I	PORT/STŔIP ta Ident - Lth/Wid - Surface -		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s COMMERCIAL SE LAND		Biennial Fl Current Months	ight Review - YES Since - 13 t Type - PA-28	cal Certificat Fligh Total - Make/Model- Instrument- Multi-Eng - UN	t Time (Ho 1080 689 45	urs) Last 24	Hrs - Days- Days-	8 160 204
Instrument Rating(s) - NONE							
Narrative A WITNESS REPORTED THE ACFT PI A STEEP NOSE DOWN ATTITUDE. TI COMPANY OWNER STATED THE ACFT STATE THE ACFT HAD A TENDENCY AGL.	HE ACFT WAS ENG WOULD HAVE BEE	AGED IN AN AE N AT AN ALT O	RIAL APPLICATION OPER F 150 TO 200 FT AGL R	RATION WHEN THE	E ACCIDENT EUVER. HE (OCCURRED.	THE O	

File No 10	7/12/86	PLEASANT DALE,NE	A/C Reg. No. N8413V	Time (Lc1) - 0729 CDT
Occurrence #1 Phase of Operation				
	NG - NOT MAINTAINE SSIVE - PILOT IN C			
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

File No 1044 7/22/86 NORFO	DLK, NE A/	C Reg. No. N62719	Τi	me (Lc1) -	· 1040 CD	Т
Basic Information Type Operating Certificate-NONE (GENER		raft Damage		Injur		
T		STANTIAL	Fatal	Serious		None
Type of Operation -PERSONAL	Fire		0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	IN	FLIGHT Pass	0	0	0	0
Aircraft Information						
Make/Model - PIPER PA-23-250T		LYCOMING LTID-540-C1A		nstalled/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -		St	all Warnir	ng System	- YES
Max Gross Wt - 5200	Engine Type -	RECIP-FUEL INJECTED				
No. of Seats - 6	Rated Power -	250 HP	*	0		
Environment/Operations Information						** * .
Weather Data	Itinerary		Airport P	roximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Po	int	ON AIRP	ORT		
Method - N/A	LANSING, MI					
Completeness - N/A	Destination		Airport Da	ita		
Basic Weather - VMC	SAME AS ACC/INC	:	KARL ST	EFAN		
Wind Dir/Speed- 190/005 KTS			Runway	Ident -	- 19	
Visibility - 18.0 SM	ATC/Airspace			Lth/Wid -	5800/	150
Lowest Sky/Clouds - 10000 FT SCAT	TERED Type of Flight Pl	an - NONE	,	Surface -		
Lowest Ceiling - NONE	Type of Clearance				DRY	
Obstructions to Vision- NONE	Type Apch/Lndg			010100	2	
Precipitation - NONE	Type Apeny Endg	FULL STOP				
Condition of Light - DAYLIGHT		1022 3101				
Personnel Information Pilot-In-Command	Age - 45	Medical Certificat	e - VALID	MEDICAL -WA	TVEDS /I TI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (Ho		(IVERS/LI	MITI
PRIVATE	Current - YES	3		,	Hrs -	3
SE LAND, ME LAND	Months Since - 8		000 IV /ND	Last 24) Davie III	NIZ /NID
SE LAND, ME LAND	Aircraft Type - PA-		IK/NK	Last 90	Days- U	NK/NK
	Aircraft Type - PA-	Multi-Eng -	510	Last 90	raft - U	I D
		Multi-Eng -	510	ROTORCE	`art - U	NK/NK
Instrument Rating(s) - AIRPLANE						
Narrative						
A FIRE STARTED INFLIGHT IN THE LEFT WHEEL WEL						
FUEL PUMPS DURING THE TURN TO FINAL APPROACH.	THE AIRPLANE WAS LANDED	AND THE PILOT EVACUAT	ED SAFELY.	ACCORDING	ì	
TO WITNESSES, THE AIRPLANE APPEARED TO BE ON	A LEVEL PLANE WHEN THE P	ILOT EVACUATED THE AIR	PLANE BUT	LATER AFTE	R	
THE FIRE PROGRESSED, THE LEFT SIDE OF THE AIR	PLANE DROPPED WHEN THE F	IRE BURNED THROUGH THE	LEFT MAIN	I GEAR AREA	١	
AND THE LEFT MAIN SPAR. AFTERWARD, THE LEFT M	AIN GEAR APPEARED TO BE	COLLAPSED FROM THE FIR	E. A FRACT	URED FUEL		
LINE WAS FOUND NEAR THE LEFT ENGINE DRIVEN FU						
DURING THE TIGHTENING PROCESS AND THE GEOMETR						
			= -= -0.00			

File No 10	44 7/22/86	NORFOLK, NE	A/C Reg. No. N62719	Time (Lc1) - 1040 CDT
Occurrence Phase of Operation	FIRE APPROACH - VFR F	PATTERN - BASE TO FIN	AL	
Finding(s) 1. FUEL SYSTEM,LIN	E - FAILURE,TOTAL			
Probable Cause				
The National Transpo	rtation Safety Bos	erd determines that t	he Probable Cause(s) of this accide	nn†

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

File No 1082 6/15/86 SANTA	FE,NM A/C	Reg. No. N52985	1	Time (Lcl)	- 0900 M	DT
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING			Fatal Crew O Pass O	Inju Serious O O		None 1 0
Aircraft Information Make/Model - CESSNA 172P Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2400 No. of Seats - 4	Number Engines -	RECIPROCATING-CAR		Installed/ Stall Warni		d - YES/YES m - YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 230/010 KTS Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Po- SAME AS ACC/INC Destination SCOTTSVILLE,AZ ATC/Airspace Type of Flight Pla Type of Clearance Type Apch/Lndg	an - NONE - VFR	ON AIR Airport [SANTA Runway Runway Runway Runway	Data FE	- ASPHAL	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 54 Biennial Flight Review Current - YES Months Since - 5 Aircraft Type - UNK,	Total	light Time (F - 321	Hours) Last 2	4 Hrs -	UNK/NR
Instrument Rating(s) - NONE						
THE PLT STATED THAT SHORTLY AFTER TAKEOFF THE ANY RWY. THE PLT CHOSE RWY 10. SHE ADDED ONE TOUCHING DOWN WITH 1/3 OF THE RWY REMAINING. CONTACTED A DITCH AND NOSED OVER. POST ACCIDE	NOTCH OF FLAPS OVER THE F BRAKES WERE APPLIED; HOWE	RWY THRESHOLD AND EVER, THE ACFT CON	THE ACFT CONT ITINUED OFF TH	TINUED TO F HE RWY WHER	LOAT,	

File No 10	82 6/15/86 SANTA FE,NM	A/C Reg. No. N52985	Time (Lc1) - 0900 MDT
Occurrence #1 Phase of Operation	LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF TAKEOFF - INITIAL CLIMB		
Finding(s) 1. ENGINE ASSEMBLY 2. ENGINE ASSEMBLY 3. EMERGENCY PROCE	,PUSH ROD - BENT DURE - PERFORMED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	OVERRUN LANDING - ROLL		
Finding(s) 4. PROPER TOUCHDOW	N POINT - NOT ATTAINED - PILOT IN COMMAND		
Occurrence #4 Phase of Operation			
Finding(s) 5. TERRAIN CONDITI	ON - DITCH		
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the Pro 2,4	bbable Cause(s) of this accid	ent

File No 1083 7/06/86 CIMA	RRON, NM	A/C Reg. No. N25	587B	T	ime (Lcl) -	1335 M DT	
Basic Information Type Operating Certificate-NONE (GENER	Si	rcraft Damage UBSTANTIAL			Injur Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	N	re ONE	Crew Pass	0	-	1	0
Aircraft Information Make/Model - PIPER PA-38 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Engines	- RECIPROCATING		S-	Installed/Adtall Warning		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 360/003 KTS Visibility - 50.0 SM Lowest Sky/Clouds - 2000 FT SCA Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	RATON,NM Destination LOCAL ATC/Airspace TTERED Type of Flight	Plan - NONE	,	Airport Da Runway Runway Runway	RPORT/STRIP	N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 20 Biennial Flight Revie Current - U Months Since - U Aircraft Type - U	NK/NR Total NK/NR Make/M	- Model-	104 104	Last 24	Hrs - Days- UN	2
Instrument Rating(s) - NONE							
Narrative THE PLT RECEIVED A CHECKOUT IN THE ACFT PRIO AT APPROXIMATELY 9,000 FOOT MSL ELEVATION. G INTO AN AREA OF HIGH TERRAIN. THE WITNESSES WAS CALCULATED TO BE 13,530 FEET.	R TO THE ACCIDENT AND TO ROUND WITNESSES STATED	HEN FLEW TO THE THAT THE ACFT WA	PHILMONT AS "BUZZIN	SCOUT RAING THE ARI	NCH LOCATED EA" AND FLEY		

File No. - 1083 7/06/86 CIMARRON,NM A/C Reg. No. N2587B Time (Lcl) - 1335 MDT

Occurrence

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING

Finding(s)

- 1. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- 2. WEATHER CONDITION HIGH DENSITY ALTITUDE
- 3. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 4. LOW PASS PERFORMED PILOT IN COMMAND
- 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY PILOT IN COMMAND
- 6. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY DETERIORATED
- 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY PILOT IN COMMAND
- 8. AIRSPEED NOT MAINTAINED PILOT IN COMMAND
- 9. STALL/MUSH INADVERTENT PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 4,8,9$

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

-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf	t Damage		Inju	ries	
Type operating benefit reads none (denember	SUBSTA		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 -TAXI						
Aircraft Information						
Make/Model - CESSNA 172H	Eng Make/Model - CO			Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			itall Warni	ng System	- YES
Max Gross Wt - 2150	Engine Type - RE		ETOR			
No. of Seats - 4	Rated Power -	145 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point		ON AIR	PORT		
Completeness - N/A	SAME AS ACC/INC Destination		Airport [12+2		
Basic Weather - VMC	LOS ALAMOS, NM		ALBUQU			
Wind Dir/Speed- 090/021 KTS	EGG ALAMOS, NA				- UNK/NR	
Visibility - 40.0 SM	ATC/Airspace			Lth/Wid		
	Type of Flight Plan	- NONE	Runway	Surface	- UNK/NR	
Lowest Ceiling - 7000 FT BROKE			Runway	Status ·	- UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 48	Medical Certifica	+ o \/A TC	MEDICAL W	A T. / E D.C. / L. T.A	
	Biennial Flight Review		ht Time (F		AIVERS/LIN	11.1
PRIVATE	Current - YES	Tota! -		Last 2	4 Hrs -	1
SE LAND				Last 30		16
	Months Since - 1 Aircraft Type - C-172	Ínstrument-	0	Last 90	Days-	27
Instrument Rating(s) - NONE						
Narrative						
E TAXIING FOR TAKEOFF IN STRONG GUSTY WIND	CONDITIONS THE AIRCRAFT W	AS BLOWN INTO AN I	NVERTED PO	SITION ON		
TAXIWAY.						

File No. - 1093 7/31/86 ALBUQUERQUE,NM A/C Reg. No. N3809R Time (Lc1) - 1759 MDT

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - HIGH WIND
3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

----Probable Cause----

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

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

File No 1185 8	3/23/86	SANTA FE,NM	A/C F	Reg. No. N24151		Т	ime (Lc1)	- 1815 MI	TC
-Basic Information									
Type Operating Certification	te-ON-DEN	MAND AIR TAXI		t Damage				ıries	
				YED			Serious		
Type of Operation			Fire		Crew	0	0		0
Flight Conducted Under			NONE	í	Pass	0	0	1	0
Accident Occurred During	g -DESCEN	NT 							
-Aircraft Information									
Make/Model - PIPER PA	-38		Eng Make/Model - LY	COMING 0-235-L2	2A	ELT :	Installed,	'Activated	d - YES/Y
Landing Gear - TRICYCLE	-FIXED		Number Engines - 1			S-	tall Warn	ing System	n - YES
Max Gross Wt - 1670			Engine Type - RE	CIPROCATING-CAR	RBURETOR				
No. of Seats - 2			Rated Power -	112 HP					
-Environment/Operations Inf	ormation-								
Weather Data			tinerary		Air	port f	Proximity		
Wx Briefing - FSS			Last Departure Point				RPORT/STR	P	
Method - TELEPH	IONE		LOS ALAMOS,NM				·		
Completeness - FULL			Destination		Airpo	ort Da	ata		
Basic Weather - VMC			LIBERAL,KS		•				
Wind Dir/Speed- 130/0:	5 KTS				R	unway	Ident	- N/A	
Visibility - 40.0) SM	Α	TC/Airspace				Lth/Wid		
Lowest Sky/Clouds -					R	unway	Surface	- N/A	
Lowest Ceiling	- 8000 F	T BROKEN	Type of Clearance	- NONE	Ru	unway	Status	- N/A	
Obstructions to Visior	- NONE		Type Apch/Lndg	- NONE					
Precipitation	- NONE								
Condition of Light	- DAYLIGH	łT							
Personnel Information									
Pilot-In-Command		Age -	45	Medical Certif	ficate - \	VALID	MEDICAL-V	VAIVERS/L	IMIT
Certificate(s)/Rating(s	;)	Bienn	ial Flight Review	F	- - - - - - - - - - - - - - - - - - -	me (Ho	ours)	•	
PRIVATE		С	urrent - YES	Total	- 149		Last 2	24 Hrs -	1
SE LAND		М	urrent - YES onths Since - 1 ircraft Type - PA-38	Make/Mode	1- 88		Last 3	30 Days-	56
		Α	ircraft Type - PA-38	Instrument	t- UNK/NR		Last 9	O Days-	128
				Make/Mode [:] Instrumen [:] Multi-Eng	- 3		Rotord	raft - l	JNK/NR
Instrument Rating(s)	- NONE								
Manager									
Narrative									
E FLYING THROUGH A MOUNTAI RED AN UNCONTROLLABLE DESC				ENCOUNTERED DOV	WNDRAFT W	IND C	JRRENTS. 1	HE ACFT	

File No 1185	8/23/86 SANTA FE,NM	A/C Reg. No. N24151	Time (Lc1) - 1815 MDT
Occurrence #1 IN FL Phase of Operation CLIME	IGHT ENCOUNTER WITH WEATHER 3 - TO CRUISE		
Finding(s) 1. WEATHER CONDITION - DO 2. TERRAIN CONDITION - MO 3. IN-FLIGHT PLANNING/D 4. ALTITUDE - NOT MAINTAL	DUNTAINOUS/HILLY DECISION - POOR - PILOT IN COMMAND	0	
Occurrence #2 IN FL Phase of Operation DESCE	IGHT COLLISION WITH TERRAIN NT - UNCONTROLLED		
Finding(s) 5. TERRAIN CONDITION - NO	DNE SUITABLE		
Probable Cause			
The National Transportation is/are finding(s) 3	Safety Board determines that the	e Probable Cause(s) of this accid	ent
Factor(s) relating to this	accident is/are finding(s) 1,2,4		

File No 1162 6/10/86 ROUN	10/86 ROUND MOUNTAIN,NV		6/10/86 ROUND MOUNTAIN,NV A/C Reg. No. N9761U			A/C Reg. No. N9761U Time (Lcl) - 1800 PDT			Time (Lcl) - 1800 PDT			
Basic Information Type Operating Certificate-NONE (GENER Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	RAL AVIATION)	Aircraft Dam DESTROYED Fire ON GROUND	age Crew Pass	Fatal 1	Injur Serious O O	ries Minor O O	None O O					
Aircraft Information Make/Model - GRUMMAN AA-5A Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2200 No. of Seats - 4		pe - RECIPRO	CATING-CARBURE	Ş	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- 160/006 KTS Visibility - 100.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	TONOPAH, Destination LOCAL ATC/Airspace Type of F1 Type of C1		E E	OFF Al Airport [Runway Runway Runway		N/A N/A N/A						
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - AIRPLANE	Age - 43 Biennial Flight Current Months Since Aircraft Typ	Review	cal Certificat Fligh Total - Make/Model- UN Instrument- UN Multi-Eng - UN	nt Time (F	Hours)	Hrs -	1					
Narrative HE PILOT AND PASSENGER DEPARTED ON A LOCAL ENSITY ALTITUDE CONDITIONS EXISTED AT THE T NDICATES THAT AS THE AIRCRAFT WAS PROGRESSI ERE NO WITNESSES NOR SURVIVORS TO THE ACCIE	TIME/PLACE OF THE A ING TOWARD UPSLOPIN	CCIDENT. KINEMA G TERRAIN AND A	TICS INFORMATI STALL CONDITI	ON FROM TON WAS EN	HE ACCIDENT	SITE						

File No. - 1162 6/10/86 ROUND MOUNTAIN, NV A/C Reg. No. N9761U Time (Lc1) - 1800 PDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation UNKNOWN Finding(s) 1. WEATHER CONDITION - HIGH DENSITY ALTITUDE Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 3. TERRAIN CONDITION - MOUNTAINOUS/HILLY 4. CLEARANCE - INADEQUATE - PILOT IN COMMAND The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1,3,4

File No 1179 2/15/86 JAM	MAICA, NY	A/C Reg. No.	N309EA	Т.	ime (Lc1) -	1830 EST	
Basic Information Type Operating Certificate-AIR CARRIE Name of Carrier -EASTERN AI Type of Operation -SCHEDULED, Flight Conducted Under -14 CFR 12- Accident Occurred During -STANDING	IR LINES ,DOMESTIC,PASSENGER	Aircraft Damag NONE Fire ON GROUND	e Crew Pass	Fatal O O		ies Minor O 14	None 11 227
Aircraft Information Make/Model - LOCKHEED L-1011-385 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 496000 No. of Seats - 293	Number Eng Engine Typ	Model - ROLLS-ROY gines - 3 pe - TURBOJET er - 42000 LB			Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - WEATHER NOT PERTINE Basic Weather - VMC Wind Dir/Speed- 320/008 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 5000 FT SC Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(BRIGH	MIAMI,FL ATC/Airspace CATTERED Type of Fli Type of Cle Type Apch/L	NY ight Plan - IFR earance - IFR		ON AIRE Irport Da JFK IN Runway Runway Runway	ata FERNATL	UNK/NR	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP ME LAND	Biennial Flight F Current Months Since	Review - YES To - 2 Ma e - L-1011 In	l Certificate Flight tal - 144 ke/Model- 35 strument- UNK/ lti-Eng - UNK/	Time (Ho 168 509 'NR	ours) Last 24 Last 30 Last 90	Hrs - UNI Days- UNI Days- UNI aft - UNI	K/NR K/NR
Instrument Rating(s) - AIRPLANE							
THE NO. 3 ENG TORCHED DURING A START ATTEMS SEEING THE TORCH FLAME/TAILCONE FIRE AND BE AND L4 EXITS. PAXS INITIATED THE EVACUATION EVACUATION WAS IN EFFECT AND THEREFORE OPEN LATER STOPPED AND BROUGHT UNDER CONTROL. THE TAILCONE FIRE NOR THE EVACUATION. WHEN THE THE FIRE WHICH THEY BELIEVED WAS UNDER CONTALERTED BY PILOTS IN NEARBY ACFT ABOUT THE ENGS REMAINED RUNNING DURING THE INCIDENT A	ETWEEN 30 TO 50 PAXS N AT THE UNATTENDED L NED L4 AND ALLOWED FL HE FLT CREW WAS AT FI Y LEARNED OF THE TAIL FROL AND THEREFORE RE OCCURRENCE AND ATC N	MADE AN UNAUTHOR 3 EXIT. A F/A MI JRTHER PAXS TO EV IRST NEITHER AWAR CONE FIRE THEY M EQUESTED NO EMERG NOTIFIED CFR WHO	IZED EVACUATION STAKENLY ASSUMED ACUATE. THE ENGING THE ENGING THE ENGING FOR SSISTANCE SPONDED TO THE STANDERSPONDED TO THE STANDERSPONDED TO THE STANDERSPONDED TO THE STANDERSPONDED TO THE SPONDED TO THE STANDERSPONDED PONDERSPONDER	ON OF THE MED THAT /ACUATION FORCH AND G IN ORDE CE. HOWEN FHE SITE	E ACFT VIA AN AUTHORI N OF THE AC D SUBSEQUEN ER TO EXTIN /ER, ATC WA . THE NOS.	THE L3 ZED FT WAS T GUISH S 1 & 2	

File No. - 1179 2/15/86 JAMAICA, NY A/C Reg. No. N309EA Time (Lc1) - 1830 EST

Occurrence MISCELLANEOUS/OTHER

Phase of Operation TAXI

Finding(s)

- 1. JUDGEMENT MISJUDGED PASSENGER
- 2. IMPROPER DECISION, PANIC OTHER PERSONNEL
- 3. SUPERVISION INADEQUATE FLIGHT ATTENDANT
- 4. CREW/GROUP COORDINATION DELAYED PILOT IN COMMAND
- 5. JUDGEMENT MISJUDGED PILOT IN COMMAND

----Probable Cause----

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

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

File No 1110 6/15/86 MIDDLE	E BASS IS.,OH A/C	Reg. No. N9135W	Time (Lo	el) - 1032 CDT	
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	_ AVIATION) Aircra DESTRI Fire ON GRO	Crew	Fatal Serio	Injuries Dus Minor I O D 4	None O 1
Aircraft Information Make/Model - PIPER PA-28-235 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2900 No. of Seats - 4	Eng Make/Model - L' Number Engines - Engine Type - RI Rated Power -	1 ECIPROCATING-CARBURE	Stall Wa	led/Activated - arning System -	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 150/008 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 11000 FT Lowest Ceiling - 11000 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poin MIDDLE BASS ISL,OH Destination PORT CLINTON,OH ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	Airport Proxim OFF AIRPORT/S Airport Data EAST POINT Runway Ident Runway Lth/W Runway Surfac Runway Status	- O9 id - 2100 ce - GRASS/TURI	=
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 57 Biennial Flight Review Current - YES Months Since - 11 Aircraft Type - PA-28	Total - Make/Model- UN	t Time (Hours) 1465 Las K/NR Las K/NR Las	AL-WAIVERS/LIMI st 24 Hrs - st 30 Days- UNK, st 90 Days- corcraft - UNK,	1 /NR 4
Instrument Rating(s) - AIRPLANE Narrative BEAVY RAINS HAD FLOODED THE CAUSEWAY THAT CONN F TRANSPORTATION OFF THE ISLAND AND THE PILOT BRASS AIRSTRIP. THE AIRSTRIP WAS WET WITH MUDE ACK TO THE RUNWAY. THE ACFT CONTINUED AND LIF ND COLLIDED WITH TREES OFF THE END OF THE RUN	T WAS ATTEMPTING TO FLY THE BY RUTS. WITNESSES OBSERVED TED OFF IN A NOSE HIGH AT	TO THE MAIN ISLAND. EM TO THE MAINLAND U O THE ACFT LIFT OFF FITUDE. THE ACFT DID	A FAMILY WAS IN SING THE 2,100 F AT MIDPOINT THEN	NEED FOOT N SETTLE	

File No 1	110 6/15/86	MIDDLE BASS IS.,OH	A/C Reg. No. N9135W	Time (Lc1) - 1032 CDT
Occurrence #1 Phase of Operation				
2. JUDGEMENT - PO 3. ABORTED TAKEOF	- ,	ND - PILOT IN COMMAND DENCE IN AIRCRAFT'S ABILI		
Occurrence #2 Phase of Operation				
Finding(s) 6. TERRAIN CONDIT				
Probable Cause-				
The National Transpois/are finding(s) 1		ard determines that the P	robable Cause(s) of this accid	ent
Factor(s) relating	to this accident is	s/are finding(s) 4		

File No 1176 7/07/86 KIRK	LAND,OH A/C	Reg. No. N7098A		Time (Lcl) -	0304 EDT	
-Basic Information Type Operating Certificate-NONE (GENER		aft Damage TANTIAL	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire NONE		rew O	0	0	1 O
-Aircraft Information	. ,					
Make/Model - CESSNA 172 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2200 No. of Seats - 4	Number Engines - Engine Type -		:	Installed/A Stall Warnin		
	Rateu Fower					
-Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE	Itinerary Last Departure Poi SARATOGA,NY	nt		Proximity IRPORT/STRIP		
Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 230/007 KTS	Destination CLEVELAND, OH			NATION	N/A	
Visibility - 4.000 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	ATC/Airspace Type of Flight Pla Type of Clearance		Runwa Runwa	y Lth/Wid - y Surface - y Status -	N/A N/A	
Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - NIGHT(DARK)	Type Apch/Lndg			, status	., .	
-Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 31 Biennial Flight Review Current - YES	Medical Certifi	icate - VALII ight Time (H		IVERS/LIM	IT
PRIVATE	Current - YES		138	Last 24	Hrs -	7
SE LAND	Months Since - 8 Aircraft Type - C-15	Make/Model-	- 86 - 5	Last 30	Days-	21
	Aircraft Type - C-15		. 0	Rotorcr	aft -	40 0
Instrument Rating(s) - NONE						
Narrative LOT HAD FLOWN FROM WISCONSON TO CAPE COD O PARTED PROVINCETOWN ON SUNDAY MORNING AND WITH A STOP AT WESTOVER, ARRIVING AT SARA T AND AFTER BEING AIRBORNE FOR ABOUT 4.25 E AIRCRAFT COLLIDED WITH TREES. TWO AND ON PTY. ALTHOUGH THE RIGHT TANK HAD BEEN RUPT	STOPPED AT HYANNIS DUE TO TOGA SPRINGS AT 2157 EDT. HOURS, TOLD CLEVELAND APPR E-HALF QUARTS OF FUEL WERE	WEATHER. HE THEN F HE DEPARTED SARATO OACH CONTROL THAT FOUND IN THE LEFT	FLEW ON TO SA DGA SPRINGS A HE HAD AN EA TANK; RIGH	ARATOGA SPRI AT ABOUT 225 NGINE OUT. T TANK WAS		

