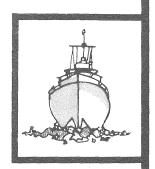
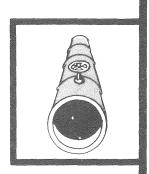


AIRCRAFT ACCIDENT REPORTS



BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 9 OF 1986 ACCIDENTS



NTSB / AAB-87/11



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:

Personal

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.

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 9

CALENDAR YEAR 1986

File Order Listing - Issue No. 9, 1986

File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury Index	Page
1601	23TT	082486	KENT, WA	PIPER	PA-18-150	NONE	368
1602	63302	083186	AZTEC, NM	CESSNA	172	NONE	250
1603	3643Q	072486	RALEIGH, NC	PIPER	PA-60-600	FATAL	222
1604	25803	082686	BENSON, NC	PIPER	J3C-65	SERIOUS	226
1605	45 19U	072386	SURFSIDE BEACH, SC	CESSNA	150	MINOR	298
1606	7BU	011786	VALLEY VIEW, TX	BEECH	M-35	FATAL	310
1607	64533	122186	CHICO, CA	CESSNA	172M	MINOR	72
1608	3381G	032986	SEAGOVILLE, TX	LOCKHEED	L-402-2 (L	FATAL	314
1609	8338V	110386	PAISLEY, OR	CHAMPION	7ECA	MINOR	292
1610	3539K	061386	HUFFMAN, TX	PIPER	PA-31-350	FATAL	320
1611	114BH	060286	PETERSON, AL	MESSER SCHMI	B0-105C	FATAL	14
1612	15FW	091386	GRIFFIN, GA	SCHLEICHER	ASW-19B	MINOR	132
1613	9351R	090686	SCREVEN, GA	CESSNA	A 188B	NONE	130
1614	8575V	090586	BIG DELTA, AK	CHAMPION	8GCBC	NONE	8
1615	7156Z	071986	ANCHORAGE, AK	PIPER	PA-18	NONE	6
1616	100KL	090786	PORT ALSWORTH, AK	DEHAVILLAND	DHC-2	NONE	10
1617	124PK	100586	RAYMOND, MS	GRIFFIN	STAR-LITE	FATAL	212
1618	320SD	051786	VAN NUYS, CA	CESSNA	320D	FATAL	40
1619	118PC	072786	LLANO, CA	CHERRY	HP 16	FATAL	56
1621	3855G	033186	TECUMSEH, MI	CESSNA	U-206B	NONE	186
1622	7734K	053186	ROLLING PRAIRIE, IN	PIPER	PA-20	SERIOUS	162
1623	96336	060786	KETCHIKAN, AK	TAYLORCRAFT	BCM-12D-85	MINOR	4
1624	1 1 VH	061286	ZILLAH, WA	BELL	47G-2	NONE	358
1625	4865L	092386	CLEWISTON, FL	CESSNA	15211	FATAL	86
1626	3683N	113086	PAINESVILE, OH	MOONEY	M2OG	MINOR	272

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1627	83F	090186	LAS VEGAS, NM	CESSNA	182D	FATAL	252
1628	1629H	082686	HAWTHORNE, FL	GRUMMAN	G-44A	MINOR	84
1629	4151Y	082486	SANDPOINT, ID	BELLANCA	7ECA	NONE	148
1630	7062P	110286	SILOAM SPRINGS, AR	PIPER	PA-24	FATAL	28
1631	6641A	013186	SUNDERLAND, MA	BEECHCRAFT	E-55	FATAL	176
1632	8316Q	091186	HOLOYOKE, MA	CESSNA	U206F	SERIOUS	184
1633	9347M	112186	ARCOLA, TX	MOONEY	M2OE	FATAL	334
1634	1970Y	120186	KERRVILLE, TX	MOONEY	M2OD	SERIOUS	340
1635	5809G	120686	GEORGETOWN, TX	CESSNA	150K	NONE	342
1636	8456X	122086	LUBBOCK, TX	PIPER	PA-34-220T	NONE	346
1637	3905G	083086	GRAND ISLE, GM	BELL	206L-1	SERIOUS	142
1638	3578L	092886	SULPHUR, OK	CESSNA	150F	MINOR	280
1639	8970F	102486	MONAHANS, TX	HUGHES	269C	MINOR	324
1640	8532M	110186	CLARENDON, TX	BEECHCRAFT	P-35	MINOR	326
1641	22968	110286	PORTLAND, TX	CESSNA	150H	NONE	328
1642	16772	111186	GALVESTON, TX	BELL	206L	MINOR	332
1643	39944	070986	PASO ROBLES, CA	PIPER	PA-32RT-30	NONE	46
1644	6578S	100586	PECULIAR, MO	CESSNA	150J	NONE	210
1645	11842	121686	HOMESTEAD, FL	CESSNA	150L	NONE	110
1646	20816	111486	CEDAR KEY, FL	PIPER	PA-32R	NONE	102
1647	22JE	082386	GARLAND, TX	ERICKSON	S-1	NONE	322
1649	9731N	111686	BAY ST. LOUIS, MS	HICKHAM	TWINSTAR	NONE	214
1650	CGHGF	080386	MOSINEE, WI	PIPER	PA-20-115	NONE	378
1651	9253Y	010486	NORCO, LA	PIPER	PA-31P-350	FATAL	174
1652	80591	080186	PERRYSVILLE, IN	GLOBE	GC-1B	NONE	164

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1653	8996Z	091486	YPSILANTI, MI	CESSNA	310G	NONE	194
1654	6442F	111686	NICOLLET, MN	CESSNA	150F	NONE	204
1655	4394J	080486	MENOMINEE, MI	PIPER	PA-28-140	MINOR	190
1656	117CL	121486	GULFPORT, MS	CHRISTEN	PITTS S-2B	NONE	216
1657	3059	110186	NEW SMYRNA BCH, FL	BUSHY	MM - 1	FATAL	90
1659	48045	032886	HENRYVILLE, IN	PIPER	PA-32-260	SERIOUS	160
1660	545JS	083086	ROME, GA	BENHAM	MIDGET MUS	NONE .	124
1661	5891C	083086	AKRON, OH	BEECH	C35	NONE	262
1662	3986N	081686	HILLSVILLE, VA	MOONEY	M2OC	SERIOUS	352
1663	313RR	112286	AUGUSTA, GA	MULLINAX	KR-2	NONE	140
1664	44245	092986	TOWN CREEK, AL	AIR TRACTOR	AT-301	NONE	18
1665	54067	100886	EAST LIVERPOOL, OH	CESSNA	172P	MINOR	266
1666	114CM	061686	JACKSON, WY	BEECH	C9OA	FATAL	382
1667	757ZE	011086	SALT LAKE CITY, UT	CESSNA	152	SERIOUS	348
1668	37359	110686	TAMPA, FL	CESSNA	421C	NONE	96
1669	2107C	110686	MARATHON, FL	PIPER	PA-23-250	NONE	98
1670	39068	090586	LAVONIA, GA	LUSCOMBE	8C	FATAL	128
1671	22144	082986	ROME, GA	CESSNA	150H	NONE	122
1672	6330G	120686	APOLLO BEACH, FL	CESSNA	150K	MINOR	106
1673	260A	052986	DICKSON, TN	SMITH	AEROSTAR 6	FATAL	302
1674	2279Q	121886	HOLLYWOOD, FL	PIPER	PA-32R-300	NONE	112
1675	1268Z	060786	KENOSHA, WI	BEECH	55	NONE	374
1676	6123U	110186	JACKSONVILLE, FL	CESSNA	210	SERIOUS	88
1677	333RS	061886	MOSQUERO, NM	BEECH	A36	FATAL	-248
1678	6663G	092586	CRAWFORD, CO	CESSNA	340A	FATAL	76

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1679	3287J	090486	SMITHVILLE, TN	CESSNA	150G	NONE	304
1680	31588	071486	CHICAGO, IL	PIPER	PA-28R-201	NONE	150
1681	8404X	082986	BEMENT, IL	CESSNA	172C	NONE	154
1682	562T	092886	SHELBYVILLE, IN	BEECH	BE-95-55	NONE	166
1683	12619	090586	MONROE, GA	CESSNA	172M	MINOR	126
1684	7709U	112786	AMARILLO, TX	CESSNA	172C	MINOR	336
1684	5508 J	112786	AMARILLO, TX	BELLANCA	7GCBC	MINOR	338
1685	7121Z	080686	CLEAR LAKE, SD	PIPER	PA-25-235	SERIOUS	300
1686	6184D	110686	HONOLULU, HI	CESSNA	172N	NONE	144
1687	8259E	031386	WILLIAMSTOWN, NJ	PIPER	PA-28-181	FATAL	242
1688	78L	110886	BROOKSVILLE, FL	BEECH	A100	MINOR	100
1694	1420Q	100886	EAST JORDAN, MI	CESSNA	150L	NONE	196
1695	142AS	100886	WHITE BEAR LAKE, MN	BLANIK	L-13	NONE	202
1696	95614	120586	VERGENNS, IL	CESSNA	152	SERIOUS	158
1697	8556M	080786	EDEN PRAIRIE, MN	ROBINSON	R22A	NONE	198
1698	22755	012486	STRONGSVILLE, OH	CESSNA	150H	SERIOUS	254
1699	4831A	082186	COALINGA, CA	CESSNA	P210N	NONE	60
1700	3879V	091586	PORTERVILLE, CA	CESSNA	195	NONE	64
1701	917Q	091386	THERMAL, CA	BEECH	35-B33	NONE	62
1702	3899V	072886	RAMONA, CA	CESSNA	195	NONE	58
1703	99QB	091986	ST. JOHNS, AZ	FORBES-WOLFR	DSA-1M	NONE	36
1704	22SD	100486	GOLETA, CA	GILLON	QUICKIE Q2	NONE	66
1705	3627K	062986	PLEASANT GROVE, CA	PIPER	J3C-65	NONE	44
1706	5420M	062586	SCOTTSDALE, AZ	BEECH	B-19	NONE	32
1707	63437	062286	SANTA PAULA, CA	CESSNA	150 M	NONE	42

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1708	704GW	071086	SUNNYMEAD, CA	CESSNA	150M	NONE	48
1709	192AP	040686	LANSING, MI	PERKINS	VIKING DRA	NONE	188
1710	5488B	100586	WEST CHICAGO, IL	CESSNA	152	NONE	156
1711	707HB	091786	ST. PAUL, MN	PIPER	PA-31-310	NONE	200
1712	5196W	021786	DULCE, NM	CESSNA	P210N	FATAL	246
1713	984B	062586	LISBON, OH	BELL	47G2	FATAL	256
1714	380LA	122386	NEW PHILADELPHI, OH	CESSNA	172G	NONE	274
1715	4892G	090686	FUGUAY-VARINA, NC	CESSNA	172N	MINOR	228
1716	720BC	101186	CATHERINE, AL	CESSNA	305C	SERIOUS	20
1718	111TR	061486	FENTON, MO	ROBBINS	ACRO-DUSTE	FATAL	208
1719	111T	072786	GRASS VALLEY, CA	NAVION	A	NONE	54
1720	76553	072086	FLAGSTAFF, AZ	CESSNA	140	NONE	34
1721	3195L	071886	STOCKTON, CA	CESSNA	310J	NONE	50
1722	8449X	101986	MICHIGAN BAR, CA	CESSNA	172C	SERIOUS	68
1723	151CD	122286	OCALA, FL	MAULE	M-7-235	MINOR	114
1724	737ZB	122386	SARASOTA, FL	CESSNA	172N	SERIOUS	116
1725	11185	112586	FRESNO, CA	CESSNA	150L	MINOR	70
1726	5561P	122786	PEORIA, AZ	RAVEN	S55A/AX7	SERIOUS	38
1727	6655V	082186	WEST GREEN, GA	BELLANCA	17-30	FATAL	120
1728	8156E	061486	GLENDALE, AZ	PIPER	PA-28-181	NONE	30
1729	28SW	050486	ALMOSA, CO	BOEING	737-200	SERIOUS	74
1730	7592W	072686	FARGO, ND	PIPER	PA-28-180	NONE	236
1731	182L M	121286	ST. CLOUD, FL	CESSNA	182P	SERIOUS	108
1732	79069	072086	RANDOM LAKE, WI	CESSNA	172K	FATAL	376
1733	37171	110486	BRANDON, FL	BALLOON WORK	FIREFLY 8-	SERIOUS	92

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1735	78261	080886	BOWLING GREEN, KY	TEMCO	GC-1B	NONE	172
1736	547EZ	090686	WILKESBORO, NC	ELLIS	VARI-EZE	MINOR	230
1737	3969E	121586	LAKE VILLAGE, IN	AERONCA	11BC	NONE	168
1738	44215	090786	ELKIN, NC	TAYLORCRAFT	BC12-D	MINOR	232
1739	6093N	112186	WAVERLY, TN	BEECH	BE-19A	MINOR	306
1740	5917T	072386	SAN DIEGO, CA	CESSNA	150D	FATAL	52
1741	9574\$	071186	NEWBURYPORT, MA	CHAMPION	7GCAA	NONE	180
1742	43792	070586	WEST DOVER, VT	PIPER	PA-28R-201	MINOR	354
1743	5661N	062286	ARDARA, PA	MAULE AIR	MX7-235	NONE	296
1744	1166B	062086	BARKHANSTEAD, CT	LUSCOMBE	88	NONE	80
1745	4237D	070686	FALL RIVER, MA	HUGHES	500A	NONE	178
1746	23205	070486	MANVILLE, NJ	CESSNA	T210C	NONE	244
1747	333TE	072686	BOSTON, MA	GRUMMAN	AA-5A	SERIOUS	182
1748	2BT	101986	LITTLE ROCK, AR	CESSNA	501	NONE	26
1749	51726	051186	TURNAGAIN, AK	ENSTROM	F28C	FATAL	2
1750	5722\$	091786	CHARDON, OH	SCHWEIZER	SGS 2-33	MINOR	264
1751	5162M	101786	MIDDLEFIELD, OH	BEECH	C23	NONE	268
1752	9513P	091786	PLYMOUTH, NC	PIPER	PA-25-235	SERIOUS	234
1753	3056A	072786	OGDEN, UT	CESSNA	170B	NONE	350
1754	319ER	091386	ERIE, ND	RARSCH	RV-4	SERIOUS	238
1755	71905	122786	HARRISON, OH	CESSNA	150H	NONE	276
1756	1770M	070386	CHERRY POINT, NC	CESSNA	337F	NONE	220
1757	35DH	110986	LA PORTE, TX	HOUK	PITTS S1-S	SERIOUS	330
1758	95913	082186	CUSICK, WA	TAYLORCRAFT	BC12-D	MINOR	362

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1759	12135	091386	RED'S HORSE RAN, OR	CESSNA	172 M	NONE	290
1760	2696U	081386	PRAIRIE CITY, OR	CESSNA	340	NONE	282
1761	4694K	082386	WEIPPE, ID	CESSNA	182	SERIOUS	146
1762	26RW	081586	RICHLAND, WA	WISE	OR-71-B	MINOR	360
1763	10LH	082786	KELSO, WA	HEGSTED	S16B	NONE	370
1764	5159T	083086	TYGH VALLEY, OR	BELLANCA	7ECA	MINOR	288
1765	85KB	082486	MOUNT VERNON, WA	BRENNAN	GLASAIR	MINOR	364
1766	9051T	082486	ASHWOOD, OR	CESSNA	182	NONE	284
1767	96361	122386	PACIFIC OCEAN, WA	DOUGLAS	C-54/DC-4	NONE	372
1768	7405T	082486	SAN JUAN ISLAND, WA	CESSNA	172A	MINOR	366
1769	737NT	082986	LORD FLAT, OR	CESSNA	172N	NONE	286
1770	6120J	080986	WHEELING, IL	PIPER	PA-34-200T	NONE	152
1771	∷78 M H	070286	LAKE CITY, AR	AIRTRACTOR	AT301	NONE	22
1772	84911	100586	TRIBUNE, KS	AERONCA	7AC	NONE	170
1773	49D	101786	HOT SPRINGS, AR	CESSNA	421C	NONE	24
1774	287T	090886	BIG RIVER, AK	PIPER	PA-18	NONE	12
1775	65484	122486	ORLANDO, FL	CESSNA	152	NONE	118
1776	24298	112286	LANTANA, FL	CESSNA	152	NONE	104
1777	27418	110586	HOMESTEAD, FL	PIPER	PA-31-350	NONE	94
1778	756V	050786	ARCADIA, FL	BREWSTER	FLEET 7	MINOR	82
1779	66989	090186	CHARLESTON, WV	CESSNA	152	NONE	380
1780	996D	110286	ADA, OH	STINSON	108-2	NONE	270
1781	8757G	073186	LENOIR, NC	CESSNA	150F	MINOR	224
1782	8470R	080986	TIFFIN, OH	PIPER	PA-28-140	MINOR	258
1784	739SP	02,2086	ANDOVER, NJ	CESSNA	172N	FATAL	240

File Order Listing - Issue No. 9, 1986

File Number	Aircraft Regist.	Date	Location	Aircı Make	raft Model	Injury Index	Page
1785	8CC	060286	BARTLETT, TX	MITSUBISHI	MU-2B-35	FATAL	318
1786	6306S	032886	SALINA, OK	CESSNA	150G	FATAL	278
1787	4964N	053186	WENATCHEE, WA	BELL	UH-1L	FATAL	356
1788	66297	092086	SCREVEN, GA	CESSNA	150 M	FATAL	134
1789	18227	122686	ALTUS, OR	CESSNA	150L	FATAL	294
1790	8143L	030886	OLD MONROE, MO	CESSNA	A152	SERIOUS	206
1791	12GH	081786	IONIA, MI	SCHLEICHER	ASW-20	NONE	192
1792	60BL	101186	MELDRIM, GA	BEECH	A-23-24	SERIOUS	136
1793	4862Q	112486	ROCK SPRINGS, MT	CESSNA	A188B	NONE	218
1794	757TN	112986	ELLICOTT, CO	CESSNA	152	NONE	78
1795	25CE	040586	EL PASO, TX	DOUGLAS	DC-3C	NONE	316
1796	9698P	083086	MANSFIELD, OH	PIPER	PA-18-150	FATAL	260
1797	758KU	032186	WACO, TX	CESSNA	R172K	NONE	312
1798	4 7JJ	102186	KENNESAW, GA	JERE L. ROSS	RAND KR-2	FATAL	138
1799	520EH	010786	PORT O'CONNOR, TX	BELL	206B	MINOR	308
1800	8CD	121886	TOMBALL, TX	CESSNA	340A	FATAL	344

AIRCRAFT ACCIDENT REPORTS BRIEF FORMAT U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 9 OF 1986 ACCIDENTS

-Basic Information							
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage DESTROYED	9	Fatal	Inju Serious		None
Type of Operation -PERSONAL		Fire	Crew	1	0	0	0
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		ON GROUND	Pass	0	0	0	0
Accident Occurred During -MANEUVERING							
-Aircraft Information							
Make/Model - ENSTROM F28C		/Model - LYCOMING F	110-360-E1AD			Activated	
Landing Gear - SKID		ngines - 1	THUESTED	Stal	l Warning	System - N	D
Max Gross Wt - 2350		ype - RECIP-FUEL	INJECTED				
No. of Seats - 3	Rated Po	wer - 205 HP					
-Environment/Operations Information	74 '			4	D.m. = 1		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary	rture Point			Proximity RPORT/STRI		
Method - N/A	KENAI,A			OFF AII	KPUKI/SIKI	r	
Completeness - N/A	Destinatio			Airport Da	ata		
Basic Weather - VMC	ANCHORA		•	po			
Wind Dir/Speed- CALM		,,		Runway	Ident	- N/A	
Visibility - 40.0 SM	ATC/Airspac	e			Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of F	light Plan - NONE		Runway	Surface	- N/A	
Lowest Ceiling - NONE		learance - NONE		Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch	/Lndg - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information		*			MEDICAL	A T.V.E.D.C. (1 TM	
Pilot-In-Command	Age - 43 Biennial Flight		Certificate	e - VALID t Time (Ho		AIVERS/LIM	11
Certificate(s)/Rating(s) COMMERCIAL		- YES To	FIIGH INI - INI	(I I III (FI	Jurs)	4 Hps - UNI	∠ /ND
SE LAND, ME LAND, SE SEA	Months Sinc	e - 8 Mal	cai Olar ce/Model-	240	Last 2	O Dave- UN	K/NR
HELICOPTER	Aircraft Ty	pe - F28C Ins	tal - UNK ke/Model- strument- UNK	C/NR	Last 9	O Days - UN	K/NR
1122301.121	41.0.4.01	Mui	Iti-Eng - UNK	K/NR	Rotorc	raft - UN	K/NR
Instrument Rating(s) - AIRPLANE							
-Narrative	CITOURIAN AT A COL	ALTITUDE AND IT TO	IEM CEDIAN CO	ME LITOU	DOWED		
HELICOPTER WAS OBSERVED FLYING ALONG THE NSMISSION LINES, FELL TO THE GROUND AND BU	HIGHWAY AT A LOW	ALITIUDE AND IT IT	TEN STRUCK SC	NWE HIGH	YUWEK		
D SURFACE AND SPANNED A DISTANCE OF 1127 F							

File No. - 1749 5/11/86 A/C Reg. No. N51726 TURNAGAIN, AK Time (Lc1) - 1640 ADT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 1. OBJECT - WIRE, TRANSMISSION (MARKED) 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND 4. PROPER ALTITUDE - BELOW - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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

File No 1623 6/07/86 KETCHI	KAN,AK A/C Reg	. No. N96336	Τi	me (Lc1) -	1543 AD	Т
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft DESTROYE		Fatal	Injur Serious	ries Minor	None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire NONE	Crew Pass	0	0	1 0	0
-Aircraft Information						
Make/Model - TAYLORCRAFT BCM-12D-85	Eng Make/Mode1 - CONT			nstalled/		
Landing Gear - FLOAT	Number Engines - 1	DDOOATING CARRUPES		all Warnir	ng System	- UNK/NR
Max Gross Wt - 1500 No. of Seats - 2	Engine Type - RECI Rated Power -	PRUCATING-CARBURE 85 HP	UK			
Weather Data	Itinerary		Airport P	roximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIRP	ORT		
Method - N/A	WILSON ARM,AK					
Completeness - N/A	Destination	A	Airport Da			
Basic Weather - VMC	KECHIKAN, AK			AN HARBOR	_	
Wind Dir/Speed- 160/020 KTS			Runway		· 13	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -		150
Lowest Sky/Clouds - 2000 FT	Type of Flight Plan - I			Surface -		
Lowest Ceiling - 2000 FT BROKE			Runway	Status -	WATER-C	ALM
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE				
Precipitation - NONE Condition of Light - DAYLIGHT						
-Personnel Information						
	Age - 40 M	edical Certificate	- VALID	MEDICAL-NO	WAIVERS	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flight	: Time (Ho	urs)		
COMMERCIAL, ATP, CFI	Current - YES		1459	Last 24		3
SE LAND, ME LAND, SE SEA	Months Since - 7	Make/Model- Instrument-	139	Last 30	Days- U	NK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument-	300	Last 90	Days-	67
		Multi-Eng -	174	Rotorcr	aft -	3394
Instrument Rating(s) - AIRPLANE						
	CE ELT. THE ACET ASSUMED A NO	SE LOW LEET WING	DOWN ATT	TUDE WHICH		
PLT WAS UNABLE TO CORRECT BY USE OF POWER						
ACFT IMPACTED THE WATER IN A LEFT WING DOW	N, NOSE LOW ATTITUDE SHORTLY	AFTER THE LOSS OF	CONTROL.	AFTER THE	<u>:</u>	
T WAS RECOVERED IT WAS DISCOVERED THAT THE						
	IC EATTCHE CDACKING OF TWO ST	FEL MEMBERS THE L	OW TENSIL	E STRENGTH	AND	
ALLURGICAL EXAMINATION REVEALED PRE-EXISTIN						
ALLURGICAL EXAMINATION REVEALED PRE-EXISTIN GINAL QUALITY OF THE STEEL CONTRIBUTED TO T						

File No 16	23 6/07/86	KETCHIKAN, AK	A/C Reg. No. N96336	Time (Lc1) - 1543 ADT
Occurrence #1 Phase of Operation	AIRFRAME/COMPONE CRUISE	NT/SYSTEM FAILURE/MAL	FUNCTION	
Finding(s) 1. LANDING GEAR,FL 2. LANDING GEAR,FL	OAT ASSEMBLY - FAT	IGUE		
Occurrence #2 Phase of Operation	CRUISE			
	IN FLIGHT COLLIS	ION WITH TERRAIN		
Finding(s) 3. TERRAIN CONDITI				
Probable Cause				
The National Transpo		rd determines that th	e Probable Cause(s) of this accid	ent

File No 1615 7/19/86 A	A/C Reg. I	Time (Lcl) - 2138 ADT					
	NERAL AVIATION)	Aircraft Da	nage		Inj	uries	
- · · · · · · · · · · · · · · · · · · ·		SUBSTANTIA	L	Fatal	Serious		
Type of Operation -PERSONAL		Fire	Crew	-	0	0	
Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	1	NONE	Pass	0	0	0	1
Accident occurred but mg Exhibited							
Aircraft Information							
Make/Model - PIPER PA-18		Model - LYCOMII	NG 0-320-B2B	ELT	Installed	//Activate	ed - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	•	gines - 1			tall Warr	ing Syste	em - NO
Max Gross Wt - 1750	Engine Typ		DCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Powe	er - 160	HP				
Environment/Operations Information	_						
Weather Data	Itinerary			Airport	Proximity	,	
Wx Briefing - NO RECORD OF BRIE		ture Point		ON AIR			
Method - N/A	ANCHORAGE						
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	SAME AS A	CC/INC		LAKE H	OOD STRIP	•	
Wind Dir/Speed- 180/007 KTS	_				Ident	- 13	
Visibility - 90.0 SM	ATC/Airspace					- 2200,	
	SCATTERED Type of Fla					- GRAVEI	-
Lowest Ceiling - NONE Obstructions to Vision- NONE		earance - VFI		Runway	Status	- DRY	
Precipitation - NONE	Type Apch/L		AFFIC PATTERN JCH AND GO				
Condition of Light - DAYLIGHT			JCH AND GU				
Personnel Information							
Pilot-In-Command	Age - 44		ical Certifica			WAIVERS/	IMIT
Certificate(s)/Rating(s)	Biennial Flight F		_	ht Time (H			
PRIVATE SE LAND	Current	- YES	Total -			24 Hrs -	1
SE LAND	Months Since		Make/Model- Instrument-	450 0		30 Days-	•
	Aircraft Type	: - PA-18	Tustrament-	U	Last	σ υ υαγS−	35
						,	
Instrument Rating(s) - NONE					*		
Narrative							
E ACFT WAS NOT PROPERLY ALIGNED WITH TH	F PWY DURING LANDING T	OUCHDOWN THE	ACET TOUCHED	DOWN TN A	CDAR ATTI	TUDE	
THEN GROUND LOOPED AND CAME TO REST ON			ACIT TOOCHED	DOMIN THE M	ONAU AIII	I ODE.	

Time (Lcl) - 2138 ADT File No. - 1615 7/19/86 ANCHORAGE, AK A/C Reg. No. N7156Z Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 NOSE DOWN Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4 Factor(s) relating to this accident is/are finding(s) 1

File No 1614 9/05/86 B	File No 1614 9/05/86 BIG DELTA,AK				Time (Lcl) - 1445 ADT				
-Basic Information									
Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Dam	age		Injur	ies			
		SUBSTANTIAL		Fatal	Serious	Minor	None		
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1		
Flight Conducted Under -14 CFR 9	11	NONE	Pass	0	0	0	1		
Accident Occurred During -LANDING									
-Aircraft Information			•						
Make/Model - CHAMPION 8GCBC		e/Model - LYCOMIN	IG 0-360-C2E						
Landing Gear - TAILWHEEL-ALL FIXED		ingines - 1			tall Warnin	g System ·	- YES		
Max Gross Wt - 1800		Type - RECIPRO		ETOR					
No. of Seats - 2	Rated Po	ower - 180	HP						
-Environment/Operations Information	-								
Weather Data	Itinerary			Airport	Proximity				
Wx Briefing - NO RECORD OF BRIE		arture Point		OFF AI	RPORT/STRIP				
Method - N/A	NORTH F	POLE, AK							
Completeness - N/A	Destinatio			Airport D	ata				
Basic Weather - VMC	LITTLE	DELTA RV,AK				_			
Wind Dir/Speed- 360/008 KTS					Ident -				
V13121111ty 30.0 314	ATC/Airspac		_		Lth/Wid -				
Lowest Sky/Clouds - 3000 FT					Surface -				
Lowest Ceiling - NONE		learance - NON		Runway	Status -	DRY			
Obstructions to Vision- NONE	Type Apch	n/Lndg - STR	AIGHT-IN						
Precipitation - NONE									
Condition of Light - DAYLIGHT									
-Personnel Information									
Pilot-In-Command	Age - 39		cal Certifica			WAIVERS/	LIMIT		
Certificate(s)/Rating(s)	Biennial Flight			ht Time (H	•				
COMMERCIAL	Current	- YES ce - 12	Total - Make/Model-	6398	Last 24	Hrs -	1		
SE LAND, ME LAND, SE SEA	Months Sind	ce - 12	Make/Model-	1817	Last 30	Days- UN	K/NR		
	Aircraft ()		Instrument-						
			Multi-Eng -	98	Rotorcr	aft - UN	K/NR		
Instrument Rating(s) - AIRPLAN	E								
-Narrative									
-Narrative PLT ATTEMPTED TO LAND ON A GRAVEL BAR	DUDING A HUNTING C	T UE EATLED TO	CEE A WACU/DI	TOU ON THE	DAD AND TH	_			
PLI ATTEMPTED TO LAND ON A GRAVEL BAK HT MAIN GEAR COLLAPSED UPON CONTACTING			SEE A MASH/DI	ICH UN IME	DAK AND IH	E			

File No 16	14 9/05/86 BIG D	ELTA,AK	A/C Reg. No. N8575V	Time (Lcl) - 1445 ADT	
Occurrence #1 Phase of Operation	ON GROUND COLLISION WITH LANDING - ROLL	H TERRAIN			
Finding(s) 1. TERRAIN CONDITI 2. UNSUITABLE TE	DN - DITCH RRAIN - SELECTED - PILOT :	IN COMMAND			
Occurrence #2 Phase of Operation	MAIN GEAR COLLAPSED LANDING - ROLL				
Finding(s) 3. LANDING GEAR,MA	IN GEAR - OVERLOAD		: :		
Occurrence #3 Phase of Operation					
Probable Cause			4 -		
The National Transpois/are finding(s) 2	rtation Safety Board deter	rmines that the Proba	7	accident	
Factor(s) relating t	o this accident is/are fi	nding(s) 1	•		

File No 1616 9/07/	86 PORT ALSWOR	TH, AK A/C Re	eg. No. N100KL	T 	Time (Lcl) - 1600 ADT				
Basic Information Type Operating Certificate-N	IONE (GENERAL AVIA	TION) Aircraft	h Damage		Injur	ies			
Type operating certificate in	IONE (GENERAL AVIA	SUBSTAN		Fatal	•	Minor	None		
Type of Operation -P	ERSONAL	Fire	Cre		0	0	1		
Flight Conducted Under -1	4 CFR 91	NONE	Pas	ss 0	0	0	3		
Accident Occurred During -T	AKEOFF								
Aircraft Information							_		
Make/Model - DEHAVILLAND	DHC-2	Eng Make/Model - P&V			Installed/A				
Landing Gear - FLOAT		Number Engines - 1			tall Warnir	ıg Syster	1 - NO		
Max Gross Wt - 5100 No. of Seats - 8		Engine Type - RE(Rated Power -	TPRUCATING-CARBI	JKE LOK					
NO. OF SeatS - 8		Rated Power -	430 MP						
Environment/Operations Informa									
Weather Data		tinerary			Proximity				
Wx Briefing - NO RECORD Method - N/A	OF BRIEFING	Last Departure Point		UNK/NR		•			
Completeness - N/A		MULCHATNA RIVER, AK Destination		Airport D	2+2				
Basic Weather - VMC		ILIAMNA, AK		All point b	ata				
Wind Dir/Speed- CALM		***************************************		Runway	Ident -	UNK/NR			
Visibility - 5.0 S	. А	TC/Airspace			Lth/Wid -	UNK/NR			
Lowest Sky/Clouds - UN					Surface -				
Lowest Ceiling - 1				Runway	Status -	UNK/NR			
Obstructions to Vision- NO		Type Apch/Lndg	- UNK/NR						
Precipitation - RA									
Condition of Light - DA	TLIGHI								
Personnel Information		40	Madiaal Coutifi	VALTO	MEDICAL NO	WATVED	· /: TMTT		
Pilot-In-Command Certificate(s)/Rating(s)		40 nial Flight Review	Medical Certific	ight Time (H		WAIVERS	D/ LTMIT I		
COMMERCIAL		urrent - YES	Total -	4000	1 + 04	Hrs - l	JNK/NR		
SE LAND, SE SEA	_	onths Since - 16	Make/Mode1-	4000	Last 30	Days- L	JNK/NR		
	A	ircraft Type - UNK/NR	Instrument-	70	Last 90	Days- l	JNK/NR		
			Multi-Eng -	UNK/NR	Rotorcr	aft - l	JNK/NR		
Instrument Rating(s) -	AIRPLANE					,			
Nomotivo									
-Narrative PILOT WAS UNABLE TO AVOID A LA	DOE FLOATING LOC	TN HTS WATED LANE DATE	1 DUDING TAKEDEE	HE STOUCH	THE LOG				
CONTROL OF THE AIRPLANE AND C		TH 1112 MAIER FAIL LAIL	DORTING TAKEUPP	. HE SIRUCK	THE LUG,				

File No. - 1616 9/07/86 PORT ALSWORTH, AK A/C Reg. No. N100KL Time (Lc1) - 1600 ADT

Occurrence

ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

- 1. WEATHER CONDITION RAIN
- 2. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- 3. IMPROPER USE OF PROCEDURE, INATTENTIVE PILOT IN COMMAND
- 4. OBJECT TREE(S)
- 5. VISUAL LOOKOUT NOT MAINTAINED PILOT IN COMMAND
- 6. ABORTED TAKEOFF NOT PERFORMED PILOT IN COMMAND
- 7. DIRECTIONAL CONTROL INADEQUATE 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 1774	9/08/86	BIG RIVER,	AK A/C F	Reg. No. N287T		Т	ime (Lc1)	- 1830 ADT	
-Basic Information		(05),501							
Type Operating Certific	ate-NUNE	(GENERAL AVI	ATION) Aircraf SUBSTA	ft Damage		Fatal	Inju Serious	ries Minor	None
Type of Operation	-PERSO	NAL	Fire	ANTIAL	Crew	0	0	0	1
Type of Operation Flight Conducted Under	~14 CF	R 91	NONE		Pass	ŏ	ŏ	ŏ	1
Accident Occurred Durin									
-Aircraft Information									
Make/Model - PIPER P			Eng Make/Model - LY)1				
Landing Gear - TAILWHE	EL-ALL FI	XED	Number Engines - 1				tall Warni	ng System	- NO
Max Gross Wt - 1750			Engine Type - RE		RBURETO	JR .			
No. of Seats - 2			Rated Power -	135 HP					
-Environment/Operations In	formation		* 4 *			• •	D		
Weather Data Wx Briefing - NO RE	COBD OF B		Itinerary Last Departure Point	_	,		Proximity RPORT/STRI	n	
Method - N/A	CORD OF B	KIEFING	LAKE HOOD, AK	<u> </u>		OFF AI	KPUKI/SIKI	F	
Completeness - N/A			Destination		Δ.	irport D	ata		
Basic Weather - VMC			BIG RIVER, AK		•	ро. с о			
Wind Dir/Speed- 090/0	O3 KTS		• • • • • • • • • • • • • • • • • • • •			Runway	Ident	- N/A	
Visibility - 30.			ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds -		SCATTERED	Type of Flight Plan					- GRASS/TU	RF
Lowest Ceiling	- NONE		Type of Clearance			Runway	Status		
Obstructions to Visio Precipitation			Type Apch/Lndg	- STRAIGHT-IN				ROUGH	
Condition of Light	- NUNE	ыт							
-Personnel Information Pilot-In-Command		Age	- 32	Medical Cert	ficato	- VALTO	MEDICAL -N	O WATVERS/	TMTT
Certificate(s)/Rating(s)		nial Flight Review	Medical Celt		Time (H		U WAIVERS/	_ 1 141 1
PRIVATE	- ,		N	Total		184	•	4 Hrs -	2
SE LAND		1	Months Since - 8			28		O Days- UN	K/NR
			Aircraft Type - PA-18	Instrumer	nt-	13	Last 9	O Days-	51
Instrument Rating(s) - NONE								
-Narrative									
PILOT ATTEMPTED A TOUCH A	ND GO LAN	DING TO EVAL	JATE A QUESTIONABLE LA	NDING AREA. TH	IE AREA	WAS TOO	SOFT FOR	A TOUCH	
GO. THE ACFT BECAME MIRED									

File No. - 1774 9/08/86 BIG RIVER,AK A/C Reg. No. N287T Time (Lc1) - 1830 ADT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

- 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION INADEQUATE
- 2. IN-FLIGHT PLANNING/DECISION INADEQUATE PILOT IN COMMAND
- 3. IMPROPER USE OF PROCEDURE OVER CONFIDENCE IN PERSONAL ABILITY PILOT IN COMMAND
- 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION SOFT
- 5. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 6. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING PILOT IN COMMAND
- 7. GO-AROUND 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) 1,4,7

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

		PETERSON, AL	A/C Reg. No	. N I 14DN		ime (Lcl) -	1815 CD	' !
Basic Information Type Operating Certific Name of Carrier Type of Operation Flight Conducted Under Accident Occurred Durin	-METRO A -NON SCH -14 CFR	VIATION, INC. ED,DOMESTIC,PASSENGER 135	Aircraft Dama DESTROYED Fire NONE	ge Crew Pass		Injur Serious O O	ies Minor O O	None O O
Aircraft Information Make/Model - MESSER Landing Gear - SKID Max Gross Wt - 5071 No. of Seats - 3	SCHMITT BO-	Number Eng	e - TURBOSHA	FT		Installed/Adatall Warning		
Weather Data Wx Briefing - FSS Method - IN PE Completeness - WEATH Basic Weather - VMC Wind Dir/Speed- 010/0 Visibility - 7. Lowest Sky/Clouds - Lowest Ceiling Obstructions to Visic Precipitation Condition of Light	ERSON HER NOT PERT 005 KTS .O SM 4500 FT - 25000 FT on- NONE - NONE	Itinerary Last Depart BIRMINGHA INENT Destination JACKSON,M ATC/Airspace SCATTERED Type of Fli BROKEN Type of Cle Type Apch/L	M,AL S ght Plan - VFR arance - VFR		OFF AIR Airport Da Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(COMMERCIAL,CFI SE LAND HELICOPTER		Age - 28 Biennial Flight F Current Months Since Aircraft Type	Peview - YES T - 3 M - UNK/NR I	otal - ake/Model- nstrument-	ht Time (Ho 1519 302		Hrs - Days- U Days-	3 NK/NR 48
Instrument Rating(s	AND OBSERVE RIOR TO THE ME APART AS ST. THE COLL	D AS IT FLEW AT LOW ALT COLLISION WITH POWER LI IT FELL INTO THE RIVER. ISION OCCURRED APPROXIM	NES ACROSS THE THE SUN WAS LO ATELY 2500 FEET	RIVER. THE H W ON THE HOR BELOW THE M	ELICOPTER E IZON AND TH AXIMUM ELEN	BROKE THE HE AIRCRAFT /ATION FIGU		

File No. - 1611 6/02/86 PETERSON, AL A/C Reg. No. N114BH Time (Lc1) - 1815 CDT ------Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 1. OBJECT - WIRE, TRANSMISSION 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 5. IMPROPER DECISION, OSTENTATIOUS DISPLAY - PILOT IN COMMAND 6. LOW PASS - INTENTIONAL - PILOT IN COMMAND 7. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING IN FLIGHT COLLISION WITH TERRAIN Occurrence #3 Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,7 Factor(s) relating to this accident is/are finding(s) 2,3,5

File No 1734 7/22/86	DOZIER, AL	A/C Reg.	Time (Lc1) - 2145 CDT				
-Basic Information							
Type Operating Certificate-ON-DEM	MAND AIR TAXI	Aircraft Da DESTROYED	mage	Fatal	Injur Serious		None
Type of Operation -PERSON	IAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFF		NONE		ō	Ö	Ö	1
Accident Occurred During -LANDIN	IG						
-Aircraft Information							
Make/Model - PIPER PA-28-160		Make/Model - LYCOMI	NG 0-320-B2B	ELT I	nstalled/A		
Landing Gear - TRICYCLE-FIXED		er Engines - 1		St	all Warning	g System -	- YES
Max Gross Wt - 2200 No. of Seats - 4		ne Type - RECIPR d Power - 160		UK			
NO. OF SeatS - 4	Rate0	Power - 160	пр 				
-Environment/Operations Information- Weather Data				Ainmont D	ر بله و سود در		
Wx Briefing - NO RECORD OF BR	Itinerar Iter OTEFING	y Departure Point		Airport P	PORT/STRIP		
Method - N/A		ALUSIA,AL		OFF AIR	PURI/SIRIP		
Completeness - N/A	Destina		A	irport Da	ta		
Basic Weather - VMC	LOCA	NL .					
Wind Dir/Speed- CALM						N/A	
Visibility - 6.0 SM	ATC/Airs				Lth/Wid -		
Lowest Sky/Clouds - 25000 F					Surface -		
Lowest Ceiling - NONE	Type o	of Clearance - NO upch/Lndg - NO	NE 	Runway	Status -	N/A	
Obstructions to Vision- HAZE Precipitation - NONE	Type A	ipcn/Lnag - Nu	NE				
Condition of Light - NIGHT(JARK)						
-Personnel Information	A ====			V41 TD	MEDIAN MA		. -
Pilot-In-Command Certificate(s)/Rating(s)	Age - 23	Med	ical Certificate	· Time (He	MEDICAL-WAI	I A E K 2 \ F I W I	. 1
PRIVATE	Current	ght Review - YES	Total -	94	urs)	Hne - IINK	/ND
SE LAND	Months 9	Since - UNK/NR	Make/Model-	4	Last 30	Davs- UNK	(/NR
	Aircraft	: Type - UNK/NR	Instrument-	2	Last 90	Days-	5
		Since - UNK/NR : Type - UNK/NR	Multi-Eng - UNK	:/NR	Rotorcra	aft '- UNK	K/NR
Instrument Rating(s) - NONE							
-Narrative	HOUT ODOG OUNTRY	ELT WIEN HE DAN ON	E EUEL TANK DOV	AND THE			
PRIVATE PLT AND HIS PAX WERE ON A N SWITCHED TO THE OTHER TANK AND THE E							
A AND STALLED THE ACFT INTO THE TREE							
L SYSTEM. LATER THE OWNER REPORTED T							
T WOULD INDICATE THAT IT BROKE WHILE					Dramat		

File No 17	34 7/22/86	DOZIER,AL	A/C Reg. No. N5041W	Time (Lc1) - 2145 CDT
Occurrence #1 Phase of Operation				
Finding(s) 1. FUEL TANK SELEC	FOR POSITION - DEL	AYED - PILOT IN C		
Occurrence #2 Phase of Operation				
Finding(s) 2. IMPROPER US	E OF PROCEDURE,IMP	ROPER INITIAL TRA	INING - PILOT IN COMMAND	
Occurrence #3 Phase of Operation				
Finding(s) 3. OBJECT - TREE(S				
Occurrence #4 Phase of Operation	OTHER			
Probable Cause				
The National Transpo		rd determines tha	t the Probable Cause(s) of this acc	ident

File No 1664 9/29/86 T	OWN CREEK,AL	A/C Reg. No. N	144245	Τi	me (Lc1) -	1600 CDT	Γ
Basic Information Type Operating Certificate-AGRICULT	URAL AIRCRAFT	Aircraft Damage			Injur	ies	
		SUBSTANTIAL		Fatal		Minor	None
Type of Operation -AERIAL A		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 1	37	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - AIR TRACTOR AT-301	Eng Make/	Model - D&W D1340		ELT T	nstalled/Ad	nt ivated	- NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number En	Model - P&W R1340 gines - 1		CL 1	all Warning		
Max Gross Wt - 5000		pe - RECIPROCATI			arr warming	a system	140
No. of Seats - 1	Rated Pow	l e e e e e e e e e e e e e e e e e e e	ING CARBONE	O.K			
Environment/Operations Information	-						
Weather Data	Itinerary			Airport P	roximity		
Wx Briefing - NO RECORD OF BRIE	FING Last Depar	ture Point		OFF AIR	PORT/STŔIP		
Method - N/A	TOWN CRE	EK,AL					
Completeness - N/A	Destination	•	Δ	irport Da	ta		
Basic Weather - VMC	LOCAL			•			
Wind Dir/Speed- 170/010 KTS				Runway	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -	N/A	
Lowest Sky/Clouds - 5000 FT	SCATTERED Type of F1	ight Plan - NONE		Runway	Surface -	GRASS/TL	JRF
Lowest Ceiling - NONE	Type of Cl	earance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/	Lndg - FORCED	LANDING	•			
Precipitation - NONE	3,1	-					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 45		Certificate			[VERS/LIM	1IT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flight	: Time (Ho			
COMMERCIAL	Current	- UNK/NR Tota		3500	Last 24	Hrs - UN	IK/NR
SE LAND, ME LAND	Months Since	- UNK/NR Make	e/Model- 3	3000	Last 30 Last 90	Days- UN	IK/NR
	Aircraft Typ	e - UNK/NR Inst		130	Last 90	Days-	350
		· Mu1t	:i-Eng - 1	000			
Transfer on the Control of the ATROLANI	_						
Instrument Rating(s) - AIRPLAN	E .						
Manualina							
Narrative	VELODED A HMTSSH AND	A DDECAUTIONARY LAA	IDINO WAS MA	DE NEAD T	IE COTTON		
THE PILOT REPORTED THAT THE ENGINE HAD DE							
FIELDS INTENDED TO BE SPRAYED. TROUBLE-SHO						ME	
PILOT ELECTED TO TAKEOFF AND CONTINUE THE							
POWER AND A HARD FORCED LANDING WAS MADE	IN THE CUITON FIELD.	IMERE WAS NO DETERM	ITNATION AS	IU THE REA	ASUN FUR TH	1E	
LOSS OF POWER.							

File No 16	64 9/29/86	TOWN CREEK,AL	A/C Reg. No. N44245	Time (Lc1) - 1600 CDT
Occurrence #1 Phase of Operation		_ CLIMB		•
Finding(s) 1. UNDETERMINED 2. OPERATION WITH	KNOWN DEFICIENCIES	IN EQUIPMENT - ATTEMP	TED - PILOT IN COMMAND	
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation				
Finding(s) 3. TERRAIN CONDITI				
Probable Cause				
The National Transpo is/are finding(s) 1,		rd determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is,	/are finding(s) 3		

SUBSTAN Fire NONE	Crew Pass		Serious O 1	1	None O
NONE	Pass		_		
		O	1	^	Õ
				0	O
			all Warni	ng System	- UNK/NR
Engine Type - REC	IPROCATING-CARBURI	TOR			
				.	
		OFF AIR	PORI/SIRI	Р	
		4 / D -			
		Airport Da	ita		
ĻUCAL		5	T -1 1		
TO / 1					
	NONE				
				•	
		Runway	Status	- N/A	
Type Apcn/Lndg -	NUNE				
49	Medical Certifica	te - VALID	MEDICAL -N	O WAIVERS	/ I M IT
ial Flight Review	Flial	nt Time (Ho	ours)		
turrent - YFS	Total -	14103	last 2	4 Hrs -	4
lonths Since - 5	Make/Model-	35	Last 3	O Davs- U	NK/NR
ircraft Type - UNK/NR	Instrument-	680	Last 9	O Days -	180
The craft Type Only in	Multi-Eng -	9798	2401 0	0 04,0	,50
	Number Engines - ¶ Engine Type - REC Rated Power - tinerary Last Departure Point SAME AS ACC/INC Destination LOCAL TC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg - 49 ial Flight Review urrent - YES	Number Engines - ¶ Engine Type - RECIPROCATING-CARBURE Rated Power - 213 HP tinerary Last Departure Point SAME AS ACC/INC Destination LOCAL TC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE 49 Medical Certificat ial Flight Review urrent - YES Total onths Since - 5 Make/Model- ircraft Type - UNK/NR Instrument	Number Engines - ¶ St Engine Type - RECIPROCATING-CARBURETOR Rated Power - 213 HP tinerary	Number Engines - ¶ Stall Warni Engine Type - RECIPROCATING-CARBURETOR Rated Power - 213 HP tinerary	Number Engines - PRECIPROCATING-CARBURETOR Rated Power - 213 HP tinerary Last Departure Point SAME AS ACC/INC Destination LOCAL TC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Agail Warning System System Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Ident - N/A Runway Surface - N/A Runway Surface - N/A Runway Status - N/A Type Apch/Lndg - NONE Agail Flight Review Flight Time (Hours) Walvers, Flight Time (Hours) F

File No. - 1716 10/11/86 CATHERINE, AL A/C Reg. No. N720BC Time (Lc1) - 1000 CDT LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. ATRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UNAPPROVED 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPLACENCY - PILOT IN COMMAND 4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND HARD LANDING Occurrence #2 Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4 Factor(s) relating to this accident is/are finding(s) 1

T 6 O	-AGRICULTURAL AIF	SUBSTAN	TIAL	Fatal		Minor	None
Type of Operation Flight Conducted Under Accident Occurred During	-14 CFR 137	NONE	Crew Pass	0	0	0	0
-Aircraft Information					T		NO N
Make/Model - AIRTRACTOR Landing Gear - TAILWHEEL-		Eng Make/Model - P&W Number Engines - 1			Installed/A tall Warnir		
Max Gross Wt - 1500	ALL FIXED	Engine Type - REC			. wariin	ig system	113
No. of Seats - 1		· · · · · · · · · · · · · · · · · · ·	600 HP				
-Environment/Operations Infor	mation						
Weather Data		Itinerary			Proximity		
9	D OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRIF	•	
Method - N/A		LAKE CITY, AR					
Completeness - N/A		Destination		Airport D.			
Basic Weather - VMC	KTC	LOCAL		LAKE C		N1 / A	
Wind Dir/Speed- 320/010 Visibility - 15.0		ATC/Airspace			`Ident - Lth/Wid -	- N/A	
Lowest Sky/Clouds -	ACCO ET SCATTEDE	ED Type of Flight Plan -	NONE		Surface -		
Lowest Sky/Crodds Lowest Ceiling -	UNK/NR	Type of Clearance -	NONE		Status -		
Obstructions to Vision-	NONE	Type of Clearance - Type Apch/Lndg -	FORCED LANDING	Kuriway	Status	DKI	
	NONE	Type Mpelly Ellag	. ONOED EARDING				
Condition of Light -							
-Personnel Information							
Pilot-In-Command	Age		Medical Certificat) WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Bi€	ennial Flight Review _.		t Time (H			
COMMERCIAL		Current - UNK/NR		4000	Last 24	l Hrs - UNI	K/NR
SE LAND		Months Since - UNK/NR	Make/Model- Instrument- UN	50	Last 30	Days- UNI	K/NR
		Aircraft Type - UNK/NR		K/NR	Last 90		
			Multi-Eng - UN	K/NR	Rotorcr	aft '- UNI	K/NR
<pre>Instrument Rating(s)</pre>	- NONE						

File No 17	71 7/02/86 LAKE CITY,AR	A/C Reg. No. N78MH	Time (Lc1) - 1400 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER TAKEOFF - INITIAL CLIMB		
Finding(s) 1. UNDETERMINED 2. LOAD JETTISON -	NOT ATTAINED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING TAKEOFF - INITIAL CLIMB		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - EMERGENCY		
Probable Cause			
The National Transpo	rtation Safety Board determines that	the Probable Cause(s) of this accid	lent

-Basic Information							
Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Dam SUBSTANTIAL		Fatal	Injur Serious	ies Minor	None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0	0	0	1 0
-Aircraft Information Make/Model - CESSNA 421C Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 7450 No. of Seats - 8	Number	e/Model - CONTINE Engines - 2 Type - RECIP-F ower - 375	UEL INJECTED		Installed/Ad tall Warning		
	Itinerary ING Last Dep WARREN	arture Point ,AR		Airport ON AIR	Proximity PORT		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 190/004 KTS Visibility - 25.0 SM Lowest Sky/Clouds - 25000 FT St Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspa CATTERED Type of	S ACC/INC ce Flight Plan - NON Clearance - NON h/Lndg - TRA	E	Runway Runway	AL Ident - Lth/Wid - Surface -		150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND		t Review - YES ce - 6 ype - C-421C	Total - ÜNK	Time (Ho :/NR 550 :/NR	burs) Last 24 Last 30 Last 90	Hrs - Days- UN	1 K/NR 17
Instrument Rating(s) - AIRPLANE							
-Narrative PILOT STATED THAT GEAR WENT DOWN NORMA HE COULD SEE THAT THE NOSE GEAR WAS DO ERED AND AS IT TOUCHED THE RUNWAY, THE -IMPACT MECHANICAL OR HYDRAULIC PROBLEM T WAS OVERHAULED INSTEAD. IT DID NOT IN URN TO SERVICE. THE REASON FOR THE NOSE	LLY, HE HAD THREE WN BY LOOKING IN T NOSE GEAR COLLAPSE S. A FUNCTIONAL TE DICATE ANY SIGNS O	GREEN LIGHTS AND HE NACELLE MIRROR D. A PRELIMINARY ST OF THE NOSE GE F STRESS OR ABNOR	. AFTER TOUCHDO INSPECTION DID AR ACTUATOR WAS MAL WEAR. IT WA	WN, THE NOT INDIC	NOSE WAS CATE ANY ED BUT THE		

File No 1773	10/17/86	HOT SPRINGS,AR	A/C Reg. No. N49D	Time (Lc1) - 1430 CDT	
	IOSE GEAR COLLAF ANDING - ROLL	PSED			
Finding(s) 1. UNDETERMINED					
Probable Cause					
The Matter 1 Tours	. : C - C - L - D		Deckshile (2002-(2) of this sect	t = t	

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

File No 1748 10/19/86 L	ITTLE ROCK, AR	A/C Reg. No.	N2BT	Т.	ime (Lc1) -	1216 CD	Т
Basic Information Type Operating Certificate-NONE (GAT Type of Operation -EXECUTIVE Flight Conducted Under -14 CFR SECUTIVE Accident Occurred During -LANDING	/E/CORPORATE	Aircraft Damag SUBSTANTIAL Fire NONE	e Crew Pass	Fatal O O	Injuri Serious O O	ies Minor O O	None 2 2
Aircraft Information Make/Model - CESSNA 501 Landing Gear - TRICYCLE-RETRACTABL Max Gross Wt - 11850 No. of Seats - 8					Installed/Actall Warning		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTI Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 15.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Depar NORFOLK, INENT Destination LITTLE R ATC/Airspace SCATTERED Type of F1	OCK,AR ight Plan - IFR earance - IFR Lndg - ILS-C	GHT-IN	ON AIRE Airport Da LITTLE Runway Runway Runway	ata ROCK Ident - Lth/Wid - Surface -	7173/	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND, ME LAND Instrument Rating(s) - AIRPLAN		Review - YES To - UNK/NR Ma e - K-A-E90 In	tal - ke/Model- strument-	nt Time (Ho 7600 600		Hrs - Days- U Days-	3 NK/NR 150
Narrative HE PIC STATED THAT HE HAD TO FLY A FASTE NSTRUCTED BY APPRCH CONTROL. APPRCH CNTI HOULD MAINTAIN 230 KTS TILL FURTHER ADVI NCE PAST THE OUTER MARKER HE INITIATED THE HE DISTANCE IN WHICH TO SLOW THE ACFT IS ARNING HORN WHEN HE RETARDED THE THROTTI HE LANDING CHECK WAS NOT COMPLETED PRIOF DORDINATION AND THE HIGH SPD DURING THE	INDICATED THAT A BOE SED. THE PIC STATED THE SLOW DOWN OF THE SED AND NEVER RESET THE OUT. TO THE ACFT CONTACTI	ING 727 WAS NO. 2 HAT HE COMPLIED W CFT BY RETARDING ER MARKER. THE PI E WARNING HORN FO NG THE RWY. THE P	FOR THE APP ITH THE RQST THROTTLES AN C STATED THA R THE REMAIN IC STATED TH	PRCH AND THE PIC ND DEPLOYIN AT HE DISAGN NDER OF THE	HAT THE PIC STATED THAT NG SPOILERS. BLED THE GEA E APPROACH.	AR	

File No. - 1748 10/19/86 LITTLE ROCK, AR A/C Reg. No. N2BT Time (Lc1) - 1216 CDT

Phase of Operation LANDING - FLARE/TOUCHDOWN

IN FLIGHT COLLISION WITH TERRAIN

Finding(s)

- 1. CHECKLIST NOT FOLLOWED PILOT IN COMMAND
- 2. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE PILOT IN COMMAND
- 3. CREW/GROUP COORDINATION POOR PILOT IN COMMAND
- 4. CREW/GROUP COORDINATION POOR COPILOT
- 5. WHEELS UP LANDING INADVERTENT PILOT IN COMMAND
- 6. LANDING GEAR, GEAR WARNING SYSTEM DISABLED
- 7. EQUIPMENT, OTHER NOT CORRECTED PILOT IN COMMAND
- 8. GEAR EXTENSION IMPROPER USE OF PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 1,5,6,7,8$

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

File No 1630 11/02/86 SILOA	M SPRINGS,AR A/C R	eg. No. N7062P	1	Time (Lcl) -	2230 CS	T
Type Operation PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	L AVIATION) Aircraf DESTRO Fire NONE	Crew	1	Injur Serious O O		None O O
Aircraft Information Make/Model - PIPER PA-24 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2550 No. of Seats - 4	3 7,		Ş	Installed/Ad Stall Warning		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - PARTIAL,LMTD BY PILOT Basic Weather - IMC Wind Dir/Speed- 100/004 KTS Visibility250 SM Lowest Sky/Clouds - 100 FT Lowest Ceiling - 100 FT OBSC Obstructions to Vision- FOG Precipitation - NONE Condition of Light - NIGHT(DARK)	EXCELSIOR SPRGS,MO ATC/Airspace Type of Flight Plan	- NONE - NONE	OFF AI Airport [SMITH Runway Runway Runway		ASPHALT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 38 Biennial Flight Review Current - YES Months Since - 14 Aircraft Type - PA-28	Total -	ht Time (H • 329	Hours) Last 24	Hrs -	2
Instrument Rating(s) - NONE						
THE PLT HAD LOGGED 3 HRS OF SIMULATED INSTRUM REPORTED WX CONDITIONS NEARBY WERE IFR DUE TO LEFT TURN AND IMPACTED TERRAIN IN A LEFT WING THE ARPT.	LOW CEILINGS AND FOG. IMME	DIATELY AFTER TAKE	OFF, THE A	ACFT STARTED	Α	

11/02/86 A/C Reg. No. N7062P Time (Lc1) - 2230 CST File No. - 1630 SILOAM SPRINGS, AR LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND IMPROPER DECISION - PILOT IN COMMAND 3. LIGHT CONDITION - DARK NIGHT 4. WEATHER CONDITION - FOG 5. WEATHER CONDITION - LOW CEILING 6. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,6 Factor(s) relating to this accident is/are finding(s) 3,4,5,7,8

Injuries Fatal Serious Minor None Crew 0 0 0 1 Pass 0 0 0 2 4M ELT Installed/Activated - YES/NO Stall Warning System - YES RBURETOR Airport Proximity ON AIRPORT Airport Data GLENDALE MUNI Runway Ident - 17
Crew O O O 1 Pass O O O 2 4M ELT Installed/Activated - YES/NO Stall Warning System - YES RBURETOR Airport Proximity ON AIRPORT Airport Data GLENDALE MUNI
Pass 0 0 0 2 4M ELT Installed/Activated - YES/NO Stall Warning System - YES RBURETOR Airport Proximity ON AIRPORT Airport Data GLENDALE MUNI
AM ELT Installed/Activated - YES/NO Stall Warning System - YES RBURETOR Airport Proximity ON AIRPORT Airport Data GLENDALE MUNI
Stall Warning System - YES RBURETOR Airport Proximity ON AIRPORT Airport Data GLENDALE MUNI
Stall Warning System - YES RBURETOR Airport Proximity ON AIRPORT Airport Data GLENDALE MUNI
Stall Warning System - YES RBURETOR Airport Proximity ON AIRPORT Airport Data GLENDALE MUNI
Stall Warning System - YES RBURETOR Airport Proximity ON AIRPORT Airport Data GLENDALE MUNI
Airport Proximity ON AIRPORT Airport Data GLENDALE MUNI
Airport Proximity ON AIRPORT Airport Data GLENDALE MUNI
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Airport Data GLENDALE MUNI
GLENDALE MUNI
GLENDALE MUNI
Runway Ident - 17
Runway Lth/Wid - 2400/ 50
Runway Surface - ASPHALT
Runway Status - DRY
,
ficate - VALID MEDICAL-WAIVERS/LIMIT
l- 3 Last 30 Days- 12
I- 3 Last 30 Days- 12
1- 3 Last 30 Days- 12 t- 2 Last 90 Days- 31 - UNK/NR Rotorcraft - UNK/NR
ficate - VALID MEDICAL-WAIVERS/ Flight Time (Hours) - 111 Last 24 Hrs -

A/C Reg. No. N8156E File No. - 1728 6/14/86 GLENDALE, AZ Time (Lc1) - 1745 MST _______ Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. FLIGHT/NAV INSTRUMENTS, AIRSPEED INDICATOR - INCORRECT 2. PITOT/STATIC SYSTEM - BLOCKED(PARTIAL) 3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND Occurrence #2 OVERRUN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 4. AIRSPEED - IMPROPER -5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5 Factor(s) relating to this accident is/are finding(s) 1

-Basic Information	IEDAL AVIATION)	Administration Demonstration	_	T 2		
Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injur Serious		None
Type of Operation -INSTRUCTI	ONAL	Fire				1
Flight Conducted Under -14 CFR 91		NONE	Pass (0 0	Ö	Ó
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - BEECH B-19	Eng M ake	e/Model - LYCOMING (
Landing Gear - TRICYCLE-FIXED	Number E	ngines - 1		Stall Warnir	ng System	- YES
Max Gross Wt - 2250		ype - RECIPROCAT	TING-CARBURETOR			
No. of Seats - 4	Rated Po	wer - 150 HP				
-Environment/Operations Information						
Weather Data				ort Proximity		
Wx Briefing - NO RECORD OF BRIEF Method - N/A	ING Last Depa	rture Point	UN	AIRPORT		
Completeness - N/A	Destination		Airpo	rt Data		
Basic Weather - VMC		ACC/INC		OTTSDALE MUNI		
Wind Dir/Speed- 230/012 KTS	5	, 2		nway Ident -	- 21	
Visibility - 30.0 SM		:e	Rui	nway Lth/Wid ·	8251/	75
Lowest Sky/Clouds - 6000 FT S	CATTERED Type of F	light Plan - NONE	Rui	nway Surface -		
Lowest Ceiling - NONE	Type of C Type Apch	learance - VFR	Rui	nway Status	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	туре арст	rull 5	IC PATTERN			
Condition of Light - DAYLIGHT		TOLL S	, ror			
Pilot-In-Command	Age - 24		Certificate - V		WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Flight Time	e (Hours)		
STUDENT	Current	- N/A Tot	tal - 51 ke/Model- 48 strument- UNK/NR	Last 24	Hrs -	1
	Months Sind Aircraft Ty	e - N/A Mak	(e/Model- 48	Last 30	Days-	5
	Aircraft Ty	pe - N/A Ins	ti-Eng - UNK/NR	Potorce	Days-	IK /NID
	•	ma i	itt Eng Olikyiik	KO COI CI	a1 t 014	IN THIS
Instrument Rating(s) - NONE	\		1	1		
	G ATTEMPT ACCORDING	TO THE STUDENT PLI	r. HE ELECTED TO !	MAKE A GO-AROUN	1D	
ACFT WAS FAST AND LONG DURING A LANDIN						

Time (Lc1) - 1249 MST File No. - 1706 6/25/86 SCOTTSDALE, AZ A/C Reg. No. N5420M Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. GO-AROUND - INITIATED - PILOT IN COMMAND 2. RAISING OF FLAPS - EXCESSIVE - PILOT IN COMMAND Occurrence #2 HARD LANDING Phase of Operation DESCENT - UNCONTROLLED Finding(s) 3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND 4. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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

File No 1720 7/20/86 FLAGS	TAFF,AZ	A/C Reg. N	No. N76553	Т	ime (Lc1) -	0820 MST	
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	L AVIATION)	Aircraft Dar SUBSTANTIAL Fire NONE	_	Fatal O O	Injur Serious O O	ries Minor O O	None 1 1
Aircraft Information Make/Model - CESSNA 140 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1500 No. of Seats - 2	Eng Make/N Number Eng Engine Typ Rated Powe	jines - 1 be - RECIPRO	ENTAL C-85-12 DCATING-CARBURE HP	S	Installed/A tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 060/007 KTS Visibility - 20.0 SM Lowest Sky/Clouds - 6000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	FLAGSTAFF Destination OKLAHOMA ATC/Airspace TERED Type of Fli	CITY,OK ght Plan - NON earance - NON	NE NE	ON AIR Airport D PULLIA Runway Runway Runway	ata M	ASPHALT	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND, ME LAND Instrument Rating(s) - NONENarrative A CESSNA 140 LOST CONTROL ON TAKEOFF GROUND R		Review - YES - 12 - UNK/NR - COLLAPSED THE	Total - Make/Model - UN Instrument - UN Multi-Eng - UN E RIGHT MAIN LA	t Time (H 150 K/NR K/NR K/NR 	ours) Last 24 Last 30 Last 90 Rotorcr	Hrs - UN Days- UN Days- UN	IK/NR IK/NR IK/NR
TAKEOFF ROLL THE ACFT VEERED TO THE RIGHT AND BACK TO THE LEFT COLLAPSING THE RIGHT MAIN LA TIME OF THE ACCIDENT. THE PAX INDICATED THAT WAS NOT COMFORTABLE WITH TAKING OFF WITH A TA TAKEOFF GROUND RUN AND THE PLT'S APPLICATION RUDDER INPUT BECAME EFFECTIVE AND THE ACFT HE RESPONDED WITH FULL RIGHT RUDDER NOW TO COUNT LEFT COLLAPSING THE RIGHT MAIN LANDING GEAR.	NDING GEAR. THE WI A VARIABLE QUARTER IL WIND. HE ALSO I OF LEFT RUDDER WAS ADED FOR THE LEFT	NDS WERE REPORE TAILWIND (NDICATED THAT INEFFECTIVE. SIDE OF THE RU	RTED FROM 060 D CONDITION EXIST THE ACFT VEERE AS THE ACFT AC VY. THE PASSENG	EG AT 7 K ED AND TH D RIGHT O CELERATED ER STATED	TS AT THE AT THE PLT N INITIAL THE LEFT , "THE PIC	: :	

File No 1720	7/20/86 FLAGSTAFF,AZ	A/C Reg. No. N76553	Time (Lc1) - 0820 MST	
Occurrence #1 LOSS Phase of Operation TAKE				
 WEATHER CONDITION - T PROPER ALIGNMENT - 	ND CONDITIONS - INADEQUATE - PIL	ND .		-
Occurrence #2 MAIN Phase of Operation TAKE	· · · · · - · · · · · · · · · ·			
Finding(s) 6. GROUND LOOP/SWERVE -	PERFORMED - PILOT IN COMMAND			_
Probable Cause				
The National Transportatio is/are finding(s) 2,4,5,6	n Safety Board determines that 1	the Probable Cause(s) of this accide	ent	
Factor(s) relating to this	accident is/are finding(s) 1,3			

File No 1703 9/19/86 ST. JOI	HNS, AZ	A/C Reg.	No. N99QB	Time (Lc1) - 1130 MST			-
Basic Information Type Operating Certificate-NONE (GENERAL		rcraft D JBSTANTI	•	Fatal	Injur Serious	ries Minor	None
Type of Operation -FERRY Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fir		Cr	ew O	0	0	1
Aircraft Information Make/Model - FORBES-WOLFRAM SPECIAL D Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - UNK/NR No. of Seats - 1	Number Engines	- 1	ROCATING-CARB	URETOR	Installed/Æ	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- 210/015 KTS Visibility - 60.0 SM Lowest Sky/Clouds - 4000 FT THIN (Lowest Ceiling - 4000 FT OVERCA Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure F ST. JOHN,AZ Destination DALLAS,TX ATC/Airspace Type of Flight F ST Type of Clearand Type Apch/Lndg	Plan - N ce - N		Airport ON AIF Airport E ST. JO Runway Runway Runway)ata DHNS INDUSTF	R. - 20 - 3400/ - ASPHALT	60
	nge - 34 Biennial Flight Review Current - YE Months Since - 12 Aircraft Type - UM	r ES		ight Time (F 1334 320 21	lours) Last 24 Last 30 Last 90	Hrs ~ Days- UN	4 IK/NR 82
Instrument Rating(s) - NONE			•				
Narrative HE PLT REPORTED THAT PERSONS OVER 5 FT 9 IN TAMALL COCKPIT OF THE HOMEBUILT EXPERIMENTAL ACTIGHT KNEE OF TALL PERSONS LIMITS THE CONTROL SAS NO ELEC SYSTEM & MUST BE FLOWN X-COUNTRY WISCORTED BY A HARVARD MK VII ACFT. THE PLT SAIL ING VORTEX" FROM IT, WHICH ROLLED THE AIRCRAFIMITED RIGHT AILERON AUTHORITY, HE COULD NOT ALLOT SAID HE THEN LANDED THE AIRCRAFT "STRAIGHT	FT, WHICH IS USED EXCL STICK MOVEMENT TO "ABO TH ANOTHER ACFT FOR () HE DEPARTED IMMEDIAT TO THE LEFT AT AN AL ARREST THE ROLL RATE F	USIVELY OUT 2/5T COM & NA ELY BEH T OF 6 PRIOR TO	FOR AIR RACI HS OF THE AVA V CAPABILITY. IND THE HARVA FT AGL. THE P REACHING THE	NG. THE PLT ILABLE TRAVE THE ACFT WA RD & ENCOUNT ILOT SAID TH	SAID THE EL." THE ACE IS BEING ERED "THE HAT WITH THE	:т :	

File No 17	03 9/19/86	ST. JOHNS, AZ	A/C Reg.	No. N99QB	Time (Lcl) - 1	130 MST
Occurrence #1 Phase of Operation						
Finding(s) 1. CLEARANCE - IMP 2. IN-FLIGHT PLANN		DMMAND R - PILOT IN COMMAND				
Occurrence #2 Phase of Operation						
5. AIRCRAFT/EQ	ON - NOT POSSIBLE [.] UIPMENT,INADEQUATE	- PILOT IN COMMAND DESIGN(STANDARD/REQUI DESIGN(STANDARD/REQUI				
Occurrence #3 Phase of Operation	IN FLIGHT COLLIST TAKEOFF - INITIAN					
Finding(s) 7. MANEUVER - INAD 8. REMEDIAL ACTION						
Probable Cause						
The National Transpois/are finding(s) 1,		rd determines that the	e Probable Cause	(s) of this acc	ident	
Factor(s) relating to	o this accident is,	are finding(s) 2,7				

-Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT -Aircraft Information Make/Model - RAVEN S55A/AX7 Landing Gear - N/A Max Gross Wt - 1430 No. of Seats - 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- 023/025 KTS	M Fi N Eng Make/Model Number Engines Engine Type Rated Power	MINOR ire NONE 		Cre Pas	s O ELT S Airport	Injur Serious O 1 Installed/A Stall Warnir Proximity IRPORT/STRIF	Minor 1 1 Activated ng System	0 0
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT -Aircraft Information Make/Model - RAVEN S55A/AX7 Landing Gear - N/A Max Gross Wt - 1430 No. of Seats - UNK/NR -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC	Eng Make/Model Number Engines Engine Type Rated Power Itinerary G Last Departure GLENDALE,AZ Destination	MINOR ire NONE 			w O S O ELT S Airport OFF Al	Serious O 1 Installed/A Stall Warnir Proximity IRPORT/STRIF	Minor 1 1 Activated ng System	0 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT -Aircraft Information Make/Model - RAVEN S55A/AX7 Landing Gear - N/A Max Gross Wt - 1430 No. of Seats - UNK/NR -Environment/Operations Information Weather Data WX Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC	Fi N Eng Make/Model Number Engines Engine Type Rated Power Itinerary G Last Departure GLENDALE,AZ Destination	- N/A - N/A - N/A - N/A - N/A			w O S O ELT S Airport OFF Al	O 1 Installed/A Stall Warnin	1 1 Activate	0 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT -Aircraft Information Make/Model - RAVEN S55A/AX7 Landing Gear - N/A Max Gross Wt - 1430 No. of Seats - UNK/NR -Environment/Operations Information Weather Data WX Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC	Eng Make/Model Number Engines Engine Type Rated Power Itinerary G Last Departure GLENDALE,AZ Destination	- N/A - N/A - N/A - N/A - N/A			ELT S Airport OFF Al	Installed/AStall Warnir Proximity IRPORT/STRIF	1 Activate Ng Syste	0 d d - UNK/NR
Accident Occurred During -DESCENT -Aircraft Information Make/Model - RAVEN S55A/AX7 Landing Gear - N/A Max Gross Wt - 1430 No. of Seats - UNK/NR -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC	Eng Make/Model Number Engines Engine Type Rated Power Itinerary G Last Departure GLENDALE,AZ Destination	- N/A 5 - N/A - N/A - N/A			ELT S Airport OFF AI	Installed/A Stall Warnir Proximity IRPORT/STRIF	Activate ng Syste	d - UNK/NR
Make/Model - RAVEN S55A/AX7 Landing Gear - N/A Max Gross Wt - 1430 No. of Seats - UNK/NR -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC	Number Engines Engine Type Rated Power Itinerary G Last Departure GLENDALE,AZ Destination	S - N/A - N/A - N/A			Airport OFF Al	Stall Warnir Proximity IRPORT/STRIF	ng System	
Landing Gear - N/A Max Gross Wt - 1430 No. of Seats - UNK/NR -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC	Number Engines Engine Type Rated Power Itinerary G Last Departure GLENDALE,AZ Destination	S - N/A - N/A - N/A			Airport OFF Al	Stall Warnir Proximity IRPORT/STRIF	ng System	
Max Gross Wt - 1430 No. of Seats - UNK/NR -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC	Engine Type Rated Power Itinerary G Last Departure GLENDALE,AZ Destination	- N/A - N/A			Airport OFF Al	Proximity IRPORT/STRIF		m - NO
No. of Seats - UNK/NR -Environment/Operations Information Weather Data WX Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC	Rated Power Itinerary G Last Departure GLENDALE,AZ Destination	- N/A			OFF A	IRPORT/STRIF)	
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC	Itinerary G Last Departure GLENDALE,AZ Destination				OFF A	IRPORT/STRIF	· · · · · · · · · · · · · · · · · · ·	
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC	G Last Departure GLENDALE,AZ Destination	Point			OFF A	IRPORT/STRIF	•	
Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC	G Last Departure GLENDALE,AZ Destination	Point			OFF A	IRPORT/STRIF	•	
Method - N/A Completeness - N/A Basic Weather - VMC	GLENDALE,AZ Destination	Point				•	•	
Completeness - N/A Basic Weather - VMC	Destination				Airport D	5 -4-		
Basic Weather ~ VMC					Airport D	S - + -		
	PEORIA,AZ				Amport	Jata		
Wind Dir/Speed- 023/025 KTS								
					Runway	/ Ident -	- N/A	
Visibility - 25.0 SM	ATC/Airspace		-		Runway	Lth/Wid -	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan -	NONE ·		Runway	V Surface -	- DIRT	
Lowest Ceiling - NONE	Type of Clearan	nce -	NONE		Runway	, V Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	_	NONE		•	•		
Precipitation - NONE	,, , , ,							
Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command	Age - 51		Medical C	Certific	ate - UNK/N	NR .		
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Revie	e₩		Fli	ght Time (F	Hours)		
PRIVATE	Current - Y		Total	ı –			Hrs -	UNK/NR
	Months Since - 2	20		/Model-		Last 30	Days-	UNK/NR
FREE BALLOON	Aircraft Type - S			ument-			Days-	
				i-Eng -			raft -	
Instrument Rating(s) - NONE								
-Narrative								
OR TO LIFT-OFF THE PILOT NOTED THAT THE WI							\N	
INCREASE. THE PILOT PREPARED HIS PASSENGER	RS FOR A HIGH WIND LAND	ING AN	D BEGAN T	O LIGHT	LY VENT OFF	F HOT AIR.		
BALLOON BEGAN DESCENDING AT APPROXIMATELY	Y 500 FPM. THE PILOT OP	PENED B	OTH VENTS	UNTIL	IMPACT. ONE	E PASSENGER		
THROWN OUT, BUT HUNG ONTO THE GONDOLO. WH	HEN THE PASSENGER LET G	O, THE	BALLOON	BECAME	AIRBORNE. 1	THE BALLOON		
N TOUCHED-DOWN A SECOND TIME AND DRAGGED 1	TO A STOP.							