7/07/86 File No. - 1176 KIRKLAND, OH A/C Reg. No. N7098A Time (Lc1) - 0304 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation DESCENT - EMERGENCY Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND 4. IMPROPER USE OF PROCEDURE, FATIGUE - PILOT IN COMMAND 5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, SELF-INDUCED PRESSURE - PILOT IN COMMAND 7. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND 8. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY Finding(s) 9. LIGHT CONDITION - DARK NIGHT 10. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 1,2,3,5,7,8$

Factor(s) relating to this accident is/are finding(s) 4,9,10

File No 1146 8/24/86 WADSW	ORTH,OH A/C	Reg. No. N50HZ	Ti	me (Lc1) -	- 1000 EDT	
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING				Injur Serious O O		None 0 0
Aircraft Information Make/Model - PIPER PA-23-250 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5200 No. of Seats - 6	Number Engines -	ECIP-FUEL INJECTED	S1	nstalled/Æ	ng System	- YES
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed - 350/012 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 Poir TOLEDO,OH Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plar Type of Clearance Type Apch/Lndg	- NONE - NONE	Airport F ON AIRF Airport Da MUNICIF Runway Runway Runway	Proximity PORT uta PAL	- 02 - 3225/ - CONCRETE	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 57 Biennial Flight Review Current - YES Months Since - 12 Aircraft Type - UNK/N	Medical Certifica Flig Total - Make/Model- R Instrument-	ht Time (Ho 3967 2633	ours) Last 24 Last 30	1 Hrs - Davs- UN	14
Instrument Rating(s) - AIRPLANENarrative RING THE LANDING ROLL ON RWY O2, THE PILOT NWAY. THE REPORTED WINDS WERE 290 DEGREES A ILURE. THE ACFT BRAKE SYSTEM OPERATED NORMA	T 8 KNOTS. THE WRECKAGE EX	AMINATION FAILED TO				

File No 114	46 8/24/86	WADSWORTH, OH	A/C Reg. No. N50HZ	Time (Lcl) - 1000 EDT
Occurrence #1 Phase of Operation		- IN FLIGHT		
 WEATHER CONDITION FLIGHT CONTROL 	DN - CROSSWIND _S - IMPROPER USE	DEQUATE - PILOT IN COMMAND DF - PILOT IN COMMAND NED - PILOT IN COMMAND)	
Occurrence #2 Phase of Operation		ION WITH TERRAIN		
Finding(s) 5. TERRAIN CONDITION	ON - DITCH			
Probable Cause				
The National Transports/are finding(s) 1,3		rd determines that the Pro	obable Cause(s) of this acci	dent
Factor(s) relating to	this accident is	/are finding(s) 2,5		

-Basic Information							
Type Operating Certificate-NONE (GENERAL		aft Damage			Injur		
Type of Operation -PERSONAL	DESTR		Cnou	Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	NONE		Crew Pass	0	0	0	1
Accident Occurred During -LANDING	NONE		F 435	O	O	V	O
-Aircraft Information							
Make/Model - SUNBURST N/A	Eng Make/Model - l	JNK UNK .		ELT I	nstalled/A	ctivated -	NO -N/
Landing Gear - TRICYCLE-FIXED	Number Engines -				all Warning	g System -	NO
Max Gross Wt - UNK/NR	Engine Type - F		CARBURE	TOR			
No. of Seats - 1	Rated Power - l	JNK/NR 					
-Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary			Airport P			
wx Briefing - NU RECURD OF BRIEFING Method - N/A	Last Departure Poir SAME AS ACC/INC	ιτ		UFF AIR	PORT/STRIP		
Completeness - N/A	Destination			Airport Da	+ 2		
Basic Weather - VMC	SAME AS ACC/INC			ALLEN C			
Wind Dir/Speed- 235/005 KTS	3AME A3 A00/ 1110				Ident -	32	
Visibility - UNK/NR	ATC/Airspace				Lth/Wid -		50
Lowest Sky/Clouds - CLEAR	Type of Flight Plar	n - NONE			Surface -		
Lowest Ceiling - NONE	Type of Clearance			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PA	TTERN	-			
Precipitation - NONE		FULL STOP					
Condition of Light - DUSK							
-Personnel Information							
Pilot-In-Command	Age - 28	Medical Cer	tificat	e - VALID	MEDICAL-NO	WAIVERS/L	IMII
<pre>Certificate(s)/Rating(s) PRIVATE</pre>	Biennial Flight Review	To+01	Filgn	T TIME (HC	urs)	Una - UNIZ	/ND
SE LAND	Current - YES Months Since - 1	Make/Me	- dol-	316	Last 24	HIS - UNK	/ INK / NID
SL LAINU	Aircraft Type - UNK/N	Make/MU ID Instrum	acı- ant-	6	Last 24 Last 30 Last 90 Rotorcr	Days - UNK	/NR
	ATICIATE Type - UNK/	Multi-F	on -	15	Rotorcra	aft - INK	/NR
		Marci	19	10	NO COT CT	are one	,
Instrument Rating(s) - NONE							
-Narrative							
ORDING TO THE PLT, THE ULTRALIGHT WAS BEIN	G TAXIED WHEN A GUST OF WI	IND CAUSED IT	то весо	ME AIRBORN	E. THE PLT	ELECTED	
FLY AROUND THE TRAFFIC PATTERN AND RETURN .					AILERONS W	ERE	
KED IN THE LEFT BANK POSITION. THE ULTRALIO	GHT WAS DAMAGED WHEN A LAN	IDING WAS MADE	INAC	ORNFIELD.			

File No. - 1030 8/28/86 LIMA,OH A/C Reg. No. NONE Time (Lc1) - 2030 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION TAKEOFF - GROUND RUN

Finding(s)

1. FLIGHT CONTROL,AILERON - JAMMED
2. UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN

Finding(s)
3. TERRAIN CONDITION - CROP

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

SUBSTA Fire NONE UCHDOWN Eng Make/Model - CO Number Engines - C Engine Type - RE Rated Power -	ONTINENTAL 10-3	Crew Pass 46-A	St	0 0	Minor 0 0	
Fire NONE JCHDOWN Eng Make/Model - CC Number Engines - Engine Type - RE Rated Power -	ONTINENTAL 10-3	Crew Pass 46-A	O O ELT I St	0 0 	0 0 	1 0
NONE JCHDOWN Eng Make/Model - CC Number Engines - Engine Type - RE Rated Power -	ONTINENTAL IO-3	Pass 46-A	O ELT I St	0 [nstalled/A	0 	O
Eng Make/Model - CC Number Engines - Engine Type - RE Rated Power -	ONTINENTAL IO-3	46-A	ELT I		 Activated	- YES-UNK/N
Eng Make/Model - CC Number Engines Engine Type - RE Rated Power -	: :CIPROCATING-CA		St			
Number Engines - REENgine Type - REENGEREEN - REENERS -	: :CIPROCATING-CA		St			
Number Engines - REENgine Type - REENGEREEN - REENERS -	: :CIPROCATING-CA		St			
Engine Type - RE Rated Power	CIPROCATING-CA	RBURETOR		tall Warnir	na System	
Rated Power -		RBURETOR			ig by com	- YES
tinerary	165 HP					
		Αi	rport P	Proximity		
Last Departure Point	:	1	ON AIRP	PORT		
ZANESVILLE, OH						
Destination			port Da			
MARYSVILLE, OH			UNION C		00	
C/Ainchaco					-	75
	- VED					/5
		'	Runway	status -	DRI	
Type Apeny Endg	- FULL 310F					
27	Modical Conti	ficata -	VALTO	MEDICAL -NO	. WATVEDS /	LIMIT
					MAIVERS/	CIMII
					l Hrs ~	4
			1	Last 30) Davs- UN	
-						12
Trofact Type 147 A	Trio et ameri			2451 50	Juyu	
_						
HE PLT REPORTED THAT	ON THE SECOND	LANDING .	ATTEMPT	. THE ACFT	-	
EFFECT A RECOVERY.						
i	Type of Clearance Type Apch/Lndg 37 ial Flight Review urrent - N/A onths Since - N/A ircraft Type - N/A	Type of Flight Plan - VFR Type of Clearance - VFR Type Apch/Lndg - FULL STOP 37 Medical Certi ial Flight Review urrent - N/A Total onths Since - N/A Make/Mode ircraft Type - N/A Instrumen HE PLT REPORTED THAT ON THE SECOND	TC/Airspace Type of Flight Plan - VFR Type of Clearance - VFR Type Apch/Lndg - FULL STOP 37	TC/Airspace Type of Flight Plan - VFR Type of Clearance - VFR Type Apch/Lndg - FULL STOP	TC/Airspace Runway Lth/Wid - Type of Flight Plan - VFR Runway Surface - Type of Clearance - VFR Runway Status - Type Apch/Lndg - FULL STOP 37 Medical Certificate - VALID MEDICAL-NC ial Flight Review Flight Time (Hours) urrent - N/A Total - 51 Last 24 onths Since - N/A Make/Model- 51 Last 30	TC/Airspace Type of Flight Plan - VFR Type of Clearance - VFR Type Apch/Lndg - FULL STOP Medical Certificate - VALID MEDICAL-NO WAIVERS/ Flight Time (Hours) April 1

File No 1153	8/30/86 MARYSVILLE,OH	A/C Reg. No. N3678Q	Time (Lcl) - 1800 EDT
	OF CONTROL - IN FLIGHT ING - FLARE/TOUCHDOWN		
Finding(s) 1. FLARE - IMPROPER - PIL 2. RECOVERY FROM BOUNCED	LOT IN COMMAND LANDING - DELAYED - PILOT :	IN COMMAND	
Probable Cause			
The National Transportation is/are finding(s) 1,2	n Safety Board determines th	hat the Probable Cause(s) of this accid	dent

File No 1091 7/12/86 B	ROKEN ARROW,OK	A/C Reg. No. N	165548	Time (Lc1) -	1125 CDT	=
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage		Injur		
		DESTROYED	Fatal			None
Type of Operation -PERSONAL		Fire	Crew O	1	0	0
Flight Conducted Under -14 CFR 9	1	NONE	Pass O	1	0	0
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - CESSNA 152	Eng Make/M	odel - LYCOMING O-	235-L2C EL	T Installed/Ad	ctivated	- YES/YES
Landing Gear - TRICYCLE-FIXED	Number Eng	ines - 1		Stall Warning	g System	- YES
Max Gross Wt - 1670	Engine Typ	∍ - RECIPROCATI	NG-CARBURETOR	•		
No. of Seats - 2	Rated Powe	r - 110 HP				
Environment/Operations Information						
Weather Data	Itinerary		Ainnon	t Proximity		
Wx Briefing - NO RECORD OF BRIE		ino Boint	•	IRPORT		
Method - N/A	SAME AS A		ON A	INFORT		
Completeness - N/A	Destination	CC/ TNC	Airport	Data		
Basic Weather - VMC	LOCAL			ON FIELD		
Wind Dir/Speed- 190/020 KTS	LUCAL			ay Ident -	10	
Visibility - 12.0 SM	ATC/Airspace			ay Lth/Wid -		50
Lowest Sky/Clouds - 8000 FT		wht Dlan - NONE		ay Surface -		50
					DRY	
Lowest Ceiling - 25000 FT			Runwa	ay Status -	DRY	
Obstructions to Vision- NONE	Type Apch/L	ndg - NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 32		Certificate - VAL:	ID MEDICAL-NO	WAIVERS/	'LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight R		Flight Time			
COMMERCIAL	Current			Last 24		2
SE SEA	Months Since	- 12 M ake	/Model- 1500	Last 30	Days- UN	IK/NR
	Aircraft Type	- C-152 Inst	rument- 3	Last 90	Days-	125
Instrument Rating(s) - AIRPLAN						
Neppotivo						
Narrative THE PILOT MADE HIS TAKEOFF FROM THE INTER	CECTION OF A CINDED DA	OKED DUNINAY ALLOW	TNO ONLY OOD FEET	DECODE THE EN	ıD	
					ND	
OF THE RUNWAY. GROSS WEIGHT OF THE AIRCRATHE AIRCRAFT IS 1.670. THE AIRCRAFT WAS FO						
			NITTAL CLIMB UUT,	THE ATRUKALI		
PITCHED UP AND STALLED, IMPACTING THE GROU	UND AT A 45 DEGREE ANG	Lt.				

File No. - 1091 7/12/86 BROKEN ARROW,OK A/C Reg. No. N65548 Time (Lc1) - 1125 CDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND 4. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND 5. AIRSPEED(VS) - NOT OBTAINED - PILOT IN COMMAND 6. STALL/SPIN - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. 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) 5,6,7 Factor(s) relating to this accident is/are finding(s) 1,2,3,4

File No 1033 8/09/86 CORDE	LL,OK	A/C Reg. No. N	2730U		Time (Lcl)	- 0900 C	DT
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	S Fi	rcraft Damage SUBSTANTIAL re SONE	Crew Pass	Fatal O O	Serious 0 0	0	None 1 1
Aircraft Information Make/Model - CESSNA 172D Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Number Engines	- RECIPROCATI	0-300-D	ELT	Installed Stall Warn	/Activate	d - YES/NO m - YES
Environment/Operations Information Weather Data Wx Briefing NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 107/007 KTS Visibility 8.0 SM Lowest Sky/Clouds 10000 FT SCAT Lowest Ceiling NONE Obstructions to Vision NONE Precipitation NONE Condition of Light DAYLIGHT	CORDELL,OK Destination LOCAL ATC/Airspace	Plan - NONE nce - NONE		OFF Al Airport [Runway Runway Runway	Proximity [RPORT/STR Data / Ident / Lth/Wid / Surface / Status	- N/A - N/A - GRASS/	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 46 Biennial Flight Revie Current - Y Months Since - 2 Aircraft Type - L	EW ES Tota 4 Make INK/NR Inst	Certificate Fligh 1 - /Model- rument- i-Eng -	t Time (F 1857 719 88	lours) Last Last	24 Hrs -	4
Instrument Rating(s) - NONENarrative THE PILOT WAS PRACTICING MANEUVERS AT 1200 FE HEAT AND HAD A LARGE POWER REDUCTION. HE THEN AT APPROXIMATELY 800 FEET AGL. THE PILOT BEGAL AT APPROXIMATELY 30 FEET AGL. THIS CAUSED THE TO 50 FEET ON LANDING SEVERING THE NOSE GEAR MALFUNCTION WAS FOUND. THE CARBURETOR ICING P	TURNED OFF THE CARBUR N AN EMERGENCY DESCENT NOSE OF THE AIRCRAFT AND BENDING THE RIGHT	ETOR HEAT AND I AND THE AIRCR TO DROP AND YA WING. NO EVIDE	HAD A TOTAL AFT COLLIDE W LEFT. THI NCE OF ANY	L LOSS OF ED WITH A E AIRCRAF MECHANIO	F POWER A POWER LI FT SLID AB CAL FAILUR	NE DUT 40	

File No 10	33 8/09/86 CORDELL,OK	A/C Reg. No. N2730U	Time (Lc1) - 0900 CDT
Occurrence #1 Phase of Operation			
	AT - IMPROPER USE OF - PILOT IN COMMAND ON - CARBURETOR ICING CONDITIONS		
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT DESCENT - EMERGENCY		
Finding(s) 4. OBJECT - WIRE,S 5. VISUAL LOOKOU	T - INADEQUATE - PILOT IN COMMAND		
	ON GROUND COLLISION WITH TERRAIN DESCENT - EMERGENCY		
Probable Cause			
The National Transpo is/are finding(s) 1,	rtation Safety Board determines that the Prob 2,4	able Cause(s) of this accident	
Factor(s) relating t	o this accident is/are finding(s) 3,5		

File No 1022 8/13/86 ALTUS	,OK A/C Reg	J. No. N731RR	Time (Lc1) - 1722 CDT	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage	In	juries	
.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	DESTROYE		Fatal Seriou		None
Type of Operation -PERSONAL	Fire	Crew	0 0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0 2	0	0
Accident Occurred During -LANDING					
Aircraft Information					
Make/Model - CESSNA P210N	Eng Make/Model - CON	INENTAL TSIO-520-F	P ELT Installe	d/Activated	- YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		Stall War	ning System	- YES
Max Gross Wt - 3400	Engine Type - RECI	P-FUEL INJECTED			
No. of Seats - 6	Rated Power - 3	110 HP			
Environment/Operations Information					
Weather Data	Itinerary		Airport Proximit	У	
Wx Briefing - FSS	Last Departure Point		OFF AIRPORT/ST	RIP	
Method - UNK/NR	WICHITA, KS				
Completeness - WEATHER NOT PERTINENT	Destination		Airport Data		
Basic Weather - VMC	MIDLAND, TX				
Wind Dir/Speed- 150/010 KTS			Runway Ident		
Visibility - 20.0 SM	ATC/Airspace		Runway Lth/Wid		
Lowest Sky/Clouds - 25000 FT SCAT			Runway Surface		
	Type of Clearance -		Runway Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE			
Precipitation - NONE		•			
Condition of Light - DAYLIGHT					
Personnel Information					
Pilot-In-Command		Medical Certificate		-WAIVERS/LIM	IT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Re∨iew	Flight	t Time (Hours)		
PRIVATE	Current - YES	Total -	803 Last		, 5
SE LAND	Months Since - 9 Aircraft Type - UNK/NR	Make/Model-	690 Last	30 Days- UN	K/NR
	Aircraft Type - UNK/NR	Instrument-	38 Last	90 Days-	32
Instrument Rating(s) - NONE					

Narrative					
THE ENGINE FAILED AT 10,500 FEET MSL AND THE					
HAD BEEN CLOSED AND PLOWED UP FOR ABOUT A YEA					
WAS THEN REVECTORED TO ANOTHER AIRPORT WHICH					
HOWEVER, BY THIS TIME ALTITUDE WAS INADEQUATE					
ABOUT SIX MILES SHORT IN A PLOWED FIELD WHERE	THE AIRCRAFT NOSED OVER. POS	T ACCIDENT INVEST	IGATION REVEALED	THE	
ENGINE CRANK SHAFT HAD FAILED.					

File No 102	22 8/13/86 ALTUS,OK	A/C Reg. No. N731RR	Time (Lcl) - 1722 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUN CRUISE - NORMAL	CTION	
Finding(s) 1. ENGINE ASSEMBLY,	CRANKSHAFT - FAILURE, TOTAL		
Occurrence #2 Phase of Operation			
	PROCEDURE - INACCURATE		
Occurrence #3 Phase of Operation			
Finding(s) 3. TERRAIN CONDITIO 4. TERRAIN CONDITION	ON - SOFT		
Probable Cause			
The National Transporis/are finding(s) 1,2	tation Safety Board determines that the Pro	bable Cause(s) of this accident	
Factor(s) relating to	this accident is/are finding(s) 3,4		

File No 1036 8/16/86 ARD	OMORE,OK	A/C Reg. No. N6128Z			Time (Lc1) - 0415 CDT			
Basic Information Type Operating Certificate-NONE (GENE	ERAL AVIATION) Ai	rcraft Damage			Injur	ies		
,	SI	UBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation -PERSONAL	Fi	re	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91	N	ONE	Pass	0	0	0	1	
Accident Occurred During -LANDING								
Aircraft Information								
Make/Model - CESSNA 206		- CONTINENTAL T	SIO-520-0		[nstalled/Ad			
Landing Gear - TRICYCLE-FIXED	Number Engines			ς.	tall Warning	g System	- YES	
Max Gross Wt - 3600	Engine Type							
No. of Seats - 6	Rated Power	- 285 HP						
Environment/Operations Information								
Weather Data ·	Itinerary	D = ' 1			Proximity			
Wx Briefing - NO RECORD OF BRIEFI Method - N/A				ON AIRE	PURT			
· .	SAME AS ACC/II Destination	NC		innant D	. + 0			
Completeness - N/A Basic Weather - VMC	SAME AS ACC/I	NC	,	irport Da	E DOWNTOWN			
Wind Dir/Speed- 100/005 KTS	SAME AS ACC/II	NC				35		
Visibility - 6.0 SM	ATC/Airspace				Lth/Wid -		75	
Lowest Sky/Clouds - 4000 FT Th		Plan - NONE			Surface -		, 0	
Lowest Ceiling - NONE	Type of Clearance				Status -			
Obstructions to Vision- NONE	Type Apch/Lndg		IN	_				
Precipitation - NONE	2,							
Condition of Light - NIGHT(DARK)								
Personnel Information								
Pilot-In-Command	Age - 24	Medical Ce			MEDICAL-NO	WAIVERS/	LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	w	Flight	: Time (Ho	ours)			
STUDENT	Current - N,	/A Total	-	9	Last 24 Last 30 Last 90	Hrs - UN	IK/NR	
	Months Since - N	/A Make/Ma /A Instru	ode I -	0	Last 30	Days- UN	IK/NR	
	Aircraft Type - N	/A Instru	ment-	O	Last 90	Days- UN	IK/NR	
Instrument Rating(s) - NONE								
Narrative								
PRE-SOLO STUDENT PILOT HAD TAKEN THE AT								
	NO TO THE ATORODE ACTED		THE NOCE	MUDEL T	IDE BIEW			
APPROXIMATELY 30 MINUTES BEFORE RETURNING THE NOSE WHEEL TO COLLAPSE. THE AIR								

File No 103	8/16/86	ARDMORE,OK	A/C Reg. No. N6128Z	Time (Lc1) - 0415 CDT
Occurrence #1 Phase of Operation	HARD LANDING LANDING			
	R - PILOT IN COMMA E OF EQUIPMENT/AIR	ND	CE IN PERSONAL ABILITY - PILOT IN CC OT IN COMMAND	DMMAND
Occurrence #2 Phase of Operation		SED		
Finding(s) 5. DESIGN STRESS LI	MITS OF AIRCRAFT	- EXCEEDED - PILOT		
Probable Cause				
The National Transporis/are finding(s) 1,5		rd determines that	the Probable Cause(s) of this accide	ent
Factor(s) relating to	this accident is	are finding(s) 2,3	, 4	

Basic Information Type Operating Certificate-NONE (GE	NFRAL AVIATION)	Aircraft Dan	nage		Inju	ries	
Type operating our tirred to mane (as	12.0.12	DESTROYED		Fatal			None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 9	1	ON GROUND	Pass	0	0	0	1
Accident Occurred During -LANDING							
Aircraft Information		.					
Make/Model - PIPER PA-28-161		e/Model - LYCOMIN	NG 0-320-D3G		Installed/		
Landing Gear - TRICYCLE-FIXED		Engines - 1			tall Warnir	ng System	- YES
Max Gross Wt - 2150		Type - RECIPRO		ETUR			
No. of Seats - 4	Rated Po	ower - 160	HP 				
Environment/Operations Information							
Weather Data	Itinerary	arture Point		Airport ON AIR	Proximity		
Wx Briefing - NO RECORD OF BRIE Method - N/A	TING LAST DEPA			UN AIR	PURI		
Completeness - N/A	Destination			Airport D	2+2		
Basic Weather - VMC		S ACC/INC		LAKE M			
Wind Dir/Speed- 120/010 KTS	SAME A	3 400/1110				- 14	
Visibility - 15.0 SM	ATC/Airspac	ce			Lth/Wid		50
Lowest Sky/Clouds - 6000 FT	SCATTERED Type of F	Flight Plan - NON	۱E		Surface -		
Lowest Ceiling - NONE	Type of (Clearance - NOM	1E			- DRY	
Obstructions to Vision- NONE	Type Apch	n/L ndg - STF	RAIGHT-IN				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command			ical Certifica			D WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	t Review		nt Time (H			_
PRIVATE	Current	- NO ce - UNK/NR	Total -	40	Last 24 Last 30	4 Hrs -	2
SE LAND							
	Aircraft i	ype - UNK/NR	Instrument-	O	Last 90	Days-	27
Instrument Rating(s) - NONE							
 Narrative							
PILOT LOST CONTROL OF THE AIRCRAFT PR							
GEAR TOUCHED DOWN ALONGSIDE THE RUNW. A GROUP OF TREES AT THE END OF THE RU							
	WAL THE PILLI WAS	UNABLE TO REGAIN	N CONTROL OF IT	JE AIKCKAP	I DELOKE I	l	

File No 10	35 8/17/86 LAKE MURRAY,OK	A/C Reg. No. N8422M	Time (Lc1) - 1515 CDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - IN FLIGHT LANDING		
2. COMPENSATION FO	ITROL - NOT MAINTAINED - PILOT IN COMMAND IR WIND CONDITIONS - POOR - PILOT IN COMMAND TIATED - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
Finding(s) 4. GROUND LOOP/SWE	RVE - INADVERTENT - PILOT IN COMMAND		
Occurrence #3 Phase of Operation			
Probable Cause			
The National Transpo	ortation Safety Board determines that the Pr	obable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is/are finding(s) 1,2,3		

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File No 1021 8/29/86 AFTON	File No 1021 8/29/86 AFTON,OK A/C Reg. No. N214PR			Time (Lc1) - 2220 CDT				
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage		Injur	ies			
., .	SUBSTANT	ΓIAL	Fatal	Serious	Minor	None		
Type of Operation -PERSONAL	Fire	Crew	0	1	0	0		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0		
Accident Occurred During -DESCENT								
Aircraft Information								
Make/Model - PIPER PA-28R-200	Eng Make/Model - LYCC	DMING IO-360-C1C		Installed/A				
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		S	tall Warnin	g System -	- YES		
Max Gross Wt - 2900	Engine Type - RECI							
No. of Seats - 4	Rated Power - 2	200 HP						
Environment/Operations Information								
Weather Data	Itinerary			Proximity				
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRIP				
Method - N/A	VINITA,OK							
Completeness - N/A	Destination							
Basic Weather - VMC Wind Dir/Speed- 200/005 KTS	GROVE, OK		SHANGR		4.77			
Visibility - 10.0 SM	ATC/Airspace			Ident - Lth/Wid -	17	60		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		Surface -		60		
Lowest Sky/Crodds - CLEAR Lowest Ceiling - NONE	Type of Clearance -				DRY			
Obstructions to Vision- NONE	Type Apch/Lndg -		Kuliway	Status	DKI			
Precipitation - NONE	Type Apelly Elling	INALLIO L'ALLENIA						
Condition of Light - NIGHT(BRIGHT)								
Pilot-In-Command	Age - 44 N	Medical Certifica	te - VALID	MEDICAL -NO	WATVERS/I	TMIT		
Certificate(s)/Rating(s)	Biennial Flight Review							
COMMERCIAL	Current - YES				Hrs - UNK	C/NR		
SE LAND, ME LAND								
	Months Since - 17 Aircraft Type - UNK/NR	Instrument-	1005	Last 90	Days- UNK	C/NR		
	,	Multi-Eng -	8671		•	•		
Instrument Rating(s) - AIRPLANE								
Name + 500								
Narrative	V LANDING AT NICHT DUE TO ENG	THE DOUGLINEGE AN	D IMPAGES	EL FOTDIO!				
E PILOT STATED HE WAS MAKING A PRECAUTIONAR ANSMISSION WIRES. INVESTIGATION FAILED TO D				ELECTRICAL				
WINDING TON WIKED. INVESTIGATION FAILED TO D	IDULUDE ANT KLADUN FUR THE KE	FOR LU LINGTINE KU	UUITINLOO.					