File No 17	26 12/27/86 PEORIA,AZ	A/C Reg. No. N5561P	Time (Lcl) - 0930 MST
Occurrence #1 Phase of Operation	IN FLIGHT ENCOUNTER WITH WEATHER CRUISE - NORMAL		
Finding(s) 1. WEATHER CONDITI	ON - HIGH WIND		
Occurrence #2 Phase of Operation	HARD LANDING DESCENT - NORMAL		
Finding(s) 2. TERRAIN CONDITI	ON - OPEN FIELD		
Probable Cause			
The National Transpo is/are finding(s) 1	rtation Safety Board determines that the	e Probable Cause(s) of this accid	ent
Factor(s) relating to	o this accident is/are finding(s) 2		

File No 1618 5/17/86 VAN N	IUYS, CA	A/C Reg. No. N32OSD Time (Lc1) - 1738 PDT					
-Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION)	Aircraft Dama	ge	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Fire NONE	Crew Pass	1 5	0	0	0
-Aircraft Information Make/Model - CESSNA 320D Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5200 No. of Seats - 6	Eng Make/Mo Number Engi Engine Type Rated Power	- RECIP-FU	EL INJECTED		Installed/A tall Warnin		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 280/015 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	MOJAVE,CA Destination SAME AS AC ATC/Airspace Type of Flig	CC/INC ght Plan - NONE arance - NONE ndg - TRAF		OFF AI Airport D VAN NU Runway Runway Runway Runway	YS / Ident - / Lth/Wid - / Surface -	34L 8000/	150
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND.ME LAND	Age - 56 Biennial Flight Re Current Months Since Aircraft Type	eview - YES To - 9 Ma - C-32OD I	al Certificat Fligh otal - ake/Model- nstrument- UN ulti-Eng -	t Time (F 618 76	lours) Last 24 Last 30 Last 90	Hrs - UN	NK/NR 4 11
Instrument Rating(s) - NONE							

File No 16	18 5/17/86 VAN NUYS,CA	A/C Reg. No. N320SD	Time (Lc1) - 1738 PDT
	LOSS OF CONTROL - IN FLIGHT APPROACH - VFR PATTERN - BASE TURN		
	MAINTAINED - PILOT IN COMMAND ADVERTENT - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Finding(s) 3. TERRAIN CONDITION			
Probable Cause		4	
The National Transpois/are finding(s) 1	rtation Safety Board determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating to	o this accident is/are finding(s) 3		

Type Operating Certificate-NONE (GENERA		ircraft Damage		5-4-3	Injur		N
Type of Operation -INSTRUCTIONA		SUBSTANTIAL ire	Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91		NONE	Pass	Ó	Ó	Ö	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA 150M		I - CONTINENTAL	0-200-A		Installed/		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600	Number Engines	s - 1 - RECIPROCATIN	IC CADDUDET		tall Warnir	ng System	- YES
No. of Seats - 2	Rated Power		NG-CARBURE I	JK			
5							
-Environment/Operations Information Weather Data	Itinerary		4	Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		Point	•	ON AIR			
Method - N/A	SAME AS ACC/	INC					
Completeness - N/A	Destination		Α.	irport Da			
Basic Weather - VMC	LOCAL			SANTA			
Wind Dir/Speed- 270/005 KTS	170/1:					- 22	
Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace	Diam NONE			Lth/Wid -		40
Lowest Sky/Crouds - CLEAR Lowest Ceiling - NONE	Type of Flight Type of Cleara				Surface - Status -	- ASPHALI - DRY	
Obstructions to Vision- NONE	Type of Crear at		PATTERN	Rullway	Status	DKI	
Precipitation - NONE	Type Apolly Ellag	FULL STO					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 43	Medical (Certificate	- VALID	MEDICAL-WA	AIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Revi		Flight	Time (H			
STUDENT		N/A Total		33		1 Hrs -	1
	Months Since - I		Model-	33	Last 30		10
	Aircraft Type - I		ument- UNK		Last 90		19
		Multi	i-Eng - UNK/	NK	ROTOPER	raft - UN	K/NK
Instrument Rating(s) - NONE							
LE PRACTICING TAKEOFFS AND LANDINGS ON AN	AUTHODIZED COLO INCTO	ICTIONAL ELICHT	THE CTUDENS		PALLOONED		

File No. - 1707 6/22/86 SANTA PAULA,CA

A/C Reg. No. N63437

Time (Lcl) - 1030 PDT

Occurrence

NOSE GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. AIRCRAFT HANDLING POOR PILOT IN COMMAND
- 2. FLARE EXCESSIVE PILOT IN COMMAND
- 3. RECOVERY FROM BOUNCED LANDING NOT PERFORMED PILOT IN COMMAND
- 4. REMEDIAL ACTION NOT PERFORMED PILOT IN COMMAND
- 5. GO-AROUND NOT PERFORMED PILOT IN COMMAND
- 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 is/are finding(s) 3,4

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

Type Operating Certificate-NONE (GENERA		t Damage		Injur		
	SUBSTAN		Fatal			None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	U	U	O	0
-Aircraft Information						
Make/Model - PIPER J3C-65	Eng Make/Model - COM			Installed/Ad		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warning	g System	- NO
Max Gross Wt - 1220 No. of Seats - 2	Engine Type - REC		IUR			
NO. OF Seats - 2	Rated Power -	65 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point		ON AIR	STRIP		
Method - N/A Completeness - N/A	SAME AS ACC/INC Destination		Airport D	10+0		
Basic Weather - VMC	LOCAL		Amport	ala		
Wind Dir/Speed- CALM	EUCAE		Runway	Ident -	18	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		50
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		_
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -					
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 54	Medical Certifica	te - VALII	MEDICAL-WA	IVERS/LIN	MIT
<pre>Certificate(s)/Rating(s) PRIVATE</pre>	Current VES	Total - Uf	IT LIME (F	iours)	Hac - III	IV /ND
SE LAND	Biennial Flight Review Current - YES Months Since - 17	Make/Model- U	NK/NK	Last 24	Hrs - UN	NK/NK NZ/ND
SE EAND	Aircraft Type - UNK/NR	Instrument- U	JK/ND	1ast 90		
	A IT OF A IT I TYPE DINNY THE	Multi-Eng - U	NK/NR	Rotorcra	aft - UN	IK/NR
Instrument Rating(s) - NONE						
-Narrative						
PILOT SAID THE AIRCRAFT HAD NEW BRAKES IN	STALLED PRIOR TO THE FLIGHT.	. AFTER TOUCHDOWN	AT THE CON	ICLUSION OF	Δ.	
AL FLIGHT, THE PILOT SAID HE "APPLIED TOO I						

File No 1705	6/29/86 PLEASANT GROVE,CA	A/C Reg. No. N3627K	Time (Lcl) - 1438 PDT	
	SE OVER IDING - ROLL			
Finding(s) 1. BRAKES(NORMAL) - IMP	ROPER USE OF - PILOT IN COMMAND			
Probable Cause				
The National Transportati	on Safety Board determines that th	ne Probable Cause(s) of this accid	ent	

File No 1643	7/09/86 PASC	ROBLES,CA	A/C Reg. N	o. N39944	Т	ime (Lcl)	- 0733 PDT	
Basic Information Type Operating Certific Type of Operation Flight Conducted Under	-BUSINESS	PAL AVIATION)	Aircraft Dam SUBSTANTIAL Fire NONE	_	Fatal 0 0	Inju Serious O O	ries Minor O	None 1 2
Accident Occurred Duri			NONE	Pass	U	U	U	2
Aircraft Information Make/Model - PIPER I Landing Gear - TRICYC Max Gross Wt - 3600 No. of Seats - 6				UEL INJECTED		Installed/ tall Warni		
Environment/Operations II Weather Data Wx Briefing - FSS Method - UNK/I Completeness - FULL Basic Weather - VMC Wind Dir/Speed- UNK/I Visibility - 25 Lowest Sky/Clouds - Lowest Ceiling Obstructions to Vision Precipitation Condition of Light	NR O SM CLEAR - NONE DD- NONE - NONE	SAN LÜ Destinati FULLER ATC/Airspa Type of	TON,CA ce Flight Plan - IFR Clearance - IFR		OFF AI Airport D Runway Runway Runway	Ident Lth/Wid Surface	- N/A - N/A	RF
Personnel Information Pilot-In-Command Certificate(s)/Rating COMMERCIAL SE LAND,ME LAND		Months Sin	t Review - YES ce - 8 ype - PA-32	cal Certificat Fligh Total - Make/Model- Instrument- Multi-Eng -	t Time (H 1087	ours) Last 2 Last 3	4 Hrs -	1 1 12 19
Instrument Rating(:Narrative THE PLT WAS INFORMED THAT HE THE DEPARTURE ARPT AND DIVER' THE OIL WARNING LIGHT ILLUMINAPRX 20 NM SOUTH OF THE OF TH SEIZED AND THE PLT LANDED IN WAS DAMAGED. AFTER THE ACFT (OF THE ENG REVEALED THE ENG (PROPER SECURITY AND TIGHTNESS)	WAS TRAILING SM T TO ANOTHER ARE NATED DURING THE HE APRT WHILE IN A FIELD. DURING CAME TO REST, OI CASE HAD FRACTUR	T LOCATED 26 NM CLIMB AND THE P I A DESCENT IN VM THE LANDING ROL L WAS SEEN ON TH	NORTH. HE CONTINU LT REQUESTED RADA C THE ENG OIL PRE L THE LEFT LANDIN E TOP OF THE ENG BER 6 CYLINDER. A	ED TO CLIMB TO R VECTORS TO A SSURE GAGE IND G GEAR WAS SEV COWLING AND ON LL OIL FITTING	4,500 FT NOTHER AR ICATED "O ERED AND THE ACFT S WERE EX	MSL TO VM PT AND VMC ". THE ENG THE LEFT W FUSELAGE. AMINED FOR	C. THEN ING EXAM	

File No 16	43 7/09/86	PASO ROBLES,CA		Time (Lc1) - 0733 PDT
Occurrence #1 Phase of Operation	MISCELLANEOUS/OT TAKEOFF - INITIA	HER L CLIMB		
	SSURE TOO LOW ON - LOW CEILING NNING/PREPARATION	- IMPROPER - PILOT IN RMED - PILOT IN COMMAN	D	
Occurrence #2 Phase of Operation	LOSS OF POWER(TO	TAL) - MECH FAILURE/MA	LFUNCTION	
Finding(s) 6. ENGINE ASSEMBLY 7. ENGINE ASSEMBLY	,CONNECTING ROD -	FAILURE, TOTAL		
Occurrence #3 Phase of Operation	FORCED LANDING DESCENT - EMERGE	NCY		
Finding(s) 8. ENGINE ASSEMBLY	- FAILURE,TOTAL			
Occurrence #4 Phase of Operation		ION WITH TERRAIN		
Finding(s) 9. TERRAIN CONDITI				
Probable Cause				
The National Transpo is/are finding(s) 1,		rd determines that the	Probable Cause(s) of this accid	lent
actor(s) relating t	o this accident is	/are finding(s) 2,3,5,	6789	

File No 1708 7/10,	/86 SUNNYMEA	D,CA A/C Re	g. No. N704GW	T	ime (Lc1) -	- 2015 PD	Г
Basic Information Type Operating Certificate-1	NONE (GENERAL A				Injur		
		SUBSTAN	TIAL	Fatal	Serious		None
	INSTRUCTIONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -		NONE	Pass	0	0	0	1
Accident Occurred During -	LANDING						
Aircraft Information							
Make/Model - CESSNA 150M		Eng Make/Model - CON	TINENTAL 0-200-A48		Installed/		
Landing Gear - TRICYCLE-FIX	XED	Number Engines - 1			tall Warnir	ng System	- YES
Max Gross Wt - 1600		Engine Type - REC		TOR			
No. of Seats - 2		Rated Power -	100 HP				
Environment/Operations Informa	ation					· · · · · · · · · · · · · · · · · · ·	
Weather Data		Itinerary			Proximity		
Wx Briefing - NO RECORD	OF BRIEFING	Last Departure Point		OFF AII	RPORT/STRIF	•	
Method - N/A		RIVERSIDE,CÀ					
Completeness - N/A		Destination		Airport Da	ata		
Basic Weather - VMC		LOCAL					
Wind Dir/Speed- 290/005 K	TS			Runway	Ident -	- N/A	
Visibility - 20.0	SM	ATC/Airspace		Runway	Lth/Wid -	- N/A	
Lowest Sky/Clouds - 20	OOOO FT SCATTER	ED Type of Flight Plan ~	NONE	Runway	Surface -	- DIRT	
Lowest Ceiling - NO	DNE	Type of Clearance -	NONE	Runway	Status -	- ROUGH	
Obstructions to Vision- NO	ONE	Type Apch/Lndg -	FORCED LANDING	-		HOLES	
Precipitation - N	ONE	,, , ,					
Condition of Light - D	JSK						
Personnel Information							
Pilot-In-Command		e - 22	Medical Certificat			IVERS/LII	TIM
<pre>Certificate(s)/Rating(s)</pre>	Вi	ennial Flight Review	Fligh	t Time (Ho	ours)		
COMMERCIAL, CFI		Current - YES Months Since - 1	Total -	548	Last 24	Hrs -	2
SE LAND, ME LAND		Months Since - 1	Make/Model- Instrument- Multi-Eng -	104	Last 30	Days-	40
		Aircraft Type ~ UNK/NR	Instrument-	68	Last 90	Days-	137
			Multi-Eng -	24	Rotorc	aft '- Ul	NK/NR
			•				
Instrument Rating(s) -	AIRPLANE						
Instrument Rating(s) - Narrative E NEWLY CERTIFICATED FLIGHT INS	TRUCTOR DEPARTE		TIONAL FLIGHT WITH	A FIRST	HOUR PRIMAR		

File No 170	08 7/10/86	SUNNYMEAD, CA	A/C Reg.	No. N704GW	Time (Lcl) - 2015 PDT
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICAL			
3. AIRCRAFT PREFLI	NNING/PREPARATION GHT - IMPROPER - P N CALCULATIONS - N NADEQUATE - PILOT				
Occurrence #2 Phase of Operation		NCY			
Finding(s) 7. UNSUITABLE TERRA					
Occurrence #3 Phase of Operation 8. OBJECT - TREE(S 9. REMEDIAL ACTION	LANDING - ROLL)	ION WITH OBJECT			
Probable Cause					
The National Transpo		rd determines that th	e Probable Cause	s) of this accid	dent
Factor(s) relating to	o this accident is	/are finding(s) 2,7,9			

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File No 1721 7/18/86 STOCK	CTON, CA	A/C Reg	Т	Time (Lc1) - 0825 PDT				
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	•	Aircraft [SUBSTANT] Fire NONE			Inju Serious O O	uries Minor O O	None 2 0	
Aircraft Information Make/Model - CESSNA 310J Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5100 No. of Seats - 6	Eng Make/M Number Eng Engine Typ Rated Powe	jines - 1 pe - RECIF	NENTAL IO-470U P-FUEL INJECTED O HP		Installed/ tall Warni		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- 270/008 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	TRACY,CA Destination STOCKTON, ATC/Airspace Type of Fli	CA ght Plan - N arance - N ndg - 1		ON AIR Airport D STOCKT Runway Runway Runway Runway Runway		- ASPHAL		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP,CFI SE LAND,ME LAND	Age - 52 Biennial Flight R Current Months Since Aircraft Type	eview - YES - 3	Total -	ght Time (H 2358 85 194	lours) Last 2 Last 3 Last 9	/AIVERS/L 24 Hrs - 30 Days- 90 Days- craft -	1 46 137	
Instrument Rating(s) - AIRPLANE								
A C-310J WENT OUT OF CTL ON THE RWY AND COLLI SINGLE ENG PROCEDURES IN THE TFC PATTERN. AFT STUDENT AND ANNC GO-AROUND. INIT CLIMB WAS ES THE ACFT STARTED TO YAW AND ROLL LEFT. THE CF STUDENT HAD ALREADY REDUCED THE PWR. THE ACFT OF CENTERLINE. THE ACFT DEP THE RWY CROSSED A PSNL WHO WITNESSED THE ACDNT, THE ACFT DID NO CTLR STATED HE HAD CLEARED THE ACFT FOR TAKED FROM A FULL STOP LANDING. THIS STATEMENT WAS	ER TD ON A SINGLE TAB. DIRECTIONAL CI STARTED TO REACH RIGHTED ITSELF AN TWY, AND THEN STRUTT DO A CLOSED TFC OFF AND TO REMAIN I	ENG APCH THE TL WAS MAINT FOR THE FLT ID TOUCHED DO BUCK A 4 FT I PATTERN WITH IN RIGHT CLOS	E CFI GAVE THE I AINED FOR 2 TO CONTROLS AND I DWN WITH A HEAD! DIRT BANK. ACCOI I A TGL PRIOR TO GED TFC AFTER TH	LEFT ENG BA 3 SEC. AT PWR LEVERS, ING 20 TO 3 RDING TO TH D THE ACONT HE ACFT HAD	CK TO THE 4 FT AGL, BUT THE O DEG LEFT IE FAA ATCT THE LCL TAXIED BA	- -		

File No. - 1721 7/18/86 STOCKTON, CA A/C Reg. No. N3195L Time (Lc1) - 0825 PDT LOSS OF POWER(PARTIAL) - NON-MECHANICAL Occurrence #1 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. UNDETERMINED Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - GROUND RUN Finding(s) 2. AIRSPEED(VYSE) - NOT ATTAINED - DUAL STUDENT 3. ABORTED TAKEOFF - DELAYED - DUAL STUDENT 4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND(CFI) 5. PROPER ALIGNMENT - NOT MAINTAINED - DUAL STUDENT IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - DUAL STUDENT 7. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT 8. SUPERVISION - POOR - PILOT IN COMMAND(CFI) Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 9. TERRAIN CONDITION - DIRT BANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,7,8 Factor(s) relating to this accident is/are finding(s) 1,2,6,9

Type Operating Certificate-NONE (GENERAL Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT Aircraft Information Make/Model - CESSNA 150D Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 280/008 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 2000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONE Narrative CESSNA 150D COLLIDED WITH THE PACIFIC OCEAN WNER AND OPERATOR INDICATED THAT THE PLT WAS STUDENT PLT CERTIFICATED ALONG WITH HIS THI ISHING VESSEL ALSO OWNED BY THE ACFT OPERATO	Eng Make/M	Aircraft Damage DESTROYED Fire NONE		atal 1 0	Injur Serious O	·ies Minor	
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT Aircraft Information Make/Model - CESSNA 150D Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 280/008 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 2000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONE Narrative CESSNA 150D COLLIDED WITH THE PACIFIC OCEAN VNER AND OPERATOR INDICATED THAT THE PLT WAS STUDENT PLT CERTIFICATED ALONG WITH HIS THI		Fire	Crew	1		MIDOR	None
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT Aircraft Information Make/Model - CESSNA 150D Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 280/008 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 2000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONE Narrative CESSNA 150D COLLIDED WITH THE PACIFIC OCEAN WNER AND OPERATOR INDICATED THAT THE PLT WAS STUDENT PLT CERTIFICATED ALONG WITH HIS THI							None
Accident Occurred During -DESCENT Aircraft Information Make/Model - CESSNA 150D Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 280/008 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 2000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONE Instrument Rating(s) - NONE		NUNE	Pass		-	0	0
Aircraft Information Make/Model - CESSNA 150D Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 280/008 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 2000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONE Narrative CESSNA 150D COLLIDED WITH THE PACIFIC OCEAN NER AND OPERATOR INDICATED THAT THE PLT WAS STUDENT PLT CERTIFICATED ALONG WITH HIS THI				U	0	0	0
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 280/008 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 2000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONE Narrative CESSNA 150D COLLIDED WITH THE PACIFIC OCEAN NER AND OPERATOR INDICATED THAT THE PLT WAS STUDENT PLT CERTIFICATED ALONG WITH HIS THI							
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 280/008 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 2000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONE Narrative CESSNA 150D COLLIDED WITH THE PACIFIC OCEAN NER AND OPERATOR INDICATED THAT THE PLT WAS STUDENT PLT CERTIFICATED ALONG WITH HIS THI		Model - CONTINENTA	AL 0-200A	ELT 1	Installed/A	ctivated	- YES-UNK/NI
Max Gross Wt - 1600 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 280/008 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 2000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONE Narrative CESSNA 150D COLLIDED WITH THE PACIFIC OCEAN NER AND OPERATOR INDICATED THAT THE PLT WAS	Number Eng	gines - 1			tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 280/008 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 2000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONENarrative CESSNA 150D COLLIDED WITH THE PACIFIC OCEAN NER AND OPERATOR INDICATED THAT THE PLT WAS	Engine Typ	e - RECIPROCAT	TING-CARBURETOR				
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 280/008 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 2000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONE Narrative CESSNA 150D COLLIDED WITH THE PACIFIC OCEAN NER AND OPERATOR INDICATED THAT THE PLT WAS	Rated Powe	er - 100 HP					
Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 280/008 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 2000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONENarrative CESSNA 150D COLLIDED WITH THE PACIFIC OCEAN NER AND OPERATOR INDICATED THAT THE PLT WAS							
Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 280/008 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 2000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONENarrative CESSNA 150D COLLIDED WITH THE PACIFIC OCEAN NER AND OPERATOR INDICATED THAT THE PLT WAS	Itinerary			•	Proximity		
Basic Weather - VMC Wind Dir/Speed- 280/008 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 2000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Last Depart SAN DIEGO			OFF AIR	RPORT/STRIP		
Basic Weather - VMC Wind Dir/Speed- 280/008 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 2000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Destination		Air	port Da	ata		
Visibility - 10.0 SM Lowest Sky/Clouds - 2000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONE Narrative CESSNA 150D COLLIDED WITH THE PACIFIC OCEAN NER AND OPERATOR INDICATED THAT THE PLT WAS STUDENT PLT CERTIFICATED ALONG WITH HIS THI	LOCAL						
Lowest Sky/Clouds - 2000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision-NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONE Narrative CESSNA 150D COLLIDED WITH THE PACIFIC OCEAN NER AND OPERATOR INDICATED THAT THE PLT WAS				Runway	Ident -	N/A	
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONE Narrative CESSNA 150D COLLIDED WITH THE PACIFIC OCEAN NER AND OPERATOR INDICATED THAT THE PLT WAS STUDENT PLT CERTIFICATED ALONG WITH HIS THI	ATC/Airspace			Runway	Lth/Wid -	N/A	
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONE Narrative CESSNA 150D COLLIDED WITH THE PACIFIC OCEAN NER AND OPERATOR INDICATED THAT THE PLT WAS STUDENT PLT CERTIFICATED ALONG WITH HIS THI	TERED Type of Fli	ight Plan - NONE		Runway	Surface -	N/A	
Precipitation - NONE Condition of Light - DAYLIGHT	Type of Cle	earance - NONE		Runway	Status -	N/A	
Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/L	.ndg - NONE					
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONE Narrative CESSNA 150D COLLIDED WITH THE PACIFIC OCEAN NER AND OPERATOR INDICATED THAT THE PLT WAS STUDENT PLT CERTIFICATED ALONG WITH HIS THI							
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONENarrative CESSNA 150D COLLIDED WITH THE PACIFIC OCEAN NER AND OPERATOR INDICATED THAT THE PLT WAS STUDENT PLT CERTIFICATED ALONG WITH HIS THI							
Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONENarrative CESSNA 150D COLLIDED WITH THE PACIFIC OCEAN NER AND OPERATOR INDICATED THAT THE PLT WAS STUDENT PLT CERTIFICATED ALONG WITH HIS THI							
Instrument Rating(s) - NONE Narrative CESSNA 150D COLLIDED WITH THE PACIFIC OCEAN NER AND OPERATOR INDICATED THAT THE PLT WAS STUDENT PLT CERTIFICATED ALONG WITH HIS THI	Age - 39		l Certificate -			.IVERS/LIM	IIT
Instrument Rating(s) - NONENarrative CESSNA 150D COLLIDED WITH THE PACIFIC OCEAN NER AND OPERATOR INDICATED THAT THE PLT WAS STUDENT PLT CERTIFICATED ALONG WITH HIS THI	Biennial Flight R		Flight T		ours)		
	Current	- N/A Tot	tal - UNK/N	R	Last 24	Hrs - UN	IK/NR
	Months Since	- N/A Mak	ke/Model- UNK/N	R	Last 30	Days- UN	IK/NR
	Aircraft Type	e - N/A Ins	strument- UNK/N	i R	Last 90	Days- UN	IK/NR
		Mu1	lti-Eng - UNK/N	R	Rotorcr	aft - UN	IK/NR
CESSNA 150D COLLIDED WITH THE PACIFIC OCEAN INDER AND OPERATOR INDICATED THAT THE PLT WAS STUDENT PLT CERTIFICATED ALONG WITH HIS THI							
NER AND OPERATOR INDICATED THAT THE PLT WAS STUDENT PLT CERTIFICATED ALONG WITH HIS THI							
STUDENT PLT CERTIFICATED ALONG WITH HIS THI							
	FAA LICENSED AND	CURRENT. FAA RECO	DRDS REVEALED T	HE PLT	WAS ISSUED	J	
CUING VECCEL ALCO OWNED BY THE AGET OPERATOR	RD CLASS MEDICAL C	ON MAY 8, 1986. TH	HE ACFT WAS SPO	TTING	FISH FOR A		
STING VESSEL ALSO OWNED BY THE ACTI OPERALL	R. THE ACFT NORMAL	LY CIRCLED THE BO)AT AT APPROXIM	ATELY	800 FT AGL		
D REPORTED FISH SIGHTINGS VIA THE RADIO. TH							
PROXIMATELY 100 FT FROM THE SHIP, BUT DID N	JOT SEE IT. THE ACF	T WAS IN CONTACT	WITH THE SHIP	VIA RA	DIO AND		
ERE WAS NO DISTRESS CALL. A CREWMEMBER STAT		SEEM TO BE ANY CHA	NGE IN THE ENG	INE NO	ISE PRIOR T	0	
PACT. THE OPERATOR ALSO INDICATED THAT THE	ED THERE DID NOT S						
PROXIMATELY 2,600 FEET OF WATER. THE STUDEN	TED THERE DID NOT S	SEAL IHE ACHI WAS					
- HOLLES - E, OO I LET OF WATER. THE STODE	TED THERE DID NOT S ACFT WAS LOST AT S						

File No 17	7/23/86	SAN DIEGO,CA	A/C Reg. No. N5917T	Time (Lc1) - 1420 PDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL	- IN FLIGHT		
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS DESCENT - UNCONT			
Probable Cause				

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

File No 1719 7/27/86 GRASS	VALLEY, CA	A/C Reg.	No. N111T	Т	ime (Lcl) -	1100 PST	
Type of Operation -PERSONAL	L AVIATION)	Aircraft Da SUBSTANTIA Fire	L Crew	Fata1	Injur Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		NONE	Pass	0	0	0	3
Aircraft Information Make/Model - NAVION A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3000 No. of Seats - 4	Eng Make/Mo Number Eng Engine Type Rated Power	ines - 1 e - RECIP-	ENTAL E-225-4-I FUEL INJECTED HP		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- 150/010 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departu CHESTER,CA Destination GRASS VALL ATC/Airspace Type of Flig Type of Clea	EY,CA ght Plan - NO urance - NO ndg - GO	NE	ON AIR Airport D ALTA S Runway Runway Runway	ata IERRA Ident - Lth/Wid -	ASPHALT	50
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	Age - 45 Biennial Flight Re Current Months Since Aircraft Type	eview - YES - 24	ical Certificat Fligh Total - Make/Model- Instrument- Multi-Eng -	t Time (H	ours) Last 24 Last 30 Last 90	Hrs - Days-	1 5 7
Instrument Rating(s) - AIRPLANE							
Narrative A NAVION A LANDED HARD ON RWY O1 AFTER AN ATT WITH FULL FLAPS AND DISCOVERED HE HAD A GUSTI THE FLAPS UP HALFWAY. THE ACFT SETTLED AND LA KTS 24 NM WEST ARPT. THE FLIGHT TRAINING HAND RETRACTION OF FLAPS DURING A GO-AROUND. IT ST THE AIRPLANE'S ALTITUDE AND AIR SPEED, IT MAY ALLOW TIME FOR THE AIRPLANE TO ACCELERATE PRO RETRACTION OF THE FLAPS AT A VERY LOW AIRSPEE THE GROUND."	NG TAILWIND. HE INI NDED HARD ON THE RW BOOK, ADVISORY CIRC ATES, "CAUTION MUST BE WISE TO RETRACT GRESSIVELY AS THEY	TIATED A GO- YY. THE WINDS CULAR 61-21A, BE USED IN THE FLAPS I ARE BEING RA	AROUND AND AT 5 WERE REPORTED CAUTIONS PLTS RETRACTING THE NTERMITTENTLY I ISED. A SUDDEN	O FT AGL FROM 150 ABOUT THE FLAPS. DE N SAMLL I AND COMPL	HE BROUGHT DEG AT 10 PREMATURE PENDING ON NCREMENTS T ETE	·o	

File No. - 1719 7/27/86 GRASS VALLEY, CA A/C Reg. No. N111T Time (Lcl) - 1100 PST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. WEATHER CONDITION - TAILWIND 2. WEATHER EVALUATION - POOR - PILOT IN COMMAND Occurrence #2 HARD LANDING Phase of Operation DESCENT - UNCONTROLLED 3. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND 4. DESCENT - NOT CORRECTED - PILOT IN COMMAND 5. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND 6. STALL/MUSH - PERFORMED - PILOT IN COMMAND ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3.4,5,6

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

DESTRO	/A /A /A /A	Crew Pass 	tal Serice 1 C 0 C ELT Install Stall Wa port Proximi FF AIRPORT/S ort Data unway Ident	0 0 0 0 led/Activate arning Syste	0 0
Fire NONE Make/Model - N/ er Engines - N/ ne Type - N/ d Power - N/ Departure Point NO,CA ation AL space of Flight Plan	/A /A /A /A	Crew Pass 	1 COO COO COO COO COO COO COO COO COO CO	D O O O O O O O O O O O O O O O O O O O	0 0
NONE Make/Model - N/ er Engines - N/ ne Type - N/ d Power - N/ Departure Point NO,CA ation AL space of Flight Plan	/A /A /A t	PassAir O Airp	ELT Install Stall Wa port Proximi FF AIRPORT/S ort Data unway Ident	D 0 led/Activate arning Syste lity STRIP - N/A	0 :d - NO -N/
Make/Model - N/ er Engines - N/ ne Type - N/ d Power - N/	/A /A /A t	Air O Airp	ELT Install Stall Wa port Proximi FF AIRPORT/S ort Data unway Ident	ed/Activate arning Syste ity STRIP - N/A	:d - NO -N/
er Engines - N/ ne Type - N/ d Power - N/	/A /A /A t	o Airp Ri	Stall Wa port Proximi FF AIRPORT/S ort Data unway Ident	arning Syste ity STRIP - N/A	
er Engines - N/ ne Type - N/ d Power - N/	/A /A /A t	o Airp Ri	Stall Wa port Proximi FF AIRPORT/S ort Data unway Ident	arning Syste ity STRIP - N/A	
er Engines - N/ ne Type - N/ d Power - N/	/A /A /A t	o Airp Ri	Stall Wa port Proximi FF AIRPORT/S ort Data unway Ident	arning Syste ity STRIP - N/A	
ne Type - N/ d Power - N/ d Power - N/ Departure Point NO,CA ation AL space of Flight Plan	/A /A t	o Airp Ri	port Proximi FF AIRPORT/S ort Data unway Ident	ity STRIP - N/A	m - NO
d Power - N/ Departure Point NO,CA ation AL space of Flight Plan	/A t	o Airp Ri	FF AIRPORT/S ort Data unway Ident	STŘIP - N/A	
Ty Departure Point WO,CA ation AL space of Flight Plan	t	o Airp Ri	FF AIRPORT/S ort Data unway Ident	STŘIP - N/A	
Departure Point NO,CA ation AL space of Flight Plan		o Airp Ri	FF AIRPORT/S ort Data unway Ident	STŘIP - N/A	
Departure Point NO,CA ation AL space of Flight Plan		o Airp Ri	FF AIRPORT/S ort Data unway Ident	STŘIP - N/A	
NO,CA ation AL space of Flight Plan		Airp R	ort Data unway Ident	- N/A	
ation AL space of Flight Plan		Ri	unway Ident		
AL space of Flight Plan		Ri	unway Ident		
space of Flight Plan					
of Flight Plan					
of Flight Plan		R		id - N/A	
		_			_
of Clearance			unway Surfac		.Т
		R	unway Status	s - DRY	
Apch/Lndg	- NONE				
_					
j General Bernstein	Medical Co				
_	T-4-1			. + O.4 IIm.	LIAIIZ /AID
			Las	st 30 Days	8 12
t Type - dkob			Pot	concept -	
	Marti	-Eng - UNK/NK	RUI	torcraft -	UNK/ NK
i	ght Review - YES ince - 10 Type - GROB	ght Review - YES Total ince - 10 Make/ Type - GROB Instr Multi	ght Review Flight Ti - YES Total - 83 ince - 10 Make/Model - 12 Type - GROB Instrument - UNK/NR Multi-Eng - UNK/NR	ght Review Flight Time (Hours) - YES Total - 83 Las ince - 10 Make/Model- 12 Las Type - GROB Instrument- UNK/NR Las Multi-Eng - UNK/NR Rot	ght Review Flight Time (Hours) - YES Total - 83 Last 24 Hrs - ince - 10 Make/Model - 12 Last 30 Days- Type - GROB Instrument - UNK/NR Last 90 Days- Multi-Eng - UNK/NR Rotorcraft -

File No 16	519 7/27/86 LLANO,CA	A/C Reg. No. N118PC	Time (Lcl) - 1350 PDT
Occurrence Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN UNKNOWN		
Finding(s) 1. UNDETERMINED			
Probable Cause-			

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

File No 1702 7/28/86 RAMONA	A,CA A/C Re	eg. No. N3899V	Т	ime (Lc1) -	1000 PDT	
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -INSTRUCTIONAL	SUBSTAI Fire	Crew		Injur Serious O	Minor O	None 2
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	0
Aircraft Information Make/Model - CESSNA 195 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3150 No. of Seats - 6	Eng Make/Model - JAG Number Engines - 1 Engine Type - REG Rated Power -		S	Installed/A tall Warnir		•
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point GILLESPIE,CA Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	ON AIR Airport D RAMONA Runway Runway Runway	ata	ASPHALT	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 46 Biennial Flight Review Current - YES Months Since - 2 Aircraft Type - UNK/NR	Total - Make/Model-	ht Time (He 5200 11 414	ours) Last 24 Last 30 Last 90	Hrs - Days-	3 85 250
Instrument Rating(s) - AIRPLANE						
THE AIRCRAFT OWNER STATED THAT THE PURPOSE OF TAIL DRAGGER AND ACCOMPLISH A BFR. AFTER DEPARTHE RAMONA AREA. THE PILOT SAID THAT A LIGHT OF DECISION WAS MADE TO LAND AT ROMONA TO CLEAN MAKE A THREE POINT LANDING, THE PILOT SAID THAT ADD A LITTLE POWER. THE PILOT SAID THAT HE COMPLET THE PILOT SAID THAT AFTER THE CFI REDUCT PILOT FURTHER SAID THAT THE CFI "GRABBED THE OF PILOT'S REPORT, THE CFI HAD ONLY 11 HOURS TOTAL	RTURE THE CFI HAD THE PILOT DIL FILM HAD DEVELOPED ON THE HE WINDSHIELD AND PRACTICE AT A "SLIGHT BOUNCE OCCURRED HE AND THE CFI TOLE OF THE POWER THE AIRCRAFT "CONTROLS" AS HE REDUCED THE	PERFORM AIRWORK M. HE WINDSHIELD DURIL TAKEOFFS AND LAND O ON TOUCHDOWN" AND O HIM "NO," AND "Y. WENT WILD AND TURN THROTTLE TO IDLE.	ANEUVERS ENG THE AIRINGS. INTEL D THE CFI ANKED THE ED SIDEWAY	NROUTE TO WORK AND A NDING TO TOLD HIM TO THROTTLE S." THE TO THE		

7/28/86 RAMONA, CA A/C Reg. No. N3899V Time (Lc1) - 1000 PDT File No. - 1702 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. CONTROL INTERFERENCE 2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND(CFI) 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI) IMPROPER USE OF PROCEDURE LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND(CFI) 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI) 6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND(CFI) 7. REMEDIAL ACTION - MISJUDGED - PILOT IN COMMAND(CFI) ----Probable Cause----

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

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

Basic Information Type Operating Certificate-0	N-DEMAND ATR	TAXI Aircraf	t Damage		Injuri	es	
Type operating out threate t	DEMAND AIR	SUBSTA		Fatal	Serious	Minor	None
Type of Operation -F	POSITIONING	Fire	Crew	0	0	0	1
Flight Conducted Under -	14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -l	ANDING						
Aircraft Information							
Make/Model - CESSNA P210N		Eng Make/Model - COM			Installed/Ac		
Landing Gear - TRICYCLE-RET	FRACTABLE	Number Engines - 1		S	tall Warning	System	- YES
Max Gross Wt - 4000			CIP-FUEL INJECTED				
No. of Seats - 6		Rated Power -	310 HP				
Environment/Operations Informa	ation						
Weather Data		Itinerary		•	Proximity		
Wx Briefing - FSS Method - TELEPHONE		Last Departure Point ONTARIO,CA		UFF AI	RPORT/STRIP		
Completeness - WEATHER NO	T DEDTINENT	Destination		Airport D	2+2		
Basic Weather - VMC	OI PERITIALIAI	HAYWARD, CA			GA MUNI		
Wind Dir/Speed- 320/002 K	rs	ria i nano, oa				30	
Visibility - 7.0		ATC/Airspace			Lth/Wid -		60
	_EAR	Type of Flight Plan	- NONE	Runway	Surface -	ASPHALT	
Lowest Ceiling - NO		Type of Clearance	_	Runway	Status -	DRY	
Obstructions to Vision- NO		Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NO			FULL STOP				
Condition of Light - DA	AYLIGHT		PRECAUTIONARY LAN	IDIN			
Personnel Information		_					
Pilot-In-Command		Age - 26	Medical Certificat			VERS/LIM	11
Certificate(s)/Rating(s)		Biennial Flight Review Current ~ YES	Filgr Total -	nt Time (H	ours) Last 24	Unc -	4
COMMERCIAL,CFI SE LAND,ME LAND		Months Since - 5	Make/Model-		Last 24 Last 30		75
SE LAND, ME LAND		Aircraft Type - 3D3	Instrument-	134	Last 90	Days-	299
		All Grant Type GBG	Instrument- Multi-Eng -	230	Rotorcra	ft -	1

File No. - 1699 8/21/86 COALINGA, CA A/C Reg. No. N4831A Time (Lc1) - 1930 PDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND 4. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND 5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND 6. REFUELING - NOT PERFORMED - PILOT IN COMMAND 7. PRECAUTIONARY LANDING - DELAYED - 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 Finding(s) 8. TERRAIN CONDITION - GROUND' ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5,6

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

File No 1701 9/13/86 THERM	AL,CA A/C	Reg. No. N917Q	Time	(Lc1) -	1407 PDT	
Basic Information Type Operating Certificate-NONE (GENERA		ıft Damage		Injur		
		ANTIAL		erious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	-	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	O :	0	0	0
Accident Occurred During -APPROACH						
Aircraft Information						
Make/Model - BEECH 35~B33	Fng Make/Model - 0	ONTINENTAL IO-470-K	FIT Ins	talled/A	ctivated	- YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -				g System	
Max Gross Wt - 3000		ECIP-FUEL INJECTED	5141		g System	, 20
No. of Seats - 4	Rated Power -	225 HP				
110. 01 30013 4						
Environment/Operations Information						
Weather Data	Itinerary		Airport Pro	×imity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poir	ıt	ON AIRPOR	T		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport Data			
Basic Weather - VMC	LOCAL		THERMAL			
Wind Dir/Speed- 180/006 KTS			Runway Ic	lent -	17	
Visibility - 40.0 SM	ATC/Airspace		Runway Lt			150
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runway Su		ASPHALT	
Lowest Ceiling - NONE	Type of Clearance		Runway St		DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN			J	
Precipitation - NONE	Type Apoli, Eneg	FULL STOP				
Condition of Light - DAYLIGHT		FORCED LANDING				
Personnel Information						
Pilot-In-Command	Age - 41	Medical Certifica	te - VALID ME	DICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (Hour	s)		
PRIVATE	Current - YES	Total -	526	Last 24	Hrs -	1
SE LAND	Months Since - 10	Make/Model-	187	Last 30	Days-	24
	Aircraft Type - 35-B3	3 Instrument-	0	Last 90	Days-	30
Instrument Rating(s) - NONE						
Narrative THE PILOT DEPARTED ON A LOCAL FLIGHT TO PUT " STATED THAT HE" DEPARTED WITH A LOW FUEL LEVE OF FLIGHT TIME, THE PILOT RETURNED TO THE AIR AIRCRAFT COLLIDED WITH TREES ABOUT ONE HALF M "ONLY RESIDUAL FUEL" REMAINED IN BOTH WING TAI	_ BUT WAS ONLY GOING TO BE PORT AND THE ENGINE LOST P ILE SHORT OF THE RUNWAY. E	UP FOR A LITTLE WH OWER WHILE ON FINAL	ILE." AFTER 4 APPROACH. TH	O MINUTE:		

File No 17	01 9/13/86	THERMAL, CA	A/C Reg. No. N917Q	Time (Lcl) - 1407 PDT
		TAL) – NON-MECHANICAL ATTERN – FINAL APPROACH		
 AIRCRAFT PREFLI FUEL SUPPLY - I 	=	IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGE	NCY		
Occurrence #3 Phase of Operation		ION WITH OBJECT ATTERN - FINAL APPROACH	्रम् सर्वे सर्वे	
Finding(s) 6. OBJECT - TREE(S 7. PROPER DESCEN		BLE - PILOT IN COMMAND		
Probable Cause				
The National Transpo		rd determines that the Prob	pable Cause(s) of this	accident
Factor(s) relating t	o this accident is	/are finding(s) 1,2,7		

File No 1700 9/15/86 PORTE	RVILLE,CA	A/C Reg.	. No. N3879V	1	Time (Lcl)	- 1050 PD	F
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -EXECUTIVE/CO		Aircraft [SUBSTANT] Fire	[AL Cre		Serious O	0	None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pas	s 0	0	0	0
Aircraft Information							· · · · · · · · · · · · · · · · · · ·
Make/Model - CESSNA 195 Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Mo Number Engi		3S R755A-2		Installed/ Stall Warni		
Max Gross Wt - 3150	Engine Type		PROCATING-CARBU		stall Wartin	ng system	- 163
No. of Seats - 6	Rated Power		DO HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departu GRAND CANY			ON AIR	RPORT		
Completeness - N/A	Destination			Airport [
Basic Weather - VMC	SAME AS AC	C/INC			RVILLE MUNI		
Wind Dir/Speed- 300/005 KTS					,	- 30	
Visibility - 7.0 SM	ATC/Airspace		NONE		/ Lth/Wid		146
Lowest Sky/Clouds - 25000 FT SCAT Lowest Ceiling - NONE	TERED Type of Flig Type of Clea				y Surface y Status		
Obstructions to Vision- NONE	Type of Crea		NONE TRAFFIC PATTERN		y Status	- DRT	
Precipitation - NONE	Type Apcil/Li		FULL STOP				
Condition of Light - DAYLIGHT		,	OLL STOP				
Personnel Information							
Pilot-In-Command	Age - 69		edical Certific			AIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Re			ght Time (A			
COMMERCIAL	Current	- YES	Total -	8683	Last 2	4 Hrs -	3
SE LAND, ME LAND	Months Since	- 8	Make/Model-	3559	Last 3	O Days-	41
GLIDER	Aircraft Type	- C-195	Total - Make/Model- Instrument- Multi-Eng -	650	Last	O Days-	136
Instrument Rating(s) - NONE <					,		
AFTER A NORMAL LANDING THE PILOT SAID HE BEGA TURN OFF AND FELT WHAT HE DESCRIBED AS "A LIG OCCURRED TWO OR THREE TIMES." THE PILOT THEN	HT JERK IN THE LEFT SAID THE LEFT BRAKE	GEAR" FOLL	LOWED BY A "SNA MPLETELY AND TH	PPING SOUND E "AIRCRAF"	O WHICH F√VEERED TO		
THE RIGHT AND ENTERED A GROUND LOOP." EXAMINA RETAINING SCREW FAILED, WHICH ALLOWED THE KEY BRAKE SYSTEM STATED THAT THE LOOSE KEY "BROKE FALL OUT."	TO FLOAT LOOSE IN	THE BRAKE H	HOUSING. THE ME	CHANIC WHO	EXAMINED T		

File No 1700	9/15/86 	PORTERVILLE, CA	A/C Reg. No. N3879V	Time (Lc1) - 1050 PDT
	AIRFRAME/COMPONE LANDING - ROLL	NT/SYSTEM FAILURE/MALFU	JNCTION	
Finding(s) 1. LANDING GEAR,NORM	AL BRAKE SYSTEM	- FAILURE,PARTIAL		
Occurrence #2 Phase of Operation		- ON GROUND		
Finding(s) 2. DIRECTIONAL CONTR 3. GROUND LOOP/SWERV				
Probable Cause				

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

File No 1704 10/04/86 GOLET	TA,CA A/C F	Reg. No. N22SD	т	ime (Lcl) -	1039 PDT	.
Basic Information Type Operating Certificate-NONE (GENERA	SUBSTA		Fatal	Injur Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0	0	0	0
Aircraft Information Make/Model - GILLON QUICKIE Q2 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1200 No. of Seats - 2	Number Engines -	EVMASTER R2100-D I ECIPROCATING-CARBURE 67 HP	S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 150/005 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 LOCAL ATC/Airspace Type of Flight Plan Type of Clearance	- NONE	ON AIR Airport D SANTA Runway Runway Runway	ata BARBARA	ASPHALT	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 43 Biennial Flight Review Current - YES Months Since - 14 Aircraft Type - PA-28		nt Time (H 650 1 IK/NR	ours) Last 24 Last 30 Last 90	Hrs -	1 2 3
Instrument Rating(s) - NONE						
Narrative RIOR TO THE ACCIDENT FLIGHT OF THE EXPERIMEN HANGED TO STEEL ONES. THE PILOT SAID THAT DU OLLOWED BY A PARTIAL LOSS OF POWER. THE PILO ETURNED TO THE AIRPORT. ON FINAL APPROACH, T RAFFIC" ON THE RADIO AND INITIATED A GO AROU N THE SECOND PATTERN. A WITNESS SAID THE AIR OUCHDOWN, THEN DROP ON THE NOSEWHEEL." THE F TEEL FROM THE SPARK PLUG INSERT HAD LODGED T HROUGH THE CYLINDER HEAD AND FIN."	JRING THE FLIGHT HE HEARD A DT SAID HE WAS ABLE TO MAINT THE PILOT DID NOT GET A LANG UND. THE PILOT FURTHER SAID RCRAFT MADE A NORMAL APPROAC PILOT REPORTED THAT EXAMINAT	LOUD NOISE EMANATE FAIN AN ALTITUDE OF DING CLEARANCE "DUE THAT HE COULD ONLY CH THEN "BOUNCED UP LION OF THE ENGINE F	FROM THE 1,000 FT TO OTHER MAINTAIN AT A HIGH	ENGINE AGL AND VOICE 300 FT AGL ANGLE ON A SLIVER OF		

File No. - 1704 10/04/86 GOLETA, CA A/C Reg. No. N22SD Time (Lc1) - 1039 PDT Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation CRUISE Finding(s) 1. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL 2. MAINTENANCE, MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PSNL Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING Finding(s) 3. FLARE - MISJUDGED - PILOT IN COMMAND 4. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND 5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND 6. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND 7. GO-AROUND - NOT POSSIBLE - PILOT IN COMMAND 8. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

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

File No 1722 10/19/86 MICH	IGAN BAR,CA A/C Re	eg. No. N8449X		Time (Lcl) -	1600 PE	DT .
Basic Information Type Operating Certificate-NONE (GENER, Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	AL AVIATION) Aircraf SUBSTAN Fire NONE	t Damage NTIAL Crew Pass		Injur Serious 1		None O O
Accident Occurred During -LANDING	NONE	rass	O	•	•	O
Aircraft Information Make/Model - CESSNA 172C Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2100 No. of Seats - 4	Eng Make/Model - COM Number Engines - 1 Engine Type - REG Rated Power -			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- 060/004 KTS Visibility - 9.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	COALINGA,CA Destination MICHIGAN BAR,CA ATC/Airspace Type of Flight Plan Type of Clearance		OFF A Airport Runwa Runwa Runwa Runwa	y Ident - y Lth/Wid - y Surface -	N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 44 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Total - U Make/Model- U	ht Time (NK/NR NK/NR NK/NR	Hours) Last 24 Last 30 Last 90	WAIVERS Hrs - l Days- l Days- l Aft - l	JNK/NR JNK/NR JNK/NR
Instrument Rating(s) - NONE						

File No. - 1722 10/19/86 A/C Reg. No. N8449X Time (Lc1) - 1600 PDT MICHIGAN BAR, CA Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID.FUEL - EXHAUSTION 2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND 3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - DITCH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

File No 1725 11/25/86 F	RESNO,CA A/	C Reg. No. N11185	Т	ime (Lcl) -	1506 PST	
Basic Information Type Operating Certificate-NONE (GE		raft Damage	Fatal	\Injur		Nama
T		TROYED	Fatal	Serious	Minor	None
Type of Operation -INSTRUCT			0	0	1	0
Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	1 NON	E Pass	0	0	0	0
Aircraft Information						
Make/Model - CESSNA 150L	Eng Make/Model -	CONTINENTAL 0-200A	ELT	Installed/A	ctivated	- YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines -	1	S	tall Warnin	g System	- YES
Max Gross Wt - 1600		RECIPROCATING-CARBURE	TOR			
No. of Seats - 2	Rated Power -	100 HP				
Environment/Operations Information	_					
Weather Data	Itinerary		Airport	Proximity		
. Wx Briefing - FSS	Last Departure Po	int		RPORT/STŘIP		
Method - TELEPHONE	LOS BANOS,CA			•		
Completeness - FULL	Destination		Airport D	ata		
Basic Weather - VMC	FRESNO, CA			AIR TERMIN	ΔI	
Wind Dir/Speed- 220/006 KTS	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		_		29	
Visibility - 4.000 SM	ATC/Airspace			Lth/Wid -		150
Lowest Sky/Clouds - CLEAR	Type of Flight Pl	an - VFR		Surface -		
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- HAZE	Type Apch/Lndg	- TRAFFIC PATTERN	Kanway	Jiaias	DICT	
Precipitation - NONE	Type Apolly Enlag	TRAIT TO TATTERN				
Condition of Light - DAYLIGHT						
Personnel Information					.	
Pilot-In-Command	Age - 45	Medical Certificat			IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (H			
STUDENT	Current - N/A		45		Hrs - UN	K/NR
	Months Since - N/A		45	Last 30		5
	Aircraft Type - N/A			Lást 90		9
		Multi-Eng - UN	K/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE						
URING A SOLO INSTRUCTIONAL CROSS-COUNTRY	ELICUT THE ENGINE OUTT WHILE	E ON THE PACE LEG AT T	UE EDECNO	ATDDODT		
HE PILOT DID NOT FEEL THAT HE COULD MAKE						
ECIDED TO TRY AND LAND IN A PLOWED FIELD						
CHOSE A NEARBY ROAD. THE AIRCRAFT THEN CO			MINED AND	FUUND THAT		
HE RIGHT FUEL TANK WAS EMPTY AND THE LEF	I FUEL TANK HAD APPRUXIMATEL	Y 1 GALLUN UF FUEL.				

File No 17	25 11/25/86 FRES	SNO,CA	A/C Reg.	No. N11185	Time (Lcl) - 1506 PST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - APPROACH - VFR PATTERN	- NON-MECHANICA N - BASE TURN	L		
3. IMPROPER US 4. FUEL SUPPLY - I 5. IMPROPER US	ION CALCULATIONS - IMPRO E OF PROCEDURE,LACK OF T NADEQUATE - PILOT IN COM E OF PROCEDURE,TOTAL - F	OTAL EXPERIENC MMAND PILOT IN COMMAN	E IN TYPE OF AIRCE		COMMAND
	FORCED LANDING DESCENT - EMERGENCY				
Finding(s) 6. UNSUITABLE TERR	AIN - SELECTED - PILOT I				
	IN FLIGHT COLLISION WI LANDING - FLARE/TOUCHD				
Finding(s) 7. OBJECT - UTILIT					
Probable Cause					
The National Transpois/are finding(s) 1,	rtation Safety Board det 2,4,7	ermines that t	he Probable Cause(s) of this acci	dent
Factor(s) relating t	o this accident is/are f	inding(s) 3,5,	6		

File No 1607 12/21/86 CHIC	CO,CA A/C	Reg. No. N64533	Т	ime (Lcl)	- 2230 PS	Τ
Basic Information						
Type Operating Certificate-NONE (GENER		ft Damage		Injur		
		ANTIAL	Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	NONE	Pass	0	0	3	0
Aircraft Information						
Make/Model - CESSNA 172M	Eng Make/Model - L	VCOMING 0-230-E2D	FIT	Installed/	Activated	- VES/VES
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnin		
Max Gross Wt - 2300		ECIPROCATING-CARBUR		taii waiiii	ig system	123
No. of Seats - 4	J ,,	150 HP	LIOK			
	Rated Tower					
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - FSS	Last Departure Poin	t	OFF AI	RPORT/STRIE	5	
Method - TELEPHONE	SACRAMENTO, CA			·		
Completeness - FULL	Destination		Airport D	ata		
Basic Weather - IMC	CHICO.CA		CHICO			
Wind Dir/Speed- CALM	5.1255,5.1			Ident -	- 13L	
Visibility125 SM	ATC/Airspace			Lth/Wid -		150
Lowest Sky/Clouds - PART OBS	Type of Flight Plan	- TER			- DIRT	130
Lowest Ceiling - OBSCURED	Type of Clearance				- DRY	
Obstructions to Vision- FOG	Type Apch/Lndg		Kuriway	Jtatus	DKI	
Precipitation - NONE	Type Apcil/ Liliag	123 COMPLETE				
Condition of Light - NIGHT(DARK)						
Condition of Light Night (DARK)						
Personnel Information	•					
Pilot-In-Command	Age - 41	Medical Certifica	te - VALID	MEDICAL-WA	AIVERS/LI	MIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flia	nt Time (H	lours)		
PRIVATE	Current - VES	Total -	382	Last 24	4 Hrs -	2
SE LAND	Months Since - 2	Make/Model-	187	Last 30		9
35 22	Months Since - 2 Aircraft Type - C-172	Instrument-	44	Last 90		40
Instrument Rating(s) - AIRPLANENarrative						
URING AN ILS APCH TO RWY 13L, THE PLT THINK EST OF THE ARPT. THE ROUTE OF FLT WAS DETER NSTRUMENTS REVEALED THAT THE NUMBER TWO NAV O THE ACFT AFTER THE ACCIDENT AND TRIED TO E CHANGED THE NAVIGATIONAL FREQS.	MINED TO BE IN A NORTH WEST 'IGATIONAL RADIO WAS TUNED T	ERLY DIRECTION. EXAI D AN INCORRECT FREQ	M OF THE N . THE PLT	AVIGATIONAL HAD RETURNE	_	

File No. - 1607 12/21/86 CHICO,CA A/C Reg. No. N64533 Time (Lc1) - 2230 PST

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

Finding(s)

- 1. WEATHER CONDITION FOG
- 2. WEATHER CONDITION BELOW APPROACH MINIMUMS.
- 3. FLIGHT INTO KNOWN ADVERSE WEATHER PERFORMED PILOT IN COMMAND
- 4. IN FLIGHT WEATHER ADVISORIES NOT ATTAINED PILOT IN COMMAND
- 5. PROPER ALIGNMENT NOT IDENTIFIED PILOT IN COMMAND
- 6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME PILOT IN COMMAND
- 7. MISSED APPROACH 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

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

File No 1729 5/04/8	6 ALMOSA,CO	A/C Reg. No. N28SW Time (Lc1) - 1807 MDT				
Basic Information Type Operating Certificate-AI Name of Carrier -SO Type of Operation -SC Flight Conducted Under -14 Accident Occurred During -CR	UTHWEST AIRLINES CO. HEDULED,DOMESTIC,PAX/CARGO CFR 121	Aircraft Damage NONE Fire NONE		Injur ital Sèrious O 2 O O		None 4 46
Aircraft Information Make/Model - BOEING 737-20 Landing Gear - TRICYCLE-RETR Max Gross Wt - 8000 No. of Seats - 122	O Eng Make/M ACTABLE Number Eng	odel - P&W JT8-9 ines - 2 e - TURBOFAN r - 14500 LBS		ELT Installed/A Stall Warnin		
Environment/Operations Informat Weather Data Wx Briefing - NWS Method - IN PERSON Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 210/020 KTS Visibility - 40.0 SM Lowest Sky/Clouds - 25 Lowest Ceiling - NON Obstructions to Vision- NON Precipitation - NON Condition of Light - DAY	Itinerary Last Depart DENVER,CO Destination ALBUQUERQ ATC/Airspace OO FT SCATTERED Type of Fli Type of Cle Type Apch/L	UE,NM ght Plan - IFR arance - IFR	O Airp R R R R	Runway Lth/Wid - Runway Surface -	- N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND, ME LAND Instrument Rating(s) - ANarrative A SOUTHWEST AIRLINE COMPANY BOEING AT FL 350, ENCOUNTERED SEVERE CLEAR RESULTING IN TWO FLT ATTENDANTS BEI THE FLT WAS UNEVENTFUL.	Months Since Aircraft Type IRPLANE 737, FLT NO. 558 EN ROUTE FR AIR TURBULENCE. THE UNEXPEC	eview - YES Tota - 8 Make - B-737 Ins Muli	Flight Ti al - 9050 e/Model- 4950 trument- 1600 ti-Eng - 5950	Last 30 Last 90 Rotorce Rotorce QUE, NEW MEXICO, TO "DROP" SUDDE	Hrs - UN Days- Days- aft - UN	IK/NR 80 220

File No. - 1729 5/04/86 ALMOSA,CO A/C Reg. No. N28SW Time (Lc1) - 1807 MDT

Occurrence IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE

Finding(s)

- 1. WEATHER CONDITION MOUNTAIN WAVE
- 2. WEATHER CONDITION TURBULENCE
- 3. WEATHER CONDITION DOWNDRAFT
- 4. SEAT BELT SIGN SELECTED PILOT IN COMMAND
- 5. SEAT BELT DELAYED FLIGHT ATTENDANT
- 6. UNSAFE/HAZARDOUS CONDITION NOT IDENTIFIED COMPANY/OPERATOR MGMT
- 7. UNSAFE/HAZARDOUS CONDITION WARNING NOT ISSUED NWS PERSONNEL

----Probable Cause----

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

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

File No 1678 9/25/86 CRA	WFORD,CO	A/C Reg. No. N	16663G	Time (Lcl)	- 1740 M DT	
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage DESTROYED		Inj tal Serious	uries Minor	None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERIN	G	Fire NONE	Crew Pass	1 0	0	0 0
Aircraft Information Make/Model - CESSNA 340A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5975 No. of Seats - 6	Eng Make/Mo Number Engi Engine Type Rated Power	- RECIP-FUEL		ELT Installed Stall Warn		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFI Method - N/A Completeness - N/A Basic Weather - IMC	Itinerary NG Last Departu GUNNISON,C Destination GRAND JUNC	0	0	port Proximity FF AIRPORT/STR ort Data		
Wind Dir/Speed- 030/004 KTS Visibility - 30.0 SM Lowest Sky/Clouds - 4000 FT SC Lowest Ceiling - 10000 FT BR Obstructions to Vision- FOG Precipitation - RAIN SHOWER Condition of Light - DAYLIGHT	ATC/Airspace ATTERED Type of Flig OKEN Type of Clea Type Apch/Ln	ht Plan - NONE	R R	unway Ident unway Lth/Wid unway Surface unway Status	- N/A - N/A	
	Age - 47 Biennial Flight Re Current	view - YES Tota	al - 2241	me (Hours) Last:	24 Hrs -	1
SE LAND, ME LAND	Months Since Aircraft Type	- 13 Make - C-340A Inst	e/Model- 1420 crument- UNK/NR ci-Eng - 1699	Last : Last :	30 Days- 90 Days- craft - UN	21 33 IK/NR
Instrument Rating(s) - AIRPLANE						
	. WHILE HE WAS ATTEMP	TING TO MANEUVER	VFR THROUGH TH	E WX AT A LOW		

File No. - 1678 9/25/86 CRAWFORD, CO A/C Reg. No. N6663G Time (Lcl) - 1740 MDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation MANEUVERING Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. WEATHER CONDITION - FOG 3. WEATHER CONDITION - RAIN 4. WEATHER CONDITION - SNOW
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY 6. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 7. HAZARDOUS WEATHER ADVISORY - NOT OBTAINED - PILOT IN COMMAND 8. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING Finding(s) 9. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 10. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND _______ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 6.7.8.9.10$

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

Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Dama	age		Inju	ries	
.,,	,	SUBSTANTIAL		Fatal	Serious		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 -DESCENT							
Aircraft Information							
Make/Model - CESSNA 152		Model - LYCOMIN	G 0-235-L2C	ELT :	[nstalled/	Activated	- YES/YE
Landing Gear - TRICYCLE-FIXED		igines - 1			tall Warni	ng System	- YES
Max Gross Wt - 1670		pe - RECIPRO		IOR			
No. of Seats - 2	Rated Pow	er - 110 l	1P 				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRI		ture Point		OFF AI	RPORT/STRI	Р	
Method - N/A	ELLICOTT						
Completeness - N/A	Destination	Ì		Airport Da			
Basic Weather - VMC Wind Dir/Speed- 090/007 KTS	LOCAL			ELLICO	· -	- 25	
Visibility - 100.0 SM	ATC/Airspace				Lth/Wid	- 35 - 5000/	40
Lowest Sky/Clouds - UNK/NR		: ight Plan - NONI	=		Surface		40
Lowest Ceiling - 25000 FT		earance - NONI				- DRY	
Obstructions to Vision- NONE	Type Apch/			nan may	314140	51(1)	
Precipitation - NONE	1,700 ,7001,7	2.109	=				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 31	Medio	cal Certificat	e - VALID	MEDICAL-N	WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight			t Time (H			
PRIVATE	Current		「otal -		Last 2	4 Hrs -	3
SE LAND	Months Since	e - 6 1 e - C-152 1	Make/Model-	34	Last 3	Days-	3
	Aircraft Typ	e - C-152 .	Instrument-	7	Last 9	Days-	17
Instrument Rating(s) - NONE							
Narrative							
NG THE INITIAL CLIMB PHASE OF TAKEOF	F THE PLT ENCOUNTERED	A WIND SHEAR WIT	TH STRONG GUST	Y TATI WI	NDS. THE		

File No 17	94 11/29/86	ELLICOTT,CO	A/C Reg. No. N757TN	Time (Lcl) - 1000 MST
Occurrence #1 Phase of Operation				
Finding(s) 1. WEATHER CONDITI	ON - WINDSHEAR			
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation	NOSE OVER DESCENT - UNCONT	ROLLED		
Probable Cause				

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

File No 1744 6/20/86 BARK	HANSTEAD, CT	A/C Reg.	No. N1166B	Т	Time (Lc1) - 1300 EDT		
-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft D SUBSTANTI		Fatal	Injur Serious	ries Minor	None
Type of Operation -PERSONAL		Fire		rew 0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pa	ass 0	ō	Ö	Ó
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - LUSCOMBE 8A		/Model - CONTI	NENTAL A65	ELT	Installed/#	ctivated	- NO -N/
Landing Gear - TAILWHEEL-ALL FIXED				S	tall Warnir	ng System	- NO
Max Gross Wt - 1200	Engine T	ype - RECIP	ROCATING-CARE	BURETOR			
No. of Seats - 2	Rated Po	wer - 6	5 HP				
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	G Last Depa	rture Point		OFF AI	RPORT/STRIF	•	
Method - N/A	WARWICK	, NY					
Completeness - N/A	Destination	n		Airport D	ata		
Basic Weather - VMC	SKYLARK	,CT					
Wind Dir/Speed- VARIABLE				Runway	Ident -	N/A	
Visibility - 20.0 SM	ATC/Airspac	е		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds ~ 3500 FT SCA	TTERED Type of F	light Plan - N	ONE	Runway	Surface -	GRASS/TU	JRF
Lowest Ceiling -	Type of C	learance - V	FR	Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch	/Lndg - Fi	ORCED LANDING	3			
Precipitation - NONE		=					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - UNK/NR	Me	dical Certifi	icate - UNK/N	R		
Certificate(s)/Rating(s)	Biennial Flight			ight Time (H			
PRIVATE	Current	- UNK/NR	Total -		•	Hrs -	3
SE LAND		e - UNK/NR					IK/NR
32 - 1 2	Aircraft Ty	pe - UNK/NR	Instrument-	- 0	Last 30 Last 90	Days-	18
Instrument Rating(s) - NONE							
FLIGHT TOOK OFF WITH ABOUT SEVEN GALLONS	OF FUEL WITH A S	I TGHT TATI WIND	RUT AFTED A	BOLL 30 MINU	TES NE		
GHT THE FLIGHT ENCOUNTERED A HEADWIND. TH							-
CAUTIONARY LANDING IN A FIELD. DURING GRO							
STANTIAL DAMAGE.	J. I. NOLL THE MAIN	TENT CONTINUIE	AND 10				
STANTIAL DAMAGE.							

File No 17	44 6/20/86	BARKHANSTEAD, CT	A/C Reg. No. I	N1166B	Time (Lc1) - 1300 EDT
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICAL			
Finding(s) 1. FLUID,FUEL - EX 2. PREFLIGHT PLA		- INADEQUATE - PILOT IN	COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGE	NCY			
Finding(s) 3. TERRAIN CONDITI	ON - OPEN FIELD				
Occurrence #3 Phase of Operation	LANDING - ROLL				
Probable Cause		**************************************			
The National Transpois/are finding(s) 1	rtation Safety Boa	rd determines that the	Probable Cause(s) o	f this accident	
Factor(s) relating t	o this accident is	/are finding(s) 2			

File No 1778 5/07/86	ARCADIA,FL	A/C Reg. No. N7	56V	Time (Lc1) -	1430 EDT	
Basic Information Type Operating Certificate-NON	IE (GENERAL AVIATION)	Aircraft Damage		Injur	ies	
		SUBSTANTIAL	Fata	l Serious	Minor	None
	SONAL	Fire	Crew O	_	0	1
Flight Conducted Under -14		NONE	Pass 0	0	1	0
Accident Occurred During -LAN	ID I NG					
Aircraft Information						
Make/Model - BREWSTER FLEET		/Model - KINNER B5R		_T Installed/A		
Landing Gear - TAILWHEEL-ALL		ngines - 1		Stall Warnir	ng System	- NO
Max Gross Wt - 1740		/pe - RECIPROCATING	G-CARBURETOR			
No. of Seats - 2	Rated Pow	ver - UNK/NR				
Environment/Operations Informati						
Weather Data	Itinerary			rt Proximity		
Wx Briefing - NO RECORD OF		rture Point	ON A	AIRPORT		
Method - N/A	SAME AS					
Completeness - N/A	Destination		Airpor			
Basic Weather - VMC	SAME AS	ACC/INC		ADIA MUNICIPAL		
Wind Dir/Speed- 120/005 KTS	ATO /A :	_			UNK/NR	150
Visibility - 10.0 SM	ATC/Airspace			way Lth/Wid -		150
Lowest Sky/Clouds - 2000 Lowest Ceiling - NONE	O FT SCATTERED Type of FI	learance - NONE		way Surface - way Status -	DRY	
Obstructions to Vision- NONE				vay Status -	DRT	
Precipitation - NONE		FULL STO				
Condition of Light - DAYL		TOLL STOR	,			
Personnel Information Pilot-In-Command	Age - 57	Modical C	ertificate - VA	TO MEDICAL -NO	. WATVEDS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight		Flight Time		WAIVERS/	CIMII
PRIVATE	Current		- 537		Hrs - UN	K/NP
SE LAND						
SE EARD	Aircraft Tyr	e - 3 Make/l be - UNK/NR Instru	ment- 11	last 90	Days-	3
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	20000			,-	_
Instrument Rating(s) - NO	NE					
RDING TO STATEMENTS, THE PILOT E	XPERIENCED BRAKE DIFFICULT	Y & THE ACET ELIPPED	OVER DURING LA	NDING ROLLOUT	&	
TO REST INVERTED.	DIANE DITTION		J.L. DONLING EN		_	

File No 17	78 5/07/86	ARCADIA,FL	A/C Reg. No. N756V	Time (Lc1) - 1430 EDT	
Occurrence Phase of Operation	NOSE OVER LANDING - ROLL				
Finding(s) 1. LANDING GEAR,NO	RMAL BRAKE SYSTEM	- UNDETERMINED			
Probable Cause					
The National Transpo	rtation Safety Boa	ard determines that t	he Probable Cause(s) of this accide	ent	

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

File No 1628 8/26/86 HAWTH	ORNE, FL A/O	C Reg. No. N1629	н .	Time (Lc1) -	1643 EDT	
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91			Fatal Crew O Pass O	Injur Serious O O		None O O
Accident Occurred During -DESCENT						
Aircraft Information Make/Model - GRUMMAN G-44A Landing Gear - TAILWHEEL-ALL RETRACTAE Max Gross Wt - 4525 No. of Seats - 5	Eng Make/Model - LE Number Engines - Engine Type - Rated Power -	2 RECIPROCATING-C	!	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 120/005 KTS Visibility - 6.0 SM Lowest Sky/Clouds - Lowest Ceiling - 4000 FT BROK Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	GAINESVILLE,FL Destination LOCAL ATC/Airspace Type of Flight Pla	an - NONE - NONE	OFF A Airport I Runwa Runwa Runwa Runwa	Proximity IRPORT/STRIP Data y Ident - y Lth/Wid - y Surface - y Status -	N/A N/A WATER	LM
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP,CFI SE LAND,ME LAND,ME SEA HELICOPTER	Age - 30 Biennial Flight Review Current - YES Months Since - 6 Aircraft Type - UNK,	Total Make/Mod /NR Instrume	ificate - VALI Flight Time (I - 3246 el- 89 nt- 536 g - 1140	Hours) Last 24 Last 30 Last 90	Hrs - Days- UN Days-	3
Instrument Rating(s) - AIRPLANE						
Narrative THE PLT STATED THAT UPON TOUCHDOWN ON THE LAK AFTER TAKEOFF THE ACFT ROLLED TO THE RIGHT AN ACFT HIT THE WATER WITH NO LATERAL CONTROL. F PRESENT IN THE RIGHT MAIN FUEL TANK AND IN BO	D THE NOSE DOVE. HE REMO' OST ACCIDENT EXAM OF THE	VED PWR AND WITH	THE CONTROLS	FULL BACK, T		

File No 162	8/26/86	HAWTHORNE,FL	A/C Reg. No. N1629H	Time (Lcl) - 1643 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER(PAR TAKEOFF - INITIAL	RTIAL) - MECH FAILURE/MA . CLIMB	LF	
Finding(s) 1. FUEL SYSTEM,SCRE 2. FUEL SYSTEM,FILT		(AL)		
Occurrence #2 Phase of Operation				
Finding(s) 3. JUDGEMENT - POOF 4. PROCEDURES/DIREC		ND VED - PILOT IN COMMAND		
Occurrence #3 Phase of Operation				
Finding(s) 5. TERRAIN CONDITIO				
Probable Cause				
The National Transporis/are finding(s) 1,2		rd determines that the P	robable Cause(s) of this accide	ent

File No 1625 9/23/86	CLEWISTON, FL	A/C Reg. No.	N4865L	Time (Lcl) -	1045 EDT	-
Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damag		· Injuri		
		DESTROYED	Fata			None
	DBSERVATION	Fire	Crew 1	_	0	0
Flight Conducted Under -14 CFR		NONE	Pass 1	0	0	0
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - CESSNA 152II		'Model - LYCOMING	0-235-L2C EI	LT Installed/Ac		
Landing Gear - TRICYCLE-FIXED		ngines - 1		Stall Warning	, System	- YES
Max Gross Wt - 1670		pe - RECIPROCA				
No. of Seats - 2	Rated Pow	ver - 110 HP				
Environment/Operations Information	- -					
Weather Data	Itinerary			rt Proximity		
Wx Briefing - NO RECORD OF BRI			OFF	AIRPORT/STRIP		
Method - N/A	CLEWISTO			_		
Completeness - N/A	Destination	1	Airpor	t Data		
Basic Weather - VMC	LOCAL		_			
Wind Dir/Speed- 070/008 KTS	470/4:55				N/A	
Visibility - 10.0 SM	ATC/Airspace			way Lth/Wid -		
Lowest Sky/Clouds - 2000 FT Lowest Ceiling - 12000 FT	BROKEN Type of C1			way Surface - way Status -		
Obstructions to Vision- NONE		Lndg - NONE	Kum	way status -	N/A	
Precipitation - NONE	Type Apcily	Ling None				
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 37	Modina	1 Contificato - VAI	ID MEDICAL -NO	WATVEDS	'I TMTT
Certificate(s)/Rating(s)	Biennial Flight					
COMMERCIAL	Current	- YES TO	tal - 875	Last 24	Hrs -	4
SE LAND, ME LAND	Months Since		ke/Model- 20		Davs-	4
9 - 31	Aircraft Typ	e - CL-440 In		Last 90	Davs-	15
	,,		lti-Eng - 300	Rotorcra		IK/NR
			_			
Instrument Rating(s) - AIRPLA	NE 					
Narrative						
RPOSE OF THE FLT WAS TO SPOT STRAY CAT	TLE. THE ACFT MADE A I	OW PASS AFTER CHA	SING A COW. ACCORD	ING TO WITNESSE	S.	
ACFT STALLED AND DESCENDED TO GROUND					,	
The second secon						

File No. - 1625 9/23/86 CLEWISTON,FL A/C Reg. No. N4865L Time (Lcl) - 1045 EDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. LOW PASS - PERFORMED - PILOT IN COMMAND 2. PULL-UP - PERFORMED - PILOT IN COMMAND 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4 Factor(s) relating to this accident is/are finding(s) 5

File No 1676 11/01/86	A/C Reg.	т	Time (Lc1) - 0214 EST					
Basic Information Type Operating Certificate-ON-DEMA	ND AIR TAXI	Aircraft D	amage		Injur	ies		
Name of Carrier ~TAMPA A	IRWAYS, INC	SUBSTANTI		Fatal			None	
Type of Operation -NON SCH Flight Conducted Under -14 CFR	ED.DOMESTIC.CARGO	Fire	Crew	0		0	0	
Flight Conducted Under -14 CFR	135	NONE		-		ō	Õ	
Accident Occurred During -DESCENT				-	_	-	-	
Aircraft Information								
Make/Model - CESSNA 210		/Model - CONTI	NENTAL IO-520-0	ELT	Installed/A	ctivated	- YES/YES	
Landing Gear - TRICYCLE-RETRACTAB	LE Number Er	ngines - 1		S	tall Warnin	g System	- YES	
Max Gross Wt - 4100	Engine Ty	/pe ~ RECIP	-FUEL INJECTED			•		
No. of Seats - UNK/NR	Rated Po	ver - 31	O HP					
Environment/Operations Information								
Weather Data Wx Briefing - FSS	Itinerary				Proximity			
Wx Briefing - FSS	Last Depar	rture Point		OFF AI	RPORT/STRIP			
Method - TELEPHONE	PANAMA (CITY,FL						
Completeness - FULL	Destination	า		Airport D	ata			
Basic Weather - IMC	JACKSON	/ILLE,FL		CRAIG	MUNICIPAL			
Wind Dir/Speed- 340/007 KTS				Runway Ident - N/A				
Visibility - 1.000 SM	ATC/Airspace	<u>.</u>			Lth/Wid -			
Lowest Sky/Clouds - 100 FT	Type of F	light Plan - I	FR	,	Surface -	•		
Lowest Ceiling - 100 FT	OBSCURED Type of C			•	Status -			
Obstructions to Vision- FOG			ORCED LANDING	nunnay.	514145	14, 7		
Precipitation - NONE	Type Apen,	Ling i	OKOED EARDING					
Precipitation - NONE Condition of Light - NIGHT(DA	RK)							
Personnel Information Pilot-In-Command	Age - 26	Me	dical Certifica	te - VALID	MEDICAL-WA	IVERS/LIM	IIT	
Certificate(s)/Rating(s)	Age - 26 Biennial Flight	Review	Flig	ht Time (H	ours)			
COMMERCIAL, CFI	Current	- NO	Total -			Hrs -	6	
SE LAND, ME LAND	Months Since	- 4	Make/Model-	424	last 30	Days- IIN	IK/NR	
,	Aircraft Tvr	e - 4 be - C-210	Instrument-	149	Last 90	Days-	308	
	A	0 2 10	Multi-Eng -	17	2001 00	Duyo	505	
Instrument Rating(s) - AIRPLA	NF		_					
Narrative THE FLT, TRANSPORTING BANKING RECORDS, H CEILING INDEFINATE WITH 1 MI VISIBILITY TOO FAR DOWN THE RWY TO STOPPED, SO HE T ENGINE QUIT AND HE MADE A NIGHT FORCED L IN THE FUEL SYSTEM WITH NO EVIDENCE OF A PPERATION WAS OBSERVED. TOTAL FUEL CONSU AVAILABLE WAS APRX 97 GALLONS.	IN FOG. THE PLT STATED OOK OFF AGAIN. AFTER T ANDING IN TREES. AFTER NY SPILL IN THE CRASH	THAT AFTER LIAKEOFF, HE BE THE ACCIDENT AREA. THE ENG	ANDING, HE REAL GAN A RIGHT TUR , ONLY ABOUT 1 INE WAS SUBSEQU	IZED HE HA N AND AT 3 PINT OF FU ENTLY TEST	D TOUCHED D OO FT, THE EL WAS FOUN RUN AND NO	OWN D		

File No. - 1676 11/01/86 JACKSONVILLE, FL A/C Reg. No. N6123U Time (Lc1) - 0214 EST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - EXHAUSTION UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY Finding(s) 3. OBJECT - TREE(S) ----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 1657 11/01/86 NEW SMY	RNA BCH,FL A/C R	eg. No. N3059	-	Time (Lc1) -	1230 ES	T
Type of Operation	AVIATION) Aircraf DESTRO Fire NONE	t Damage YED Crew Pass	Fatal 1 O	Injur Serious O O	ies Minor O O	None O O
Aircraft Information Make/Model - BUSHY MM-1 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1500 No. of Seats - 1	Eng Make/Model - Ly Number Engines - 1 Engine Type - RE Rated Power -		TOR :	Installed/A Stall Warnin	g System	- NO
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 360/012 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 1300 FT Lowest Ceiling - 1300 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		- NONE	Airport OFF Al Airport [Runway Runway Runway	Proximity IRPORT/STRIP Data y Ident - y Lth/Wid - y Surface -	N/A N/A	
	age - 60 Biennial Flight Review Current - YES Months Since - 19 Aircraft Type - 17-30	Total - 3 Make/Model-	nt Time (H 30000 300 NK/NR	Hours) Last 24 Last 30 Last 90	Hrs - L Days- L	INK/NR INK/NR INK/NR
Narrative WITNESSES, INCLUDING THE VICTIM'S SON RIDING AS MUSTANG COMING UP FROM THE RIGHT, BEHIND AND BE ROLL TO THE RIGHT, AWAY FROM THEM, ROLL INVERTE BEFORE THE ACFT STRUCK THE TOP OF A TREE ABOUT OF THE DECEASED PLT, STATED THAT ON PAST OCCASS PERFORM A ROLL.	LOW THEM. WHILE STILL BEL D AND ATTEMPT A "SPLIT-S" 50 FT HIGH AND CRASHED TO	OW THEIR ALT, THE M MANEUVER. THE "SPL THE GROUND. THE PL	MUSTANG WAS LIT-S" WAS LT WITNESS	AS OBSERVED S NOT COMPLE S, A FRIEND	TED	

File No. - 1657 11/01/86 NEW SMYRNA BCH,FL A/C Reg. No. N3059 Time (Lc1) - 1230 EST

Phase of Operation MANEUVERING

IN FLIGHT COLLISION WITH OBJECT

Finding(s)

- 1. OBJECT TREE(S)
- 2. AEROBATICS PERFORMED PILOT IN COMMAND
- 3. PROPER ALTITUDE NOT ATTAINED PILOT IN COMMAND
- 4. ALTITUDE MISJUDGED PILOT IN COMMAND
- 5. 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) 3,4,5

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

File No 1733 11/04/86 BRAND	ON, FL A/C R	eg. No. N37171	Т	ime (Lcl)	- 0830 EST	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf NONE	t Damage	Fatal	Inju Serious		None
Type of Operation -SIGHTSEEING Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass		0 2	0	1 1
Aircraft Information Make/Model - BALLOON WORKS FIREFLY 8 Landing Gear - N/A Max Gross Wt - UNK/NR No. of Seats - UNK/NR	-24 Eng Make/Model - N/ Number Engines - N/ Engine Type - N/ Rated Power - N/	A A		Installed// tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed - 060/007 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 3500 FT SCAT 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 TERED Type of Flight Plan Type of Clearance Type Apch/Lndg	- UNK/NR - UNK/NR	OFF AI Airport D Runway Runway Runway		- N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL FREE BALLOON Instrument Rating(s) - NONE	Age - 30 Biennial Flight Review Current - YES Months Since - 3 Aircraft Type - UNK/NR	Total -	nt Time (H	ours) Last 24 Last 30	4 Hrs -) Days- UNI) Days-	1 K/NR 22
Narrative HIGH SINK RATE WAS NOT ARRESTED PRIOR TO TH ROCEDURES WHICH INCLUDED A TIGHT GRIP IN THE HE BALLOON CREW CONCERNING THE CONTENT OF TH	EVENT OF AN EMERG LDG. THE					-

Occurrence

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. PROPER DESCENT RATE NOT MAINTAINED PILOT IN COMMAND
- 2. IN-FLIGHT PLANNING/DECISION POOR PILOT IN COMMAND
- 3. PASSENGER BRIEFING NOT FOLLOWED PASSENGER

----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 1777 11/05/86 HOMES	TEAD,FL A/C Re	g. No. N27418	Tir	me (Lc1) -	1800 ES	Т
Basic Information Type Operating Certificate-ON-DEMAND AI	SUBSTAN	TIAL	Fatal	Injur Serious	Minor	
Type of Operation -POSITIONING Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0 0	0 0	0	1 2
Aircraft Information Make/Model - PIPER PA-31-350 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 7000 No. of Seats - 8	Eng Make/Model - LYC Number Engines - 2 Engine Type - REC Rated Power -			nstalled/A all Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 100/006 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 5000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	MIAMI,FL Destination SAME AS ACC/INC ATC/Airspace	NONE NONE	Runway : Runway : Runway :	DRT ta AD GENERAL	36 4000/ ASPHALT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND,SE SEA,ME SEA GLIDER	Age - 62 Biennial Flight Review Current - YES Months Since - 2 Aircraft Type - UNK/NR	Total - 1	t Time (Hou 2364 260 2257	urs) Last 24	Hrs - Days- U	4
Instrument Rating(s) - AIRPLANENarrative THE PLT STATED THAT HE THOUGHT HE HAD PUT THE SLID TO A STOP ON THE RUNWAY. POST CRASH EXAM WAS UP WHEN IT CONTACTED THE RUNWAY AND A SUE DISCREPANCIES NOTED.	INATION OF THE LANDING GEAR	SYSTEM REVEALED TH	AT THE LAN	DING GEAR	 т	

File No. - 1777 11/05/86 HOMESTEAD, FL A/C Reg. No. N27418 Time (Lc1) - 1800 EST

Occurrence

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. TERRAIN CONDITION GROUND
- 2. WHEELS UP LANDING PERFORMED PILOT IN COMMAND
- 3. IN-FLIGHT PLANNING/DECISION POOR PILOT IN COMMAND

----Probable Cause----

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

File No 1668 11/06/86 TAMP	A,FL A/C R	Reg. No. No.	37359		Time (Lc1) -	1016 EST	
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraf	t Damage			Injur	ies	
	SUBSTA	NTIAL		Fatal	Serious	Minor	None
Type of Operation -BUSINESS	Fire		Crew	0	0	0	2
Flight Conducted Under -14 CFR 91	NONE		Pass	0	0	0	2
Accident Occurred During -APPROACH							
-Aircraft Information							
Make/Model - CESSNA 421C	Eng Make/Model - CO		GTSI0-520	-L ELT	Installed/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2				Stall Warnin	g System	- YES
Max Gross Wt - 7450		CIP-FUEL 1	INJECTED				
No. of Seats - UNK/NR	Rated Power -	375 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Departure Point			OFF A	IRPORT/STRIP		
Method - TELEPHONE	OCALA, FL						
Completeness - FULL	Destination			Airport	Data		
Basic Weather - VMC	SAME AS ACC/INC			TAMPA	INTERNATION	AL	
Wind Dir/Speed- 290/003 KTS				Runwa	y Ident -	18L	
Visibility - 6.0 SM	ATC/Airspace			Runwa	y Lth/Wid -	8300/	150
Lowest Sky/Clouds - 1500 FT SCA	TTERED Type of Flight Plan	- IFR		Runwa	y Surface -	ASPHALT	
Lowest Ceiling - NONE	Type of Clearance	- VFR		Runwa	y Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- VISUAL					
Precipitation - NONE	3 3	TRAFFIC	PATTERN				
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 29	Medical (Certificat	e - VALI	D MEDICAL-NO	WAIVERS/	'LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review			t Time (,	
COMMERCIAL, CFI	Current - YES		1 -		Last 24	Hrs -	4
SE LAND, ME LAND	Months Since - 18		/Model-	355		Days- UN	IK/NR
	Aircraft Type - UNK/NR		rument-	560	Last 90		120
	,		i-Eng -	615	2	,-	
Instrument Rating(s) - AIRPLANE			١				
-Narrative							
FLT HAD BEEN CLEARED FOR A VISUAL APPROA							
INST WAKE TURBULENCE. THE FLIGHT ENCOUNTE							
BE MAINTAINED AND THE AIRCRAFT ROLLED TO						R	
	ANDING WAS THEN MADE DADAD	DATA DEVE	LIED THE I	~ 1011 CDI	nccen the		
REGAINED CONTROL AT 400 FEET. A NORMAL L NT WHERE N37359 ENCOUNTERED THE TURBULENC							

Occurrence VORTEX TURBULENCE ENCOUNTERED
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND

2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

File No 1669 11/	06/86 MARATHO	N, FL	A/C Reg. No. N	2107C	τ.	ime (Lcl) -	2013 EST	
Basic Information								
Type Operating Certificat	e-NONE (GENERAL A	AVIATION)	Aircraft Damage			Injuri		
			DESTROYED		Fatal		Minor	None
Type of Operation	-DRUG SMUGGLI		Fire	Crew	0	0	0	0
Flight Conducted Under			NONE	Pass	0	0	0	0
Accident Occurred During	-CRUISE							
Aircraft Information								
Make/Model - PIPER PA-	23-250	Eng Make/Mod	tel - LYCOMING O-	540-A1B5	ELT 3	Installed/Ac	tivated	- UNK/NR
Landing Gear - TRICYCLE-	RETRACTABLE	Number Engir	nes - 2		St	tall Warning	System	- UNK/NR
Max Gross Wt - 4800		Engine Type	- RECIPROCATI	NG-CARBURE	TOR	_	-	
No. of Seats - UNK/NR		Rated Power	- 250 HP					
Environment/Operations Info	rmation							
Weather Data		Itinerary			Airport F	Proximity		
Wx Briefing - UNK/NR		Last Departur	e Point			RPORT/STRIP		
Method - UNK/NR		UNK/NR	5 . 5 m.		011 411	(1 OK1/ STK1)		
Completeness - UNK/NR		Destination			Airport Da	ata		
Basic Weather - VMC		UNK/NR		•	A II por C be	414		
Wind Dir/Speed- 120/014	KTS	51017,1111			Runway	Ident -	N/A	
Visibility - 10.0		ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds -		RED Type of Fligh	nt Plan - NONE			Surface -		
	NONE		ance - NONE			Status -		
Obstructions to Vision-		Type Apch/Lnc			Karinay	Jeacas		
Precipitation -		Type Apeny Ene	.g 110112					
Condition of Light -	NIGHT (DARK)							
Personnel Information								
Pilot-In-Command	Ą	ge - UNK/NR		Certificat	•			
Certificate(s)/Rating(s)	В.	iennial Flight Rev	/iew	Fligh [,]	t Time (Ho	ours)		
UNK/NR			UNK/NR Tota	1 - UNI	K/NR	Last 24		
		Months Since -	·UNK/NR Make.	/Model-UNI	K/NR	Last 30	Days- UN	K/NR
		Aircraft Type -				Lást 90		
			Mult	i-Eng - UNI	K/NR	Rotorcra	ft - UN	K/NR
Instrument Rating(s)	- UNK/NR							
Narrative ILE BEING FOLLOWED AT A LOW A	ITITUDE BY A UNII	FD STATES CUSTOMS	S SERVICE ATRORAE	T THE ATR	CRAFT WAS	ORSERVED		
TERING A LEFT TURN. THE LEFT							LES	
AN UNKNOWN SUBSTANCE FLOATED								
RTION OF WRECKAGE WAS FOUND T								
THE SURFACE WERE FOUND. THE								
S SOLD TO THE REGISTERED OWNE			DE EUGH, ED AI					
. Jan . J	C DATO BETORE							

File No 16	669 11/06/86	MARATHON, FL	A/C Reg. No. N2107C	Time (Lc1) - 2013 EST
Occurrence Phase of Operation	IN FLIGHT COLLISIC	ON WITH TERRAIN		
Finding(s) 1. PROPER ALTITUDE	- NOT MAINTAINED -	PILOT IN COMMAND		
Probable Cause				
The National Transpo	ortation Safety Board	d determines that the	Probable Cause(s) of this accide	ent

-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircra	ft Damage		Injur	ries	
	DESTR		Fatal	Serious		None
Type of Operation -BUSINESS	Fire	Crew		. 0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	ON GR	OUND Pass	0	0	0	0
-Aircraft Information						
Make/Model - BEECH A100	Eng Make/Model - P	&W PT6A-28	ELT	Installed/A	ctivated	- YES/N
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -		S	tall Warnir	ng System	- YES
Max Gross Wt - 6797	Engine Type - T					
No. of Seats - 10	Rated Power -	680 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - FSS	Last Departure Poin	t	ON AIR	PORT		
Method - TELEPHONE	SAME AS ACC/INC					
Completeness - FULL	Destination		Airport D			
Basic Weather - IMC	MIAMI,FL			DO COUNTY		
Wind Dir/Speed- 090/006 KTS				Ident -		
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	- DRY	
Obstructions to Vision- FOG	Type Apch/Lndg					
Precipitation - NONE		FORCED LANDING				
Condition of Light - NIGHT(DARK)						
-Personnel Information						
Pilot-In-Command	Age - 34	Medical Certifica			AIVERS/LIM	IIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			
ATP,CFI	Current - YES	Total -		Last 24		1
SE LAND, ME LAND, SE SEA	Months Since - 17				Days- UN	
HELICOPTER ,GLIDER	Aircraft Type - UNK/N		712	Last 90	Days-	190
		Multi-Eng -	31/0	ROTOPCE	aft -	935
Instrument Rating(s) - AIRPLANE, F	ELICOPTER					
-Narrative						
: PILOT STATED THAT SHORTLY AFTER DEPARTUR IBILITY WAS REDUCED DUE TO THE SMOKE AND	GROUND FOG. ON LANDING ROLL	THE THE AIRCRAFT R	AN OFF THE	LEFT SIDE		
THE RUNWAY, WENT THROUGH A COW FENCE AND					Γ	
IG AREA WHERE A FENCE POST PUNCTURED THE W		SIRUYED BY THE FIRE	. THE CAUS	E OF THE		
KE IN THE COCKPIT COULD NOT BE DETERMINED	_					

File No. - 1688 11/08/86 BROOKSVILLE, FL A/C Reg. No. N78L Time (Lc1) - 0616 EST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CLIMB - TO CRUISE Finding(s) 1. OTHER SYSTEM - SMOKE UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 3. WEATHER CONDITION - FOG 4. LIGHT CONDITION - NIGHT 5. OTHER SYSTEM - SMOKE 6: VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND 7. OBJECT - FENCE 8. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6

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

File No 1646 11/14/86 CEDAR	KEY, FL A	/C Reg. No. N20816	Т	ime (Lc1) -	1859 EST	
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUI Fire	craft Damage 3STANTIAL e Cr NE Pa		Injur Serious O O		None 1 4
Aircraft Information Make/Model - PIPER PA-32R Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3600 No. of Seats - 6	Number Engines	- LYCOMING TIO-540 - 1 - RECIP-FUEL INJECTE - 310 HP	S	Installed/Aditall Warning		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 050/006 KTS Visibility - 2.000 SM Lowest Sky/Clouds - Lowest Ceiling - 400 FT OVER Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - NIGHT(DARK)	Destination CEDAR KEY,FL ATC/Airspace Type of Flight P	lan - IFR	ON AIR Airport D CEDAR Runway Runway Runway Runway Runway	ata	2400/ ASPHALT	100
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - AIRPLANENarrative THE PLT STATED THAT HE WAS NOT ABLE TO SEE TH LOCATION. THE ACFT LANDED DOWNWIND ON THE RWY TAILWIND WAS PRESENT AT THE TIME. THE PLT STACOULD HAVE BEEN AVOIDED.	' & WAS UNABLE TO STOP B	Total - Make/Model- K/NR Instrument- Multi-Eng - M 1000 FT AS HE WAS EFORE RUNNING OFF TH	ight Time (F 2001 1038 154 UNK/NR 	lours) Last 24 Last 30 Last 90 Rotorca	Hrs - Days- Days- aft - UN	1
COOLD MAVE BEEN AVOIDED.						

File No. - 1646 11/14/86 CEDAR KEY, FL A/C Reg. No. N20816 Time (Lcl) - 1859 EST Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - TAILWIND 2. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 4. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND 5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND 6. JUDGEMENT - POOR - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6 Factor(s) relating to this accident is/are finding(s) 1

File No 1776 11/22/86 LAM	NTANA, FL	A/C Reg. No.	N24298	7	Γime (Lcl) -	1100 EST	
Basic Information Type Operating Certificate-NONE (GEN		rcraft Damag	је		Injur		
		JBSTANTIAL		Fatal			None
Type of Operation -INSTRUCTION		re	Crew	_	0	0	2
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	N	ONE	Pass	0	0	0	0
Aircraft Information							
Make/Model - CESSNA 152	Eng Make/Model	- LYCOMING	0-235-120	FIT	Installed/A	ctivated	- VES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines		0 200 220		Stall Warnin		
Max Gross Wt - 1670	Engine Type				carr warmin	g system	123
No. of Seats - 2	3	- 110 HP		LIOK			
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefina - FSS	Last Departure I	Point		ON AIF			
Method - TELEPHONE	SAME AS ACC/II						
Completeness - FULL	Destination			Airport [)ata		
Basic Weather - VMC	FORT MYERS,FL				BEACH COUNTY	PARK	
Wind Dir/Speed- 090/013 KTS		•				03	
Visibility - 10.0 SM	ATC/Airspace				/ Lth/Wid -		150
Lowest Sky/Clouds - 2600 FT SC		Plan - VFR			/ Surface -		
Lowest Ceiling - 25000 FT BF						DRY	
Obstructions to Vision- NONE	Type Apch/Lndg						
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 42	Medica	1 Certifica	te - VALID	MEDICAL-WA	IVERS/LIM	IT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review			nt Time (F			
COMMERCIAL	Current - YI	ES To	tal -	11210	Last 24	Hrs -	1
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 1	a Ma	ke/Model-	2100	Last 30	Davs- UN	k/NR
HELICOPTER	Aircraft Type - U	JK/NR In	strument-	825	Last 90	Days-	96
1122001 1211	х. о. а. с. туро о.	Mu	ke/Model- strument- llti-Eng -	5685	Rotorce	aft -	1600
		1-1-0	2.1.9	0000	110 (0, 0,	.	.000
Instrument Rating(s) - AIRPLANE	HELICOPTER						
Narrative HE PILOT STATED THE AIRCRAFT PERFORMED SLU PARTURE END OF THE RUNWAY. THE TAKEOFF WA ISING OVER. THE PILOT STATED THAT DURING T IST CRASH RUNNING OF THE ENGINE REVEALED	AS ABORTED AND THE AIRCRAI THE TAKEOFF THE AIRCRAFTS	T OVERRAN T ENGINE PROD	HE RUNWAY E	NCOUNTERIN N 2000 AND	NG SAND AND 2100 RPM.	N .	

File No 17	76 11/22/86 LANTANA,FL	A/C Reg. No. N24298	Time (Lcl) - 1100 EST
Occurrence #1 Phase of Operation	UNDETERMINED TAKEOFF - INITIAL CLIMB		
Finding(s) 1. ABORTED TAKEOFF 2. UNDETERMINED	- PERFORMED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	OVERRUN LANDING - ROLL	·	
Occurrence #3 Phase of Operation			
Probable Cause			
The National Transpois/are finding(s) 2	rtation Safety Board determines	that the Probable Cause(s) of this acc	ident

File No 1672 12/06/86 APOL	LO BEACH,FL A/C Re	g. No. N6330G	Т	ime (Lc1) -	1742 EST	
Basic Information Type Operating Certificate-NONE (GENER. Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	AL AVIATION) Aircraft SUBSTAN Fire NONE	•	-	. Injuri Serious O O		None O O
Aircraft Information Make/Model - CESSNA 150K Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Eng Make/Model - CON Number Engines - 1 Engine Type - REC Rated Power -		S	Installed/Actall Warning		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 050/008 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 3000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point WINTER HAVEN,FL Destination ST.PETERSBURG,FL ATC/Airspace ITERED Type of Flight Plan Type of Clearance Type Apch/Lndg	NONE	OFF AI Airport D Runway Runway Runway	Proximity RPORT/STRIP ata Ident - Lth/Wid - Surface - Status -	N/A WATER	_M
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND Instrument Rating(s) - AIRPLANENarrative WHILE IN CRUISE FLT AT 600 FEET A SUDDEN LOSS UNSUCCESSFUL AND THE AIRCRAFT WAS DITCHED. PO	Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR S OF ENGINE POWER OCCURRED. A	Total - Make/Model- Instrument- Multi-Eng - TTEMPTS TO RESTAR HE ENGINE REVEALE	ht Time (H 6039 1100 109 525 	ours) Last 24 Last 30 Last 90 Rotorcra NE WERE NCE OF	Hrs -	1
MECHANICAL FAILURE OR MALFUNCTION. THE ICING CONDITIONS CONDUCIVE TO VISIBLE ICING AT GLI		HE AIRCRAFT TO HA		YING IN		

File No. - 1672 12/06/86 APOLLO BEACH, FL A/C Reg. No. N6330G Time (Lc1) - 1742 EST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND 2. FUEL SYSTEM, CARBURETOR - ICE Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY DITCHING Occurrence #3 Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1 Factor(s) relating to this accident is/are finding(s) 2

File No 1731 12/12/86 ST. 0	CLOUD, FL A/C	Reg. No. N182LM	Т	ime (Lc1) -	1046 EST	
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBS Fire NONE	TANTIAL Crew Pass	0 0	Injuri Serious 1 O	Minor O O	None O O
Aircraft Information Make/Model - CESSNA 182P Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2950 No. of Seats - 4	Eng Make/Model - Number Engines -	CONTINENTAL 0-470-R 1 RECIPROCATING-CARBUR 230 HP	ELT S	Installed/Actall Warning	tivated	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 190/011 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 1200 FT SCAT Lowest Ceiling - 25000 FT BROK Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Destination ST.PETERSBURG,FL ATC/Airspace TERED Type of Flight Pla	L n - IFR - IFR	OFF AI Airport D Runway Runway Runway Runway	Proximity RPORT/STRIP ata Ident - Lth/Wid - Surface - Status -	N/A N/A	
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - AIRPLANENarrative THE PRIVATE PILOT STATED THAT PRIOR TO TAKEOF ABOUT 20 MINUTES INTO THE FLIGHT THE ENGINE F	AILED AT 5000 FT MSL. DUR	Flig Total - Make/Model- 2 Instrument- Multi-Eng - 	pht Time (H 695 471 141 1	ours) Last 24 Last 30 Last 90 Rotorcra FR FLIGHT. ING ATTEMPT	Hrs -	7
THE AIRCRAFT STRUCK A FENCE AND A TREE. EXAMI LEFT TANK HAD ABOUT 1/2 GALLON OF FUEL.	NATION OF THE FUEL TANKS	REVEALED THE RIGHT T	ANK WAS EM	PTY AND THE		

File No 17	31 12/12/86 ST. CLOUD,FL	A/C Reg. No. N182LM	Time (Lcl) - 1046 EST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL CRUISE		
3. FUEL SUPPLY - N	HAUSTION NNING/PREPARATION - NOT PERFORMED - PILO OT IDENTIFIED - PILOT IN COMMAND	1	·
Occurrence #2 Phase of Operation			, , , , , , , , , , , , , , , , , , ,
	IN FLIGHT COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN		
Finding(s) 4. OBJECT - FENCE 5. OBJECT - TREE(S)		
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
Probable Cause			
The National Transpo is/are finding(s) 1,	rtation Safety Board determines that the 2,3	e Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 4,5		

File No 1645 12/16/86 HOMES	TEAD, FL	A/C Reg. No. N11	842	Τi	me (Lc1) -	1347 EST	
Basic Information Type Operating Certificate-NONE (GENERA		rcraft Damage UBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -INSTRUCTIONA	.L Fi	re	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	N	ONE	Pass	0	0	0	0
Aircraft Information Make/Model - CESSNA 150L Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. o Seats - 2	Number Engines	- RECIPROCATING		St	nstalled/A all Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure MARATHON,FL	Point	А		roximity PORT/STRIP		
Completeness - N/A	Destination		Αi	rport Da	ta		
Basic Weather - VMC	FT.LAUDERDALE	,FL		Diamina	T -1 1	N/A	
Wind Dir/Speed- 010/015 KTS Visibility - 8.0 SM	ATC/Airspace				Ident - Lth/Wid -		
Lowest Sky/Clouds - 3000 FT SCAT		Plan - NONE			Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clearan Type Apch/Lndg	ce - NONE	NDING	Runway	Status -	WET	
Personnel Information							
Pilot-In-Command	Age - 19		rtificate			WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s) STUDENT</pre>	Biennial Flight Revie Current - N		Flight -			Una -	4
STUDENT	Months Since - N		lodel-	49 43	Last 24	Davs-UN	K/NR
	Aircraft Type - N	/A Instru Multi-	Model- ument- UNK/ ·Eng - UNK/	NR NR	Last 90 Rotorcr	Days- aft - UN	35 K/NR
Instrument Rating(s) - NONE							
THE PLT EXPERIENCED A SLOW DECELERATION OF EN AND A FORCED LANDING WAS MADE. POST ACCIDENT NO EVIDENCE TO INDICATE PRECRASH MECHANICAL FAND CARBURETOR. THE ICING PROBABILITY CHART F	EXAM OF THE ENG, ENG A AILURE OR MALFUNCTION.	CCESSORIES, AND FUEL WAS FOUND	AIRFRAME F IN THE AIR	UEL SYST CRÅFTS W	EM REVEALE	D	

File No 16	45 12/16/86 I	HOMESTEAD,FL	A/C Reg. No. N11842	Time (Lcl) - 1347 EST
Occurrence #1 Phase of Operation		L) - NON-MECHANICAL		
Finding(s) 1. CARBURETOR HEAT 2. FUEL SYSTEM,CAR				
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Board	determines that the	Probable Cause(s) of this accide	nt
Factor(s) relating t	o this accident is/a	re finding(s) 2		

Basic Information Type Operating Certificate-NONE (GENE)	RAL AVIATION) Aircrat	ft Damage		Injur	ies	
Type operating our trivace none (acres	SUBSTA		Fatal			None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA-32R-300		COMING IO-540-K1650		Installed/A		
Landing Gear ~ TRICYCLE-RETRACTABLE Max Gross Wt - 3600	Number Engines - : Engine Type - Ri		5	tall Warnin	g System	- YES
No. of Seats - 7		300 HP				
Environment/Operations Information	7.1 *			D		
Weather Data Wx Briefing - NO RECORD OF BRIEFI	Itinerary NG Last Departure Point	-	ON AIR	Proximity		
Method - N/A	SAME AS ACC/INC		UN AIR	PURI		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	MIAMI,FL		NORTH			
Wind Dir/Speed- 240/004 KTS	,				27L	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		100
	ATTERED Type of Flight Plan			Surface -		
Lowest Ceiling - NONE	Type of Clearance			Status -	DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	- PRECAUTIONARY LAN	ND ING			
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 42	Medical Certificat	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Fligh	nt Time (H			
COMMERCIAL	Current - YES	Total -	584	Last 24	Hrs -	. 2
SE LAND, ME LAND	Months Since - 6	Make/Model- Instrument-	9	Last 30	Days- UN	IK/NR
HELICOPTER	Aircraft Type - UNK/NF					
		Multi-Eng -	1/5	ROTORCE	атт -	289
Instrument Rating(s) - NONE						
PLT STATED THAT THE ACFT TILTED SHORTLY	AFTER LIFTOFF AND HE FLECTER	TO ABORT THE TAKE	DEF. WHILE	ON ROLL OU	т.	
	ED TO THE LEFT AND RAN OFF TH	,, , ,,,,,		00		

File No 16	74 12/18/86 HOLLYWOOD,FL	A/C Reg. No. N2279Q	Time (Lc1) - 1728 EST
	LOSS OF CONTROL - IN FLIGHT TAKEOFF - GROUND RUN		
	NG - NOT MAINTAINED - PILOT IN COMMAND - PERFORMED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	LOSS OF CONTROL - ON GROUND LANDING - ROLL		
Finding(s) 3. DIRECTIONAL CON	TROL - NOT MAINTAINED - PILOT IN COMMAND		
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
Finding(s) 4. OBJECT - FENCE			
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the	Probable Cause(s) of this accide	ent

File No 1723 12/22/86 OCAL	A,FL A/C R	eg. No. N151CD	Т	ime (Lc1) -	1820 ES	T
Basic Information Type Operating Certificate-NONE (GENERA		t Damage		Injur		
	DESTRO		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	0
Aircraft Information						
Make/Model ~ MAULE M-7-235	Fng Make/Model - LV	COMING IO-540-W1A5D	FIT	Installed/A	ctivated	I - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warnin		
Max Gross Wt - 2300	Engine Type - RE		•	tarr warmin	g System	1 123
No. of Seats - 6	Rated Power -	235 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - UNK/NR	Last Departure Point		ON AIR	PORT		
Method - UNK/NR	HOMESTEAD, FL					
Completeness - UNK/NR	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		OCALA			
Wind Dir/Speed- 070/012 KTS			Runway	Ident -	36	
Visibility - 2.000 SM	ATC/Airspace		Runway	Lth/Wid -	5007/	150
Lowest Sky/Clouds -	Type of Flight Plan	- NONE	Runway	Surface -	ASPHALT	
Lowest Ceiling - 500 FT BROK	KEN Type of Clearance	- NONE	Runway	Status ~	DRY	
Obstructions to Vision- FOG	Type Apch/Lndg	- FULL STOP	-			
Precipitation - NONE		1				
Condition of Light - NIGHT(DARK)						
Personnel Information						
Pilot-In-Command	Age - 32	Medical Certificat			WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	t Time (H			
PRIVATE	Current - UNK/NR	Total -	915	Last 24	Hrs - L	INK/NR
SE LAND, ME LAND	Months Since - UNK/NR		25	Last 30	Days- L	INK/NR
	Aircraft Type - UNK/NR	Instrument- UN	K/NR	Last 90	Days- L	INK/NR
		Multi-Eng - UN	K/NR	Rotorcr	aft - L	INK/NR
Instrument Rating(s) - AIRPLANE						
Narrative E ACFT DRAGGED A WING DURING LNDG ACCORDING ID HE LOST CONTROL OF THE ACFT DUE TO A FUE FUEL. ACCORDING TO THE ACFT MANUFACTURER 1	EL IMBALANCE. AFTER THE ACCI	DENT THE LEFT WING	TIP TANK	WAS FOUND F	ULL	

File No. - 1723 12/22/86 OCALA,FL A/C Reg. No. N151CD Time (Lc1) - 1820 EST LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - PERFORMED - PILOT IN COMMAND 4. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4 Factor(s) relating to this accident is/are finding(s) 1,5

File No 1724 12/23/86 SARAS	OTA,FL A/C	Reg. No. N737ZB	7	Time (Lc1) -	1815 EST	
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL	L AVIATION) Aircra DESTR Fire	ft Damage OYED Cre	Fatal w O			None O
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	NONE	Pas	s 0	0	0	0
Aircraft Information			_			
Make/Model - CESSNA 172N Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	J ,,		Ş	Installed/A Stall Warnin		
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Poin ST PETERSBURG,FL	t .		Proximity [RPORT/STRIP		
Completeness - N/A Basic Weather - IMC	Destination SARASOTA,FL		Airport [
Wind Dir/Speed- 200/010 KTS Visibility - 4.000 SM	ATC/Airspace				N/A N/A	
Lowest Ský/Clouds - Lowest Ceiling - 1100 FT BROK Obstructions to Vision- FOG Precipitation - NONE Condition of Light - NIGHT(DARK)	Type of Flight Plan	- NONE	Runway	/ Surface - / Status -		
Personnel Information Pilot-In-Command	Age - 68	Medical Certific	ate - VALII	n MEDICAL-WA	IVERS/LIM	ITT
Certificate(s)/Rating(s)	Age - 68 Biennial Flight Review	Fli	ght Time (H	Hours)		
COMMERCIAL SE LAND,ME LAND	Current - YES Months Since - 1 Aircraft Type - C-172		2366 121	Last 30 Last 90	Days- UN Days-	IK/NR 70
Instrument Rating(s) - AIRPLANE						
Narrative WO LDG ATTEMPTS WERE MADE AT THE PHYSICIAN P INDS. THE PLT LATER STATED THE LAST THING HE TO GET UP & OUT OF THERE" THE ACFT COLLIDED CFT. THE WX FORECAST CALLED FOR THNDRSTRMS T	REMEMBERED WAS SEEING 500 WITH A TREE & THE PLT FOUN	FT ON THE ALTIMET D HIMSELF SITTING	ER & TELLIM ON THE GRNI	NG HIMSELF DOUTSIDE TH		

File No. - 1724 12/23/86 SARASOTA, FL A/C Reg. No. N737ZB Time (Lc1) - 1815 EST IN FLIGHT COLLISION WITH OBJECT Occurrence #1 Phase of Operation APPROACH Finding(s) 1. OBJECT - TREE(S) 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 4. LIGHT CONDITION - NIGHT 5. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5 Factor(s) relating to this accident is/are finding(s) 1,3,4

Brief of Accident

File No 1775 12/24/86 0	RLANDO, FL A/C	Reg. No. N65484	Т	ime (Lcl) -	0930 EST	
Basic Information Type Operating Certificate-NONE (GE Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	SUBST Fire	ft Damage ANTIAL Crew Pass	-	Injur Serious O O		None 1 1
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Engines - Engine Type - R	YCOMING 0-235L2C 1 ECIPROCATING-CARBURI 110 HP	S	Installed/Adtall Warning		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIE Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 240/010 KTS Visibility - 8.0 SM Lowest Sky/Clouds - 1000 FT Lowest Ceiling - 5000 FT Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary FING Last Departure Poin ORLANDO,FL Destination ORLANDO,FL ATC/Airspace SCATTERED Type of Flight Plan	- NONE - NONE	ON AIR Airport D ORLAND Runway Runway Runway	ata O WEST	GRASS/TUI	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 27 Biennial Flight Review Current - UNK/N Months Since - UNK/N Aircraft Type - UNK/N	Fligh R Total - R Make/Model-	nt Time (H 66 54		Hrs - Days- UNI	1 K/NR
Instrument Rating(s) - NONE						
Narrative HE ACFT SKIDDED OFF THE END OF THE WET G TATED THAT IN THE FUTURE, ALL AVAILABLE O THE ACCIDENT.					or	

*

File No. - 1775 12/24/86 ORLANDO,FL A/C Reg. No. N65484 Time (Lcl) - 0930 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - WET 2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND 3. PROPER TOUCHDOWN POINT - NOT SELECTED - PILOT IN COMMAND Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - DITCH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3 Factor(s) relating to this accident is/are finding(s) 4

File No 1727 8/21/86 WES	T GREEN,GA A/C Reg	g. No. N6655V	Ti	me (Lcl) -	1342 EDT	
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircraft DESTROY		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -UNKNOWN	Fire NONE	Crew Pass	1	0	0	0
Aircraft Information						
Make/Model - BELLANCA 17-30 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3000 No. of Seats - 4	J 7.	TINENTAL IO-520-D IP-FUEL INJECTED 253 HP		nstalled/A all Warnin		
Environment/Operations Information						
Weather Data Wx Briefing - FSS Method - TELEPHONE	Itinerary Last Departure Point BRUNSWICK,GA		Airport P OFF AIR	roximity PORT/STRIP		
Completeness - UNK/NR Basic Weather - IMC Wind Dir/Speed- UNK/NR	Destination HAMPTON,GA		Airport Da	ta Ident -	N1 / A	
Visibility250 SM Lowest Sky/Clouds - Lowest Ceiling - OVERCAST	ATC/Airspace Type of Flight Plan - Type of Clearance -	IFR	Runway Runway	Lth/Wid - Surface - Status -	N/A N/A	
Obstructions to Vision- UNK/NR Precipitation - RAIN Condition of Light - DAYLIGHT	Type Apch/Lndg -	NONE				
	Age - 52 Biennial Flight Review	Medical Certificat	te - VALID		IVERS/LIM	IT
PRIVATE	Current - YES	Total -	410	Last 24		0
SE LAND	Months Since - 18 Aircraft Type - 17-30			Last 30 Last 90		6 11
Instrument Rating(s) - AIRPLANE						•
Narrative HE PLT TOOK OFF AT 1259 EDT, & AT 1318, HE BOUT 1342, RADAR CONTACT WAS LOST. SUBSEQUE MITH, APRX 1/2 MI FROM WHERE RADAR CONTACH HICH CONTAINED THE FUSELAGE & RGT WING. TH ERE FND NEAR THE L WING WITH EVIDENCE OF DE BOUT THE TIME OF THE ACONT. RADAR DATA IND AND BEEN ISSUED AT 1255 & WARNED OF TSTMS WE	ENTLY, THE ACFT WRECKAGE WAS FI T WAS LOST. THE ENG, EMPENNAGE E L WING WAS FND ABOUT 425' NE OWNWARD FAILURE. PERSONNEL IN ICATED THE PRESENCE OF A LVL 4	ND SCATTERED OVER & L WING WERE SEF OF THE FUSELAGE & THE AREA RPRTD A S OR STRONGER TSTM	A 425 YD A PD FROM THE A THE HORIZ SEVERE THUN IN THE VIC	REA, ALONG MAIN WREC ONTAL STAB DERSTORM (INITY. A S	A SW KAGE ILIZERS TSTM) AT IGMET	

File No 17	27 8/21/86	WEST GREEN, GA	A/C Reg. No. N6655V	Time (Lcl) - 1342 EDT
Occurrence #1 Phase of Operation		NTER WITH WEATHER		
	ING SERVICE - NOT	PROPER - PILOT IN COMM OBTAINED - PILOT IN C		
Occurrence #2 Phase of Operation		ENT/SYSTEM FAILURE/MAL	FUNCTION	
Finding(s) 4. WING - OVERLOAD 5. WING - SEPARATI 6. HORIZONTAL STAB 7. HORIZONTAL STAB	ON ILIZER SURFACE - C	SEPARATION		·
Occurrence #3 Phase of Operation	DESCENT - UNCONT	ROLLED		
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boa	ard determines that th	e Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is	s/are finding(s) 2,3		

File No 1671 8/29/86 ROME, G	6A 	A/C Reg.	No. N22144	T 	ime (Lcl) -	1545 EDT	
-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft D SUBSTANTI		Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0	0 0	0 0	1 0
-Aircraft Information Make/Model - CESSNA 150H Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Number Eng	ines - 1 e - RECIP	NENTAL 0-200-A ROCATING-CARBUR O HP	S ETOR	Installed/Adtall Warning	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- 110/012 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 4000 FT SCATT Lowest Ceiling - 7000 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	N Type of Clea	GA ght Plan - N arance - N ndg - T		Airport D Airport D RICHAR Runway Runway Runway Runway	Proximity RPORT/STRIP ata D B. RUSSELI	36 6000/ ASPHALT	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND Instrument Rating(s) - NONE	Age - 46 Biennial Flight Ro Current Months Since Aircraft Type	eview	edical Certifica Flig Total - Make/Model- Instrument-	ht Time (H	ours)		
-Narrative PLT SAID HE TOOK OFF WITH ABOUT 6 GALLONS ING DESCENT FOR LANDING, THE ENG QUIT AND A T FAILED TO REVEAL ANY FUEL IN THE ACFT AND	FORCED LANDING WA	AS MADE IN A	CORN FIELD. PO	ST ACCIDEN		НE	

File No 16	71 8/29/86 ROME,GA	A/C Reg. No. N22144	Time (Lcl) - 1545 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL DESCENT - NORMAL		
Finding(s) 1. FLUID,FUEL - EX 2. FUEL SUPPLY -	EXCEEDED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	NOSE GEAR COLLAPSED LANDING - ROLL		
Finding(s) 3. LANDING GEAR,NO 4. TERRAIN CONDITI	ON - CROP		
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the 2	Probable Cause(s) of this accide	ent

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

Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Town of Onematics		SUBSTANTIAL	0	Fatal			None
Type of Operation -PERSONA Flight Conducted Under -14 CFR	L 91	Fire NONE	Crew Pass	0	0	0	1 0
Accident Occurred During -TAKEOFF							
-Aircraft Information	1110 M 4	to do 1	000 0	F	4 - 33 - 4/4		NO N/
Make/Model - BENHAM MIDGET MUST Landing Gear - TAILWHEEL-RETRACTA		Model - LYCOMING O	-290-D		installed/Adalainstall		
Max Gross Wt - UNK/NR	Engine Typ		ING-CARBURE		ari wariing	g System	Olary lak
No. of Seats - 1		er - 135 HP					
-Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRI	Itinerary EFING Last Depart	uno Boint		Airport F			
Method - N/A	SAME AS A			UN AIRF	UKI		
Completeness - N/A	Destination	(00) 1110		Airport Da	ıta		
Basic Weather - VMC	EVANSVILL	.E,IN		RICHARD	B. RUSSEL	L	
Wind Dir/Speed- 060/014 KTS	4					18	
Visibility - 25.0 SM Lowest Sky/Clouds -	ATC/Airspace	ight Plan - NONE			Lth/Wid - Surface -		150
	Type of Fit OVERCAST Type of Cle				Status -		
Obstructions to Vision- NONE		ndg - NONE		Калису	Status	DK1	
Precipitation - NONE	, , , , , , , , , , , , , , , , , , ,	J					
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 47	Medical	Certificat	o - FXDIDE	:n		
Certificate(s)/Rating(s)	Biennial Flight R Current	Review	Fligh	t Time (Ho	ours)		
COMMERCIAL	Current	- YES Tot				Hrs -	
SE LAND, ME LAND	Months Since	- 16 Mak	e/Model-	310	Last 30		
	Aircraft Type	e - UNK/NR Ins	trument- ti-Eng -	81	Last 90	Days-	18
		MUI	ti-Eng -	36	ROTORCE	art - UN	K/NK
Instrument Rating(s) - AIRPLA	NE 						
-Narrative							
PLT REPORTED HE TOOK OFF TOO CLOSE B							
BINED WITH A 110 DEG LEFT CROSSWIND (WIND 070/20 GUSTING HIG	HER) RESULTED IN	A LOSS OF C	ONTROL AND	GROUND IM	PACT.	

File No. - 1660 8/30/86 ROME, GA A/C Reg. No. N545JS Time (Lcl) - 1600 EDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - TAILWIND 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 3. CLEARANCE - INADEQUATE - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5 Factor(s) relating to this accident is/are finding(s) 1

File No 1683 9/05/86 MO	NROE, GA	A/C Reg	. No. N12619	7	ime (Lcl)	- 1645 ED	г
Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft SUBSTANT		Fatal	Inju Serious	ries Minor	None
Type of Operation -PERSONAL		Fire	Cr	ew 0	· 0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pa.		Õ	1	o.
Accident Occurred During -LANDING		110.112			v	•	· ·
Aircraft Information							
Make/Model - CESSNA 172M	Eng Make/	Model - LYC0	MING 0-320-E2D	ELT	Installed/		
Landing Gear - TRICYCLE-FIXED	Number Er	ngines - 1		5	itall Warni	ng System	- YES
Max Gross Wt - 2300	Engine Ty	pe - RECI	PROCATING-CARB	URETOR			
No. of Seats - 4	Rated Pow	ver - 1	50 HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Depar	ture Point		OFF A	RPORT/STRI	P	
Method - TELEPHONE	SAME AS	ACC/INC					
Completeness - FULL	Destination	1		Airport D	ata		
Basic Weather - VMC		UNTAIN, GA		WALTON			
Wind Dir/Speed- 320/003 KTS	0.0.12	,				- N/A	
Visibility - 7.0 SM	ATC/Airspace	,			Lth/Wid		
	CATTERED Type of F1		NONE		Surface		IDE
		earance -				- DRY	JKI
Lowest Ceiling - NONE					Status	- DKT	
Obstructions to Vision- NONE	Type Apch/	Lnag -	FORCED LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information	4.5.5			+- \/A T5	MEDICAL A	IO WATVEDS	/. TMTT
Pilot-In-Command	Age - 61		ledical Certifi			IO WALVERS	LIMII
Certificate(s)/Rating(s)	Biennial Flight			ight Time (F			•
PRIVATE	Current	- NO	Total -			24 Hrs -	2
SE LAND	Months Since		Make/Model-			BO Days-	10
	Aircraft Typ	oe - C-150	Instrument-	0	Last 9	00 Days-	30
Instrument Rating(s) - NONE							
Narrative							
E PLT DEPARTED COX SKY RANCH FOR A FLT T							
IOUGHT HE WAS HAVING NAV RADIO PROBLEMS A							
UGE READING ALMOST EMPTY AND THE LEFT AL							
T DID NOT VISUALLY CHECK THE FUEL LEVEL	IN THE TANKS. AFTER	ABOUT 30 MIN	IUTES ON THE GR	OUND, THE PL	T DEPARTED	FOR	
TONE MT. AFTER 4-5 MINUTES IN THE AIR, TH	IE ENG LOST POWER. DU	JRING THE FOR	CED LANDING RO	LL, THE NOSE	GEAR STRU	ICK AN	
ARTH RIDGE AND COLLAPSED. THE ACFT CAME T							
FT TANK OVERBOARD AND VENT PIPE BETWEEN							
EARED, A STREAM OF FUEL FLOWED FROM THE						-	
	· - · - ·						

File No 16	83 9/05/86 MONROE,GA	A/C Reg. No. N12619	Time (Lcl) - 1645 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL CRUISE - NORMAL		
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
Finding(s) 5. TERRAIN CONDITI	DN - DIRT BANK		
Probable Cause			

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

Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL		_				
Flight Conducted Under -14 CFR 91	DESTROYED Fire NONE		Fatal 1 O	Injur Serious O O	ies Minor O O	None O O
Accident Occurred During -DESCENT	NONE	F 433	O	U	Ū	O
Aircraft Information Make/Model - LUSCOMBE 8C Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1260 No. of Seats - 2		NENTAL A-75 PROCATING-CARBURETO	S-	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC	Itinerary Last Departure Point JEFFERSON,GA Destination MORGANTON,NC		•	Proximity RPORT/STRIP ata		
Wind Dir/Speed- Visibility - 5.0 SM Lowest Sky/Clouds - Lowest Ceiling - OVERCAST Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Plan - N Type of Clearance - N Type Apch/Lndg - N	NONE	Runway Runway	Ident - Lth/Wid - Surface - Status -	N/A	
Personnel Information Pilot-In-Command	Age - 40 Me Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Total - 4 Make/Model- UNK,	Time (Ho 460 /NR /NR	ours) Last 24 Last 30 Last 90	Hrs - U	INK/NR INK/NR INK/NR
Instrument Rating(s) - NONE \	γ)		1

File No 16	70 9/05/86 LAVONIA,GA	A/C Reg. No. N39068	Time (Lc1) - 1256 EDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - IN FLIGHT CRUISE - NORMAL		
2. UNDETERMINED	NG - UNCONTROLLED - PILOT IN COMM		
	IN FLIGHT COLLISION WITH OBJECT DESCENT - UNCONTROLLED		
Finding(s) 4. OBJECT - TREE(S)		
Probable Cause			
The National Transpois/are finding(s) 1,		hat the Probable Cause(s) of this accid	dent

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 Basic Information			~~				
Type Operating Certificate-	AGRICULTURAL AI		t Damage		Injur		
Type of Operation -	AFRIAL APPLICAT	SUBSTA ION Fire		Fatal ≘w O	Serious O	Minor O	None 1
Type of Operation Flight Conducted Under		NONE	Pas	· · ·	ŏ	ŏ	ó
Accident Occurred During -	LANDING						
Aircraft Information							
Make/Model - CESSNA A188		Eng Make/Mode1 - CO			nstalled/A		
Landing Gear - TAILWHEEL-A	LL FIXED	Number Engines - 1			all Warnin	g System	- YES
Max Gross Wt - 3300			CIP-FUEL INJECTED)			
No. of Seats - 1		Rated Power -	300 HP				
Environment/Operations Inform	ation						
Weather Data		Itinerary		Airport F			
•	OF BRIEFING	Last Departure Point		OFF AIR	PORT/STRIP		
Method - N/A		SAME AS ACC/INC		1 d m = = m 4 . D =			
Completeness - N/A		Destination		Airport Da	ta		
Basic Weather - VMC Wind Dir/Speed- CALM		LOCAL		Dumum	Ident -	N/A	
Visibility - 7.0	CM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds -	SM	Type of Flight Plan	- NONE		Surface -		
	2500 ET OVEDOAS	Type of Clearance			Status -		
Obstructions to Vision- F		Type Apch/Lndg		Kullway	Status	N/ A	
Precipitation - N		Type Apcily Ellag	1022 3101				
Condition of Light - D	AYLIGHT						
Personnel Information Pilot-In-Command	Δα	e - 3 4	Medical Certific	rate - VALID	MEDICAL -NO	WATVERS/	TMTT
Certificate(s)/Rating(s)		ennial Flight Review		ight Time (Ho		waz vzno,	
COMMERCIAL	- .	Current - YES		3035		Hrs - UNI	K/NR
SE LAND		Months Since - 3	Make/Mode1-	2000	Last 30	Days- UN	K/NR
		Months Since - 3 Aircraft Type - UNK/NR	Instrument-	UNK/NR	Last 90	Days- UN	K/NR
		·	Multi-Eng -	UNK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) -	NONE						
 Narrative							
narrative PLT WAS MAKING A LANDING ON A	N LINDAVED DOAD	NEAD THE AEDIAL ADDITOAT	TON SITE HE DEDO	DTED THAT TH	E SDDAV PO	n M	
ACTED PEANUT VINES CAUSING TH							
T" AT THE TIME. THE WIND WAS				TE TIME A SMAL	L DAIR IU		
I WI THE ITME. THE MIND MAD							

A/C Reg. No. N9351R 9/06/86 SCREVEN, GA Time (Lc1) - 1600 EDT File No. - 1613 Occurrence #1 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. TERRAIN CONDITION - CROP 2. PROPER ALIGNMENT - MISJUDGED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 3. GROUND LOOP/SWERVE - UNCONTROLLED - 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

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File No 1612 9/13/86 GRIF	FIN, GA A/C	A/C Reg. No. N15FW Time (Lc1) - 1400 ED				
-Basic Information Type Operating Certificate-NONE (GENERATIVE OF OPERSONAL	DESTR Fire	Cr	Fatal ew O	Injur Serious O	Minor 1	None 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	NONE Pass O			0	0
-Aircraft Information Make/Model - SCHLEICHER ASW-19B Landing Gear - TAILWHEEL-RETRACTABLE M Max Gross Wt - 700 No. of Seats - 1	Eng Make/Model - M MAINS Number Engines - M Engine Type - M Rated Power - M	i/A i/A		Installed/Aditall Warning		
-Environment/Operations Information	* 4 *					
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	WILLIAMSON, GA	nt	OFF AI	Proximity RPORT/STRIP		
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport D SPALDI	ata NG COUNTY		
Wind Dir/Speed- 135/005 KTS			Runway	Ident -	N/A	
Visibility - 15.0 SM Lowest Sky/Clouds - 3000 FT SCA	ATC/Airspace TTERED Type of Flight Plar	- NONE		Lth/Wid - Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clearance Type Apch/Lndg			Status -		
-Personnel Information Pilot-In-Command	Age - 45	Medical Certifi	ooto - EVDIC)ED		
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (F			
PRIVATE	Current - YES	Total -	1444		Hrs - UN	
SE LAND GLIDER	Months Since - 16 Aircraft Type - UNK/N			Last 90		52
Instrument Rating(s) - NONE						
-NarrativeNarrativeNarrativeNarrative	ND RADIOED A FRIEND, ALSO I CLEARLY REMEMBERS WAS BEIN DWER LINES AND TREES AT ONE	N A GLIDER, THAT IG JUST NORTH OF G END AND TREES ON	HE INTENDED RIFFIN. HE D THE OTHER.	TO LAND AT A ID REMEMBER HE STATED HE	SOD COMING	

File No. - 1612 9/13/86 GRIFFIN, GA A/C Reg. No. N15FW Time (Lc1) - 1400 EDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. OBJECT - WIRE, TRANSMISSION 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - UNCONTROLLED Finding(s) 5. OBJECT - TREE(S) 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) 1,4

File No 1788	9/20/86	SCREVEN, GA	A/C Reg. No	. N66297	Т	ime (Lcl) -	0730 E	DT
Basic Information Type Operating Certific Type of Operation	-PERSO	NAL	Aircraft Dama DESTROYED Fire	Crew	Fatal 1	Injur Serious O	Minor O	0
Flight Conducted Under Accident Occurred Durin			ON GROUND	Pass	1	0	0	0
Aircraft Information Make/Model - CESSNA Landing Gear - TRICYCI Max Gross Wt - 1600 No. of Seats - 2	_E-FIXED			ATING-CARBURET	S.	Installed/Adtall Warning		
Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM	O SM CLEAR NONE ON FOG NONE	Itinerary RIEFING Last Dep JESUP Destinat LOCAL ATC/Airspa Type of Type of Type Apo	oarture Point ,GA ion	А	OFF AID irport Da JESUP-N Runway Runway Runway	WAYNE CO.	N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating PRIVATE SE LAND		Age - 20 Biennial Fligh Current Months Sin Aircraft	nt Review	otal -	Time (Ho		Hrs - Days-	UNK/NR UNK/NR
Instrument Rating(sNarrative E PLT AND HIS BEST MAN FOR SERVED MANEUVERING AT A LOW STER MAKING PULL UPS AND TO ST, A WITNESS STATED THAT T OF SIGHT BEHIND TREES. TH S NEAR VERTICAL AT IMPACT.	HIS WEDDI V ALT OVER JRNS AT TH THE ACFT P HE SOUND O	NG SCHEDULED FOR LATE THE PLTS PARENTS HOM E END OF A SWATH RUN. ULLED UP INTO 60-70 DI F THE CRASH WAS HEARD	E. WITNESSES DESCRI JUST PRIOR TO THE EG OF PITCH, PUT TH AND SHORTLY SMOKE	BED THE MANEUV CRASH, WITH TH E LEFT WING ST	ERS TO BI E ACFT FI RAIGHT DO	E LIKE A CRO LYING FROM N DWN AND DESC	OP WEST TO CEND)

File No. - 1788 9/20/86 SCREVEN, GA A/C Reg. No. N66297 Time (Lc1) - 0730 EDT LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation MANEUVERING Finding(s) 1. LIGHT CONDITION - SUNGLARE 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT.OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 4. JUDGEMENT - POOR - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT.OSTENTATIOUS DISPLAY - PILOT IN COMMAND 6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 8. BUZZING - PERFORMED - PILOT IN COMMAND 9. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 10. TERRAIN CONDITION - GROUND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 2,3,4,5,6,7,8,9$ Factor(s) relating to this accident is/are finding(s) 1

File No 1792 10/11/86 MELD	RIM, GA A/C RE	g. No. N6OBL	Τi	me (Lc1) -	0130 ED	Г
Basic Information Type Operating Certificate-NONE (GENER Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	AL AVIATION) Aircraft SUBSTAN Fire NONE		Fatal O O	Injuri Serious 1	es Minor O	None O O
Accident Occurred During -DESCENT		. 400	Ü	•	Ū	Ū
Aircraft Information Make/Model - BEECH A-23-24 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2550 No. of Seats - 4	Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -	IP-FUEL INJECTED		nstalled/Ac all Warning		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 040/015 KTS Visibility - 10.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 1300 FT OVE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Itinerary Last Departure Point ELIZABETH CITY,NC Destination SAVANNAH,GA ATC/Airspace Type of Flight Plan - RCAST Type of Clearance Type Apch/Lndg	IFR	Airport Da SAVANNA Runway Runway Runway	PORT/STRIP	9003/ N/A	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND	Age - 23 Biennial Flight Review Current - YES Months Since - 2 Aircraft Type - UNK/NR	Total - Make/Model-	nt Time (Ho	urs)	Unc -	7
Instrument Rating(s) - AIRPLANE						
THE PILOT FLIGHT PLANNED A TOTAL TIME ENROUT PILOT USED ABOUT 1 HR. 15 MIN. ATTEMPTING TO FLIGHT AND PRIOR TO THE ACCIDENT. THE PILOT ASSIGNED HEADINGS AND TRACKING ENROUTE TO SA APPROACH PROCEDURE. THE ENG LOST POWER DURIN FORCED LNDG. POST ACCIDENT EXAM REVEALED THA	E OF 2HRS. 45 MIN. THE AIRCRA COMPLETE AN INSTRUMENT PROCE HAD PERFORMED ERRATICALLY THE VANNAH. THIS BEHAVIOR WAS ALS G THE APPROACH AND THE ACFT O	FT FUEL ENDURANCE DURE. SAV WAS VFR OUGHOUT THE FLT, E O DISPLAYED DURING OLLIDED WITH A POV	WAS FOUR H THROUGHOUT BY NOT MAIN THE CONDU	THE ENTIRE TAINING CT OF THE		

File No 179	92 10/11/86 MELDRIM,GA	A/C Reg. No. N60BL	Time (Lc1) - 0130 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICA APPROACH	ıL	
3. IFR PROCEDURE - 4. IN-FLIGHT PLANN 5. IMPROPER USI	NNING/DECISION - INADEQUATE - PILOT IN POOR - PILOT IN COMMAND ING/DECISION - POOR - PILOT IN COMMAND E OF PROCEDURE,MENTAL PERFORMANCE OVER NADFOUATE - PILOT IN COMMAND	1	
Occurrence #2 Phase of Operation	MANEUVERING		
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT MANEUVERING		
Finding(s) 7. OBJECT - WIRE,TF 8. LIGHT CONDITION			
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Finding(s) 9. TERRAIN CONDITIO	DN - GROUND		
Probable Cause		·	
The National Transports/are finding(s) 1,2	rtation Safety Board determines that t 2,3,4,6	the Probable Cause(s) of this accid	ent

File No 1798 10/21/86 KENNESA	W,GA A/	C Reg. No. N47J	J	Т	ime (Lc1)	- 1100 E	TO
Basic Information Type Operating Certificate-NONE (GENERAL		raft Damage TROYED		Fatal	Inju Serious	ries Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire NON		Crew Pass	1 0	0	0	0
Aircraft Information Make/Model - JERE L. ROSSER RAND KR-2 Landing Gear - TAILWHEEL-RETRACTABLE MAI Max Gross Wt - 900 No. of Seats - 2				S	Installed// itall Warnin		d - YES-UNK/NR m - NO
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 360/004 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 KENNESAW,GA Destination MARIETTA,GA ATC/Airspace Type of Flight Pl Type of Clearance Type Apch/Lndg	an - NONE		OFF AI irport D MCCOLL Runway Runway Runway	UM / Ident / Lth/Wid / Surface	- 27 - 4591/	
Certificate(s)/Rating(s) B PRIVATE SE LAND	ge - 42 iennial Flight Review Current - YES Months Since - 23 Aircraft Type - PA2	Total Make/Mod	Flight - del- UNK	Time (H 450 :/NR	lours) Last 24 Last 30	4 Hrs - 1	UNK/NR UNK/NR
Instrument Rating(s) - NONE							
Narrative URING INITIAL CLIMB THE AIRCRAFT WAS OBSERVED STALL/SPIN COLLISION WITH THE GROUND. WITNESS AXI AND TAKEOFF ROLL. THE PLT HAD RECENTLY PUR HE ACCIDENT HAD ATTEMPTED TO LAND THE TAIL-WHE XPERIENCE. THE ACFT GROUND LOOPED CAUSING SUBS AS NO RECORDED MAINTENANCE PERFORMED ON THE EN HE ACFT SINCE THE INCIDENT AND THE PLT'S SECON ETERMINED. THERE WAS NO EVIDENCE OF CONTROL SY	ES AT THE APRT REPORTE CHASED THE EXPERIMENTA EL ACFT FOR THE FIRST TANTIAL LANDING GEAR D GINE SINCE THE INCIDEN D FLIGHT IN THE ACFT.	D THAT THE ENGIN L HOMEBUILT ACFI TIME. THE PLT HA AMAGE AND SUDDEN T. THE ACCIDENT	NE SOUND FAND SE AD NO PR N STOPPA FLIGHT	ED ROUGH VERAL WE IOR TAIL GE OF TH WAS THE	I DURING THE EKS BEFORE -WHEEL HE ENGINE. T FIRST FLIGH	THERE	

File No 17	98 10/21/86	KENNESAW, GA	A/C Reg. No. N47JJ	Time (Lc1) - 1100 EDT
Occurrence #1 Phase of Operation		_ CLIMB		
3. PROCEDURES/DIRE	NSPECTION OF AIRCRACTIVES - IMPROPER	AFT - IMPROPER - PI - PILOT IN COMMAND		· .
Occurrence #2 Phase of Operation				
5. IMPROPER US 6. JUDGEMENT - POO 7. AIRCRAFT HANDLI	R - PILOT IN COMMAI NG - IMPROPER - PII	K OF FAMILIARITY WI ND LOT IN COMMAND	TH AIRCRAFT - PILOT IN COMMAND	
Occurrence #3 Phase of Operation				
Finding(s) 8. OBJECT - TREE(S)			
Occurrence #4 Phase of Operation				
Finding(s) 9. TERRAIN CONDITI	ON - GROUND			
Probable Cause				
The National Transpois/are finding(s) 4,		rd determines that	the Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is,	are finding(s) 1,5	,6	

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File No 1663 11/22/86	AUGUSTA, GA	A/C Reg. No.	N313RR	Time (Lc1)	- 1500 EST	
Basic Information						
Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage		Inju		
		DESTROYED		tal Serious		None
Type of Operation -PERSO		Fire	Crew	0 0	0	1
Flight Conducted Under -14 CF		NONE	Pass	0 0	0	О
Accident Occurred During -DESCE	:N[
Aircraft Information						
Make/Model - MULLINAX KR-2	Eng Make/Mod	del - VOLKSWAGON	1 2200CC	ELT Installed/	Activated	- UNK/NR
Landing Gear - UNK/NR	Number Engir			Stall Warni	na System	- UNK/NR
Max Gross Wt - UNK/NR		- RECIPROCAT	ING-CARBURETOR		J - ,	•
No. of Seats - UNK/NR	Rated Power					
Environment/Operations Information						
Weather Data	Itinerary			port Proximity		
Wx Briefing - NO RECORD OF E	·		0	N AIRPORT		
Method - N/A	SAME AS ACC	C/INC				
Completeness - N/A	Destination			ort Data		
Basic Weather - VMC	LOCAL		D	ANIEL FIELD		
Wind Dir/Speed- 100/007 KTS			R	unway Ident	- 10	
Visibility - 15.0 SM	ATC/Airspace			unway Lth/Wid		150
	FT SCATTERED Type of Fligh		R	unway Surface	- ASPHALT	
Lowest Ceiling - NONE		ance - NONE		unway Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lnd	ig - FORCED	LANDING			
Precipitation - NONE						
Condition of Light - DAYLIG	GHT					
Personnel Information						
Pilot-In-Command	Age - UNK/NR	Medical	Certificate -	VALID MEDICAL-N	O WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev		Flight Ti		•	
PRIVATE			ai - ÜNK/NR	Last 2	4 Hrs - UN	IK/NR
SE LAND	Months Since		e/Mode1- UNK/NR			114 / 115
	Aircraft Type		trument- UNK/NR		O Davs- UN	IK/NR
			ti-Eng - UNK/NR		raft - UN	IK/NR
	_					•
Instrument Rating(s) - NONE	:					
E PLT STATED THAT THE ENG ALWAYS RAN	I DOUGH AT FULL DWD DUE TO A	DICH MITTINE	ETTING ON THE C	ADDIDETOD NODM	ALLV	
E ENG ROUGHNESS COULD BE CORRECTED E						
XTURE ON THE CARBURETOR ONE TURN TOW						
TOUCH AND GO LANDING. ON INITIAL CLI E PLT MADE A RIGHT TURN IN AN ATTEMP						
		IE AUFI IHEN SIA	ILLED AND DESCEN	טבט וט שאטטאט 1	MEAU!.	
E PLTS FLT TIME WAS NOT REPORTED OR	AVAILABLE.					