A/C Reg. No. N214PR File No. - 1021 8/29/86 AFTON, OK Time (Lc1) - 2220 CDT IN FLIGHT COLLISION WITH OBJECT Occurrence #1 Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. OBJECT - WIRE, TRANSMISSION 2. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND 3. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 4. LIGHT CONDITION - NIGHT 5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ______ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

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

-Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION) Aircraft Da	amage		Injur	ries	
	SUBSTANTIA		Fatal		Minor	None
Type of Operation -PERSONAL	Fire	Crew	0		1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	Ō	Ō	3	Ō
Accident Occurred During -LANDING				-		_
-Aircraft Information						
Make/Model - MOONEY M20E	Eng Make/Model - LYCOM:			nstalled/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		St	all Warnir	ng System ·	- YES
Max Gross Wt - 2575	Engine Type - RECIP					
No. of Seats - 4	Rated Power - 180) HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport F			
Wx Briefing - NO RECORD OF BRIEFIN	IG Last Departure Point		OFF AIR	RPORT/STRIF		
Method - N/A	OKLAHOMA CITY,OK					
Completeness - N/A	Destination		Airport Da	ıta		
Basic Weather - VMC	EUFAULA,OK					
Wind Dir/SpeedVARIABLE			Runway	Ident -	- N/A	
Visibility - 20.0 SM	ATC/Airspace		Runway	Lth/Wid -	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - No	DNE	Runway	Surface -	- N/A	
Lowest Ceiling - NONE	Type of Clearance - No		Runway	Status -	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg - NO		,		,	
Precipitation - NONE	.,, , , , , , , , , , , , , , , , , , ,					
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 59 Med	dical Certificat	e - VALID	MEDICAL-WA	AIVERS/LIM	ΙT
0	Biennial Flight Review	Fligh	t Time (Ho	ours)		
Centificate(s)/Rating(s)	Current - YES	Total -	567	Last 24	Hrs - UN	
Certificate(s)/Rating(s) PRIVATE	Current		IZ /NID	100+ 20		
	Months Since - 23	Make/Model- UN	K/NR	Lasi si) Days- UNI	
PRIVATE	Months Since - 23	Make/Model- UN Ínstrument-	K/NR O	Last 90) Days- UNI) Days- UNI	K/NR K/NR
PRIVATE		Make/Model- UN Instrument- Multi-Eng -	-	Last 90) Days- UNI) Days- UNI	K/NR K/NR

			A/C Reg. No. N1250X	
Occurrence #1 Phase of Operation		ARTIAL) - MECH FAILURE/MA SE	LF	
Finding(s) 1. ENGINE ASSEMBLY 2. FLUID,OIL - EXH 3. AIRCRAFT PREF	AUSTION LIGHT - INADEQUATE	E - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	DESCENT - EMERGE	NCY		
Occurrence #3 Phase of Operation		SION WITH TERRAIN		
Finding(s) 4. TERRAIN CONDITI				
Occurrence #4 Phase of Operation	LANDING - ROLL			
Probable Cause				
The National Transpois/are finding(s) 1,		ard determines that the F	robable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is	s/are finding(s) 4		

File No 1063 5/17/86 BLUE	RIVER,OR A/C Reg	. No. N1403A	Time (Lc1) -	1522 PDT
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraft DESTROYE		Injur Fatal Serious	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire ON GROUN	Crew	1 0 3 0	0 0 0
Aircraft Information Make/Model - LAKE AIRCRAFT LA-4-250 Landing Gear - TRICYCLE-RET\CTABLE Max Gross Wt - 3050 No. of Seats - 6	Number Engines - 1 Engine Type - RECI			ctivated - YES/NO g System - YES
Environment/Operations Information Weather Data Wx Briefing NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 360/008 KTS Visibility 20.0 SM Lowest Sky/Clouds 25000 FT Lowest Ceiling 25000 FT OVE Obstructions to Vision- NONE Precipitation NONE Condition of Light DAYLIGHT	EUGENE,OR Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan -	A i i NONE NONE	Runway Lth/Wid - Runway Surface - Runway Status -	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)		edical Certificate - Flight	- VALID MEDICAL-NO Time (Hours)	WAIVERS/LIMIT
PRIVATE SE LAND, SE SEA	Current - YES Months Since - 7 Aircraft Type - LA-4250	Total - 20 Make/Model - 2	00 Last 24 21 Last 30	Davs- 10
Instrument Rating(s) - NONE				
SEVERAL WITNESSES REPORTED SEEING THE ACFT F WAS HEADING TOWARD THE BLUE RIVER. THE ACFT 7 MINUTES PRIOR TO THE ACCIDENT. AT THIS TIM QUARTZ CREEK. THE ACFT THEN IMPACTED THE SID RIDGE LINE. THE PLT OPERATING HANDBOOK LISTS	WAS THEN SEEN FLYING OVER THE E THE ACFT WAS AT AN ALT OF AF E OF A BOX CANYON IN A STEEP N	BLUE RIVER FOREST RA RX 1000 FT AGL AS IT OSE DOWN ATTITUDE AF	ANGER STATION APRX T TURNED UP THE NOI PRX 1000 FT BELOW	RTH

File No	1063 5/17/86	BLUE RIVER,OR	A/C Reg. No. N1403A	Time (Lcl) - 1522 PDT
Occurrence #1 Phase of Operation		- IN FLIGHT URN TO REVERSE DIRECTION	N	
2. REMEDIAL ACTIO 3. AIRSPEED - NO 4. STALL	DN - DELAYED - PILO MAINTAINED - PILO	T IN COMMAND	MAND .	
Occurrence #2 Phase of Operation				
Finding(s) 5. TERRAIN CONDI 6. TERRAIN CONDI	TION - HIGH TERRAIN TION - RISING			
Probable Cause				
The National Transpis/are finding(s)		ard determines that the	Probable Cause(s) of this accid	lent

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

File No 1008 6/28/86 DUR	KEE,OR A/C R	eg. No. N4835Q	Т	ime (Lcl) -	- 0745 PDT	-
	AL AIRCRAFT Aircraf	t Damage		Injur	ies	
	SUBSTA	NTIAL	Fatal	Serious	Minor	None
Type of Operation -POSITIONIN	G Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 188	Eng Make/Model - CO			Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		S	tall Warnir	ng System	- YES
Max Gross Wt - 4000	Engine Type - RE					
No. of Seats - 1	Rated Power -	300 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFI			OFF AI	RPORT/STRIF	•	
Method - N/A	DURKEE, OR					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- 250/006 KTS	RYE VALLEY,OR		Dumino	Ident -	N/A	
Visibility - 25.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING	,	014140	, to o a	
Precipitation - NONE	Type Mpeny Endag					
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 33	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	'LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		ht Time (F			
COMMERCIAL	Current - UNK/NR	Total -	2420	Last 24	Hrs -	5
SE LAND	Months Since - UNK/NR Aircraft Type - UNK/NR	Make/Model-	1200	Last 30	Days- UN	IK/NR
	Aircraft Type - UNK/NR	Instrument-	11	Last 90	Days-	200
Instrument Rating(s) - NONE						
THE CHARLES CONTRACTING (S) - NOINE						
Narrative						
ILE CROSSING A MOUNTAIN RIDGE AT LOW ALTI	TUDE, THE AIRCRAFT ENCOUNTERE	D DOWNDRAFTS. THE	PILOT WAS	FORCED TO L	AND	
HE WAS UNABLE TO ARREST THE DESCENT RATE	. THE LANDING WAS ACCOMPLISHE	D ONTO VERY ROUGH	TERRAIN.			

File No 10	008 6/28/86 DURKEE,OR	A/C Reg. No. N4835Q	Time (Lc1) - 0745 PDT
Occurrence #1 Phase of Operation	IN FLIGHT ENCOUNTER WITH WEATHER CRUISE		
	ON - DOWNDRAFT DE - NOT SELECTED - PILOT IN COMMAND		
	FORCED LANDING DESCENT - EMERGENCY	·	
Occurrence #3 Phase of Operation			
Finding(s) 3. TERRAIN CONDITI 4. TERRAIN CONDITI			
Phase of Operation	MAIN GEAR COLLAPSED LANDING - ROLL		
Phase of Operation	DRAGGED WING, ROTOR, POD, OR FLOAT LANDING - ROLL		
Probable Cause			
The National Transpois/are finding(s) 2	rtation Safety Board determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 1,3,4	•	

File No 1171 6/30/86 JORDA	N VALLEY, OR A/C R	eg. No. N4013D	T	ime (Lc1) -	1020 MD	Т
Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircraf	t Damage		Injur		
, ,	DESTRO	YED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire		rew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pa	ass O	0	0	0
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - AYERS THRUSH S2RT34	Eng Make/Model - P&			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		5	tall Warnin	g System	- YES
Max Gross Wt - 6000	Engine Type - TU					
No. of Seats - 1	Rated Power -	750 HP 				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		_			
Wind Dir/Speed- UNK/NR					N/A	
Visibility - 15.0 SM	ATC/Airspace	NONE		Lth/Wid - Surface -		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan Type of Clearance			Status -		A I M
Obstructions to Vision- NONE	Type of Creatance Type Apch/Lndg		Kullway	Status	WATER-C	ALM
Precipitation - NONE	Type Apelly Ellag	NOIVE				
Condition of Light - DAYLIGHT						
Personnel Information	~					
Pilot-In-Command	Age - 42	Medical Certif			WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		light Time (F			
COMMERCIAL	Current - YES		22400			4
SE LAND	Months Since - 1	Make/Model	6404	Last 30	Days-	120
	Aircraft Type - UNK/NR	Instrument	- UNK/NR	Last 90	Days-	400
		Multi-Eng	- UNK/NR	Rotorcr	aft - U	NK/NR
Instrument Rating(s) - NONE						
-Narrative						
NESSES OBSERVED AT ACFT MAKE A 2-5 FOOT PA	SS OVER WATER GOING NORTH	A 180 DEGREE TUE	N AND A 2 FO	OT AGL RUN	TO	
JTH. THE ACFTS LEFT MAIN LANDING GEAR TOUCH						
VERTED AND CRASHED ON SOUTH SHORE OF LAKE.						

File No 11	71 6/30/86 JORDAN VALLEY,OR	A/C Reg. No. N4013D	Time (Lcl) - 1020 MDT
	DRAGGED WING, ROTOR, POD, OR FLOAT MANEUVERING – AERIAL APPLICATION		
	JUDGED - PILOT IN COMMAND R - PILOT IN COMMAND		
	LOSS OF CONTROL - IN FLIGHT DESCENT - UNCONTROLLED		
Finding(s) 3. DIRECTIONAL CON	TROL - NOT POSSIBLE - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause			
The National Transpo is/are finding(s) 3	rtation Safety Board determines that the	e Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 1,2		

File No 1161 7/04/86	MULINO,OR	A/C Reg. No.	N84463	Т	ime (Lcl)	- 1750 PD1	
-Basic Information Type Operating Certificate-NONE (C	GENERAL AVIATION)	Aircraft Damage			Inj	uries	
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONA	\L	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR	91	ON GROUND	Pass	1	0	0	0
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - AERONCA 7AC	Eng Make/	Model - CONTINENTA	L A-75-8	ELT	Installed	/Activated	- NO -N/
Landing Gear - TAILWHEEL-ALL FIXE	D Number Er	ngines - 1		S	tall Warn	ing System	~ NO
Max Gross Wt - 1300	Engine Ty	pe - RECIPROCAT	ING-CARBURE	TOR			
No. of Seats - 2	Rated Pov	ver - 75 HP					
Environment/Operations Information	=						
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRI	EFING Last Depar	ture Point		OFF AI	RPORT/STR	ΙP	
Method - N/A	SAME AS	ACC/INC					
Completeness - N/A	Destination	า		Airport D	ata		
Basic Weather - VMC	SAME AS	ACC/INC		MULINO	1		
Wind Dir/Speed- 290/010 KTS				Runway	Ident	- 30	
Visibility - 15.0 SM	ATC/Airspace	e		Runway	Lth/Wid	- 2100/	300
Lowest Sky/Clouds - 5000 F1	SCATTERED Type of Fi	ight Plan - NONE		Runway	Surface	- GRASS/TU	JRF
Lowest Ceiling - 5500 F1	BROKEN Type of Ci	earance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/	['] Lndg - PRECAU	TIONARY LAN	NDING			
Precipitation - NONE			•				
Condition of Light - DAYLIGHT	•					-	
Personnel Information							
Pilot-In-Command	Age - 18	Medical	Certificat	te - VALID	MEDICAL-	NO WAIVERS/	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight		Fligh	nt Time (F	lours)		
PRIVATE	Current	- YES Tot	al -	100	Last	24 Hrs -	1
SE LAND	Months Since	e - 10 Mak	e/Model-	90	Last	30 Days-	5
	Aircraft Typ	pe - 7AC Ins	trument-	10	Last	90 Days-	10
Instrument Rating(s) - NONE							
Narrative							
E PVT PLT HAD BEEN GIVING RIDES AROUND	THE LOCAL ADEA FOR A	SOUT AN HOUR HE HA	מתמ דצווו. ח	PED OFF C	NE PASSEN	GED	
O PICKED UP ANOTHER. THE ACFT TAXIED F							
RN THE ENGINE STARTED TO MISS AND BACK							
SE TO FINAL. THE ACFT STALLED AND CRAS							
IDENCE SUGGESTS THE ENGINE WAS NOT OPE							
LFUNCTION. THE ACFT WAS DESTROYED BY F							
E TIME OF THE ACCIDENT.	OST IMPACT TIRE. ATMOS	SELECTO CONDITIONS	# LIVE COMPO	DIVE TO CA	REUKLIUK	IOL AI	
E TIME OF THE ACCIDENT.							

File No 11	61 7/04/86 MULINO,OR	A/C Reg. No. N84463	Time (Lcl) - 1750 PDT
	LOSS OF POWER(TOTAL) - NON-MECHANICAL TAKEOFF - INITIAL CLIMB		
Finding(s) 1. UNDETERMINED 2. WEATHER CONDITI	ON - CARBURETOR ICING CONDITIONS		
	FORCED LANDING APPROACH - VFR PATTERN - DOWNWIND		
	LOSS OF CONTROL - IN FLIGHT APPROACH - VFR PATTERN - FINAL APPROAC	СН	
4. COMPENSATION FO 5. STALL - INADVER	ON - UNFAVORABLE WIND R WIND CONDITIONS - NOT POSSIBLE - PILOT TENT - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the 4,5	e Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 3		

File No 1163 8/30/86	JOHN DAY, OR	A/C Reg. No	D. N3618R	Т	ime (Lcl) -	0724 PDT	
Basic Information Type Operating Certificate-NON	E (GENERAL AVIATION)	Aircraft Dama	age	Fatal	Injur		Nama
Turn of Organition DEC	CONAL	DESTROYED	0				None O
Type of Operation -PER Flight Conducted Under -14		Fire	Crew Pass		0	0	0
Accident Occurred During -CRU		ON GROUND	rass	ı	O	O	O
Aircraft Information	,						
Make/Model - PIPER PA-28-18		del - LYCOMING					- YES-UNK/N
Landing Gear - TRICYCLE-FIXED		ines - 1			tall Warnir	ng System	- YES
Max Gross Wt ~ 2175		e - RECIPROC		ETOR			
No. of Seats - 4	Rated Power	- 180 H	1P 				
Environment/Operations Informati				Ainnant	Dogućenia		
Weather Data Wx Briefing · - FSS	Itinerary Last Departu	ino Point			Proximity RPORT/STRIP	,	
Method - TELEPHONE	HERMISTON,			OFF AI	KFUKI/ SIKIF		
Completeness - UNK/NR	Destination	, or		Airport D	ata		
Basic Weather - UNK/NR	BURNS, OR			A II por C b	ata		
Wind Dir/Speed- CALM	201113,011			Runway	Ident -	N/A	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 500		oht Plan - NONE	:		Surface -		
Lowest Ceiling - 650					Status -		
Obstructions to Vision- SMOK						•	
Precipitation - NONE		3					
Condition of Light - DAYL							
Personnel Information							
Pilot-In-Command	Age - 43		al Certificat			WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Re	eview	Fligh	nt Time (H	ours)		
PRIVATE	Current	- YES T	otal -	184	Last 24	Hrs -	1
SE LAND	Months Since	- 22 N	Make/Model-	119	Last 30	Days-	10
	Aircraft Type	- C-150 I	instrument-	3	Last 90	Days-	28
Instrument Rating(s) - NO	NE						
Narrative HE NON-INSTRUMENT RATED PILOTS DEPA BEVAILED; HOWEVER, MOUNTAIN TOPS AL BRING THE COURSE OF THE FLIGHT THE BNDITIONS. SOMETIME THEREAFTER, THE	ONG THE ROUTE OF FLIGHT WERE PILOT(S) ENTERED INTO AND TH	E OCCASIONALLY HEN CONTINUED W	OBSTRUCTED BY	Y LOCAL CLO MENT METEO	DUD LAYERS.		

A/C Reg. No. N3618R File No. - 1163 8/30/86 JOHN DAY, OR Time (Lcl) - 0724 PDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE Finding(s) 1. WEATHER CONDITION - CLOUDS Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation CRUISE Finding(s) 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND 4. TERRAIN CONDITION - MOUNTAINOUS/HILLY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3 Factor(s) relating to this accident is/are finding(s) 1,4

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File No 1003 6/28/86 AVOCA	,PA A/C	Reg. No. N83TJ	-	Time (Lcl) -	1315 EDT	•
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -AEROBATIC Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		ft Damage ANTIAL Crew Pass	-	Injur Serious O O		None 1 0
Aircraft Information Make/Model - THOMAS PITTS S-1T Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1150 No. of Seats - 1	Eng Make/Model - L Number Engines - Engine Type - R Rated Power -	1 ECIP-FUEL INJECTED		Installed/A Stall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NWS Method - IN PERSON Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 7.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 3500 FT 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	ON AIR Airport I WILKE Runwa Runwa Runwa		22 6449/ ASPHALT	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND Instrument Rating(s) - UNK/NRNarrative RING A RIBBON CUTTING CEREMONY AT THE WILKE VERTED 20 FEET ABOVE THE TERRAIN. THE ACFT		Total - Make/Model- Instrument- Multi-Eng -	yht Time () 4500 2500 100 100	Hours) Last 24 Last 30 Last 90	Hrs - UN Days- UN Days- UN	IK/NR IK/NR

File No 10	O3 6/28/86 AVOCA,PA	A/C Reg. No. N83TJ	Time (Lc1) - 1315 EDT
Occurrence #1 Phase of Operation			
Finding(s) 1. AEROBATICS 2. UNDETERMINED			
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Finding(s) 3. ALTITUDE - INAD	EQUATE - PILOT IN COMMAND		
Probable Cause			
The National Transpo is/are finding(s) 2	rtation Safety Board determines that the	e Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is/are finding(s) 3		

File No 1056 7/27/86 FRANK	LIN CENTER,PA	A/C Reg. No. N1	40P	Т	ime (Lc1) -	2000 EDT	
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Aircraft Damage DESTROYED Fire NONE	Crew Pass	Fatal O 1	Injur Serious 1 O		None 0 0
Aircraft Information Make/Model - KENNETH PATSCH FLY BABY Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1339 No. of Seats - 2	Number Engin Engine Type	el - LYCOMING 0-23 es - 1 - RECIPROCATING - 125 HP		S	Installed/A		
Environment/Operations Information Weather Data Wx Briefing NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 010/007 KTS Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departur PAINESVILLE Destination SAME AS ACC ATC/Airspace Type of Fligh Type of Clear	e Point ,OH /INC t Plan - NONE		OFF AI Airport D FRANKL Runway Runway Runway	Proximity RPORT/STRIP ata IN CENTER Ident - Lth/Wid - Surface - Status -	27 N/A GRASS/TUI	RF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 43 Biennial Flight Rev Current - Months Since - Aircraft Type -	iew	Flight -	: Time (H 159	Last 24	Hrs - UN	K/NR
Instrument Rating(s) - NONE							
THE PLT REPORTED THAT THE ACFT BANKED EXCESSI APPLIED, HOWEVER, THE PLT REPORTED THE "STICK BANK STEEPENED SO POWER WAS REMOVED. CONTROL AND THE LEFT WING LIFTED 45 DEGREES. THE ACFT DUE TO REDUCED SPACE IN THE FRONT COCKPIT, TH CONTROL CONTINUITY COULD NOT BE DETERMINED DU	SEEMED TO HAVE NO R INPUT WAS ATTEMPTED THEN CONTINUED IN T E FRONT SEAT PASSENG	IGHT MOVEMENT." FO AGAIN AND THIS TIO HE DESCENT TO GROW ER MAY HAVE RESTR	JLL POWER ME THE ACF JND IMPACT	WAS APPL TYAWED T. THE PL	IED BUT THE 80 DEGREES T SUGGESTED	RIGHT THAT	

File No 10	56 7/27/86	FRANKLIN CENTER, PA	A/C Reg. No. N140P	Time (Lc1) - 2000 EDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL	- IN FLIGHT PATTERN - BASE TO FINAL		
Finding(s) 1. FLIGHT CONTROL, 2. FLIGHT CONTROL,	AILERON - MOVEMEN	T RESTRICTED		
Occurrence #2 Phase of Operation				
Finding(s) 3. REMEDIAL ACTION	- ATTEMPTED - PIL			
Probable Cause				·
The National Transpo is/are finding(s) 2	rtation Safety Boa	ard determines that the P	robable Cause(s) of this acci	dent

File No 1055 7/30/86 FRIED	ENS,PA A/C Re	eg. No. N86AB	-	ime (Lc1) -	1200 E	т
	L AVIATION) Aircraft	· Damage		Injur	ies	
ype operating out throate home (deneral	DESTROY		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pas s	0	1	0	0
Accident Occurred During -DESCENT						
-Aircraft Information						
Make/Model - BOMBERGER VANS RV-4	Eng Make/Model - LYC					
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			Stall Warnin	g Syster	m - NO
Max Gross Wt - 1500	Engine Type - REC		TOR			
No. of Seats - 2	Rated Power -	150 HP 				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•		OFF A	IRPORT/STRIP		
Method - N/A	SCHAEFFERSTOWN, PA			\ - + -		
Completeness - N/A Basic Weather - IMC	Destination OSHKOSH,WI		Airport [Јата		
Wind Dir/Speed- 300/013 KTS	USHKUSH, WI		Pupway	/ Ident -	N/A	
Visibility750 SM	ATC/Airspace			/ Lth/Wid -	,	
Lowest Sky/Clouds - PART OBS	Type of Flight Plan -	NONE		/ Surface -		
Lowest Ceiling - 200 FT	Type of Clearance				N/A	
Obstructions to Vision- FOG	Type Apch/Lndg -	PRECAUTIONARY LAN	DING			
Precipitation - RAIN SHOWERS						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command		Medical Certificat			IVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review		it Time (}			_
PRIVATE	Current - YES			Last 24		3
SE LAND	Months Since - 4 Aircraft Type - UNK/NR	Make/Model- UN	IK/NR	Last 30 Last 90	Days- L	JNK/NR 36
	ATTCTATE Type - UNK/NK	This trument	U	Last 90	Days-	30
Instrument Rating(s) - NONE						
-Narrative						
-narrative : TO A LOW CEILING AND POOR VISIBILITY, THE	DIT DECIDED TO MAKE A DOCC	MITTONADY LANDING A	T SOMEDS!	T ADDT LINIA	DIE TO	
ATE THE ARPT. A LANDING WAS BEING MADE TO					DEE 10	
ALE THE ARTH, A CANDING WAS BEING MADE TO	W LIFED MILEN HIE WOLL STAFFE	D THIS INCLUDING	I THE AFT	ROACIT.		