File No. - 1663 A/C Reg. No. N313RR 11/22/86 AUGUSTA.GA Time (Lcl) - 1500 EST LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FUEL SYSTEM, CARBURETOR - FUEL 2. FUEL SYSTEM, CARBURETOR - IMPROPER 3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - DISREGARDED - PILOT IN COMMAND 4. MAINTENANCE, ADJUSTMENT - IMPROPER - PILOT IN COMMAND LOSS OF CONTROL - IN FLIGHT Occurrence #2 Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 5. ALL AVAILABLE RUNWAY - NOT POSSIBLE - 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) 1,2,3,4,6

File No 1637 8/30/86 GRAND	ISLE,GM A/C Re	g. No. N3905G	Time	e (Lc1) -	1545 CDT	
Basic Information Type Operating Certificate-ON-DEMAND AI	R TAXI Aircraft DESTROY		Fatal S	Injuri Serious	es Minor	None
Type of Operation -POSITIONING Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire UNK/NR	Crew Pass	-	1 0	0 0	0
Aircraft Information Make/Model - BELL 206L-1 Landing Gear - EMERGENCY FLOAT	Eng Make/Model - ALL Number Engines - 1	ISON 250-C28B		stalled/Ac		
Max Gross Wt - 4150 No. of Seats - 7		BOSHAFT 435 HP			·	
Environment/Operations Information Weather Data Wx Briefing - COMPANY Method - ACFT RADIO Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 060/020 KTS Visibility - 5.0 SM Lowest Sky/Clouds - Lowest Ceiling - 1000 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	,,		Airport Pro UNK/NR Airport Data GRAND ISI Runway Ic Runway St Runway St Runway St	a _E-43 dent - ! th/Wid - ! urface - !	-,	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL HELICOPTER	Age - 40 Biennial Flight Review Current - YES Months Since - 4 Aircraft Type - BELL206	Total - Make/Model-	ht Time (Hour 8468 5264		-rs - Days- UNF Days-	4 C/NR 97
Instrument Rating(s) - NONE						
THE ACFT CRASHED INTO THE GULF OF MEXICO FOLLO OFFSHORE PLATFORM. THE PLT STATED THAT AFTER TO SQUEAL FOLLOWED BY THE LOW RPM AUDIO AND A LOS B TIMES, BUT WAS NOT SUCCESSFUL. THE ACFT LAND TO THE RIG WHERE HE WAS FOUND SEVERAL MINUTES	TAKEOFF, WHILE AT 40 KTS AND SS OF ENG POWER. HE ATTEMPTE DED HARD ROLLED OVER AND SAN	200 FT ABOVE THE D TO INFLATE THE K. THE PLT EXTRIC	WATER, HE HE EMERGENCY FLO ATED HIMSELF	EARD A LOUD DATS 2 OR AND SWAM B	BACK	

File No 16	37 8/30/86	GRAND ISLE,GM	A/C Reg. No. N3905G	Time (Lc1) - 1545 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER TAKEOFF - INITIAL	CLIMB		
Finding(s) 1. TURBOSHAFT ENGI				
Occurrence #2 Phase of Operation	DESCENT - EMERGENC			
Occurrence #3 Phase of Operation	DITCHING LANDING - FLARE/TO	UCHDOWN		
	IES,RUNWAY/LANDING A			
Occurrence #4 Phase of Operation	LANDING - FLARE/TO			
Probable Cause				
The National Transpois/are finding(s) 1,		determines that th	ne Probable Cause(s) of this accid	dent

File No 1686 11/06/86 HONOL	ULU,HI	A/C Reg. No.	N6184D	T	ime (Lcl) -	1920 HS	ST .
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage	e	Fatal	Injur Serious	ies Minor	None
Type of Operation -FAR 61 Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	o 0	0 0	0	1
Aircraft Information							
Make/Model - CESSNA 172N Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Eng Make/Mo Number Eng Engine Type Rated Power	- RECIPROCA		S	Installed/Æ tall Warnir		
Environment/Operations Information							
Weather Data Wx Briefing - PATWAS Method - TELEPHONE	Itinerary Last Departu HONOLULU,				Proximity RPORT/STRIF	•	
Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- VARIABLE					LU INTL.	· N/A	
Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	ATC/Airspace Type of Flig Type of Clea	ght Plan - NONE		Runway Runway	Lth/Wid - Surface - Status -	· N/A · WATER	CHOPPY
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Type Apch/Lr	ndg - VOR/TY STRAIG	VOR GHT-IN D LANDING	Kariway	Julus	WATER	CHOIT I
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 40 Biennial Flight Re		l Certificat	e - VALID t Time (F) WAIVERS	/LIMIT
COMMERCIAL			tal -	430	Last 24	Hrs -	1
SE LAND, ME LAND	Months Since	- 0 Mai	ke/Model-	15	Last 30	Days- L	INK/NR
	Aircraft Type	- C-172XP Ins	strument- lti-Eng -	14	Last 90	Days-	15
		Ми	rti-Eng -	15		*	
Instrument Rating(s) - NONE							
Narrative HE ACFT EXPERIENCED A LOSS OF ENGINE POWER W 1 DEGREES (F) WITH THE DEW POINT OF 71 DEGRE F SERIOUS CARBURETOR ICING AT GLIDE POWER UN AILURE OR MALFUNCTION WITH THE ENGINE PRIOR	ES (F). ACCORDING T DER THOSE CONDITION	TO THE ICING PROP NS. BOTH PILOTS F	BABILITY CHA	RT, THERE	IS A POSSI		

11/06/86 File No. - 1686 HONOLULU, HI A/C Reg. No. N6184D Time (Lc1) - 1920 HST Occurrence #1 LOSS OF POWER Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR) Finding(s) 1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 2. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND 3. SUPERVISION - INATTENTIVE - PILOT IN COMMAND(CFI) Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 4. LIGHT CONDITION - NIGHT Occurrence #3 DITCHING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - WATER, GLASSY ----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

Basic Information		. C. L. D		T 4		
Type Operating Certificate-NONE (GENER	AL AVIATION) ATTORS DEST	aft Damage	Fatal	Injur Serious		None
Type of Operation -PERSONAL	Fire	Crew		0		0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA 182		CONTINENTAL 0-470 SE				
Landing Gear - TRICYCLE-FIXED		1		Stall Warnin	g System	- YES
Max Gross Wt - 2950		RECIPROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power -	230 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		nt	ON AIF	RSTRIP		
Method - N/A	LEWISTON, ID					
Completeness - N/A	Destination		Airport [
Basic Weather - VMC Wind Dir/Speed- 360/005 KTS	WEIPPE, ID			/ FIELD / Ident -	06	
Visibility - 30.0 SM	ATC/Airspace			/ Ident - / Lth/Wid -		INIZ /NID
Lowest Sky/Clouds -	Type of Flight Pla	- NONE		/ Surface -		JINK/ INK
Lowest Ceiling - 10000 FT OVE					DRY	
Obstructions to Vision- NONE	Type Apch/Lndg		Kariwa	Julus		
Precipitation - NONE	Type Aperly Elling	1322 3.0.				
Condition of Light - DUSK						
Pilot-In-Command	Age - 59	Medical Certifica	te - VALI	MEDICAL-WA	IVERS/LIM	AIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flig	nt Time (F			
PRIVATE	Current - YES	Flig Total - Make/Model-	686	Last 24	Hrs - UN	NK/NR
SE LAND	Months Since - 5		39	Last 30	Days- UN	NK/NR
	Aircraft Type - UNK/		29	Last 90	Days-	77
		Multi-Eng -	10			
Instrument Rating(s) - NONE						
Nonnetive						
-Narrative						

File No. - 1761 8/23/86 WEIPPE.ID A/C Reg. No. N4694K Time (Lcl) - 2010 MDT Occurrence #1 UNDERSHOOT Phase of Operation LANDING Finding(s) 1. WEATHER CONDITION - GUSTS IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 3. LIGHT CONDITION - DUSK 4. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND 5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND 6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6

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

File No 1629 8/24/86 SAN	DPOINT, ID A/O	Reg. No. N4151Y	Т	ime (Lc1) -	1500 MD	Т
-Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Airca	raft Damage		Injur	ies	
-	SUBS	STANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire			0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - BELLANCA 7ECA		LYCOMING 0-235-CI		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warnin	g System	- YES
Max Gross Wt - 1600		RECIPROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power -	115 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFI		int	ON AIR	PORT		
Method - N/A	ATOL, ID					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	SANDPOINT, ID			INT ARPT		
Wind Dir/Speed- 190/006 KTS					19	
Visibility - 30.0 SM	ATC/Airspace			•	3900/	75
Lowest Sky/Clouds - CLEAR	Type of Flight Pla				ASPHALT	
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	DRY	*
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 34	Medical Certifica			WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			NIK /NID
PRIVATE SE LAND	Current - YES Months Since - 13	Total - Make/Model-	123 30		Hrs - U	
JL LAIND	Aircraft Type - UNK			Last 30 Last 90		
	ATTCTATE Type = UNK	Multi-Eng - U	•		рауз- aft - U	
		Multi-Eilg - C	INITY INK	KUTUITCIT	ait - U	NIC NIC
Instrument Rating(s) - NONE						
Managetina						
-Narrative	T FOR UNIVENOUS DESCOSE DURAN	IC THE LANDING BOLL A	ND A CDOUN	D LOOP DECL	TED	
PLT LOST DIRECTIONAL CONTROL OF THE ACF	I FOR ONKNOWN REASONS DURIN	NG THE LANDING ROLL A	ND A GROUN	D LOUP RESU	LIED.	

File No 16	29 8/24/86	SANDPOINT, ID	A/C Reg.	No. N4151Y	Time (Lc1) - 1500 MDT	
Occurrence #1 Phase of Operation	LOSS OF CONTROL LANDING - ROLL	- ON GROUND				
Finding(s) 1. DIRECTIONAL CON 2. GROUND LOOP/SWE	=	NED - PILOT IN COMMANI - PILOT IN COMMAND)			
Occurrence #2 Phase of Operation		ION WITH TERRAIN				
Probable Cause		*				
The National Transpois/are finding(s) 1,		rd determines that the	e Probable Cause	(s) of this accid	ent	

File No 1680 7/14/86 0	HICAGO,IL A/C Re	g. No. N31588	Т	ime (Lc1) -	1200 CDT	_
-Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION) Aircraft	Damage		Injur		
-	SUBSTAN	TIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Crew	-	0	0	1
Flight Conducted Under -14 CFR 9	1 NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information	•					
Make/Model - PIPER PA-28R-201	Eng Make/Model - LYC	OMING IO-360-C1C6		Installed/A		
Landing Gear - TRICYCLE-RETRACTABL			S	tall Warnin	g System	- YES
Max Gross Wt - 2750	Engine Type - REC					
No. of Seats - 4	Rated Power -	200 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Point		ON AIR	PORT		
Method - UNK/NR	PERU, IL					
Completeness - WEATHER NOT PERTI			Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		MEIGS			
Wind Dir/Speed- 080/010 KTS					36	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -		100
Lowest Sky/Clouds - 10000 FT				Surface -		
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -					
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 53	Medical Certifica			IAEK2/LIM	4T I
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H		11	
PRIVATE	Current - YES Months Since - 10	Total - Make/Model-	839	Last 24 Last 30	Hrs -	1 / /ND
SE LAND	Months Since - 10 Aircraft Type - UNK/NR	Make/Model-	293 102	Last 30	Days- UN	68 68
	Aircraft Type - UNK/NK	instrument-	103	Last 90	Days-	68
	-					
Instrument Rating(s) - AIRPLAN	E 					
-Narrative						
PILOT WAS UNABLE TO GET A DOWN AND LO	CKED INDICATION FOR THE LEFT MAI	N GEAR AND UPON TO	DUCHDOWN T	HE LEFT GEA	R	
ADSED INSDECTION DEVEALED AN INTERNA	L FAILURE OF THE LEFT MAIN ACTUA	TOR. THE FLUID HA	D LEAKED P	AST THE O-R	INGS	
AFSED. INSPECTION REVEALED AN INTERNA						
PREVENTED THE GEAR FROM BEING LOCKED	IN THE DOWN POSITION.					

File No. - 1680 7/14/86 CHICAGO, IL A/C Reg. No. N31588 Time (Lcl) - 1200 CDT

Occurrence Phase of Operation LANDING - ROLL

MAIN GEAR COLLAPSED

Finding(s)

- 1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY FAILURE, PARTIAL
- 2. FLUID, HYDRAULIC LOOSE
- 3. GEAR DOWN AND LOCKED NOT POSSIBLE PILOT IN COMMAND

----Probable Cause----

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

Basic Information						
Type Operating Certificate-NONE	(GENERAL AVIATION) Aircraft SUBSTAN		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERS		Crew	0	0	0	1
Flight Conducted Under -14 C		Pass	ŏ	ŏ	ŏ	1
Accident Occurred During -LAND	ING					
Aircraft Information						
Make/Model - PIPER PA-34-200		ITINENTAL TSIO-360-		nstalled/A		
Landing Gear - TRICYCLE-RETRAC			St	all Warning	g System	- YES
Max Gross Wt - 4570 No. of Seats - 7	Engine Type - REC Rated Power -					
NO. OF Seats - /	Rated Power -	200 HP				
Environment/Operations Informatio		4.				
Weather Data	Itinerary		Airport F			
Wx Briefing - NO RECORD OF			ON AIRP	ORT		
Method - N/A	MILWAUKEE, WI					
Completeness - N/A Basic Weather - VMC	Destination		Airport Da			
Wind Dir/Speed- CALM	SAME AS ACC/INC		PAL-WAL		16	
Visibility - 15.0 SM	ATC/Airspace			Ident - Lth/Wid -	16	100
	FT SCATTERED Type of Flight Plan -	NONE		Surface -		100
	FT OVERCAST Type of Clearance				DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -		,	01212	2	
Precipitation - NONE	7, 1,,3					
Condition of Light - DAYLI	GHT					
Personnel Information						
Pilot-In-Command		Medical Certificat			IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (Ho			
COMMERCIAL	Current - YES					
ME LAND	Months Since - 2 Aircraft Type - UNK/NR	Make/Model- UN Instrument- UN	K/NR	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/NR					
		Multi-Eng - UN	K/NK	ROTORCE	aft - UN	K/NR
Instrument Rating(s) - AIR	PLANE					
Narrative						
	WAS DOWN AND LOCKED AND AFTER LANDIN	G RIGHT WHEEL BUCK	LED. INVES	TIGATION R	EVEALED	
K RESULTED FROM HARD SIDE LOAD.				2		

File No. - 1770 8/09/86 WHEELING,IL A/C Reg. No. N6120J Time (Lc1) - 1420 CDT

Phase of Operation

MAIN GEAR COLLAPSED LANDING - ROLL

Finding(s)

- 1. LANDING GEAR, MAIN GEAR OVERLOAD
- 2. LANDING GEAR, MAIN GEAR FAILURE, TOTAL
- 3. AIRCRAFT HANDLING IMPROPER PILOT IN COMMAND
- 4. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 5. 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) 3

File No 1681 8/29/86 BEME	NT,IL A/C Re	g. No. N8404X	T	ime (Lc1) -	1930 CDT	
-Basic Information Type Operating Certificate-NONE (GENER				Injur		
	SUBSTAN	ITIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA 172C	Eng Make/Model - CON	TINENTAL 0-300-D		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines ~ 1			tall Warnin	g System	- YES
Max Gross Wt - 2250		IPROCATING-CARBUR	TOR			
No. of Seats - 4	Rated Power -	145 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	G Last Departure Point		ON AIR	STRIP		
Method - N/A	MORRIS, IL					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		BEMENT			
Wind Dir/Speed- 130/007 KTS	•		Runway	Ident -	18	
Visibility - 20.0 SM	ATC/Airspace		Runway	Lth/Wid -	2590/	70
	TTERED Type of Flight Plan -		Runway	Surface -	GRASS/TU	RF
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	TRAFFIC PATTERN				
Precipitation - NONE		FULL STOP				
Condition of Light - DUSK						
-Personnel Information						
Pilot-In-Command		Medical Certifica			IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (H	ours)		
PRIVATE	Current - YES	Total -	224	Last 24		1
SE LAND	Months Since - 0	Make/Model-	224		Days- UN	K/NR
	Aircraft Type - C-172C	Instrument-	8	√Last 90	Days-	5
Instrument Rating(s) - NONE						
-Narrative						
TOUCHDOWN THE AIRCRAFT WAS NOT PROPERLY A	I TONED WITH THE DWY WHILE DO	ILLING OUT THE LEE	T WING CALL	CUT THE COU		
INOCHDOWN THE AIRCRAFT WAS NOT PROPERLY A			WING CAU	uni ine ful	L	

File No 168	31 8/29/86 BEMENT,IL	A/C Reg. No. N8404X	Time (Lc1) - 1930 CDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - ON GROUND LANDING - FLARE/TOUCHDOWN		
Finding(s) 1. PROPER ALIGNMENT	- NOT MAINTAINED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
Finding(s) 2. TERRAIN CONDITION	ON - CROP		
Probable Cause	·-		
The National Transporis/are finding(s) 1	rtation Safety Board determines that the	Probable Cause(s) of this accid	ent
Factor(s) relating to	this accident is/are finding(s) 2		

File No 1710 10/05/86 WES	T CHICAGO,IL	A/C Reg. No.	N5488B	Т	ime (Lc1) -	1550 CDT	
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage			Injur	ies	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIO	NAL	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 152		Model - LYCOMING O	-235L2C		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Eng	gines - 1		S	tall Warnir	ng System	- YES
Max Gross Wt - 1670	Engine Type	e - RECIPROCAT	ING-CARBURE	TOR			
No. of Seats - 2	Rated Powe	er - 110 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - UNK/NR	Last Depar	ture Point		OFF AI	RPORT/STRIP)	
Method - UNK/NR	SAME AS A	ACC/INC			·-		
Completeness - WEATHER NOT PERTINE				Airport D	ata		
Basic Weather - VMC	LOCAL			DUPAGE			
Wind Dir/Speed- 330/010 KTS	2002					- 33	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		100
Lowest Sky/Clouds - UNK/NR		ight Plan - NONE			Surface -		
Lowest Ceiling - 3800 FT OV		earance - NONE				DRY	
Obstructions to Vision- NONE	Type Apch/l		C PATTERN	Kanway	Julia	DIC!	
Precipitation - NONE	Type Apolly	FULL S					
Condition of Light - DAYLIGHT		1022 3					
Personnel Information Pilot-In-Command	Age - 31	Medical	Certificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight			t Time (H			
STUDENT	Current		al -		Last 24	l Hrs -	4
STODERT	Months Since		e/Mode1-	57	Last 30	Dave- IM	
	Aircraft Type		trument-	0	Last 90	Days on	32
	Allerate Type	: N/A 1113	Ci dilette	· ·	Last 30	bays	J2
Instrument Rating(s) - NONE							
Narrative IE STUDENT PILOT ASSUMED HE HAD FULL FUEL PROXIMATELY 4.4 HOURS. JUST PRIOR TO HIS INWAY. FOLLOWING THIS GO AROUND HE ESTABLI IAWARE THAT THE AIRCRAFT HAD BEEN FLOWN FO I HIS 4.4 HOUR FLIGHT. THEREFORE THE AIRCR	FINAL LANDING HE WAS SHED HIMSELF ON BASI R 1.1 HOURS TWO DAYS	S FORCED TO GO ARO E LEG. AT THIS POI S AFTER IT WAS FUL	UND DUE TO NT HE RAN O LY FUELED A	AN AIRCRA UT OF FUE ND EIGHT	FT ON THE L. HE WAS DAYS PRIOR		·
The state of the s							

A/C Reg. No. N5488B File No. - 1710 10/05/86 WEST CHICAGO, IL Time (Lc1) - 1550 CDT LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND 4. AIRCRAFT SERVICE - NOT IDENTIFIED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4 Factor(s) relating to this accident is/are finding(s) 1,3

Basic Information Type Operating Certificate-ON-DEMAN	JD ATR TAXT	Aircraft	Damage		Inii	uries	
Type operating out this load on being	D AIR TAXI	SUBSTANTIAL			Serious		None
Type of Operation -INSTRUCT		Fire	Cr	ew 0	2	0	0
Flight Conducted Under -14 CFR 9		NONE	Pa	iss 0	0	0	0
Accident Occurred During -MANEUVEF	RING						
Aircraft Information							
Make/Model - CESSNA 152		Make/Model - LYCO	MING 0-235-L20	EL.	T Installed,		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670		er Engines - 1 ne Type - RECI	PROCATING-CARB	LUDETOD	Stall Warn	ing System	- YES
No. of Seats - 2	<u> </u>	ne Type - RECTI d Power - 1		UKETUK			
NO. OF SeatS - 2		a Power - I	10 nr 				
Environment/Operations Information-~-							
Weather Data Wx Briefing - FSS	Itinera	ry Departure Point			t Proximity AIRPORT/STRI		
Method - UNK/NR		BONDALE,IL		UFF	AIRPURI/SIRI	117	
Completeness - FULL	Destin			Airport	Data		
Basic Weather - VMC	LOCA						
Wind Dir/Speed- 010/005 KTS				Runwa	ay Ident	- N/A	
Visibility - 10.0 SM	ATC/Air				ay Lth/Wid		
Lowest Sky/Clouds - CLEAR		of Flight Plan - (ay Surface		RF
Lowest Ceiling - NONE		of Clearance - I			ay Status	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type A		TRAFFIC PATTER SIMULATED FORC				
Condition of Light - DAYLIGHT		•	SIMOLATED TORC	LD LANDING			
Personnel Information							
Pilot-In-Command	Age - 2:	a M	edical Certifi	cate - VAI	TD MEDICAL -V	AATVEDS/LTM	тт
Certificate(s)/Rating(s)		ight Review		ight Time		AATVENS/ ETM	• '
COMMERCIAL, CFI	Current	_		_		24 Hrs -	0
SE LAND, ME LAND	Months :	Since - UNK/NR	Make/Mode1-	604		30 Days- UN	K/NR
	Aircraf	t Type - UNK/NR	Instrument-	Orany ran	Lust	JO Days	120
			Multi-Eng -	38	Rotoro	craft - UN	K/NR
Instrument Rating(s) - AIRPLAN	IE						
Narrative							
RDING TO THE STUDENT PILOT, WHILE PRA	ACTICING EMERGENC	LANDINGS, HE DE	SCENDED TO ABO	UT 250 FEE	T AGL AND TH	HEN	
ENDERED THE CONTROLS TO THE INSTRUCTO							
BANKED THE ACFT TO THE LEFT, HOWEVER,	THE ACFT THEN C	DLLIDED WITH THE	GROUND. THE IN	ISTRUCTOR S	TATED THAT H	HE HAD	

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File No 1659 3/28/86 HENRY	VILLE, IN	IN A/C Reg. No. N4804S		Time (Lc1) - 0800 EST				
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Di Fil	rcraft Damage ESTROYED re DNE	Crew Pass	Fatal O O	Serious 1		nor O O	None 0 0
Aircraft Information Make/Model - PIPER PA-32-260 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3400 No. of Seats - 7	Number Engines	- RECIPROCATING-0		R	Installed tall Warr	ning Sy	stem -	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	COLUMBUS,GA ATC/Airspace Type of Flight I Type of Clearand	Plan - IFR	Air	OFF AIR rport Da Runway Runway Runway	Proximity RPORT/STF ata Ident Lth/Wid Surface Status	RIP - N/A - N/A - GRA		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 43 Biennial Flight Revie Current - Y Months Since - 2 Aircraft Type - P	ES Total 1 Make/Mod	Flight 3: - 3: del- 1:	Time (Ho 50 50	ours) Last Last	-WAIVER 24 Hrs 30 Day 90 Day	- s-	1 4 8
Instrument Rating(s) - AIRPLANE		ζ	,					
Narrative HORTLY AFTER LEVELING THE ACFT OFF AT 9000 F ORCED LANDING THE ACFT STRUCK A TREE AND WAS EVEALED THE CRANKSHAFT FAILED DUE TO HIGH CY RIGIN AREA. THE CAMSHAFT WAS ALSO FOUND FAIL AILURE.	FURTHER DAMAGED DURING CLE, LOW STRESS FATIGU	G THE FORCED LAND: E CRACKING WHICH	ING ROLL. INITIATED	METALLI FROM A	URGICAL E	EXAM ACE		

File No 16	59 3/28/86 	HENRYVILLE, IN	A/C Reg. No. N4804S	Time (Lcl) - O800 EST
Occurrence #1 Phase of Operation		TAL) - MECH FAILURE/	MALFUNCTION	
Finding(s) 1. ENGINE ASSEMBLY 2. ENGINE ASSEMBLY				
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGE	NCY		
Finding(s) 3. TERRAIN CONDITI				
Occurrence #3 Phase of Operation				
Finding(s) 4. OBJECT - TREE(S 5. TERRAIN CONDITION		ON		
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that th	ne Probable Cause(s) of this acc	i dent
Factor(s) relating to	o this accident is	/are finding(s) 3,4,5	5	

Flight Conducted Under -14 CFR 91 NONE Pass O Accident Occurred During -DESCENT Aircraft Information Make/Model - PIPER PA-20 Eng Make/Model - LYCOMING O-290-D E Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Max Gross Wt - 1800 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 125 HP Environment/Operations Information Weather Data Itinerary Airpo Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF Method - N/A MICHIGAN CITY, IN Completeness - N/A Destination Airpor Basic Weather - VMC SAME AS ACC/INC LAR Wind Dir/Speed- 220/008 KTS Visibility - 4.000 SM ATC/Airspace Run Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Run	1 0 0
Type of Operation -PERSONAL Fire Crew O Flight Conducted Under -14 CFR 91 NONE Pass O Accident Occurred During -DESCENT Aircraft Information Make/Model - PIPER PA-20 Eng Make/Model - LYCOMING O-290-D E Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Max Gross Wt - 1800 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 125 HP Environment/Operations Information Weather Data Itinerary Airpo Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF Method - N/A MICHIGAN CITY, IN Destination Airpor Basic Weather - VMC SAME AS ACC/INC LAR Visibility - 4.000 SM ATC/Airspace Run Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Run Obstructions to Vision- HAZE Type Apch/Lndg - GO AROUND FORCED LANDING	1 0 0 0 0 0 LT Installed/Activated - YES/ Stall Warning System - NO rt Proximity AIRPORT/STRIP t Data RY COMMINGS AIRSTRIP way Ident - N/A way Lth/Wid - N/A
Accident Occurred During -DESCENT Aircraft Information Make/Model - PIPER PA-20 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1800 No. of Seats - 4 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 125 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 220/008 KTS Visibility - 4.000 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Destination SAME AS ACC/INC Type of Flight Plan - NONE Run Destructions to Vision- HAZE Precipitation - NONE Eng Make/Model - LYCOMING 0-290-D	LT Installed/Activated - YES/ Stall Warning System - NO
Aircraft Information Make/Model - PIPER PA-20	Stall Warning System - NO rt Proximity AIRPORT/STRIP t Data RY COMMINGS AIRSTRIP way Ident - N/A way Lth/Wid - N/A
Make/Model - PIPER PA-20 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1800 No. of Seats - 4 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 125 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Destination Basic Weather - VMC Wind Dir/Speed- 220/008 KTS Visibility - 4.000 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Eng Make/Model - LYCOMING 0-290-D Engine Type - RECIPROCATING-CARBURETOR Rated Power - 125 HP Linerary Airpo Last Departure Point OFF MICHIGAN CITY, IN Destination SAME AS ACC/INC LAR ATC/Airspace Run Type of Flight Plan - NONE Run Type of Clearance - NONE Run Type of Clearance - NONE Run Type Apch/Lndg - GO AROUND FORCED LANDING	Stall Warning System - NO rt Proximity AIRPORT/STRIP t Data RY COMMINGS AIRSTRIP way Ident - N/A way Lth/Wid - N/A
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1800 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 220/008 KTS Visibility - 4.000 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 125 HP Last Departure Point MICHIGAN CITY, IN Destination SAME AS ACC/INC LAR ATC/Airspace Run Type of Flight Plan - NONE Run Type of Clearance - NONE Run Type of Clearance - NONE Run Type Apch/Lndg - GO AROUND FORCED LANDING	Stall Warning System - NO rt Proximity AIRPORT/STRIP t Data RY COMMINGS AIRSTRIP way Ident - N/A way Lth/Wid - N/A
Max Gross Wt - 1800 No. of Seats - 4 Environment/Operations Information Weather Data Weather Data Wethod - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 220/008 KTS Visibility - 4.000 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE OFF Method - N/A Wind Dir/Speed- 220/008 KTS Lowest Ceiling - NONE Destination Airpor SAME AS ACC/INC ATC/Airspace Run ATC/Airspace ATC/Airspace Run ATC/Airspace ATC/AIRSPACA ATC/A	rt Proximity AIRPORT/STRIP t Data RY COMMINGS AIRSTRIP way Ident - N/A way Lth/Wid - N/A
No. of Seats - 4 Rated Power - 125 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 220/008 KTS Visibility - 4.000 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Rated Power - 125 HP Rated Power - 125 HP Rated Power - 125 HP Rinerary Airpo MICHIGAN CITY,IN Destination Airpor SAME AS ACC/INC LAR ATC/Airspace Run Type of Flight Plan - NONE Run Type of Clearance - NONE Run Type of Clearance - NONE Run Type Apch/Lndg - GO AROUND FORCED LANDING	AIRPORT/STŘIP t Data RY COMMINGS AIRSTRIP way Ident - N/A way Lth/Wid - N/A
Environment/Operations Information Weather Data Itinerary Airpo Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF Method - N/A MICHIGAN CITY, IN Completeness - N/A Destination Airpor Basic Weather - VMC SAME AS ACC/INC LAR Wind Dir/Speed- 220/008 KTS Visibility - 4.000 SM ATC/Airspace Run Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Run Obstructions to Vision- HAZE Type Apch/Lndg - GO AROUND Precipitation - NONE Type Apch/Lndg - GO AROUND FORCED LANDING	AIRPORT/STŘIP t Data RY COMMINGS AIRSTRIP way Ident - N/A way Lth/Wid - N/A
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF Method - N/A MICHIGAN CITY, IN Completeness - N/A Destination Airpor Basic Weather - VMC SAME AS ACC/INC LAR Wind Dir/Speed- 220/008 KTS Visibility - 4.000 SM ATC/Airspace Run Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Run Obstructions to Vision- HAZE Type Apch/Lndg - GO AROUND Precipitation - NONE Type Apch/Lndg FORCED LANDING	AIRPORT/STŘIP t Data RY COMMINGS AIRSTRIP way Ident - N/A way Lth/Wid - N/A
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF Method - N/A MICHIGAN CITY, IN Completeness - N/A Destination Airpor Basic Weather - VMC SAME AS ACC/INC LAR Wind Dir/Speed- 220/008 KTS Visibility - 4.000 SM ATC/Airspace Run Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Run Obstructions to Vision- HAZE Type Apch/Lndg - GO AROUND Precipitation - NONE Type Apch/Lndg FORCED LANDING	AIRPORT/STŘIP t Data RY COMMINGS AIRSTRIP way Ident - N/A way Lth/Wid - N/A
Method - N/A MICHIGAN CITY, IN Completeness - N/A Destination Airpor Basic Weather - VMC SAME AS ACC/INC LAR Wind Dir/Speed- 220/008 KTS Visibility - 4.000 SM ATC/Airspace Run Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Run Lowest Ceiling - NONE Type of Clearance - NONE Run Obstructions to Vision- HAZE Type Apch/Lndg - GO AROUND Precipitation - NONE FORCED LANDING	t Data RY COMMINGS AIRSTRIP way Ident - N/A way Lth/Wid - N/A
Completeness - N/A Destination Airpor Basic Weather - VMC SAME AS ACC/INC LAR Wind Dir/Speed- 220/008 KTS Run Visibility - 4.000 SM ATC/Airspace Run Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Run Obstructions to Vision- HAZE Type of Clearance - NONE Run Obstructions to Vision- HAZE Type Apch/Lndg - GO AROUND Precipitation - NONE FORCED LANDING	RY COMMINGS AIRSTRIP way Ident - N/A way Lth/Wid - N/A
Basic Weather - VMC SAME AS ACC/INC LAR Wind Dir/Speed- 220/008 KTS Run Visibility - 4.000 SM ATC/Airspace Run Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Run Obstructions to Vision- HAZE Type Apch/Lndg - GO AROUND Precipitation - NONE FORCED LANDING	RY COMMINGS AIRSTRIP way Ident - N/A way Lth/Wid - N/A
Wind Dir/Speed- 220/008 KTS Visibility - 4.000 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Run ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - GO AROUND FORCED LANDING	way Ident - N/A way Lth/Wid - N/A
Visibility - 4.000 SM ATC/Airspace Run Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Run Lowest Ceiling - NONE Type of Clearance - NONE Run Obstructions to Vision- HAZE Type Apch/Lndg - GO AROUND Precipitation - NONE FORCED LANDING	way Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Run Lowest Ceiling - NONE Type of Clearance - NONE Run Obstructions to Vision- HAZE Type Apch/Lndg - GO AROUND Precipitation - NONE FORCED LANDING	
Lowest Ceiling - NONE Type of Clearance - NONE Run Obstructions to Vision- HAZE Type Apch/Lndg - GO AROUND Precipitation - NONE FORCED LANDING	
Obstructions to Vision- HAZE Type Apch/Lndg - GO AROUND Precipitation - NONE FORCED LANDING	way Status - DRY
	•
Condition of Light - DAYLIGHT	
Personnel Information	
	LID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s) Biennial Flight Review Flight Time	(Hours)
PRIVATE Current - YES Total - 364 SE LAND Months Since - O Make/Model - 69	Last 24 Hrs - UNK/NR Last 30 Days- UNK/NR
SE LAND Months Since - O Make/Model - 69	Last 30 Days- UNK/NR
Aircraft Type - PA-20 Instrument- 6	Last 90 Days- 3 Rotorcraft - 7
Multi-Eng - 8	Rotorcraft - 7
Instrument Rating(s) - NONE	
NG A GO-AROUND FROM AN ABORTED LANDING THE ACFT STRUCK UNMARKED POWER LINES AT THE DEPARTURE	
THE ACFT COLLIDED WITH TERRAIN DURING THE RESULTING UNCONTROLLED DESCENT. THE RWY BEING USED	

5/31/86 A/C Reg. No. N7734K File No. - 1622 ROLLING PRAIRIE, IN Time (Lc1) - 0756 CDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. OBJECT - WIRE, TRANSMISSION 2. IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

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

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Basic Information Type Operating Certificate-NONE (GENERAL AVIATION) Type of Operation	Aircraft Damage SUBSTANTIAL Fire	F		Injur		
Flight Conducted Under -14 CFR 91			atal	Serious	Minor	None
Accident Occurred During -LANDING	NONE	Crew Pass	0	0	0	1
Landing Gear - TAILWHEEL-RETRACTABLE MAINS Numbe Max Gross Wt - 1710 Engir	Make/Model - CONTINENTAL er Engines - 1 ne Type - RECIPROCATI d Power - 150 HP		St	nstalled/Ad all Warning		
Environment/Operations Information						
	ry Departure Point RNA,TN			roximity PORT/STRIP		
Completeness - N/A Destina	•	Air	port Da	ta		
Wind Dir/Speed- 320/012 KTS Visibility - 20.0 SM ATC/Airs Lowest Sky/Clouds - 30000 FT SCATTERED Type of Company to the state of the st	space		Runway Runway	Lth/Wid -	GRASS/TUR	F
Personnel Information Pilot-In-Command Age - 45	Medical	Certificate -	VALID	MEDICAL-WAI		т
Certificate(s)/Rating(s) Biennial Fli	ight Review	Flight T	ime (Ho	urs)		
PRIVATE Current SE LAND,ME LAND Months S		.1 ~ 100 /Mode1~ 5	9	Last 24 Last 30	Hrs -	2 /ND
	: Type - UNK/NR Inst	rument- 1	5 9	Last 90	Days ONK Days- aft - UNK	35
Instrument Rating(s) - NONE						
Instrument Rating(s) - NONE						

File No 16	52 8/01/86 	PERRYSVILLE, IN	A/C Reg. No	. N80591 	Time (Lcl) - 103	0 EST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOT	AL) - NON-MECHANICAL				
3. PREFLIGHT PLANN	EXCEEDED - PILOT I ING/PREPARATION - P	OOR - PILOT IN COMMAND				
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGEN	CY				
Occurrence #3 Phase of Operation						. *
Finding(s) 4. TERRAIN CONDITI	ON - CROP					
Probable Cause						
is/are finding(s) 1,	2,3	d determines that the I	Probable Cause(s)	of this accid	dent	
Factor(s) relating t	o this accident is/	are finding(s) 4				

Basic Information Type Operating Certificate-NONE (GENERAL				Injur		
Type of Operation -INSTRUCTIONAL	SUBSTAN Fire	FIAL Crew	Fatal O	Serious O	Minor O	None 2
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass		ŏ	0	2
Aircraft Information						
Make/Model - BEECH BE-95-55 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4880	Eng Make/Model - CON' Number Engines - 2 Engine Type - REC	P-FUEL INJECTED		Installed/A tall Warnin		
No. of Seats - 6	Rated Power - :	260 HP				
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point ST. LOUIS,MO		Airport I ON AIR	Proximity STRIP		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR	Destination SHELBYVILLE,IN		Runway	/ILLE MUNIC Ident -	18	
Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	ATC/Airspace Type of Flight Plan - Type of Clearance -		Runway	Lth/Wid - Surface - Status -	ASPHALT	50
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK	Type Apch/Lndg -	TRAFFIC PATTERN FULL STOP				
Personnel Information						
		Medical Certifica			IVERS/LIM	1IT
<pre>Certificate(s)/Rating(s) COMMERCIAL,CFI</pre>	Biennial Flight Review Current - UNK/NR		ht Time (Ho		Hrs -	5
SE LAND, ME LAND	Months Since - UNK/NR		6	Last 30	Days- UN	
	Aircraft Type - UNK/NR	Make/Model- Instrument- Multi-Eng ~	89 92	Last 90 Rotorcr		115 2
Instrument Rating(s) - NONE						
E AT CRUISE AFTER SUNSET, THE PILOTS DISCO ATING. A WHITE BEAM FLASHLIGHT WAS USED TO	OBSERVE THE AIRSPEED INDICA	TOR, HOWEVER, CO	NTINUED US	OF THE		
HLIGHT BLINDED THE PILOTS' VISION OF THE F RUCTOR STATED THAT ON SHORT FINAL POWER WA TOUCHDOWN POINT AND THE AIRCRAFT MADE A HA	AS REDUCED TO THE POINT THAT	THE AIRCRAFT'S A	IRSPEED DRO	OPPED OVER		

File No. - 1682 9/28/86 SHELBYVILLE, IN A/C Reg. No. N562T Time (Lcl) - 1900 EST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. INSTRUMENT LIGHTS - INOPERATIVE 2. FLIGHT COMPARTMENT LIGHTS - INOPERATIVE 3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 4. IMPROPER USE OF PROCEDURE COMPLACENCY - PILOT IN COMMAND Occurrence #2 HARD LANDING LANDING - FLARE/TOUCHDOWN Phase of Operation Finding(s) 5. AIRSPEED - INADEQUATE - PILOT IN COMMAND 6. FLARE - IMPROPER - PILOT IN COMMAND The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6

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

-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) A	ircraft Damage			Injur	ies	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		ire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	ľ	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - AERONCA 11BC		I - CONTINENTAL 85	5-E				
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines				tall Warnir	ng System	- YES
Max Gross Wt - 1250		- RECIPROCATING	-CARBURET	ror			
No. of Seats - 2	Rated Power	- 85 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure			OFF AI	RPORT/STRIP	•	
Method - N/A	SAME AS ACC/	INC					
Completeness - N/A	Destination		,	Airport D			
Basic Weather - VMC Wind Dir/Speed- 240/010 KTS	SAME AS ACC/	INC			ILLAGE APT. Ident -	N/A	
Visibility - 6.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE			Surface -		
Lowest Ceiling -	Type of Clearar				Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PA	ATTERN				
Precipitation - NONE							
Condition of Light - DUSK							
-Personnel Information							
Pilot-In-Command	Age - 71	Medical Cer					
Certificate(s)/Rating(s)	Biennial Flight Revie		_	t Time (H			
NONE		.,		90 90	Last 24	Hrs -	1
	Months Since - ! Aircraft Type - !		nent-	50	Last 30	Days- UN	•
	Aircraft Type - I	N/A Instrui	llent-	U	Last 90	Days-	1
Instrument Rating(s) - NONE							
-narrative PILOT STATED THAT HE GRADUALLY LOST POWER	WHILE ON ETHAL ADDOOR	ACH HE ETNALLY ST	TALLED TH	JE ATDODA	ET AND		

12/15/86 LAKE VILLAGE, IN File No. - 1737 A/C Reg. No. N3969E Time (Lc1) - 1600 CST Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL Finding(s) 1. FUEL SYSTEM, CARBURETOR - ICE Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 2. OBJECT - TREE(S) STALL/MUSH - INITIATED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND 5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 6. 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 1772 10/05/86 T	RIBUNE,KS	A/C Reg. No. N	84911	Time (Lc1) -	1900 CDT	
Type of Operation PERSONAL Flight Conducted Under -14 CFR 9 Accident Occurred During -APPROACH	F	ircraft Damage SUBSTANTIAL ire NONE	Crew	Injur al Serious O O		None 1 0
Aircraft Information Make/Model - AERONCA 7AC Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 2	Number Engine	1 - CONTINENTAL s - 1 - RECIPROCATI - 65 HP		ELT Installed/A Stall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIE Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 080/006 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 10000 FT Lowest Ceiling - 25000 FT Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK	Itinerary FING Last Departure TRIBUNE,KS Destination LOCAL ATC/Airspace SCATTERED Type of Flight BROKEN Type of Cleara	Plan - NONE	OF Airpo Ru Ru Ru Ru Ru	oort Proximity F AIRPORT/STRIP ort Data Inway Ident - Inway Lth/Wid - Inway Surface - Inway Status -	N/A N/A DIRT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 18 Biennial Flight Revi Current - Months Since - Aircraft Type -	ew N/A Tota	Flight Tim	'ALID MEDICAL-NO ne (Hours) Last 24 Last 30 Last 90 Rotorcr	Hne -	4
Instrument Rating(s) - NONE						
Narrative THE PIC RPTD ENG FAILURE WHILE IN CRUISE FAILURE. NO MECHANICAL PBLM WAS DISCOVERE THAT CARBURETOR ICING WAS LIKELY IN THE COTHER DESCREPANCIES WERE DISCOVERED DURIN	D DURING THE ENG INSPECTI RUISE PWR CONFIGURATION T	ON. THE ICING P HE PIC WAS USIN	ROBABILITY CHAR	TS INDICATED		

File No 1772	2 10/05/86 TRIBUNE,KS	A/C Reg.	No. N84911	Time (Lc1) - 1900 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL CRUISE - NORMAL			
 CARBURETOR HEAT FUEL SYSTEM, CARBU 	N - CARBURETOR ICING CONDITIONS T - IMPROPER USE OF - PILOT IN COMMAND JRETOR - ICE			
Occurrence #2 Phase of Operation				
	IN FLIGHT COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN		in the state of th	
Finding(s) 4. OBJECT - UTILITY	POLE			
Probable Cause				
The National Transportis/are finding(s) 2,3	tation Safety Board determines that the F	Probable Cause	s) of this accider	nt
Factor(s) relating to	this accident is/are finding(s) 1.4			

	/08/86 BOWLING	GREEN, KY A/C R	eg. No. N78261	ד	ime (Lcl) -	1749 EDT	
-Basic Information Type Operating Certifica	te-NONE (GENERAL A	VIATION) Aircraf	t Damage		Injur	ies	
		SUBSTAI	NTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Cre		0	0	1
Flight Conducted Under		NONE	Pas	s 0	0	O .	0
Accident Occurred During							
-Aircraft Information							
Make/Model - TEMCO GC		Eng Make/Model - FR			Installed/A		
Landing Gear - TAILWHEE	L-RETRACTABLE MAIN				Stall Warnin	g System	- UNK/N
Max Gross Wt - 1710		Engine Type - RE		RETOR			
No. of Seats - 2		Rated Power -	220 HP				
-Environment/Operations Info	ormation						
Weather Data		Itinerary			Proximity		
Wx Briefing - FSS		Last Departure Point		OFF A	RPORT/STRIP		
Method - UNK/NR		DANVILLE, IL					
Completeness - WEATHER	R NOT PERTINENT	Destination		Airport [
Basic Weather - VMC		CROSSVILLE, TN			IG_GREEN-WAR		
Wind Dir/Speed- 250/01					/ Ident -		450
Visibility - 7.0		ATC/Airspace	NONE		/ Lth/Wid -		150
Lowest Sky/Clouds - Lowest Ceiling		RED Type of Flight Plan			/ Surface -		
Obstructions to Vision		Type of Clearance Type Apch/Lndg		Runway	/ Status -	ואט	
Precipitation		Type Apeny Endg	FULL STUP				
	DATEIGHT						
Condition of Light							
		ge - 66	Medical Certific			 IVERS/LIM	IIT
		ennial Flight Review	Fli	ght Time (F	lours)		IIT
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s COMMERCIAL) Bi	ennial Flight Review Current - YES	Flí Total -	ght Time (F 1392	lours) Last 24	Hrs -	4
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) Bi	ennial Flight Review Current - YES Months Since - 6	Fli Total - Make/Model-	ght Time (F 1392 574	lours) Last 24 Last 30	Hrs - Days- UN	4 K/NR
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s COMMERCIAL) Bi	ennial Flight Review Current - YES	Fli Total - Make/Model- Instrument-	ght Time (F 1392 574 45	lours) Last 24	Hrs - Days- UN	4
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s COMMERCIAL) Bi	ennial Flight Review Current - YES Months Since - 6	Fli Total - Make/Model-	ght Time (F 1392 574 45	lours) Last 24 Last 30	Hrs - Days- UN	4 K/NR
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s COMMERCIAL) Bi	ennial Flight Review Current - YES Months Since - 6	Fli Total - Make/Model- Instrument-	ght Time (F 1392 574 45	lours) Last 24 Last 30	Hrs - Days- UN	4 K/NR
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) Bi	ennial Flight Review Current - YES Months Since - 6	Fli Total - Make/Model- Instrument-	ght Time (F 1392 574 45	lours) Last 24 Last 30	Hrs - Days- UN	4 K/NR
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s COMMERCIAL SE LAND, ME LAND, SE SI Instrument Rating(s) -Narrative) B i	ennial Flight Review Current - YES Months Since - 6 Aircraft Type - UNK/NR	Fli Total - Make/Model- Instrument- Multi-Eng -	ght Time (H 1392 574 45 49	dours) Last 24 Last 30 Last 90	Hrs - Days- UN	4 K/NR
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s COMMERCIAL SE LAND,ME LAND,SE SI) Bi EA - NONE - REPOSITION THE FU	ennial Flight Review Current - YES Months Since - 6 Aircraft Type - UNK/NR	Fli Total - Make/Model- Instrument- Multi-Eng -	ght Time (F 1392 574 45 49	Hours) Last 24 Last 30 Last 90 Last 90	Hrs - Days- UN	4 K/NR

	35 8/08/86 	BOWLING GREEN, KY	A/C Reg. No. N78261	Time (Lcl) - 1749 EDT
		TAL) - NON-MECHANICAL ATTERN - FINAL APPROACH		
Finding(s) 1. FLUID, FUEL - ST. 2. FUEL TANK SEL	•	OT CORRECTED - PILOT IN	COMMAND	
Occurrence #2 Phase of Operation	DESCENT - EMERGE		·-+	

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

File No 1651 1/04/86 NORCO	D,LA A/C F	Reg. No. N9253Y	Т-	ime (Lc1) -	1814 CST	
Type Operation Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	AL AVIATION) Aircraí DESTRO Fire ON GRO	Crew	Fatal 1 1	Injur Serious O O	ries Minor O O	None 0 0
Aircraft Information Make/Model - PIPER PA-31P-350 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 7200 No. of Seats - 7	Number Engines - 2	COMING TIO-540-V2AD PECIP-FUEL INJECTED 350 HP		Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 360/005 KTS Visibility063 SM Lowest Sky/Clouds - 100 FT PART Lowest Ceiling - OBSCURED Obstructions to Vision- FOG Precipitation - NONE Condition of Light - NIGHT(DARK)	Itinerary Last Departure Point GREER,SC Destination SAME AS ACC/INC ATC/Airspace TOBS Type of Flight Plan Type of Clearance Type Apch/Lndg	- IFR	OFF AIR Airport Da MOISAN Runway Runway Runway	T Ident - Lth/Wid - Surface -	10 9228/	150
Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND	Age - 51 Biennial Flight Review Current - UNK/NF Months Since - UNK/NF Aircraft Type - UNK/NF	Protal - Make/Model-	t Time (Ho 1085 140	ours) Last 24 Last 30 Last 90	Hrs - UN Days- UN Days- UN	K/NR K/NR
Instrument Rating(s) - AIRPLANE						
THE PLT INITIATED AN ILS APCH IN BELOW MINIMALALERT, BUT CONTINUED THE APCH. HE ANNOUNCED ALALERT, BUT CONTINUED THE APCH. HE ANNOUNCED AND UNSPECIFIED EMERGENCY, AND REQUESTED VECTOR AN ALT OF 2100 FT, BUT COMMENCED ANOTHER ILS MANEUVERING TO INTERCEPT THE INBOUND COURSE, AT A LOW GROUNDSPEED, THE ACFT DISAPPEARED BETT A LOW GROUNDSPEED, THE ACFT DISAPPEARED BETTE ACFT MADE A TIGHT LEVEL TURN AT LOW ALT FOOWER WAS BEING PRODUCED FROM BOTH ENGINES UP	A MISSED APCH, AND INDICATED DRS TO A LARGER ARPT, IN SPI APCH DESPITE PREVIOUS DIFFI WITH WIDE VARIATIONS IN GRO ELOW RADAR COVERAGE. WITNESS PRIOR TO IMPACTING TREES IN	PROBLEMS CLIMBING TE OF WORSENING WEA CULTIES. RADAR DATA UNDSPEED AND ALT. FI SES INDICATED IRREGU A NEAR LEVEL ATTITU	TO ALT. HI THER COND: INDICATES OLLOWING A LAR ENGINE DE. ON-SCE	E THEN DECL ITIONS. HE S EXCESSIVE A STEEP CLI E SOUNDS AS	ARED REACHED MB	

File No 16	51 1/04/86	NORCO, LA	A/C Reg. No. N9	9253Y 	Time (Lc1) - 1814 CST
Occurrence #1 Phase of Operation					
Finding(s) 1. AIRCRAFT PERFOR 2. UNDETERMINED 3. FLIGHT TO ALTER	•	•	IAL OTHER MAINTENANCE PSNL		
Occurrence #2 Phase of Operation			ER (IFR)		
Finding(s) 4. WEATHER CONDITI 5. IN-FLIGHT PLA 6. FLIGHT INTO KNO 7. MANEUVER - EXCE 8. AIRSPEED - IMPR 9. PROPER ALTITUDE	NNING/DECISION - I WN ADVERSE WEATHER SSIVE - PILOT IN C OPER - PILOT IN CO	MPROPER - PILOT - INTENTIONAL - OMMAND MMAND	PILOT IN COMMAND		
Occurrence #3 Phase of Operation		ION WITH OBJECT			
Finding(s) 10. OBJECT - TREE(S					
Probable Cause					
The National Transpois/are finding(s) 2,		rd determines th	at the Probable Cause(s) of	this accident	
Factor(s) relating t	o this accident is	/are finding(s)	1		

Basic Information	DAL AVIATION)	4:mama6+ [200000		T- d	unios	
Type Operating Certificate-NONE (GENE	KAL AVIATION)	Aircraft [DESTROYE		Fata		uries Minor	None
Type of Operation -PERSONAL		Fire		rew 1	-		0
Flight Conducted Under -14 CFR 91		ON GROUN) P	ass 0	. 0	0	0
Accident Occurred During -DESCENT							
Aircraft Information						,	
Make/Model - BEECHCRAFT E-55		/Model - CONTI	INENTAL IO-52	O-CB E	LT Installed		
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5300		ngines – 2 ype – RECII	D-EUEL TALLECT	·ED	Stall Warr	ning System	- AF2
No. of Seats - 4	Rated Po			בט			
NO. 01 Seats - 4	Rated FO	wer - 20					
Environment/Operations Information							
Weather Data	Itinerary				rt Proximity		
Wx Briefing - NO RECORD OF BRIEFI				OFF	AIRPORT/STR	RIP	
Method - N/A	NORTHAM				+ D-+-		
Completeness - N/A Basic Weather - VMC	Destinatio LOCAL	п		Airpor	T Data FLEUR		
Wind Dir/Speed- 270/008 KTS	LUCAL				way Ident	- N/A	
Visibility - 25.0 SM	ATC/Airspac	•			way luent way Lth/Wid		
	ATTERED Type of F		NONE		way Surface		
Lowest Ceiling - NONE		learance - N			way Status		
Obstructions to Vision- NONE	Type Apch		NONE		,		
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 71		edical Certif			WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight			light Time	(Hours)	04.11	4
COMMERCIAL SE LAND ME LAND	Current Months Sinc	- YES	Total Make/Model		Last	24 Hrs - 30 Days-	1 4
SE LAND,ME LAND GLIDER	Months Sinc Aircraft Ty		Make/Model Instrument	- 343 - 192	Last Last	OO Days-	23
GLIDER	Africiant Ty	pe - E35	Multi-Eng		Last	50 Days	23
Instrument Rating(s) - AIRPLANE							
Narrative							
Narrative NESSES REPORTED SEEING THE ACFT DESCEND	VEDITICALLY IN A EL	AT SOTH HINTTI	TMDACT TN OD	FN FLAT T	FDDATN THE	DIT	
TAKEN OFF APRX 45 MINUTES PRIOR TO THE				LIT, ILMI I	ERRMAN. IIIL		

File No 16	31 1/31/86	SUNDERLAND, MA	A/C Reg. No. N6641A	Time (Lcl) - 1205 EDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL	- IN FLIGHT		
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS DESCENT - UNCONT			
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boa	rd determines that the	Probable Cause(s) of this accid	ent

File No 1745 7/06/86	FALL RIVER,MA	A/C Reg	. No. N4237D		Time (Lc1) -	2300 EDT	
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft			Injur		
Type of Operation -PERSON Flight Conducted Under -14 CFR	91	SUBSTANT Fire NONE	С	Fatal rew 0 ass 0	Serious O O	Minor O O	None 1 1
Accident Occurred During -DESCEN	IT 						
Aircraft Information Make/Model - HUGHES 500A Landing Gear - SKID Max Gross Wt - 2400 No. of Seats - 4	Number E	/Model - ALLI ngines - 1 ype - TURB wer - 2		EL	T Installed/A Stall Warnin		
-Environment/Operations Information-							
Weather Data	Itinerary				t Proximity		
Wx Briefing - NO RECORD OF BR Method - N/A	IEFING Last Depa!! NEW BED	rture Point		OFF .	AIRPORT/STRIP		
Completeness - N/A	Destinatio			Airport	Data		
Basic Weather - IMC		ACC/INC		Amport	Data		
Wind Dir/Speed- CALM		,		Runw	ay Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspac	e		Runw	ay Lth/Wid -	N/A	
Lowest Sky/Clouds - PART OB		light Plan - I			ay Surface -		
Lowest Ceiling - 400 F Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - NIGHT(B	Type Apch		VFR NONE	Runw	ay Status -	N/A	
-Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 34 Biennial Flight	Review	edical Certif F	icate - VAL light Time		WAIVERS/	LIMIT
PRIVATE	Current	- YES e - 12	Total			Hrs - UN	
	Months Sinc	e - 12	Make/Mode1			Days- UN	
HELICOPTER	Aircraft Ty	pe - UNK/NR	Instrument	- 0	Last 90 Rotorer	Days- aft -	25 700

File No 17	45 7/06/86 FALL RIVER,MA	A/C Reg. No. N4237D	Time (Lc1) - 2300 EDT
Occurrence #1 Phase of Operation	IN FLIGHT ENCOUNTER WITH WEATHER CRUISE		
Finding(s) 1. WEATHER CONDITI 2. WEATHER CONDITI 3. LIGHT CONDITION	ON - FOG - DARK NIGHT		
	LOSS OF CONTROL - IN FLIGHT DESCENT - EMERGENCY		
Finding(s) 4. MANEUVER - UNCO	NTROLLED - PILOT IN COMMAND	·	
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Finding(s) 5. TERRAIN CONDITI	ON - WATER, GLASSY		
Probable Cause			
The National Transpois/are finding(s) 4	rtation Safety Board determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 1,2,3		

	SURYPORT,MA A/C Re	g. No. N9574S	T 	ime (Lcl) -	1400 ED	T
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraft SUBSTAN		Fatal	Injur Serious		None
Type of Operation -BANNER TOW Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	-	0	0	1
Aircraft Information Make/Model - CHAMPION 7GCAA Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1300 No. of Seats - 3	Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -		S	Installed/Adtall Warning		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- OOB KTS Visibility - 30.0 SM Lowest Sky/Clouds - 15000 FT SCA Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	NEWBURYPORT,MA Destination LOCAL ATC/Airspace	NONE	OFF AIR Airport Da PLUM I Runway Runway Runway Runway Runway Runway	SLAND	N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 32 Biennial Flight Review Current - YES Months Since - 3 Aircraft Type - UNK/NR	Total -	nt Time (H	ours) Last 24	Hrs - U	NK/NR
Instrument Rating(s) - NONE						

File No 17	41 7/11/86	NEWBURYPORT, MA	A/C Reg. No. N9574S	Time (Lcl) - 1400 EDT
Occurrence #1 Phase of Operation	AIRFRAME/COMPONE TAKEOFF - INITIA	NT/SYSTEM FAILURE/MALF L CLIMB	UNCTION	
Finding(s) 1. FLT CONTROL SYS 2. DIRECTIONAL C 3. FLT CONTROL SYS	ONTROL - INADEQUAT	E - PILOT IN COMMAND FAILURE,PARTIAL		
Occurrence #2 Phase of Operation		NCY		
Finding(s) 4. PRECAUTIONARY L	ANDING - PERFORMED	- PILOT IN COMMAND		
Occurrence #3 Phase of Operation				
Finding(s) 5. TERRAIN CONDITI				
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boa	rd determines that the	Probable Cause(s) of this accid	lent
Factor(s) relating t	o this accident is	/are finding(s) 2		

Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage DESTROYED Fatal Serious Minor None Flight Conducted Under - 14 CFR 91 Accident Occurred During - DESCENT Aircraft Information Make/Model - GRUWMAN AA-5A Landing Gear - TRICYCLE-FIXED Max Gross wt - 2000 No. of Seats - 4 Rated Power - 150 HP Environment/Operations Information Weather Data Wa Briefing - NO RECORD OF BRIEFING Method Method Method N/A Basic Make/Model - LYCOMING 0-320-E2G ELT Installed/Activated - UNK/NF Landing Gear - TRICYCLE-FIXED Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 150 HP Environment/Operations Information Weather Data Wa Briefing - NO RECORD OF BRIEFING Method N/A Basic Make/Model - LYCOMING 0-320-E2G ELT Installed/Activated - UNK/NF Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 150 HP	File No 1747 7/26/86 BOS	STON, MA A/C F	Reg. No. N333TE	Т	ime (Lc1) -	0223 ED	Г
Type of Operation -PERSONAL Fire Crew 0 1 0 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		ERAL AVIATION) Aircraf	t Damage		Injur	ies	
Fight Conducted Under -14 CFR 91 NONE Pass 0 1 1 1 Accident Decurred During -DESCENT - NONE Nake/Model - LYCOMING 0-320-E2G ELT Installed/Activated - UNK/NF Make/Model - GRUMMAN AA-5A		DESTRO	YED	Fatal	Serious	Minor	None
Accident Occurred During -DESCENTAircraft Information Make/Model - GRUMMAN AA-5A Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2000 No. of Seats - 4 Rated Power - 150 HPEnvironment/Operations Information Weather Data Wx Briefing - No RECORD OF BRIEFING Completeness - N/A Basic Weather - VM Wind Dir/Speed - CALM Wind Dir/Speed - CALM Visibility - 12.0 Lowest Sky/Clouds - 900 FT SCATTERED Obstructions to Vision- NONE Condition of Light - NIGHT(DARK)Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Age - 30 Medical Certificate - VALID MEDICAL-ND WAIVERS/LIMIT SE LAND Months Since - 0 Make/Model - LYCOMING 0-320-E2G ELT Installed/Activated - UNK/NF Stall Warning System - YES Stall Warning System - YES Stall Warning System - YES Humany System - YES All Warning System - YES All Warning System - YES Stall Warning System - YES All Port Poximity OFF AIRPORTOR Airport Po		Fire	Crew	0	1	0	0
Aircraft Information Make/Model - GRUMMAN AA-5A		NONE	Pass	0	1	1	1
Make/Model - GRUMMAN AA-SA	Accident Occurred During -DESCENT						
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2000 No. of Seats - 4 Figure Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Figure Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Figure Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Figure Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Figure Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Figure Type - RECIPROCATING-CARBURETOR Rated Power - 150 HP	Aircraft Information						
Max Gross Wt - 2000 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - CALM Visibility - 12.0 SM Lowest Sky/Clouds - 900 FT SCATTERED Ubstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Max Gross Wt - 2000 Rated Power - 150 HP Last Departure Point Destination Airport Proximity OFF AIRPORT/STRIP Airport Proximity OFF AIRPORT/STRIP Airport Data Airport Dat							
No. of Seats - 4 Rated Power - 150 HP Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Completeness - N/A Basic Weather - VMC FARMINGDALE,NY Wind Dir/Speed - CALM Visibility - 12.0 SM Lowest Sky/Clouds - 900 FT SCATTERED Type of Flight Plan - NONE Lowest Sky/Clouds - 900 FT SCATTERED Type of Flight Plan - NONE Runway Lth/Wid - 10081/ 150 Lowest Ceiling - Type of Clearance - VFR Runway Surface - ASPHALT Lowest Ceiling - Type of Clearance - VFR Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE Current - YES AGE Current - YES Total - 116 Last 24 Hrs - 1 Months Since - 0 Make/Model - 37 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - NONE Narrative SHORTLY AFTER TAKEOFF, THE AIRCRAFT WAS UNABLE TO CONTINUE CLIMB OUT. THE PILOT LOWERED THE NOSE TO LEVEL FLIGHT, MOWEVER THE AIRCRAFT WAS UNABLE TO CONTINUE CLIMB OUT. THE PILOT LOWERED THE NOSE TO LEVEL FLIGHT, MOWEVER THE AIRCRAFT WAS UNABLE TO CONTINUE CLIMB OUT. THE PILOT LOWERED THE NOSE TO LEVEL FLIGHT, MOWEVER THE AIRCRAFT WAS UNABLE TO CONTINUE CLIMB OUT. THE PILOT LOWERED THE NOSE TO LEVEL FLIGHT, MOWEVER THE AIRCRAFT WAS UNABLE TO CONTINUE CLIMB OUT. THE PILOT LOWERED THE NOSE TO LEVEL FLIGHT, MOWEVER THE AIRCRAFT WAS UNABLE TO CONTINUE CLIMB OUT. THE CONTINUED DROP IN THE AIRCRAFT CRASHED. THE CONTINUED DROP IN THE AIRCRAFT CRASHED. THE CONTINUED DROP IN THE AIRCRAFT CRASHED. THE CONTINUED DROP IN THE AIRCRAFT WAS	Landing Gear - TRICYCLE-FIXED				itall Warning	g System	~ YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Basic Weather - VMC FARMINGDALE,NY Birthy - 12.0 SM Lowest Sky/Clouds - 900 FT SCATTERED Type of Flight Plan - NONE Completions to Vision- NONE Type of Clearance - VFR Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Months Since - O Months Since - O Months Since - O Make/Model - 37 Months Since - O Make/Model - 37 Months Since - O Make/Model - 37 Most To Level Months Since - O Make/Model - 37 Most To Level Months Since - O Make/Model - 37 Months Since - O Months Since - O Make/Model - 37 Months Since - O Make/Model - 37 Months Since - O Months Since - O Months Since - O Make/Model - 37 Months Since - O Months Since - O Make/Model - 37 Months Since - O Months Since - O Make/Model - 37 Months Since - O Months Since - O Months Since - O Make/Model - 37 Months Since - O Months Since - O Make/Model - 37 Months Since - O Months Since - O Make/Model - 37 Months Since - O Mon		3 ,,		ETOR			
Weather Data	No. of Seats - 4	Rated Power -	150 HP				
Wx Briefing - NO RECORD OF BRIEFING	Environment/Operations Information						
Method - N/A Destination Airport Data Basic Weather - VMC FARMINGDALE,NY BUSTON LOGAN Wind Dir/Speed- CALM Runway Ident - 15 Visibility - 12.0 SM ATC/Airspace Runway Lth/Wid - 10081/ 150 Lowest Sky/Clouds - 900 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 116 Last 24 Hrs - 1 SE LAND Months Since - 0 Make/Model - 37 Last 30 Days UNK/NR Aircraft Type - UNK/NR Instrument - 11 Last 90 Days - 9 Instrument Rating(s) - NONE Narrative FLIGHT, TAKEOFF, THE AIRCRAFT WAS UNABLE TO CONTINUE CLIMB DUT. THE PILOT LOWERED THE NOSE TO LEVEL FLIGHT, HOWEVER THE AIRSPEED CONTINUED TO DROP AND THE AIRCRAFT CRASHED. THE CONTINUED DROP IN THE AIRSPEED WAS	Weather Data	Itinerary		Airport	Proximity		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Wind Dir/Speed- CALM Visibility - 12.0 SM Lowest Sky/Clouds - 900 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - Type of Clearance - VFR Obstructions to Vision- NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Aircraft Type - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Aircraft Type OND THE AIRSPEED CONTINUED TO DROP AND THE AIRCRAFT CRASHED. THE CONTINUED DROP IN THE AIRSPEED WAS	Wx Briefing - NO RECORD OF BRIEF	ING Last Departure Point	:	OFF AI	RPORT/STRIP		
Basic Weather - VMC FARMINGDALE,NY Runway Lord 15 No Sibility - 12.0 SM ATC/Airspace Runway Lth/Wid - 10081/ 150 Lowest Sky/Clouds - 900 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - Type of Clearance - VFR Runway Status - DRY Obstructions to Vision - NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 116 Last 24 Hrs - 1 SE LAND Months Since - 0 Make/Model - 37 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 11 Last 90 Days- 9 Instrument Rating(s) - NONE Instrument Rating(s) - NONE	Method - N/A	BOSTON, MA					
Wind Dir/Speed- CALM Visibility - 12.0 SM ATC/Airspace Runway Ident - 15 Lowest Sky/Clouds - 900 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 116 Last 24 Hrs - 1 SE LAND Months Since - 0 Make/Model- 37 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 11 Last 90 Days- 9 Instrument Rating(s) - NONE	Completeness - N/A						
Visibility - 12.0 SM ATC/Airspace Runway Lth/Wid - 10081/ 150 Lowest Sky/Clouds - 900 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - Type of Clearance - VFR Runway Surface - ASPHALT Lowest Ceiling - Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 116 Last 24 Hrs - 1 SE LAND Months Since - 0 Make/Model- 37 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 11 Last 90 Days- 9 Instrument Rating(s) - NONE Instrument Rating(s) - NONE Instrument Rating(s) - NONE Narrative LIGHT, HOWEVER THE AIRSPEED CONTINUED TO DROP AND THE AIRSPAED THE CONTINUED DROP IN THE AIRSPEED WAS		FARMINGDALE, NY					
Lowest Sky/Clouds - 900 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 116 Last 24 Hrs - 1 SE LAND Months Since - 0 Make/Model- 37 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 11 Last 90 Days- 9 Instrument Rating(s) - NONE Instrument Rating(s) - NONE Narrative SHORTLY AFTER TAKEOFF, THE AIRCRAFT WAS UNABLE TO CONTINUE CLIMB OUT. THE PILOT LOWERED THE NOSE TO LEVELIGHT, HOWEVER THE AIRSPEED CONTINUED TO DROP AND THE AIRCRAFT CRASHED. THE CONTINUED DROP IN THE AIRSPEED WAS							
Lowest Ceiling - Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 116 Last 24 Hrs - 1 SE LAND Months Since - 0 Make/Model- 37 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 11 Last 90 Days- 9 Instrument Rating(s) - NONE Narrative SHORTLY AFTER TAKEOFF, THE AIRCRAFT WAS UNABLE TO CONTINUE CLIMB OUT. THE PILOT LOWERED THE NOSE TO LEVELIGHT, HOWEVER THE AIRSPEED CONTINUED TO DROP AND THE AIRCRAFT CRASHED. THE CONTINUED DROP IN THE AIRSPEED WAS							150
Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 116 Last 24 Hrs - 1 SE LAND Months Since - O Make/Model - 37 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 11 Last 90 Days - 9 Instrument Rating(s) - NONE Narrative SHORTLY AFTER TAKEOFF, THE AIRCRAFT WAS UNABLE TO CONTINUE CLIMB OUT. THE PILOT LOWERED THE NOSE TO LEVELIGHT, HOWEVER THE AIRSPEED CONTINUED TO DROP AND THE AIRCRAFT CRASHED. THE CONTINUED DROP IN THE AIRSPEED WAS							
Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 116 Last 24 Hrs - 1 SE LAND Months Since - 0 Make/Model - 37 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 11 Last 90 Days - 9 Instrument Rating(s) - NONE Narrative SHORTLY AFTER TAKEOFF, THE AIRCRAFT WAS UNABLE TO CONTINUE CLIMB OUT. THE PILOT LOWERED THE NOSE TO LEVELIGHT, HOWEVER THE AIRSPEED CONTINUED TO DROP AND THE AIRCRAFT CRASHED. THE CONTINUED DROP IN THE AIRSPEED WAS				Runway	Status -	DRY	
Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 116 Last 24 Hrs - 1 SE LAND Months Since - 0 Make/Model - 37 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 11 Last 90 Days - 9 Instrument Rating(s) - NONE Narrative SHORTLY AFTER TAKEOFF, THE AIRCRAFT WAS UNABLE TO CONTINUE CLIMB OUT. THE PILOT LOWERED THE NOSE TO LEVEL FLIGHT, HOWEVER THE AIRSPEED CONTINUED TO DROP AND THE AIRCRAFT CRASHED. THE CONTINUED DROP IN THE AIRSPEED WAS		Type Apch/Lndg	- NONE				
Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 116 Last 24 Hrs - 1 SE LAND Months Since - 0 Make/Model- 37 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 11 Last 90 Days- 9 Instrument Rating(s) - NONE Instrument Rating(s) - NONE Narrative SHORTLY AFTER TAKEOFF, THE AIRCRAFT WAS UNABLE TO CONTINUE CLIMB OUT. THE PILOT LOWERED THE NOSE TO LEVEL FLIGHT, HOWEVER THE AIRSPEED CONTINUED TO DROP AND THE AIRCRAFT CRASHED. THE CONTINUED DROP IN THE AIRSPEED WAS							
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) POND PO	Condition of Light - NIGHT(DARK) 					
Certificate(s)/Rating(s) PRIVATE Current - YES Total - 116 Last 24 Hrs - 1 SE LAND Months Since - 0 Make/Model- 37 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - NONE Narrative SHORTLY AFTER TAKEOFF, THE AIRCRAFT WAS UNABLE TO CONTINUE CLIMB OUT. THE PILOT LOWERED THE NOSE TO LEVEL FLIGHT, HOWEVER THE AIRSPEED CONTINUED TO DROP AND THE AIRCRAFT CRASHED. THE CONTINUED DROP IN THE AIRSPEED WAS							
PRIVATE Current - YES Total - 116 Last 24 Hrs - 1 SE LAND Months Since - O Make/Model - 37 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 11 Last 90 Days - 9 Instrument Rating(s) - NONE Narrative SHORTLY AFTER TAKEOFF, THE AIRCRAFT WAS UNABLE TO CONTINUE CLIMB OUT. THE PILOT LOWERED THE NOSE TO LEVEL FLIGHT, HOWEVER THE AIRSPEED CONTINUED TO DROP AND THE AIRCRAFT CRASHED. THE CONTINUED DROP IN THE AIRSPEED WAS						WAIVERS	LIMIT
SE LAND Months Since - O Make/Model- 37 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 11 Last 90 Days- 9 Instrument Rating(s) - NONE Narrative SHORTLY AFTER TAKEOFF, THE AIRCRAFT WAS UNABLE TO CONTINUE CLIMB OUT. THE PILOT LOWERED THE NOSE TO LEVEL FLIGHT, HOWEVER THE AIRSPEED CONTINUED TO DROP AND THE AIRCRAFT CRASHED. THE CONTINUED DROP IN THE AIRSPEED WAS							
Aircraft Type - UNK/NR Instrument- 11 Last 90 Days- 9 Instrument Rating(s) - NONE Narrative SHORTLY AFTER TAKEOFF, THE AIRCRAFT WAS UNABLE TO CONTINUE CLIMB OUT. THE PILOT LOWERED THE NOSE TO LEVEL FLIGHT, HOWEVER THE AIRSPEED CONTINUED TO DROP AND THE AIRCRAFT CRASHED. THE CONTINUED DROP IN THE AIRSPEED WAS			Total -	116	Last 24	Hrs -	
Instrument Rating(s) - NONENarrative SHORTLY AFTER TAKEOFF, THE AIRCRAFT WAS UNABLE TO CONTINUE CLIMB OUT. THE PILOT LOWERED THE NOSE TO LEVEL FLIGHT, HOWEVER THE AIRSPEED CONTINUED TO DROP AND THE AIRCRAFT CRASHED. THE CONTINUED DROP IN THE AIRSPEED WAS	SE LAND		Make/Model-	37	Last 30	Days- U	
Narrative SHORTLY AFTER TAKEOFF, THE AIRCRAFT WAS UNABLE TO CONTINUE CLIMB OUT. THE PILOT LOWERED THE NOSE TO LEVEL FLIGHT, HOWEVER THE AIRSPEED CONTINUED TO DROP AND THE AIRCRAFT CRASHED. THE CONTINUED DROP IN THE AIRSPEED WAS		Aircraft Type - UNK/NE	? Instrument-	11	Last 90	Days-	9
Narrative SHORTLY AFTER TAKEOFF, THE AIRCRAFT WAS UNABLE TO CONTINUE CLIMB OUT. THE PILOT LOWERED THE NOSE TO LEVEL FLIGHT, HOWEVER THE AIRSPEED CONTINUED TO DROP AND THE AIRCRAFT CRASHED. THE CONTINUED DROP IN THE AIRSPEED WAS	;						
SHORTLY AFTER TAKEOFF, THE AIRCRAFT WAS UNABLE TO CONTINUE CLIMB OUT. THE PILOT LOWERED THE NOSE TO LEVEL FLIGHT, HOWEVER THE AIRSPEED CONTINUED TO DROP AND THE AIRCRAFT CRASHED. THE CONTINUED DROP IN THE AIRSPEED WAS	Instrument Rating(s) - NONE						
FLIGHT, HOWEVER THE AIRSPEED CONTINUED TO DROP AND THE AIRCRAFT CRASHED. THE CONTINUED DROP IN THE AIRSPEED WAS	Narrative						
	FLIGHT, HOWEVER THE AIRSPEED CONTINUED TO D						

File No 17	47 7/26/86 	BOSTON, MA	A/C Reg. No. N333TE	Time (Lc1) - 0223 EDT
Occurrence #1 Phase of Operation 1. UNDETERMINED		_ CLIMB		·
Occurrence #2 Phase of Operation				
Finding(s) 2. STALL - INADVER	TENT - PILOT IN COM	MAND		
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transpo	rtation Safety Boar	rd determines that	the Probable Cause(s) of this acc	ident

File No 1632 9/11/86 HOL	OYOKE, MA	A/C Reg. No.	N8316Q		Time (Lcl)	- 1406 ED	т
Basic Information Type Operating Certificate-NONE (GENE Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Nircraft Damage SUBSTANTIAL Fire NONE	Crew Pass	Fatal O O	Inju Serious O 1	ries Minor 1 O	None O O
Aircraft Information Make/Model - CESSNA U206F Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3600 No. of Seats - 6	Eng Make/Mode Number Engine Engine Type Rated Power	el - CONTINENTA es - 1 - RECIP-FUEL - 300 HP			Installed/ Stall Warni		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 210/010 KTS Visibility - 5.0 SM Lowest Sky/Clouds - 2500 FT SC Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure JAFFREY,MA Destination LEHIGHTON,PA ATC/Airspace ATTERED Type of Flight Type of Cleara Type Apch/Lndg	: Plan - IFR	А	OFF A irport BARNE Runwa Runwa Runwa	S	- N/A - N/A - GRASS/T	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 60 Biennial Flight Rev Current - Months Since - Aircraft Type -	ew YES Tot 6 Mak U206F Ins	e/Model-	Time (1 843	Hours) Last 2 Last 3	.4 Hrs - U	NK/NR NK/NR
Instrument Rating(s) - AIRPLANE							
WHILE EN ROUTE AT 6000 FT, THE ACFT LOST PO A FORCED LANDING IN A GRASS COVERED FIELD 1 GEAR AND COMING TO REST INVERTED. WHEN IT B HE CHANGED HIS LANDING AREA AT A LOW ALTITU TEARDOWN OF THE ENGINE SHOWED A FAILED NO. CONNECTING ROD OIL PORT WAS CLOGGED WITH A SEALANT WAS FOUND TO HAVE BEADED ON THE INS	1/2 MILES NORTH OF BAR ECAME OBVIOUS TO THE PU DE AND LACKED SUFFICENT 2 CONNECTING ROD BEARIN SEALANT SIMILAR TO THAT	RNES MUNICIPAL T THAT HE WOUL AIRSPEED TO C NG, BOLTS, AND USED IN THE C	AIRPORT, SHEAD NOT MAKE ITOMPLETE THE CONNECTING RO	ARING O T TO TH LANDING OD. THE	FF THE NOSE E AIRPORT, FLARE. NO. 3		

File No 16	32 9/11/86	HOLOYOKE, MA	A/C Reg. No.	N8316Q	Time (Lcl) - 1406 EDT
Occurrence #1 Phase of Operation		TAL) - MECH FAILURE,	/MALFUNCTION		
Finding(s) 1. BLEED AIR SYSTE 2. MAINTENANCE,I 3. FLUID,OIL - STA 4. ENGINE ASSEMBLY 5. ENGINE ASSEMBLY	NSTALLATION – IMPR RVATION ,CRANKSHAFT – DIST	OPER - OTHER MAINTEN ORTED FAILURE,TOTAL			
Occurrence #2 Phase of Operatioh		NCY			
Finding(s) 6. REMEDIAL ACTION	- ATTEMPTED - PIL	OT IN COMMAND			
Occurrence #3 Phase of Operation					
Finding(s) 7. TERRAIN CONDITI 8. FLARE - MISJU 9. LANDING GEAR,NO	DGED - PILOT IN CO SE GEAR - FAILURE,	TOTAL			
Probable Cause	-				·
The National Transpois/are finding(s) 2,	•	rd determines that	the Probable Cause(s) o	of this accider	nt
Factor(s) relating t	o this accident is	/are finding(s) 7			

Basic Information Type Operating Certificate-NONE (GENERA)	L AVIATION) Aircra	ft Damage		Inju	ries	
	SUBST	ANTIAL	Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	-	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Mode1 - CESSNA U-206B		ONTINENTAL IO-520-F		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines -		5	itall Warnii	ng System	- YES
Max Gross Wt - 3600	Engine Type - R Rated Power -					
No. of Seats - 6	Rated Power -	300 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	t	ON AIR	PORT		
Method - N/A	DETROIT,MI		A			
Completeness - N/A Basic Weather - VMC	Destination SAME AS ACC/INC		Airport D			
Wind Dir/Speed- VARIABLE/012 KTS	SAME AS ACC/INC			-	- 18	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid		75
Lowest Sky/Clouds - SCATTERED	Type of Flight Plan	- NONE		Surface		
Lowest Ceiling - NONE	Type of Clearance			Status		
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP	-			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 40	Medical Certifica			O WAIVERS.	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (F			
COMMERCIAL	Current - YES		1074	Last 2	4 Hrs - Ul	•
SE LAND	Months Since - 12	• • -	22	Last 30	Days-	15
HELICOPTER	Aircraft Type - UH-1	Instrument- Multi-Eng -	138	Last 90 Rotorci	Days-	50 200
		Multi-Eng -	•	ROTOFCI	rait -	200
Instrument Rating(s) - AIRPLANE,HE	LICOPTER					
Narrative						
ACFT COLLIDED WITH TERRAIN FOLLOWING A LA	NDING ON RWY 18. ACCORDING	TO THE PLT. A GUST	OF WIND I	IFTED THE		
IT WING OF THE ACFT DURING ROLL OUT. THE P					DIOLIT	

File No 16	21 3/31/86 	TECUMSEH, MI	A/C Reg. No. N3855G	Time (Lcl) - 1430 EST	
Occurrence #1 Phase of Operation	LOSS OF CONTROL LANDING - ROLL	- ON GROUND			
	FOR WIND CONDITION	S - INADEQUATE - PILO NED - PILOT IN COMMAI			
Occurrence #2 Phase of Operation	ON GROUND COLLIS	ION WITH TERRAIN			
Probable Cause			·		

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

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File No. - 1709
                            4/06/86
                                       LANSING, MI
                                                                  A/C Reg. No. N192AP
                                                                                           Time (Lcl) - 0936 EST
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)
                                                                Aircraft Damage
                                                                                                         Injuries
                                                                 SUBSTANTIAL
                                                                                            Fatal
                                                                                                     Serious Minor
      Type of Operation
                                -PERSONAL
                                                                Fire
                                                                                     Crew
                                                                                            0
                                                                                                        0
                                                                                                                           1
      Flight Conducted Under -14 CFR 91
                                                                 NONE
                                                                                     Pass
                                                                                               0
                                                                                                         0
                                                                                                                            0
      Accident Occurred During -DESCENT
----Aircraft Information----
                                                    Eng Make/Model - HAPI 60-2DM
Number Engines - 1
      Make/Model - PERKINS VIKING DRAGONFLY
                                                                                               ELT Installed/Activated - YES/YES
      Landing Gear - TAILWHEEL-ALL FIXED
                                                                                                  Stall Warning System - NO
      Max Gross Wt - 1150
                                                    Engine Type - RECIPROCATING-CARBURETOR
                                                                  - 60 HP
     No. of Seats -
                                                    Rated Power
----Environment/Operations Information----
    Weather Data
                                                 Itinerary
                                                                                           Airport Proximity
      Wx Briefina
                      - 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
                                                    SAME AS ACC/INC
                                                                                             CAPITAL CITY
       Wind Dir/Speed- 250/014 KTS
                                                                                             Runwav Ident
        Visibility - 10.0 SM
                                                 ATC/Airspace
                                                                                             Runway Lth/Wid - 5001/ 120
       Lowest Sky/Clouds -
                                                  Type of Flight Plan - NONE
                                                                                             Runway Surface - CONCRETE
                           - 2500 FT BROKEN
                                                  Type of Clearance - VFR
                                                                                             Runway Status - DRY
        Lowest Ceiling
        Obstructions to Vision- NONE
                                                                      - TRAFFIC PATTERN
                                                   Type Apch/Lndg
        Precipitation - NONE
                                                                         GO AROUND
        Condition of Light - DAYLIGHT
----Personnel Information----
                                             Age - 44 Medical Ce
Biennial Flight Review
                                                                        Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Pilot-In-Command
      Certificate(s)/Rating(s)
                                                                                    Flight Time (Hours)
                                                 Current - YES Total - 459

Months Since - 12 Make/Model - 1
                                                                                                Last 24 Hrs -
         COMMERCIAL
                                                 Months Since - 12 Make/Model - 1 Last 30 Days - 1
Aircraft Type - C-152 Instrument - 3 Last 90 Days - 1
Multi-Eng - UNK/NR Rotorcraft - UNK/NR
         SE LAND
         Instrument Rating(s) - NONE
----Narrative----
ON HIS FIRST FLIGHT IN THIS TYPE OF HOMEBUILT THE PILOT ENCOUNTERED WHAT HE SAID WAS WINDSHEAR ON FINAL APPROACH
FOR HIS FIRST LANDING. HE ADDED POWER AND THE AIRCRAFT PITCHED UP 30 DEGREES. HE PUSHED DOWN ON THE STICK AND
THE AIRCRAFT PITCHED DOWN VIOLENTLY. HE ADDED FULL POWER AND THE AIRCRAFT PITCHED UP AGAIN. THE NOSE FELL
THROUGH VIOLENTLY AGAIN AND THE LEFT WING STRUCK THE RUNWAY. THE AIRCRAFT THEN SLID TO A STOP. HE ALSO STATED
THAT THIS WAS HIS FIRST FLIGHT IN ANY AIRCRAFT IN ELEVEN MONTHS.
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4/06/86 A/C Reg. No. N192AP File No. - 1709 LANSING,MI Time (Lc1) - 0936 EST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. WEATHER CONDITION - WINDSHEAR 2. PROPER DESCENT RATE - NOT ATTAINED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, INADEQUATE INITIAL TRAINING - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND 4. Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4 Factor(s) relating to this accident is/are finding(s) 1

-Basic Information		4 t			T			
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft D SUBSTANTI	_	Fatal	Injuries Fatal Serious Minor No			
Type of Operation -PERSONAL		Fire	Cre		0		0	
Flight Conducted Under -14 CFR 91		NONE	Pas	s 0	0	2	0	
Accident Occurred During -LANDING								
Aircraft Information								
Make/Model - PIPER PA-28-140			ING 0-320-E2A					
Landing Gear - TRICYCLE-FIXED		ngines - 1			tall Warning	g System	- YES	
Max Gross Wt - 2150	Engine ly Rated Po		ROCATING-CARBUI	RETUR				
No. of Seats - 2	Rated Pol	wer - 14 	U ПР 					
-Environment/Operations Information								
	Weather Data Itinerary			Airport ON AIR	Proximity			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A		Last Departure Point MENOMINEE,MI			PURI			
Completeness - N/A	Destination	•		Airport D	ata			
Basic Weather - VMC		OSHKOSH, WI			DUNTY			
Wind Dir/Speed- 270/005 KTS	0011110011	, ** -			Ident -	21		
Visibility - 15.0 SM	ATC/Airspace	е			Lth/Wid -		100	
Lowest Sky/Clouds - 8000 FT	Type of F				Surface -			
Lowest Ceiling - 8000 FT BROK	KEN Type of C	learance - N	ONE	Runway	Status -	DRY		
Obstructions to Vision- NONE	Type Apch,	/Lndg - F	ORCED LANDING					
Precipitation - NONE								
Condition of Light - DAYLIGHT								
-Personnel Information	A 00	Na.	diasl Cambibia	VALTO	MEDICAL NO	WATVEDC/	LIMATT	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 38 Biennial Flight			<pre>ate - VALID MEDICAL-NO WAIVERS/LIMIT qht Time (Hours)</pre>				
PRIVATE	Current		Total -			Hrs -	6	
SE LAND	Months Since			200	Last 30		6	
	Aircraft Ty		Make/Model- Instrument-	80	Last 90	Days-	9	
			Multi-Eng - l			aft - UN	K/NR	
Instrument Rating(s) - AIRPLANE								
ACFT LOST ENG PWR SHORTLY AFTER TAKEOFF.	THE PLT ATTEMPTE	TO LAND BACK	ON THE RWY BUT	T RAN OFF T	HE END INTO	Δ		
CH. THE REASON FOR THE POWER LOSS COULD NO		S EALED DAON	5 IIIL IVA DO			••		

File No 16	55 8/04/86 	MENOMINEE, MI	A/C Reg. No. N4394J	Time (Lc1) - 1530 CDT
Occurrence #1 Phase of Operation	= -	AL CLIMB		
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation	ON GROUND COLLIS			
Finding(s) 2. TERRAIN CONDITI	ON - DITCH			
Probable Cause				
The National Transpo is/are finding(s) 1	rtation Safety Boa	ard determines that t	the Probable Cause(s) of this acci	dent
Factor(s) relating t	o this accident is	/are finding(s) 2		

File No 1791 8/17/86 IONI	Reg. No. N12GH		Time (Lcl)) - 1730 EDT				
Basic Information Type Operating Certificate-NONE (GENER/		aft Damage		Injuries (
		TANTIAL	Fatal	Serious		None		
Type of Operation -PERSONAL	Fire	·-	rew 0	0	0	1		
Flight Conducted Under -14 CFR 91	NONE	۲	ass 0	0	0	[/] o		
Accident Occurred During -LANDING								
Aircraft Information								
Make/Model - SCHLEICHER ASW-20	Eng Make/Model - N	√A	ELI	Installed/				
Landing Gear - SKID	Number Engines - N	1/A		Stall Warni	ing System ·	- NO		
Max Gross Wt - 800	Engine Type - M	I/A						
No. of Seats - 1	Rated Power - M	N/A						
Environment/Operations Information								
Weather Data	Itinerary		Airport	Proximity				
Wx Briefing - NO RECORD OF BRIEFING		n+	•	RPORT				
Method - N/A	SAME AS ACC/INC		J	in on				
Completeness - N/A	Destination		Airport	Data				
Basic Weather - VMC	SAME AS ACC/INC			COUNTY				
Wind Dir/Speed- 360/005 KTS	SAME AS ACC/INC				- 26			
	470/4:			y Ident	- 36	100		
Visibility - 20.0 SM	ATC/Airspace			y Lth/Wid				
	TTERED Type of Flight Plan			y Surface		(F		
Lowest Ceiling - NONE	Type of Clearance		Runwa	y Status	- DRY			
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-IN						
Precipitation - NONE		FULL STOP						
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 51	Medical Certif	icate - VALI	D MEDICAL-V	AIVERS/LIM	Ť _		
Certificate(s)/Rating(s)	Biennial Flight Review		light Time (_		
COMMERCIAL.ATP.CFI	Current - UNK/N				24 Hrs -	3		
SE LAND, ME LAND, SE SEA	Months Since - UNK/N				30 Days- UN			
GLIDER	Aircraft Type - UNK/N				00 Days ON 00 Days-	220		
GLIDEK	Aircraft Type - UNK/			Last	O Days-	220		
		Multi-Eng	- 16000					
Instrument Rating(s) - AIRPLANE		· · · · · · · · · · · · · · · · · · ·						
Narrative								
CORDING TO THE PLT, AT APPROXIMATELY 20 MI					\L			
NE LIFT TO CLIMB TO 4600 MSL (3800 AGL), A								
TICIPATED AN INCREASE IN WIND GRADIENT DUR								
NFIDENCE IN MAKING THE AIRPORT. ACCORDING				A BUSH AND	Α			
RGE ROCK BEFORE COMING TO REST APPROXIMATE	$_{ extsf{Y}}$ 1/4 MILE SHORT OF RWY 36	S AT IONIA COUNTY	' AIRPORT.					

File No. - 1791 8/17/86 IONIA,MI A/C Reg. No. N12GH Time (Lcl) - 1730 EDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
2. PLANNED APPROACH - INACCURATE - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND

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

----Probable Cause----

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

Basic Information							
Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Da SUBSTANTIA	F-4-1	•	uries		
Type of Operation -PERSONAL		Fire	Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 9		NONE	Pass	ŏ	ŏ	ŏ	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 310G			NENTAL IO-470-D		Installed/A		
Landing Gear - TRICYCLE-RETRACTABL Max Gross Wt - 4990		gines - 2	FUEL INJECTED	S	tall Warnir	ng System ·	- YES
No. of Seats - 6	Rated Pow) HP				
Environment/Operations Information							
Weather Data	Itinerary	•			Proximity		
Wx Briefing - NO RECORD OF BRIE		ture Point		ON AIR	STRIP		
Method - N/A Completeness - N/A	TROY, M I Destination			Airport Da	2+2		
Basic Weather - VMC	YPSILANT			WILLOW			
Wind Dir/Speed- 080/003 KTS	IFSILANI	1,1911				- 09L	
Visibility - 25.0 SM	ATC/Airspace				Lth/Wid -		160
Lowest Sky/Clouds -		ight Plan - No	ONE		Surface -		
Lowest Ceiling - 6500 FT	BROKEN Type of Cl	earance - NO	ONE	Runway	Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/	Lndg - Ti	RAFFIC PATTERN	•			
Precipitation - NONE		Fl	JLL STOP				
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	A.m. 20	Ma	dical Certifica	to - VALTO	MEDICAL NO	NATVEDC/	TMTT
Certificate(s)/Rating(s)	Age - 38 Biennial Flight			nt Time (H		MAIVERS/	TMII
COMMERCIAL	Current	- YES	Total -		Last 24	1 Hrs -	1
ME LAND	Months Since	- 0			Last 30		
		e - C-310		82	Last 90	Davs-	36
			Multi-Eng -	51	Rotorc	aft - UN	C/NR
Instrument Rating(s) - NONE							
Nonnativa							
Narrative LEFT MAIN GEAR COLLAPSED AND THE ACFT	VEEDED OFF THE LEFT	SIDE OF THE D	INWAY DUDING TH	E LANDING	DOLL AT AN		
LEFT MAIN GEAR CULLAPSED AND THE ACFT	THE LANDING GEAR DIS				COLL AT AN		

9/14/86 Time (Lc1) - 1300 EDT File No. - 1653 YPSILANTI,MI A/C Reg. No. N8996Z

Occurrence Phase of Operation LANDING - ROLL

MAIN GEAR COLLAPSED

Finding(s)

- 1. LANDING GEAR FAILURE, PARTIAL
- UNDETERMINED

----Probable Cause----

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

File No 1694 10/08/86 EAST	A/C Reg. No. N1	A/C Reg. No. N1420Q			Time (Lcl) - 1800 EDT			
Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION)	Aircraft Damage			Injur			
		SUBSTANTIAL	_	Fatal	Serious	Minor	None	
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0	
Accident Occurred During -LANDING								
Aircraft Information								
Make/Model - CESSNA 150L		el - CONTINENTAL	0-200-A		[nstalled/A			
Landing Gear - TAILWHEEL-ALL FIXED	Number Engin	ngines - 1 Stall Warning System - YES						
Max Gross Wt - 1600	Engine Type		G-CARBURET	OR				
No. of Seats - 2	Rated Power	- 100 HP						
Environment/Operations Information								
Weather Data	Itinerary			Airport F	roximity			
Wx Briefing - NO RECORD OF BRIEFIN		e Point			RPORT/STŔIP			
Method - N/A	EAST JORDAN							
Completeness - N/A	Destination	•	Α	irport Da	ata			
Basic Weather - VMC	LOCAL			EAST JORDAN CITY				
Wind Dir/Speed- 360/010 KTS				Runway	Ident -	36		
Visibility - 40.0 SM	ATC/Airspace			Runway	Lth/Wid -	1675/	100	
Lowest Sky/Clouds - 5500 FT SCA	TTERED Type of Fligh	t Plan - NONE		Runway	Surface -	GRASS/TU	RF	
Lowest Ceiling - NONE	Type of Clear	ance - NONE		Runway	Status -	DRY		
Obstructions to Vision- NONE	Type Apch/Lnd	a ~ TRAFFIC	PATTERN	•				
Precipitation - NONE	, , , , ,	TOUCH AN	D GO					
Condition of Light - DAYLIGHT		FORCED L						
Personnel Information Pilot-In-Command	Age - 45	Medicai C	ertificate	~ EYDIDE	:D			
Certificate(s)/Rating(s)	Biennial Flight Rev			Time (Ho				
PRIVATE				433	Last 24	Hrs -	1	
SE LAND				130		Days- UN		
SE CAND	Aircraft Type -	IINK/ND Instr		8	Last 90		15	
	Months Since - Aircraft Type -	ONE THE	dillerit	J	Last 30	Days	13	
Instrument Rating(s) - NONE								
Narrative						_		
PILOT STATED THAT AFTER EXTENDING 10 DEG								
ROTTLE. UPON THROTTLE REDUCTION, THE ENGIN			LED A RKOK	FM WIXION	RE CONTROL	CABLE		
JSING. THE ENGINE OPERATED NORMALLY AT A F	ULL RICH MIXTURE SETT	ING.						
STIME THE ENGINE OF ENAMED HORMACE! AT A T								

File No 16	94 10/08/86 	EAST JORDAN,MI	A/C Reg. No.	N1420Q	Time (Lcl) - 1800 EDT
Occurrence #1 Phase of Operation		TAL) - MECH FAILURE/MAI ATTERN - FINAL APPROACH			
Finding(s) 1. MIXTURE CONTROL					
Occurrence #2 Phase of Operation		ATTERN - FINAL APPROACH			
Occurrence #3 Phase of Operation	LANDING - FLARE/1	TOUCHDOWN			
Probable Cause					
The National Transpois/are finding(s) 1	rtation Safety Boar	rd determines that the	Probable Cause(s)	f this accident	

File No 1697 8	/07/86 EDEN PR	RAIRIE, MN	A/C Reg. No	. N8556 M		Time (Lcl) -	1810 CDT	
Basic Information Type Operating Certifica	te-NONE (GENERAL	AVIATION)	Aircraft Damag	ge		Injur	ies	
			SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL		Fire	Crew	-	0	0	2
Flight Conducted Under			NONE	Pass	0	0	0	0
Accident Occurred During								
Aircraft Information								
Make/Model - ROBINSON	R22A		del - LYCOMING			Installed/A		
Landing Gear - SKID			nes - 1			Stall Warnin	g System	- NO
Max Gross Wt - 1300		Engine Type			ETOR			
No. of Seats - 2		Rated Power	- 124 HI	P 				
Environment/Operations Inf	ormation							
Weather Data		Itinerary			Airport	Proximity		
Wx Briefing - FSS		Last Departu			ON AII	RPORT		
	ADIO	SAME AS AC	C/INC					
Completeness - WEATHE	R NOT PERTINENT	Destination			Airport I	Data		
Basic Weather - VMC		SAME AS AC	C/INC		FLYIN	G CLOUD AIRP	ORT	
Wind Dir/Speed- 310/01							UNK/NR	
Visibility - 15.0	SM SM	ATC/Airspace				y Lth/Wid -		
Lowest Sky/Clouds -					Runwa	y Surface -	GRASS/TU	RF
Lowest Ceiling		I Type of Clear	rance - NONE		Runwa	y Status -	DRY	
Obstructions to Visior	- NONE	Type Apch/Ln	dg - NONE					
Precipitation	- NONE							
Condition of Light	- DAYLIGHT					_		
Personnel Information								
Pilot-In-Command	Α	ige - 22	Medica	al Certifica	te - VALII	D MEDICAL-NO	WAIVERS/	_IMIT
Certificate(s)/Rating(s	;) B	Biennial Flight Re	view	Flig	ht Time (I	Hours)		
COMMERCIAL, CFI		Current		otal -		Last 24		3
SE LAND		Months Since	- 4 Ma	ake/Model-	558	Last 30	Days- UN	
HELICOPTER		Months Since Aircraft Type	- UNK/NR I	nstrument-	75	Last 30 Last 90	Days-	251
			Mu	ulti-Eng -	149	Rotorcr		572
Instrument Rating(s)	- HELICOPTER							
HE CFI REPORTED THAT UPON LIF	THE ATDODAS	T RECAN DOTET LEE	T WHEN HE TOTA	ED TO COPPEC	T THIS COL	NOTTION HE		
DUND THAT HE COULD NOT MOVE T							OLIND	
HE AIRCRAFT TILTED BACK AND T							JUND,	
E MOVED TO THE RIGHT BECAUSE							STUDENT	
RIED TO PULL HIS LEG BACK OUT				OCIO MIND THE	*LINI DOG!	N. WILD IDE	J. JDLI41	
LED TO FOLL HIS LLG BACK OUT	OF THE WAT, HE A	LIG FOLLED THE CT	CLIC DACK.					

File No. - 1697 8/07/86 EDEN PRAIRIE,MN A/C Reg. No. N8556M Time (Lc1) - 1810 CDT LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation HOVER Finding(s) 1. ROTORCRAFT FLIGHT CONTROL, CYCLIC CONTROL - JAMMED 2. CONTROL INTERFERENCE - INADVERTENT - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation HOVER ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 2,3

File No 1711 9/17/8	B6 ST. PAUL,MN	V	N/C Reg. No.	N707HB	T 	ime (Lc])	- 1958 CE)T
-Basic Information Type Operating Certificate-O	N-DEMAND ATR TAXT	Δir	rcraft Damag	ie		Inii	uries	
Name of Carrier -NO	ORTHLAND AVIATION	I. INC. SI	JBSTANTIAL	,.	Fatal			None
Name of Carrier -NC Type of Operation -NC Flight Conducted Under -14	ON SCHED.DOMESTIC	C.CARGO Fir	`e	Crew		0	0	1
Flight Conducted Under -14	4 CFR 135	NO	DNE	Pass	0	0	0	0
Accident Occurred During -La	ANDING							
-Aircraft Information								
Make/Model - PIPER PA-31-		Eng Make/Model		TIO-540-A1A				1 - YES-UNK
Landing Gear - TRICYCLE-RET	RACTABLE	Number Engines			S	tall Warn	ing System	n - YES
Max Gross Wt - 6500		Engine Type						
No. of Seats - 6		Rated Power	- 310 HF) 				
-Environment/Operations Informa								
Weather Data	I	Itinerary				Proximity		
Wx Briefing - UNK/NR		Last Departure F	Point		ON AIR	PORT		
Method - UNK/NR		ABERDEEN, SD						
Completeness - WEATHER NO	T PERTINENT	Destination			Airport Da			
Basic Weather - IMC	_	SAME AS ACC/IN	1C			-	PAUL INTE	-
Wind Dir/Speed- 130/003 KT						Ident	- 11R	
Visibility - 1.000 SI		ATC/Airspace					- 10000/	
Lowest Sky/Clouds - UN		Type of Flight F					- ASPHALT	
Lowest Ceiling - 8				OMD! ETE	Runway	Status	- DRY	
Obstructions to Vision- NO		Type Apch/Lndg	- IF2-(UMPLETE				
Precipitation - NOI Condition of Light - NIC								
	ami (DARK) 							
-Personnel Information	•	- 64	و د د د د د د د د د د د د د د د د د د د	ıl Certifica	to . VALTO	MEDICAL	WATVEDS /LI	
Pilot-In-Command Certificate(s)/Rating(s)	Age -	nial Flight Review			ht Time (H		WAIVERS/ LI	I IAI T I
ATP				otal -			24 Hrs -	8
SE LAND.ME LAND		Months Since - UN		ke/Model-	250	last :	30 Days- l	INK/NP
GLIDER		Nircraft Type - UN		nstrument-	734	last (90 Days -	167
GLIDER	-	therait type - or		ılti-Eng -		Last	30 Days	107
			MC	inti Liig	300			
Instrument Rating(s) - /	AIRPLANE							
-Narrative								
THE END OF AN UNEVENTFUL FLIGHT	THE PILOT LOWERS	D THE LANDING GEA	R AND NOTED	THREE GEAR	DOWN INDI	CATOR		
HTS. UPON LANDING ROLLOUT THE NO								
RAULIC LEAK WAS PRESENT NEAR THE	E HYDRAULIC POWER	PACK. THE HYDRAL	JLIC RESERVO	IR (WHICH N	DRMALLY HO	DS 54 OZ	OF	
ID) WAS REFILLED WITH 42 OZ OF	FLUID. THERE IS N	O HYDRAULIC FLUID	LEVEL IND	CATOR IN TH	E COCKPIT (OF THIS A	IRCRAFT.	

'HB Time (Lc1) - 1958 CDT File No. - 1711 9/17/86 ST. PAUL, MN A/C Reg. No. N707HB Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation OTHER Finding(s) 1. FLUID, HYDRAULIC - LOSS, PARTIAL 2. MAINTENANCE, INSPECTION OF AIRCRAFT - INATTENTIVE - COMPANY MAINTENANCE PSNL 3. FLUID, HYDRAULIC - LEAK NOSE GEAR COLLAPSED Occurrence #2 Phase of Operation LANDING - ROLL _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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

File No 1695 10/0	08/86 WHITE	BEAR LAKE,MN	A/C	Reg. No. N14	2AS	Т	ime (Lc1)	- 1815 (CDT
Basic Information Type Operating Certificate	∍-NONE (GENERAL	AVIATION)		ft Damage		Fatal	Inj Serious	uries Minor	• None
Type of Operation	-PERSONAL		Fire		Crew	0	0	0	
•	-14 CFR 91		NONE		Pass	Õ	Ô	Õ	Ô
Accident Occurred During			,,,,,,,		, ====	-	•	_	•
Aircraft Information									
Make/Model - BLANIK L-1	13	Eng Make/M	lodel - N	I/A		ELT	Installed	/Activate	ed - NO -N/A
Landing Gear - SKID		Number Eng	gines - N	/A		S	tall Warn	ing Syste	em - NO
Max Gross Wt - 1102		Engine Typ	e - U	NK/NR					
No. of Seats - 2		Rated Powe	er - N	/A					
Environment/Operations Infor	mation								
Weather Data		Itinerary				Airport	Proximity		
Wx Briefing - FSS		Last Depart	ure Poin	t		OFF AI	RPORT/STR	IP	
Method - UNK/NR		SAME AS A	CC/INC						
Completeness - UNK/NR		Destination				Airport D	ata		
Basic Weather - VMC		LOCAL				BENSON	AIRPORT		
Wind Dir/Speed- 060/006	KTS					Runway	Ident	- 30	
Visibility - 25.0	SM	ATC/Airspace				•	Lth/Wid	- 2000/	/ 200
Lowest Sky/Clouds -	3100 FT SCATT	ERED Type of Fli	ght Plan	- NONE		•		- GRASS	
	NONE	Type of Cle					Status	- DRY	
Obstructions to Vision-	NONE	Type Apch/L		- TRAFFIC P	ATTERN				
Precipitation -	NONE	<i>,</i> , , ,	J	FULL STOP					
•	DAYLIGHT								
Personnel Information									
Pilot-In-Command		Age - 36		Medical Ce					
Certificate(s)/Rating(s)	I	Biennial Flight R	Review		Fligh	nt Time (H	ours)		
STUDENT		Current	- N/A	Total	-	13	Last	24 Hrs -	1
		Months Since	- N/A	Make/M	ode1-	13	Last	30 Days-	UNK/NR
GLIDER		Aircraft Type	e - N/A	Instru	ment-	0	Last	90 Days-	11
Instrument Rating(s)	- NONE								
	THE TRAFFIC D	ATTERN FOR DWV 30	AT ADDY	900 ET AND	COMPLETE	D A DIGHT	TUDN TO		
HE PLT REPORTED THAT HE ENTERED	ON BASE HE DE	ACITED HIE MINOUN	11 MAS 1						
SE. THE PLT STATED THAT WHILE		HE WAS TOO LOW A	ND AT TH						
SE. THE PLT STATED THAT WHILE LEWAY. AS HE TURNED TO FINAL,	HE STATED THAT								
SE. THE PLT STATED THAT WHILE LEFWAY. AS HE TURNED TO FINAL, HE STALL POINT. IN AN ATTEMPT T	HE STATED THAT	L, THE PLT LOWERE	D THE AC	FT NOSE AND	REALIZE	THAT HE	WOULD NOT	MAKE	
SE. THE PLT STATED THAT WHILE LEFWAY. AS HE TURNED TO FINAL, HE STALL POINT. IN AN ATTEMPT T HE ARPT. ACCORDING TO THE PLT,	HE STATED THAT TO AVOID A STAL HE THEN FLEW U	L, THE PLT LOWERE NDER POWER LINES	D THE AC	FT NOSE AND I	REALIZEI UCK A PO	THAT HE	WOULD NOT POLE WITH	MAKE THE	i s
SE. THE PLT STATED THAT WHILE REFWAY. AS HE TURNED TO FINAL, HE STALL POINT. IN AN ATTEMPT T HE ARPT. ACCORDING TO THE PLT, EGHT WING AT APPROXIMATELY 30 F	HE STATED THAT FO AVOID A STAL HE THEN FLEW UI FT AGL, IN ORDER	L, THE PLT LOWERE NDER POWER LINES R TO DISSAPATE EN	D THE AC AND DELI IERGY. AP	FT NOSE AND I BERATELY STRI PROXIMATELY	REALIZED UCK A PO 10 FT OF	THAT HE DWER LINE THE OUTB	WOULD NOT POLE WITH OARD RIGH	MAKE THE T WING WA	ıs
SE. THE PLT STATED THAT WHILE LEFWAY. AS HE TURNED TO FINAL, HE STALL POINT. IN AN ATTEMPT THE HE ARPT. ACCORDING TO THE PLT, HING AT APPROXIMATELY 30 F VERED FROM THE ACFT AS IT ROTA	HE STATED THAT TO AVOID A STALE HE THEN FLEW UI TT AGL, IN ORDER ATED 90 DEGREES	L, THE PLT LOWERE NDER POWER LINES R TO DISSAPATE EN TO THE RIGHT AND	ED THE AC AND DELI WERGY. AP DROPPED	FT NOSE AND BERATELY STRIPROXIMATELY ABOUT 15 FT	REALIZED UCK A PO 10 FT OF BEFORE	THAT HE DESCRIPTION OF THE OUTBOARD TO	WOULD NOT POLE WITH OARD RIGH REST IN	MAKE THE T WING WA A SWAMP	AS.
SE. THE PLT STATED THAT WHILE LFWAY. AS HE TURNED TO FINAL, E STALL POINT. IN AN ATTEMPT T E ARPT. ACCORDING TO THE PLT, GHT WING AT APPROXIMATELY 30 F	HE STATED THAT TO AVOID A STALE HE THEN FLEW UI TT AGL, IN ORDEE ATED 90 DEGREES A WITNESS STATE	L, THE PLT LOWERE NDER POWER LINES R TO DISSAPATE EN TO THE RIGHT AND	ED THE AC AND DELI WERGY. AP DROPPED	FT NOSE AND BERATELY STRIPROXIMATELY ABOUT 15 FT	REALIZED UCK A PO 10 FT OF BEFORE	THAT HE DESCRIPTION OF THE OUTBOARD TO	WOULD NOT POLE WITH OARD RIGH REST IN	MAKE THE T WING WA A SWAMP	AS

10/08/86 A/C Reg. No. N142AS Time (Lcl) - 1815 CDT File No. - 1695 WHITE BEAR LAKE, MN **UNDERSHOOT** Occurrence #1 Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. SPOILER RETRACTION - NOT PERFORMED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 3. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND 4. WEATHER CONDITION - TAILWIND 5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 6. OBJECT - UTILITY POLE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5 Factor(s) relating to this accident is/are finding(s) 4

File No 1654 11/16/86 N	ICOLLET, MN	A/C Reg. I	No. N6442F	Т	ime (Lcl) -	1600 CS	T
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Da	nage		Injur	ies	
		DESTROYED		Fatal	•		None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 9 Accident Occurred During -TAKEOFF	1	NONE	Pass	0	0	0	0
Aircraft Information							
Make/Model - CESSNA 150F			ENTAL 0-200-A		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Eng	ines - 1			tall Warnin	g System	- YES
Max Gross Wt - 1600 No. of Seats - 2	Engine Type Rated Power		DCATING-CARBURET HP	TOR .			
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIE Method - N/A	FING Last Departu UNK/NR	ure Point		OFF AI	RPORT/STRIP		
Completeness - N/A Basic Weather - VMC	Destination MANKATO,MI	N	4	Airport Da	ata		
Wind Dir/Speed- 190/009 KTS	·			Runwa∨	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace			Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - 5500 FT	SCATTERED Type of Flig			Runway	Surface -	ASPHALT	•
Lowest Ceiling - 8000 FT				Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Li	ndg - NOI	NE				
Precipitation - NONE			4				
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Aco - 20	Mod	ical Certificate	NON-V	ALTO MEDICA		
Certificate(s)/Rating(s)	Age - 39 Biennial Flight Re	-vieu		Time (H		L	
PRIVATE	Current	- UNK/NR	Total -		Last 24	Hrs -	1
SE LAND			Make/Model-				
	Aircraft Type	- UNK/NR	Instrument-	0	Last 90	Days- L	INK/NR
Instrument Rating(s) - NONE							
Narrative HE PLT EXPERIENCED FUEL EXHAUSTION AND M. CFT AND GOT IT TO NEARBY HIGHWAY 14, WHE HILE ON TAKEOFF, THE PLT LOST DIRECTIONA 80 DEGREES AND INTO A NEARBY FIELD.	RE HE ATTEMPTED TO TAKE	EOFF WHILE STA	ATE POLICE PROVI	DED ROAD	BLOCKS.		
,							

File No 16	11/16/86	NICOLLET, MN	A/C Reg. No. N6442F	Time (Lcl) - 1600 CST	
Occurrence #1 Phase of Operation	LOSS OF CONTROL TAKEOFF - GROUN				
Finding(s) 1. DIRECTIONAL CON	ITROL - NOT MAINTA	INED - PILOT IN COMMAN	D 		
Occurrence #2 Phase of Operation	ON GROUND COLLIS	SION WITH OBJECT D RUN			
Probable Cause					τ

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

File No 1790 3/08/86 OLD	MONROE, MO A/C F	Reg. No. N8143L	Т	ime (Lcl) -	1200 CST	•
Basic Information Type Operating Certificate-ON-DEMAND		ft Damage		Injuri	ies	
	DESTRO	YED	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIO	NAL Fire	Crew	0	1	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA A152	Eng Make/Model - L\					
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warning	g System	- YES
Max Gross Wt - 1670	Engine Type - RE		ETOR			
No. of Seats - 2	Rated Power -	110 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFI		t	OFF AI	RPORT/STRIP		
Method - N/A	CREVE COEUR, MO					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		D	7 1		
Wind Dir/Speed- 290/008 KTS Visibility - 10.0 SM	ATC/Airspace			Ident - Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		IDE
Lowest Sky/Crodus - CLEAR Lowest Ceiling - NONE	Type of Flight Flan Type of Clearance			Status -		IKF
Obstructions to Vision- NONE	Type Of Crear ance Type Apch/Lndg			Status	301 1	
Precipitation - NONE	Type Apeny Endg	SIMOLATED TORGED	LANDING			
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 34	Medical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H			
COMMERCIAL, CFI	Current - YES	Total -		Last 24		
SE LAND	Months Since - 23			Last 30		
FREE BALLOON	Aircraft Type - C-152		54	Last 90	Days-	59
		Multi-Eng -	3	Rotorcra	ift - UN	IK/NR
Instrument Rating(s) - AIRPLANE						
E STU PIC AND HIS INSTRUCTOR WERE PRACTIC SIMULATED FORCED LNDG, THE ACFT CRASHED N						

File No 17	90 3/08/86	OLD MONROE, MO	A/C Reg. No. N8143L	Time (Lc1) - 1200 CST
Occurrence #1 Phase of Operation		· IN FLIGHT		
3. STALL - INADVER	E OF EQUIPMENT/AIR TENT – DUAL STUDEN E OF PROCEDURE,INA NADEQUATE – PILOT	CRAFT,TOTAL - DUAL STUD TENTIVE - PILOT IN COM N COMMAND(CFI)		
Occurrence #2 Phase of Operation		ON WITH TERRAIN		
Finding(s) 7. TERRAIN CONDITIO	ON - OPEN FIELD			
Probable Cause				
The National Transports/are finding(s) 1,4		ed determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating to	this accident is,	are finding(s) 2,3		

Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION) Aircraft	Damago		Injur	ios	
Type operating certificate-none (General	DESTROY		Fatal			None
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During -DESCENT						
Aircraft Information						
	SA750 Eng Make/Model - LYC			Installed/Ad		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1800	Number Engines - 1 Engine Type - REC	ID-EUEL INJECTED	S	tall Warning	g System	- NO
No. of Seats - 2	· , ,	200 HP				
Environment/Operations Information Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING				RPORT/STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL			.		
Wind Dir/Speed- CALM Visibility - UNK/NR	ATC/Airspace			Ident - Lth/Wid -	N/A	
Lowest Sky/Clouds -	Type of Flight Plan -	NONE		Surface -		
Lowest Ceiling -	Type of Clearance -				N/A	
Obstructions to Vision- NONE	Type Apch/Lndg ~		•			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	4.00	Madiaal Cambiciaat	- VALTO	MEDICAL NO	WATVEDC /	TMTT
Certificate(s)/Rating(s)	Age - 40 Biennial Flight Review	Medical Certificat Fligh	t Time (H		WAIVERS/	LIMII
PRIVATE	Current - UNK/NR				Hrs - UNi	K/NR
SE LAND	Months Since - UNK/NR	Make/Model- Instrument- UN	8	Last 30	Days-	. 8
	Aircraft Type - UNK/NR					
		Multi-Eng - UN	K/NR	Rotorcra	aft - UNI	K/NR
Instrument Rating(s) - NONE						
AIRCRAFT WAS OBSERVED TO GO INTO A STEEP	CLIMB AFTER DEPARTURE FROM T	HE RIINWAY AT 300	TO 500 FF	FT AGI IT		
D OVER AND STARTED A STEEP VERTICAL DIVE	THE COUNT FYAMINATION	OF WRECKAGE FOUND	NO MALEU	NCTION OR		

File No 171	8 6/14/86	FENTON, MO	A/C Reg.	No. N111TR	Time (Lc1) - 1253 CDT
Occurrence #1 Phase of Operation					
Finding(s) 1. STALL/SPIN - INA 2. IMPROPER USE 3. AIRCRAFT HANDLIN 4. CLIMB - EXCESSIV 5. MANEUVER - EXCES 6. JUDGEMENT - POOR	OF PROCEDURE,LACK G - IMPROPER - PIL E - PILOT IN COMMA SIVE - PILOT IN CO	OF FAMILIARITY OT IN COMMAND ND MMAND	WITH AIRCRAFT - PILO	T IN COMMAND	
Occurrence #2 Phase of Operation			I		
Finding(s) 7. TERRAIN CONDITIO	N - GROUND				
Probable Cause	-				
The National Transpor is/are finding(s) 1,3		d determines th	at the Probable Cause	(s) of this a	accident
Factor(s) relating to	this accident is/	are finding(s)	2		

File No 1644 10/05/86 PECUL	IAR,MO	A/C Reg. No.	N6578S	Т	ime (Lc1) -	1610 CDT	
Basic Information							
Type Operating Certificate-NONE (GENERA	•	ircraft Damage	е		Injur		
		SUBSTANTIAL		Fatal			None
Type of Operation -PERSONAL		ire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -APPROACH							
Aircraft Information							
Make/Model - CESSNA 150J	Eng Make/Mode	1 - CONTINENT	AL 0-200	ELT	Installed/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engine				tall Warnir		
Max Gross Wt - 1600	Engine Type	- RECIPROCAT	TING-CARBURE			.5 0,	. 20
No. of Seats - 2	Rated Power	- 100 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		Point		•	RPORT/STRIP	•	
Method - N/A	HARRISONVILL			011 41	KI OKI / SIKII		
Completeness - N/A	Destination	. L , MO		Airport D	2+2		
Basic Weather - VMC	PECULIAR.MO			A IT POINT. D	ala		
	PECULIAR, MU			Dunie	Telona	N/A	
Wind Dir/Speed- 250/007 KTS	ATO /A :						
Visibility - 20.0 SM	ATC/Airspace	D. 1/01/5			Lth/Wid -		
Lowest Sky/Clouds -	Type of Flight				Surface -		RF.
Lowest Ceiling - BROKEN	Type of Cleara			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg		IC PATTERN				
Precipitation - NONE		FULL S	STOP				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 63	Medica	1 Certificat	e - VALID	MEDICAL-WA	IVERS/LIM	IT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Rev	ew	Fligh	t Time (H	ours)		
STUDENT	Current -	N/A To	tal -	50	Last 24	Hrs - UN	K/NR
	Months Since -	N/A Mal	ke/Model-	50	Last 30	Davs- UN	K/NR
	Aircraft Type -	•	•	2	Last 90	Days-	19
Instrument Rating(s) - NONE							
Instrument kating(s) - NUNE							
Narrative THE PLT REPORTED THAT THE ACFT ENCOUNTERED A WAS FROM 250 DEGS AT 7 KTS, A HEADWIND FOR TH DURING FINAL APCH. THE PLT REPORTED DESCENDIN WERE NO REPORTS OF TURBULENCE OR CONDITIONS OF HE COULD HAVE AVOIDED THE ACCIDENT BY MAINTAI	HE LANDING ACFT. THE F HG WITHOUT CONTROL UNT CONDUCIVE TO TURBULENC	PLT REPORTED NOTILE IMPACTING TO SEE IN THE AREA	D MECHANICAL THE TERRAIN OF THE STRI	CONTROL SHORT OF P. THE PL	DIFFICULTY THE RWY. TH T STATED TH		

File No 1644	10/05/86 PECULIAR,MO	A/C Reg. No. N6578S	Time (Lcl) - 1610 CDT
	ERSHOOT ROACH - VFR PATTERN - FINAL	APPROACH	
	OT MAINTAINED - PILOT IN COMEQUIPMENT/AIRCRAFT,LACK OF T	MMAND TOTAL EXPERIENCE - PILOT IN COMMAND	
Probable Cause			
The National Transportations is fare finding(s). 1	on Safety Board determines	that the Probable Cause(s) of this accide	ent

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

Basic Information							
Type Operating Certificate-NONE (G	ENERAL AVIATION)					uries	
•		DESTROYED		Fatal			None
Type of Operation -PERSONA		Fire	Crew	1	0		0
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - GRIFFIN STAR-LITE	Eng Make/	Model - ROTAX	447	ELT	Installed	/Activated	- NO -N/
Landing Gear - TAILWHEEL-ALL FIXE	Number Eng	gines - 1		S	tall Warn	ing System	- NO
Max Gross Wt - 480			OCATING-CARBURE				
No. of Seats - 1	Rated Powe	er - 40	HP				
Environment/Operations Information							
and the second s				Airport	Proximity		
Wx Briefing - FSS	Last Depar	ture Point			RPORT/STŔ		
weather Data Wx Briefing - FSS Method - TELEPHONE	SAME AS A				•		
Completeness - WEATHER NOT PERT		•		Airport D	ata		
Basic Weather - VMC	LOCAL			•			
Wind Dir/Speed- 230/008 KTS				Runway	Ident	- N/A	
Visibility - 7.0 SM	ATC/Airspace			Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - 3200 FT	SCATTERED Type of F1	ight Plan - NO	NE	Runway	Surface	- N/A	
Lowest Ceiling - NONE	Type of Cle Type Apch/I	earance - NO	NE	Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/I	Lndg - NO	NE				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 41	Med	ical Certificat	e - VALID	MEDICAL-	WAIVERS/LIM	ΙT
Certificate(s)/Rating(s)	Age - 41 Biennial Flight I Current Months Since	Review	Fligh	t Time (H	curs)		
COMMERCIAL, CFI	Current	- YES	Total -	3057	Last	24 Hrs -	0
	Months Since	- 19	Make/Model-	0	Last	30 Days-	0
	Aircraft Type	e - 8KCAB	Instrument-	0	Last	90 Days-	0
Instrument Rating(s) - NONE							
Narrative							
PLT HAD JUST COMPLETED BUILDING THE	ACET AND WAS ON THE IN	TTTAL FLT FAM	TLY MEMBERS WAT	CHED AS T	HE ACET T	OOKOEE	
CLIMBED OVER THE ARPT. THEY THEN OBS							
OF THE ELEVATOR BELL CRANK REVEALED							
RUCTION ERROR BY THE PLT WHICH CONSI							
INUM TO THE CRANK WITH POP RIVETS. T						R AND	
R HALVES OF THE LEFT ELEVATOR HAD SE							
HE TOUCH. THE DESIGNER OF THE ACFT S	LATED THAT FLUTTER WAS	CREATED IN TH	F FIFVAIURS BY	INC MUDIC			

File No. - 1617 10/05/86 RAYMOND, MS A/C Reg. No. N124PK Time (Lcl) - 1215 CDT AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation CLIMB Finding(s) 1. FLIGHT CONTROL, ELEVATOR - SEPARATION 2. FLIGHT CONTROL, STABILATOR - SEPARATION 3. FLIGHT CONTROL, ELEVATOR ATTACHMENT - IMPROPER 4. MAINTENANCE, DESIGN CHANGE - IMPROPER - PILOT IN COMMAND AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN - PRODUCTION/DESIGN PSNL Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation CLIMB Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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 -Basic Information Type Operating Certificate-NONE (GENE 	RAL AVIATION) Aircraft	Damage		Injur	nias	
Type operating certificate NONE (GENE	SUBSTAN		Fatal			None
Type of Operation -TEST	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 - HICKHAM TWINSTAR	Eng Make/Model - ROT Number Engines - 1	AX 532	ELT	Installed/		
Landing Gear - FLOAT	Number Engines - 1			Stall Warnir	ng System	- NO
Max Gross Wt - UNK/NR	Engine Type - REC		ETOR			
No. of Seats - 2	Rated Power -					
-Environment/Operations Information						
Weather Data	Itinerary			Proximity	_	
Wx Briefing - NO RECORD OF BRIEFI Method - N/A	ING Last Departure Point SAME AS ACC/INC		UFF A.	IRPORT/STRIF	,	
Completeness - N/A	Destination		Airport [72+2		
Basic Weather - VMC	LOCAL		Amport	Jata		
Wind Dir/Speed- 180/006 KTS			Runway	v Ident -	- N/A	
Visibility - 4.000 SM	ATC/Airspace			/ Lth/Wid -		
Lowest Sky/Clouds - 600 FT SC	ATTERED Type of Elight Plan -	NONE	Dunin	y Surface -	- GPASS/TI	IDF
	ATTERED Type of Filgitt Flatt	NONE	Runway	y surrace -	UNASS/ IC	J
Lowest Ceiling - 15000 FT BR	ROKEN Type of Clearance -	NONE		y Status -		
Lowest Ceiling - 15000 FT BR Obstructions to Vision- FOG		NONE				ZKI
Lowest Ceiling - 15000 FT BR Obstructions to Vision- FOG Precipitation - NONE	ROKEN Type of Clearance -	NONE				JK1
Lowest Ceiling - 15000 FT BR Obstructions to Vision- FOG	ROKEN Type of Clearance -	NONE	Runway			
Lowest Ceiling - 15000 FT BR Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT	ROKEN Type of Clearance - Type Apch/Lndg -	NONE FORCED LANDING	Runway	y Status -	- DRY	
Lowest Ceiling - 15000 FT BR Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT	ROKEN Type of Clearance - Type Apch/Lndg - Age - 52	NONE FORCED LANDING Medical Certifica	Runway	y Status -	- DRY	
Lowest Ceiling - 15000 FT BR Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	ROKEN Type of Clearance - Type Apch/Lndg - Age - 52 Biennial Flight Review	NONE FORCED LANDING Medical Certifica Flig	Runway ite - VALII ht Time (H	y Status -	- DRY	 4IT
Lowest Ceiling - 15000 FT BR Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT	Age - 52 Biennial Flight Review Current - YES	NONE FORCED LANDING Medical Certifica Flig Total	Runway te - VALII ht Time (F	y Status -	- DRYAIVERS/LIM	 MIT NK/NR
Lowest Ceiling - 15000 FT BR Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 52 Biennial Flight Review Current - YES	NONE FORCED LANDING Medical Certifica Flig Total	Runway te - VALII ht Time (F	y Status -	- DRYAIVERS/LIM	 MIT NK/NR
Lowest Ceiling - 15000 FT BR Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT	ROKEN Type of Clearance - Type Apch/Lndg - Age - 52 Biennial Flight Review	NONE FORCED LANDING Medical Certifica Flig Total	Runway te - VALII ht Time (F	y Status -	- DRYAIVERS/LIM	 MIT NK/NR
Lowest Ceiling - 15000 FT BR Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT	Age - 52 Biennial Flight Review Current - YES	NONE FORCED LANDING Medical Certifica Flig Total	Runway te - VALII ht Time (F	y Status -	- DRYAIVERS/LIM	 MIT NK/NR
Lowest Ceiling - 15000 FT BR Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT	Age - 52 Biennial Flight Review Current - YES	NONE FORCED LANDING Medical Certifica Flig Total	Runway te - VALII ht Time (F	y Status -	- DRYAIVERS/LIM	 MIT NK/NR
Lowest Ceiling - 15000 FT BR Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND, ME LAND Instrument Rating(s) - AIRPLANE	Age - 52 Biennial Flight Review Current - YES	NONE FORCED LANDING Medical Certifica Flig Total	Runway te - VALII ht Time (F	y Status -	- DRYAIVERS/LIM	 MIT NK/NR
Lowest Ceiling - 15000 FT BR Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND, ME LAND	Age - 52 Biennial Flight Review Current - YES Months Since - 8 Aircraft Type - UNK/NR	NONE FORCED LANDING Medical Certifica Flig Total Make/Model- Instrument- Multi-Eng	Runway te - VALII ht Time (F 1200 1 210 1000	y Status D MEDICAL-WA Hours) Last 24 Last 30 Last 90 Rotorce	- DRYAIVERS/LIM	 MIT NK/NR
Lowest Ceiling - 15000 FT BR Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND, ME LAND Instrument Rating(s) - AIRPLANE -Narrative	Age - 52 Biennial Flight Review Current - YES Months Since - 8 Aircraft Type - UNK/NR	NONE FORCED LANDING Medical Certifica Flig Total Make/Model- Instrument- Multi-Eng AND THE PLT ATTEM	Runway te - VALII ht Time (F 1200 1 210 1000	y Status D MEDICAL-WA Hours) Last 24 Last 30 Rotorce	AIVERS/LIM Hrs - UN Days- UN Taft - UN	 MIT NK/NR
Lowest Ceiling - 15000 FT BR Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND, ME LAND Instrument Rating(s) - AIRPLANE -Narrative RTLY AFTER TAKEOFF ON THE INITIAL TEST F	Age - 52 Biennial Flight Review Current - YES Months Since - 8 Aircraft Type - UNK/NR	NONE FORCED LANDING Medical Certifica Flig Total - Make/Model- Instrument- Multi-Eng - AND THE PLT ATTEM T HAD TO LAND IN	Runway Ate - VALII Att Time (F 1200 1 210 1000 PTED TO RETTREES. AN	y Status D MEDICAL-WA Hours) Last 24 Last 90 Rotorce ETURN THE EXAM OF ONE	AIVERS/LIM Hrs - UN Days- UN Taft - UN	 MIT NK/NR

File No 16	49 11/16/86 BAY ST. LOUIS,MS	A/C Reg. No. N9731N	Time (Lcl) - 1230 CST
	AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFU TAKEOFF - INITIAL CLIMB	NCTION	
Finding(s) 1. PROPELLER SYSTE	M/ACCESSORIES,BLADE - FAILURE,TOTAL		
	LOSS OF POWER(TOTAL) - MECH FAILURE/MAL DESCENT - EMERGENCY	FUNCTION	
Finding(s) 2. FUEL SYSTEM,CAR	BURETOR - SEPARATION		
Occurrence #3 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the 1 2	Probable Cause(s) of this accid	ent

Type Operating Certificate-NONE (GENERA		t Damage		Injur		
Time of Orang Linux	SUBSTAI		Fatal	-		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass	0	0	0	1
Accident Occurred During -LANDING	NONE	Pass	O	O	O	'
-Aircraft Information	·.					
Make/Model - CHRISTEN PITTS S-2B	Eng Make/Model - LY			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		\$	itall Warning	g System	- YES
Max Gross Wt - 2400 No. of Seats - 2	Engine Type - REG Rated Power -	CIP-FUEL INJECTED 260 HP				
	Rated Power -	260 HP				
-Environment/Operations Information Weather Data	Itinerary		Ainmont	Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIF			
Method - N/A	NEW ORLEANS, LA		ON AIR	II OK I		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC			TREE AIRPOR	т	
Wind Dir/Speed- 070/006 KTS					UNK/NR	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 6000 FT SCAT				Surface -		JRF
	RCAST Type of Clearance		Runway	Status -	DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	- TRAFFIC PATTERN FULL STOP				
Condition of Light - DAYLIGHT		FULL STOP				
-Personnel Information Pilot-In-Command	Age - 36	Medical Certificat	O - VALTE	MEDICAL -NO	WATVEDS	/ TMTT
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (WAIVENS/	CIMII
COMMERCIAL, CFI	Current - YES	Total -		Last 24	Hrs -	2
SE LAND, ME LAND	Months Since - 13	Make/Model-	40		Days- UN	IK/NR
	Aircraft Type - UNK/NR	Instrument-	2027	Last 90	Days-	135
		Multi-Eng -	236	Rotorcra	aft -	15
Instrument Rating(s) - AIRPLANE						
Instrument Rating(s) - AIRPLANE	WITH A LEFT QUARTERING TAIL	LWIND AT THE HALFWA	Y POINT O	N THE 2700	FT RWY.	

LOSS OF CONTROL - ON GROUND

Brief of Accident (Continued)

Time (Lcl) - 1600 EST

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

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

File No. - 1656

----Probable Cause----

	/24/86	ROCK SPRINGS	, MT	A/C Reg. No.	N4862Q		Time (Lcl)	- 1000 MS	Т
-Basic Information Type Operating Certifica	te-AGRICU	LTURAL AIRCRA	FT Ai	rcraft Damag	e		Inj	uries	
			S	UBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-AERIAL	APPLICATION	Fi	re	Crev	, 0	0	0	1
Flight Conducted Under			N	ONE	Pass	0	0	0	0
Accident Occurred During	-TAKEOF	F 							
-Aircraft Information									
Make/Model - CESSNA A			Eng Make/Model		AL 10-520-0		Installed,		
Landing Gear - TAILWHEE	L-ALL FIX	ED	Number Engines				Stall Warn	ing System	- YES
Max Gross Wt - 4200			Engine Type						
No. of Seats - 1			Rated Power	- 300 HP					
-Environment/Operations Inf	ormation-								
Weather Data			inerary				Proximity		
Wx Briefing - FSS			Last Departure	Point		ON AI	RSTRIP		
Method - TELEPH	IONE		SAME AS ACC/I	NC					
Completeness - FULL		D	estination			Airport	Data		
Basic Weather - VMC			LOCAL						
Wind Dir/Speed- 220/01							y Ident	- 31	
Visibility - 40.0			C/Airspace				y Lth/Wid		50
Lowest Sky/Clouds -							y Surface		
Lowest Ceiling			Type of Clearan			Runwa	y Status	- DRY	
Obstructions to Vision			Type Apch/Lndg	- NONE					
Precipitation		_							
Condition of Light	- DAYLIGH	T 							
-Personnel Information									
Pilot-In-Command		Age -	36		l Certifica			NO WAIVERS	/LIMIT
Certificate(s)/Rating(s	:)		al Flight Revie	w		ght Time (_
COMMERCIAL			rrent - Y		tal -			24 Hrs -	3
SE LAND			nths Since -		ke/Mode1-				34
		Αi	rcraft Type - A	-36 In	strument-	77	Last	90 Days-	100
				Mu	lti-Eng - l	JNK/NR	Rotor	craft -	4
		ANE							

File No 17	93 11/24/86	ROCK SPRINGS,MT	A/C Reg.	No. N4862Q	Time (Lcl) - 1000 MST
Occurrence #1 Phase of Operation					
WEATHER CONDITION	ENT - NOT MAINTAINE ON - HIGH WIND	D - PILOT IN COMMAND - NOT ATTAINED - PILOT	IN COMMAND		·
Occurrence #2 Phase of Operation		ON WITH TERRAIN			
Finding(s) 5. TERRAIN CONDITIO				3	
Occurrence #3 Phase of Operation					
Finding(s) 6. GROUND LOOP/SWEE	RVE - UNCONTROLLED				
Probable Cause					
The National Transports/are finding(s) 2,4		d determines that the P	robable Cause	(s) of this acc	ident
Factor(s) relating to	this accident is/	are finding(s) 1,3			

	File No 1756 7/03/86 CHER	RY POINT,NC A/C Re	g. No. N1770M	Tin	ne (Lc1) - 2	010 EDT	
Type of Operation -PERSONAL Fire Crew 0 0 0 1 1 Flight Conducted Under 14 CFR 91 NONE Pass 0 0 0 2 2 Accident Occurred During -LANDING				Fatal			None
Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 337F Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4500 No. of Seats - 6 No. of Seats - 7 No. of Seats -		Fire	Crew	0	0	0	1
Make/Model - CESSNA 337F		NONE	Pass	0	0	0	2
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4500 No. of Seats - 6 Max Gross Wt - 4500 No. of Seats - 6 Max Gross Wt - 4500 No. of Seats - 6 Method - N/A Completeness - N/A Basic Weather - WC Wind Dir/Speed - 040/03 KTS Visibility - 6.0 SM Lowest Ceiling - NONE Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT Condition of Light - DAYLIGHT Certificate(s)/Rating(s) Se LAND, ME LAND Age - 52 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Seland Fight Review PRIVATE Certificate(s)/Rating(s) Instrument Rating(s) - NONE Instrument Rating							
Max Gross Wt - 4500			ITINENTAL IO-360-C				
No. of Seats - 6 Rated Power - 210 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 040/003 KTS Visibility - 6.0 SM Lowest Sky/Clouds - CLEAR Cowest Ceiling - NONE Lowest Ceiling - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command - Age - 52 Biennial Flight Review PRIVATE SE LAND, ME LAND Ade - 52 Biennial Flight Review PRIVATE Current - YES SE LAND, ME LAND Instrument Rating(s) - NONE Instrument Rating(s) - NONE Narrative EN THE GEAR SELECTOR HANDLE WAS PLACED IN THE UP POSITION THE GEAR UNSAFE WARNING HORN SOUNDED. THE PLT REPORTED A FAILWAY WHENTHE HORN AGAIN CAME ON HE AND ONE OF HIS PASSENCERS TOOK TURNS HIDDING THE TEST BOTTON. THA TSTOPPED THE HORN. THE LANDING GEAR WOULD It in the provided the power of the provided Horns and provided Horns an			IP-FUEL INJECTED	316	arr warring	3ys tem	163
Weather Data Weather Data Weather Data Weather Grid							
Wx Briefing - NO RECORD OF BRIEFING Method - N/A (KNOXVILLE,TN Method - N/A							
Method - N/A Completeness - N/A Destination Airport Data Basic Weather - VMC BEAUFORT,NC CH. PR MARINE CORPS AIRST Wisibility - 6.0 SM ATC/Airspace Runway Ident - UNK/NR Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- HAZE Type of Clearance - VFR Runway Status - DRY Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 52 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Current - YES Total - 1200 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 14 Make/Model - 450 Last 30 Days - UNK/NR Aircraft Type - C-337 Instrument - 5 Last 90 Days - UNK/NR Months Since - 14 Make/Model - 450 Rotorcraft - UNK/NR Months Since - 14 Make/Model - 450 Rotorcraft - UNK/NR Multi-Eng - 450 Rotorcraft - UNK/NR Instrument Rating(s) - NONE Narrative IEN THE GEAR SELECTOR HANDLE WAS PLACED IN THE UP POSITION THE GEAR UNSAFE WARNING HORN SOUNDED. THE PLT REPORTED A ITALL WARNING HORN TO ATC AND RETURNED TO THE AIRPORT AND LANDED. FINDING NOTHING WRONG WITH THE AIRCRAFT THE PLT. DIK-OFF AGAIN. WHENTHE HORN AGAIN CAME ON HE AND ONE OF HIS PASSENGERS TOOK TURNS HOLDING THE TEST BOTTON IN TO KEEP HEHONN SILENT. FINALLLY THEY PUT A PIECE OF PAPPER UNDER THE BOTTON, THAI STOPPED THE HORN. THE LANDING GEAR WOULD							
Completeness - N/A Basic Weather - VMC Basic Weather - VMC Wind Dir/Speed - 040/003 KTS Wind Dir/Speed - 040/003 KTS Visibility - 6.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Lowest Ceiling - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND, ME LAND Age - 52 Current - YES SE LAND, ME LAND Months Since - 14 Months Since - 14 Months Since - 14 Make/Model - 450 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Make/Model - 450 Make/Model - 450 Make/Model - 450 Make/Model - 450 Months Since - 14 Make/Model - 450 Months Since - 14 Make/Model - 450 Months Since - 14 Months Sin	_	· · · · · · · · · · · · · · · · · · ·		UN AIRPO	JK I		
Wind Dir/Speed- 040/003 KTS Visibility - 6.0 SM ATC/Airspace Runway Ident - UNK/NR Visibility - 6.0 SM ATC/Airspace Runway Startar - GRASS/TURF Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- HAZE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-command Age - 52 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1200 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 14 Make/Model - 450 Last 30 Days - UNK/NR Aircraft Type - C-337 Instrument - 5 Last 90 Days - UNK/NR Multi-Eng - 450 Rotorcraft - UNK/NR Instrument Rating(s) - NONE Narrative TEN THE GEAR SELECTOR HANDLE WAS PLACED IN THE UP POSITION THE GEAR UNSAFE WARNING HORN SOUNDED. THE PLT REPORTED A FALL WARNING HORN TO ATC AND RETURNED TO THE AIRPORT AND LANDED. FINDING NOTHING WRONG WITH THE AIRCRAFT THE PLT. DOK-OFF AGAIN. WHENTHE HORN AGAIN CAME ON HE AND ONE OF HIS PASSENGERS TOOK TURNS HOLDING THE TEST BOTTON IN TO KEEP HE HORN SILENT. FINALLY THEY PUT A PIECE OF PAPER UNDER THE BOTTON, THAT STOPPED THE HORN. THE LANDING GEAR WOULD	Completeness - N/A	Destination					
Visibility - 6.0 SM ATC/Airspace Runway Lth/Wid - UNK/NR Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - VFR Runway Surface - GRASS/TURF Obstructions to Vision- HAZE Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- HAZE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 52 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1200 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 14 Make/Model - 450 Last 30 Days- UNK/NR Aircraft Type - C-337 Instrument - 5 Last 90 Days- UNK/NR Multi-Eng - 450 Rotorcraft - UNK/NR Instrument Rating(s) - NONE Narrative HEN THE GEAR SELECTOR HANDLE WAS PLACED IN THE UP POSITION THE GEAR UNSAFE WARNING HORN SOUNDED. THE PLT REPORTED A FALL WARNING HORN TO ATC AND RETURNED TO THE AIRPORT AND LANDED. FINDING NOTHING WRONG WITH THE AIRCRAFT THE PLT. DOK-OFF AGAIN. WHENTHE HORN AGAIN CAME ON HE AND ONE OF HIS PASSENGERS TOOK TURNS HOLDING THE TEST BOTTON IN TO KEEP HE HORN SILENT. FINALLY THEY PUT A PIECE OF PAPER UNDER THE BOTTON, THAT STOPPED THE HORN. THE LANDING GEAR WOULD		BEAUFORT, NC					
Lowest Ský/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- HAZE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 52 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1200 Last 24 Hrs - UNK/NR Months Since - 14 Make/Model- 450 Last 30 Days - UNK/NR Aircraft Type - C-337 Instrument - 5 Last 90 Days - UNK/NR Multi-Eng - 450 Rotorcraft - UNK/N		ATC/Aimmon					
Lowest Ceiling - NONE Obstructions to Vision- HAZE Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- HAZE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 52 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1200 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 14 Make/Model- 450 Last 30 Days- UNK/NR Aircraft Type - C-337 Instrument - 5 Last 90 Days- UNK/NR Multi-Eng - 450 Rotorcraft - UNK/N			NONE				F
Obstructions to Vision- HAZE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 52 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1200 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 14 Make/Model - 450 Last 30 Days- UNK/NR Aircraft Type - C-337 Instrument - 5 Last 90 Days- UNK/NR Multi-Eng - 450 Rotorcraft - UNK/NR Instrument Rating(s) - NONE Narrative HEN THE GEAR SELECTOR HANDLE WAS PLACED IN THE UP POSITION THE GEAR UNSAFE WARNING HORN SOUNDED. THE PLT REPORTED A TALL WARNING HORN TO ATC AND RETURNED TO THE AIRPORT AND LANDED. FINDING NOTHING WRONG WITH THE AIRCRAFT THE PLT. DOK-OFF AGAIN. WHENTHE HORN AGAIN CAME ON HE AND ONE OF HIS PASSENGERS TOOK TURNS HOLDING THE TEST BOTTON IN TO KEEP HE HORN SILENT. FINALLY THEY PUT A PIECE OF PAPER UNDER THE BOTTON, THAT STOPPED THE HORN. THE LANDING GEAR WOULD							
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command							
Priot-in-command Age - 52 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1200 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 14 Make/Model - 450 Last 30 Days - UNK/NR Aircraft Type - C-337 Instrument - 5 Last 90 Days - UNK/NR Multi-Eng - 450 Rotorcraft - UNK/NR Instrument Rating(s) - NONE Narrative HEN THE GEAR SELECTOR HANDLE WAS PLACED IN THE UP POSITION THE GEAR UNSAFE WARNING HORN SOUNDED. THE PLT REPORTED A TALL WARNING HORN TO ATC AND RETURNED TO THE AIRPORT AND LANDED. FINDING NOTHING WRONG WITH THE AIRCRAFT THE PLT. DOK-OFF AGAIN. WHENTHE HORN AGAIN CAME ON HE AND ONE OF HIS PASSENGERS TOOK TURNS HOLDING THE TEST BOTTON IN TO KEEP HE HORN SILENT. FINALLY THEY PUT A PIECE OF PAPER UNDER THE BOTTON, THAT STOPPED THE HORN. THE LANDING GEAR WOULD							
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Certificate(s)/Rating(s) PRIVATE Current - YES Total - 1200 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 14 Make/Model- 450 Last 30 Days- UNK/NR Aircraft Type - C-337 Instrument- 5 Last 90 Days- UNK/NR Multi-Eng - 450 Rotorcraft - UNK/NR Instrument Rating(s) - NONE Narrative HEN THE GEAR SELECTOR HANDLE WAS PLACED IN THE UP POSITION THE GEAR UNSAFE WARNING HORN SOUNDED. THE PLT REPORTED A FALL WARNING HORN TO ATC AND RETURNED TO THE AIRPORT AND LANDED. FINDING NOTHING WRONG WITH THE AIRCRAFT THE PLT. DOK-OFF AGAIN. WHENTHE HORN AGAIN CAME ON HE AND ONE OF HIS PASSENGERS TOOK TURNS HOLDING THE TEST BOTTON IN TO KEEP HE HORN SILENT. FINALLY THEY PUT A PIECE OF PAPER UNDER THE BOTTON, THAT STOPPED THE HORN. THE LANDING GEAR WOULD		Age - 52	Medical Centifica	+o - VALID N	AEDICAL-NO W	ATVEDS /I	TMTT
PRIVATE SE LAND, ME LAND Months Since - 14 Make/Model- 450 Last 30 Days- UNK/NR Aircraft Type - C-337 Instrument- 5 Last 90 Days- UNK/NR Multi-Eng - 450 Rotorcraft - UNK/NR Instrument Rating(s) - NONE Narrative HEN THE GEAR SELECTOR HANDLE WAS PLACED IN THE UP POSITION THE GEAR UNSAFE WARNING HORN SOUNDED. THE PLT REPORTED A FALL WARNING HORN TO ATC AND RETURNED TO THE AIRPORT AND LANDED. FINDING NOTHING WITH THE AIRCRAFT THE PLT. DOK-OFF AGAIN. WHENTHE HORN AGAIN CAME ON HE AND ONE OF HIS PASSENGERS TOOK TURNS HOLDING THE TEST BOTTON IN TO KEEP HE HORN SILENT. FINALLY THEY PUT A PIECE OF PAPER UNDER THE BOTTON, THAT STOPPED THE HORN. THE LANDING GEAR WOULD						AIVENS/ L	. 11411
Aircraft Type - C-337 Instrument- 5 Last 90 Days- UNK/NR Multi-Eng - 450 Rotorcraft - UNK/NR Instrument Rating(s) - NONE Narrative HEN THE GEAR SELECTOR HANDLE WAS PLACED IN THE UP POSITION THE GEAR UNSAFE WARNING HORN SOUNDED. THE PLT REPORTED A FALL WARNING HORN TO ATC AND RETURNED TO THE AIRPORT AND LANDED. FINDING NOTHING WRONG WITH THE AIRCRAFT THE PLT. JOK-OFF AGAIN. WHENTHE HORN AGAIN CAME ON HE AND ONE OF HIS PASSENGERS TOOK TURNS HOLDING THE TEST BOTTON IN TO KEEP HE HORN SILENT. FINALLY THEY PUT A PIECE OF PAPER UNDER THE BOTTON, THAT STOPPED THE HORN. THE LANDING GEAR WOULD						lrs - UNK	/NR
Instrument Rating(s) - NONE Narrative HEN THE GEAR SELECTOR HANDLE WAS PLACED IN THE UP POSITION THE GEAR UNSAFE WARNING HORN SOUNDED. THE PLT REPORTED A	SE LAND, ME LAND						
Instrument Rating(s) - NONENarrative HEN THE GEAR SELECTOR HANDLE WAS PLACED IN THE UP POSITION THE GEAR UNSAFE WARNING HORN SOUNDED. THE PLT REPORTED A FALL WARNING HORN TO ATC AND RETURNED TO THE AIRPORT AND LANDED. FINDING NOTHING WRONG WITH THE AIRCRAFT THE PLT. FOR JOK-OFF AGAIN. WHENTHE HORN AGAIN CAME ON HE AND ONE OF HIS PASSENGERS TOOK TURNS HOLDING THE TEST BOTTON IN TO KEEP FINDER HE HORN SILENT. FINALLY THEY PUT A PIECE OF PAPER UNDER THE BOTTON, THAT STOPPED THE HORN. THE LANDING GEAR WOULD		Aircraft Type - C-337					
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TALL WARNING HORN TO ATC AND RETURNED TO THE AIRPORT AND LANDED. FINDING NOTHING WRONG WITH THE AIRCRAFT THE PLT. OOK-OFF AGAIN. WHENTHE HORN AGAIN CAME ON HE AND ONE OF HIS PASSENGERS TOOK TURNS HOLDING THE TEST BOTTON IN TO KEEP HE HORN SILENT. FINALLY THEY PUT A PIECE OF PAPER UNDER THE BOTTON, THAT STOPPED THE HORN. THE LANDING GEAR WOULD	Narrative						
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HE HORN SILENT. FINALLY THEY PUT A PIECE OF PAPER UNDER THE BOTTON, THAT STOPPED THE HORN. THE LANDING GEAR WOULD							
					TO GLAR WOUL		
	,				·		