File No 10	55 7/30/86	FRIEDENS, PA	A/C Reg. No. N86AB	Time (Lc1) - 1200 EDT	
Occurrence #1 Phase of Operation		TER WITH WEATHER			
	ON - LOW CEILING NNING/PREPARATION	- POOR - PILOT IN CO - PILOT IN COMMAND			. – –
Occurrence #2 Phase of Operation		- IN FLIGHT			
Finding(s) 5. AIRSPEED - NOT 6. STALL					
Occurrence #3 Phase of Operation					
Finding(s) 7. OBJECT - TREE(S					
Probable Cause					
The National Transpois/are finding(s) 3,	,	rd determines that t	he Probable Cause(s) of this acci	dent	
Factor(s) relating t	o this accident is	/are finding(s) 1,2			

File No 1131 6/14/86 PELIO	N,SC A/C	Reg. No. N30265	Т	ime (Lc1) -	1800 EDT	
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -STANDING	DESTR Fire			Injur Serious O O		None 1 1
Aircraft Information Make/Model - CESSNA 172 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Eng Make/Model - L Number Engines - Engine Type - R Rated Power -	1 ECIPROCATING-CARBUA	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- 180/008 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 Poin SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	ON AIR Airport D PELION Runway Runway Runway	ata	UNK/NR ASPHALT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE	Age - 53 Biennial Flight Review Current - YES Months Since - 8 Aircraft Type - C-172	Total - Make/Model- Instrument-	ght Time (H 1720 1600 O	ours) Last 24 Last 30 Last 90 Rotorcr	Hrs - Days- UN Days- aft -	1 K/NR 18
THE PRIVATE PLT AND STUDENT PLT RETURNED TO THE START WAS ATTEMPTED AND A BACK FIRE OCCURRED. THE OCCUPANT EXITED THE ACFT TO ATTEMPT TO SUBURNED TO THE GROUND ON THE AIRPORT RAMP.	THAT STARTED AND INDUCTION	FIRE. THE INTENSIT	ry of THE F	IRE GREW AN	D	

File No. - 1131 6/14/86 PELION,SC A/C Reg. No. N30265 Time (Lcl) - 1800 EDT

Occurrence FIRE

Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

- 1. STARTING PROCEDURE INADEQUATE PILOT IN COMMAND
- 2. REMEDIAL ACTION DELAYED PILOT IN COMMAND

----Probable Cause----

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

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

File No 1103 8/09/86 ORANG	EBURG,SC A/C	Reg. No. N4817N	Т	ime (Lc1) -	1800 EDT	
-Basic Information Type Operating Certificate-NONE (GENERAL	L AVIATION) Aircra	ft Damage		Injur	ies	
	DESTR	DYED		Serious	Minor	None
Type of Operation -PERSONAL	Fire		ew 1	_	0	0
Flight Conducted Under -14 CFR 91	NONE	Pas	s 0	0	0	0
Accident Occurred During -DESCENT						
-Aircraft Information						
Make/Model - GRAY DRIFTER XP	Eng Make/Model - R					
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warning	g System	- NO
Max Gross Wt - 790	Engine Type - R		IRETOR			
No. of Seats - 1	Rated Power -	48 HP				
-Environment/Operations Information				_		
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t	OFF AI	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC			- 4 -		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- 220/007 KTS	LOCAL		Dunya	Ident -	NI / A	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - SCATTERED	Type of Flight Plan	~ NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		,	0 1 1 1	7.7	
Precipitation - NONE	, , , , , , , , , , , , , , , , , , , ,					
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 32	Medical Certific	ate - VALID	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review Current - YES	Fli	ght Time (H	lours)		
PRIVATE	Current - YES	Total -	110	Last 24	Hrs ~ UN	K/NR
SE LAND	Months Since - 13 Aircraft Type - C-150	Make/Model-	5	Last 30	Days- UN	K/NR
	Aircraft Type - C-150	Instrument-	2	Last 90	Days- UN	K/NR
		Multi-eng -	0	Rotorcra	aft -	0
Instrument Rating(s) - NONE						
HOMEBUILT ACFT CRASHED SHORTLY AFTER TAKE						
ACFT THEN ENTERED AN ABRUPT RIGHT TURN AN		CT. POST ACCIDENT	BENCH TEST	OF THE ENGIN	٧E	
LED TO DISCLOSE ANY MECHANICAL FAILURE/MAL	FUNCTION.					

File No 11	03 8/09/86	ORANGEBURG, SC	A/C Reg. No. N4817N	Time (Lc1) - 1800 EDT
Occurrence #1 Phase of Operation		AL CLIMB		
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation		- IN FLIGHT URN TO LANDING AREA (EMERGENCY)	
Finding(s) 2. AIRCRAFT HANDLI	NG - NOT MAINTAINE	D - PILOT IN COMMAND		
Occurrence #3 Phase of Operation		ROLLED		
Probable Cause				
The National Transpois/are finding(s) 1,		ard determines that t	he Probable Cause(s) of this accid	ent

File No 1013 6/19/86 ONIDA	,SD A/C Re	g. No. N3856E	Ti	me (Lc1) -	1100 CDT	
Basic Information Type Operating Certificate-AGRICULTURAL Type of Operation -AERIAL APPLI Flight Conducted Under -14 CFR 137 Accident Occurred During -DESCENT	DESTROY CATION Fire NONE	ED Crew Pass	_	Injur Serious O O	ies Minor O O	None 1 O
Aircraft Information Make/Model - PIPER PA-36 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4800 No. of Seats - 1	Eng Make/Model - LYC Number Engines - 1 Engine Type - REC	DMING IO-72O IP-FUEL INJECTED 375 HP	ELT I	nstalled/Adall Warning		
Environment/Operations Information Weather Data Wx Briefing '- NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 170/011 KTS Visibility - 35.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ONIDA,SD Destination LOCAL ATC/Airspace Type of Flight Plan - Type of Clearance -		Airport Da ONIDA Runway I Runway I	PORT/STŔIP ta Ident - Lth/Wid - Surface -		100
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 32 Biennial Flight Review Current - YES Months Since - 14 Aircraft Type - J-3 CUB	Total - Make/Model-	nt Time (Hou 1561 904		Hrs - Days- UN	O K/NR
Instrument Rating(s) - NONENarrative THE PLT REPORTED A PARTIAL LOSS OF PWR OCCURR THE PWR LOSS REOCCURRED. THE LOAD WAS DUMPED, ALT COULD NOT BE MAINTAINED. POST ACCIDENT IN WOULD NOT CLOSE. THE #2, #6 AND #8 OUTLET TOW TO THOSE CYLINDERS.	HOWEVER, THE ACFT IMPACTED SPECTION REVEALED THE #2 AND	TREES APRX 1 MILE #8 CYLINDER INTAK	FROM THE AF KE VALVES WI	RPT AS SUFI ERE TULIPEI	FICIENT D AN D	

File No. - 1013 6/19/86 ONIDA.SD A/C Reg. No. N3856E Time (Lc1) - 1100 CDT Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation TAKEOFF Finding(s) 1. IGNITION SYSTEM, MAGNETO - ARCING 2. ENGINE ASSEMBLY, VALVE - BENT 3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY Finding(s) 4. TERRAIN CONDITION - NONE SUITABLE 5. OBJECT - TREE(S) Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 1,2,3$

File No 1132 3/04/86 MOU	JNT PLEASANT,TN	A/C Reg. No.	N861K 	Time (Lc1) - 	0735 CS	
-Basic Information	AID TAVI	Administration Demand	_	Turken		
Type Operating Certificate-ON-DEMAND	AIR IAXI	Aircraft Damage SUBSTANTIAL	e Fatal	Injur Serious		None
Name of Carrier -STEVENS AV Type of Operation -NON SCHED, Flight Conducted Under -14 CFR 135	DOMESTIC DASSENGED	Fire	Crew O	0	0	2
Flight Conducted Under -14 CEP 135	SOMESTIC, FASSENGER	IN FLIGHT	Pass 0	0	0	7
Accident Occurred During -APPROACH	,	114 / 21 3111	7 433	ŭ	Ü	•
-Aircraft Information						
Make/Model - BEECH B90		el - P&W PT6 A		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engir	es - 2		Stall Warnin	g System	- YES
Max Gross Wt - 9650		 TURBOPROP 				
No. of Seats - 10	Rated Power	- 550 HP				
-Environment/Operations Information						
Weather Data	Itinerary		•	Proximity		
Wx Briefing - FSS	Last Departur		ON AI	RPORT		
Method - TELETYPE	LOUISVILLE,	KY				
Completeness - FULL	Destination		Airport			
Basic Weather - VMC	COLUMBIA, TN			COUNTY AIRP		
Wind Dir/Speed- 290/006 KTS					23	
Visibility - 5.0 SM	ATC/Airspace			y Lth/Wid -		75
Lowest Sky/Clouds -		t Plan - IFR		y Surface -		
	ERCAST Type of Clear			y Status -	DRY	
Obstructions to Vision- HAZE	Type Apch/Lnd	g - STRAI	GHT-IN			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 38		1 Certificate - VALI		WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev		Flight Time (
COMMERCIAL, ATP, CFI		YES To	tal - UNK/NR	Last 24	Hrs - U	NK/NR
SE LAND, ME LAND	Months Since -	5 M a	ke/Model- UNK/NR	Last 30	Days- U	NK/NR
HELICOPTER	Aircraft Type -	BE90 In	ke/Model- UNK/NR strument- UNK/NR lti-Eng - UNK/NR	Last 90	Days- U	NK/NR
		Mu	lti-Eng - UNK/NR	Rotorcr	aft - U	NK/NR
Instrument Rating(s) - AIRPLANE,	HELICOPTER					
-NARPATIVE FINAL APPROACH THE CREW TURNED THE AIRCF	DAET CARTNI ENIVERNITA	L CONTROL EROM	THE AUTO MODE TO TH	E 0EE		
FINAL APPROACH THE CREW TURNED THE AIRCH ITION. SHORTLY THEREAFTER, THE COCKPIT A						
THEAT AROUND HIS FEET. A NORMAL LANDING						
I DEAL AKOUND DIS LEEL. A NOKMAL LANDING					01.5	
IDV EYAMINATION CHOWED THAT THE EIPERCH						
URY. EXAMINATION SHOWED THAT THE FIBERGL BURNED THROUGHT THE PRESSURE BULKHEAD 1			EUM CHAMBER HAD CAUG	III IIKL. A II	OLE	

File No. - 1132 3/04/86 MOUNT PLEASANT,TN A/C Reg. No. N861K Time (Lcl) - 0735 CST

Occurrence

FIRE

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

- 1. AIR COND/HEATING/PRESSURIZATION OVERTEMPERATURE
- 2. UNDETERMINED
- 3. FUEL SYSTEM, FUEL SHUTOFF LOW COMPRESSION
- 4. AIR COND/HEATING/PRESSURIZATION, CABIN TEMP CONTROL SWITCHED OFF
- 5. FUSELAGE, INSTRUMENT/ELECTRICAL PANEL BURNED

----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) 3,4,5

File No 1029 5/06/86 WINCH	IESTER, TN A	/C Reg. No. N28138		Гime (Lcl) -	1230 CD)T
Basic Information Type Operating Certificate-NONE (GENERA		craft Damage BSTANTIAL	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fir NO	NE Pa	rew 0 ass 0 ther 1	0 0 0	0 0 0	1 0 0
Aircraft Information Make/Model - BELLANCA 17-31ATC Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3200 No. of Seats - 4	Number Engines	- LYCOMING IO-54O-K1 - 1 - RECIP-FUEL INJECTE - 300 HP		Installed/A Stall Warnir		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - ACFT RADIO Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 240/005 KTS Visibility - 5.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure P SMYRNA,TN Destination SAME AS ACC/IN ATC/Airspace Type of Flight P Type of Clearanc Type Apch/Lndg	C lan - NONE e - NONE	ON AIF Airport [WINCHE Runway Runway Runway Runway)ata ESTER MUNICI	36 4000/ ASPHALT	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND	Age - 48 Biennial Flight Review Current - YE Months Since - 16 Aircraft Type - 17	S Total - Make/Model-	light Time (F - 1618 - 502 - 233	lours) Last 24	Hrs - Days- L	1
Instrument Rating(s) - AIRPLANE						
Instrument Rating(s) - AIRPLANENarrative HE PLT MADE A VFR PATTERN AT AN UNCONTROLLED EE ANY PERSONS ON THE RWY. DURING THE LANDIN AS FELT AS THE ACFT CONTACTED THE WORKMAN. W LOCAL NOTAM WAS ISSUED BUT THE PLT HAD DEPA DNE OF THE WORKMEN WERE WEARING HIGH VISIBIL RPT PERSONNEL DID NOT RESPOND TO THE PLT'S U FATE WITH NO LOCAL INVOLVEMENT.	G FLARE THE PLT NOTICED ORKMEN HAD SHOWN UP AT RTED EARLIER IN THE DAY ITY CLOTHING NOR WAS A	A MAN ON THE RWY NE THE ARPT TO SEAL THE , FLEW TO ANOTHER FI LOOKOUT POSTED TO WA	EAR THE RIGHT E RWY WITHOUT ELD AND RETU ARN OF TRAFFI	WINGTIP. A PRIOR NOTI PRNED TO WIN CON THE AR	JOLT FICATION CHESTER. PT.	1.

File No. - 1029 5/06/86 WINCHESTER, TN A/C Reg. No. N28138 Time (Lcl) - 1230 CDT IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - CONGESTED 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND INADEQUATE SURVEILLANCE OF OPERATION, INADEQUATE PROCEDURE - OTHER GOVT ORGANIZATION 4. OBJECT - OTHER PERSON 5. VISUAL LOOKOUT - INADEQUATE - OTHER PERSON INSUFFICIENT STANDARDS/REQUIREMENTS - OTHER GOVT ORGANIZATION 7. VISUAL LOOKOUT - INADEQUATE - COMPANY/OPERATOR MGMT INADEQUATE SURVEILLANCE OF OPERATION, INADEQUATE PROCEDURE - COMPANY/OPERATOR MGMT 8. 9. RUNWAY MAINTENANCE - UNCONTROLLED - AIRPORT PERSONNEL 10. AIR/GROUND COMMUNICATIONS - DISREGARDED - AIRPORT PERSONNEL ----Probable Cause----

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

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

Basic Information	(FDA) (VIATION)						
Type Operating Certificate-NONE (GEN		Aircraft Damage SUBSTANTIAL		Fatal		uries Minor	None
Type of Operation -PERSONAL		ire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	Ö	Ō	Ō	0
Accident Occurred During -TAKEOFF	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~						
Aircraft Information							== (
Make/Model - BEECHCRAFT 35A Landing Gear - TRICYCLE-RETRACTABLE		el - CONTINENTAL	E225-8			'Activated ing System	
Max Gross Wt - 2650		- RECIPROCATIN	IC-CADDIIDE		tali warni	ing System	- YES
No. of Seats - 4	Rated Power		NG-CARBORE				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEF				ON AIR	PORT		
Method - N/A	NASHVILLE, TN	J					
Completeness - N/A Basic Weather - VMC	Destination LOCAL			Airport D	ata IA FORT		
Wind Dir/Speed- CALM	LUCAL				Ident	- 22	
Visibility - 15.0 SM	ATC/Airspace					- 2800/	45
Lowest Sky/Clouds - 8000 FT S		Plan - NONE				- MACADAM	
Lowest Ceiling - NONE	Type of Cleara	ance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 44					NO WAIVERS/	/LIMIT
Certificate(s)/Rating(s)	Biennia! Flight Rev	iew	Fligh	it Time (H	ours)		
STUDENT	Current -		-	79	Last 2	24 Hrs -	1
	Months Since -	N/A Make/	/Model-	69	Last 3	30 Days-	4 4
	Aircraft Type -	N/A Instr	ument-	O	Last	o Days-	4
Instrument Rating(s) - NONE							
Narrative							
		IAL CONTROL OF T	JE ACET WA	S LOST T	HE ACET TE	AVFLED	
	D TAKEDEE WHEN DIRECTION	IAI CHNIRH HE FE					
NATIFACTIVE STUDENT PLT WAS PRACTICING A SOFT FIEL . 100' LEFT OF THE RWY CENTERLINE WHERE							

File No 10	17 9/27/86 	NASHVILLE, TN	A/C Reg. No. N676B	Time (Lc1) - 1630 CDT
Occurrence #1 Phase of Operation				
IMPROPER US	E OF EQUIPMENT/AIR	NED - PILOT IN COMMA CRAFT,LACK OF TOTAL FOLLOWED - PILOT IN	EXPERIENCE - PILOT IN COMMAND	
Occurrence #2 Phase of Operation				
Probable Cause				
The National Transpo is/are finding(s) 1	rtation Safety Boa	rd determines that t	he Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is	/are finding(s) 2,3		

File No 1089 3/07/86 NEW B	OSTON,TX	TON,TX A/C Reg. No. N58420		Time (Lc1) - 1415 CST			
Basic Information Type Operating Certificate-ON-DEMAND AI Name of Carrier -METRO AVIATI Type of Operation -NON SCHED,DO Flight Conducted Under -14 CFR 135	ON INC. MESTIC,PASSENGER	Aircraft Dama SUBSTANTIAL Fire NONE	ge Crew Pass		Injur Serious O O		None 1 2
Accident Occurred During -LANDING							
Aircraft Information Make/Model - HUGHES 369D Landing Gear - HIGH SKID Max Gross Wt - 3000 No. of Seats - 4	Eng Make/Model - ALLISON 250-C20B Number Engines - 1 Engine Type - TURBOSHAFT Rated Power - 420 LBS THRUST			ELT Installed/Activated - NO -N/A Stall Warning System - NO			
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 165/004 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point MANSFIELD,TX Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - VFR Type of Clearance - VFR Type Apch/Lndg - TRAFFIC PATTERN FULL STOP			Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - GRASS/TURF Runway Status - DRY			
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND HELICOPTER Instrument Rating(s) - NONE	Age - 28 Biennial Flight Re Current Months Since Aircraft Type	- UNK/NR T - UNK/NR M - UNK/NR Í	al Certifica Fligh otal - ake/Model- nstrument- ulti-Eng -	nt Time (H 536	ours) Last 24	Hrs -	4
Narrative HE PILOT EXPERIENCED A TAIL ROTOR DRIVE SHAF HOVER BEFORE LANDING. THE HELICOPTER ENTERE N THE GROUND THE PILOT MADE A HARD TOUCHDOWN O A STOP.	D AN UNCONTROLLABLE	RIGHT SPIN. D	URING HIS HAS	STE TO GET	THE HELICOF	PTER	

File No 10	89 3/07/86	NEW BOSTON, TX	A/C Reg. No. N58420	Time (Lcl) - 1415 CST
Occurrence #1 Phase of Operation		- IN FLIGHT		
Finding(s) 1. ROTOR DRIVE SYS	TEM, TAIL ROTOR DRI	VE SHAFT - FAILURE,TO	ΓAL	
Occurrence #2 Phase of Operation	LANDING - FLARE/	TOUCHDOWN		
Occurrence #3 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

-Basic Information							
Type Operating Certificate-NONE (GENE	Aircraft [DESTROYE		Fatal	Injur Serious		None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Fire NONE	Cre	w O		0 0	1 1
-Aircraft Information Make/Model - CESSNA 172N Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Number Engine	e/Model - LYCOM Engines - 1 Type - RECIP ower - 16	PROCATING-CARBU	S	Installed/Adtall Warning		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 320/008 KTS Visibility - 20.0 SM Lowest Sky/Clouds - 4500 FT THIN BKN Lowest Ceiling - 25000 FT BROKEN				Airport Proximity ON AIRPORT Airport Data VEGA-OIDHAM CO Runway Ident - 35 Runway Lth/Wid - 3600/ 50 Runway Surface - ASPHALT Runway Status - DRY			
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 59 Biennial Fligh Current Months Sin Aircraft T	Me t Review - YES ce - 9 ype - UNK/NR	edical Certific Fli Total - Make/Model- Instrument-	ate - VALID ght Time (He 2000 25 O	MEDICAL-WA ours) Last 24 Last 30 Last 90	IVERS/LIM Hrs - Days- UNI Days-	1 T 4 4/NR 24
Instrument Rating(s) - NONE							
-Narrative PILOT WAS PRACTICING TOUCH AND GO LANDI ED TO APPLY FULL RIGHT RUDDER, BUT THE A NOSE UP TO CLEAR A TRACTOR. THE AIRCRAF R INTO AN INVERTED POSITION. INSPECTION BOLT WHICH HOLDS THE MAIN GEAR, AS A RE	IRCRAFT CONTINUED F STALLED, PITCHE DF THE LEFT MAIN	TO VEER LEFT (D NOSE DOWN, CO GEAR REVEALED \	OFF THE RUNWAY. DLLIDED WITH TH	THE PILOT I	PULLED ND NOSED		

File No 11	51 5/28/86 VEGA,TX		Time (Lc1) - 1815 CDT
Occurrence #1 Phase of Operation	HARD LANDING LANDING - FLARE/TOUCHDOWN		
2. LANDING GEAR, MA	ONTROL - NOT MAINTAINED - PILOT IN O	COMMAND	
	LOSS OF CONTROL - IN FLIGHT TAKEOFF - INITIAL CLIMB		
Finding(s) 4. STALL - INADVER	TENT - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Occurrence #4 Phase of Operation	OTHER		
Probable Cause			
The National Transpois/are finding(s) 1,		the Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is/are finding(s) 3,	4	

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File No 1187 6/03/86	A/C Reg. No. N	4226N	Time (Lc1) - 1830 CDT 			
Basic Information Type Operating Certificate-AGR	Aircraft Damage					
Type of Operation -AER Flight Conducted Under -14 Accident Occurred During -LAN	CFR 137 DING	DESTROYED Fire ON GROUND		0	Minor 1 O	None 0 0
Aircraft Information Make/Model - WSK-PZL-MIELEC Landing Gear - UNK/NR Max Gross Wt - 12125 No. of Seats - 1	PZL-M-18 Eng Ma Number Engine	ke/Model - PEZETEL M-1: Engines - 1 Type - RECIPROCATII Power - 1000 HP	8 E	_T Installed/# Stall Warnir		
Weather Data Wx Briefing - NO RECORD OF Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 180/005 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 500 Lowest Ceiling - 1000 Obstructions to Vision - NONE Precipitation - NONE Condition of Light - DAYL	Itinerary BRIEFING Last Dep SAME Destinat SAME D ATC/Airspa D FT THIN BKN Type of Type of Type Api	parture Point AS ACC/INC ion AS ACC/INC ace	OFF Airpor Run Run Run Run Run		N/A N/A GRASS/TUI	RF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 48 Biennial Fligi Current Months Si Aircraft	Medical (nt Review - YES Tota nce - 15 Make Type - M-18 Inst	Certificate - VAI Flight Time 1 - 6000 /Model- 200 rument- 0	(Hours) Last 24		8
Instrument Rating(s) - NO	NE					
Narrative HE PILOT EXPERIENCED PARTIAL LOSS O ETTLED BACK DOWN ONTO THE GRASS STR HICH WENT THROUGH SOME UNDERBRUSH, IRCRAFT WAS COMPLETELY DESTROYED BY REPLACEMENT CYLINDER ON ORDER WHEN	(P AND COLLIDED WITH A B BREAKING UP THE WINGS. T FIRE. THE PLT HAD PREVI	LEVY. AT THIS POINT TH THE BREAKAGE CAUSED TH	E PILOT LOST CON' E FUEL TANKS TO F	TROL OF THE AIRUPTURE AND TH	ΙE	

File No 11	87 6/03/86 	WINNIE,TX	A/C Reg. No. N4226N	Time (Lc1) - 1830 CDT
Occurrence #1 Phase of Operation		RTIAL) - MECH FAIL	JRE/MALF	
Finding(s) 1. ENGINE ASSEMBLY 2. OPERATION WIT 3. JUDGEMENT - POO	H KNOWN DEFICIENCI	ES IN EQUIPMENT - ND	INTENTIONAL - PILOT IN COMMAND	
Occurrence #2 Phase of Operation				
Finding(s) 4. LOAD JETTISON -				
Occurrence #3 Phase of Operation				
Finding(s) 5. TERRAIN CONDITI 6. FUEL SYSTEM,TAN	K - BURST			
Probable Cause				
The National Transpo is/are finding(s) 1,		rd determines that	the Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is	/are finding(s) 3,	4,5	

File No 1188 6/08/86 WIT	CHITA FALLS,TX A/C F	Reg. No. N37RA	ר	ime (Lcl) -	1425 CDT	
Basic Information Type Operating Certificate-NONE (GENE Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	RAL AVIATION) Aircraf SUBSTA Fire NONE	t Damage NTIAL Crew Pass		Injur Serious O O		None 1 3
Aircraft Information Make/Model - CESSNA 170B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2050 No. of Seats - 4			Ç	Installed/A Stall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFI Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 090/008 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 25000 FT SC Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/INC Destination LOCAL ATC/Airspace ATTERED Type of Flight Plan Type of Clearance	- NONE	ON AIR Airport [WITCH] Runway Runway Runway		3490/ ASPHALT	50
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE	Age - 65 Biennial Flight Review Current - YES Months Since - 14 Aircraft Type - UNK/NR	Flig Total - Make/Model-	ht Time (F 230 148	Hours) Last 24 Last 30	Hrs - UN Days- UN	IK/NR IK/NR
Narrative RING THE GROUND RUN PORTION OF THE TAKEOF E AIRCRAFT WAS SPINNING AROUND THE RIGHT RCRAFT TO COME TO REST ON ITS RIGHT SIDE.	GEAR STRUCK A SMALL DITCH AND					

File No 1188	6/08/86	WITCHITA FALLS,TX	A/C Reg. No. N37RA	Time (Lcl) - 1425 CDT
Occurrence #1 L Phase of Operation T				
3. GROUND LOOP/SWERVE	ROL - NOT MAINT : - INADVERTENT	AINED - PILOT IN COMMAND - PILOT IN COMMAND - INADEQUATE - PILOT IN		
Occurrence #2 C Phase of Operation T				
Finding(s) 5. TERRAIN CONDITION				
Probable Cause				
The National Transportais/are finding(s) 2,4	ition Safety Boa	rd determines that the P	robable Cause(s) of this acci	dent
Factor(s) relating to t	his accident is	/are finding(s) 1,3		

File No 1190 6/11/86 MESQL	DITE,TX A/C	Reg. No. N23039		Time (Lcl) -	- 1932 CDT	
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL	L AVIATION) Aircra DESTR Fire	aft Damage ROYED Crev	Fatal U O	Injur Serious 1		None 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pass	_	1	Ō	0
Aircraft Information						
Make/Model - CESSNA 150H Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Number Engines - Engine Type - F	CONTINENTAL 0-200-A 1 RECIPROCATING-CARBUF 100 HP	RETOR	Installed/A Stall Warnir	ng System	- YES
Environment/Operations Information						
Weather Data Wx Briefing · - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Poir SAME AS ACC/INC	nt	Airport ON AII	Proximity RPORT		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM	Destination SAME AS ACC/INC			N MUNI	- 35	
Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Plar Type of Clearance Type Apch/Lndg	- NONE	Runwa	y Lth/Wid - y Surface - y Status -	- ASPHALT	50
-Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 36 Biennial Flight Review	Medical Certifica Flig	ate - VALII ght Time (I		WAIVERS/	'LIMIT
COMMERCIAL SE LAND	Current - YES Months Since - 2 Aircraft Type - UNK/N	Total - Make/Model-	616 36 115	Last 24 Last 30	Days- UN Days-	1 NK/NR 25 O
Instrument Rating(s) - AIRPLANE						
Narrative LE PILOT WAS MAKING TOUCH AND GO LANDINGS WH LERE WAS NO RECOVERY AND THE AIRCRAFT COLLIC E ENGINE TEARDOWN FAILED TO DISCLOSE ANY FAI	ED WITH THE GROUND. THE PI					

File No 11	90 6/11/86 	MESQUITE,TX	A/C Reg. No. N23039	Time (Lc1) - 1932 CDT	-
Occurrence #1 Phase of Operation					
Finding(s) 1. AIRSPEED - NOT H 2. STALL/SPIN - IN	MAINTAINED - PILOT ADVERTENT - PILOT I				
Occurrence #2 Phase of Operation			•		
Probable Cause					
The National Transpo is/are finding(s) 2	rtation Safety Boar	d determines that t	he Probable Cause(s) of this ac	cident	
Factor(s) relating to	o this accident is/	are finding(s) 1			

File No 1199 6	3/15/86 MINEOLA	, TX	A/C Reg. No. N	25512	Т.	ime (Lc1) -	0930 CD1	Г
Type Operation Type of Operation Flight Conducted Under Accident Occurred During	-PERSONAL -14 CFR 91	SI Fil	ocraft Damage JBSTANTIAL oe DNE	Crew Pass	Fatal O O	Injur Serious O O		None 1 O
Aircraft Information Make/Model - CESSNA 1 Landing Gear - TRICYCLE Max Gross Wt - 1670 No. of Seats - 2	52	Eng Make/Model Number Engines Engine Type Rated Power	- 1		S† OR	Installed/A tall Warnin	g System	- YES
Environment/Operations Inf Weather Data Wx Briefing - NO REC Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - CALM Visibility - 20.0 Lowest Sky/Clouds - Lowest Ceiling Obstructions to Vision Precipitation Condition of Light	ORD OF BRIEFING SM 1500 FT THIN B 2000 FT BROKEN NONE		NC NC Plan - NONE Ce - NONE	А	ON AIRF irport Da MINEOLA Runway Runway Runway	ata N	ASPHALT	40
Personnel Information Pilot-In-Command Certificate(s)/Rating(s STUDENT Instrument Rating(s)	в) В	ge - 27 iennial Flight Reviel Current - N, Months Since - N, Aircraft Type - N,	w /A Tota /A Make	Certificate Flight 1 - /Model- rument-	Time (Ho 30 30	ours) Last 24 Last 30	Hrs - Days- UN	3 NK/NR
THE STUDENT PILOT WAS PRACTICI DIRECTIONAL CONTROL DUE TO WIN VEERED OFF THE RUNWAY DAMAGING	NG TOUCH AND GO L.						E LOST	

File No 11	99 6/15/86 MINEOLA,TX	A/C Reg. No. N25512	Time (Lc1) - 0930 CDT	
Occurrence #1 Phase of Operation	LOSS OF CONTROL - ON GROUND LANDING - ROLL			
IMPROPER US	TROL – NOT MAINTAINED – PILOT IN COMMAND E OF EQUIPMENT/AIRCRAFT,INADEQUATE TRAIN RVE – INADVERTENT – PILOT IN COMMAND))	
Occurrence #2 Phase of Operation				
Probable Cause				
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the 3	Probable Cause(s) of this accide	ent	
Factor(s) relating t	o this accident is/are finding(s) 2			

	_IVERPOOL,TX	A/C Reg.	No. N8935Q	Т	ime (Lc1) -	1120 CDT	
Basic Information Type Operating Certificate-NONE (GE	ENERAL AVIATION)	Aircraft D SUBSTANTI		Fatal	Injur Serious		None
Type of Operation -AERIAL A Flight Conducted Under -14 CFR Accident Occurred During -DESCENT		Fire NONE	Cre Pas	s 0	1	0	0
Aircraft Information Make/Model - AYERS S-2R Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 6000 No. of Seats - 1	Number Engine Ty	Model - P&W R gines - 1 pe - RECIP	-1340-AN-1 ROCATING-CARBU	ELT S		ctivated ·	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIE Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 20.0 SM Lowest Sky/Clouds - 5000 FT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary EFING Last Depar SAME AS Destination LOCAL ATC/Airspace	ACC/INC ight Plan - N earance - N	ONE	OFF AI Airport D Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A	RF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND Instrument Rating(s) - NONE	Biennial Flight (Current Months Since	Review	Total - Make/Model-	ght Time (H 269 16 20	ours) Last 24 Last 30 Last 90	Hrs - Days- UN	1 (/NR 15

File No. - 1073 6/17/86 LIVERPOOL, TX A/C Reg. No. N8935Q Time (Lc1) - 1120 CDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 2. AIRSPEED - INADEQUATE - PILOT IN COMMAND 3. STALL - INADVERTENT - PILOT IN COMMAND 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2 Factor(s) relating to this accident is/are finding(s) 4

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	18/86 WEATH	ERFORD, TX	A/C Reg.	No. N6469E	ı	ime (Lcl)	- 0720 C	DT
Basic Information Type Operating Certificat Type of Operation Flight Conducted Under Accident Occurred During	-PERSONAL -14 CFR 91	_ AVIATION)	Aircraft D SUBSTANTI Fire NONE	AL Crew	_	0		None O 1
	-DE2CEM1							
Aircraft Information Make/Model - CESSNA 17 Landing Gear - TRICYCLE- Max Gross Wt - 2075 No. of Seats - 4		Number Engi	nes - 1 - RECIP	NENTAL 0-300-A ROCATING-CARBUR 5 HP	S	Installed/ tall Warni		
Environment/Operations Info Weather Data Wx Briefing - NO RECO Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 070/004 Visibility - 6.0 Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light -	RD OF BRIEFING KTS SM 4000 FT SCATT 10000 FT BROKE NONE NONE		C/INC nt Plan - N rance - N	ONE	ON AIR Airport D PARKE Runway Runway Runway	ata COUNTY	- DIRT	40
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND		Age - 39 Biennial Flight Re Current Months Since Aircraft Type	- NO - UNK/NR	Total - Make/Model-	nt Time (F 240 159	lours) Last 2	4 Hrs - O Days-	UNK/NR UNK/NR
Instrument Rating(s)	- NONE							
Narrative THE PLT EXPERIENCED A POWER LOS THE AIRCRAFT COLLIDED WITH A TR TANKS WERE HALF FULL AND THERE PRIOR TO THIS ACCIDENT FLIGHT.	EE BEFORE COMIN	NG TO REST IN A FIE	LD. DURING THE SUMP. T	PRE-FLIGHT THE HE ACFT HAD NOT	PILOT NOTE BEEN FLOW	D THE FUEL N FOR 3 WE		

File No 10	85 6/18/86	WEATHERFORD,TX	A/C Reg. No. N6469E	Time (Lc1) - 0720 CDT
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICAL L CLIMB		
Finding(s) 1. FLUID,FUEL - CO 2. FLUID,FUEL - WA 3. AIRCRAFT PREF 4. JUDGEMENT - POO	TER LIGHT - POOR - PIL	ND		
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation				
Finding(s) 5. OBJECT - TREE(S				
Occurrence #4 Phase of Operation		NCY		
Probable Cause			·	
The National Transpois/are finding(s) 3,		rd determines that the	Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is	/are finding(s) 5		

File No 1128 7/13/86 GEORGI	ETOWN,TX A/C R	eg. No. N2155P	T	ime (Lc1) -	1415 CD)T
Basic Information Type Operating Certificate-NONE (GENERAL	SUBSTA		Fatal		Minor	None
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	- Fire NONE	Crew Pass	-	0	1 0	0
-Aircraft Information Make/Model - PIPER PA-23-150 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3800 No. of Seats - 5	3 ,,		SETOR	Installed/A tall Warnin	g System	r - YES
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/O11 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 5500 FT THIN Lowest Ceiling - 25000 FT BROKI Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point KILLEEN,TX Destination LOCAL ATC/Airspace BKN Type of Flight Plan EN Type of Clearance Type Apch/Lndg	- NONE - NONE	Airport ON AIR Airport D GEORGE Runway Runway Runway	Proximity PORT ata	18 4100/ DIRT	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP,CFI SE LAND,ME LAND HELICOPTER	Age - 47 Biennial Flight Review Current - YES Months Since - 11 Aircraft Type - PA-23		ht Time (F 5283 38 1092		Hrs - Days- L Days-	2
Instrument Rating(s) - AIRPLANENarrative E INSTRUCTOR PILOT WAS INSTRUCTING HIS STUDITER WHICH THE ENGINE WOULD NOT RESTART. THE PROACH ANOTHER AIRCRAFT LANDED ON THE RUNWA' STRUCTOR ATTEMPTED A SINGLE ENGINE GO-AROUNI E INSTRUCTOR LOST CONTROL OF THE AIRCRAFT, IN EN CARTWHEELING TO THE RIGHT. THE AIRCRAFT IN GINE STARTER DISCLOSED NO MECHANICAL FAILUR	INSTRUCTOR DECIDED TO LAND Y AND DID NOT CLEAR THE RUN O WITH GEAR DOWN, BUT COULD WHICH STARTED TO ROLL OVER LANDED 75 FEET FROM THE END	AT THE CLOSEST AI WAY WHEN ASKED TO NOT GAIN ENOUGH A HITTING THE LEFT W	RPORT. WHI DO SO. THE LTITUDE OR ING FIRST	LE ON FINAL AIRSPEED. AND		

File No 11	28 7/13/86 	GEORGETOWN,TX	A/C Reg. No. N2155P	Time (Lcl) - 1415 CDT
Occurrence #1 Phase of Operation		RTIAL) - NON-MECHANIC	CAL	
	ANDING - SIMULATED		cfI)	
Occurrence #2 Phase of Operation				
	TROL - NOT MAINTAI - NOT MAINTAINED - MAINTAINED - PILOT	NED - PILOT IN COMMAN PILOT IN COMMAND(CFI IN COMMAND(CFI) COMMAND(CFI)		
Occurrence #3 Phase of Operation		OUND (VFR)		
Probable Cause				
The National Transpois/are finding(s) 5,	-	rd determines that th	ne Probable Cause(s) of this accid	lent
Factor(s) relating t	o this accident is	/are finding(s) 1,2,3	3,4	

Basic Information						
Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircraft SUBSTAN		Fatal	Injur Serious		None
Type of Operation -PERSONAL	Fire	Crew		ser rous 1	MITTOR	0
Flight Conducted Under -14 CFR 91	NONE	Pass	_	1	1	Ö
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - BELL 206B	Eng Make/Model - ALL			Installed/A		
Landing Gear - SKID	Number Engines - 1		Si	tall Warning	g System ·	- NO
Max Gross Wt - 3200 No. of Seats - 5	Engine Type - TUR Rated Power -	BUSHAFI 317 HP				
No. of Seats 5	Rated Power -	317 MP 				
Environment/Operations Information	T +			S		
Weather Data Wx Briefing - NO RECORD OF BRIEFI	Itinerary NG Last Departure Point		Airport F			
Method - N/A	SAME AS ACC/INC		UN AIR	PURI		
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	CLEVELAND, TX			MERY CO.		
Wind Dir/Speed- 130/008 KTS					UNK/NR	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 25000 FT SC				Surface -		RF
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance -		Runway	Status -	DRY	
	Type Apch/Lndg -	NUNE				
Precipitation - NONE Condition of Light - NIGHT(BRIGH	τ)					
Personnel Information Pilot-In-Command	Age - 61	Medical Certifica	te - VALID	MEDICAL-WA	IVERS/LIM	ΙΤ
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review Current - YES Months Since - 9	Flig	ht Time (Ho			
PRIVATE	Current - YES	Total -	1800	Last 24	Hrs -	1
SE LAND	Months Since - 9	Make/Model-				
HELICOPTER	Aircraft Type - UNK/NR	Instrument-	300	Last 90		28
				Rotorcra	aft -	132
Instrument Rating(s) - AIRPLANE,	HELICOPTER					
PILOT REPORTED THAT HE LOST TAIL ROTOR	CONTROL DURING THE TRANSITION	PART OF THE TAKEO	FF. AS THE	HELICOPTER		
TED TO THE RIGHT, THE PILOT REDUCED POW					OTOR	
	Ε.					

File No. - 1090 7/14/86 CONROE,TX A/C Reg. No. N352AT Time (Lc1) - 1930 CDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

Finding(s)

3. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND

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

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

File No 1066 7/19/86 ADDIS	ON, TX	A/C Reg. No.	N6VR	Time (Lc1) - 1150 CDT			
Type Operating Certificate-NONE (GENERA	•	ircraft Damage DESTROYED		Fatal		Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		ire ON GROUND	Crew Pass	1 3	0	0	0
Aircraft Information Make/Model - CESSNA 421 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6800 No. of Seats - 8	Eng Make/Mode Number Engine Engine Type Rated Power	1 - CONTINENTA s - 2 - RECIP-FUEL - 375 HP			Installed/A		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 250/006 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 SAME AS ACC/ Destination ATLANTA,GA ATC/Airspace Type of Flight Type of Cleara Type Apch/Lndg	INC Plan - IFR nce - IFR		OFF AI Airport D ADDISO Runway Runway Runway	N Ident - Lth/Wid - Surface -	- N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND.ME LAND	Age - 36 Biennial Flight Revi Current - Months Since - Aircraft Type -	ew YES Tot 1 Mak BE-55 Íns		: Time (H 750 (/NR (/NR	lours) Last 24 Last 30 Last 90) WAIVERS/ ! Hrs - UN) Days- UN) Days- UN raft - UN	IK/NR IK/NR IK/NR
Instrument Rating(s) - AIRPLANE							
WITNESSES REPORTED A NORMAL TAKEOFF AND CLIMB DECREASED. THE RT WING THEN DROPPED, THE NOSE IMPACT. POST ACCIDENT EXAM OF THE ENGS AND TU GOVENORS DISCLOSED AN RPM SETTING BELOW TAKEO PLT HAD RECENTLY PURCHASED THIS ACFT AND MOST LOCATION OF THE THROTTLE AND PROP CONTROLS ON ALSO HAD NOT BEEN CHECK OUT IN THE C-421.	AND LT WING ROSE AND RBOCHARGERS FAILED TO FF OR CLIMB PWR; HOWE OF HIS MULTI-ENGINE	THE ACFT ENTE DISCLOSE ANY VER, EXACT RPM EXPERIENCE WAS	RED A NEAR V PRE-IMPACT F SETTING COU IN BEECH BA	ERTICAL FAILURES. ULD NOT B	DESCENT TO EXAM OF THE E DETERMINE IE THROTTLE	GROUND HE PROP ED. THE QUADRANT	

File No 10	66 7/19/86	ADDISON, TX	A/C Reg. No. N6VR	Time (Lcl) - 1150 CDT
Occurrence #1 Phase of Operation				
IMPROPER US	E OF EQUIPMENT/AIRC	CRAFT,IMPROPER TRA CRAFT,LACK OF RECE	NSITION/UPGRADE TRAINING - PILOT IN NT EXPERIENCE IN TYPE OF AIRCRAFT -	
Occurrence #2 Phase of Operation		ROLLED		
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transpo is/are finding(s) 1,		rd determines that	the Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is/	are finding(s) 3		

File No 1200 7/20/86 MIDLAN	ID,TX A/C R	eg. No. N846V	Т	ime (Lcl)	- 1600 CD	Г
Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	AVIATION) Aircraf SUBSTAI Fire NONE	t Damage NTIAL Crew Pass	-	Inju Serious 1 O		None O O
Aircraft Information Make/Model - ROSE RHINEHART A4-C Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 728 No. of Seats - 1	Eng Make/Model - COI Number Engines - 1 Engine Type - REG Rated Power -		S	Installed/ tall Warni		
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 120/008 KTS Visibility - 20.0 SM Lowest Sky/Clouds - Lowest Ceiling - 15000 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		- NONE	ON AIR Airport D MIDLAN Runway Runway Runway	ata D Ident Lth/Wid Surface		
	Age - 59 Biennial Flight Review Current - YES Months Since - 7 Aircraft Type - UNK/NR	Total - Make/Model-	ht Time (H 4000 75	ours) Last 2 Last 3	AIVERS/LII 4 Hrs - UI O Days- UI O Days-	NK/NR
Instrument Rating(s) - AIRPLANE						
Narrative THE PILOT STATED THAT HE ENCOUNTERED SEVERE WI APPLIED FULL POWER AND PULLED THE NOSE UP TO T SINK RATE AND HIT THE RUNWAY IN A SLIGHTLY NOS THE AIRCRAFT NOSED OVER INTO THE INVERTED POSI REPORTS OF WIND GUSTS IN THE AREA AT THE TIME MANAGER AT THE RYAN AERODROM AIRPORT ON 7-21-8 ANIMALS BEFORE LANDING AND THOUGHT PERHAPS THE	HE BEST ANGLE OF CLIMB ATT E DOWN ATTITUDE. THE AIRCRATION. TO HIS KNOWLEDGE THE OF THE ACCIDENT. DURING A 6, THE PILOT WOULD OFTEN B	ITUDE, HOWEVER HE AFT PROPELLER CONT. AIRCRAFT DID NOT FELEPHONE CONVERSA JZZ THE AIRPORT TO	COULD NOT ACTED THE STALL. THE TION WITH	ARREST THE RUNWAY AND RE WERE NO THE AIRPOR		

Time (Lc1) - 1600 CDT File No. - 1200 7/20/86 MIDLAND, TX A/C Reg. No. N846V Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING Finding(s) 1. BUZZING - PERFORMED - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3 Factor(s) relating to this accident is/are finding(s) 1,2

File No 1034 7/20/86 PLANO	,TX A/C Re	g. No. N83847	Time (Lo	:1) - 1315 CDT	
Type Operation PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	L AVIATION) Aircraft SUBSTAN Fire NONE		Fatal Serio		None O O
Aircraft Information Make/Model - AERONCA 7AC Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 2	Eng Make/Model - CON Number Engines - 1 Engine Type - REC Rated Power -		Stall Wa	ed/Activated Irning System	
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 - 4000 FT SCAT' Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/INC Destination SAME AS ACC/INC ATC/Airspace FERED Type of Flight Plan - Type of Clearance -	NONE NONE NONE	Airport Proximi ON AIRPORT Airport Data PLANO Runway Ident Runway Lth/Wi Runway Surfac Runway Status	- 16 d - 3100/ e - ASPHALT	50
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 53 Biennial Flight Review Current - YES Months Since - 10 Aircraft Type - UNK/NR	Total - Make/Model-	ht Time (Hours) 760 Las 140 Las 750 Las	st 24 Hrs - UN	IK/NR IK/NR
Instrument Rating(s) - NONENarrative THE PILOT TRIED TWICE TO ROTATE THE AIRCRAFT E 100 FEET ABOVE THE GROUND, THE AIRCRAFT STARTE STALLED AND NOSED DOWN IMPACTING THE GROUND. E EACH) ENTER THE AIRCRAFT. THE GROSS WEIGHT OF BOTH FUEL AND OIL IS APRX 108 LBS. TOTAL WEIGH GROSS WEIGHT.	ED VEERING TO THE WEST SIDE PRIOR TO THE FLIGHT A WITNES THE AIRCRAFT IS 1220 LBS. E	OF THE RUNWAY IN . S OBSERVED TWO HE. MPTY WEIGHT IS 80	A NOSE HIGH ATTIT AVY SET MEN (APRX O LBS. COMBINED W	UDE, 250 LBS. EIGHT OF	

File No. - 1034 7/20/86 PLANO,TX A/C Reg. No. N83847 Time (Lc1) - 1315 CDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 4. STALL - NOT POSSIBLE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 5. STALL - NOT CORRECTED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5 Factor(s) relating to this accident is/are finding(s) 1

File No 1037 8,	/09/86 DFW A	RPORT, TX	A/C Reg	. No. XAMXG	1	ime (Lcl) -	1500 CDT	
Basic Information Type Operating Certifica	te-NONE (GENERAL	_ AVIATION)	Aircraft [Damage	~	Injur		Name
Type of Operation Flight Conducted Under Accident Occurred During	-14 CFR 129	TL,PAX/CARGO	NONE Fire NONE	Cr Pa	Fatal ew O ss O	Serious O 1	Minor O O	None 8 86
Aircraft Information Make/Model - BOEING 7: Landing Gear - TRICYCLE Max Gross Wt - UNK/NR No. of Seats - UNK/NR		Number	e/Model - P&W (Engines - 3 Type - TURB(ower - UNK/N	DJET		Installed/A Stall Warnin		
Environment/Operations Info Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - WEATHEL Basic Weather - VMC Wind Dir/Speed - 200/00' Visibility - 20.0 Lowest Sky/Clouds - Lowest Ceiling Obstructions to Vision Precipitation Condition of Light	R NOT PERTINENT 7 KTS SM 6000 FT SCATT - NONE - NONE - NONE	ACAPUL Destinati DFW AI ATC/Airspa FERED Type of Type of	on RPORT,TX ce Flight Plan - I	IFR	OFF Al Airport [Runway Runway Runway	/ Ident - / Lth/Wid - / Surface -	N/A N/A N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s ATP,FOREIGN ME LAND Instrument Rating(s))	Months Sin	t Review - UNK/NR ce - UNK/NR	Total -	ight Time (H UNK/NR UNK/NR UNK/NR	lours) Last 24 Last 30 Last 90	Hrs - UN Days- UN Days- UN aft - UN	K/NR K/NR
Narrative HE AIRCRAFT WAS IN SMOOTH AIR MALE PASSENGER WENT TO THE FORM IO LOOSE OR TORN CARPET OT OTH HILE IN THE LAVATORY IS UNDET	WARD LAVATORY AN ER LOOSE OBJECTS	ND FELL, INJURI	NG HIS HEAD AND	D BACK. THE FL	OOR WAS DRY	AND THERE W	AS	