7/03/86 CHERRY POINT, NC A/C Reg. No. N1770M File No. - 1756 Time (Lc1) - 2010 EDT AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CLIMB - TO CRUISE Finding(s) 1. LANDING GEAR - OTHER 2. UNSAFE/HAZARDOUS CONDITION WARNING - DISREGARDED - PILOT IN COMMAND 3. MAINTENANCE, INSPECTION OF AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND 4. WARNING SYSTEM(OTHER) - DISABLED 5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND. 6. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 7. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND 8. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 1,2,3,5,6,8$

File No 1603 7/24/86 RALI	EIGH, NC	A/C Reg. N	o. N3643Q	T	fime (Lcl)	- 0845 ED	т
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Dama	age			ıries	
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew		0		0
Flight Conducted Under -14 CFR 91		ON GROUND	Pass	: 1	0	0	0
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - PIPER PA-60-600	Eng Make/Mod	del - LYCOMIN	G IO-540-K1J5	ELT	Installed/	'Activated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engir	nes - 2		5	Stall Warni	ng System	- NO
Max Gross Wt - 5500		- RECIP-F	JEL INJECTED			-	
No. of Seats - 6	Rated Power						
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Departur	re Point		OFF A	RPORT/STRI	P	
Method - TELEPHONE	RALEIGH, NC						
Completeness - FULL	Destination			Airport D	ata		
Basic Weather - IMC	PAWTUCKET,	RI.			H/DURHAM		
Wind Dir/Speed- 040/006 KTS					•	- 14	
Visibility ~ 1.500 SM	ATC/Airspace				/ Lth/Wid		100
Lowest Sky/Clouds - 400 FT		+ Dlan - IFD			/ Surface		
Lowest Ceiling - 400 FT OBS					/ Status		
Obstructions to Vision- FOG	Type Apch/Lnd			Kuriway	Jiaius	DKI	
Precipitation - NONE	Type Apelly Elle	29 11011	-				
Condition of Light - DAYLIGHT							
Condition of Light - DATEIGH							
Personnel Information					_		<i>t.</i>
Pilot-In-Command	Age - 48		cal Certifica			ID WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev Current	/1eW	Flig	ht Time (F	•		_
PRIVATE					Last 2		2
ME LAND	Months Since - Aircraft Type -	- 26	Make/Model- [nstrument-	1954	Last 3	80 Days-	50
	Aircraft Type -	- PA-60	(nstrument-	534	Last 9	00 Days-	97
		l	Multi-Eng -	1954			
Instrument Rating(s) - AIRPLANE							
Narrative							
HE PLT WAS ISSUED RWY 5, 7,500', FOR IFR DI	PARTURE WITH FAVORING	A KT OHARTE	ZING HEADWIND	PIT REOL	IESTED PWY	14	
498', FOR TAKEOFF WITH A 4 KT QUARTERING							
THE RWY ON TAKEOFF ROLL. AFTER AN ABRUPT							
EFT TURN. SECONDS LATER THE ACFT RAPIDLY D							
EATHERED POSITION AND THE LEFT ENGINE WAS (
ALLURE. THE ENGINE TIME SMOH WAS 43 HRS. W							
						112	
RIOR TO THE ACCIDENT. INJECTOR NOZZLES ON							
PERATION ONE WEEK LATER. THE PLTS LOG FAIL	ED TO SHOW ANY RECENT	IKAINING IN	SINGLE ENGINE	PRUCEDURE	:5.		
	· · ·						

File No 16	7/24/86	RALEIGH, NC	A/C Reg. No. N3643Q	Time (Lc1) - 0845 EDT
Occurrence #1 Phase of Operation				
Finding(s) 1. UNDETERMINED 2. WRONG RUNWAY - 9 3. IMPROPER US	OF PROCEDURE, OVE	R CONFIDENCE IN PE	RSONAL ABILITY - PILOT IN COMMAND	
Occurrence #2 Phase of Operation	LOSS OF CONTROL TAKEOFF - INITIA			
Finding(s) 4. WEATHER CONDITION 5. WEATHER CONDITION 6. AIRSPEED(VMC)	ON - TAILWIND NOT MAINTAINED -			
Occurrence #3 Phase of Operation				
Finding(s) 7. OBJECT - TREE(S				
Occurrence #4 Phase of Operation	IN FLIGHT COLLIS DESCENT - UNCONT			
Finding(s) 8. TERRAIN CONDITION	DN - GROUND		·	
Probable Cause				
The National Transports/are finding(s) 1,2		rd determines that	the Probable Cause(s) of this accide	ent
Factor(s) relating to	this accident is	/are finding(s) 3,4	1	

asic Information Type Operating Certificate-NONE (GENE	EDAL AVIATION)	Aircraft Damag	_		
Type operating centificate-none (GEN)	ERAL AVIATION)	SUBSTANTIAL	e Fatal	Injuries Serious Mino	- None
Type of Operation -INSTRUCTION	ONAL	Fire		0 1	
Flight Conducted Under -14 CFR 91		NONE	Pass 0	0 0	0
Accident Occurred During -LANDING					
ircraft Information					
Make/Model - CESSNA 150F			AL O-200A EL		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600		ingines - 1 Type - RECIPROCA	TING CARRUPETOR	Stall Warning Syste	∍m - YES
No. of Seats - 2		ype - RECIPROCA ower - 100 HP			
nvironment/Operations Information leather Data	Itinerary		Ainnon	t Proximity	
Wx Briefing - NO RECORD OF BRIEF		rture Point		IRPORT	
Method - N/A	SAME AS				
Completeness - N/A	Destinatio	•	Airport	Data	
Basic Weather - VMC	SAME AS	ACC/INC	LOWE	R CREEK	
Wind Dir/Speed- CALM				ay Ident - 23	
Visibility - 15.0 SM				ay Lth/Wid - 3200,	
Lowest Sky/Clouds - 25000 FT Th Lowest Ceiling - NONE		light Plan - NUNE		ay Surface - GRASS, ay Status - DRY	TURF
Obstructions to Vision- NONE		/Lndg - TRAFF		ay Status DRI	
Precipitation - NONE	.ype wpen	FULL			
Condition of Light - DAYLIGHT					
ersonnel Information					
Pilot-In-Command	Age - 60		1 Certificate - VAL		RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight		Flight Time		
STUDENT	Current Months Sind	- N/A To	tal - 25	Last 24 Hrs -	1
	Aircraft Ty	rpe - N/A In	strument- UNK/NR	last 90 Days	15
		Mu	ke/Model- 25 strument- UNK/NR lti-Eng - UNK/NR	Rotorcraft -	UNK/NR
Instrument Rating(s) - NONE					
arrative	IDTNOC THEN MAKENS	. TAKE OFF AFTER F		4.TTEMPTTN0	
TUDENT PLT WAS EXECUTING FULL STOP LAN			ACH LANDING. HE WAS TROL OF THE ACFT. T		

File No 178	31 7/31/86	LENOIR, NC	A/C Reg. N	lo. N8757G	Time (Lcl) - 1945 EDT
Occurrence #1 Phase of Operation		TOUCHDOWN		•	
Finding(s) 1. FLARE - DELAYED	- PILOT IN COMMAN	D			·
Occurrence #2 Phase of Operation		TOUCHDOWN			
Finding(s) 2. REMEDIAL ACTION 3. RECOVERY FROM BO			N COMMAND		
Occurrence #3 Phase of Operation					
Finding(s) 4. LANDING GEAR,NOS	SE GEAR ASSEMBLY -				
Probable Cause					
The National Transports/are finding(s) 1,2		rd determines tha	t the Probable Cause(s	s) of this acci	ident

File No 1604 8/26/86 BENS	ON,NC A/C	Reg. No. N25803	Т	ime (Lc1)	- 1822 E	DT	
-Basic Information Type Operating Certificate-NONE (GENER Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	DESTR Fire ON GR			Serious O	1	0	
-Aircraft Information Make/Model - PIPER J3C-65 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 2	Eng Make/Model - C Number Engines - Engine Type - R Rated Power -	RECIPROCATING-CARBU	S	Installed tall Warn			UNK/NR
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 170/006 KTS Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poir SMITHFIELD,NC Destination LOCAL ATC/Airspace Type of Flight Plar Type of Clearance Type Apch/Lndg	n – NONE – NONE	OFF AI Airport D Runway Runway Runway	Proximity RPORT/STR ata Ident Lth/Wid Surface Status	- N/A - N/A - N/A		
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE	Age - 23 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - UNK/N	Total - Make/Model-	ght Time (F 310 177 4 32	lours) Last : Last : Last :	24 Hrs - 30 Days- 90 Days-	UNK/NR UNK/NR	

File No. - 1604 8/26/86 BENSON,NC A/C Reg. No. N25803 Time (Lc1) - 1822 EDT

Occurrence

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING

Finding(s)

- 1. TERRAIN CONDITION DIRT BANK
- 2. LOW PASS ATTEMPTED PILOT IN COMMAND
- 3. IMPROPER USE OF PROCEDURE, OSTENTATIOUS DISPLAY PILOT IN COMMAND
- 4. CLEARANCE NOT MAINTAINED PILOT IN COMMAND

----Probable Cause----

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

File No 1715 9/06/86 FUGU	AY-VARINA, NC	A/C Reg. No. N	4892G	Tim	e (Lc1) -	2233 EDT	
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage			Injuri		
		SUBSTANTIAL			Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	1	0
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - CESSNA 172N	Eng Make/Mod	el - LYCOMING O-	360-H2AD	ELT In	stalled/Ac	tivated ·	- YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engin				11 Warning		
Max Gross Wt - 2300	Engine Type	- RECIPROCATI	NG-CARRURETO			0,000	0
No. of Seats - 4	Rated Power	- 160 HP	ING OAKBOKETO	,,,			
NO. 01 Seats 4	Rated Fower	100 HF					
Environment/Operations Information							
Weather Data	Itinerary		Δ	lirport Pr	•		
Wx Briefing ~ FSS	Last Departur	e Point		OFF AIRP	ORT/STRIP		
Method - TELEPHONE	MOREHEAD CI	TY,NC					
Completeness - UNK/NR	Destination		Αi	rport Dat	a		
Basic Weather - VMC	SAME AS ACC	/INC		TRIPLE W	AIR PARK		
Wind Dir/Speed- 030/003 KTS				Runway I	dent -	16	
Visibility - 7.0 SM	ATC/Airspace			Runway L	th/Wid -	3004/	70
Lowest Sky/Clouds - CLEAR	Type of Fligh	t Plan - NONE		Runway S	urface -	ASPHALT	
Lowest Ceiling - NONE	Type of Clear	ance - NONE		Runway S		DRY	
Obstructions to Vision- FOG	Type Apch/Lnd		PATTERN				
Precipitation - NONE	. , , , , , , , , , , , , , , , , , , ,	, , , , , , ,	17.112				
Condition of Light - NIGHT(DARK)							
Personnel Information							
Pilot-In-Command	Age - 34		Certificate			VERS/LIM	[T
Certificate(s)/Rating(s)	Biennial Flight Rev			Time (Hou			
COMMERCIAL	Current -				Last 24		4
SE LAND	Months Since -	3 Make	/Mode1- 1	150	Last 30		
	Aircraft Type -	UNK/NR Inst	rument- 1	101	Last 90	Days-	27
Instrument Rating(s) - AIRPLANE							
Negation							
Narrative							
PLT SAID HE SAW FOG AROUND RWY LIGHTS AS HE							
FINAL, BELOW LEVEL OF TREES THAT BORDERED RW						CE	
DRAG BUT ACFT WAS NOT ACCELERATED TO BEST RA						_	
ACCOUNT FOR FLAP RETRACTION. ACFT DID NOT CL						D	
ON 160 DEGREES. HE TOLD FAA INSPECTOR THAT H	EADING INDICATOR WAS	RESET DURING THE	APPROACH AN	D TURN TO	RWY 16.		

File No 17	15 9/06/86	FUGUAY-VARINA, NC	A/C Reg. No. N4892G	Time (Lc1) - 2233 EDT
Occurrence #1 Phase of Operation				
Finding(s) 1. OBJECT - TREE(S 2. WEATHER CONDITI 3. GO-AROUND - A 4. MANEUVER - INAC 5. PULL-UP - IMPRO 6. PROPER CLIMB RA	ON - FOG TTEMPTED - PILOT I CURATE - PILOT IN PER - PILOT IN COM	COMMAND		
Occurrence #2 Phase of Operation				·
Probable Cause				
The National Transpo		rd determines that the f	Probable Cause(s) of this acci	dent

Basic Information	************	A			T				
Type Operating Certificate-NONE (GENERAL	_ AVIAIION)	Aircraft D		Fatal	Injuries Fatal Serious Minor N				
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Cro Pa:	ew O	0	1 0	0		
Aircraft Information Make/Model - ELLIS VARI-EZE Landing Gear - TRICYCLE-FIXED Max Gross Wt - UNK/NR No. of Seats - 2		ngines - 1 /pe - RECIP	NENTAL A-65-8 PROCATING-CARBI	9	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- 240/005 KTS Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	GALLIPOL Destination CAMDEN,S ATC/Airspace Type of Fi Type of Ci	n SC e light Plan - N learance - N		OFF A Airport I WILKE Runwa Runwa Runwa Runwa Runwa	S COUNTY y Ident - y Lth/Wid - y Surface -	24 4250/	75		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE	Age - 60 Biennial Flight Current Months Since Aircraft Typ		Total - Make/Model-	ight Time (! UNK/NR 10 UNK/NR	Hours) Last 24 Last 30 Last 90	Hrs - Days- UNI Days- aft - UNI	17		
SAID HE ATTEMPTED TO MAKE A GO AROUND DUE DLE POWER. PLT ELECTED TO LAND IN CORN FII NGINE SHOWED THROTTLE ARM WORN WHICH WEDGI	ELD AT END OF RWY ED ARM IN IDLE PO	C. ON LANDING DSITION. THROT	ROLL ACFT NOS	ED OVER INVI ULD NOT OVE	ERTED. LATER RCOME				

File No. - 1736 9/06/86 WILKESBORO, NC A/C Reg. No. N547EZ Time (Lc1) - 1326 EDT LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Occurrence #1 Phase of Operation DESCENT - NORMAL Finding(s) 1. FUEL SYSTEM, CARBURETOR - JAMMED 2. THROTTLE/POWER LEVER, BELLCRANK - WORN Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - CROP 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 1738 9/0	07/86 	ELKIN,I	VC	A/C Reg. No. N44215			Time (Lc1) - 1230 EDT					
Basic Information Type Operating Certificate	e-NONE (GENERAL	AVIATION)	Aircraft					jurie			
				ŞUBSTANT	IAL	_	Fatal	Serious	s 1	Minor	None	
	-PERSON			Fire		Crew	0	0		1	0	
Flight Conducted Under				NONE		Pass	0	0		1	0	
Accident Occurred During	-LANDIN	NG 					-					
Aircraft Information			,					_				
Make/Model - TAYLORCRAI			Eng Make/M		INENTAL A	1-65-8		Installe				
Landing Gear - TAILWHEEL	-ALL FIX	KED	Number Eng		DDOOATTN			tall War	ning :	System	- UNK/N	
Max Gross Wt - 1200 No. of Seats - 2			Engine Typ Rated Powe		PROCATING 65 LBS TH		IUK					
No. of Seats - 2			Rated Powe	r - 	62 FR2 IL	1KUS I						
Environment/Operations Info	mation-		•									
Weather Data			Itinerary				Airport		/			
Wx Briefing - UNK/NR			Last Depart				ON AIR	PORT				
Method - UNK/NR			SAME AS A	CC/INC								
Completeness - UNK/NR			Destination				Airport D					
Basic Weather - VMC			LOCAL				SWAN C			-		
Wind Dir/Speed- 270/006			ATC /A : = = = = = =					Ident Lth/Wid			400	
Visibility - 50.0 Lowest Sky/Clouds -		T COATT	ATC/Airspace RED Type of Fli	wht Dlan -	NONE			Surface		2120/ RASS/TI		
	NONE	I SCATT	Type of Cle					Status			UKF	
Obstructions to Vision-			Type of Cie		FORCED LA	NDTNG	Kullway	Status	<i>D</i> 1	× 1		
Precipitation -			Type Apelly E	ilag	I OKCED EX	NID I NG						
Condition of Light -		łΤ										
Personnel Information Pilot-In-Command			Nge - 37	м	ledical Ce	ertificat	e - VALID	MEDICAL-	-NO W	AIVERS.	/LIMIT	
Certificate(s)/Rating(s)			Biennial Flight R				nt Time (H					
PRIVATE			Current	- VFS	Total		239	Last	24 H	rs - Ul	NK/NR	
SE LAND			Months Since	- 1	Make/N	lode1-	9	Last	30 D	ays- U	NK/NR	
			Aircraft Type	- UNK/NR	Instru	ıment-	2	Last	90 Da	ays-	9	
Instrument Rating(s)	- NONE											
Narrative												
SAID HE HAD BEEN PERFORMING												
ON THE SOD RWY WHICH RESULT	TED IN A	HARD I	ANDING AND COLLAP	SE OF THE R	IGHT MAIN	I LANDING	GEAR. PL	T SAID H	Ē			
ECTED CARBURETOR ICING. ICI						- · ·						

File No 17	38 9/07/86 ELKIN,NC	A/C Reg. No. N44215	Time (Lc1) - 1230 EDT
	LOSS OF POWER(PARTIAL) - NON-MECHANIC TAKEOFF - INITIAL CLIMB	CAL	
Finding(s) 1. FUEL SYSTEM,CAR 2. CARBURETOR HE	BURETOR - ICE AT - NOT USED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	HARD LANDING LANDING - FLARE/TOUCHDOWN		
Finding(s) 3. LANDING GEAR,MA	IN GEAR - OVERLOAD		
Probable Cause			
The National Transpo	rtation Safety Board determines that th 2	ne Probable Cause(s) of this accid	ent

File No 1752 9/17/86 PLYM	OUTH, NC	A/C Reg. I	No. N9513P	Т	ime (Lc1) -	0830 EDT	
Basic Information Type Operating Certificate-AGRICULTURA	L AIRCRAFT	Aircraft Da		Fatal	Injur Serious	ies Minor	None
Type of Operation -AERIAL APPL Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING	ICATION	Fire NONE	Crew Pass	_	1 0	0	0
Aircraft Information Make/Model - PIPER PA-25-235 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2900 No. of Seats - 1	Eng Make/M Number Eng Engine Typ Rated Powe	ines - 1 e - RECIPRO	NG 0-540-62C5 DCATING-CARBUR HP	S ETOR	Installed/A	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- 200/003 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	PLYMOUTH, Destination LOCAL ATC/Airspace Type of Fli	NC ght Plan - NO arance - NO		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) COMMERCIAL,CFI SE LAND,ME LAND,SE SEA Instrument Rating(s) - AIRPLANE	Age - 52 Biennial Flight R Current Months Since Aircraft Type	eview - YES - 16	ical Certifica Flig Total - Make/Model- Instrument- Multi-Eng -	ht Time (F 10000 1500 300	lours) Last 24 Last 30 Last 90	Hrs - Days- UN	4 K/NR 150
Narrative DURING A TURN TO REVERSE DIRECTION WHILE DIS PILOT DUMPED THE LOAD OF CHEMICALS AND MADE THE ENGINE REVEALED THAT THE LEFT MAGNETO IM THE ACCESSORY CASE OF THE ENGINE AND SEPARA AD78-09-07 R3 REQUIRES INSPECTION OF THE IMP THE TIME OF THE ACCIDENT THE SUBJECT MAGNETO	A HARD FULL STALL F PULSE COUPLING HAD ED THE CAMSHAFT DRI ULSE COUPLING AT IN	ORCED LANDING FAILED. THE CO VE GEAR WHICH ITERVALS NOT TO	IN THE PEANUT DUPLING FRAGME RENDERED THE D EXCEED 500 H	FIELD. IN NTS BECAME ENGINE POW OURS TIME	SPECTION OF LODGED IN VERLESS. IN SERVICE.		

File No 17	52 9/17/86 	PLYMOUTH,NC	A/C Reg.	No. N9513P	Time (Lc1) - 0830 EDT
Occurrence #1 Phase of Operation		TAL) - MECH FAILURE/ RN TO REVERSE DIRECT			
	,MAGNETO - FAILURE OMPLIANCE WITH AD -	TOTAL - NOT PERFORMED - CO	MPANY MAINTENANCE		·
Occurrence #2 Phase of Operation		NCY			
Occurrence #3 Phase of Operation		FOUCHDOWN			
Probable Cause					
The National Transpois/are finding(s) 2	rtation Safety Boar	rd determines that t	he Probable Cause	(s) of this accid	dent

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File No 1730 7/26/86 FARG	D,ND A/C	Reg. No. N7592W	ТТ	ime (Lc1) -	1412 CDT	
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircra DESTR	ft Damage	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	o o	0	1
Aircraft Information						
Make/Model - PIPER PA-28-180	Eng Make/Model - L	COMING 0-360-A3A	ELT	Installed/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines -	1	5	tall Warnin	g System	- YES
Max Gross Wt - 2400	Engine Type - R	CIPROCATING-CARBUR	ETOR		-	
No. of Seats - 4	Rated Power -	180 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - FSS	Last Departure Poin	t	OFF AI	RPORT/STRIP		
Method - ACFT RADIO	LITTLE FALLS,MN					
Completeness - WEATHER NOT PERTINEN			Airport D			
Basic Weather - VMC	SAME AS ACC/INC			FIELD		
Wind Dir/Speed- 170/010 KTS					35	
Visibility - 20.0 SM	ATC/Airspace	V.55		Lth/Wid -		
Lowest Sky/Clouds - 5000 FT SCA Lowest Ceiling - NONE	TTERED Type of Flight Plan			Surface -		
Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg	- VFR - STRAIGHT-IN	Runway	Status -	DRY	
Precipitation - NONE	Type Apcri/ Lridg	FORCED LANDING				
Condition of Light - DAYLIGHT		FORCED LANDING				
Personnel Information	A = = = = = 0.4	M		MEDICAL NO	WATVEDC /	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 31 Biennial Flight Review		te - VALIL ht Time (F		WAIVERS/	CIMIL
PRIVATE	Current - YES	Total -			Hrs -	10
SE LAND	Months Since - 11	Make/Model-			Days- UN	
SE EARD	Aircraft Type - C-152				Days-	
	All clare Type 0 132	Multi-Eng - U			aft - UN	
Instrument Rating(s) - NONE						
E PLT REPORTS THAT THE FLT WAS DESCENDING UGH AND LOST PWR. THE FLT CONTINUED TOWARD						
ORT. AFTER TOUCHDOWN THE ACFT COLLIDED WITH	H A FENCE. DISASSEMBLY OF T	HE ENG REVEALED THA	T THE #3 C	YL EXH VALV	Ε	
S BROKEN. SOME PIECES OF THE BROKEN VALVE	WERE NOT FOUND DURING THE E	CAMINATION AND THE	NATURE OF	THE FAILURE		
S NOT DETERMINED.						

File No 17	30 7/26/86 FARGO,ND	A/C Reg. No. N7592W	Time (Lcl) - 1412 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF DESCENT - NORMAL		
	,VALVE - FAILURE,TOTAL		
	FORCED LANDING DESCENT - EMERGENCY		
	ON GROUND COLLISION WITH OBJECT		
Finding(s) 2. OBJECT - FENCE			
Probable Cause			

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

File No 1754 9/13/86 E	RIE,ND A/C Re	g. No. N319ER	Time (Lcl)	- 1300 CD1	·
Basic Information Type Operating Certificate-NONE (GE Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9 Accident Occurred During -DESCENT	SUBSTAN Fire	FIAL Crew	Inj Fatal Serious O 1 O O		None 0 0
Aircraft Information Make/Model - RARSCH RV-4 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1507 No. of Seats - 2	Engine Type - REC		Stall Warr	d/Activated ning System	
Environment/Operations Information Weather Data Wx Briefing - NWS Method - ACFT RADIO Completeness - WEATHER NOT PERTI Basic Weather - VMC Wind Dir/Speed- 050/006 KTS Visibility - 20.0 SM Lowest Sky/Clouds - 25000 FT Lowest Ceiling - 9000 FT Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point WEST FARGO,ND NENT Destination SAME AS ACC/INC ATC/Airspace SCATTERED Type of Flight Plan -	NONE NONE	Airport Proximity OFF AIRPORT/STR irport Data SCHROEDER (PRIV Runway Ident Runway Lth/Wid Runway Surface Runway Status	MIP /ATE) - N/A - N/A - GRASS/TU	JRF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 67 Biennial Flight Review Current - YES Months Since - 11 Aircraft Type - UNK/NR	Make/Model-	Time (Hours) 200 Last 38 Last /NR Last	24 Hrs - 30 Days-	2 29 38
Instrument Rating(s) - NONENarrative E PLT SAID HE WAS MAKING A SHORT FIELD NAL APCH WHEN HE NOTICED THE ACFT WAS I OM THE APCH END OF THE STRIP. THE ACFT	N A SLIP AND DESCENDING TOO FAST	TO AVOID A COLLISIO	ON WITH TREES 500) FT	

File No 17	54 9/13/86 ERIE,ND	A/C Reg. No. N319ER	Time (Lc1) - 1300 CDT
Occurrence #1 Phase of Operation	UNDERSHOOT APPROACH - VFR PATTERN - FINAL APPROACH		
Finding(s) 1. PROPER DESCENT	RATE - NOT MAINTAINED - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH OBJECT APPROACH - VFR PATTERN - FINAL APPROACH	·	
Finding(s) 2. OBJECT - TREE(S)	· 	
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that the P	robable Cause(s) of this accide	ent

File No 1784 2/20/86	ANDOVER, NJ	A/C Reg. No.	N739SP	Time (Lcl) - 1647 EST	г
Basic Information Type Operating Certificate-NONE (G		Aircraft Damage		In atal Seriou	juries s Minor	None
Type of Operation -INSTRUC	TIONAL	Fire		1 0		0
Flight Conducted Under -14 CFR Accident Occurred During -DESCENT		NONE	Pass	0 0	0	0
Aircraft Information						
Make/Model - CESSNA 172N		del - LYCOMING C				
Landing Gear - TRICYCLE-FIXED	Number Engi			Stall War	ning System	- YES
Max Gross Wt - · 2150 No. of Seats - 4	Engine Type Rated Power		ING-CARBURETOR			
Environment/Operations Information						
Weather Data	Itinerary			port Proximit		
Wx Briefing - NO RECORD OF BRI Method - N/A	EFING Last Departu SAME AS AC		C	OFF AIRPORT/ST	RIP	
Completeness - N/A	Destination	0, 1110	Air	ort Data		
Basic Weather - VMC	LOCAL		· A	EROFLEX - AND	OVER .	
Wind Dir/Speed- CALM			F	Runway Ident	- 03	
Visibility - 7.0 SM	ATC/Airspace			Runway Lth/Wid	- 2004/	50
• •	SCATTERED Type of Flig			Runway Surface		
Lowest Ceiling -		rance - NONE		Runway Status	- WET	
Obstructions to Vision- NONE	Type Apch/Ln	dg - GO ARC	UND			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information		Manuté and 1	0	WALTE MEDICAL		
Pilot-In-Command Certificate(s)/Rating(s)	Age - 30 Biennial Flight Re		Certificate -	VALID MEDICAL ime (Hours)	-MAIVERS/LIM	41 I
STUDENT	Cuppent	view ~ N/A To+	riightii 16 16-	me (nours)	24 Uns -	4
STODENT	Months Since	- N/A TOL	.ai - 10 -e/Model - 14	Last Last	24 mrs -	IK /ND
	Aircraft Type	- N/A Tot - N/A Mak - N/A Ins	trument-	last	90 Days Or	16
	, And are type	7,7		Last	عرب عرب	, 0
Instrument Rating(s) - NONE						
Narrative						
HE STUDENT PLT HAD DIFFICULTY LANDING T	HE ACFT AND INSTRUCTOR H	AD DEVOTED TRAIN	ING SESSION TO	LANDING TECHN	IQUE.	
HE DIFFICULTY WAS REPORTED TO BE A TEND					-	
ORRECTED HIS PROBLEM AREA, THE THIRD SU	PERVISED SOLO FLIGHT WAS	ALLOWED. AFTER	ONE SUCCESSFUL	TAKEOFF AND		
ANDING THE STUDENT ACKNOWLEDGED THAT HE						
VER-FLARED AND A GO-AROUND WAS ATTEMPTE						
HE RUNWAY AND COLLIDED VERTICALLY WITH .						
ORKING STEADILY FOR THREE DAYS PRIOR TO	THE ACCIDENT. TOX REPOR	T INDICATED POSI	TIVE FOR COCAIN	IE. COCAINE WA	S	
LSO FOUND IN STUDENT'S PANT POCKET.						

File No 17	84 2/20/86 ANDOVE	R,NJ A/C Reg	g. No. N739SP	Time (Lc1) - 1647 EST
Occurrence #1 Phase of Operation	ABRUPT MANEUVER LANDING - FLARE/TOUCHDOWN	N		
	VE - PILOT IN COMMAND EMPTED - PILOT IN COMMAND			
Occurrence #2 Phase of Operation	LOSS OF CONTROL - IN FLIC MANEUVERING	GHT		
4. STALL/SPIN - IN 5. IMPROPER DE 6. JUDGEMENT - POC 7. PHYSICAL IN	ATE - PILOT IN COMMAND ADVERTENT - PILOT IN COMMAN CISION,LACK OF TOTAL EXPER: R - PILOT IN COMMAND PAIRMENT(DRUGS) - PILOT IN CISION,OVER CONFIDENCE IN I	IENCE - PILOT IN COMMAND	COMMAND	
	IN FLIGHT COLLISION WITH DESCENT - UNCONTROLLED	TERRAIN		
Finding(s) 9. AIRPORT FACILIT	IES - WATER,GLASSY			
Probable Cause				
The National Transpo		mines that the Probable Caus	se(s) of this a	accident
Factor(s) relating 1	o this accident is/are find	ding(s) 3,5,7,8		

File No 1687 3/13/86	WILLIAMSTOWN,NJ	A/C Reg. No. I	V8259E	Time (Lcl) -	1905 EST	=
Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage		Injur		
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation -BUSI		Fire	Crew 1	0	0	0
Flight Conducted Under -14 C		NONE	Pass 0	0	0	0
Accident Occurred During -APPR	OACH					
Aircraft Information						
Make/Model - PIPER PA-28-181		Model - LYCOMING O	-360-A4 M EL	T Installed/A		
Landing Gear - TRICYCLE-FIXED		gines - 1		Stall Warning	g System	- YES
Max Gross Wt - 2550		oe - RECIPROCAT:	ING-CARBURETOR			
No. of Seats - 4	Rated Powe	er - 180 HP				
Environment/Operations Informatio	n					
Weather Data	Itinerary		Airbon	t Proximity		
Wx Briefing - FSS	Last Depar	ture Point		AIRPORT/STRIP		
Method - TELEPHONE	MORRISTO					
Completeness - UNK/NR	Destination		Airport	Data		
Basic Weather - IMC	CROSS KE	YS.NJ		S KEYS		
Wind Dir/Speed- 100/003 KTS					N/A	
Visibility - 25.0 SM	ATC/Airspace			ay Lth/Wid -	2250/	100
Lowest Sky/Clouds - 100	FT Type of F1	ight Plan - IFR		ay Surface -		
Lowest Ceiling - 100	FT OBSCURED Type of Cle				N/A	
Obstructions to Vision- FOG	Type Apch/	_ndg - VOR/TV(OR .	•	·	
Precipitation - NONE	, , , , , , , , , , , , , , , , , , ,					
Condition of Light - NIGHT	(BRIGHT)					
Personnel Information						
Pilot-In-Command	Age - 38	Medical	Certificate - VAL	ID MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight I		Flight Time		,	
PRIVATE	Current		al - 477		Hrs - UN	IK/NR
SE LAND	Months Since		/Model = UNK/ND	1 ac+ 20	Dave-	10
			trument- 41	Last 90	Davs-	19
			ti-Eng - UNK/NR		aft - UN	
Instrument Rating(s) - AIR	PLANE					
Narrative						
HE PLT EXECUTED VOR RWY 09 APCH TO T	HE ARPT AT NIGHT AND DURI	NG LOW VISIBILITY (CONDITIONS THAT RA	NGED FROM 100	TO 400	
EET DUE TO FOG. THE ACFT FIRST COLLI						
ECOND HOUSE. THE ACCIDENT SITE WAS A						
				HICK DOTOD TO	-	
ENTERLINE. THE ACFT WAS HEADED NORTH					J	
					J	

File No. - 1687 3/13/86 WILLIAMSTOWN,NJ A/C Reg. No. N8259E Time (Lc1) - 1905 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - WEATHER CONDITION
2. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, FATIGUE (GROUND SCHEDULE) - PILOT IN COMMAND
4. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. OBJECT - RESIDENCE
6. CLEARANCE - INADEQUATE - PILOT IN COMMAND

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

File No 1746 7/04/86 MANVI 	LLE,NJ A/C R	eg. No. N2320\$ 	Time (Lc1) - 2330 EDT			
Type Operating Certificate-NONE (GENERA	AL AVIATION) Aircraf SUBSTAI	t Damage NTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire NONE	Crew Pass	0	0	0	1 2
-Aircraft Information Make/Model - CESSNA T210C Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3400 No. of Seats - 6	Eng Make/Model - CD Number Engines - 1 Engine Type - RE Rated Power -			Installed/A		
-Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point PRINCETON,NJ			Proximity RPORT/STRIP		
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport Da		. ,	
Wind Dir/Speed- 300/005 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - Obstructions to Vision- NONE .:ecipitation - NONE Condition of Light - NIGHT(DARK)	ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE .	Runway Runway	Lth/Wid - Surface -		
Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 55 Riennial Flight Review	Medical Certificat	e - VALID it Time (H		WAIVERS/L	IMIT
COMMERCIAL, CFI SE LAND, ME LAND HELICOPTER	Biennial Flight Review Current - YES Months Since - UNK/NR Aircraft Type - UNK/NR	Make/Model-	2184 9	Last 24 Last 30	Days- UN	4 (/NR 47 49
Instrument Rating(s) - AIRPLANE						

File No 17	46 7/04/86	MANVILLE,NJ	A/C Reg. No	o. N2320S	Time (Lc1) - 2330 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER CRUISE				
Finding(s) 1. UNDETERMINED					
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS	SION WITH TERRAIN ROLLED			
Probable Cause					

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

Type of Operation -PERSONAL Fire Crew 0 1 0 Flight Conducted Under -14 CFR 91 NONE Pass 3 1 0 Accident Occurred During -LANDING Pass 3 1 0 Accident Occurred Pass 3 1 0 Accident Pass 3 1 0 Accident Pass 3 1 Acciden	File No 1712 2/17/86 D	ULCE, NM	A/C Reg. No. N	15196W	Time (Lc1)) - 1442 MST	
Type of Operation - PERSONAL Fire Crew 0 1 0 0 Flight Conducted Under - 14 CFR 91 NONE Pass 3 1 0 0 NONE Pass 3 1 0 NONE Pass 3 NONE P	Basic Information						
Type of Operation -PERSONAL Fire Crew 0 1 0 Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA P210N	Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage		Inj	juries	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA P210N Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4016 No. of Seats - 6 Rated Power - 310 HP Environment/Operations Information Weather Data W. K. Briefing - NWS Method - TELETYPE Completeness - FULL Basic Weather - VMC Wind Dir/Speed CALM Wisibility - 20.0 SM Lowest Ceiling - 2000 FT BROKEN Lowest Ceiling - 2000 FT BROKEN Dobstructions to Vision-NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE Certificate(s)/Rating(s) Instrument Rating(s) - AIRPLANE Narrative HE PLT WITH HIS 4 PASSENGERS, DEPARTED DURANGO AIRPDAT ON AN IFF FLT PLAN EN ROUTE TO WICH IT LEET TO BEARING TO HE COLUPANTS. EXAMINATION FT HE NEIGHT REVEALED ABLORGE BEARING THE EVENT COLUPANTS. EXAMINATION FT HE NEIGHT REVEALED A BLOCKED DIL PASSAGE SUPPLITING LITTURE LAND IN ONL COLUPANTS. EXAMINATION FT HE NEIGHT REVEALED A BLOCKED DIL PASSAGE SUPPLITING LITTURE LAND IN ONL COLUPANTS. EXAMINATION FT HE NEIGHT REVEALED A BLOCKED DIL PASSAGE SUPPLITING LITTURE. UNEX LITTURE LAND IN ONL STATISH COLUPANTS. EXAMINATION FT HE FIGHT REVEALED A BLOCKED DIL PASSAGE SUPPLITING LITTURE. UNEX LAND IN ONL COLUPANTS. EXAMINATION FT HE PERSONNER PER LAND ATTITUDE. THE SUBSEQUENT FORCED LANDING ON UNSUITABLE TERRAIN FULL WITH HIS 4 PASSENGERS, DEPARTED DURANGO AIRPORT ON AN IFF FLT PLAN EN ROUTE TO WICHITA, KANSAS. THE ACFT AA COMPLETE LOSS OF PWR WHILE CLIMBING TO ATTITUDE. THE SUBSEQUENT FORCED LANDING ON UNSUITABLE TERRAIN FULL WITH HIS 4 PASSENGERS, DEPARTED DURANGO AIRPORT ON AN IFF FLT PLAN EN ROUTE TO WICHITA, KANSAS. THE ACFT AA COMPLETE LOSS OF PWR WHILE CLIMBING TO ATTITUDE. THE SUBSEQUENT FORCED LANDING ON UNSUITABLE TERRAIN FULL WITH HIS 4 PASSENGERS, DEPARTED DURANGO AIRPORT ON AN IFF FLT PLAN EN ROUTE TO WICHITA, KANSAS. THE ACFT AA COMPLETE LOSS OF PWR WHILE CLIMBING TO ATTITUDE. THE SUBSEQUENT FORCED LANDING ON UNSUITABLE TERRAIN FILE THE PROVINCE TO			SUBSTANTIAL	F	atal Serious	s Minor	None
Accident Occurred During -LANDING Aircraft Information Make/Model - CESNA P210N	Type of Operation -PERSONAL		Fire	Crew	0 1	0	0
Aircraft Information Make/Model - CESNA P210N Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4016 No. of Seats - 6 No. of Seats - 7 N	Flight Conducted Under -14 CFR 9	1	NONE	Pass	3 1	0	0
Make/Model - CESSMA P210N							
Make/Model - CESSNA P210N							
Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Max Gross Wt - 4016 No. of Seats - 6 Rated Power - 310 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NWS Last Departure Point OFF AIRPORT/STRIP Method - TELETYPE DURANGO, CO Completeness - FULL Destination Airport Data Basic Weather - VMC WICHITA, KS Wind Dir/Speed- CALM Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - Type of Flight Plan - VFR/IFR Runway Surface - GRASS/TUFF Lowest Ceiling - 2000 FT BROKEN Type of Clearance - IFR Runway Status - SNOW - WET Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING HIGH VEGETA Condition of Light - DAYLIGHT Personnel Information Piot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Blennial Flight Review Condition of Light - DAYLIGHT Certificate(s)/Rating(s) Blennial Flight Review PRIVATE Current - YES Total - 3723 Last 24 Hrs - UNK/N SE LAND Months Since - 34 Make/Model - UNK/NR Last 30 Days - 2 Aircraft Type - P210N Instrument - 309 Last 90 Days - 4 Instrument Rating(s) - AIRPLANE	Aircraft Information						
Max Gross Wt - 4016	Make/Model - CESSNA P210N	Eng Make/Mod	lel - CONTINENTAL	TSI0-520P	ELT Installed	d/Activated	- YES/YES
Max Gross Wt - 4016	Landing Gear - TRICYCLE-RETRACTABL	E Number Engir	es - 1		Stall Warr	ning System	- YES
No. of Seats - 6 Rated Power - 310 HPEnvironment/Operations Information Weather Data Itinerary Airport Proximity WX Briefing - NWS Last Departure Point OFF AIRPORT/STRIP Method - TELETYPE DURANGO,CO Completeness - FULL Destination Airport Data Basic Weather - VMC WICHITA,KS Wind Dir/Speed- CALM Visibility - 20.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - Type of Flight Plan - VFR/IFR Runway Surface - GRASS/TUFF Obstructions to Vision- NONE Type of Clearance - IFR Runway Status - SNOW - WET Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING HIGH VEGETA Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 3723 Last 24 Hrs - UNK/N SE LAND Months Since - 34 Make/Model- UNK/NR Last 30 Days- 2 Aircraft Type - P210N Instrument- 309 Last 90 Days- 4 Instrument Rating(s) - AIRPLANENarrative HE PLIT WITH HIS 4 PASSENGERS, DEPARTED DURANGO AIRPORT ON AN IFR FLT PLAN EN ROUTE TO WICHITA, KANSAS. THE ACFT AD A COMPLETE LOSS OF PWR WHILE CLIMBING TO ATTITUDE. THE SUBSEQUENT FORCED LANDING ON UNSUITABLE TERRAIN ESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT, 3 FATALITIES, AND 2 SERIOUS INJURIES TO THE OCCUPANTS. EXAMINATION F THE NO.1 CONNECTION ROD BEARING. THE	•			INJECTED		5 .,	
Weather Data WE Briefing - NWS Method - TELETYPE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 20.0 SM Lowest Sky/Clouds - Lowest Ceiling - 2000 FT BROKEN DSTRUCTION ONNE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES SE LAND AGRAPATE Instrument Rating(s) - AIRPLANE Itinerary Last Departure Point DEPAINING DURANGO, CO Destination DURANGO, CO Mind Dir/Speed Airport Data Basic Weather - VMC WICHITA, KS Runway Ident - N/A Runway Ident - N/A Runway Status - SNOW - WET Type of Flight Plan - VFR/IFR Runway Status - SNOW - WET Type Apch/Lndg - FORCED LANDING HIGH VEGETA Type Apch/Lndg - FORCED LANDING PRIVATE Current - YES Total - 3723 Last 24 Hrs - UNK/N SE LAND Months Since - 34 Make/Model - UNK/NR Last 30 Days - 4 Aircraft Type - P210N Instrument - 309 Last 90 Days - 4 Instrument Rating(s) - AIRPLANE Instrument Rating(s) - AIRPLANE Narrative Re PLT WITH HIS 4 PASSENGERS, DEPARTED DURANGO AIRPORT ON AN IFR FLT PLAN EN ROUTE TO WICHITA, KANSAS. THE ACFT AD A COMPLETE LOSS OF PWR WHILE CLIMBING TO ATTITUDE. THE SUBSEQUENT FORCED LANDING ON UNSUITABLE TERRAIN ENGINE REVEALED A BLOCKED OIL PASSAGE SUPPLYING LUBRICATION TO THE NO. 1 CONNECTING ROD BEARING. THE	No. of Seats - 6						
Weather Data Wx Briefing - NWS Method - TELETYPE Method - TELETYPE Completeness - FULL Basic Weather - VMC Wind Din/Speed- CALM Visibility - 20.0 SM Lowest Sky/Clouds - Lowest Sky/Clouds - Lowest Ceiling - 2000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES SE LAND Months Since - 34 Months Since - 34 Make/Model - UNK/NR Airport Proximity OFF AIRPORT/STRIP DURANGG,CO Airport Data Runway Ident - N/A Runway Ident - N/A Runway Status - SNOW - WET Type of Flight Plan - VFR/IFR Runway Status - SNOW - WET Type Apch/Lndg - FORCED LANDING HIGH VEGETA HIGH VEGETA Wedical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES Total - 3723 Last 24 Hrs - UNK/N SE LAND Months Since - 34 Make/Model - UNK/NR Last 30 Days - 4 Aircraft Type - P210N Instrument Rating(s) - AIRPLANE Instrument Rating(s) - AIRPLANE Instrument Rating(s) - AIRPLANE The FIRETY PLAN EN ROUTE TO WICHITA, KANSAS. THE ACFT AD A COMPLETE LOSS OF PWR WHILE CLIMBING TO ATTITUDE. THE SUBSEQUENT FORCED LANDING ON UNSUITABLE TERRAIN ESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT, 3 FATALITIES, AND 2 SERIOUS INJURIES TO THE OCCUPANTS. EXAMINATION F THE ENGINE REVEALED A BLOCKED OIL PASSAGE SUPPLYING LUBRICATION TO THE NO. 1 CONNECTING ROD BEARING. THE							
Wx Briefing - NWS	• •				D		
Method - TELETYPE DURANGO,CO Completeness - FULL Destination Airport Data Basic Weather - VMC WICHITA,KS Wind Dir/Speed - CALM WICHITA,KS Wind Dir/Speed - CALM Runway Ident - N/A Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - Type of Flight Plan - VFR/IFR Runway Surface - GRASS/TURF Lowest Ceiling - 2000 FT BROKEN Type of Clearance - IFR Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type Apch/Lndg - FORCED LANDING HIGH VEGETA Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 3723 Last 24 Hrs - UNK/N SE LAND Months Since - 34 Make/Model- UNK/NR Last 30 Days - 2 Aircraft Type - P210N Instrument - 309 Last 90 Days - 4 Instrument Rating(s) - AIRPLANE Narrative HE PLT WITH HIS 4 PASSENGERS, DEPARTED DURANGO AIRPORT ON AN IFR FLT PLAN EN ROUTE TO WICHITA, KANSAS. THE ACFT AD A COMPLETE LOSS OF PWR WHILE CLIMBING TO ATTITUDE. THE SUBSEQUENT FORCED LANDING ON UNSUITABLE TERRAIN ESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT, 3 FATALITIES, AND 2 SERIOUS INJURIES TO THE OCCUPANTS. EXAMINATION F THE ENGINE REVEALED A BLOCKED OIL PASSAGE SUPPLYING LUBRICATION TO THE NO. 1 CONNECTING ROD BEARING. THE							
Completeness - FULL Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 20.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - Type of Flight Plan - VFR/IFR Runway Surface - GRASS/TURF Lowest Ceiling - 2000 FT BROKEN Type of Clearance - IFR Runway Status - SNOW - WET Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 3723 Last 24 Hrs - UNK/N SE LAND Months Since - 34 Make/Model- UNK/NR Last 30 Days- 2 Aircraft Type - P210N Instrument - 309 Last 90 Days- 4 Instrument Rating(s) - AIRPLANENarrative Pe PLT WITH HIS 4 PASSENGERS, DEPARTED DURANGO AIRPORT ON AN IFR FLT PLAN EN ROUTE TO WICHITA, KANSAS. THE ACFT AD A COMPLETE LOSS OF PWR WHILE CLIMBING TO ATTITUDE. THE SUBSEQUENT FORCED LANDING ON UNSUITABLE TERRAIN ESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT, 3 FATALITIES, AND 2 SERIOUS INJURIES TO THE OCCUPANTS. EXAMINATION F THE ENGINE REVEALED A BLOCKED OIL PASSAGE SUPPLYING LUBERICATION TO THE NO. 1 CONNECTING ROD BEARING. THE			e Point		OFF AIRPORT/SIE	SIB	
Basic Weather - VMC Wind Dir/Speed- CALM Wind Dir/Speed- CALM Visibility - 20.0 SM ATC/Airspace Type of Flight Plan - VFR/IFR Lowest Sky/Clouds - Type of Clearance - IFR Lowest Ceiling - 2000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES Total - 3723 Last 24 Hrs - UNK/N SE LAND Months Since - 34 Make/Model- UNK/NR Months Since - 34 Make/Model- UNK/NR Instrument Rating(s) - AIRPLANE Narrative HE PLT WITH HIS 4 PASSENGERS, DEPARTED DURANGO AIRPORT ON AN IFR FLT PLAN EN ROUTE TO WICHITA, KANSAS. THE ACFT AD A COMPLETE LOSS OF PWR WHILE CLIMBING TO ATTITUDE. THE SUBSEQUENT FORCED LANDING ON UNSUITABLE TERRAIN ESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT, 3 FATALITIES, AND 2 SERIOUS INJURIES TO THE OCCUPANTS. EXAMINATION F THE ENGINE REVEALED A BLOCKED OIL PASSAGE SUPPLYING LUBRICATION TO THE NO. 1 CONNECTING ROD BEARING. THE		•					
Wind Dir/Speed- CALM Visibility - 20.0 SM ATC/Airspace Runway Ident - N/A Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - Lowest Sky/Clouds - Lowest Ceiling - 2000 FT BROKEN Type of Clearance - IFR Runway Surface - GRASS/TURF Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING HIGH VEGETA Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 3723 Last 24 Hrs - UNK/N SE LAND Months Since - 34 Make/Model- UNK/NR Last 30 Days- 2 Aircraft Type - P210N Instrument 309 Last 90 Days- 4 Instrument Rating(s) - AIRPLANENarrative HE PLT WITH HIS 4 PASSENGERS, DEPARTED DURANGO AIRPORT ON AN IFR FLT PLAN EN ROUTE TO WICHITA, KANSAS. THE ACFT AD A COMPLETE LOSS OF PWR WHILE CLIMBING TO ATTITUDE. THE SUBSEQUENT FORCED LANDING ON UNSUITABLE TERRAIN ESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT, 3 FATALITIES, AND 2 SERIOUS INJURIES TO THE OCCUPANTS. EXAMINATION F THE ENGINE REVEALED A BLOCKED OIL PASSAGE SUPPLYING LUBRICATION TO THE NO. 1 CONNECTING ROD BEARING. THE	•			Air	port Data		
Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - Type of Flight Plan - VFR/IFR Runway Surface - GRASS/TUFF Lowest Ceiling - 2000 FT BROKEN Type of Clearance - IFR Runway Status - SNOW - WET Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING HIGH VEGETA Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 3723 Last 24 Hrs - UNK/N SE LAND Months Since - 34 Make/Model - UNK/NR Last 30 Days- 2 Aircraft Type - P210N Instrument- 309 Last 90 Days- 4 Instrument Rating(s) - AIRPLANENarrative HE PLT WITH HIS 4 PASSENGERS, DEPARTED DURANGO AIRPORT ON AN IFR FLT PLAN EN ROUTE TO WICHITA, KANSAS. THE ACFT AD A COMPLETE LOSS OF PWR WHILE CLIMBING TO ATTITUDE. THE SUBSEQUENT FORCED LANDING ON UNSUITABLE TERRAIN ESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT, 3 FATALITIES, AND 2 SERIOUS INJURIES TO THE OCCUPANTS. EXAMINATION F THE ENGINE REVEALED A BLOCKED OIL PASSAGE SUPPLYING LUBRICATION TO THE NO. 1 CONNECTING ROD BEARING. THE		WICHITA,KS					
Lowest Ský/Clouds - Type of Flight Plan - VFR/IFR Runway Surface - GRASS/TURF Lowest Ceiling - 2000 FT BROKEN Type of Clearance - IFR Runway Status - SNOW - WET Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING HIGH VEGETA Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 3723 Last 24 Hrs - UNK/N SE LAND Months Since - 34 Make/Model - UNK/NR Last 30 Days- 2 Aircraft Type - P210N Instrument - 309 Last 90 Days- 4 Instrument Rating(s) - AIRPLANENarrative HE PLT WITH HIS 4 PASSENGERS, DEPARTED DURANGO AIRPORT ON AN IFR FLT PLAN EN ROUTE TO WICHITA, KANSAS. THE ACFT AD A COMPLETE LOSS OF PWR WHILE CLIMBING TO ATTITUDE. THE SUBSEQUENT FORCED LANDING ON UNSUITABLE TERRAIN ESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT, 3 FATALITIES, AND 2 SERIOUS INJURIES TO THE OCCUPANTS. EXAMINATION F THE ENGINE REVEALED A BLOCKED OIL PASSAGE SUPPLYING LUBRICATION TO THE NO. 1 CONNECTING ROD BEARING. THE						•	
Lowest Ceiling - 2000 FT BROKEN Type of Clearance - IFR Runway Status - SNOW - WET Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING HIGH VEGETA Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 3723 Last 24 Hrs - UNK/N SE LAND Months Since - 34 Make/Model- UNK/NR Last 30 Days- 2 Aircraft Type - P210N Instrument- 309 Last 90 Days- 4 Instrument Rating(s) - AIRPLANE Narrative HE PLT WITH HIS 4 PASSENGERS, DEPARTED DURANGO AIRPORT ON AN IFR FLT PLAN EN ROUTE TO WICHITA, KANSAS. THE ACFT AD A COMPLETE LOSS OF PWR WHILE CLIMBING TO ATTITUDE. THE SUBSEQUENT FORCED LANDING ON UNSUITABLE TERRAIN ESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT, 3 FATALITIES, AND 2 SERIOUS INJURIES TO THE OCCUPANTS. EXAMINATION F THE ENGINE REVEALED A BLOCKED OIL PASSAGE SUPPLYING LUBRICATION TO THE NO. 1 CONNECTING ROD BEARING. THE							
Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING HIGH VEGETA Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 3723 Last 24 Hrs - UNK/N SE LAND Months Since - 34 Make/Model - UNK/NR Last 30 Days - 2 Aircraft Type - P210N Instrument - 309 Last 90 Days - 4 Instrument Rating(s) - AIRPLANE Narrative HE PLT WITH HIS 4 PASSENGERS, DEPARTED DURANGO AIRPORT ON AN IFR FLT PLAN EN ROUTE TO WICHITA, KANSAS. THE ACFT AD A COMPLETE LOSS OF PWR WHILE CLIMBING TO ATTITUDE. THE SUBSEQUENT FORCED LANDING ON UNSUITABLE TERRAIN ESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT, 3 FATALITIES, AND 2 SERIOUS INJURIES TO THE OCCUPANTS. EXAMINATION F THE ENGINE REVEALED A BLOCKED OIL PASSAGE SUPPLYING LUBRICATION TO THE NO. 1 CONNECTING ROD BEARING. THE	Lowest Sky/Clouds -						
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 3723 Last 24 Hrs - UNK/N SE LAND Months Since - 34 Make/Model - UNK/NR Last 30 Days - 2 Aircraft Type - P210N Instrument - 309 Last 90 Days - 4 Instrument Rating(s) - AIRPLANE Narrative HE PLT WITH HIS 4 PASSENGERS, DEPARTED DURANGO AIRPORT ON AN IFR FLT PLAN EN ROUTE TO WICHITA, KANSAS. THE ACFT AD A COMPLETE LOSS OF PWR WHILE CLIMBING TO ATTITUDE. THE SUBSEQUENT FORCED LANDING ON UNSUITABLE TERRAIN ESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT, 3 FATALITIES, AND 2 SERIOUS INJURIES TO THE OCCUPANTS. EXAMINATION F THE ENGINE REVEALED A BLOCKED OIL PASSAGE SUPPLYING LUBRICATION TO THE NO. 1 CONNECTING ROD BEARING. THE	Lowest Ceiling - 2000 FT				Runway Status	- SNOW - W	ΕT
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 3723 Last 24 Hrs - UNK/N SE LAND Months Since - 34 Make/Model - UNK/NR Last 30 Days - 2 Aircraft Type - P210N Instrument - 309 Last 90 Days - 4 Instrument Rating(s) - AIRPLANE Narrative HE PLT WITH HIS 4 PASSENGERS, DEPARTED DURANGO AIRPORT ON AN IFR FLT PLAN EN ROUTE TO WICHITA, KANSAS. THE ACFT AD A COMPLETE LOSS OF PWR WHILE CLIMBING TO ATTITUDE. THE SUBSEQUENT FORCED LANDING ON UNSUITABLE TERRAIN ESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT, 3 FATALITIES, AND 2 SERIOUS INJURIES TO THE OCCUPANTS. EXAMINATION F THE ENGINE REVEALED A BLOCKED OIL PASSAGE SUPPLYING LUBRICATION TO THE NO. 1 CONNECTING ROD BEARING. THE	Obstructions to Vision- NONE	Type Apch/Lnd	lg - FORCED	LANDING		HIGH VEG	ETATION
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 3723 Last 24 Hrs - UNK/N SE LAND Months Since - 34 Make/Model - UNK/NR Last 30 Days - 2 Aircraft Type - P210N Instrument - 309 Last 90 Days - 4 Instrument Rating(s) - AIRPLANE Narrative HE PLT WITH HIS 4 PASSENGERS, DEPARTED DURANGO AIRPORT ON AN IFR FLT PLAN EN ROUTE TO WICHITA, KANSAS. THE ACFT AD A COMPLETE LOSS OF PWR WHILE CLIMBING TO ATTITUDE. THE SUBSEQUENT FORCED LANDING ON UNSUITABLE TERRAIN ESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT, 3 FATALITIES, AND 2 SERIOUS INJURIES TO THE OCCUPANTS. EXAMINATION F THE ENGINE REVEALED A BLOCKED OIL PASSAGE SUPPLYING LUBRICATION TO THE NO. 1 CONNECTING ROD BEARING. THE	Precipitation - NONE						
Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 3723 Last 24 Hrs - UNK/N SE LAND Months Since - 34 Make/Model - UNK/NR Last 30 Days - 2 Aircraft Type - P210N Instrument Rating(s) - AIRPLANE Narrative HE PLT WITH HIS 4 PASSENGERS, DEPARTED DURANGO AIRPORT ON AN IFR FLT PLAN EN ROUTE TO WICHITA, KANSAS. THE ACFT AD A COMPLETE LOSS OF PWR WHILE CLIMBING TO ATTITUDE. THE SUBSEQUENT FORCED LANDING ON UNSUITABLE TERRAIN ESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT, 3 FATALITIES, AND 2 SERIOUS INJURIES TO THE OCCUPANTS. EXAMINATION F THE ENGINE REVEALED A BLOCKED OIL PASSAGE SUPPLYING LUBRICATION TO THE NO. 1 CONNECTING ROD BEARING. THE	Condition of Light - DAYLIGHT						
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Certificate(s)/Rating(s) PRIVATE Current - YES Total - 3723 Last 24 Hrs - UNK/N SE LAND Months Since - 34 Make/Model - UNK/NR Last 30 Days - 2 Aircraft Type - P210N Instrument - 309 Last 90 Days - 4 Instrument Rating(s) - AIRPLANE Narrative HE PLT WITH HIS 4 PASSENGERS, DEPARTED DURANGO AIRPORT ON AN IFR FLT PLAN EN ROUTE TO WICHITA, KANSAS. THE ACFT AD A COMPLETE LOSS OF PWR WHILE CLIMBING TO ATTITUDE. THE SUBSEQUENT FORCED LANDING ON UNSUITABLE TERRAIN ESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT, 3 FATALITIES, AND 2 SERIOUS INJURIES TO THE OCCUPANTS. EXAMINATION F THE ENGINE REVEALED A BLOCKED OIL PASSAGE SUPPLYING LUBRICATION TO THE NO. 1 CONNECTING ROD BEARING. THE							
PRIVATE Current - YES Total - 3723 Last 24 Hrs - UNK/N SE LAND Months Since - 34 Make/Model - UNK/NR Last 30 Days - 2 Aircraft Type - P210N Instrument - 309 Last 90 Days - 4 Instrument Rating(s) - AIRPLANE Narrative HE PLT WITH HIS 4 PASSENGERS, DEPARTED DURANGO AIRPORT ON AN IFR FLT PLAN EN ROUTE TO WICHITA, KANSAS. THE ACFT AD A COMPLETE LOSS OF PWR WHILE CLIMBING TO ATTITUDE. THE SUBSEQUENT FORCED LANDING ON UNSUITABLE TERRAIN ESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT, 3 FATALITIES, AND 2 SERIOUS INJURIES TO THE OCCUPANTS. EXAMINATION F THE ENGINE REVEALED A BLOCKED OIL PASSAGE SUPPLYING LUBRICATION TO THE NO. 1 CONNECTING ROD BEARING. THE						-WAIVERS/LIM	LI
SE LAND Months Since - 34 Make/Model- UNK/NR Last 30 Days- 2 Aircraft Type - P210N Instrument Rating(s) - AIRPLANE Narrative HE PLT WITH HIS 4 PASSENGERS, DEPARTED DURANGO AIRPORT ON AN IFR FLT PLAN EN ROUTE TO WICHITA, KANSAS. THE ACFT AD A COMPLETE LOSS OF PWR WHILE CLIMBING TO ATTITUDE. THE SUBSEQUENT FORCED LANDING ON UNSUITABLE TERRAIN ESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT, 3 FATALITIES, AND 2 SERIOUS INJURIES TO THE OCCUPANTS. EXAMINATION F THE ENGINE REVEALED A BLOCKED OIL PASSAGE SUPPLYING LUBRICATION TO THE NO. 1 CONNECTING ROD BEARING. THE							
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Narrative HE PLT WITH HIS 4 PASSENGERS, DEPARTED DURANGO AIRPORT ON AN IFR FLT PLAN EN ROUTE TO WICHITA, KANSAS. THE ACFT AD A COMPLETE LOSS OF PWR WHILE CLIMBING TO ATTITUDE. THE SUBSEQUENT FORCED LANDING ON UNSUITABLE TERRAIN ESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT, 3 FATALITIES, AND 2 SERIOUS INJURIES TO THE OCCUPANTS. EXAMINATION F THE ENGINE REVEALED A BLOCKED OIL PASSAGE SUPPLYING LUBRICATION TO THE NO. 1 CONNECTING ROD BEARING. THE		Aircraft Type -	P210N Inst	trument- 30	9 Last	90 Days-	40
Narrative HE PLT WITH HIS 4 PASSENGERS, DEPARTED DURANGO AIRPORT ON AN IFR FLT PLAN EN ROUTE TO WICHITA, KANSAS. THE ACFT ND A COMPLETE LOSS OF PWR WHILE CLIMBING TO ATTITUDE. THE SUBSEQUENT FORCED LANDING ON UNSUITABLE TERRAIN SULTED IN SUBSTANTIAL DAMAGE TO THE ACFT, 3 FATALITIES, AND 2 SERIOUS INJURIES TO THE OCCUPANTS. EXAMINATION THE ENGINE REVEALED A BLOCKED OIL PASSAGE SUPPLYING LUBRICATION TO THE NO. 1 CONNECTING ROD BEARING. THE							
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F THE ENGINE REVEALED A BLOCKED OIL PASSAGE SUPPLYING LUBRICATION TO THE NO. 1 CONNECTING ROD BEARING. THE							
						JN	
ONNECTING ROD FAILED CAUSING ENGINE FAILURE.			IN TO THE NO. 1 (CONNECTING ROD	BEARING. THE		
	ONNECTING ROD FAILED CAUSING ENGINE FAIL	URE.					