File No. - 1037 8/09/86 DFW AIRPORT,TX A/C Reg. No. XAMXG Time (Lc1) - 1500 CDT

Occurrence MISCELLANEOUS/OTHER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

----Probable Cause----

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

File No 1038 8/20/86 F0	RT STOCKTON,TX A/C	Reg. No. N4493M	T 	ime (Lcl) -	1800 CDT	
Basic Information Type Operating Certificate-NONE (GEN		ft Damage		Injur		
		ANTIAL	Fatal			None
Type of Operation -BUSINESS	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	2
accident occurred buring -LANDING						
Aircraft Information						
Make/Model - HUGHES 369-500D	Eng Make/Model - A			Installed/A		
Landing Gear - SKID	Number Engines -		S	tall Warnin	g System	- NO
Max Gross Wt - 2550	Engine Type - T					
No. of Seats - 7	Rated Power -	375 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing '- NO RECORD OF BRIEF		t	OFF AI	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		_	.		
Wind Dir/Speed- 207/009 KTS	ATO /A			Ident -		
Visibility - 20.0 SM Lowest Sky/Clouds - 2000 FT So	ATC/Airspace	- NONE		Lth/Wid - Surface -		
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type of Creatailce Type Apch/Lnda		Kuliway	Status	DKI	
Precipitation - NONE	Type Apelly Ellidg					
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 67	Medical Certifica	te - VALID	MEDICAL -NO	WATVERS/	LIMIT
Certificate(s)/Rating(s)	Age - 67 Biennial Flight Review	Flia	ht Time (H		WAI VENS)	
COMMERCIAL	Current - YES	Total -		Last 24	Hrs - UN	K/NR
ME LAND	Months Since - 27	Make/Model-	5	Last 30	Davs- UN	K/NR
HELICOPTER	Months Since - 27 Aircraft Type - UNK/N	Make/Model- R Instrument-	Ō	Last 90	Days-	20
	,				aft -	
Instrument Rating(s) - NONE						
Narrative						
HELICOPTER PILOT ENTERED AUTOROTATION					,	
WAS DEPENDING ON HIS WARNING LIGHT TO						
ROTOR STRUCK THE GROUND CAUSING THE MA	THE DOTOR TO SEVERE THE TITLE	DOOMCT C. T	E 1100170:	AL CTABLE		

File No 10	38 8/20/86	FORT STOCKTON,TX	A/C Reg. No. N4493M	Time (Lc1) - 1800 CDT
Occurrence #1 Phase of Operation		DTAL) - NON-MECHANICAL		
Finding(s) 1. FLUID,FUEL - EX 2. WARNING SYSTEM(3. PREFLIGHT PLA 4. JUDGEMENT - POO	OTHER) – FAILURE,F NNING/PREPARATION	- POOR - PILOT IN COMMA		
Occurrence #2 Phase of Operation		ENCY		
Finding(s) 5. AUTOROTATION -	PERFORMED - PILOT			·
Occurrence #3 Phase of Operation		TOUCHDOWN		
Probable Cause				
The National Transpo is/are finding(s) 1,	,	ard determines that the	Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is	s/are finding(s) 2,4,5		

Basic Information							
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft [SUBSTANT]		En+a1	Injur Serious		None
Type of Operation -BUSINESS		Fire					1
Flight Conducted Under -14 CFR 91		NONE	Pass	Ö	0	Ö	0
Accident Occurred During -TAXI							
Aircraft Information							
Make/Model - CESSNA 172A			NENTAL 0-300-C				
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2075			PROCATING-CARBUR		tall Warnin	ng System	- YE2
No. of Seats - 4		ype - RECIF wer - 14		EIUR			
No. 01 Seats 4	Rated FO	wei					
Environment/Operations Information Weather Data	Thimpman			Ainmont	Proximity		
weather data Wx Briefing - NO RECORD OF BRIEFI	Itinerary	rture Point		ON AIR			
Method - N/A	SAME AS			ON AIR	r ok i		
Completeness - N/A	Destinatio			Airport D	ata		
Basic Weather - IMC	LOCAL			GAINES	VILLE		
Wind Dir/Speed360/020 KTS					Ident -		
Visibility250 SM	ATC/Airspac	e	_		Lth/Wid -		100
Lowest Sky/Clouds - 200 FT					Surface -		
Lowest Ceiling - 200 FT OV Obstructions to Vision- NONE		rearance - r /Lndq - N		Runway	Status -	DRY	
Precipitation - RAIN SHOWER		/ Linug - i	NOINE				
Condition of Light - DUSK)						
Personnel Information							
Pilot-In-Command	Age - 38	Me	edical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Age - 38 Biennial Flight	Review	Flig	ht Time (H	ours)		
PRIVATE	Current	- YES	Total -	161	Last 24	Hrs - UN	K/NR
SE LAND	Months Sinc	e - 18	Total - Make/Model- Ínstrument-	97	Last 30	Days- UN	K/NR
	Aircraft ly	pe - UNK/NK	Instrument-	1	Last 90	Days-	8
Instrument Rating(s) - NONE							
 Narrative							
PILOT WAS TAXIING INTO POSITION FOR TAK	OFF, WHEN THERE W	AS A WIND SHIF	T AND A GUST OF	WIND INVE	RTED THE		
RAFT. THE PILOT HAD NOT OBTAINED ANY WE	ATHER REPORTS PRIO	R TO TAXIING (OUT TO THE RUNWA	Y. THERE W	ERE		
DERSTORMS IN THE AREA AND A HEAVY RAIN	REGAN WITHIN MINUT	ES OF THE ACCI	DENT DECREASING	VISIBILIT	Y TO APRX 1	/4 MTLF	

File No. - 1039 8/24/86 GAINESVILLE,TX A/C Reg. No. N7261T Time (Lc1) - 1900 CDT Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER Phase of Operation TAXI - TO TAKEOFF Finding(s) 1. WEATHER CONDITION - GUSTS 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 3. WEATHER EVALUATION - POOR - PILOT IN COMMAND 4. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND ------Occurrence #2 NOSE OVER Phase of Operation TAXI - TO TAKEOFF ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

, and a state of the state of t

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

File No 1020 8/30/86 HOUS	TON,TX A/C Reg	. No. N6198L	Time (Lc1) -	1400 CDT
Basic Information Type Operating Certificate-NONE (GENER, Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	AL AVIATION) Aircraft DESTROYE Fire ON GROUN	D Crew	Injur Fatal Serious 1 O O O	ies Minor None O O O O
Aircraft Information Make/Model - GREAT LAKES 2T-1A-2 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1580 No. of Seats - 2	Eng Make/Model - LYCO Number Engines - 1 Engine Type - RECI Rated Power - 1	P-FUEL INJECTED		ctivated - YES/NO g System - UNK/NR
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 050/006 KTS Visibility - 12.0 SM Lowest Sky/Clouds - 4000 FT SCA' Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	HOUSTON,TX Destination LA PORTE,TX ATC/Airspace ITERED Type of Flight Plan - Type of Clearance -	A i	irport Proximity OFF AIRPORT/STRIP rport Data LAKESIDE Runway Ident - Runway Lth/Wid - Runway Surface - Runway Status -	N/A
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND	Biennial Flight Review Current - UNK/NR Months Since - UNK/NR	Total - 5	Time (Hours) CO Last 24 NR Last 30 NR Last 90	Hrs - UNK/NR
Instrument Rating(s) - NONENarrative HE ENDS OF THE OUTER STRING AND THE INNER RI DSITIONED UNDER THE DUCT CLAMP DURING INSTAI F THEIR NORMAL POSITION ON AND IN THE DUCT F ND COLLAPSE WHICH RESULTED IN A LOSS OF ENG: ETURN TO THE AIRPORT WITH ONLY 100 FEET OF A ECOVER BEFORE IMPACT OCCURRED.	LATION. AS A RESULT, THEY UNW RESPECTIVELY. THIS ALLOWED THE INE INTAKE AIR AND SUBSEQUENT	OUND DURING ENGINE (WALL OF THE DUCT TO POWER FAILURE. THE O	OPERATION AND MOVED D LOSE ITS RIGIDITY PILOT ATTEMPTED TO	

File No 10	20 8/30/86	HOUSTON,TX	A/C Re	∍g. No. N6198L	Time (Lcl) - 1400 CDT
Occurrence #1 Phase of Operation			RE/MALFUNCTION		
Finding(s) 1. INDUCTION AIR CO 2. MAINTENANCE,INSO		Γ - INADEQUATE - O	OTHER MAINTENANCE	PSNL	
Occurrence #2 Phase of Operation	LOSS OF CONTROL	· - IN FLIGHT			
Finding(s) 3. EMERGENCY PROCE 4. AIRSPEED - NOT I 5. STALL	MAINTAINED - PILOT	IN COMMAND			
Occurrence #3 Phase of Operation		ROLLED			
Occurrence #4 Phase of Operation	OTHER				
Probable Cause					
The National Transpois/are finding(s) 1,		rd determines that	t the Probable Cau	use(s) of this acc	cident
Factor(s) relating to	this accident is,	are finding(s) 2,	3		

File No 1024 9/11/86 TE	MPLE,TX	A/C Reg. No. Na	2311B	Τi	ime (Lc1) -	1915 CDT	
Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damage			Injur		
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	Ο	1	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	1	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - TEMCO GLODE SWIFT		lel - CONTINENTAL			installed/A		
Landing Gear - TAILWHEEL-RETRACTABL		nes - 1		St	all Warnin	g System -	YES
Max Gross Wt - 1710		- RECIPROCATIN	NG-CARBURET	OR			
No. of Seats - 2	Rated Power	- 125 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F	roximity		
Wx Briefing - NO RECORD OF BRIEF	ING Last Departur	e Point		OFF AIR	RPORT/STRIP		
Method - N/A	TEMPLE, TX				, -		
Completeness - N/A	Destination		Δ	irport Da	ata		
Basic Weather - VMC	TEMPLE.TX		•	CHARPIN			
Wind Dir/Speed- 030/007 KTS	, ,					36	
Visibility - 12.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 3500 FT S		t Plan - NONE			Surface -		?F
Lowest Ceiling - 25000 FT E		ance - NONE			Status -		
Obstructions to Vision- NONE	Type Apch/Lnd	da - TRAFFIC	PATTERN		0 10 10 1		
Precipitation - NONE	. , , , , , , , , , , , , , , , , , , ,	FORCED L					
Condition of Light - DAYLIGHT		· ONOLD	27.152.14				
Personnel Information							
Pilot-In-Command	Age - 54	Medical (Certificate	- VALTD	MEDICAL -WA	TVFRS/LIMI	т
Certificate(s)/Rating(s)	Age - 54 Biennial Flight Rev	riew		Time (Ho		I VENS/ EXMI	•
COMMERCIAL	Current -	VES Total				Hrs -	1
SE LAND	Months Since -	YES Total 6 Make	/Model-	75	126+ 30	Dave- IINK	/ /ND
SE LAND	Aincraft Type -	PA-28 Instr	nument-		Last 90		
	All Clart Type	FA 20 1115 CI	americ	O	Last 90	Days	7
Instrument Rating(s) - NONE							
Narrative THE PLT DEPARTED RWY 36 AT CHARPING FIELD	TO DEDECIDE TOUCH AND GO	I LANDINGS THE DI	IT STATED T	HAT THE A	ACET ENG OU	тт	
ON FINAL APCH. THE PLT ELECTED TO LAND SHO							
ALONG THE FINAL APCH PATH. INVESTIGATION R							
#6 CYLINDER WERE FOUND LOOSE WITH SOME POR							
ARMS ON BOTH MAGMETOS WERE BURNT AND CONTA							
ARMS UN DUIT MAGMETUS WERE DURNT AND CONTA	CIS WERE SEVERLY WURN.	THE LAST ANNUAL I	INSPECTION	OF THE AC	CEL WAS IN	J/ 1900.	

File No 10	9/11/86	TEMPLE,TX	A/C Reg. No. N2311B	Time (Lc1) - 1915 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER APPROACH - VFR P.	ATTERN - FINAL APPRO	DACH	
	INADEQUATE - PILO	T IN COMMAND T - INADEQUATE - PI		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGE			
Occurrence #3 Phase of Operation				
Finding(s) 4. WHEELS UP LANDI	NG - INTENTIONAL -			
Probable Cause				· · · · · · · · · · · · · · · · · · ·
The National Transpo		rd determines that t	the Probable Cause(s) of this accide	ent .
Factor(s) relating t	o this accident is,	are finding(s) 3,4		

File No 1025 9/13/86 NORI	A/C Reg. No. N40268 Time (Lc			me (Lc1) -	1) - 1315 CDT		
-Basic Information							
Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft_Damage			Injuri		
T		SUBSTANTIAL	_	Fatal	Serious	Minor	None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91		Fire	Crew	0	0	0	1
Accident Occurred During -DESCENT		NONE	Pass	0	0	0	0
Accident occurred buring -bescent							
-Aircraft Information							
Make/Model - HILLER UH-12E		el - LYCOMING VO-5	40		nstalled/Ad		
Landing Gear - SKID	Number Engin				all Warning	, System -	NO
Max Gross Wt - 2750		- RECIPROCATING	-CARBURET	OR			
No. of Seats - 3	Rated Power	- 305 HP					
-Environment/Operations Information							
Weather Data	Itinerary		,	Airport F	roximity		
Wx Briefing - NO RECORD OF BRIEFIN		e Point			PORT/STŔIP		
Method - N/A	NORIAS,TX	•			•		
Completeness - N/A	Destination		A	irport Da	ta		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 150/008 KTS				Runway	Ident -	N/A	
Visibility - 8.0 SM	ATC/Airspace			Runway	Lth/Wid -	N/A	
	TTERED Type of Fligh				Surface -	GRASS/TUR	F
Lowest Ceiling - NONE	Type of Clear			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lnd	g - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 38	Medical Ce	rtificate	- VALID	MEDICAL-WAI	VERS/LIMI	Т
Certificate(s)/Rating(s)	Biennial Flight Rev	riew Flight Time (Hours)					
COMMERCIAL			- 5	200	Last 24	Hrs -	16
SE LAND	Months Since -	2 Make/M	ode1- 4	000	Last 30	Days- UNK	/NR
HELICOPTER	Months Since - Aircraft Type -	UH-12E Instru	ment-	0	Last 90	Days-	76
					Rotorcra	ift - 4	000
Instrument Rating(s) - NONE							
-Narrative							
COMMERCIAL PLT WAS ENGAGED IN A LIVESTOC THE FENCE CAUSING A LOSS OF ACFT CONTROL				NCE. THE	ACFT SKID C	AUGHT	
THE EENICE CALICING A LOCC OF ACET CONTOOL	AND CHDCEDHENT IMPACT	WITH THE TERRATAL					

File No 10	25 9/13/86 NORIAS,TX	A/C Reg. No. N4026	Time (Lc1) - 1315 CDT
Occurrence #1 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT HOVER		
3. JUDGEMENT - POO	ISJUDGED - PILOT IN COMMAND R - PILOT IN COMMAND - INADEQUATE - PILOT IN COMMAND		en en en en en en en en en en en en en e
Occurrence #2 Phase of Operation	LOSS OF CONTROL - IN FLIGHT DESCENT - UNCONTROLLED		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		The second secon
Probable Cause		· • • • • • • • • • • • • • • • • • • •	
The National Transpois/are finding(s) 2,	rtation Safety Board determines that th 3,4	ne Probable Cause(s) of this	s accident
Factor(s) relating t	o this accident is/are finding(s) 1	\$	

File No 1092 9/13/86 MARLIN,TX			A/C	Reg. No. N7759	g. No. N7759Z Time (Lc1) - 1330 CDT					
-Basic Information Type Operating Certifica	to-ACRICII	LTHRAL ATRO	DAET Ainon	aft Damage			Ini	uries		
Type operating centrica		ROYED		Fatal			or	None		
Type of Operation	-AERIAL	APPLICATION			Crew	0	0			0
Flight Conducted Under	-14 CFR	137	ON G	ROUND	Pass	0	O		0	Ō
Accident Occurred During			·							
-Aircraft Information										
Make/Model - PIPER PA			Eng Make/Model -				Installed			
Landing Gear - TAILWHEE	L-ALL FIX	ED	Number Engines -				all Warr	ing Sys	tem -	YES
Max Gross Wt - 2910			Engine Type -		ARBURE	TOR				
No. of Seats - 1			Rated Power -	235 HP						
-Environment/Operations Info	ormation-									
Weather Data			Itinerary			Airport 6				
Wx Briefing - NO RECO	ORD OF BR	IEFING	Last Departure Poi	nt		OFF AIR	RPORT/STR	IP		
Method - N/A Completeness - N/A			SAME AS ACC/INC			4 ÷ D.				
Basic Weather - VMC			Destination LOCAL		,	Airport Da	ata			
Wind Dir/Speed- 170/008	8 KTS		LOCAL			Runway	Ident	- N/A		
Visibility - 15.0		,	ATC/Airspace				Lth/Wid			
Lowest Sky/Clouds -	4000 F	Т	Type of Flight Pla	n - NONE			Surface			
Lowest Ceiling	- 4000 F	T BROKEN	Type of Clearance	- NONE		Runway	Status	- N/A		
Obstructions to Vision			Type Apch/Lndg	- FORCED LAND	ING					
Precipitation Condition of Light	- NONE			•						
Condition of Light	- DAYLIGH	T 								
-Personnel Information										
Pilot-In-Command		Age						WAIVERS	/LIMI	T
Certificate(s)/Rating(s)	Bieni	nial Flight Review	T-4-1		t Time (Ho		04 11		40
COMMERCIAL SE LAND			Current - YES Months Since - 1	Total Make/Mod		250		24 Hrs 30 Days		
SE LAND			Months Since - 1 Aircraft Type - AT30	make/mod O Instrume		250		30 Days		150
•		•	anciart Type Aroo	Multi-En		500	Last	JO Days		130
<pre>Instrument Rating(s)</pre>	- NONE									
-Narrative	DUDING A	DIČUT TUDN	AETED TAKEDEE AT AN	ALT OF ADDY COO	ET AC	THE 405	T CDACUE	D		
PLT REPORTED THE ENG QUIT I A HEAVILY WOODED AREA APRX								U		
A DEAVILT WUUDED AKEA APKA	I/→ MITFE /	WEST OF THE	ARFI. CAUSE OF ITE	CING CATFORE MAS	INCLE III	LICKMIINEU.				

File No 10	9/13/86	MARLIN, TX	A/C Reg. No. N7759Z	Time (Lc1) - 1330 CDT
Occurrence #1 Phase of Operation		RUN		
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation				
Finding(s) 2. TERRAIN CONDITI	ON - TREE(S)			
Probable Cause				
The National Transpo	rtation Safety Boa	rd determines that	the Probable Cause(s) of this accide	nt

is/are finding(s) 1

File No 1152 9/25/8	B6 PEARLAND, TX	A/C Re	g. No. N5542P	Τ.	ime (Lcl) -	1200 CI	т
Basic Information Type Operating Certificate-N	ONE (GENERAL AVIA				Injur		
		SUBSTAN		Fatal			
	ERIAL OBSERVATION		Crew	1	0	0	0
Flight Conducted Under -14		NONE	Pass	0	О	0	0
Accident Occurred During -DI	ESCENI					 -	
Aircraft Information							
Make/Model - CESSNA 152		Eng Make/Model - LYC	OMING 0-235-L2C(M)	ELT 1	installed/Ad	ctivate	d - YES/YES
Landing Gear - TRICYCLE-FIX	ED	Number Engines - 1		St	tall Warning	3 System	n - YES
Max Gross Wt - 1670		Engine Type - REC	IPROCATING-CARBURE	TOR	_		
No. of Seats - 2		Rated Power -	125 HP				
Environment/Operations Informa							
Weather Data		tinerary		Airport F	Provimity		
Wx Briefing - NO RECORD (Last Departure Point			RPORT/STRIP		
Method N/A	DATE: ING	LAPORTE.TX		0 41.	., 5,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
Completeness - N/A	ſ	Destination		Airport Da	ata		
Basic Weather - VMC	•	HOUSTON, TX					
Wind Dir/Speed- 170/007 KT	S			Runway	Ident -	N/A	
Visibility - 15.0 SI		TC/Airspace			Lth/Wid -		
		Type of Flight Plan -	NONE		Surface -		
Lowest Ceiling - 28		Type of Clearance -			Status -		
Obstructions to Vision- NO		Type Apch/Lndg -	NONE	•		-	
Precipitation - NO	NE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Condition of Light - DA	/LIGHT						
Personnel Information Pilot-In-Command	Age -	51	Medical Certificat	e - NON-VA	ALID MEDICAL		
Certificate(s)/Rating(s)		ial Flight Review				•	
COMMERCIAL	Ci	urrent - UNK/NR	Total - UN			Hrs - I	INK/NR
SE LAND	M	onths Since - UNK/NR	Make/Model- UN	K/NR	Last 30	Days- I	JNK/NR
ST THIS		ircraft Type - UNK/NR	Make/Model- UN Instrument- UN	K/NR	Last 90	Days-	JNK/NR
	-		Multi-Eng - UN	K/NR	Rotorcra	aft - I	JNK/NR
Instrument Rating(s) - A	AIRPLANE						
Narrative							
THE COMMERCIAL PLT WAS CONDUCTING ACFT CIRCLED THE AREA TWICE AT AN							
GROUND IMPACT.	-154+		i i				
			<u> </u>				

A/C Reg. No. N5542P

Phase of Operation

LOSS OF CONTROL - IN FLIGHT

MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

- 1. AIRSPEED NOT MAINTAINED PILOT IN COMMAND
- 2. STALL INADVERTENT PILOT IN COMMAND
- 3. ALTITUDE INADEQUATE PILOT IN COMMAND

Occurrence #2

IN FLIGHT COLLISION WITH TERRAIN

DESCENT - UNCONTROLLED Phase of Operation

----Probable Cause----

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

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

-Basic Information		C. Danasa		Ŧ •	•	
Type Operating Certificate-NONE (GENERA		aft Damage F ANTIA L	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL	Fire	Cre		0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	s 0	0	2	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA 177		YCOMING 0-320-E2D		Installed/Ad		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warning	g System ·	- YES
Max Gross Wt - 2275		RECIPROCATING-CARBU	RETOR			
No. of Seats - 4	Rated Power -	150 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poir SAME AS ACC/INC	nt	ON AIR	PURI		
Completeness - N/A	Destination		Airport D	2+2		
Basic Weather - VMC	LOCAL			ORO MUNICIPA	A 1	
Wind Dir/Speed- 140/011 KTS	LOCAL				17	
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid -		75
Lowest Sky/Clouds - 25000 FT SCAT		n - NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance	- NONE		Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-IN				
Precipitation - NONE						
Condition of Light - DAYLIGHT					_ 4	
-Personnel Information						
Pilot-In-Command	Age - 48	Medical Certifica			IVERS/LIM:	ĮΤ
Certificate(s)/Rating(s)	Biennial Flight Review	•	ght Time (H	•		_
PRIVATE	Current - YES	Total -	400	Last 24	Hrs -	1 (1)
SE LAND	Months Since - 6 Aircraft Type - UNK/M	Make/Model-	50	Last 30 Last 90	Days- UNI	K/NR
	Aircraft Type - UNK/	NR Instrument-	O	Last 90	Days-	8
Instrument Rating(s) - NONE						
-Narrative	THE ATROPACT DALLOCHED BY	DUNCED HADD AND VES	מבם מכב דייב	DUNIUAY DUE	TO	
PILOT REPORTS THAT AFTER A HARD LANDING, TY CROSSWINDS. THE WINDS FOR THE AREA WERE					IU	

File No 10	86 10/19/86 	JACKSBORO,TX	A/C	Reg. No.	N29589	Time (Lcl) - 1330 CDT
Occurrence #1 Phase of Operation						
	E OF EQUIPMENT/AIR	MAND CRAFT,OVER CONFIDENC - INADEQUATE - PILOT	T IN COMMAND			COMMAND
Occurrence #2 Phase of Operation		- ON GROUND				
Finding(s) 4. RECOVERY FROM B	OUNCED LANDING - I	NADEQUATE - PILOT IN			- 	
Occurrence #3 Phase of Operation		ION WITH TERRAIN				
Finding(s) 5. DIRECTIONAL CON	TROL - NOT MAINTAI	NED - PILOT IN COMMA				
Probable Cause						
The National Transpois/are finding(s) 4,		rd determines that t	the Probable Ca	use(s)	of this acc	ident
Factor(s) relating t	o this accident is	/are finding(s) 1,2,	, 3			