2/17/86 A/C Reg. No. N5196W Time (Lc1) - 1442 MST File No. - 1712 DULCE.NM Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CLIMB - TO CRUISE Finding(s) 1. LUBRICATING SYSTEM, OIL LINE - BLOCKED (PARTIAL) 2. MAINTENANCE, OVERHAUL - IMPROPER - OTHER MAINTENANCE PSNL 3. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL. FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY IN FLIGHT COLLISION WITH TERRAIN Occurrence #3 Phase of Operation DESCENT - EMERGENCY Finding(s) 4. WEATHER CONDITION - LOW CEILING 5. TERRAIN CONDITION - NONE SUITABLE 6. TERRAIN CONDITION - MOUNTAINOUS/HILLY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 1,2,3,5$

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

File No 1677 6/18/86	MOSQUERO,NM A/C	Reg. No. N333RS	Т	ime (Lc1) - 17	58 MDT	
Basic Information Type Operating Certificate-NONE (G Type of Operation -BUSINES Flight Conducted Under -14 CFR Accident Occurred During -DESCENT	DESTR S Fire 91 ON GR	aft Damage ROYED Cre ROUND Pas		Injuries Serious M O O	linor O O	None 0 0
Aircraft Information Make/Model - BEECH A36 Landing Gear - TRICYCLE-RETRACTAB Max Gross Wt - 3600 No. of Seats - ,4	Eng Make/Model - 0	1 RECIP-FUEL INJECTED	S	Installed/Acti tall Warning S		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRI Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 130/018 KTS Visibility - 30.0 SM Lowest Sky/Clouds - 5000 FT Lowest Ceiling - 20000 FT Obstructions to Vision- NONE Precipitation - NCNE Condition of Light - DAYLIGHT	Itinerary EFING Last Departure Poir YATES,NM Destination ALBERT,NM ATC/Airspace SCATTERED Type of Flight Plar BROKEN Type of Clearance Type Apch/Lndg	n – NONE – NONE	OFF AI Airport D Runway Runway Runway	Proximity RPORT/STRIP ata Ident - N/ Lth/Wid - N/ Surface - N/ Status - N/	A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND HELICOPTER	Age - 52 Biennial Flight Review Current - YES Months Since - 11 Aircraft Type - BE-AS	Total -	ight Time (H 6086 1712 UNK/NR	ours) Last 24 Hr	s - UNK	

File No 16	77 6/18/86	MOSQUERO, NM	A/C Reg. No. N333RS	Time (Lcl) - 1758 MDT
Occurrence #1 Phase of Operation		- IN FLIGHT		
Finding(s) 1. STALL - INADVER 2. IMPROPER US			NTION - PILOT IN COMMAND	
Occurrence #2 Phase of Operation				
Finding(s) 3. TERRAIN CONDITI	ON - GROUND			
Occurrence #3 Phase of Operation	OTHER			
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boa	rd determines that	the Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is	/are finding(s) 2		

Basic Information Type Operating Certificate-NONE (GENERA	AVIATION)	Aircraft Dama	age		Injur	`ies	
Type operating out threate none (denem	z Avialion,	SUBSTANTIAL		Fatal	Sanious	Minon	None
Type of Operation -INSTRUCTIONA	_	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 172		del - LYCOMIN	G 0-320-D2J		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engi		047710 0400110		tall Warnir	ig System	- YES
Max Gross Wt - 2400 No. of Seats - 4		- RECIPRO		ETUR			
	Rated Fower						
Environment/Operations Information	*				B		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departu	o Doint		Airport ON AIR	Proximity		
Method - N/A	SAME AS AC			UN AIR	PURI		
Completeness - N/A	Destination	5/ TNO		Airport D	ata		
Basic Weather - VMC	LOCAL				MUNICIPAL		
Wind Dir/Speed- 270/020 KTS				Runway	Ident -	- 04	
Visibility - 10.0 SM	ATC/Airspace			Runway	Lth/Wid -	- 3800/	50
Lowest Sky/Clouds - UNK/NR	Type of Fligh	nt Plan - NON	E		Surface -		
Lowest Ceiling - UNK/NR	Type of Clea	rance - NON	E	Runway	Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/Lnd	dg - TRA	FFIC PATTERN				
Precipitation - NONE							
Condition of Light - NIGHT(DARK)							
Personnel Information					MEDION NO		/
Pilot-In-Command Certificate(s)/Rating(s)	Age ~ 27 Biennial Flight Re		cal Certifica	ite - VALID iht Time (H) WAIVERS/	LTWII
STUDENT	Current	- N/A	Total - L	INK /NR	last 24	L Hrs - III	JK/NR
STODENT	Months Since	- N/A I	Total - U Make/Model- U	NK/NR	Last 30	Davs- UN	IK/NR
	Aircraft Type	- N/A	Instrument-	0	Last 90	Days- UN	IK/NR
						-	
Instrument Rating(s) - NONE							
Narrative							
STUDENT PLT WAS RETURNING TO THE ARPT AFT	FR A LOCAL FLT WHEN	THE ACCIDENT	OCCURRED. TH	F PLT ABOR	TED THE EIR	≀ST	
ING ATTEMPT ON RWY 04. DURING THE SECOND							
RT BANK AND NOSED OVER. THE WIND WAS REPO							

8/31/86 AZTEC,NM A/C Reg. No. N63302 File No. - 1602 Time (Lc1) - 2010 MDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. AIRPORT FACILITIES, WIND DIRECTION INDICATOR - INOPERATIVE 2. WIND INFORMATION - NOT POSSIBLE - PILOT IN COMMAND 3. LIGHT CONDITION - DARK NIGHT 4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 5. WEATHER CONDITION - TAILWIND 6. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 8. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND) ______ Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 9. TERRAIN CONDITION - DIRT BANK Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8

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

Type of Operation -PERSONAL Fire Crew 1 0 0 0	File No 1627 9/01/86 LAS V	EGAS,NM	A/C Reg. No.	N83F	1	ime (Lc1) -	2353 MD	Γ
DESTROYED								-
Type of Operation	Type Operating Certificate-NONE (GENERA			e				
Filight Conducted Under								None
Aircraft InformationMake/Model - CESSNA 182D		i				-	-	0
Aircraft Information Make/Model - CESSNA 182D			NONE	Pass	3	0	0	0
Make/Model - CESSNA 182D	Accident Occurred During -DESCENT							
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2650 No. of Seats - 4	Aircraft Information							
Max Gross Wt - 2650	Make/Model - CESSNA 182D	Eng Make/Mode	1 - CONTINENT	AL 0-470-L	ELT	Installed/A	ctivated	- YES/NO
Max Gross Wt - 2650		Number Engine	es - 1		9	Stall Warnin	a System	- YES
No. of Seats - 4 Rated Power - 230 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - IMC Wind Dir/Speed- 170/028 KTS Visibility500 SM Lowest Sky/Clouds - 600 FT Lowest Sky/Clouds - 600 FT Lowest Ceiling - 600 FT Type of Flight Plan - NONE Precipitation - HAIL Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command - Mail Certificate(s)/Rating(s) PRIVATE SE LAND Age - 48 Biennial Flight Review PRIVATE SE LAND Age - 48 Biennial Flight Review PRIVATE SE LAND Age - 48 Biennial Flight Review PRIVATE Current - YES Months Since - 15 Make/Model - 500 Make/Model - 500 Make/Model - 500 Last 30 Days - 17 Aircraft Type - C-182 Instrument Rating(s) - NONE Narrative E ACFT DEPARTED THE ALBUQUERQUE, NEW MEXICO, CORONADO ARPT, AT 2248 MDT, SEPTEMBER 1, 1986, EN ROUTE TO LAS GAS, NEW MEXICO. WHEN THE ACFT FAILED TO ARRIVE AS SCHEDULED, A SEARCH WAS INITIATED. THE FLIGHT WAS LOST ON DAR AT 2353 MDT, 15 NAUTICAL MILES SOUTH OF LAS VEGAS. THE WRECKAGE WAS LOCATED AT 1700 MDT ON SEPTEMBER 2, 1986. E ACFT HAD IMPACTED AND ARRAM 425 FEET				TING-CARBURE			3 -,	
Weather Data Itinerary Last Departure Point OFF AIRPORT/STRIP Method								
Weather Data Wx Briefing - NO RECORD OF BRIEFING Wethod - N/A Completeness - N/A Completeness - N/A Basic Weather - IMC Wind Dir/Speed- 170/028 KTS Wisibility500 SM Lowest Sky/Clouds - 600 FT Lowest Sky/Clouds - 600 FT Lowest Sky/Clouds - 600 FT Lowest Ceiling - 600 FT OBSCURED Obstructions to Vision- UNK/NR Precipitation - HAIL Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 48 SE LAND Biennial Flight Review SE LAND Months Since - 15 Months Since - 15 Months Since - 15 Months Since - 15 Make/Model - 500 Last 30 Days - 31 Instrument Rating(s) - NONE Narrative E ACFT DEPARTED THE ALBUQUERQUE, NEW MEXICO, CORONADO ARPT, AT 2248 MDT, SEPTEMBER 1, 1986, EN ROUTE TO LAS GAS, NEW MEXICO. WHEN THE ACFT FAILED TO ARRIVE AS SCHEDULED, A SEARCH WAS INITIATED. THE FLIGHT WAS LOST ON DAR AT 2353 MDT, 15 NAUTICAL MILES SOUTH OF LAS VEGAS. THE WRECKAGE WAS LOAZED AT 1700 MDT ON SEPTEMBER 2, 1986. E ACFT DEPARTED TIN A NAUTICAL MILES SOUTH OF LAS VEGAS. THE WRECKAGE WAS LOAZED AT 1700 MDT ON SEPTEMBER 2, 1986. E ACFT DEPARTED IN A 90 DEGREE LEFT WING LOW, NOSE DOWN A STITUDE AND WAS SCATTERED OVER AN AREA 425 FEET	Environment/Operations Information							
Wx Briefing - NO RECORD OF BRIEFING ALBUQUEROUE, NM ALBUQUEROUE, NM ALBUQUEROUE, NM ALBUQUEROUE, NM Airport Data Basic Weather - IMC LAS VEGAS, NM Runway Ident - N/A Wind Dir/Speed- 170/028 KTS Visibility500 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 600 FT Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 600 FT OBSCURED Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- UNK/NR Type Apch/Lndg - NONE Precipitation - HAIL Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 48 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 868 Last 24 Hrs - 2 SE LAND Months Since - 15 Make/Model- 500 Last 30 Days- 17 Aircraft Type - C-182 Instrument- 11 Last 90 Days- 31 Instrument Rating(s) - NONE Narrative EACFT DEPARTED THE ALBUQUEROUE, NEW MEXICO, CORONADO ARPT, AT 2248 MDT, SEPTEMBER 1, 1986, EN ROUTE TO LAS GAS, NEW MEXICO. WHEN THE ACFT FAILED TO ARRIVE AS SCHEDULED, A SEARCH WAS INITIATED. THE FLIGHT WAS LOST ON DAR AT 2353 MDT, 15 NAUTICAL MILES SOUTH OF LAS VEGAS. THE WRECKAGE WAS LOCATED AT 1700 MDT ON SEPTEMBER 2, 1986. EE ACFT DEATED OVER AN AREA 425 FEET		Itinerary			Airport	Proximity		
Method - N/A Destination Airport Data Basic Weather - IMC LAS VEGAS,NM Runway Ident - N/A Wind Dir/Speed- 170/028 KTS Runway Lth/Wid - N/A Lowest Sky/Clouds - 600 FT Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 600 FT Type of Clearance - NONE Runway Surface - N/A Lowest Ceiling - 600 FT Type of Clearance - NONE Runway Status - N/A Dostructions to Vision- UNK/NR Type of Clearance - NONE Precipitation - HAIL Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 48 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 868 Last 24 Hrs - 2 Months Since - 15 Make/Model - 500 Last 30 Days - 17 Aircraft Type - C-182 Instrument - 11 Last 90 Days - 31 Instrument Rating(s) - NONE Narrative E ACFT DEPARTED THE ALBUQUERQUE, NEW MEXICO, CORONADO ARPT, AT 2248 MDT, SEPTEMBER 1, 1986, EN ROUTE TO LAS GAS, NEW MEXICO. WHEN THE ACFT FAILED TO ARRIVE AS SCHEDULED, A SEARCH WAS INITIATED. THE FLIGHT WAS LOST ON DAR AT 2353 MDT, 15 NAUTICAL MILES SOUTH OF LAS VEGAS. THE WRECKAGE WAS LOCATED AT 1700 MDT ON SEPTEMBER 2, 1986. E ACFT DEPARTED THE ALBUQUERGUE IN WAS VEGAS. THE WRECKAGE WAS LOCATED AT 1700 MDT ON SEPTEMBER 2, 1986. E ACFT DEPARTED THE ALBUQUERGUE IN WAS VEGAS. THE WRECKAGE WAS LOCATED AT 1700 MDT ON SEPTEMBER 2, 1986.			Point		•		ı	
Completeness - N/A Basic Weather - IMC Wind Dir/Speed- 170/028 KTS Wind Dir/Speed- 170/028 KTS Visibility500 SM ATC/Airspace Lowest Sky/Clouds - 600 FT Type of Flight Plan - NONE Runway Lth/Wid - N/A Lowest Ceiling - 600 FT OBSCURED Obstructions to Vision- UNK/NR Precipitation - HAIL Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 48 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) PRIVATE SE LAND Biennial Flight Review PRIVATE SE LAND Months Since - 15 Make/Model - 500 Last 30 Days - 17 Aircraft Type - C-182 Instrument Rating(s) - NONE Narrative E ACFT DEPARTED THE ALBUQUERQUE, NEW MEXICO, CORONADO ARPT, AT 2248 MDT, SEPTEMBER 1, 1986, EN ROUTE TO LAS GAS, NEW MEXICO. WHEN THE ACFT FAILED TO ARRIVE AS SCHEDULED, A SEARCH WAS INITIATED. THE FLIGHT WAS LOST ON DAR AT 2353 MDT, 15 NAUTICAL MILES SOUTH OF LAS VEGAS. THE WRECKAGE WAS LOCATED AT 1700 MDT ON SEPTEMBER 2, 1986. E ACFT HAD IMPACTED IN A 90 DEGREE LEFT WING LOW, NOSE DOWN ATTITUDE AND WAS SCATTERED OVER AN AREA 425 FEET					0., 4.	5111, 51112.		
Basic Weather - IMC Wind Dir/Speed- 170/028 KTS Visibility500 SM ATC/Airspace ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 600 FT Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 600 FT OBSCURED Type of Clearance - NONE Obstructions to Vision- UNK/NR Precipitation - HAIL Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Age - 48 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Gurrent - YES Total - 868 Last 24 Hrs - 2 Months Since - 15 Make/Model - 500 Last 30 Days - 17 Aircraft Type - C-182 Instrument - 11 Last 90 Days - 31 Instrument Rating(s) - NONE Narrative E ACFT DEPARTED THE ALBUQUERQUE, NEW MEXICO, CORONADO ARPT, AT 2248 MDT, SEPTEMBER 1, 1986, EN ROUTE TO LAS GAS, NEW MEXICO. WHEN THE ACFT FAILED TO ARRIVE AS SCHEDULED, A SEARCH WAS INITIATED. THE FLIGHT WAS LOST ON DAR AT 2353 MDT, 15 NAUTICAL MILES SOUTH OF LAS VEGAS. THE WRECKAGE WAS LOCATED AT 1700 MDT ON SEPTEMBER 2, 1986. E ACFT HAD IMPACTED IN A 90 DEGREE LEFT WING LOW, NOSE DOWN ATTITUDE AND WAS SCATTERED OVER AN AREA 425 FEET			140		Airport F	12+2		
Wind Dir/Speed 170/028 KTS Visibility500 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 600 FT Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 600 FT OBSCURED Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- UNK/NR Type Apch/Lndg - NONE Precipitation - HAIL Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 48 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 868 Last 24 Hrs - 2 Months Since - 15 Make/Model- 500 Last 30 Days - 17 Aircraft Type - C-182 Instrument - 11 Last 90 Days - 31 Instrument Rating(s) - NONE Narrative E ACFT DEPARTED THE ALBUQUERQUE, NEW MEXICO, CORONADO ARPT, AT 2248 MDT, SEPTEMBER 1, 1986, EN ROUTE TO LAS GAS, NEW MEXICO. WHEN THE ACFT FAILED TO ARRIVE AS SCHEDULED, A SEARCH WAS INITIATED. THE FLIGHT WAS LOST ON DAR AT 2353 MDT, 15 NAUTICAL MILES SOUTH OF LAS VEGAS. THE WRECKAGE WAS LOCATED AT 1700 MDT ON SEPTEMBER 2, 1986. E ACFT HAD IMPACTED IN A 90 DEGREE LEFT WING LOW, NOSE DOWN ATTITUDE AND WAS SCATTERED OVER AN AREA 425 FEET					Amport	Jata		
Visibility500 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 600 FT Type of Flight Plan - NONE Runway Surface - N/A Chowest Ceiling - 600 FT OBSCURED Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- UNK/NR Type Apch/Lndg - NONE Precipitation - HAIL Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 48 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 868 Last 24 Hrs - 2 SE LAND Months Since - 15 Make/Model - 500 Last 30 Days - 17 Aircraft Type - C-182 Instrument - 11 Last 90 Days - 31 Instrument Rating(s) - NONE Narrative E ACFT DEPARTED THE ALBUQUERQUE, NEW MEXICO, CORONADO ARPT, AT 2248 MDT, SEPTEMBER 1, 1986, EN ROUTE TO LAS GAS, NEW MEXICO. WHEN THE ACFT FAILED TO ARRIVE AS SCHEDULED, A SEARCH WAS INITIATED. THE FLIGHT WAS LOST ON DAR AT 2353 MDT, 15 NAUTICAL MILES SOUTH OF LAS VEGAS. THE WRECKAGE WAS LOCATED AT 1700 MDT ON SEPTEMBER 2, 1986. E ACFT HAD IMPACTED IN A 90 DEGREE LEFT WING LOW, NOSE DOWN ATTITUDE AND WAS SCATTERED OVER AN AREA 425 FEET		LAS VEGAS, N	1		Dumum	. Talama	A1 / A	
Lowest Sky/Clouds - 600 FT Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 600 FT OBSCURED Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- UNK/NR Type Apch/Lndg - NONE Precipitation - HAIL Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 48 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 868 Last 24 Hrs - 2 SE LAND Months Since - 15 Make/Model- 500 Last 30 Days - 17 Aircraft Type - C-182 Instrument - 11 Last 90 Days - 31 Instrument Rating(s) - NONE Narrative E ACFT DEPARTED THE ALBUQUERQUE, NEW MEXICO, CORONADO ARPT, AT 2248 MDT, SEPTEMBER 1, 1986, EN ROUTE TO LAS GAS, NEW MEXICO. WHEN THE ACFT FAILED TO ARRIVE AS SCHEDULED, A SEARCH WAS INITIATED. THE FLIGHT WAS LOST ON DAR AT 2353 MDT, 15 NAUTICAL MILES SOUTH OF LAS VEGAS. THE WRECKAGE WAS LOCATED AT 1700 MDT ON SEPTEMBER 2, 1986. E ACFT HAD IMPACTED IN A 90 DEGREE LEFT WING LOW, NOSE DOWN ATTITUDE AND WAS SCATTERED OVER AN AREA 425 FEET		ATO (A :	•					
Lowest Ceiling - 600 FT OBSCURED Type of Clearance - NONE								
Obstructions to Vision- UNK/NR Precipitation - HAIL Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 48 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 868 Last 24 Hrs - 2 SE LAND Months Since - 15 Make/Model - 500 Last 30 Days - 17 Aircraft Type - C-182 Instrument - 11 Last 90 Days - 31 Instrument Rating(s) - NONE Narrative E ACFT DEPARTED THE ALBUQUERQUE, NEW MEXICO, CORONADO ARPT, AT 2248 MDT, SEPTEMBER 1, 1986, EN ROUTE TO LAS GAS, NEW MEXICO. WHEN THE ACFT FAILED TO ARRIVE AS SCHEDULED, A SEARCH WAS INITIATED. THE FLIGHT WAS LOST ON DAR AT 2353 MDT, 15 NAUTICAL MILES SOUTH OF LAS VEGAS. THE WRECKAGE WAS LOCATED AT 1700 MDT ON SEPTEMBER 2, 1986. E ACFT HAD IMPACTED IN A 90 DEGREE LEFT WING LOW, NOSE DOWN ATTITUDE AND WAS SCATTERED OVER AN AREA 425 FEET								
Precipitation - HAIL Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command					Runway	/ Status -	N/A	
Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 48 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 868 Last 24 Hrs - 2 SE LAND Months Since - 15 Make/Model - 500 Last 30 Days - 17 Aircraft Type - C-182 Instrument - 11 Last 90 Days - 31 Instrument Rating(s) - NONE Narrative E ACFT DEPARTED THE ALBUQUERQUE, NEW MEXICO, CORONADO ARPT, AT 2248 MDT, SEPTEMBER 1, 1986, EN ROUTE TO LAS GAS, NEW MEXICO. WHEN THE ACFT FAILED TO ARRIVE AS SCHEDULED, A SEARCH WAS INITIATED. THE FLIGHT WAS LOST ON DAR AT 2353 MDT, 15 NAUTICAL MILES SOUTH OF LAS VEGAS. THE WRECKAGE WAS LOCATED AT 1700 MDT ON SEPTEMBER 2, 1986. E ACFT HAD IMPACTED IN A 90 DEGREE LEFT WING LOW, NOSE DOWN ATTITUDE AND WAS SCATTERED OVER AN AREA 425 FEET		Type Apch/Lndg	y - NONE					
Personnel Information Pilot-In-Command								
Pilot-In-Command Age - 48 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) PRIVATE SE LAND Months Since - 15 Months Since - 15 Aircraft Type - C-182 Instrument Rating(s) - NONE Narrative E ACFT DEPARTED THE ALBUQUERQUE, NEW MEXICO, CORONADO ARPT, AT 2248 MDT, SEPTEMBER 1, 1986, EN ROUTE TO LAS GAS, NEW MEXICO. WHEN THE ACFT FAILED TO ARRIVE AS SCHEDULED, A SEARCH WAS INITIATED. THE FLIGHT WAS LOST ON DAR AT 2353 MDT, 15 NAUTICAL MILES SOUTH OF LAS VEGAS. THE WRECKAGE WAS LOCATED AT 1700 MDT ON SEPTEMBER 2, 1986. E ACFT HAD IMPACTED IN A 90 DEGREE LEFT WING LOW, NOSE DOWN ATTITUDE AND WAS SCATTERED OVER AN AREA 425 FEET	Condition of Light - NIGHT(DARK)							
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PRIVATE SE LAND Months Since - 15 Make/Model - 500 Last 30 Days - 17 Aircraft Type - C-182 Instrument Rating(s) - NONE Narrative E ACFT DEPARTED THE ALBUQUERQUE, NEW MEXICO, CORONADO ARPT, AT 2248 MDT, SEPTEMBER 1, 1986, EN ROUTE TO LAS GAS, NEW MEXICO. WHEN THE ACFT FAILED TO ARRIVE AS SCHEDULED, A SEARCH WAS INITIATED. THE FLIGHT WAS LOST ON DAR AT 2353 MDT, 15 NAUTICAL MILES SOUTH OF LAS VEGAS. THE WRECKAGE WAS LOCATED AT 1700 MDT ON SEPTEMBER 2, 1986. E ACFT HAD IMPACTED IN A 90 DEGREE LEFT WING LOW, NOSE DOWN ATTITUDE AND WAS SCATTERED OVER AN AREA 425 FEET								
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Instrument Rating(s) - NONE Narrative E ACFT DEPARTED THE ALBUQUERQUE, NEW MEXICO, CORONADO ARPT, AT 2248 MDT, SEPTEMBER 1, 1986, EN ROUTE TO LAS GAS, NEW MEXICO. WHEN THE ACFT FAILED TO ARRIVE AS SCHEDULED, A SEARCH WAS INITIATED. THE FLIGHT WAS LOST ON DAR AT 2353 MDT, 15 NAUTICAL MILES SOUTH OF LAS VEGAS. THE WRECKAGE WAS LOCATED AT 1700 MDT ON SEPTEMBER 2, 1986. E ACFT HAD IMPACTED IN A 90 DEGREE LEFT WING LOW, NOSE DOWN ATTITUDE AND WAS SCATTERED OVER AN AREA 425 FEET		Months Since -	15 Ma					-
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DAR AT 2353 MDT, 15 NAUTICAL MILES SOUTH OF LAS VEGAS. THE WRECKAGE WAS LOCATED AT 1700 MDT ON SEPTEMBER 2, 1986. He acft had impacted in a 90 degree left wing low, nose down attitude and was scattered over an area 425 feet								
IE ACFT HAD IMPACTED IN A 90 DEGREE LEFT WING LOW, NOSE DOWN ATTITUDE AND WAS SCATTERED OVER AN AREA 425 FEET								
							986.	
NG. WEATHER IN THE AREA WAS THUNDERSTORMS WITH RAIN SHOWERS AND HAIL.				SCATTERED OV	ER AN ARE	A 425 FEET		
	NG. WEATHER IN THE AREA WAS THUNDERSTORMS W	ITH RAIN SHOWERS AND	HAIL.					

File No. - 1627 9/01/86 LAS VEGAS.NM A/C Reg. No. N83F Time (Lc1) - 2353 MDT IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - THUNDERSTORM 2. WEATHER CONDITION - HAIL 3. WEATHER CONDITION - RAIN 4. WEATHER CONDITION - LIGHTNING 5. LIGHT CONDITION - DARK NIGHT 6. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 7. SPIRAL - INADVERTENT - PILOT IN COMMAND 8. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8 Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

-Basic Information							
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91	L	Fire NONE	Crew Pass	0 0	2 0	0	0 0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA 150H		Model - CONTINENTAL	0-200-A				
Landing Gear - TRICYCLE-FIXED		gines - 1			tall Warnir	ng System	- YES
Max Gross Wt - 1600		pe - RECIPROCATI	ING-CARBURE	TOR			
No. of Seats - 2	Rated Pow	er ~ 100 HP					
-Environment/Operations Information							
Weather Data	Itinerary	ture Point		Airport F	roximity RPORT/STRIA	,	
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	STRONGSV			OFF AIR	RPURI/SIRII		
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	STRONGSV						
Wind Dir/Speed- 130/008 KTS	•	,		Runway	Ident -	- N/A	
Visibility - 20.0 SM	ATC/Airspace	•		Runway	Lth/Wid -	- N/A	
Lowest Sky/Clouds - CLEAR		ight Plan - NONE			Surface -		
Lowest Ceiling - NONE	Type of C1	earance - NONE		Runway	Status ·	- N/A	
Obstructions to Vision- NONE	Type Apch/	Lndg - FORCED	LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information				==		.	<i>.</i>
Pilot-In-Command Certificate(s)/Rating(s)	Age - 24 Biennial Flight		Certificat	e - VALID it Time (Ho) WAIVERS	/LIMII
COMMERCIAL, CFI	Current		riign al -			1 Une -	5
SE LAND, ME LAND			e/Model-		Last 3		70
SE ENIO, ME ENIO	Aircraft Typ	e - PA-23 Inst	trument-	46	Last 90		200
		Muli	ti-Eng -	11		, .	
			- · - · · J				
Instrument Rating(s) - AIRPLANE							
-Narrative ING PREFLIGHT, THE STUDENT PILOT NOTICED W INSTRUCTOR, BUT NO FURTHER ACTION WAS TAM FORMED IN A PARKING LOT AND ONE AUTOMOBILE E FOUND IN THE GASCOLATOR SEDIMENT BOWL AM	KEN. SHORTLY AFTER Was struck by th	TAKEOFF THE ENGINE E AIRCRAFT. FOLLOWI	QUIT. AN	EMERGENCY	LANDING WA	AS	

File No 169	98 1/24/86 	STRONGSVILLE,OH	A/C Reg. No. N22755	Time (Lcl) - 1202 EST
Occurrence #1 Phase of Operation	•	TAL) - NON-MECHANICAL L CLIMB		
Finding(s) 1. FLUID, FUEL - WA 2. AIRCRAFT PREFI 3. REMEDIAL ACTION	LIGHT - POOR - DUA	PILOT IN COMMAND(CFI)	·	
Occurrence #2 Phase of Operation		NCY		
Finding(s) 4. TERRAIN CONDITIO 5. REMEDIAL ACTIO	ON - NOT POSSIBLE	- PILOT IN COMMAND(CFI)		
Occurrence #3 Phase of Operation		ION WITH OBJECT		
Finding(s) 6. OBJECT - VEHICLE				
Probable Cause				
The National Transports/are finding(s) 1,2		rd determines that the F	Probable Cause(s) of this accide	ent
Factor(s) relating to	o this accident is,	are finding(s) 4,5,6		

File No 1713 6/2	25/86	LISBON, OH	A/C Reg. M	No. N984B	Ti	me (Lc1) -	2035 ED1	-
Basic Information Type Operating Certificate	-AGRICUL	TURAL AIRCRAFT	Aircraft Dam	nage		Injur		
Type of Operation	-AERIAL	APPLICATION	MINOR Fire	Crew	Fatal O	Serious O	· Minor O	None 1
Flight Conducted Under Accident Occurred During			NONE	Pass Other	0	0 0	0 0	0
Aircraft Information		_						
Make/Model - BELL 47G2 Landing Gear - SKID Max Gross Wt - 2450		Nu	g Make/Model - LYCOMIN mber Engines - 1 gine Type - RECIPRO	NG VO-435-A1F DCATING-CARBURE	St	nstalled/A all Warnin		
No. of Seats - 3			ted Power - 200		IUK			
Environment/Operations Infor	mation							
Weather Data Wx Briefing - FSS Method - TELEPHON			rary t Departure Point AME AS ACC/INC		Airport P ON AIRS			
Completeness - WEATHER Basic Weather - VMC		INENT Dest	ination AME AS ACC/INC		Airport Da	ta		
Wind Dir/Speed- 030/005 Visibility - 25.0	SM	ATC/A	irspace e of Flight Plan - NOM	NF.	Runway	Ident - Lth/Wid - Surface -		
Lowest Ceiling - Obstructions to Vision- Precipitation -	NONE NONE	Typ	e of Clearance - NOMe Apch/Lndg - NOM	NE		Status -		
Condition of Light -	DAYLIGHT							
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)		Age - Riennial	39 Med Flight Review	ical Certificat Fligh	e - VALID nt Time (Ho		WAIVERS/	LIMIT
COMMERCIAL		Curre	nt - YES	Total -	6280	Last 24		5
SE LAND HELICOPTER		Month Aircr	s Since - 12 aft Type - 47G2	Make/Model- Instrument-	5950 55	Last 30 Last 90 Rotorcr	Days-	52 107 6100
Instrument Rating(s)	- NONE							
Narrative AERIAL APPLICATION HELICOPTE ENGINE WAS AT HIGH IDLE WIT CHEMICAL TRUCK INTO THE MAIN REAR.	H THE MA	IN ROTOR TURNIN	G AT 250 RPM. THE GROU	JND CREWMAN JUN	IPED OFF TH	E SIDE OF		

File No. - 1713 6/25/86 LISBON,OH A/C Reg. No. N984B Time (Lc1) - 2035 EDT

Occurrence PROPELLER/ROTOR CONTACT
Phase of Operation STANDING - IDLING ROTORS

Finding(s)

1. OBJECT - OTHER PERSON

2. VISUAL LOOKOUT - NOT MAINTAINED - GROUND PERSONNEL

----Probable Cause----

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

SUBSTANTIAL Fatal Serious Minor No Type of Operation -PERSONAL Fire Crew 0 0 1 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 1 Accident Occurred During -LANDING NONE Pass 0 0 1 Accident Occurred During -LANDING NONE Pass 0 0 1 Accident Occurred During -LANDING Pass 0 0 1 Accident Occurred During Pass 0 0 0 1 Accident Occurred During Occu	Basic Information	EDAL AVIATION)	Ainonoft Domogo			Tmirr	nios	
Type of Operation -PERSONAL Fire Crew 0 0 1 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 1 Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-28-140 Eng Make/Model - LYCOMING 0-320 ELT Installed/Activated - UNK Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2050 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 140 HP Environment/Operations Information Weather Data Information Weather Data No RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC FILIT, MI TIFFIN, OH Destination Airport Data Basic Weather - VMC FILIT, MI TIFFIN Wind Dir/Speed- 270/006 KTS Visibility - 10.0 SM ATC/Airspace Runway Indent - N/A Lowest Sky/Clouds - 3500 FT SCATTERED Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - UNK/NR Type of Clearance - NONE Runway Status - DRY Obstructions to Vision - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 53 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 700 Last 24 Hrs - UNK/NR Aircraft Type - UNK/NR Total - 700 Last 20 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 60 Last 90 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 60 Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR	Type uperating certificate-nume (GEN	ERAL AVIATION)	Aircraft Damage	,	atal			None
Flight Conducted Under	Type of Operation -PERSONAL							
-Aircraft Information Make/Model - PIPER PA-28-140 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2050 No. of Seats - 4	Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	1	0
Make/Model - PIPER PA-28-140 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2050 No. of Seats - 4 Rated Power - 140 HP Environment/Operations Information Weather Data WX Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 270/006 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 3500 FT SCATTERD Type of Flight Plan - NONE Lowest Ceiling - UNK/NR Obstructions to Vision - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Make/Model - LYCOMING 0-320 ELT Installed/Activated - UNK Number Stall Warning System - YES Stall Warning Stall Helphan String Instrumenton	Accident Occurred During -LANDING				·			
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Max Gross Wt - 2050 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 140 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC FLINT,MI TIFFIN Wind Dir/Speed- 270/006 KTS Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 3500 FT SCATTERED Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - UNK/NR Type of Clearance - NONE Runway Stratus - DRY Obstructions to Vision - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 53 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 700 Last 24 Hrs - UNK/NR Aircraft Type - UNK/NR Make/Model - 570 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument 60 Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR								f
Max Gross Wt - 2050 No. of Seats - 4 Rated Power - 140 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 270/006 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 3500 FT SCATTERED Lowest Sky/Clouds - 3500 FT SCATTERED Lowest Ceiling - UNK/NR Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Max Gross Wt - 2050 Rated Power - 140 HP Airport Proximity OFF AIRPORT/STRIP TIFIN, OH Destination FLINT, MI TIFFIN, OH TIFFIN		Eng Make/Mo	del - LYCOMING 0-32	20	ELT 1			
No. of Seats - 4 Rated Power - 140 HP Environment/Operations Information Weather Data	3					tall Warni	ng Syste	em - YES
Environment/Operations Information Weather Data				G-CARBURETOR	₹			
Weather Data Itinerary Airport Proximity OFF AIRPORT/STRIP	No. of Seats - 4	Rated Power	- 140 HP					
Wx Briefing - NO RECORD OF BRIEFING								
Method - N/A				A ·				
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/006 KTS Wisibility - 10.0 SM Lowest Sky/Clouds - 3500 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Destination FLINT,MI FLINT,MI FLINT,MI TIFFIN Runway Ident - N/A Runway Surface - DIRT Runway Surface - DIRT Runway Status - DRY ONNE Type Apch/Lndg - FORCED LANDING Medical Certificate - EXPIRED Flight Time (Hours) Flight Time (Hours) Current - UNK/NR Months Since - UNK/NR Make/Model - 570 Last 30 Days - UNK/NR Multi-Eng - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR			re Point		OFF AIR	RPORT/STRI	P	
Basic Weather - VMC FLINT,MI TIFFIN Wind Dir/Speed- 270/006 KTS Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 3500 FT SCATTERED Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - UNK/NR 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 - 53 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Months Since - UNK/NR Make/Model- 570 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR								
Wind Dir/Speed- 270/006 KTS Visibility - 10.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 3500 FT SCATTERED Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - UNK/NR 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 - 53 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 700 Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model - 570 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Make/Model - 570 Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR				Air		ata		
Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 3500 FT SCATTERED Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - UNK/NR 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 - 53 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 700 Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model - 570 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 60 Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR		FLINT,MI						
Lowest Ský/Clouds - 3500 FT SCATTERED Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - UNK/NR 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 - 53 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 700 Last 24 Hrs - UNK/NR Months Since - UNK/NR Make/Model - 570 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 60 Last 90 Days - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR		.== /						
Lowest Ceiling - UNK/NR Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 53 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 700 Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model- 570 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 60 Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR			b. D					
Obstructions to Vision- NONE								
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 53 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 700 Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model - 570 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 60 Last 90 Days - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR				MOTNO	Runway	Status	י אט	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command		Type Apcri/Li	dg - FORCED LA	MDING				
Personnel Information Pilot-In-Command Age - 53 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 700 Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model - 570 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 60 Last 90 Days - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR	Condition of Light - DAVITCHT		•					
Pilot-In-Command Age - 53 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 700 Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model - 570 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 60 Last 90 Days - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR								
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 700 Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model - 570 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 60 Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR	· - · - · · · · · · · · · · · · · · · ·	Acc - 53	Modical Co	ntificata .	EVDID	-n		
PRIVATE Current - UNK/NR Total - 700 Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model - 570 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 60 Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR								
SE LAND Months Since - UNK/NR Make/Model- 570 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 60 Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR		Current	~ UNK/NP Total				4 Hnc -	LINK /ND
Aircraft Type - UNK/NR Instrument- 60 Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR		Months Since	- INK/ND Make/N	ndel- 5	70	last 2	0 Dave-	LINK/ND
Multi-Eng - UNK/NR Rotorcraft - UNK/NR	JE EAND		- INK/NR Instru	ment-	50	last 9	O Days O Days-	LINK/NR
		жи от ал с турс						
Instrument kating(s) - UNK/NK	Track and Date (a) (b) (A)D							•
	Instrument Rating(s) - UNK/NR							
	Nonnativo							

8/09/86 TIFFIN, OH A/C Reg. No. N847OR Time (Lc1) - 1300 EDT File No. - 1782 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CLIMB - TO CRUISE Finding(s) 1. FUEL SYSTEM - CONTAMINATION 2. FUEL SUPPLY - UNCONTROLLED - PILOT IN COMMAND 3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND 4. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation CLIMB - TO CRUISE Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. EMERGENCY PROCEDURE - IMPROPER USE OF - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

-Basic Information Type Operating Certificate-NONE (GENERA	I AVIATION)	Aircraft Damage			Inju	ries	
Type operating certificate NONE (GENERA	L AVIATION)	DESTROYED		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 -DESCENT							
-Aircraft Information						1.	
Make/Model - PIPER PA-18-150		/Model - LYCOMING O					
Landing Gear - TAILWHEEL-ALL FIXED					Stall Warni	ng System	- YES
Max Gross Wt - 1750		ype - RECIPROCAT	ING-CARBURET	OR			_
No. of Seats - 2	Rated Po	wer - 150 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity	437.	
Wx Briefing - NO RECORD OF BRIEFING		rture Point		OFF A	IRPORT/STRI	•	
Method - N/A	MANSFIE	-					
Completeness - N/A Basic Weather - VMC	Destinatio LOCAL	on	А	irport CUB F			
Wind Dir/Speed- 110/008 KTS	LUCAL					- 22	
Visibility - 10.0 SM	ATC/Airspac	· e			y Lth/Wid		50
Lowest Sky/Clouds - CLEAR		light Plan - NONE			y Surface		
Lowest Ceiling - NONE		learance - NONE				- DRY	
Obstructions to Vision- NONE	Type Apch	/Lndg - NONE			-		
Precipitation - NONE		_					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 32		Certificate			WAIVERS/	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight		Flight				
ATP		- UNK/NR Tot	al - 6	350	Last 24	Hrs - UN	NK/NR
SE LAND, ME LAND, SE SEA		e - UNK/NR Mak pe - UNK/NR Ins	e/Model- UNK trument- UNK	/NR /ND	Last 30	Days- U	NK/NK
	Aircraft Ty		ti-Eng - UNK			raft - UN	
		Mai	CI-Ling Olak	/ INK	KO LOI CI	arc - or	NK/ INK
Instrument Rating(s) - AIRPLANE							
T TOOK OFF FROM PVT SOD STRIP. FATHER OF P	LT SAID ENG SOUN	IDS WERE NORMAL DURT	NG RUN UP. A	CFT APP	EARED TO RE	CLIMBING	
H A NORMAL ATTITUDE WHEN THE ENG QUIT. SUB							

File No 17	96 8/30/86 	MANSFIELD,OH	A/C Reg. No. N9698P	Time (Lc1) - 1400 EDT
Occurrence #1 Phase of Operation		_ CLIMB		
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation				and the second s
Finding(s) 2. STALL - INADVER				·
Occurrence #3 Phase of Operation	DESCENT - EMERGE	NCY		
Probable Cause				
The National Transpo		rd determines that the	e Probable Cause(s) of this accid	ent

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File No 1661 8/30/86 AKRON, OH		
	4 A/C Reg. No. N5891C	Time (Lc1) - 1627 EDT
Basic Information		
Type Operating Certificate-NONE (GENERAL A	AVIATION) Aircraft Damage	Injuries
3,,	SUBSTANTIAL	Fatal Serious Minor None
Type of Operation -PERSONAL	Fire Cre	
Flight Conducted Under -14 CFR 91	NONE Pas	
Accident Occurred During -LANDING		
Aircraft Information		
Make/Model - BEECH C35	Eng Make/Model - CONTINENTAL E-225-8	ELT Installed/Activated - YES-UNK/
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2700	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 205 HP	
No. or seats		
Environment/Operations Information		
Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ELYRIA,OH	OIT AIRFORT/STRIF
Completeness - N/A	Destination	Airport Data
		Airport bata
Basic Weather - VMC	CARROLLTON, OH	Duminou Idams N/A
Wind Dir/Speed- 090/007 KTS		Runway Ident - N/A
Visibility - 7.0 SM	ATC/Airspace	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - 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		
	ge - 35 Medical Certific	ate - EXPIRED
		ght Time (Hours)
PRIVATE.CFI		
SE LAND	Current - YES Total - Months Since - 3 Make/Model-	
SL LAND	Aircraft Type - UNK/NR Instrument-	0 Last 90 Days- 47
	ATTCTATE Type - ONK/NK This trument	Cast 90 Days- 47
Instrument Rating(s) - NONE		

File No. - 1661 8/30/86 AKRON, OH A/C Reg. No. N5891C Time (Lcl) - 1627 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - STARVATION 2. FUEL SUPPLY - IMPROPER USE OF - PILOT IN COMMAND 3. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND 4. FLIGHT MANUALS - NOT FOLLOWED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 5. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND COMPLETE GEAR COLLAPSED Occurrence #3 Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - CROP 7. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----

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

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) A	ircraft Damage		Injuries			
.,,, -,		SUBSTANTIAL	Fata			None	
Type of Operation -PERSONAL	F.	ire	Crew (0	1	0	
Flight Conducted Under -14 CFR 91	r	IONE	Pass (0	0	0	
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - SCHWEIZER SGS 2-33	Eng Make/Mode		l	ELT Installed			
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines	s - N/A		Stall Warn	ing System	- NO	
Max Gross Wt - 1040	Engine Type	- N/A					
No. of Seats - 2	Rated Power	- N/A					
Environment/Operations Information					·		
Weather Data	Itinerary		Airpo	ort Proximity			
Wx Briefing - NO RECORD OF BRIEFIN	G Last Departure	Point	ON	AIRPORT			
Method - N/A	CHARDON, OH						
Completeness - N/A	Destination		Airpo	rt Data			
Basic Weather - VMC	LOCAL		CH	ARDON			
Wind Dir/Speed- 140/005 KTS			Rui	nway Ident	- 14		
Visibility - 15.0 SM	ATC/Airspace		Rui	nway Lth/Wid	- 2200/	155	
Lowest Sky/Clouds - 25000 FT SCA	TTERED Type of Flight	Plan - NONE	Rui	nway Surface	- DIRT		
Lowest Ceiling - NONE	Type of Clearar		Rui	nway Status	- DRY		
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT	·IN				
Precipitation - NONE							
Condition of Light - UNK/NR							
Personnel Information	,						
Pilot-In-Command	Age - 20		ertificate - V		NO WAIVERS	/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Revie	₽W	Flight Time	e (Hours)			
STUDENT	Current - M	√A Tota1	- 10		24 Hrs - U		
	Months Since - N	I/A Make/I	Mode1- 10	Last	30 Days- U	NK/NR	
GLIDER	Aircraft Type - N	√A Instr	ıment- UNK/NR	Last Last Rotor	90 Days-	10	
		Multi	Eng - UNK/NR	Rotor	craft - U	NK/NR	
Instrument Rating(s) - NONE							
RING FINAL LANDING APPROACH TO RUNWAY 14,	THE SUITENT DILOT DEDLO	VED SDOTLEDS AND	ATTEMPTED TO	MATNITATNI ALT	TTUDE		
E GLIDER COLLIDED WITH TREES AND DESCENDED					IIUDE.		
JDENT PILOT HAD A TOTAL FLIGHT TIME OF 10					T WAS		
					I WAS		
E STUDENT'S 4TH SOLO AND 2ND ATTEMPT TO LA	ND ON DINNAV 47 TUE 9						

File No 17	50 9/17/86 	CHARDON, OH	A/C Reg. No.	N5722S	Time (Lc1) - 1630 EDT
Occurrence #1	IN FLIGHT COLLIS	SION WITH OBJECT			
Phase of Operation	APPROACH - VFR F	PATTERN - FINAL APPROACH			
Finding(s)					
1. OBJECT - TREE(S)				
		POOR - PILOT IN COMMAND			
3. CLEARANCE - INA	-				
4. IMPROPER DE	CISION, LACK OF TO	TAL EXPERIENCE - PILOT IN			
Occurrence #2	IN FLIGHT COLLIS	SION WITH TERRAIN			
Phase of Operation					
•					
Finding(s)					v e
5. TERRAIN CONDITION	ON - GROUND				
Drobob la Covea					
Probable Cause			v.		
The National Transpois/are finding(s) 3	rtation Safety Boa	ard determines that the F	Probable Cause(s)	of this accid	dent
Factor(s) relating to	this accident is	s/are finding(s) 2.4			

File No 1665 10/08/86 EAST	A/C Reg	A/C Reg. No. N54067 Time (Lc1) -			2215 EDT		
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft SUBSTANT		Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0	0	1	O 1
Aircraft Information Make/Model - CESSNA 172P Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2400 No. of Seats - 4		gines – 1 pe – RECI	 MING 0-320-D2J PROCATING-CARBUR 60 HP	S	Installed/A tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	ATWOOD LA Destination EAST LIVI ATC/Airspace Type of F1	AKE,OH ERPOOL,OH ight Plan - earance - Lndg -	NONE	Airport ON AIR Airport D COLUMB Runway Runway Runway	ata IANA COUNTY	25 3512/	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 37 Biennial Flight I Current Months Since Aircraft Type	Review - YFS	Total -	ht Time (H 475 475		Hrs - Days- UN	1
Instrument Rating(s) - NONE							
RWY REPAIR TO REMOVE A BUMP WAS IN PROGRESS. AC 150-5340-1E. THE FBO CONTINUED TO RENT ACF FOR DINNER. THE PLT WAS AWARE THAT THE RWY WA ACFT LANDING LIGHT WAS ALSO INOPERATIVE. THE FLARE, THE ACFT COLLIDED WITH A DISABLED ACFT UNLIGHTED ARPT AND STRUCK THE IMPROPERLY MARK ARPT WAS NOT ISSUED UNTIL AFTER THE FIRST ACF 4-5 FT WIDE.	T FOR OPERATIONS I S CLOSED AND THE A PLT RETURN TO COLU ON THE UNLIGHTED ED DITCH ACROSS THE	FROM THE RWY ARPT LIGHTS UMBIANA COUN RWY. THE DI HE RWY AND T	. THE PLT DEPART WOULD NOT BE OPE TY TO LAND AT 22 SABLED ACFT HAD HE NOSEWHEEL FAI	ED THE ARP RATIVE ON 15 EDT. DU ATTEMPTED LED. A NOT	T FOR A 28 HIS RETURN. RING THE LA TO LAND ON AM CLOSING	THE NDING THE THE	

10/08/86 EAST LIVERPOOL, OH A/C Reg. No. N54067 File No. - 1665 Time (Lc1) - 2215 EDT IN FLIGHT COLLISION WITH OBJECT Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. OBJECT - AIRCRAFT PARKED 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND IMPROPER USE OF PROCEDURE COMPLACENCY - PILOT IN COMMAND 4. LIGHT CONDITION - NIGHT 5. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPLACENCY - AIRPORT PERSONNEL 7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - NOT OPERATING 8. AIRPORT FACILITIES, OBSTRUCTION MARKING - INADEQUATE 9. FLT WITH INADOT ENROUTE/DESTN FACILITIES - NOT USED - PILOT IN COMMAND 10. LANDING LIGHTS - NOT MAINTAINED - COMPANY MAINTENANCE PSNL 11. AIRPORT OPERATIONS - CONTINUED - AIRPORT PERSONNEL 12. UNSAFE/HAZARDOUS CONDITION WARNING - NOT CORRECTED - AIRPORT PERSONNEL 13. UNSAFE/HAZARDOUS CONDITION WARNING - DISREGARDED - PILOT IN COMMAND 14. UNSAFE/HAZARDOUS CONDITION WARNING - DISREGARDED - PILOT OF OTHER AIRCRAFT 15. JUDGEMENT - POOR - PILOT OF OTHER AIRCRAFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,6,8,9,11,12,13,15

Factor(s) relating to this accident is/are finding(s) 5,10,14

File No 1751 10/17/86 MIDDLI	FIELD,OH -A/C	Reg. No. N5162M	Ti	me (Lc1) -	1705 EDT	
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		aft Damage FANTIAL Crew Pass	Fatal O O	Injur Serious O O		None 1 0
Aircraft Information Máke/Model - BEECH C23 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 4			St	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- 350/010 KTS Visibility - 20.0 SM Lowest Sky/Clouds - Lowest Ceiling - 3300 FT BROKI Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poir BENTON HARBOR,MI Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plar Type of Clearance Type Apch/Lndg	n - NONE	Runway Runway	PORT ata CO.	ASPHALT	65
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 59 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certifica Flig Total - Make/Model- Instrument- Multi-Eng - Ul	nt Time (Ho 93 93 6	burs) Last 24 Last 30 Last 90	Hrs - Days- UN	6 K/NR 15
Instrument Rating(s) - NONENarrative STUDENT PLT STATED THAT HE WAS PREPARING TO LA IND A X-WIND. MADE A LONG FINAL AND DID NOT NO SINCE HIS SPD WAS 85 KTS WHEN USUAL WAS 70-75 NOSE DOWN ONTO RWY. ACFT BOUNCED AND NOSE AND OF THE RWY NEAR THE END.	OTICE X-WIND. STATED THAT . AFTER FLARE THE ACFT FLO	AT FLARE HE SEEMED T DATED PAST HALF WAY	TO HAVE A L POINT ON RW	ITTLE TAILV	VIND CED	

File No. - 1751 10/17/86 MIDDLEFIELD, OH A/C Reg. No. N5162M Time (Lc1) - 1705 EDT Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND 3. JUDGEMENT - POOR - PILOT IN COMMAND 4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND 5. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND 6. FLARE, - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 GEAR COLLAPSED Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2100 No. of Seats - 4 Environment/Operations Information Weather Data Itii Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A De Basic Weather - VMC Wind Dir/Speed 340/007 KTS Visibility - 15.0 SM ATC Lowest Sky/Clouds - T Lowest Ceiling - 25000 FT OVERCAST T Obstructions to Vision- NONE T Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age -	SUBS Fire NONE Aumber Engines - Engine Type - Eated Power - Party Ast Departure Posame AS ACC/INC Stination LOCAL (Airspace Type of Flight Pla Type of Clearance	FRANKLIN 6, 1 RECIPROCAT 165 HP int	Crew Pass A4-165-83 ING-CARBURE	S TOR Airport ON AIR Airport D ADA Runway Runway	O O O O O O O O O O O O O O O O O O O	Minor 0 0 Activated ng System - 27 - 1950/	- UNK/NR
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - STINSON 108-2 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2100 No. of Seats - 4 Environment/Operations Information Weather Data Itil Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Decent De	SUBS Fire NONE Aumber Engines - Engine Type - Eated Power - Party Ast Departure Posame AS ACC/INC Stination LOCAL (Airspace Type of Flight Pla Type of Clearance	STANTIAL E FRANKLIN 6, 1 RECIPROCAT 165 HP int	Crew Pass A4-165-83 ING-CARBURE	O O ELT S TOR Airport ON AIR Airport D ADA Runway Runway	Serious O O Installed/ tall Warni Proximity PORT ata Ident Lth/Wid	Minor 0 0 Activated ng System - 27 - 1950/	1 0 - YES-UNK/N - UNK/NR
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Make/Model - lumber Engines - ingine Type - engine Type - stated Power - merary ast Departure Po- SAME AS ACC/INC stination LOCAL (Airspace //pe of Flight Pla //pe of Clearance	FRANKLIN 6, 1 RECIPROCAT 165 HP int	Pass A4-165-83 ING-CARBURE	ELT STOR Airport ON AIR Airport D ADA Runway Runway	O Installed/ tall Warni Proximity PORT ata Ident Lth/Wid	Activated ng System - 27 - 1950/	0
Accident Occurred During -LANDING Aircraft Information Make/Model - STINSON 108-2 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2100 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 340/007 KTS Visibility - 15.0 SM Lowest Sky/Clouds - T Lowest Ceiling - 25000 FT OVERCAST Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age -	Eng Make/Model - Jumber Engines - Engine Type - Rated Power - Description Description LOCAL (Airspace Type of Flight Play Type of Clearance	FRANKLIN 6, 1 RECIPROCAT 165 HP int	A4-165-83 ING-CARBURE	ELT STOR Airport ON AIR Airport D ADA Runway Runway	Installed/tall Warni Proximity PORT ata Ident Lth/Wid	Activated ng System - 27 - 1950/	- YES-UNK/N - UNK/NR
Aircraft Information Make/Model - STINSON 108-2 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2100 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 340/007 KTS Visibility - 15.0 SM ATC Lowest Sky/Clouds - Lowest Sky/Clouds - Lowest Ceiling - 25000 FT OVERCAST TO Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age -	dumber Engines - Engine Type - Rated Power - Dearty St Departure Po- SAME AS ACC/INC Stination LOCAL (Airspace Type of Flight Pla Type of Clearance	1 RECIPROCAT 165 HP int	ING-CARBURE	S TOR Airport ON AIR Airport D ADA Runway Runway	tall Warni Proximity PORT ata Ident Lth/Wid	ng System 27 - 1950/	- UNK/NR
Make/Model - STINSON 108-2 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2100 No. of Seats - 4 Environment/Operations Information Weather Data Iti Wx Briefing - NO RECORD OF BRIEFING Li Method - N/A Completeness - N/A De Basic Weather - VMC Wind Dir/Speed- 340/007 KTS Visibility - 15.0 SM ATC Lowest Sky/Clouds - The Complete Sky/Clouds - Th	dumber Engines - Engine Type - Rated Power - Dearty St Departure Po- SAME AS ACC/INC Stination LOCAL (Airspace Type of Flight Pla Type of Clearance	1 RECIPROCAT 165 HP int	ING-CARBURE	S TOR Airport ON AIR Airport D ADA Runway Runway	tall Warni Proximity PORT ata Ident Lth/Wid	ng System 27 - 1950/	100
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2100 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 340/007 KTS Visibility - 15.0 SM Lowest Sky/Clouds - T. Lowest Ceiling - 25000 FT OVERCAST TO Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age -	dumber Engines - Engine Type - Rated Power - Dearty St Departure Po- SAME AS ACC/INC Stination LOCAL (Airspace Type of Flight Pla Type of Clearance	1 RECIPROCAT 165 HP int	ING-CARBURE	S TOR Airport ON AIR Airport D ADA Runway Runway	tall Warni Proximity PORT ata Ident Lth/Wid	ng System 27 - 1950/	- UNK/NR
Max Gross Wt - 2100 No. of Seats - 4 Environment/Operations Information Weather Data Itii Wx Briefing - NO RECORD OF BRIEFING L: Method - N/A Completeness - N/A De: Basic Weather - VMC Wind Dir/Speed- 340/007 KTS Visibility - 15.0 SM ATC Lowest Sky/Clouds - T Lowest Ceiling - 25000 FT OVERCAST T Obstructions to Vision- NONE T Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age -	engine Type - Rated Power - Derary Ast Departure Positination LOCAL (Airspace Type of Flight Play Type of Clearance	RECIPROCAT 165 HP int an - NONE		Airport ON AIR Airport D ADA Runway Runway	Proximity PORT ata Ident Lth/Wid	- 27 - 1950/	100
No. of Seats - 4 Environment/Operations Information Weather Data Itim Wx Briefing - NO RECORD OF BRIEFING Leader	nerary ast Departure Po- SAME AS ACC/INC stination LOCAL (Airspace //pe of Flight Pla //pe of Clearance	165 HP int int an - NONE		Airport ON AIR Airport D ADA Runway Runway	Proximity PORT ata Ident Lth/Wid	- 27 - 1950/	100
Environment/Operations Information Weather Data Itil Wx Briefing - NO RECORD OF BRIEFING Leader Method - N/A Decompleteness - N/A	merary ast Departure Po- SAME AS ACC/INC stination LOCAL (Airspace //Pe of Flight Pla //Pe of Clearance	int an - NONE		Airport ON AIR Airport D ADA Runway Runway	Proximity PORT ata Ident Lth/Wid	- 27 - 1950/	100
Weather Data Wx Briefing - NO RECORD OF BRIEFING Limits Method - N/A	ast Departure Po- SAME AS ACC/INC stination LOCAL (Airspace upe of Flight Pla upe of Clearance	an - NONE		ON AIR Airport D ADA Runway Runway	PORT ata Ident Lth/Wid	- 1950/	
Wx Briefing - NO RECORD OF BRIEFING Limethod - N/A Completeness - N/A Description Basic Weather - VMC Wind Dir/Speed- 340/007 KTS Visibility - 15.0 SM ATC Lowest Sky/Clouds - T Lowest Ceiling - 25000 FT OVERCAST T Obstructions to Vision- NONE T Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age -	ast Departure Po- SAME AS ACC/INC stination LOCAL (Airspace upe of Flight Pla upe of Clearance	an - NONE		ON AIR Airport D ADA Runway Runway	PORT ata Ident Lth/Wid	- 1950/	
Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 340/007 KTS Visibility - 15.0 SM ATC Lowest Sky/Clouds - T Lowest Ceiling - 25000 FT OVERCAST T Obstructions to Vision- NONE T Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age -	SAME AS ACC/INC stination LOCAL (Airspace ype of Flight Pla ype of Clearance	an - NONE		Airport D ADA Runway Runway	ata Ident Lth/Wid	- 1950/	
Completeness - N/A December 2 M/A December 2 M/A December 3 M/A De	stination LOCAL (Airspace upe of Flight Pla upe of Clearance	an - NONE		ADA Runway Runway	Ident Lth/Wid	- 1950/	
Basic Weather - VMC Wind Dir/Speed- 340/007 KTS Visibility - 15.0 SM ATC Lowest Sky/Clouds - T Lowest Ceiling - 25000 FT OVERCAST T Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age -	LOCAL Airspace pe of Flight Pla pe of Clearance			ADA Runway Runway	Ident Lth/Wid	- 1950/	
Wind Dir/Speed- 340/007 KTS Visibility - 15.0 SM ATC, Lowest Sky/Clouds - T. Lowest Ceiling - 25000 FT OVERCAST T. Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age -	'Airspace pe of Flight Pla pe of Clearance			Runway Runway	Lth/Wid	- 1950/	
Visibility - 15.0 SM ATC, Lowest Sky/Clouds - T Lowest Ceiling - 25000 FT OVERCAST T Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age -	pe of Flight Pla pe of Clearance			Runway	Lth/Wid	- 1950/	
Lowest Sky/Clouds - Toler Lowest Ceiling - 25000 FT OVERCAST Toler Condition to Vision- NONE Toler Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age -	pe of Flight Pla pe of Clearance						
Lowest Ceiling - 25000 FT OVERCAST TO Obstructions to Vision- NONE TO Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age -	pe of Clearance						
Obstructions to Vision- NONE To Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age -		- NONE			Surface Status		JKF
Precipitation - NONE Condition of Light - DAYLIGHT	ne Anch/Inda	- TRAFFI	C DATTEDN	Kuriway	Status	- DK1	
Condition of Light - DAYLIGHT	pe Apeny Ling	IKALLI	O FAITERN				
Pilot-In-Command Age -							
	57	Medical	Certificat	e - VALID	MEDICAL-W	AIVERS/LIM	AIT.
Certificate(s)/Rating(s) Biennia	Flight Review		Fligh	t Time (H	ours)	•	
	ent - YES	Tota	al -	445	Ĺast 2	4 Hrs - UN	NK/NR
SE LAND Mon	hs Since - 2	Make	al - e/Model-	20	Last 3	O Days- UN	IK/NR
Air	raft Type - UNK,	/NR Ins	trument- UN	K/NR	Last 9	O Days-	9
		Mu1	ti-Eng - UN	K/NR	Rotorc	raft - UN	IK/NR
Instrument Rating(s) - NONE							
Narrative							
T STATED THAT ELEVATOR CONTROL WAS LOST DURING THE	ANDING ROLL ACE	ET NOSED OV	FR INVERTED	AND RECE	TVFD SURST	ΑΝΤΤΔΙ	
MAGE. INVESTIGATION REVEALED THAT THE LOWER CABLE TO							
S BADLY CORRODED. LAST INSPECTION WAS ANNUAL ONE YEAR			D . OKNOOCKE	L WAS IRA	OTORED. BE	LLUKAN	
SASE, COMMODED. EAST INSTERNION WAS ANNOAL ONE TEL	10 141311	n					

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. FLT CONTROL SYST, ELEVATOR CONTROL - SEPARATION

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

----Probable Cause----

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

Brief of Accident 11/30/86 File No. - 1626 PAINESVILE, OH A/C Reg. No. N3683N Time (Lcl) - 1545 EST ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries SUBSTANTIAL Fatal Serious Minor None Type of Operation -PERSONAL Fire 0 0 1 0 Ćrew Flight Conducted Under -14 CFR 91 NONE Pass 0 0 2 0 Accident Occurred During -DESCENT ----Aircraft Information----Make/Model - MOONEY M20G Eng Make/Model - LYCOMING 0-360-A1D ELT Installed/Activated - YES/NO Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2650 Engine Type - RECIP-FUEL INJECTED No. of Seats - 4 - 180 HP Rated Power ----Environment/Operations Information----Weather Data Airport Proximity Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A WILLOUGHBY, OH Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL CASEMENT Wind Dir/Speed- 050/015 KTS Runway Ident Visibility - 20.0 SM Runway Lth/Wid - N/A ATC/Airspace Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A - 12000 FT BROKEN Type of Clearance - NONE Lowest Ceiling 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 Certificate - VALID MEDICAL-WAIVERS/LIMIT Age -51 Biennial Flight Review Certificate(s)/Rating(s) Flight Time (Hours) Current - YES Months Since - 5 PRIVATE 256 Last 24 Hrs - UNK/NR Total SE LAND Make/Model-66 Last 30 Davs- UNK/NR Aircraft Type - M20G Instrument-Last 90 Days-Instrument Rating(s) - NONE ----Narrative----THE PLT REPORTED A COMPLETE ENGINE FAILURE WHILE CONDUCTING A PLEASURE FLT. FOLLOWING THE FAILURE, THE PLT ATTEMPTED TO RESTART THE ENGINE, BUT FAILED. AT THIS POINT THE ACFT WAS ABOUT TWO MILES SOUTH OF CASEMENT ARPT. THE REPORTED WINDS WERE GUSTING TO 25 KTS AND THE INITIAL PROBLEM STARTED AT APRX 2900 FT AGL. THE ACFT CRASHED ABOUT 200 YARDS FROM THE ARPT NEAR A RESIDENTIAL AREA. THE EXAM OF THE AIRFRAME AND ACFT COMPONENTS FAILED TO DISCLOSE ANY FAILURE. THE RIGHT FUEL TANK WAS EMPTY, BUT THERE WAS FUEL FOUND IN THE LEFT TANK. THE FUEL SELECTOR WAS IN THE RIGHT POSITION. THE TEMP/DEW POINT WAS 38/28 DEGREES (F) RESPECTIVELY.

File No 162	6 11/30/86	PAINESVILE, OH	A/C Reg. No. N3683N	Time (Lc1) - 1545 EST
Occurrence #1 Phase of Operation	•	OTAL) - NON-MECHANICAL		
FUEL CONSUMPTION	CTOR POSITION - 1 CALCULATIONS - N	MPROPER - PILOT IN CO MISJUDGED - PILOT IN CO PROPER - PILOT IN COMM	DMMAND AND	
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGE	ENCY		
Finding(s) 5. WEATHER CONDITIO	N - HIGH WIND			<u>-</u>
Occurrence #3 Phase of Operation	IN FLIGHT COLLIS			
Finding(s) 6. OBJECT - TREE(S)				
Probable Cause				
The National Transpor		ard determines that the	e Probable Cause(s) of this acci	dent

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

Basic Information Type Operating Certificate-NONE (GENERA)		ft Damage		Injur		
T as a C Occ at the second		ANTIAL	Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	Crei Pas		0	0	1
Accident Occurred During -TAXI	NUNE	ras	. 0	U	U	U
Aircraft Information	,					
Make/Model - CESSNA 172G	Eng Make/Model - C					
Landing Gear - TRICYCLE-FIXED	Number Engines - Engine Type - R			tall Warning	g System	- YES
Max Gross Wt - 2300 No. of Seats - 4		145 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport ON AIR	Proximity		
Wx Briefing - UNK/NR Method - UNK/NR	Last Departure Poin CANTON.OH	τ	UN AIR	PURI		
Completeness - WEATHER NOT PERTINENT			Airport D	ata/		
Basic Weather - VMC	SAME AS ACC/INC			CLEVER FIEL	D	
Wind Dir/Speed- 275/015 KTS	5AME A5 A66, 1115				UNK/NR	
Visibility - UNK/NR	ATC/Airspace			Lth/Wid -	UNK/NR	
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - UNK/NR	Type of Clearance	- NONE	Runway	Status -	UNK/NR	
Obstructions to Vision- HAZE	Type Apch/Lndg	- UNK/NR				
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 47				WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s) PRIVATE</pre>	Biennial Flight Review Current - YES				Una - UN	v /ND
SE LAND	Months Since - 7	Make/Model-	/9 58	Last 24	Dave- IN	K/NK K/ND
SE LAND	Aircraft Type - UNK/N	R Instrument- l	JNK/NR	Last 90	Days -	1
	A TOTAL CTYPE SHIP, I	Make/Model- R Instrument- U Multi-Eng - U	JNK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE						
Narrative ACFT RIGHT WING TIP STRUCK A HANGAR DOOR T BE LIMITED TO THE FIBERGLASS WING TIP FAIR RTURE POINT. FURTHER EXAMINATION OF THE AT BUCKLED AND TORN ADJACENT TO THE INBOARD	ING. HE SUBSEQUENTLY FLEW CFT BY MAINTENANCE PERSONN	THE AIRCRAFT BACK	O HIS ORIG	INAL		

File No. - 1714 12/23/86 NEW PHILADELPHI, OH A/C Reg. No. N380LA Time (Lc1) - 1215 EST

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

Finding(s)

- 1. OBJECT AIRPORT FACILITY
- 2. DISTANCE MISJUDGED PILOT IN COMMAND
- 3. CLEARANCE NOT MAINTAINED PILOT IN COMMAND

----Probable Cause----

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

Basic Information							
Type Operating Certificate-N	ONE (GENERAL A	VIATION) Aircraft	Damage		Injuri		
Turn of Organition II	ICTOLICT TONAL	SUBSTAN	TIAL	Fatal	Serious	Minor	None
Type of Operation -II Flight Conducted Under -1		Fire	Crew Pass	0			2
Accident Occurred During -L		NONE	Pass	O	U	O	U
Aircraft Information							
Make/Model - CESSNA 150H		Eng Make/Model - CON					
Landing Gear - TRICYCLE-FIX	ED	Number Engines ~ 1			all Warning	System	- YES
Max Gross Wt - 1600		Engine Type - REC		ETOR			
No. of Seats - 2		Rated Power -	100 HP				
Environment/Operations Informa	tion						
Weather Data Wx Briefing - NO RECORD (OF BRICEING	Itinerary		Airport F			
Wx Briefing - NO RECORD (Method - N/A	Jr BRIEFING	Last Departure Point HARRISON.OH		OFF AIR	RPORT/STRIP		
Completeness - N/A		Destination		Airport Da	+-		
Basic Weather - VMC		LOCAL		A II poi C ba	ita		
Wind Dir/Speed- CALM		EGOVE		Runway	Ident -	N/A	
·	И	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 23	300 FT THIN OV	C Type of Flight Plan -	NONE	Runway	Surface -	N/A	
	-00 OILMOAD	. Type of oreal allee	110112	Runway	Status -	N/A	
Obstructions to Vision- NO		Type Apch/Lndg -	FORCED LANDING				
Precipitation - NO							
Condition of Light - DA	/LIGHT						
Personnel Information Pilot-In-Command	A ~	- 64	Wadiaal Cambifiaa	+- VAL TD	MEDICAL WAT	VEDC /1 TM	.
Certificate(s)/Rating(s)		oppial Eliabt Doviou	Medical Certifica	ht Time (He	une)	· ·	
COMMERCIAL, CFI	61	Current - VES	Total -	2366	las+ 24	Hre -	3
SE LAND		Months Since - 3	Make/Model-	59	Last 30	Dave- IIN	C/NR
02 25		Current - YES Months Since - 3 Aircraft Type - C-150	Instrument-	330	Last 90	Days-	41
Instrument Rating(s) - /	AIRPLANE						
Narrative ENGINE QUIT AFTER TAKEOFF AT A	ROUT 200 FT AG	A ING WAS MADE IN A PI	JWED ETEID WHERE .	THE ACET EL	TPPFN		
INVERTED. THE CFI PIC REPORTE						OR	
FLT; HIS CALCULATIONS WERE BAS							
FULL. INFORMATION OBTAINED FROM							
ACCIDENT. POST-CRASH EXAMINATION			FUEL IN THE ACFT	SUMPS OR CA	RB FUEL BOW	L.	
ST-CRASH TEST RUN OF THE ENGIN	F REVEALED NO I	DISCREPANCIES.					

File No 17	55 12/27/86	HARRISON, OH	A/C Reg.	No. N7190S	Time (Lc1) - 1630 EST
Occurrence #1 Phase of Operation			L		
3. JUDGEMENT - POO	NNING/PREPARATION R - PILOT IN COMMA	- INADEQUATE - PILOT ND(CFI) NACCURATE - PILOT IN			
Occurrence #2 Phase of Operation	LANDING				
Occurrence #3 Phase of Operation					
Finding(s) 5. TERRAIN CONDITION 6. TERRAIN CONDITION					
Probable Cause					
The National Transports/are finding(s) 1,2		rd determines that t	he Probable Cause	(s) of this ac	cident

File No 1786 3/28/86 SALI	NA,OK A/C	Reg. No. N6306S	Ti	me (Lc1) -	0800 CST	
Basic Information Type Operating Certificate-NONE (GENER Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	RAL AVIATION) Aircra DESTR Fire NONE	Crew	Fatal 1 O	Injur Serious O O		None 0 0
Aircraft Information Make/Model - CESSNA 150G 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	St	nstalled/Adall Warning		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 160/011 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 6000 FT SCA Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poir PRYOR CREEK,OK Destination UNK/NR ATC/Airspace TTERED Type of Flight Plar Type of Clearance Type Apch/Lndg	- NONE - NONE	Airport Da Runway Runway Runway	PORT/STŔIP ta	WATER	СНОРРҮ
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 47 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certificat Fligh Total - Make/Model- Instrument- UN Multi-Eng - UN	t Time (Ho	urs)	Uma IIAII	(AID
Instrument Rating(s) - NONE						
Narrative NIGHT SHIFT WORKER WAS RETURNING HOME IN T E SAW A FLASH OR GLINT OF METAL AND A LARGE HE WRECKAGE INDICATED THAT THE AIRCRAFT IMF DSE WHEEL CONTACTED THE WATER FIRST AND THE FUDENT PILOT/OWNER WAS NOT WEARING HIS SEAT	: SPLASH NEAR THE MIDDLE OF PACTED THE WATER IN A SHALLO : AIRCRAFT PITCHED NOSE DOWN	THE WIDEST PART OF T W DESCENT. THE ENGIN	HE LAKE. E E WAS RUNN	XAMINATION ING. THE		

C Reg. No. N6306S Time (Lc1) - 0800 CST	A/C Reg. No.	SALINA,OK	86 3/28/86	File No 178
		SION WITH TERRAIN	IN FLIGHT COLLIS DESCENT	Occurrence Phase of Operation
				Finding(s) 1. UNDETERMINED
·				Probable Cause
				Probable Cause

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

File No 1638 9/28/86 SULPH	HUR,OK	A/C Reg. No	. N3578L	T i	me (Lcl) -	1515 CDT	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Dama	age		Injur	ies	
, ,	•	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONA		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 150F		odel – CONTINEM	NTAL 0-200-A		nstalled/A		
Landing Gear - TRICYCLE-FIXED	Number Eng				all Warning	g System -	- YES
Max Gross Wt - 1600		e - RECIPROC		TOR			
No. of Seats - 2	Rated Powe	r - 100 h	1P 				
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEFING		ure Point		OFF AIR	PORT/STRIP		
Method - N/A	DAVIS,OK						
Completeness - N/A	Destination			Airport Da	ita		
Basic Weather - VMC	LOCAL				T -1 +	N1 / A	
Wind Dir/Speed- 180/015 KTS	ATO /A : = = = =				Ident - Lth/Wid -	N/A	
Visibility - 20.0 SM Lowest Sky/Clouds - 5000 FT SCAT	ATC/Airspace TERED Type of Fli	what Diam MONE	_		Surface -		
Lowest Sky/Clouds - 5000 FI SCAI Lowest Ceiling - NONE	Type of Cla	gnt Pian - NUNI			Status -		K F
Obstructions to Vision- NONE	Type Of Cie	arance - NON	ED LANDING	Kuliway	status	ROUGH	
Description - NONE	Type of Cle Type Apch/L	nug - rukt	LD LANDING				
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 18	Media	cal Certificat	- VALTO	MEDICAL -WA	TVERS/LIMI	т
Certificate(s)/Rating(s)	Age - 18 Biennial Flight R	eview		nt Time (Ho		1 V L N G / L I N I	• •
STUDENT	Current	- N/A 1	rotal -		Last 24	Hrs -	1
51052111		- N/A			Last 30	Days- UNK	
	Aircraft Type	- N/A !	Instrument-	2	Last 90	Days-	31
	· · · · · · · · · · · · · · · · · · ·	,		_		,-	
Instrument Rating(s) - NONE							
Narrative E ACFT STRUCK A LARGE BIRD AT 2,500 FT MSL COULD NOT SUSTAIN LEVEL FLT DUE TO THE INC NDING IN A PASTURE. DURING THE LANDING ROLL E NOSE AND MAIN GEAR, AND FLIPPED OVER.	REASED DRAG AND LO	SS OF LIFT AND	ELECTED TO EX	ECUTE AN E	MERGENCY		
		~					

File No 16	338 9/28/86 SULPHUR,OK	A/C Reg. No. N3578L	Time (Lcl) - 1515 CDT
Occurrence #1 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT DESCENT - NORMAL		
Finding(s) 1. OBJECT - BIRD(S 2. WINDOW,FLIGHT C	S) COMPARTMENT WINDOW/WINDSHIELD - DISINTEG		
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
Finding(s) 3. TERRAIN CONDITI 4. TERRAIN CONDITI	ON - NONE SUITABLE ON - DIRT BANK		
Occurrence #4 Phase of Operation			
-	OSE GEAR - FAILURE,TOTAL OSE GEAR - OVERLOAD		
Probable Cause			
The National Transpo	ortation Safety Board determines that th	ne Probable Cause(s) of this accid	ent

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

Brief of Accident

Type of Operation -POSITIONING Fire Crew 0 0 0 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -DESCENT -Aircraft Information Make/Model - CESSNA 340 Eng Make/Model - CONTINENTAL TSIO-520-NB ELT Installed/Activated - YE Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5990 For Seats - 6 Rated Power - 310 HP -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Destination Baker, OR Completeness - N/A Destination PRAIRIE CITY, OR PRAIRIE CITY, OR OXBOW RNACH AIRPORT Runway Ident - UNK/NR Visibility - 10.0 SM ATC/Airspace Runway Lth/wid - 3100/ 30 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Status - DRY ONDE Condition of Light - DAWN	Type Operating Certificate-ON-DEMAND A	IR TAXI Aircraft	Damage		Inju	ries	
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT Aircraft Information Make/Model - CESSNA 340 Eng Make/Model - CONTINENTAL TSIO-520-NB ELT Installed/Activated - YE Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5990 Mo. of Seats - 6 Eng Make/Model - CONTINENTAL TSIO-520-NB ELT Installed/Activated - YE Number Engines - 2 Engine Type - RECIP-FUEL INJECTED No. of Seats - 6 Eng Make/Model - CONTINENTAL TSIO-520-NB ELT Installed/Activated - YE Number Engines - 2 Engine Type - RECIP-FUEL INJECTED No. of Seats - 6 Eng Make/Model - CONTINENTAL TSIO-520-NB ELT Installed/Activated - YE Number Engines - 2 Engine Type - RECIP-FUEL INJECTED No. of Seats - 6 Eng Make/Model - CONTINENTAL TSIO-520-NB ELT Installed/Activated - YE Stall Warning System - YE Number Engines - 2 Engine Type - RECIP-FUEL INJECTED No. of Seats - 6 Eng Make/Model - CONTINENTAL TSIO-520-NB ELT Installed/Activated - YE Stall Warning System - YE Number Engines - 2 Engine Type - RECIP-FUEL INJECTED No. of Seats - 9 Airport Proximity ON AIRPORT BAKER, OR Destination - NO AIRPORT Wishbility - 10.0 SM ATC/Airspace Runway Ident - UNK/NR ONE Obstructions to Vision - NONE Type of Flight Plan - NONE Precipitation - NONE Condition of Light - DAWN Personnel Information Pilot-In-Command Certificate - VALID MEDICAL-WAIVERS/LIMIT Eleminal Flight Review Commercial Flight Time (Hours) Commercial - 3287 Last 24 Hrs - 6 Months Since - 3 Make/Model - 184 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 396 Last 90 Days - 315		SUBSTAN	TIAL		Serious	Minor	None
Accident Occurred During -DESCENT -Aircraft Information Make/Model - CESSNA 340				_	•	_	1
Aircraft Information Make/Model - CESSNA 340 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5990 No. of Seats - 6 Eng Make/Model - CONTINENTAL TSIO-520-NB ELT Installed/Activated - YE Number Engines - 2 Stall Warning System - YE Number Engines - 2 Rated Power - 310 HP -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Usest Sky/Clouds - CLEAR Destination ATC/Airspace Runway Ith/Wid - 3100/ 30 Lowest Ceiling - NONE Obstructions to Vision- NONE Destination NONE Obstructions to Vision- NONE Precipitation NONE Condition of Light - DAWN -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND Eng Make/Model - CONTINENTAL TSIO-520-NB ELT Installed/Activated - YE Stall Warning System - YE Number Engines - 2 Stall Warning System - YE Stall Warning		NONE	Pass	0	0	0	0
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5990 Engine - 2 Max Gross Wt - 5990 Rated Power - 310 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 10.0 SM ACC/Airspace Runway Ident - UNK/NR Visibility - 10.0 SM ATC/Airspace Runway Ident - UNK/NR Uowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAWN -Personnel Information Pilot-In-Command Age - 25 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Current - YES Total - 3287 Last 24 Hrs - 6 SE LAND, ME LAND Aircraft Type - UNK/NR Instrument 396 Last 90 Days - 315	Accident Occurred During -DESCENI						
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5990 Engine 5 - 2 Max Gross Wt - 5990 Engine Type - RECIP-FUEL INJECTED Rated Power - 310 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC BAKER, OR Visibility - 10.0 SM PRAIRIE CITY, OR PRAIRIE CITY, OR Usibility - 10.0 SM ATC/Airspace Runway Ident - UNK/NR Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - 3100/ 30 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAWN -Personnel Information Pilot-In-Command Age - 25 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 3287 Last 24 Hrs - 6 Months Since - 3 Make/Model - 184 Last 30 Days- 315							
Max Gross Wt - 5990 No. of Seats - 6 No. of Seats - 7 No. of			TINENTAL TSIO-520				
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 - CALM Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Obstructions to Vision - NONE Obstructions to Vision - NONE Condition of Light - DAWN -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND -Rated Power - 310 HP Airport Proximity ON AIRPORT Airport Data OXBOW RNACH AIRPORT Runway Ident - UNK/NR Aircraft Type of Flight Plan - NONE Runway Ident - UNK/NR Runway Surface - ASPHALT Runway Surface - ASPHALT Runway Surface - ASPHALT Runway Status - DRY OXBOW RNACH AIRPORT More of PRAIRIE CITY,OR OXBOW RNACH AIRPORT Runway Ident - UNK/NR Runway Ident - UNK/NR Runway Surface - ASPHALT Runway Surface - ASPHALT Runway Status - DRY OXBOW RNACH AIRPORT More of PRAIRIE CITY,OR OXBOW RNACH AIRPORT Runway Ident - UNK/NR Runway Surface - ASPHALT Runway Status - DRY OXBOW RNACH AIRPORT More of PRAIRIE CITY,OR OXBOW RNACH AIRPORT Runway Ident - UNK/NR Runway Surface - ASPHALT Runway Status - DRY OXBOW RNACH AIRPORT More of PRAIRIE CITY,OR OXBOW RNACH AIRPORT More of PRAIRIE CITY,OR OXBOW RNACH AIRPORT Runway Ident - UNK/NR Runway Ident - UNK/NR More of PRAIRIE CITY,OR OXBOW RNACH AIRPORT Runway Ident - UNK/NR More of PRAIRIE CITY,OR OXBOW RNACH AIRPORT More of PRAIRIE CITY,OR OXBOW RNACH AIRPORT Runway Ident - UNK/NR More of PRAIRIE CITY,OR OXBOW RNACH AIRPORT Runway Ident - UNK/NR More of PRAIRIE CITY,OR OXBOW RNACH AIRPORT Runway Ident - UNK/NR More of PRAIRIE CITY,OR OXBOW RNACH AIRPORT Runway Ident - UNK/NR OXBOW RNACH OXBOW COLON AIRPORT Runway Ident - UNK/NR OXBOW COLON AIRP					Stall Warnii	ng System	- YES
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Condition - NONE Condition - NONE Condition - NONE Condition - Presonnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND Warren A BRIEFING BAKER,OR Destructe Point Destruction BAKER,OR Destination PRAIRIE CITY,OR OXBOW RNACH AIRPORT Runway Ident - UNK/NR Airport Data OXBOW RNACH AIRPORT Runway Ident - UNK/NR NISHOP OXBOW RNACH AIRPORT OXBOW RNACH AIRPORT Runway Ident - UNK/NR PRAIRIE CITY,OR OXBOW RNACH AIRPORT Runway Ident - UNK/NR Runway Surface - ASPHALT Type of Clearance - NONE Runway Status - DRY Type Apch/Lndg - FULL STOP PULL STOP Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Current - YES Total - 3287 Last 24 Hrs - 6 Months Since - 3 Make/Model - 184 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument 396 Last 90 Days - 315							
Wx Briefing - NO RECORD OF BRIEFING Method - N/A BAKER,OR Completeness - N/A Destination Airport Data Basic Weather - VMC PRAIRIE CITY,OR OXBOW RNACH AIRPORT Wind Dir/Speed- CALM Visibility - 10.0 SM ATC/Airspace Runway Ident - UNK/NR Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - 3100/ 30 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Status - DRY Obstructions to Vision- NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAWN Personnel Information Pilot-In-Command Age - 25 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Current - YES Total - 3287 Last 24 Hrs - 6 SE LAND,ME LAND Months Since - 3 Make/Model- 184 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 396 Last 90 Days- 315	NO. OF Seats - 6	Rated Power -	310 HP				
Wx Briefing - NO RECORD OF BRIEFING Method - N/A BAKER,OR Completeness - N/A Destination Airport Data Basic Weather - VMC PRAIRIE CITY,OR OXBOW RNACH AIRPORT Wind Dir/Speed- CALM Visibility - 10.0 SM ATC/Airspace Runway Ident - UNK/NR Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - 3100/ 30 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAWN -Personnel Information Pilot-In-Command Age - 25 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI SE LAND,ME LAND Make/Model- 184 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 396 Last 90 Days- 315	-Environment/Operations Information						
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 Condition of Light - DAWN Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL, CFI SE LAND, ME LAND Destination PRAIRIE CITY, OR PRAIRIE CITY, OR PRAIRIE CITY, OR PRAIRIE CITY, OR OXBOW RNACH AIRPORT Runway Ident - UNK/NR Runway Suth/wid - 3100/ 30 Runway Status - DRY OXBOW RNACH AIRPORT Runway Ident - UNK/NR Runway Status - DRY Type of Clearance - NONE Type Apch/Lndg - FULL STOP Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Current - YES Total - 3287 Last 24 Hrs - 6 Months Since - 3 Make/Model- 184 Aircraft Type - UNK/NR Aircraft Type - UNK/NR Instrument- 396 Last 90 Days- 315				ON AI	RPORT		
Basic Weather - VMC PRAIRIE CITY,OR OXBOW RNACH AIRPORT Wind Dir/Speed- CALM Runway Ident - UNK/NR Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - 3100/ 30 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAWN Personnel Information Pilot-In-Command Age - 25 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 3287 Last 24 Hrs - 6 SE LAND,ME LAND Months Since - 3 Make/Model- 184 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 396 Last 90 Days- 315							
Wind Dir/Speed- CALM Visibility - 10.0 SM ATC/Airspace Runway Ident - UNK/NR Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - 3100/ 30 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAWN Personnel Information Pilot-In-Command Age - 25 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 3287 Last 24 Hrs - 6 SE LAND,ME LAND Months Since - 3 Make/Model- 184 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 396 Last 90 Days- 315	· · · · · · · · · · · · · · · · · · ·					nn T	•
Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - 3100/ 30 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAWN Personnel Information Pilot-In-Command Age - 25 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 3287 Last 24 Hrs - 6 SE LAND,ME LAND Months Since - 3 Make/Model- 184 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 396 Last 90 Days- 315		PRAIRIE CITT, UR					
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAWN Personnel Information Pilot-In-Command Age - 25 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 3287 Last 24 Hrs - 6 SE LAND,ME LAND Months Since - 3 Make/Model- 184 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 396 Last 90 Days- 315		ATC/Airspace			,		30
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAWN Personnel Information Pilot-In-Command Age - 25 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 3287 Last 24 Hrs - 6 SE LAND,ME LAND Months Since - 3 Make/Model- 184 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 396 Last 90 Days- 315			NONE				00
Precipitation - NONE Condition of Light - DAWN Personnel Information Pilot-In-Command Age - 25 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 3287 Last 24 Hrs - 6 SE LAND,ME LAND Months Since - 3 Make/Model- 184 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 396 Last 90 Days- 315							
Condition of Light - DAWN Personnel Information Pilot-In-Command Age - 25 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 3287 Last 24 Hrs - 6 SE LAND,ME LAND Months Since - 3 Make/Model- 184 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 396 Last 90 Days- 315	Obstructions to Vision- NONE	Type Apch/Lndg -	FULL STOP		•		
Personnel Information Pilot-In-Command Age - 25 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 3287 Last 24 Hrs - 6 SE LAND,ME LAND Months Since - 3 Make/Model- 184 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 396 Last 90 Days- 315	Precipitation - NONE						
Pilot-In-Command Age - 25 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 3287 Last 24 Hrs - 6 SE LAND,ME LAND Months Since - 3 Make/Model- 184 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 396 Last 90 Days- 315	Condition of Light - DAWN						
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 3287 Last 24 Hrs - 6 SE LAND,ME LAND Months Since - 3 Make/Model- 184 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 396 Last 90 Days- 315	-Personnel Information						
COMMERCIAL,CFI Current - YES Total - 3287 Last 24 Hrs - 6 SE LAND,ME LAND Months Since - 3 Make/Model- 184 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 396 Last 90 Days- 315						AIVERS/LI	MIT
SE LAND, ME LAND Months Since - 3 Make/Model- 184 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 396 Last 90 Days- 315							
Aircraft Type - UNK/NR Instrument- 396 Last 90 Days- 315							
Aircraft Type - UNK/NK Instrument- 396 Last 90 Days- 316 Multi-Eng - 656	SE LAND, ME LAND						
Multi-Eng - 656		Aircraft Type - UNK/NR	Instrument-		Last 9	Days-	315
			Multi-Eng -	000			
Instrument Rating(s) - AIRPLANE	Instrument Rating(s) - AIRPLANE						
-Narrative							

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File No. - 1760 8/13/86 PRAIRIE CITY.OR A/C Reg. No. N2696U Time (Lc1) - 0500 PDT LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. LIGHT CONDITION - DAWN 2. STALL - INADVERTENT - PILOT IN COMMAND 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 Factor(s) relating to this accident is/are finding(s) 1

File No 1766 8/24/86 ASHWO	OD,OR 	A/C Reg. No. N	9051T 	T	ime (Lc1) - 	· 1830 F	PDT
-Basic Information	- FLAC/DOMESTIC	Ainanoft Domogo			Todas		
Type Operating Certificate-AIR CARRIER	- FLAG/DUMESTIC	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -INSTRUCTIONA	L	Fire	Crew	0	0	0	
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model ~ CESSNA 182		del - CONTINENTAL					
Landing Gear - TRICYCLE-FIXED	Number Engi			S.	tall Warnir	ng Syste	em - YES
Max Gross Wt - 2950		- RECIPROCATII	NG-CARBURE	TUR			
No. of Seats - 4	Rated Power	- 230 HP					
Environment/Operations Information		·					
Weather Data	Itinerary				Proximity	_	
Wx Briefing - NO RECORD OF BRIEFING		re Point		OFF AII	RPORT/STRIF	,	
Method - N/A Completeness - N/A	BOISE, ID Destination			Airport Da	a+a		
Basic Weather - VMC	MCMINNVILL	F NP	,	Trport b	ata		
Wind Dir/Speed- 160/005 KTS	MCMIIAIAAILL	L, 0K		Runway	Ident -	N/A	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR		nt Plan - NONE			Surface -		
Lowest Ceiling - NONE		rance - NONE				N/A	
Obstructions to Vision- NONE	Type Apch/Ln	dg - FORCED i	LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 35		Certificate			WAIVE	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re			t Time (H			0
COMMERCIAL,CFI SE LAND,ME LAND			1 - /Model-	945			
SE LAND, ME LAND	Months Since Aircraft Type	- U Make, - UNK/ND Inst		70	Last 30 Last 90	Days-	176
	All clair Type	Mult	i-Eng -	8	Lust 50	, bays	170
Instrument Rating(s) - AIRPLANE							
Narrative LOSS OF POWER OCCURRED FOR UNKNOWN REASON.	DUDING LANDING POLL	THE AIDCDAFT'S D	TGHT MATN (SEAR STOLL	CK & BUCK		
ISING PART OF THE GEAR BOX TO BE TORN FROM		THE MINORALL 3 K.	TOTAL MATIN	ALAK SIKU	OR A ROCK		
STITE TAKE OF THE GEAR BOX TO BE TORIN TROM	THE ATRONAL I.						