File No 1075 7/04/86 RICH	FIELD,UT A/C Reg	g. No. N8291E	Т	ime (Lc1) -	0835 MD	Т
Basic Information Type Operating Certificate-NONE (GENERATIVE OF TYPE OF OPERATION -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTANT Fire		Fatal O O	Injur Serious O O		None O O
Aircraft Information Make/Model - CESSNA 172N Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Eng Make/Model - LYCC Number Engines - 1 Engine Type - RECI Rated Power - 1	PROCATING-CARBURE	S	Installed/Adtall Warning		
Environment/Operations Information Weather Data Wx Briefing '- NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point ST. GEORGE,UT Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	VFR VFR	ON AIR Airport D RIDGEF Runway Runway Runway		6645/ ASPHALT	50
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE Narrative PLT STATED AFTER THE ACCIDENT, "I NOTICED RWY 1) NOTICED A LITTLE WIND SO I CRABBED DO A GO-AROUND. I WENT TO RAISE THE FLAPS AND AND BOUNCEDI TRIED TO STRAIGHTEN IT OUT BE	Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - UNK/NR THE WIND SOCK AND IT WAS DROCK O INTO IT, AND I NOTICED MY AP O JUST THEN A WIND SHEAR OR MI	Total - Make/Model- Instrument- UN Multi-Eng - UN PPINGI WENT TO PPROACH DIDN'T LOO	t Time (He 86 23 K/NR K/NR FINAL APPI K GOOD SO AND WE HI	ours) Last 24 Last 30 Last 90 Rotorcr ROACH (FOR I WENT TO T REAL HARD	Hrs - UI	NK/NR

File No. - 1075 7/04/86 RICHFIELD, UT A/C Reg. No. N8291E Time (Lc1) - 0835 MDT Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. PLANNED APPROACH - POOR - PILOT IN COMMAND 2. WEATHER CONDITION - DOWNDRAFT 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 4. GO-AROUND - INITIATED - PILOT IN COMMAND 5. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING Finding(s) 6. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6 Factor(s) relating to this accident is/are finding(s) 1,2,3

Type Operating Certificate-NONE (GENERA		Damage		Injur	vios	
	SUBSTANI		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew		0		1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	5
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 320C	Eng Make/Model - CON	TINENTAL TISO-470		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	ID SUEL THUESTED	S	tall Warnir	ng System	- YES
Max Gross Wt - 5200	Engine Type - RECI					
No. of Seats - 6	Rated Power - 2					
Environment/Operations Information				_		
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR	PORT	•	
Method - N/A	HEMET, CA		4:			
Completeness - N/A Basic Weather - VMC	Destination CEDAR CITY,UT		Airport D	ata CITY MUNICI	DAI	
Wind Dir/Speed- 250/007 KTS	CEDAR CITY, UT			Ident -		
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -		150
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	VED		Surface -		150
Lowest Ceiling - NONE	Type of Clearance -					
Obstructions to Vision- NONE	Type Apch/Lndg -	TRAFFIC PATTERN	WINGKANWAY	2 ca ca 3	DK1	
Precipitation - NONE	Type Apolly Lines	THAT I TO TATE THE				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 51	Medical Certifica	te - VALID	MEDICAL-WA	IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H	ours)		
PRIVATE	Current - YES	Total -	1560	Last 24	Hrs - UN	K/NR
SE LAND, ME LAND	Months Since - 9	Make/Model-	60	Last 30) Days- UN	K/NR
	Current - YES Months Since - 9 Aircraft Type - C-320	Instrument-	0	Last 90) Days-	22
		Multi-Eng -	60			
Instrument Rating(s) - NONE						
Instrument Rating(s) - NONE		Multi-Eng -	60 			

File No 11	42 7/12/86	CEDAR CITY,UT	A/C Reg. No. N3030T	Time (Lc1) - 1230 MDT
Occurrence #1 Phase of Operation		RTIAL) - NON-MECHANICAI ATTERN - FINAL APPROACH	The state of the s	
Finding(s) 1. WEATHER CONDITION 2. MIXTURE - IMP				
	IN FLIGHT COLLIS LANDING - FLARE/			
Finding(s) 3. AIRPORT FACILIT	IES,RUNWAY/LANDING	AREA CONDITION - NONE	SUITABLE	
Probable Cause				_
The National Transpo		rd determines that the	Probable Cause(s) of this acci	dent
Factor(s) relating to	o this accident is	/are finding(s) 1		

Type Operating Certificate-NONE (GENERA		aft Damage	_		Injur		
Type of Operation -BUSINESS	DESI Fire	ROYED		atal 1	Serious O	Minor O	None O
Flight Conducted Under -14 CFR 91			Pass	2	0	0	0
Accident Occurred During -MANEUVERING		•		_	v	ŭ	ŭ
-Aircraft Information							
Make/Model - MCDONALD-DOUGLAS HUGHES					[nstalled/Ad		
Landing Gear - HIGH SKID	Number Engines -			S-	tall Warning	g System -	- NO
Max Gross Wt - 3000	Engine Type -						
No. of Seats - 5	Rated Power -	375 HP					
-Environment/Operations Information Weather Data	Itinonon		A :	nnan+ [lmayamaa		
Wx Briefing · - NO RECORD OF BRIEFING	Itinerary G Last Departure Poi	nt			Proximity RPORT/STRIP		
Method - N/A	SAME AS ACC/INC	110		OII AII	(1 01(1) 511(1)		
Completeness - N/A	Destination		Air	port Da	ata		
Basic Weather - VMC	VANCOUVER, WA						
Wind Dir/Speed- 130/011 KTS						N/A	
Visibility - 15.0 SM	ATC/Airspace	NONE			Lth/Wid -		
Lowest Sky/Clouds - 4000 FT SCAT Lowest Ceiling - NONE					Surface - Status -		
Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg	- VFK - NONE		Runway	status -	N/ A	
Precipitation - NONE	Type Apelly Elling	NONE					
Condition of Light - NIGHT(DARK)							
-Personnel Information							
Pilot-In-Command	Age - 42	Medical Certi				[VERS/LIM]	T
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES		Flight T			1.1	_
COMMERCIAL	Months Since - 4	lotai Mako/Modo	- 4/1	1	Last 24	Hrs -	5 / ND
HELICOPTER	Aircraft Type - BH20	Make/Mode Instrumen	+-	0	Last 30 Last 90 Rotorcra	Days- UNF	/NR
TIEETOOFTER	ATTOTAL Type Blize	Multi-ena	_	0	Rotorcra	oft - 4	1611
		marti eng		•			
Instrument Rating(s) - NONE							
-Narrative HELICOPTER DEPARTED THE LANDING AREA AFTE HELENS VOLCANO. PRIOR TO DEPARTURE THE PL REPORTED PRIOR TO DEPARTURE SUPPORT THE CO H THE HORIZON AND IMPACT TERRAIN WHILE DES	ER A NIGHT PHOTOGRAPHY SES T REPORTED THE WEATHER WA INTENTION A METEOROLOGICAL	SION ACROSS THE S CLOSING IN AND EVENT CAUSED TH	VALLEY F GETTING E PLT TO	LOOR FR	ROM THE MT.	TIONS	

2/10/86 COUGAR, WA File No. - 1065 A/C Reg. No. N609PD Time (Lcl) - 2015 PST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE Finding(s) 1. WEATHER CONDITION - OBSCURATION 2. LIGHT CONDITION - DARK NIGHT 3. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING Finding(s) 4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4 Factor(s) relating to this accident is/are finding(s) 1,2,3

File No 1047 5/27/86 KELSO	,WA A/C Re	g. No. N3764A	Т	ime (Lcl)	- 1130 PDT	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage		Inju	ries	
	DESTROY	ED	Fatal			None
Type of Operation -TEST FLIGHT	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 - ARBAUGH EVANS EVANS VP-		KSWAGON 1600		Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warni	ng System	- UNK/NR
Max Gross Wt - 900	Engine Type - REC		TOR			
No. of Seats - 2	Rated Power - UNK	/NR				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRII	>	
Method - N/A	KELSO, WA					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		KELSO			
Wind Dir/Speed- 360/005 KTS					- N/A	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - 5000 FT SCAT					- N/A	
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -	FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command		Medical Certifica			AIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (H			_
COMMERCIÁL, CFI	Current - YES	Total -	347	Last 2	4 Hrs -	3
SE LAND, ME LAND, SE SEA	Months Since - 14	Make/Model-	3	Last 30 Last 90	ว Days- UN	K/NR
	Aircraft Type - UNK/NR			Last 9	Days-	22
		Multi-Eng -	20			
Instrument Rating(s) - AIRPLANE						
Narrative FORCED LANDING WAS MADE DUE TO A LOSS OF PO	WED AT ABOUT 150 ACL DUDING	INITIAL CLIMB TU	ACET WAC	LANDED		
RAILROAD TRACKS WHERE IT WAS DESTROYED BY	TMPACE THE DEACON FOR THE D	THE LOCK HAC MOT	DEEN DETE			

File No 10	47 5/27/86	KELSO, WA	A/C Reg.	No. N3764A	Time (Lc1) - 1130 PDT	
Occurrence #1 Phase of Operation		_ CLIMB				
Finding(s) 1. UNDETERMINED				·		
Occurrence #2 Phase of Operation		NCY				
Occurrence #3 Phase of Operation		ON WITH TERRAIN	See 12			
Finding(s) 2. TERRAIN CONDITI	ON - NONE SUITABLE					
Probable Cause						
The National Transpois/are finding(s) 1	rtation Safety Boar	rd determines that	the Probable Cause	e(s) of this acc	ident	

Basic Information Type Operating Certificate-NONE (GENERA	A (INDITATION)	ircraft Damage			Injur	ios	
Type operating certificate Noise (delicks		SUBSTANTIAL		Fatal	•		None
Type of Operation -PERSONAL		ire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	· · · · · · · · · · · · · · · · · · ·	ON GROUND	Pass	0	0	0	1
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - AVIAN SKYHAWK	Eng Make/Mode						ed - NO -N/
Landing Gear - N/A Max Gross Wt - 1200	Number Engine: Engine Type			51	all Warnir	ig Syste	em - NU
No. of Seats - UNK/NR	Rated Power						
Environment/Operations Information							
Weather Data	Itinerary			Airport F	roximity		
Wx Briefing - NO RECORD OF BRIEFING		Point		OFF AIR	PORT/STRIP	•	
Method - N/A	YAKIMA, WA						
Completeness - N/A Basic Weather - VMC	Destination LOCAL			Airport Da	та		
Wind Dir/Speed- 270/003 KTS	LOCAL			Runway	Ident -	N/A	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight				Surface -		
Lowest Ceiling - NONE	Type of Cleara			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 52	Medical Ce	ertificat	e - VALID	MEDICAL-NO	WAIVER	S/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Revie		Fligh	t Time (Ho			
COMMERCIAL	Current - '	(ES Total	-	50	Last 24	Hrs -	UNK/NR
5055 DALLOON	Months Since - Aircraft Type - U	8 Make/I	Model-	50	Last 30	Days-	UNK/NR
FREE BALLOON	Aircraft Type - 1	JNK/NK Instru	ument-	O	Last 90	Days-	UNK/NR
Instrument Rating(s) - NONE							
RCED LANDING WAS MADE DUE TO FUEL STARVAT	ION. DURING THE FORCE	LANDING THE BAL	LOON STR	UCK POWER	LINES, SEV	ERING	
BASKET FROM THE ENVELOPE. SPARKS FROM THE	WIRE STRIKE CAUSED A	SMALL BRUSH FIRE	E. POST A	CCIDENT EX	AM REVEALE	D THE	

File No 10	50 6/07/86 YAKIMA,WA	A/C Reg. No. N7001N	Time (Lc1) - 0900 PDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - IN FLIGHT CRUISE		
2. MAINTENANCE, I	NT,HEATER SYSTEM - INOPERATIVE NSTALLATION - IMPROPER - PILOT IN COMMAND CTIVES - NOT FOLLOWED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH OBJECT DESCENT - EMERGENCY		
Finding(s) 4. OBJECT - WIRE,T	RANSMISSION		
	FIRE LANDING - FLARE/TOUCHDOWN		
Probable Cause			

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File No 1006 6/	26/86 PL	LLMAN, WA	A/C Reg	g. No. N6490Z	٦	Time (Lcl) -	0845 PDT	
-Basic Information Type Operating Certificat	e-AGRICULTU	RAL AIRCRAFT	Aircraft	Damage		Injur	ies	
			DESTROYE	D	Fatal	Serious	Minor	None
Type of Operation			Fire		rew O	0	1	0
Flight Conducted Under		7	ON GROUN	ND P	ass 0	0	0	0
Accident Occurred During								
Aircraft Information								
Make/Model - PIPER PA-			lake/Model - LYCC	MING -0-540-B2				
Landing Gear - TAILWHEEL	-ALL FIXED		er Engines - 1			Stall Warnin	g System	- YES
Max Gross Wt - 3900			ne Type - RECI		BURETOR			
No. of Seats - 1		Rated	l Power - 2	235 HP				
Environment/Operations Info	rmation					·		
Weather Data		Itinerar				Proximity		
Wx Briefing - NO RECO	RD OF BRIEF		eparture Point		OFF A:	[RPORT/STRIP		
Method - N/A		PULL	MAN, WA					
Completeness - N/A		Destina			Airport [
Basic Weather - VMC		LOCA	, L			/ AIRSTRIP		
Wind Dir/Speed- 240/001						/ Ident -		
Visibility - 50.0		ATC/Airs				/ Lth/Wid -		
Lowest Sky/Clouds -			of Flight Plan -			/ Surface -		
Lowest Ceiling -			of Clearance -		Runway	/ Status -	DRY	
Obstructions to Vision-		Type A	pch/Lndg -	NONE				
Precipitation -								
Condition of Light -	DAYLIGHT							
-Personnel Information								
Pilot-In-Command				Medical Certif			WAIVERS/	LIMIT
Certificate(s)/Rating(s)		Biennial Fli	ght Review	F	light Time (H	lours)		_
COMMERCIAL		Current	- YES	Total	- 1587	Last 24	Hrs -	7
SE LAND		Months S	- YES Since - 2 Type - UNK/NR	Make/Model	- 796	Last 30	Days- UN	IK/NR
		Aircraft	Type - UNK/NR	Instrument	- 0	Last 90	Days-	105
Instrument Rating(s)	- NONE							
-Narrative								
ER TAKEOFF DURING A 180 DEGR								
ARREST. WHILE ATTEMPTING TO			HE ATRORAFT STRU	JCK POWER LINE	S AND THEN ST	RUCK THE		
OUND INVERTED. THE AIRCRAFT W	AS THEN DES	TROYED BY FIRE.						

File No 10	06 6/26/86 PULLMAN,WA	A/C Reg. No. N6490Z	Time (Lc1) - 0845 PDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - IN FLIGHT	·	
·	MAINEUVERING		
Finding(s) 1. WEATHER CONDITI			
Occurrence #2	IN FLIGHT COLLISION WITH OBJECT	•	
	DESCENT - UNCONTROLLED		
Finding(s) 2. OBJECT - WIRE,T			
Occurrence #3	IN FLIGHT COLLISION WITH TERRAIN		
	DESCENT - UNCONTROLLED		
Occurrence #4 Phase of Operation			
Probable Cause			
The National Transpo is/are finding(s) 1	rtation Safety Board determines that th	e Probable Cause(s) of this accide	nt

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File No 1173 7/01/86 OTHE	LLO, WA A/C	A/C Reg. No. N9574J Time (Lc1) - 0812 F			0812 PDT	-
Basic Information						
Type Operating Certificate-AGRICULTURA		ft Damage		Injur		
,	DESTR		Fatal	Serious	Minor	None
Type of Operation -AERIAL APPL Flight Conducted Under -14 CFR 137	ICATION Fire			0	0	1
	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA T-188-C	Eng Make/Model - C	ONTINENTAL TSIO-520	-T ELT	Installed/A	ctivated	- NO -N/
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -	1	S	tall Warnin	g System	- YES
Max Gross Wt - 3800	Engine Type - R					
No. of Seats - 1	Rated Power -	300 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing '- NO RECORD OF BRIEFIN	G Last Départure Poin	t	OFF AI	RPORT/STŔIP	•	
Method - N/A	OTHELLO, WA			,		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 090/002 KTS			Runway	Ident -	N/A	
Visibility - 50.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runway	Surface -	N/A	
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING	•			
Precipitation - NONE	, , , ,					
Condition of Light - DAYLIGHT						
Personnel Information	~					
Pilot-In-Command	Age - 41	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		ht Time (H		,	
COMMERCIAL	Current - YES				Hrs -	3
SE LAND	Months Since - 4	Make/Model-	230	Last 30	Days- UN	IK/NR
	Aircraft Type - UNK/N	Make/Model- R Instrument- U Multi-Eng -	NK/NR	Last 90	Days-	200
		Multi-Eng -	4	Rotorcr	aft -	13
Instrument Rating(s) - NONE						
Narrative						
I ENGINE FAILURE FOR UNKNOWN REASONS OCCURR						
COMPLISHED ONTO VERY ROUGH, ROCKY TERRAIN	WHERE THE AIRCRAFT WAS DEST	ROYED DURING THE LA	NDING SEQU	ENCE.		

File No 11	73 7/01/86 OTHELLO, WA	A/C Reg. No. N9574J	Time (Lc1) - 0812 PDT
Occurrence #1 Phase of Operation	LOSS OF POWER MANEUVERING - AERIAL APPLICATION		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
Finding(s) 2. TERRAIN CONDITI 3. TERRAIN CONDITI	ON - NONE SUITABLE ON - 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

-Basic Information						
Type Operating Certificate-AGRICULTURAL		ft Damage ANTIAL	Fatal	Injur:		None
Type of Operation -AERIAL APPLIC		Cr		0		1
Flight Conducted Under -14 CFR 137	UNK/N		ass O	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - ROCKWELL S2R	Eng Make/Model - P	&W R1340-AN1	ELT			
Landing Gear - TAILWHEEL-ALL FIXED				tall Warning	g System	- YES
Max Gross Wt - 6300 No. of Seats - 1	Engine Type - R Rated Power -		BURETUR			
NO. Of Seats - I	Rated Power -	600 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	t	OFF AI	RPORT/STRIP		
Method - N/A Completeness - N/A	ROYAL CITY,WA Destination		Ainmont D	-+-		
Basic Weather - VMC	LOCAL		Airport D	ala		
Wind Dir/Speed- 250/005 KTS	LOCAL		Runway	Ident -	N/A	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		RF
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING	à			
Precipitation - NONE		,				
Condition of Light - DAYLIGHT						
Personnel Information						
	Age - 39				WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s) COMMERCIAL,ATP,CFI</pre>	Biennial Flight Review Current - YES		light lime (H · 10101		Hnc -	10
SE LAND, ME LAND			- 2300	Last 24	Dave- IIN	
SE LAND, ME LAND	Months Since - 9 Aircraft Type - UNK/N	R Instrument	- 2300 - 487	Last 90	Days ON	210
	All of all a type of any is	Multi-Eng -	1834	2321 33	24,3	0
Instrument Rating(s) - AIRPLANE						
Narrative						
RTLY AFTER TAKEOFF AT AN ALT OF APRX 110 F	AGL. A LOSS OF PWR OCCUR	RED DUE TO THE #2	CYLINDER FA	ILING. THE	CFT	
D OVER DURING THE SUBSEQUENT FORCED LANDIN						

File No 116	7/12/86 ROYAL CITY, WA	A/C Reg. No. N5698X	Time (Lc1) - 0955 PDT
	LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNC TAKEOFF - INITIAL CLIMB	TION	
Finding(s) 1. ENGINE ASSEMBLY	CYLINDER - FAILURE,TOTAL		
Occurrence #3 Phase of Operation			
Finding(s) 2. TERRAIN CONDITIO	DN - HIGH VEGETATION		
Occurrence #4 Phase of Operation			
Probable Cause			
The National Transporis/are finding(s) 1	rtation Safety Board determines that the Proba	able Cause(s) of this accident	
Factor(s) relating to	o this accident is/are finding(s) 2		

Type of Operation -PERSONAL Fire Crew O O O O O Accident Gocurred During -LANDING Aircraft Information Make/Model - CESSNA 170B	
Type of Operation -PERSONAL Fire Crew 0 0 0 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Gccurred During -LANDING Aircraft Information Make/Model - CESSNA 170B Eng Make/Model - CONTINENTAL 0-300-A ELT Installed/Activated - Y Number Engines - 1 Stall Warning System - Y Number Engines - 1 Stall Warning Sy	1 3
Flight Conducted Under -14 CFR 91 Accident Gccurred During -LANDING Aircraft Information Make/Model - CESSNA 170B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2200 No. of Seats - 4 Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - UNK/NR Wind Dir/Speed- 170/005 KTS NONE Pass 0 0 0 O 0 O 0 O 0 O 0 O 0 O 0	3 (ES/N
Accident Gccurred During -LANDING Aircraft Information Make/Model - CESSNA 170B	 (ES/NI
Aircraft Information Make/Model - CESSNA 170B	
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2200 No. of Seats - 4 Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 170/005 KTS Number Engines - 1 Stall Warning System - Y Engine Type - RECIPROCATING-CARBURETOR Rated Power - 145 HP Stall Warning System - Y Engine Type - RECIPROCATING-CARBURETOR Rated Power - 145 HP Stall Warning System - Y Engine Type - RECIPROCATING-CARBURETOR Rated Power - 145 HP Stall Warning System - Y Engine Type - RECIPROCATING-CARBURETOR Rated Power - 145 HP Stall Warning System - Y Engine Type - RECIPROCATING-CARBURETOR Rated Power - 145 HP Stall Warning System - Y Engine Type - RECIPROCATING-CARBURETOR Rated Power - 145 HP Airport Proximity ON AIRPORT BURLINGTON, WA Completeness - UNK/NR ROCHE HARBOR, WA ROCHE HARBOR RUNWay Ident - UNK/NR	
Max Gross Wt - 2200	′ES
No. of Seats - 4 Rated Power - 145 HP Environment/Operations Information Weather Data	
Weather Data : Itinerary Airport Proximity Wx Briefing - FSS Last Departure Point ON AIRPORT Method - UNK/NR BURLINGTON, WA Completeness - UNK/NR Destination Airport Data Basic Weather - VMC ROCHE HARBOR, WA ROCHE HARBOR Wind Dir/Speed- 170/005 KTS ROUNE/NR	
Weather Data : Itinerary Airport Proximity Wx Briefing - FSS Last Departure Point ON AIRPORT Method - UNK/NR BURLINGTON, WA Completeness - UNK/NR Destination Airport Data Basic Weather - VMC ROCHE HARBOR, WA ROCHE HARBOR Wind Dir/Speed- 170/005 KTS	
Wx Briefing - FSS Last Départure Point ON AIRPORT Method - UNK/NR BURLINGTON, WA Completeness - UNK/NR Destination Airport Data Basic Weather - VMC ROCHE HARBOR, WA ROCHE HARBOR Wind Dir/Speed- 170/005 KTS RUNWAY Ident - UNK/NR	
Method - UNK/NR BURLINGTON,WA Completeness - UNK/NR Destination Airport Data Basic Weather - VMC ROCHE HARBOR,WA ROCHE HARBOR Wind Dir/Speed- 170/005 KTS Runway Ident - UNK/NR	
Completeness - UNK/NR Destination Airport Data Basic Weather - VMC ROCHE HARBOR, WA ROCHE HARBOR Wind Dir/Speed- 170/005 KTS Runway Ident - UNK/NR	
Basic Weather - VMC ROCHE HARBOR, WA ROCHE HARBOR Wind Dir/Speed- 170/005 KTS Runway Ident - UNK/NR	
Wind Dir/Speed- 170/005 KTS Runway Ident - UNK/NR	
Wind Dir/Speed- 170/005 KIS Runway Ident - UNK/NR	
	_
Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 4500/ 75)
Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT	
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP	
Precipitation - NONE Condition of Light - DAYLIGHT	
	. -
Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	
PRIVATE Current - INK/NP Total - 401 Last 24 Hrs -	3
SELAND Months Since - HNK/NR Make/Model - 36 Last 30 Days - HNK/N	
Aircraft Type - UNK/NR Instrument - 5 Last 90 Days - 6	12
The character of the part of t	-
Instrument Rating(s) - NONE	
PRIVATE Current - UNK/NR Total - 401 Last 24 Hrs - SE LAND Months Since - UNK/NR Make/Model- 36 Last 30 Days- UNK Aircraft Type - UNK/NR Instrument- 5 Last 90 Days-	

File No. - 1049 7/13/86 ROCHE HARBOR, WA A/C Reg. No. CFILT Time (Lc1) - 1628 PDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - HIGH VEGETATION ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3 Factor(s) relating to this accident is/are finding(s) 1,4

File No 1165 7/21/86 NAH	HCOTTA, WA	A/C Reg.	No. N7092J	Т	ime (Lcl) -	0830 PDT	
Basic Information Type Operating Certificate-AGRICULTUR	RAL AIRCRAFT	Aircraft Da	 mage		Injur		
		DESTROYED		Fatal		Minor	None
Type of Operation -AERIAL APP	PLICATION	Fire	Crew	-	0	1	0
Flight Conducted Under -14 CFR 137 Accident Occurred During -MANEUVERIN		NONE	Pass	0	0	0	0
Aircraft Information Make/Model - BELL 47G3B2 Landing Gear - SKID Max Gross Wt - 2950 No. of Seats - 3	Number Engi	nes - 1 - RECIPR	NG TVO-435-G1A OCATING-CARBUR HP	5	Installed/A tall Warnin		- YES-UNK/NR - NO
Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEF: Method - N/A	Itinerary ING Last Departu NAHCOTTA.W				Proximity RPORT/STRIP		
Completeness - N/A Basic Weather - VMC	Destination LOCAL			Airport D	ata		
Wind Dir/Speed- 230/002 KTS						N/A	
Visibility - 10.0 SM	ATC/Airspace					N/A	
Lowest Sky/Clouds - 1000 FT Lowest Ceiling - 1000 FT BF Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Flig ROKEN Type of Clea Type Apch/Ln	rance - NO	NE		Surface - Status -	N/A N/A	
Personnel Information							
Pilot-In-Command	Age - 30		ical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re		Flig Total -	ht Time (F			4
COMMERCIAL	Current Months Since	- YES	Make/Medel-	1800	Last 24	Hrs -	4 ·
HELICOPTER	Months Since Aircraft Type	- UNK/NR	Instrument- U Multi-Eng -	NK/NR 6	Last 90 Rotorcr	Days- aft -	209 1865
Instrument Rating(s) - NONE							
Narrative WHILE SPRAYING OYSTER BEDS THE PILOT INADVE	ERTENTLY FLEW THE HELI	COPTER INTO	THE GROUND.				

File No 11	65 7/21/86 r	NAHCOTTA, WA	A/C Reg. No. N7092J	Time (Lc1) - 0830 PDT
Occurrence Phase of Operation	IN FLIGHT COLLISION MANEUVERING - AERIA			
Finding(s) 1. UNDETERMINED				
Probable Cause				
The National Transpo	rtation Safety Board	determines that the	Probable Cause(s) of this accide	ent

is/are finding(s) 1

Т
None
1
0
- YES/N
- YES
MIT
AUZ /AUD
NK/NR NK/NR
12
12

File No. - 1053 7/31/86 EVERETT, WA A/C Reg. No. N5074V: Time (Lc1) - 1615 PDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE Finding(s) 1. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND 2. FLUID, FUEL - EXHAUSTION 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - CROP 5. TERRAIN CONDITION - DITCH 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) 1,3 Factor(s) relating to this accident is/are finding(s) 4.5

File No 1164 8/09/86 CLEVE	_AND, WA A/C Re	J. No. N5481L	٦	Time (Lcl) -	2015 PDT	
Type Operation PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	R TAXI Aircraft DESTROY Fire ON GROU	Crew	Fatal O 1			None O O
Aircraft Information						
Make/Model - GRUMMAN AA-5 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2200 No. of Seats - 4	Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -	PROCATING-CARBURE	Ç	Installed/A Stall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point OMAK.WA			Proximity IRPORT/STRIP		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 350/003 KTS Visibility - 30.0 SM Lowest Sky/Clouds - 4500 FT Lowest Ceiling - 4500 FT BROKI Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAWN	Destination LOCAL ATC/Airspace Type of Flight Plan -	NONE NONE	Runwa) Runwa)	Data / Ident - / Lth/Wid - / Surface - / Status -	N/A DIRT	
Personnel Information Pilot-In-Command	Age - 39	Modical Centificat) MEDICAL -WA	 TVFDS/LTM1	т
Certificate(s)/Rating(s)	Age - 39 Biennial Flight Review	Fligh	t Time (F	Hours)	IVENS/ CIMI	
PRIVATE SE LAND	Current - YES	Total -	92 15	Last 24	Hrs -	2 2
SE LAND	Months Since - 13 Aircraft Type - C-152	Instrument-	1	Last 90	Days-	6
Instrument Rating(s) - NONE						
THE LOW TIME PILOT DEPARTED WITH TWO RELATIVE: OVER OMAK LAKE AND THEN COMMENCING A CLIMBING PERCEIVED A LOSS OF ENGINE PERFORMANCE AND APPRESULTING IN A DENSITY ALTITUDE OF NEARLY 6,000 FLOWN WINGS LEVEL INTO TERRAIN WHOSE RATE OF U	LEFT TURN TOWARD HIGHER TER PLIED CARBURETOR HEAT. OUTSI DO FEET MSL AND THE AIRCRAFT	RAIN. DURING THE C DE AIR TEMPERATURE WAS NEAR ITS GROS	LIMBOUT, WAS NEAF S WEIGHT.	THE PILOT R 100 DEGREE: . THE AIRCRAI	FT WAS	

File No 11	64 8/09/86 	CLEVELAND, WA	A/C Reg. No. N5481L	Time (Lcl) - 2015 PDT
Occurrence #1 Phase of Operation		ARTIAL) - NON-MECHANICA	AL ·	
	AT - IMPROPER USE	ALTITUDE OF - PILOT IN COMMAND CK OF TOTAL EXPERIENCE	- PILOT IN COMMAND	
Occurrence #2 Phase of Operation		SION WITH TERRAIN		
Finding(s) 4. TERRAIN CONDITI 5. CLEARANCE - I		IN COMMAND		
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transpois/are finding(s) 2,		ard determines that the	e Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is	s/are finding(s) 1,3,4		

File No 1046 8/17/86 VANCO	JVER, WA	A/C Reg. No. N5	11JN	Т	ime (Lc1) -	1500 F	PDT
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL	F	ircraft Damage SUBSTANTIAL ire	Crew	0			
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	1	0
Aircraft Information Make/Model - CURTISS JN4-D Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2000 No. of Seats - 2	Eng Make/Mode Number Engine Engine Type Rated Power	el - LIBERTY OX-5 es - 1 - RECIPROCATING - 200 HP	G-CARBURET	ELT S OR	Installed/A tall Warnin	ctivate g Syste	ed - YES/YES em - NO
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/007 KTS Visibility - 40.0 SM Lowest Sky/Clouds - 20000 FT Lowest Ceiling - 20000 FT BROKI Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/ Destination LOCAL ATC/Airspace Type of Flight EN Type of Cleara	INC:	А	OFF AI irport D EVERGR Runway Runway Runway		N/A N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND,SE SEA	Age - 75 Biennial Flight Revi Current - Months Since - Aircraft Type -	ew YES Total 2 Make/M UNK/NR Instru	Flight - 29 Model- ument-	Time (H 000 30	ours)	Hrs - Davs-	UNK/NR UNK/NR
Instrument Rating(s) - AIRPLANE							
THE PLT REPORTED A NORMAL TAKEOFF WAS MADE WITEXHAUST STACKS AND THE RPM DROPPED TO 1250. AND 1200. THE PLT CLEARED TWO 40 FOOT TALL TREES AND INVESTIGATION DISCLOSED THE FLOAT FROM THE ZER THE FLOAT WAS FUEL SATURATED.	FTER CLEARING THE RWY AT THE END OF THE RWY	', MORE BLACK SMOK ' AND MADE A HARD	KE EMITTED LANDING I	AND THE N A FIELI	RPM DROPPE D BEYOND TH	D TO E TREES	

File No 10	46 8/17/86	VANCOUVER, WA	A/C Reg. No. N511JN	Time (Lcl) - 1500 PDT
Occurrence #1 Phase of Operation 1. FUEL SYSTEM,CARR 2. FUEL SYSTEM,CARR	TAKEOFF - INITIAL BURETOR - IMPROPER BURETOR - CRACKED			
Occurrence #2 Phase of Operation	DESCENT - EMERGEN			
Occurrence #3 Phase of Operation 3. PROPER DESCENT	LANDING - FLARE/T	OUCHDOWN : - PILOT IN COMMAND		
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

File No 1084 6/03/86 HILL	SBORO,WI A/O	Т	Time (Lcl) - 1405 CDT				
Basic Information Type Operating Certificate-NONE (GENER Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBS Fire	aft Damage TANTIAL Crev Pass			0	1	
Aircraft Information Make/Model - CESSNA 182F Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2800 No. of Seats - 4	Number Engines - Engine Type -	CONTINENTAL 0-470-R 1 RECIPROCATING-CARBUI 230 HP	S	Installed/ tall Warni			
Environment/Operations Information Weather Data WX Briefing - FSS Method - UNK/NR Completeness - WEATHER NOT PERTINEN Basic Weather - VMC Wind Dir/Speed- 180/006 KTS Vability - 7.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poi WEST BEND,WI Destination SAME AS ACC/INC ATC/Airspace Type of Flight Pla Type of Clearance Type Apch/Lndg	n – NONE – NONE	ON AIR Airport D KICKAP Runway Runway Runway	ata 00	- ASPHAL		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 51 Biennial Flight Review Current - YES Months Since - 12 Aircraft Type - UNK/	Total -	ght Time (H 221	lours) Last 2	4 Hrs -	1	
Instrument Rating(s) - NONENarrative THE PILOT STATED THAT FOLLOWING TOUCHDOWN A SECOND TOUCHDOWN WAS IN A CRAB ANGLE AND THE AS THE AIRCRAFT DEPARTED THE PAVED SURFACE. ALONG THE SIDE OF THE RUNWAY. THE AIRPORT WA	AIRCRAFT BEGAN TO SLIDE S THE AIRCRAFT WAS FURTHER D	IDEWAYS. THE RIGHT AMAGED BY 1-12 FOOT	WING STRUCK	THE RUNWA			

File No 10	6/03/86 HIL	LSBORO,WI	A/C Reg. No. N3567Y	Time (Lc1) - 1405 CDT
	LOSS OF CONTROL - ON LANDING - FLARE/TOUCH			
Finding(s) 1. WEATHER CONDITI 2. DIRECTIONAL CO	DN - GUSTS DNTROL - NOT MAINTAINEE	- PILOT IN COMMAN) 	
Occurrence #2 Phase of Operation	IN FLIGHT COLLISION W	ITH TERRAIN		
Finding(s) 3. TERRAIN CONDITION 4. TERRAIN CONDITION	DN - GROUND DN - HIGH VEGETATION			
Probable Cause				
The National Transpois/are finding(s) 2	rtation Safety Board de	etermines that the F	Probable Cause(s) of this accide	ent

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

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File No. - 1098 7/06/86
                                   WELCH, WV
                                                         A/C Reg. No. N70824
                                                                                Time (Lcl) - 2015 EDT
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----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)
                                                         Aircraft Damage
                                                                                            Injuries
                                                         DESTROYED
                                                                                         Serious Minor
                                                                                 Fatal
                                                                                                            None
                           -PERSONAL
                                                                                 0
     Type of Operation
                                                         Fire
                                                                           Crew
                                                                                         1
                                                                                                   0
                                                                                                            0
     Flight Conducted Under -14 CFR 91
                                                                           Pass
                                                                                    0
                                                         ON GROUND
                                                                                             0
                                                                                                     Ω
                                                                                                              0
     Accident Occurred During -DESCENT
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----Aircraft Information----
                                              Eng Make/Model - CONTINENTAL C-85 ELT Installed/Activated - UNK/NR
     Make/Model - PIPER J3C-65
     Landing Gear - TAILWHEEL-ALL FIXED
                                              Number Engines - 1
                                                                                      Stall Warning System - NO
     Max Gross Wt - 1220
                                              Engine Type - RECIPROCATING-CARBURETOR
     No. of Seats - 2
                                              Rated Power - 85 HP
----Environment/Operations Information----
   Weather Data .
                                           Itinerary
                                                                                Airport Proximity
     Wx Briefing - NO RECORD OF BRIEFING
                                          Last Departure Point
                                                                                 ON AIRPORT
      Method - N/A
                                             SAME AS ACC/INC
      Completeness - N/A
                                            Destination
                                                                                Airport Data
     Basic Weather - VMC
                                             LOCAL
                                                                                  WELCH MUNICIPAL
       Wind Dir/Speed- CALM
                                                                                  Runway Ident - 27
       Visibility - 7.0 SM ATC/Airspace
                                                                                  Runway Lth/Wid - 2375/ 40
                                                                                  Runway Surface - ASPHALT
       Lowest Sky/Clouds - 5000 FT SCATTERED Type of Flight Plan - NONE
      Lowest Ceiling - NONE Type of Clearance - NONE
                                                                                  Runway Status - DRY
      Obstructions to Vision- NONE
                                            Type Apch/Lndg - FORCED LANDING
      Precipitation - NONE
Condition of Light - DAYLIGHT
----Personnel Information----
                                                                Medical Certificate - EXPIRED
    Pilot-In-Command
                                        Age - 53
      Certificate(s)/Rating(s)
                                        Biennial Flight Review
                                                                Flight Time (Hours)
                                                                   Total - UNK/NR Last 24 Hrs - UNK/NR
        STUDENT
                                           Current - N/A
                                                                 Make/Model- UNK/NR Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- UNK/NR
Multi-Eng - UNK/NR Rotorcraft - UNK/NR
                                           Months Since - N/A
                                           Aircraft Type - N/A
                                                                                           Rotorcraft - UNK/NR
        Instrument Rating(s) - NONE
----Narrative----
WITNESSES REPORTED THAT THE PILOT HAD WORKED ON THE ENGINE CARBURETOR FOR SOME TIME AS WELL AS JUST BEFORE THE
ACCIDENT TAKEOFF. AT ABOUT 200 FEET AFTER TAKEOFF FROM RWY 27 THE ENGINE OUIT AND THE PILOT MADE A LEFT TURN BACK
TO THE RWY AND TRIED TO ALIGN THE ACFT WITH RWY 9. THE ACFT HIT THE GROUND BESIDE THE RWY AND CAME TO REST
FACING NORTH. A FIRE ERUPTED AND THE AIRCRAFT WAS DESTROYED. FIRE DAMAGE PREVENTED DETERMINING IF THERE WAS A
CARBURETOR MALFUNCTION. THE AIRPORT SITS ON A TABLETOP MOUNTAIN WITH STEEP SIDES AND IS SURROUNDED BY DENSE WOODS.
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File No. - 1098 7/06/86 WELCH, WV A/C Reg. No. N70824 Time (Lc1) - 2015 EDT Occurrence #1 LOSS OF POWER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) UNDETERMINED 2. MAINTENANCE, ADJUSTMENT - ATTEMPTED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - EMERGENCY Finding(s) 3. TERRAIN CONDITION - MOUNTAINOUS/HILLY 4. PROPER ALIGNMENT - ATTEMPTED - PILOT IN COMMAND 5. SPIRAL - CONTINUED - PILOT IN COMMAND 6. LEVEL OFF - NOT PERFORMED - PILOT IN COMMAND ----Probable Cause----

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

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

File No 1133 6/04/86 CHEYE	NNE, WY A/C	A/C Reg. No. N5935L Time (Lc1) - 0751 MDT				
Type Operation Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	SUBS.	aft Damage FANTIAL Crew Pass	O	-	es Minor 1 O	
Aircraft Information Make/Model - AMERICAN AA-1 YANKEE Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1500 No. of Seats - 2	Number Engines -	_YCOMING 0-235-C2C 1 RECIPROCATING-CARBUR 108 HP	S	Installed/Activation		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 350/010 KTS Visibility - 20.0 SM Lowest Sky/Clouds - 1000 FT SCAT Lowest Ceiling - 1400 FT OVER Obstructions to Vision- NONE Precipitation - RAIN SHOWERS Condition of Light - DAYLIGHT	Itinerary Last Departure Poir CHEYENNE,WY Destination FLAGLER,CO ATC/Airspace TERED Type of Flight Plan	n - NONE - VFR	OFF AI Airport E CHEYEN Runway Runway Runway		4997/ CONCRETE	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 55 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - C-150	Medical Certifica Flig Total - Make/Model- O Instrument-	te - VALIC ht Time (F 123 12 4	MEDICAL-WAI Hours) Last 24 H Last 30 [Last 90 [/ERS/LIM Hrs - Days- Days-	6 11 13
Instrument Rating(s) - NONE						
Narrative URING TAKEOFF ON A 4,997 FOOT LONG RWY, THE UST PRIOR TO REACHING THE END OF THE RWY. AF N A STREET, TRAVELED 30 FEET, STRUCK A WOODE RIVATE RESIDENCE. MOST OF THE PLT'S FLT EXPE DT AWARE THE MIXTURE SHOULD BE LEANED DURING RPT ELEVATION IS 6.150 FT MSL. THE ACFT WAS	TER TAKEOFF THE PLT WAS NO N FENCE AND CAME TO REST A RIENCE WAS IN AREAS WITH O TAKEOFF FROM HIGH ALT ARE	OT ABLE TO MAINTAIN AGAINST A TREE ON TH ELEVATIONS NEAR SEA PTS AS THE ACFT OWNE	FLT. THE A E FRONT LA LEVEL. HE R MANUAL S	ACFT IMPACTED AWN OF A STATED HE WAS SUGGESTS. CHE	S YENNE	

File No. - 1133 6/04/86 CHEYENNE, WY A/C Reg. No. N5935L Time (Lcl) - 0751 MDT

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

Finding(s)

1. MIXTURE - IMPROPER - PILOT IN COMMAND

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

3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND

4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND

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

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

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

File No 1011 6/06/86 CHE	File No 1011 6/06/86 CHEYENNE, WY			Time (Lcl) - 1330 MDT				
Type of Operation Instruction Instruction Instruction Instruction Instruction	NAL	SUBSTANTIAL Fire NONE	Pass	0	Ō	Minor O O	None 1 0	
Aircraft Information Make/Model - CESSNA 180 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2550 No. of Seats - 4	Number Eng	Model - CONTINENTAL gines - 1 De - RECIPROCATIN	0-470-J	ELT I St	nstalled/A	ctivated ·		
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - ACFT RADIO Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 310/034 KTS Visibility - 60.0 SM Lowest Sky/Clouds - 5000 FT SC Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Cle	CC/INC		Runway Runway	ORT É	CONCRETE	150	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 31 Biennial Flight R Current Months Since Aircraft Type	Review	Fligh [.] 1 -	t Time (Ho	Last 24	Hrs -	4	
Instrument Rating(s) - NONE								
THE STUDENT PLT FLEW FROM ALLIANCE TO CHEYE AT A TWR CONTROLLED ARPT. WHILE HE WAS IN T THE WINDS BECAME GUSTY. AFTER HIS FINAL LAN THE RIGHT WING AND TAIL. THE LEFT WING AND THE WINDS FROM 300 DEGREES AT 34 KTS WITH G	HE PATTERN A CUMULON DING ON RWY 30, THE PROP CONTACTED THE G	NIMBUS CLOUD MOVED : PLT TURNED OFF TO	INTO THE VI THE LEFT AN	CINITY OF	THE ARPT .	AND KED UP		

File No. - 1011 6/06/86 CHEYENNE, WY A/C Reg. No. N3253D Time (Lcl) - 1330 MDT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - HIGH WIND

2. WEATHER CONDITION - GUSTS

3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 NOSE DOWN Phase of Operation TAXI - FROM LANDING

Finding(s)

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

----Probable Cause---
The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3.4

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 1141 6/28/86 SHE	RIDAN, WY	A/C Reg.	No. N9099M	Τ	ime (Lcl) -	0900 MDT	
Basic Information							
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Da			Injur		
T. C. O		SUBSTANTIA		Fatal	Serious	Minor	None
Type of Operation -BUSINESS		Fire	Crew	-	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	0
Accident Uccurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 182P		/Model - CONTIN					
Landing Gear - TRICYCLE-FIXED					tall Warnin	g System	- YES
Max Gross Wt - 2950		ype - RECIPE		ETOR			
No. of Seats - 4	Rated Po	wer - 230) HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Depa	rture Point		ON AIR	STRIP		
Method - TELEPHONE	SHERIDA	N, WY					
Completeness - UNK/NR	Destinatio	n		Airport D	ata		
Basic Weather - VMC	SHERIDA	N,WY		76 RAN			
Wind Dir/Speed- 035/009 KTS				Runway	Ident -	01	
Visibility ~ 60.0 SM	ATC/Airspac	e			Lth/Wid -		30
Lowest Sky/Clouds - 6000 FT SC					Surface -		
Lowest Ceiling - NONE	Type of C	learance - NO	INE	Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch	ı/Lndg - TF	AFFIC PATTERN				
Precipitation - NONE			• •				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 43	Med	lical Certifica	te - VALID	MEDICAL-WA	IVERS/LIM	IIT
Certificate(s)/Rating(s)	Biennial Flight			nt Time (H			
PRIVATE	Current	- YES		190	125+ 24	Hrs -	1
SE LAND	Months Sinc			164	Last 30	Days- UN	IK/NR
32 22	Aircraft Tv	e - 17 pe - C-182	Instrument-	0	Last 90	Davs-	30
		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		·		· , -	
Instrument Rating(s) - NONE							
Narrative					•		
SS OF DIRECTIONAL CONTROL OCCURRED DURI	NG LANDING ROLL AN	ID THE ACET DEPA	RTED THE LEFT	SIDE OF TH	F GRASS/DIR	т	
33 S. DIRECTIONAL CONTROL GOODKRED DORT						•	
ING STRIP. THE ACFT THEN TRAVELED DOWN	A SLIGHT EMBANIMEN	IT AND COLLIDED	WITH A WIRE FF	NCE AND FE	NCE POSTS		

File No 11	41 6/28/86	SHERIDAN, WY	A/C Reg. No. N9099M	Time (Lc1) - 0900 MDT
Occurrence #1 Phase of Operation		- ON GROUND		
Finding(s) 1. WEATHER CONDITI 2. COMPENSATION		S - IMPROPER USE OF	- PILOT IN COMMAND	
Occurrence #2 Phase of Operation		ION WITH OBJECT		
Finding(s) 3. TERRAIN CONDITIO 4. OBJECT - FENCE				
Probable Cause				
The National Transpo is/are finding(s) 2	rtation Safety Boa	rd determines that t	he Probable Cause(s) of this accide	ent
Factor(s) relating to	this accident is	/are finding(s) 1,3,4	4	

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 1080 7/11/86 RIVER	PTON, WY A/C R	eg. No. N3099N	Т	ime (Lcl) -	0845 MDT	
Type OperationPassic Information Type Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	SUBSTA Fire	t Damage NTIAL Crew Pass	0	Injur Serious O O		None 1 0
Aircraft Information Make/Model - CESSNA 120 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1450 No. of Seats - 2	Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power -	CIPROCATING-CARBUR	S- ETOR	Installed/A tall Warnin	g System	- UNK/NR
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/010 KTS Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/INC Destination SYRACUSE,IN ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE - NONE	Airport F ON AIRF Airport Da RIVERT Runway Runway Runway	Proximity PORT	28 8200/ ASPHALT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 44 Biennial Flight Review Current - YES Months Since - 11 Aircraft Type - UNK/NR	Medical Certifica	nt Time (Ho	ours)		
Instrument Rating(s) - NONE						
PLT STATED AFTER ACCIDENT " WE COULD NOT C TO TURN RIGHT AND THE PLANE STALLED." THE DEN THAT HE DID NOT LEAN THE MIXTURE FOR TAKEOFF.	SITY ALTITUDE WAS CALCULATE					

File No. - 1080 7/11/86 RIVERTON, WY A/C Reg. No. N3099N Time (Lcl) - 0845 MDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE 4. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 6. STALL/SPIN - INADVERTENT ~ PILOT IN COMMAND . Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6 Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 1014 9/12/86 CASPE	R,WY A/C R	eg. No. N8595D	Т	ime (Lc1) -	0800 MDT	
Type Operation Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	SUBSTA Fire NONE	Crew Pass	Ō	Injur Serious O O	ies Minor O O	None 1 0
Aircraft Information Make/Model - PIPER PA-18A-150 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1625 No. of Seats - 1	Eng Make/Model - Ly Number Engines - 1 Engine Type - RE Rated Power -	CIPROCATING-CARBURE	ELT S ETOR	Installed/A tall Warnin	g System ·	- NO
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 340/009 KTS Visibility - 50.0 SM Lowest Sky/Clouds - 25000 FT THIN Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point CASPER,WY Destination LOCAL ATC/Airspace BKN Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	Airport OFF AI Airport D Runway Runway Runway	Proximity RPORT/STRIP	N/A N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 37 Biennial Flight Review Current - NO Months Since - UNK/NR Aircraft Type - UNK/NR	Fligh Total - Make/Model-	nt Time (H 83 83	ours) Last 24 Last 30	Hrs - Days- UN	1 K/NR
Instrument Rating(s) - NONENarrative HILE IN NORMAL CRUISE FLT, AFTER CROSSING A HTERED A DESCENT FROM WHICH THE PLT COULD NO HUGH DESERT TERRAIN. THE ACFT IMPACTED UNEVE	T RECOVER. HE ATTEMPTED TO	MAKE AN EMERGENCY F				

File No 10	14 9/12/86 CASPER,WY	Time (Lc1) - 0800 MDT
Occurrence #1 Phase of Operation	IN FLIGHT ENCOUNTER WITH WEATHER	
Finding(s) 1. WEATHER CONDITI	ON - DOWNDRAFT	
Occurrence #2 Phase of Operation	LOSS OF CONTROL - IN FLIGHT CRUISE - NORMAL	
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED	
Finding(s) 2. TERRAIN CONDITI 3. TERRAIN CONDITI	ON - 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

		-		

7.	



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