File No 17	66 8/24/86 ASHWOO	D, OR	A/C Reg. No. N9051T	Time (Lcl) - 1830 PDT
Occurrence #1 Phase of Operation				
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY			
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH	TERRAIN		
Finding(s) 2. TERRAIN CONDITI				
Probable Cause				·
The National Transpo	rtation Safety Board deter	mines that the Prob	able Cause(s) of this accident	
Factor(s) relating t	o this accident is/are fin	ding(s) 2		

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	- Damage		Injur	ies	
Type operating our tri route none (acreen	SUBSTAN		Fatal			None
Type of Operation -PERSONAL	Fire				0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -DESCENT						
Aircraft Information				_		
Make/Model - CESSNA 172N	Eng Make/Model - LYC			Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300	Number Engines - 1 Engine Type - REG			tall Warnin	g System -	- YES
No. of Seats - 4	Rated Power -		LIUK			
	rated Fower					
Environment/Operations Information	Thimppon		Ainmont [On ovimity.		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point		ON AIRS	Proximity		
Method - N/A	BIG CREEK, ID		ON AIK.	, , , , , , , , , , , , , , , , , , ,		
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	LORD FLAT, OR		LORD FL	_AT		
Wind Dir/Speed- CALM				Ident -		
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds ~ CLEAR Lowest Ceiling - NONE	Type of Flight Plan - Type of Clearance			Surface - Status -		4 F
Obstructions to Vision- NONE	Type of Creatance Type Apch/Lndg		Runway	Status	DRI	
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 36 Biennial Flight Review Current - NO	Medical Certifica			IVERS/LIM	Ţ
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (Ho		11	_
COMMERCIAL SE LAND			100	Last 24	Hrs -	5 / ND
SE LAND	Months Since - 2 Aircraft Type - UNK/NR	Instrument-	43	Last 30	Days- UN	136
	An oral crypt citily till	2110 (1 41110)		2001		
Instrument Rating(s) - AIRPLANE						
Narrative						
PLT ELECTED TO GO-AROUND AT ABOUT FOUR FE	ET AGL. FLAPS WERE REDUCED F	ROM 40 DEGREES OF	FLAPS TO 2	20 DEGREES	OF	
S AND A GENTLE RIGHT TURN WAS MADE DUE TO	RISING TERRAIN. THE ACET TH	EN SETTLED ONTO T	HE GROUND A	AND CROSSED		

File No. - 1769 8/29/86 LORD FLAT,OR A/C Reg. No. N737NT Time (Lc1) - 1630 PDT

Cocurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND

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

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

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

File No 1764 8/	File No 1764 8/30/86 TYGH VALLEY,OR		A/C Reg	. No. N5159T	T 	Time (Lc1) - 1300 PDT				
-Basic Information Type Operating Certificat	e-NONE (G	ENERAL AVIATION)				Injur				
			SUBSTANT		Fatal					
Type of Operation Flight Conducted Under			Fire NONE	Cre Pa	ew 0	0	1 0	0		
Accident Occurred During			NUNE	Ра	ss o	O	O	1		
Accident occurred buring										
-Aircraft Information										
Make/Model - BELLANCA			ke/Model - LYCO	MING 0-235-C1	ELT					
Landing Gear - TAILWHEEL	-ALL FIXE	D Number	Engines - 1		S	tall Warnin	g System	- NO		
Max Gross Wt - 1650			Type - RECI		URETUR					
No. of Seats - 2		Rated	Power - 1	15 HP						
- Environment/Operations Info	rmation									
Weather Data		Itinerary				Proximity				
Wx Briefing - FSS		Last De	parture Point		OFF AI	RPORT/STRIP				
Method - UNK/NR			OLLOW,OR							
Completeness - UNK/NR		Destinat			Airport D	ata				
Basic Weather - VMC		LOCAL								
Wind Dir/Speed- CALM						Ident -				
Visibility - 15.0	SM	ATC/Airsp	ace			Lth/Wid -				
Lowest Sky/Clouds -						Surface -				
Lowest Ceiling -						Status -	N/A			
Obstructions to Vision-		Type Ap	ch/Lndg -	FORCED LANDING						
Precipitation -										
Condition of Light -	DAYLIGHT									
-Personnel Information										
Pilot-In-Command		Age - 45	Me	edical Certifi						
Certificate(s)/Rating(s)		Biennial Flig	ht Review		ight Time (H					
NONE			- N/A	Total -	300 UNK/NR	Last 24	Hrs - U	INK/NR		
			nce - N/A	Make/Mode1-	UNK/NR	Last 30	Days- U	INK/NR		
		Aircraft	Type - N/A	Instrument-	UNK/NR	Last 90	Days- U	INK/NR		
				Multi-Eng -	UNK/NR	Rotorcr	aft - L	INK/NR		
Instrument Rating(s)	- NONE									
-Narrative										
UNCERTIFICATED PLT WAS FLYIN						AMAGE TO TH	E ACFT			
DRCED LANDING WAS MADE ONTO	A BARK DI	IMP WHERE ADDITIONAL	DAMAGE OCCUPATI	D TO THE ACET						

File No 17	64 8/30/86 	TYGH VALLEY,OR	A/C Reg. N	No. N5159T	Time (Lcl) - 1300 PDT
Occurrence #1 Phase of Operation		SION WITH OBJECT			
Finding(s) 1. OBJECT - WIRE,S 2. ALTITUDE - IM 3. VISUAL LOOKOUT 4. JUDGEMENT - POO	PROPER - PILOT IN - INACCURATE - PIL R - PILOT IN COMMA	OT IN COMMAND			
Occurrence #2 Phase of Operation					
Occurrence #3 Phase of Operation	LANDING				
Probable Cause					
The National Transpois/are finding(s) 2,		ard determines that the	Probable Cause(s	s) of this accid	dent
Factor(s) relating t	o this accident is	s/are finding(s) 1			

File No 1759 9/13/86 R	ED'S HORSE RAN,OR A	/C Reg. No. N12135	7	ime (Lcl) -	1535 PDT	
-Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION) Aire	craft Damage		Injur	ies	
		STROYED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL			0	0	0	1
Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	1 NOI	NE Pass	0	0	0	2
Make/Model - CESSNA 172 M	Eng Make/Model	- LYCOMING 0-320-E2D	ELT	Installed/A	ctivated -	YES-UNK/
Landing Gear - TRICYCLE-FIXED	Number Engines	- 1	5	tall Warnin	g System -	YES
Max Gross Wt - 2300		- RECIPROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power	- 150 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIE Method - N/A	FING Last Departure Po COVE.OR	oint	ON AIR	SIKIP		
Completeness - N/A	Destination		Airport D	10+0		
Basic Weather - VMC	ENTERPRISE, OR			HORSE RANCH		
Wind Dir/Speed- 180/020 KTS	ENTERNATSE, OR		_		18	
Visibility - 4.000 SM	ATC/Airspace			Lth/Wid -		IK/NR
	SCATTERED Type of Flight P	lan - NONE		Surface -		,
Lowest Ceiling - NONE	Type of Clearance				DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE	•			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 54	Medical Certifica			WAIVERS/L	_IMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (F			
PRIVATE		S Total -		Last 24		1
SE LAND	Months Since - 18	Make/Model- K/NR Instrument-	220	Last 30	Days- UNK	C/NR
	Aircraft Type - UNI	K/NR Instrument-	3	Last 90	Days-	5
Instrument Rating(s) - NONE						
-Narrative	GTDID 117711 A GTDOMG TITL 1177	ND 40 TO 00 EEET :::			_	
PILOT WAS ATTEMPTING TO DEPART AN AIR					D	
	AIDSIDID BOUNCED DOLLED TO		n nwin soe	· I MUDDY		
K ONTO THE GROUND TO THE RIGHT OF THE RAIN. THE NOSE WHEEL DUG INTO THE MUD			5 01110 501			

File No 17	59 9/13/86 	RED'S HORSE RAN,OR	A/C Reg. No. N1	2135 	Time (Lcl) - 1535 PDT
Occurrence #1 Phase of Operation					
Finding(s) 1. WEATHER CONDITION 2. FLIGHT INTO K 3. WEATHER CONDITION 4. WEATHER CONDITION 5. WEATHER CONDITION	NOWN ADVERSE WEATH ON - HIGH WIND ON - TAILWIND		IN COMMAND		
Occurrence #2 Phase of Operation	DESCENT - UNCONT	ROLLED			·
Occurrence #3 Phase of Operation		ION WITH OBJECT			
Finding(s) 6. OBJECT - TREE(S)				· · · · · · · · · · · · · · · · · · ·
Occurrence #4 Phase of Operation	NOSE OVER LANDING - ROLL				
Probable Cause			·		
The National Transports/are finding(s) 2	rtation Safety Boa	rd determines that the Pr	obable Cause(s) of	this accident	
Factor(s) relating to	o this accident is	/are finding(s) 1,3,4,5,6	i		

File No 1609 11/03/86 PAISLEY, OR		A/C Reg. No. N8338V		Time (Lc1) - 2015 PST				
Basic Information Type Operating Certificate-NONE (GENERA		t Damage NTIAL	Fatal	Inju Serious	ries Minor	None		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire	Cre Pas	w O	0	1	0		
Aircraft Information Make/Model - CHAMPION 7ECA Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 2	Eng Make/Model - Ly Number Engines - 1 Engine Type - RE	COMING 0-235-C1	S.		Activated ng System			
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT		:		Proximity RPORT/STRI ata	P			
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 - NIGHT(DARK)	LAKEVIEW,OR ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- VFR ON TOP	Runway Runway Runway	Ident Lth/Wid Surface Status	- N/A - N/A			
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND,SE SEA	Age - 48 Biehnial Flight Review Current - YES Months Since - 1 Aircraft Type - UNK/NR	Total - Make/Model-	ght Time (Ho	ours) Tast 2	4 Hrs -	4		
Instrument Rating(s) - AIRPLANENarrative HE ACFT CONTACTED POWER LINES DURING A NIGHT ARALLELED THE ROAD. INVESTIGATION REVEALED N AS FOUND IN THE TANKS. THE PLT SUSPECTS VAPO ONDITIONS.	O DISCREPANCIES WITH THE EN	GINE OR FUEL SYST	EM. PLANNED	FUEL RESE				

File No 16	09 11/03/86 PAISLEY,OR	A/C Reg. No. N8338V	Time (Lc1) - 2015 PST
	LOSS OF POWER(TOTAL) - NON-MECHANICAL CRUISE - NORMAL		
	OCKED(TOTAL) ON - TEMPERATURE EXTREMES ON - HIGH DENSITY ALTITUDE		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH OBJECT DESCENT - EMERGENCY		
Finding(s) 4. OBJECT - WIRE,T 5. LIGHT CONDITION			
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that the Pro	obable Cause(s) of this accide	nt
Factor(s) relating t	o this accident is/are finding(s) 2,3,4,5		

<pre>Basic Information Type Operating Certificate-NONE (GENER</pre>	AL AVIATION) Aircra	ft Damage		Injur	ias	
Type operating certificate none (dener	DESTR		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT						
-Aircraft Information						
Make/Model - CESSNA 150L	Eng Make/Model - C			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnin	g System -	· YES
Max Gross Wt - 1600	- 3	ECIPROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power -	100 HP				
Environment/Operations Information						•
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		t	OFF AI	RPORT/STRIP		
Method - N/A Completeness - N/A	SAME AS ACC/INC Destination		4 f m = m + F			
Basic Weather - VMC	LOCAL		Airport D			
Wind Dir/Speed- 040/008 KTS	LUCAL				N/A	
Visibility - 25.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 12000 FT SCA		- NONE			N/A	
Lowest Ceiling - NONE	Type of Clearance				N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE		014145	,	
Precipitation - NONE	1,72 1,721,721,03					
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 68	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/L	IMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		ht Time (F	lours)		
COMMERCIAL	Current - YES	Total -	10000	Last 24	Hrs -	1
SE LAND, ME LAND	Months Since - 3				Days- UN	
	Aircraft Type - 17-31		1560	Last 90	Days-	21
		Multi-Eng -	9200	Rotorcr	aft - UN	(/NR
Instrument Rating(s) - AIRPLANE						
Instrument Rating(s) - AIRPLANE						
PILOT WAS CIRCLING ABOUT 40-50 FEET ABOV WAS USING 10 DEGREES OF FLAPS AND MOST PR DITIONS WERE PRESENT AND CARBURETOR HEAT	OBABLY OPERATING AT A REDUC WAS NOT BEING USED. HE APPA	ED POWER SETTING. C RENTLY LOCATED THE	ARBURETOR DOG, START	ICING ED A CLIMB,	DOG.	
ADVANCED THE THROTTLE TO DEPART THE AREA						
JLT OF AN ACCUMULATION OF CARBURETOR ICE.	THE ATROPAGE THEM STORY	OU				

File No 17	89 12/26/86 ALTUS,OR	A/C Reg. No. N18227	Time (Lc1) - 1107 CST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL MANEUVERING		
	ON - CARBURETOR ICING CONDITIONS - NOT USED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	LOSS OF CONTROL - IN FLIGHT MANEUVERING		
	MAINTAINED - PILOT IN COMMAND TENT - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause			
The National Transpois/are finding(s) 2,	ortation Safety Board determines that the Pr 3,4	obable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is/are finding(s) 1		

File No 1743 6/22/86 ARDBasic Information	ARA,PA 	A/C Reg. No. N5661N		ime (Lc1) -		
Type Operating Certificate-NONE (GENE		rcraft Damage		Injur		
T TO SECOND		UBSTANTIAL	Fatal		Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	· · · · · · · · · · · · · · · · · · ·		Crew 0 Pass 0	0	0	1
Accident Occurred During -DESCENT			•	U	U	U
-Aircraft Information						
Make/Model - MAULE AIR MX7-235		- LYCOMING IO-540-		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines			tall Warnin	g System	- YES
Max Gross Wt ~ 2500		- RECIP-FUEL INJECT	IED			
No. of Seats - 4	Rated Power	- 290 HP				
-Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFI	Itinerary	Daint		Proximity		
Method - N/A	NG Last Departure WESTERLY.RI	Point	OFF AI	RPORT/STRIP		
Completeness - N/A	Destination		Airport D	a+a		
Basic Weather - VMC	WEST MIFFLIN.	ΡΔ		ENY CO.		
Wind Dir/Speed- 210/010 KTS	#251 HETT 2211,				N/A	
Visibility - 5.0 SM	ATC/Airspace			Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE	Runway	Surface -	N/A	
Lowest Ceiling -	Type of Clearan			Status -	N/A	
Obstructions to Vision- HAZE	Type Apch/Lndg	- FORCED LANDII	NG			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information	4	Marking 1 0 4 1	Cirri	MED 7 0 4 1 1 1 4	TV500 /1 TM	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 63 Biennial Flight Revie	Medical Certi	ficate - VALID Flight Time (H		IAEK2/FIW	11
PRIVATE	Current - Y		- 1235	Last 24	Hre -	3
SE LAND, SE SEA	Months Since -	4 Make/Mode	1- 180			
	Aircraft Type - M	4 Make/Mode X7 Instrumen	t- 0	Last 90	Days-	30
,	•				-	
Instrument Rating(s) - NONE						
-Narrative AIRCRAFT MADE A FORCED LANDING IN A FIE	LD AFTER THE PILOT CLAIM	ED CONTROL MALFUNCT	ION. HOWEVER T	HERE WAS		
HING FOUND DURING THE WRECKAGE EXAMINATION	ON TO SUBSTANTIATE THIS	STATEMENT AND THE CA	AUSE OF THIS A	CCIDENT IS		

File No 17	43 6/22/86 ARDARA,PA	A/C Reg. No. N5661N	Time (Lc1) - 1955 EDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - IN FLIGHT DESCENT - NORMAL		
Finding(s) 1. UNDETERMINED			
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause		·	
The National Transpois/are finding(s) 1	rtation Safety Board determines that th	e Probable Cause(s) of this accide	ent

File No 1605 7/23/86 SURFS	IDE BEACH, SC A/C	Reg. No. N4519U	7	ime (Lc1) -	1145 EDT	
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	aft Damage		Injur	ies	
	DESTI	ROYED	Fatal	Serious	Minor	None
Type of Operation -OTHER WORK U		Cre		0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pas	s 0	0	0	0
Accident Occurred During -DESCENT						
-Aircraft Information						
Make/Model - CESSNA 150		CONTINENTAL 0-200-A		Installed/Ad		
Landing Gear - TRICYCLE-FIXED	Number Engines -			itall Warning	g System	- YES
Max Gross Wt - 1600		RECIPROCATING-CARBU	RETOR			
No. of Seats - 2	Rated Power -	100 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		nt	OFF A	RPORT/STRIP		
Method - N/A	JAVIKA,SC					
Completeness - N/A	Destination		Airport [)ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 270/005 KTS				/ Ident -		
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Pla			Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 23				WAIVERS/	LIMII
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	Medical Certific Fli Total -	ght Time (F			
COMMERCIAL	Months Since - 1		320	Last 24 Last 30	Hrs -	3
SE LAND, ME LAND		Make/Model-	320	Last 30	Days- UN	K/NR
	Aircraft Type - C-15) Instrument- Multi-Eng -	UNK/NR	Last 90	Days-	91
		Multi-Eng -	UNK/NR	Rotorcra	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE						
-Narrative						
ING FIRST BANNER TOW OF THE DAY, PLT REPOR	TED THAT THE ENG LOST POW	ER DURING INITIAL C	LIMB AFTER	THE BANNER V	VAS	
KED. THE BANNER WAS RELEASED AND ACFT DESC						
FIRMED A MAGNETO IGNITION SYSTEM MALFUNCTI			2	,,,,		

File No 16	05 7/23/86 SL	RFSIDE BEACH,SC	A/C Reg. No. N4519U	Time (Lc1) - 1145 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER(PARTIA MANEUVERING	L) - MECH FAILURE/MALF	=	
Finding(s) 1. IGNITION SYSTEM 2. MAINTENANCE -	,MAGNETO - WORN IMPROPER - OTHER MAIN	TENANCE PSNL		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY			
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION LANDING	WITH OBJECT		
Finding(s) 3. OBJECT - TREE(S		·		
	IN FLIGHT COLLISION DESCENT - UNCONTROLL			
Probable Cause				
The National Transpois/are finding(s) 1,		etermines that the Pro	obable Cause(s) of this accide	ent

File No 1685	8/06/86	CLEAR LAKE, SD	A/0	Reg. No. N71	21Z	Τi	me (Lc1) -	1935 CDT	
Basic Information Type Operating Certific	ate-AGRICU	LTURAL AIRCRAFT		raft Damage TROYED		Fatal	Injuri Serious		None
Type of Operation Flight Conducted Under Accident Occurred Durin	-14 CFR		Fire ON (GROUND	Crew Pass	0	1 0	0	0
-Aircraft Information Make/Model - PIPER P Landing Gear - TAILWHE Max Gross Wt - 2900 No. of Seats - 1	A-25-235 EL-ALL FIX	ED Nun Eng				St	nstalled/Ac all Warning		
-Environment/Operations In Weather Data Wx Briefing - NO RE Method - N/A Completeness - N/A		Itiner IEFING Last MI Dest	t Departure Po ILBANK,SD ination	int		Airport P OFF AIR Airport Da	PORT/STRIP		
Basic Weather - VMC Wind Dir/Speed- 270/0 Visibility - 15. Lowest Sky/Clouds - Lowest Ceiling Obstructions to Visio Precipitation Condition of Light	0 SM 10000 F' - 25000 F' n- NONE - NONE	ATC/A: T SCATTERED Type T OVERCAST Type Type		- NONE		Runway Runway	Ident - Lth/Wid - Surface - Status -	N/A	
-Personnel Information Pilot-In-Command			38	Medical Ce	rtificat	 e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(COMMERCIAL SE LAND	s)	Months	Flight Review nt - YES s Since - 3 aft Type - C-1	Make/M 77RG Instru	-	45 50	Last 24 Last 30 Last 90		64 140
Instrument Rating(s) ~ NONE								
Narrative ERE WAS A POWER LINE ACROSS RING THE FLARE OUT FOR ENTR E GROUND. A FIRE DEVELOPED	Y TO THE S	WATH RUN. THE WHE	EELS CONTACTED	THE SUNFLOWER	CROP AN	D THE ACFT			

File No. - 1685 8/06/86 CLEAR LAKE,SD A/C Reg. No. N7121Z Time (Lc1) - 1935 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

- 1. TERRAIN CONDITION HIGH OBSTRUCTION(S)
- 2. TERRAIN CONDITION CROP
- 3. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND

----Probable Cause----

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

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

File No 1673	A/C	A/C Reg. No. N260A			Time (Lc1) - 0350 CDT				
Basic Information Type Operating Certifica	2+e-NONF	(GENERAL AVI	ATION) Airch	aft Damage			Injuri		
Type operating certifica	ACC NOINE	(GENERAL AVI		ROYED		Fatal		Minor	None
Type of Operation	-PERSO	NAL	Fire		Crew	1	0	0	0
Flight Conducted Under	-14 CF	R 91	ON G	ROUND	Pass	1	0	0	0
Accident Occurred During							.		
Aircraft Information									
Make/Model - SMITH AE			Eng Make/Model -		D-K1J5		installed/Ac		
Landing Gear - TRICYCLE	E-RETRACT	ABLE	Number Engines -			St	all Warning	, System	n - NO
Max Gross Wt ~ 5500			Engine Type -		ECTED				
No. of Seats - 4			Rated Power ~	290 HP					
Environment/Operations Inf	formation								
Weather Data			Itinerary	- 4		Airport F			
<pre>Wx Briefing - FSS Method - TELEPH</pre>	HONE		Last Departure Poi	nτ		OFF AIR	PORT/STRIP		
Completeness - UNK/NF			DICKSON,TN Destination		,	Airport Da	+-		
Basic Weather - IMC	•		PALM BEACH.FL		•		MUNICIPAL		
Wind Dir/Speed- 200/00	O3 KTS		TALM BEACH, TE					17	
Visibility - 4.0	000 SM		ATC/Airspace				Lth/Wid -		75
Lowest Sky/Clouds -			Type of Flight Pla	n - IFR			Surface -		
	- 500	FT OVERCAST	Type of Clearance				Status -		
Obstructions to Vision			Type Apch/Lndg				•		
Precipitation	- NONE		,, , , , , , , , , , , , , , , , , , ,						
Condition of Light	- NIGHT(DARK)							
Personnel Information									
Pilot-In-Command		Age	- 40	Medical Cer				WAIVERS	S/LIMIT
Certificate(s)/Rating(s	s)	Bien	nial Flight Review		Flight	t Time (Ho	ours)		
COMMERCIAL, CFI			Current - YES Months Since - 4	Total	- 1	1022	Last 24 Last 30	Hrs - L	JNK/NR
SE LAND, ME LAND			Months Since - 4	Make/Mod	del-	6	Last 30	Days- L	JNK/NR
			Aircraft Type - PA-4	4 Instrume	ent-	185	Last 90	Days- L	JNK/NR
				Multi-E	ng -	265	Rotorcra	ift - L	JNK/NR
<pre>Instrument Rating(s)</pre>) - AIRP	LANE							
E ACFT CONTACTED ELECTRICAL	WIRES AN	D TREES SHOR	TLY AFTER TAKEOFF. T	HE ACFT THEN DI	SCENDED	TO IMPAC	T WITH THE		
	RECKAGE R							LATES	
RRAIN. EXAMINATION OF THE WE		EVANATALA TIONI	SHOWED THE BUSS WIR	E FOR THE ACTU					
TH A FULL NOSE DOWN SETTING.									
TH A FULL NOSE DOWN SETTING. SCONNECTED AT THE RETRACT SW	WITCH POS	T. SPLATTERE	COPPER WAS FOUND O						
TH A FULL NOSE DOWN SETTING. SCONNECTED AT THE RETRACT SW D BEEN SUBJECTED TO HIGH AMP	WITCH POST PERAGE. T	T. SPLATTERE HE LIMITATIO	O COPPER WAS FOUND ONS SECTION OF THE PI						
TH A FULL NOSE DOWN SETTING. SCONNECTED AT THE RETRACT SW	WITCH POST PERAGE. T	T. SPLATTERE HE LIMITATIO	O COPPER WAS FOUND ONS SECTION OF THE PI						

File No 16	73 5/29/86	DICKSON,TN	A/C Reg. No. N260A	Time (Lc1) - 0350 CDT
Occurrence #1 Phase of Operation				
5. ELECTRICAL SYST 6. ELECTRICAL SYST 7. TRIM SETTING 8. IMPROPER US	ON - FOG - NIGHT T,ELEVATOR TAB CONT EM,ELECTRIC WIRING EM,ELECTRIC WIRING - NOT PERFORMED - P	- DISCONNECTED - ILOT IN COMMAND OPER TRANSITION/U MMAND	RE,TOTAL PGRADE TRAINING - PILOT IN COMMAND	
Occurrence #2 Phase of Operation Finding(s) 10. OBJECT - TREE(S	TAKEOFF - INITIAL			
11. OBJECT - WIRE,T	RANSMISSION			
Occurrence #3 Phase of Operation	DESCENT - UNCONTR	OLLED		
Probable Cause				
The National Transpo is/are finding(s) 4,		d determines that	the Probable Cause(s) of this accide	ent
Factor(s) relating to	o this accident is/	are finding(s) 8		

-Basic Information								
Type Operating Certificat	e-NUNE (G	ENERAL AVIATION)	Aircraft Dama SUBSTANTIAL		Fatal	Injur Serious	1es Minor	None
Type of Operation	-PERSONA	1	Fire	Crew	0	0 Ser-10us	O	None 1
Flight Conducted Under			NONE	Pass	Õ	0	Õ	ò
Accident Occurred During						· ·	ŭ	J
-Aircraft Information								
Make/Model - CESSNA 15			ake/Model - CONTINE	NTAL 0-200-A		Installed/A		
Landing Gear - TRICYCLE-	FIXED		r Engines - 1			tall Warnin	g System	- YES
Max Gross Wt - 1600				CATING-CARBURET	DR .			
No. of Seats - 2		Rated	Power - 100 I	HP 				
-Environment/Operations Info	ormation							
Weather Data	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Itinerar	y eparture Point	•	lirport	Proximity RPORT/STRIP		
Wx Briefing - NO RECO Method - N/A	IND OF BRI		AS ACC/INC		UFF AI	KPURI/SIRIP		
Completeness - N/A		Destina	· - · · · · · · · · · · · · · · · · · ·	Α.	irport D	2+2		
Basic Weather - VMC		LOCA		^		ILLE MUNI		
Wind Dir/Speed- 190/005	KTS	LOCA	_				24	
Visibility - 9.0		ATC/Airs	pace			Lth/Wid -		75
Lowest Sky/Clouds -	.		f Flight Plan - NON	Ε		Surface -		
	8500 FT		f Clearance - NON				DRY	
Obstructions to Vision-	NONE	Type A	pch/Lndg - FORG	CED LANDING	-			
=	NONE							
Condition of Light -	DAYLIGHT							
-Personnel Information								
Pilot-In-Command		Age - 41		cal Certificate				
Certificate(s)/Rating(s)		Biennial Fli			Time (H			
NONE		Current		Total - UNK,			Hrs - UN	
				Make/Model- UNK	/NR	Last 30	Days- UN	K/NR
		Aircraft		Instrument- UNK, Multi-Eng - UNK,	/NR /ND	Last 90	Days- UN	K/NR
			'	Multi-Eng - UNK	NK	KOTOPCP	aft ~ UN	K/NK
Instrument Rating(s)	- NONE							
Instrument Rating(s)	6-7 GALLON							
T THIS ACFT FROM SEVERAL DI	FFERENT A	CFT. FAA ACFT REGI	STRY SHOWED THE ACF	T WAS PREVIOUSLY				
ER AS DESTROYED DUE TO ACCID	ENT. THE	PLT ALSO REPORTED	THAT HE HAD NO PLT (CERTIFICATE.				

9/04/86 SMITHVILLE, TN A/C Reg. No. N3287J File No. - 1679 Time (Lcl) - 1900 CDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. FUEL SUPPLY - DISREGARDED - PILOT IN COMMAND IN FLIGHT COLLISION WITH OBJECT Occurrence #2 Phase of Operation DESCENT - EMERGENCY Finding(s) 3. OBJECT - WIRE, TRANSMISSION 4. OBJECT - TREE(S) .---------Probable Cause----

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

Basic Information Type Operating Certificate-NONE (GENERA)	AVIATION)	Aircraft Damage			Injuri		
Type operating certificate-none (deneral	L AVIATION)	DESTROYED		Fatal			None
Type of Operation -PERSONAL		Fire					0
Flight Conducted Under -14 CFR 91		NONE	Crew Pass	Ó	Ó	0	Ō
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - BEECH BE-19A	Eng Make/N	Model - LYCOMING O-		ELT I	nstalled/Ac	tivated	- YES/N
Landing Gear - TRICYCLE-FIXED		gines - 1			all Warning	, System	- YES
Max Gross Wt - 2150		e - RECIPROCATI	NG-CARBURETO	₹			
No. of Seats - 4	Rated Powe	er - 150 HP					
Environment/Operations Information	7.4.4		_				
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary	tuna Daint			roximity PORT/STRIP		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Depart FRANKLIN,			UFF AIR	PURI/SIRIP		
Completeness - N/A	Destination		A - i -	rport Da	+		
Basic Weather - VMC	FRANKLIN		AII	port ba	ıa		
Wind Dir/Speed- 030/010 KTS	T KARKEIN,	, 101		Runway	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Fli	ight Plan - NONE			Surface -		
Lowest Ceiling - NONE	Type of Cle	earance - NONE		Runway S	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/l	ndg - FORCED	LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							<i>(.</i>
	Age - 24 Biennial Flight F		Certificate	- VALID M Time (Hou		WAIVERS	/ LIMII
STUDENT	Current	- N/A Tota	.1 - 20	3 4 .	125+ 24	Unc - U	NIZ /NID
STODENT	Months Since	- N/A Make	Model- UNK/N	MD	Last 24	Dave- II	NK/NR NK/ND
	Aircraft Type	e - N/A Inst	e/Model- UNK/N trument- UNK/N ti-Eng - UNK/N	NR	Last 90	Days - U	NK/NR
	A	Muli	ti-Eng - UNK/N	VR	Rotorcra	ift - U	NK/NR
Instrument Rating(s) - NONE							
Narrative PILOT REPORTED AN ELECTRICAL FAILURE, HOWI WRECKAGE EXAMINATION DISCLOSED THAT THERE LAGE. THE PILOT WAS NOT ENDORSED TO FLY TH	WAS NO FUEL FOUND	IN THE AIRCRAFT S	SYSTEM. THERE	WAS ALSO	O NO FUEL		

File No. - 1739 11/21/86 WAVERLY, TN A/C Reg. No. N6093N Time (Lcl) - 1445 CST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND 3. ELECTRICAL SYSTEM, ALTERNATOR - INOPERATIVE 4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 5. REFUELING - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 1,2,3,4,5$

File No 1799 1/07/86 PORT	O'CONNOR,TX A/C Re	g. No. N520EH	Time (Lc1) - 1635 CST			
Type Operation Type of Operation -POSITIONING Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	DESTROY	ED Crew		Injur Serious O O		None O O
Aircraft Information Make/Model - BELL 206B Landing Gear - SKID Max Gross Wt - 3200 No. of Seats - 5	Eng Make/Model - ALL Number Engines - 1 Engine Type - TUR Rated Power -	BOSHAFT		Installed/Adtall Warning		
Environment/Operations Information Weather Data Wx Briefing - COMPANY Method - IN PERSON Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 340/020 KTS Visibility - 5.0 SM Lowest Sky/Clouds - Lowest Ceiling - 600 FT OVER Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	OFFSHORE RIG,GM ATC/Airspace Type of Flight Plan - RCAST Type of Clearance - Type Apch/Lndg -	NONE NONE	ON AIRF Airport Da ERA HEI Runway Runway Runway Runway	ata _IPORT _Ident - _Lth/Wid - _Surface -		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND HELICOPTER Instrument Rating(s) - HELICOPTER Narrative HE HELICOPTER SUSTAINED A LOSS OF TAILROTOR KIENSIVE RESEARCH AND ANALYSIS DISCOVERED NO R OPERATING ENVIRONMENT THAT COULD HAVE RESU	Age - 40 Biennial Flight Review Current - YES Months Since - 8 Aircraft Type - B-206B DRIVE ON LIFT OFF. A BONDING DDISCREPANCIES IN DESIGN, PR	Total - Make/Model- Instrument- Multi-Eng - G IN A SHAFT COUPL	te - VALID ht Time (He 2136 603 206 6	Last 24 Last 30 Last 90 Rotorca	Hrs - Days- UI Days- aft -	2

File No 17	99 1/07/86	PORT O'CONNOR,TX	A/C Reg. No. N520EH	Time (Lc1) - 1635 CST
Occurrence #1 Phase of Operation	•	NT/SYSTEM FAILURE/MALFUNG	CTION	
UNDETERMINED	•	VE SHAFT - SEPARATION		
Occurrence #2 Phase of Operation	HOVER			
Occurrence #3 Phase of Operation				
Finding(s) 3. OBJECT - AIRCRA				
Occurrence #4 Phase of Operation				
Finding(s) 4. TERRAIN CONDITI				
Probable Cause				
The National Transpo		rd determines that the Pu	robable Cause(s) of this accid	ent

is/are finding(s) 1,2

Type Operating Certificate-NONE (GENERAL AVIATION) Type of Operation -BUSINESS Fire Crew Filight Conducted Under -14 CFR 91 ON GROUND Pass Accident Occurred During -DESCENT -Aircraft Information Make/Model - BEECH M-35 Eng Make/Model - CONTINENTAL 10-470-C Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2950 Engine Type - RECIP-FUEL INJECTED No. of Seats - 4 Rated Power - 250 HP -Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Land Dir/Speed- 150/OO5 KTS Wind Dir/Speed- 150/OO5 KTS Visibility - 2.000 SM ATC/Airspace Lowest Sky/Clouds - 700 FT Type of Flight Plan - NONE Lowest Sky/Clouds - 700 FT Type of Clearance - NONE Obstructions to Vision- HAZE Type Apch/Lndg - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) Biennial Flight Review Flight PRIVATE Current - YES Total - Months Since - 5 Make/Model- Aircraft Type - C-150 Instrument- Instrument Rating(s) - NONE -Narrative NON-INSTRUMENT RATED PVT PLT RECEIVED A WX BRIEFING THAT CALLED FOR MARGINAL VFR TO IFR ROUTE OF FLT. DESTINATION WX WAS BRIEFED AS 700' OVC, VIS Z MILES IN HAZE AND FOG AND ITH SIDERABLY WORSE. SEVERAL WITNESSES OBSERVED THE ACET FLYING IN AND OUT OF THE FOG AND LOW				
Type of Operation -BUSINESS Fire Crew Flight Conducted Under -14 CFR 91	T i	ime (Lc1)	- 1054 CST	
Type of Operation -BUSINESS Fire Crew Flight Conducted Under -14 CFR 91				
Type of Operation -BUSINESS Fire Crew Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT -Aircraft Information Make/Model - BEECH M-35 Eng Make/Model - CONTINENTAL IO-470-C Number Engines -1 Landing Gear - TRICYCLE-RETRACTABLE Max Gross wt - 2950 Engine Type - RECIP-FUEL INJECTED Rated Power - 250 HP -Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Departure Point BRIDGEPORT.TX Method - TELEPHONE BRIDGEPORT.TX Completeness - PARTIAL, LMTD BY PILOT Destination ABSIC Weather - VMC SHERMAN, TX Wind Dir/Speed - 150/005 KTS Visibility - 2.000 SM ATC/Airspace Lowest Sky/Clouds - 700 FT Type of Flight Plan - NONE Lowest Sky/Clouds - 700 FT OVERCAST Type of Flight Plan - NONE Obstructions to Vision - HAZE Type of Clearance - NONE Obstructions to Vision - HAZE Type of Clearance - NONE Obstructions of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 24 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight PRIVATE Current - YES Total - Months Since - 5 Make/Model- Aircraft Type - C-150 Instrument Instrument Rating(s) - NONE -Narrative NON-INSTRUMENT RATED PVT PLT RECEIVED A WX BRIEFING THAT CALLED FOR MARGINAL VFR TO IFR ROUTE OF FILT. DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND The SIDERABLY WORSE. SEVERAL WITNESSES OBSERVED THE ACFT FLYING IN AND OUT OF THE FOG AND To	Fatal	Inju Serious	ries Minor	N1
Filight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT Aircraft Information Make/Model - BEECH M-35 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2950 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - PARTIAL,LMTD BY PILOT Basic Weather - WMC Wind Dir/Speed- 150/005 KTS Visibility - 2.000 SM Lowest Sky/Clouds - 700 FT Completeness - PARTIAL LMTD BY PILOT Dbstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 24 Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 24 Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 24 Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 24 Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 24 Precipitation - NONE Cundition of Light - DAYLIGHT Personnel Information SE LAND Age - 24 Precipitation - NONE Cundition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 24 Precipitation - NONE Cundition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 24 Precipitation - NONE Cundition of Light - DAYLIGHT Personnel Information SE LAND ARGUMAL VFR TO IFR SE LAND AND SECOND OF THE FOR AND FOG AND THE SECOND THE ACFT FLYING IN AND OUT OF THE FOG AND THE SIDERABLY WORSE. SEVERAL WITNESSES OBSERVED THE ACFT FLYING IN AND OUT OF THE FOG AND The SIDERABLY WORSE. SEVERAL WITNESSES OBSERVED THE ACFT FLYING IN AND OUT OF THE FOG AND The SIDERABLY WORSE. SEVERAL WITNESSES OBSERVED THE ACFT FLYING IN AND OUT OF THE FOG AND Instrument	ratai 1	Serious O	Minor	None 0
Aircraft Information Make/Model - BEECH M-35 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2950 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - PARTIAL, LMTD BY PILOT Basic Weather - VMC Wind Dir/Speed - 150/005 KTS Visibility - 2.000 SM Lowest Sky/Clouds - 700 FT Usest Certificate Vision - HAZE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age - 24 Certificate(s)/Rating(s) Biennial Flight Review Current - YES Months Since - 5 Make/Model - CONTINENTAL ID-470-C Number Engines - 1 Engine Type - RECIP-FUEL INJECTED Number Engin	2	0	0	0
Make/Model - BEECH M-35 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2950 No. of Seats - 4 Rated Power - 250 HP	_	· ·	v	ŭ
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2950 No. of Seats - 4 Rated Power - 250 HP Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - PARTIAL, LMTD BY PILOT Basic Weather - VMC Wind Dir/Speed - 150/005 KTS Visibility - 2.000 SM Lowest Sky/Clouds - 700 FT Usestination - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 24 Certificate(s)/Rating(s) PRIVATE Certificate(s)/Rating(s) PRIVATE SE LAND Months Since - 5 Make/Model- Aircraft Type - C-150 Instrument Instrument Rating(s) - NONE Narrative E NON-INSTRUMENT RATED PVT PLT RECEIVED A WX BRIEFING THAT CALLED FOR MARGINAL VFR TO IFR SROUTE OF FLI DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND INSTRUMENT RASE DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND INSTRUMENT RASE DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND INSTRUMENT RASE DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND INSTRUMENT RASE DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND INSTRUMENT RASE DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND INSTRUMENT RASE DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND INSTRUMENT RASE DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND INSTRUMENT RASE DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND INSTRUMENT RASE DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND INSTRUMENT RASE DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND INSTRUMENT RASE DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND INSTRUMENT RASE DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND INSTRUMENT RASE DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND INSTRUMENT RASE DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND INSTRUME				
Max Gröss Wt - 2950 No. of Seats - 4 No. of Seats - 4 Rated Power - 250 HP Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - PARTIAL,LMTD BY PILOT Basic Weather - VMC Wind Dir/Speed- 150/005 KTS Visibility - 2.000 SM Lowest Sky/Clouds - 700 FT Lowest Ceiling - 700 FT OVERCAST Type of Clearance - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 24 Certificate(s)/Rating(s) PRIVATE Certificate SE LAND Months Since - 5 Make/Model- Aircraft Type - C-150 Instrument- Instrument Rating(s) - NONE Narrative E NON-INSTRUMENT RATED PVT PLT RECEIVED A WX BRIEFING THAT CALLED FOR MARGINAL VFR TO IFR SRUUTE OF FIT. DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND ITN NSIDERABLY WORSE. SEVERAL WITNESSES OBSERVED THE ACFT FLYING IN AND OUT OF THE FOG AND LOW		Installed/		
No. of Seats - 4 Rated Power - 250 HP Environment/Operations Information Weather Data Wx Briefing - FSS	St	tall Warni	ng System	- YES
Environment/Operations Information Weather Data				
Weather Data Wx Briefing - FSS				
Wx Briefing - FSS				
Method - TELEPHONE BRIDGEPORT,TX Completeness - PARTIAL,LMTD BY PILOT Destination Basic Weather - VMC SHERMAN,TX Wind Dir/Speed- 150/005 KTS Visibility - 2.000 SM ATC/Airspace Lowest Sky/Clouds - 700 FT Type of Flight Plan - NONE Lowest Ceiling - 700 FT OVERCAST Type of Clearance - NONE Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 24 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight PRIVATE Current - YES Total - SE LAND Months Since - 5 Make/Model- Aircraft Type - C-150 Instrument- Instrument Rating(s) - NONE Narrative E NON-INSTRUMENT RATED PVT PLT RECEIVED A WX BRIEFING THAT CALLED FOR MARGINAL VFR TO IFR SROUTE OF FLT. DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND TH NSIDERABLY WORSE. SEVERAL WITNESSES OBSERVED THE ACFT FLYING IN AND OUT OF THE FOG AND LOW	Airport F		_	
Completeness - PARTIAL,LMTD BY PILOT Destination Basic Weather - VMC SHERMAN,TX Wind Dir/Speed- 150/005 KTS Visibility - 2.000 SM ATC/Airspace Lowest Sky/Clouds - 700 FT Type of Flight Plan - NONE Lowest Ceiling - 700 FT OVERCAST Type of Clearance - NONE Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 24 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight PRIVATE Current - YES Total - SE LAND Months Since - 5 Make/Model- Aircraft Type - C-150 Instrument- Instrument Rating(s) - NONE Narrative E NON-INSTRUMENT RATED PVT PLT RECEIVED A WX BRIEFING THAT CALLED FOR MARGINAL VFR TO IFR SROUTE OF FLT. DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND TH NSIDERABLY WORSE. SEVERAL WITNESSES OBSERVED THE ACFT FLYING IN AND OUT OF THE FOG AND LOW	OFF AIR	RPORT/STRI	Р	
Basic Weather - VMC Wind Dir/Speed- 150/005 KTS Visibility - 2.000 SM Lowest Sky/Clouds - 700 FT Lowest Ceiling - 700 FT Type of Flight Plan - NONE Lowest Ceiling - 700 FT OVERCAST Type of Clearance - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 24 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight PRIVATE Current - YES Total - SE LAND Months Since - 5 Make/Model- Aircraft Type - C-150 Instrument- Instrument Rating(s) - NONE Narrative E NON-INSTRUMENT RATED PVT PLT RECEIVED A WX BRIEFING THAT CALLED FOR MARGINAL VFR TO IFR S ROUTE OF FLT. DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND TH				
Wind Dir/Speed- 150/005 KTS Visibility - 2.000 SM ATC/Airspace Lowest Sky/Clouds - 700 FT Type of Flight Plan - NONE Lowest Ceiling - 700 FT OVERCAST Type of Clearance - NONE Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 24 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight PRIVATE Current - YES Total - SE LAND Months Since - 5 Make/Model- Aircraft Type - C-150 Instrument- Instrument Rating(s) - NONE Narrative E NON-INSTRUMENT RATED PVT PLT RECEIVED A WX BRIEFING THAT CALLED FOR MARGINAL VFR TO IFR S ROUTE OF FLT. DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND TH	Airport Da	ata		
Visibility - 2.000 SM ATC/Airspace Lowest Sky/Clouds - 700 FT Type of Flight Plan - NONE Lowest Ceiling - 700 FT Type of Clearance - NONE Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 24 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight PRIVATE Current - YES Total - SE LAND Months Since - 5 Make/Model- Aircraft Type - C-150 Instrument- Instrument Rating(s) - NONE Narrative IE NON-INSTRUMENT RATED PVT PLT RECEIVED A WX BRIEFING THAT CALLED FOR MARGINAL VFR TO IFR SROUTE OF FLT. DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND TH NSIDERABLY WORSE. SEVERAL WITNESSES OBSERVED THE ACFT FLYING IN AND OUT OF THE FOG AND Low	D	T -1	N1 / A	
Lowest Sky/Clouds - 700 FT Type of Flight Plan - NONE Lowest Ceiling - 700 FT OVERCAST Type of Clearance - NONE Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 24 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight PRIVATE Current - YES Total - SE LAND Months Since - 5 Make/Model- Aircraft Type - C-150 Instrument- Instrument Rating(s) - NONE Narrative E NON-INSTRUMENT RATED PVT PLT RECEIVED A WX BRIEFING THAT CALLED FOR MARGINAL VFR TO IFR S ROUTE OF FLT. DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND TH NSIDERABLY WORSE. SEVERAL WITNESSES OBSERVED THE ACFT FLYING IN AND OUT OF THE FOG AND LOW			- N/A	
Lowest Ceiling - 700 FT OVERCAST Type of Clearance - NONE Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 24 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight PRIVATE Current - YES Total - SE LAND Months Since - 5 Make/Model- Aircraft Type - C-150 Instrument- Instrument Rating(s) - NONE Narrative E NON-INSTRUMENT RATED PVT PLT RECEIVED A WX BRIEFING THAT CALLED FOR MARGINAL VFR TO IFR S ROUTE OF FLT. DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND TH NSIDERABLY WORSE. SEVERAL WITNESSES OBSERVED THE ACFT FLYING IN AND OUT OF THE FOG AND LOW		Lth/Wid		
Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 24 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight PRIVATE Current - YES Total - SE LAND Months Since - 5 Make/Model- Aircraft Type - C-150 Instrument- Instrument Rating(s) - NONE Narrative E NON-INSTRUMENT RATED PVT PLT RECEIVED A WX BRIEFING THAT CALLED FOR MARGINAL VFR TO IFR S ROUTE OF FLT. DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND TH NSIDERABLY WORSE. SEVERAL WITNESSES OBSERVED THE ACFT FLYING IN AND OUT OF THE FOG AND LOW		Surface ·		
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 24 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight PRIVATE Current - YES Total - SE LAND Months Since - 5 Make/Model- Aircraft Type - C-150 Instrument-	Runway	Status ·	- N/A	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 24 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight PRIVATE Current - YES Total - SE LAND Months Since - 5 Make/Model- Aircraft Type - C-150 Instrument- Instrument Rating(s) - NONE Narrative E NON-INSTRUMENT RATED PVT PLT RECEIVED A WX BRIEFING THAT CALLED FOR MARGINAL VFR TO IFR S ROUTE OF FLT. DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND TH NSIDERABLY WORSE. SEVERAL WITNESSES OBSERVED THE ACFT FLYING IN AND OUT OF THE FOG AND LOW				
Personnel Information Pilot-In-Command Age - 24 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight PRIVATE Current - YES Total - SE LAND Months Since - 5 Make/Model- Aircraft Type - C-150 Instrument- Instrument Rating(s) - NONE Narrative E NON-INSTRUMENT RATED PVT PLT RECEIVED A WX BRIEFING THAT CALLED FOR MARGINAL VFR TO IFR S ROUTE OF FLT. DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND TH NSIDERABLY WORSE. SEVERAL WITNESSES OBSERVED THE ACFT FLYING IN AND OUT OF THE FOG AND LOW				
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE Narrative E NON-INSTRUMENT RATED PVT PLT RECEIVED A WX BRIEFING THAT CALLED FOR MARGINAL VFR TO IFR SROUTE OF FLT. DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND TH NSIDERABLY WORSE. SEVERAL WITNESSES OBSERVED THE ACFT FLYING IN AND OUT OF THE FOG AND LOW				
Certificate(s)/Rating(s) PRIVATE SE LAND Months Since - 5 Make/Model- Aircraft Type - C-150 Instrument Rating(s) - NONE Narrative IE NON-INSTRUMENT RATED PVT PLT RECEIVED A WX BRIEFING THAT CALLED FOR MARGINAL VFR TO IFR SROUTE OF FLT. DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND THINSIDERABLY WORSE. SEVERAL WITNESSES OBSERVED THE ACFT FLYING IN AND OUT OF THE FOG AND LOW	e - VALID	MEDICAL -W	ΔIVFRS/LIM	īТ
SE LAND Months Since - 5 Make/Model- Aircraft Type - C-150 Instrument Rating(s) - NONE Narrative E NON-INSTRUMENT RATED PVT PLT RECEIVED A WX BRIEFING THAT CALLED FOR MARGINAL VFR TO IFR S ROUTE OF FLT. DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND TH NSIDERABLY WORSE. SEVERAL WITNESSES OBSERVED THE ACFT FLYING IN AND OUT OF THE FOG AND LOW	t Time (Ho		,	
Instrument Rating(s) - NONE Narrative E NON-INSTRUMENT RATED PVT PLT RECEIVED A WX BRIEFING THAT CALLED FOR MARGINAL VFR TO IFR S ROUTE OF FLT. DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND TH NSIDERABLY WORSE. SEVERAL WITNESSES OBSERVED THE ACFT FLYING IN AND OUT OF THE FOG AND LOW	243	Last 24	4 Hrs -	1
Instrument Rating(s) - NONE Narrative E NON-INSTRUMENT RATED PVT PLT RECEIVED A WX BRIEFING THAT CALLED FOR MARGINAL VFR TO IFR S ROUTE OF FLT. DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND TH NSIDERABLY WORSE. SEVERAL WITNESSES OBSERVED THE ACFT FLYING IN AND OUT OF THE FOG AND LOW	211	Last 30	O Days-	10
	1	Last 90	O Days-	14
E NON-INSTRUMENT RATED PVT PLT RECEIVED A WX BRIEFING THAT CALLED FOR MARGINAL VFR TO IFR S ROUTE OF FLT. DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND TH NSIDERABLY WORSE. SEVERAL WITNESSES OBSERVED THE ACFT FLYING IN AND OUT OF THE FOG AND LOW				
E NON-INSTRUMENT RATED PVT PLT RECEIVED A WX BRIEFING THAT CALLED FOR MARGINAL VFR TO IFR S ROUTE OF FLT. DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND TH NSIDERABLY WORSE. SEVERAL WITNESSES OBSERVED THE ACFT FLYING IN AND OUT OF THE FOG AND LOW				
S ROUTE OF FLT. DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND TH INSIDERABLY WORSE. SEVERAL WITNESSES OBSERVED THE ACFT FLYING IN AND OUT OF THE FOG AND LOW	0011077701			
NSIDERABLY WORSE. SEVERAL WITNESSES OBSERVED THE ACFT FLYING IN AND OUT OF THE FOG AND LOW			001	
NSIDERABLY WORSE. SEVERAL WITNESSES OBSERVED THE ACFT FLYING IN AND OUT OF THE FOG AND LOW F ACFT WAS OBSERVED FLYING DOWN AN INTERSTATE HWY. THE ACFT IMPACTED THE GROTIND IN A 42 DE				
E ACEL WAS UDSERVED PLYING DUWN AN INTERSTATE MWY. THE ACEL IMPACTED THE GROUND IN A 42 DE	V CEILING.	. AT UNE PO	OTNI,	
NK ATTITUDE, AT HIGH SPEED. A WITNESS WHO OBSERVED THE IMPACT ESTIMATED THE WX AS 200' CEI TH FOG. A REVIEW OF THE PLTS LOGS REVEALED THAT HE HAD LOGGED 1 HOUR OF SIMULATED INSTRUME				
IN FUG. A REVIEW OF THE PLIS LUGS REVEALED THAT HE HAD LUGGED I HUUR OF SIMULATED INSTRUME ISTRUCTION. INVESTIGATION REVEALED NO EVIDENCE OF INFLIGHT FAILURE OR MALFUNCTION OF AIRFRA				
SIRUCTION. INVESTIGATION REVEALED NO EVIDENCE OF INFLIGHT FAILURE OR MALFUNCTION OF AIRFRA	AME, ENG C	UK ACFI SY	21EM2.	

File No 160	6 1/17/86	VALLEY VIEW,TX	A/C Reg. No. N7BU	Time (Lcl) - 1054 CST
Occurrence #1 Phase of Operation		TER WITH WEATHER		
	N - FOG OWN ADVERSE WEATH	ER - INTENTIONAL - PIL R CONFIDENCE IN PERSON	OT IN COMMAND AL ABILITY - PILOT IN COMMAI	ND
Occurrence #2 Phase of Operation		- IN FLIGHT		
		TIAL DISORIENTATION - CRAFT,LACK OF TOTAL IN	PILOT IN COMMAND STRUMENT TIME - PILOT IN COI	MMAND
Occurrence #3 Phase of Operation	·	ROLLED		
Probable Cause	-			
The National Transpor is/are finding(s) 3,4		rd determines that the	Probable Cause(s) of this a	accident
Factor(s) relating to	this accident is,	/are finding(s) 1,2		

Basic Information Type Operating Certificate-NONE (GENERAL	AVTATION)	Ainanaft D	2222		Tniun	ios	
Type uperating Certificate-NUNE (GENERAL	_ AVIAIIUN)	Aircraft D SUBSTANTI		Fatal	Injur Serious		None
Type of Operation -PERSONAL		Fire			0		1
Flight Conducted Under -14 CFR 91		NONE	Pass	. 0	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA R172K			NENTAL IO-360-K				
Landing Gear - TRICYCLE-FIXED		gines - 1			Stall Warnin	g System	- YES
Max Gross Wt - 1700			ROCATING-CARBUR	RETOR			
No. of Seats - 4	Rated Pow	er - 19	5 HP 				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Depar			ON AII	RSTRIP		
Method - N/A	FLYING H						
Completeness - N/A Basic Weather - VMC	Destination SCOTT FI			Airport I	FIELD		
Wind Dir/Speed- 300/008 KTS	30011 F1	ELD, IA			/ Ident -	23	
Visibility - 15.0 SM	ATC/Airspace				/ Lth/Wid -		100
Lowest Sky/Clouds - CLEAR		ight Plan - N	ONF		Surface -		
Lowest Ceiling - NONE		earance - N			Status -		
Obstructions to Vision- NONE	Type Apch/	Lndg - N	ONE	•	•		
Precipitation - NONE	•	_					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 54		dical Certifica			IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	ht Time (I	Hours)		
PRIVATE, COMMERCIAL			Total -	3980	Last 24	Hrs - UN	K/NR
SE LAND, ME LAND		- UNK/NR	Make/Model- L	INK/NR	Last 30	Days- UN	K/NR
	Aircraft Typ	e - UNK/NR	Make/Model- L Instrument- L Multi-Eng - L	INK/NK	Last 90	Days- UN	K/NK K/ND
			marti-zng - t	INK/ INK	ROTOFCE	art - UN	K/ NK
Instrument Rating(s) - AIRPLANE							
·							
Narrative PILOT OF A CESSNA 172, N758KU, OVER-SHOT F	ITS ADDDOACH TO A	DDTVATELY ON	NED CDASS STOTE	THE DIM	4AV TS 05/22		
FOOT LONG AND 100 FOOT WIDE WITH AN APPRO						•	
ABLE FROM 300 DEGREES AT 8 KNOTS AT WACO,							
DEPARTURE END OF THE RUNWAY AND INTO A BAI							

File No 179	97 3/21/86 WACO,TX	A/C Reg. No. N758KU	Time (Lc1) - 1300 CST
	IN FLIGHT ENCOUNTER WITH WEATHER APPROACH - VFR PATTERN - FINAL APPRO	ACH	
Finding(s) 1: WEATHER CONDITION	DN - GUSTS	·	
Occurrence #2 Phase of Operation			
	R WIND CONDITIONS - INADEQUATE - PILOT H - INACCURATE - PILOT IN COMMAND	IN COMMAND	
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
Finding(s) 4. TERRAIN CONDITION	DN - DITCH		
Probable Cause			
The National Transpo is/are finding(s) 2,3	rtation Safety Board determines that t 3,4	he Probable Cause(s) of this accid	lent
Factor(s) relating to	o this accident is/are finding(s) 1		

File No 1608 3/29/86 SEAGO	/ILLE,TX A/C	Reg. No. N3381G	Т	ime (Lc1) -	1520 CS1	-
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -OTHER WORK US Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	DEST SE Fire	aft Damage ROYED Crew ROUND Pass		Injur Serious O 2	ies Minor O O	None O O
Aircraft Information						
Make/Model - LOCKHEED L-402-2 (LASA-6 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3532 No. of Seats - 6	Number Engines -	CONTINENTAL TSIO-470 1 RECIP-FUEL INJECTED 260 HP		Installed/A tall Warnin		
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Poi SAME AS ACC/INC	nt	Airport ON AIR	Proximity PORT		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/010 KTS Visibility - 12.0 SM	Destination LOCAL ATC/Airspace BKN Type of Flight Pla Type of Clearance Type Apch/Lndg		Runway Runway	ILLE	GRAVEL	60
Personnel Information Pilot-In-Command	Age - 26	Medical Certifica	te - VALID	MEDICAL-WA	IVERS/LIM	IIT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	Flig	ht Time (H			
PRIVATE SE LAND	Current - YES Months Since - 11 Aircraft Type - PA-2	Total - Make/Model- 8 Instrument-	293 3 4	Last 24 Last 30 Last 90		1 1 8
Instrument Rating(s) - NONE						
Narrative FT CRASHED IMMEDIATELY AFTER TAKEOFF ON A FI TNESSES STATED THAT SHORTLY AFTER LIFTOFF TH GS. AFTER ABOUT 120 DEGS OF TURN THE ACFT S' TH THE LEFT WING LEADING. ALT AT THE TIME TH CIDENT WERE DOWN THE DEPARTURE RWY AT 10 KTS' 25 KTS. RESEARCH INDICATED THAT THE ACFTS S PENDING ON BANK ANGLE. THE PLT HAD A TOTAL (HE ACFT ENTERED A STEEP L FALLED AND IMPACTED THE G HE MANEUVER WAS ATTEMPTED S GUSTING TO 18 KTS. ONE STALL SPEED WOULD HAVE IN	EFT BANK ESTIMATED ROUND IN ABOUT AN 80 WAS APRX 125′ AGL. WITNESS ESTIMATED TH CREASED BTW 40 AND 1	BETWEEN 45 DEG NOSE WINDS AT T E WINDS AT	AND 70 DOWN ATTITU HE TIME OF 20 KTS GUS	THE TING	

File No 160	08 3/29/86 	SEAGOVILLE,TX	A/C Reg. No.	N3381G	Time (Lcl) - 1520 CST
Occurrence #1 Phase of Operation		CLIMB			
·	TARCOTT INTITIAL	CETHE			
<pre>Finding(s) 1. AIRSPEED(VS) - I</pre>					
		CRAFT,OSTENTATIOUS DI CRAFT.OVER CONFIDENCE			COMMANIO
		CRAFT, OVER CONFIDENCE			
Occurrence #2					
Phase of Operation	TAKEOFF - INITIAL	_ CLIMB			
Finding(s)					
 WEATHER CONDITION STALL - INADVI 		COMMAND			
		CRAFT, LACK OF FAMILIA	RITY WITH AIRCRAFT -	PILOT IN CO	DMMAND
Occurrence #3					
Phase of Operation					
Probable Cause					
The National Transports/are finding(s) 1,2		rd determines that th	e Probable Cause(s)	of this acci	ident
5 (.)		are finding(s) 3,4,5			

File No 1795 4/05/86 EL PA	SO,TX A/C	Reg. No. N25CE	1	Time (Lc1) ~	1730 MS	ST
Basic Information Type Operating Certificate-AIR CARRIER Name of Carrier -ATORIE AIR I	NC. SUBST	ft Damage ANTIAL	Fatal		Minor	
Type of Operation -SCHEDULED,DO Flight Conducted Under -14 CFR 135 Accident Occurred During -LANDING	MESTIC,CARGO Fire NONE	Crev Pass		0 0	0	0 3
Aircraft Information						
Make/Model - DOUGLAS DC-3C Landing Gear - TAILWHEEL-ALL RETRACTAB Max Gross Wt - 26900 No. of Seats - 2		2 ECIPROCATING-CARBU	٩	Installed/A Stall Warnin		
Environment/Operations Information	,					
Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- CALM	Itinerary Last Departure Poir EL PASO,TX Destination ALBUQUERQUE,NM	nt	OFF AI Airport [EL PAS			
Visibility - 30.0 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	- VFR	Runway Runway	/ Lth/Wid - / Surface - / Status -	N/A DIRT	
Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 29 Biennial Flight Review	Flic	ate - VALIO aht Time (1		WAIVERS	S/LIMIT
ATP, FLT ENG SE LAND, ME LAND	Current - YES Months Since - 13 Aircraft Type - DC-3	Total -	3160 1200 215	Last 24	Days- L	JNK/NR
Instrument Rating(s) - AIRPLANE						
Narrative THE PILOT REPORTED THAT HE WAS LEVELING OFF F STREAMING FROM THE LEFT ENGINE, BUT COULD NOT HE PERFORMED A GEAR UP EMERGENCY LANDING IN T TAMPERED WITH. THE ORIGIN OF THE MALFUNCTION 121 CERTIFICATE.	FEATHER. UNABLE TO MAINTA HE DESERT. TEARDOWNS WERE	IN ALTITUDE WITH A PERFORMED, BUT THE	WINDMILLIN	NG PROP, HAD BEEN		

File No 179	4/05/86	EL PASO,TX	A/C Reg.	No. N25CE	Time (Lcl) - 1730 MST
Occurrence #1 Phase of Operation	AIRFRAME/COMPONEN CRUISE - NORMAL	NT/SYSTEM FAILURE/	MALFUNCTION		
Finding(s) 1. PROPELLER SYSTEM 2. MAINTENANCE,SE 3. INADEC 4. FLUID,OIL - LEAK 5. MAINTENANCE,MA	RVICE OF AIRCRAFT UATE SURVEILLANCE	- IMPROPER - UNQU OF OPERATION - FA	A(ORGANIZATION)		
Occurrence #2 Phase of Operation					
Finding(s) 6. PROPELLER SYSTEM	/ACCESSORIES,FEATH	HERING SYSTEM - IN			
Occurrence #3 Phase of Operation					
Finding(s) 7. WHEELS UP LANDIN	G - PERFORMED - PI	LOT IN COMMAND			
Probable Cause	-		·		

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

File No 1785 6/02/86 BART	LETT,TX	A/C Reg.	No. N8CC	Т	ime (Lcl)	- 2142 CDT	
Basic Information Type Operating Certificate-ON-DEMAND A Name of Carrier -MARTINAIRE, Type of Operation -NON SCHED,D Flight Conducted Under -14 CFR 135 Accident Occurred During -DESCENT	INC.	Aircraft Da DESTROYED Fire NONE	mage Cre Pas:		Inju Serious O O	ries Minor O O	None O O
Aircraft Information Make/Model - MITSUBISHI MU-2B-35 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 8930 No. of Seats - 2	Eng Make/M Number Eng Engine Typ Rated Powe	e - TURBOF			Installed/ tall Warni		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 110/006 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 3800 FT Lowest Ceiling - 3800 FT BRO Obstructions to Vision- NONE Precipitation - RAIN Condition of Light - NIGHT(DARK)		ORT,TX ght Plan - If arance - If	R	OFF AI Airport D Runway Runway Runway		- N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP,CFI SE LAND,ME LAND	Age - 41 Biennial Flight R Current Months Since Aircraft Type	eview - YES - 4	lical Certifica Flig Total - Make/Model- Instrument- Multi-Eng -	ght Time (H 5268 152 280	lours) Last 2 Last 3	AIVERS/LIM 4 Hrs - 0 Days- UNI 0 Days-	1
Instrument Rating(s) - AIRPLANE							
ABOUT 6 MIN AFTER TAKEOFF, AT 2138:31 CDT, T TROUBLE & SAID HE COULD NOT CONTROL OR DISCO HE STATED HE WAS DESCENDING AT 6000 FT/MIN. MEANING THE A/P CIRCUIT BREAKER. AT 2141:27, CONTACT WITH N8CC WERE LOST. A SEARCH WAS IN REVEALED THE ACFT IMPACTED IN A STEEP, NOSE BURIED. NO PREIMPACT PART FAILURE/MALFUNCTIO HAVE CAUSED THE A/P TO TRIM NOSE DOWN. SUBSE OWNER/OPERATORS REGARDING PROPER OPERATION O	NNECT THE AUTOPILOT ANOTHER COMPANY PLT THE PLT OF N8CC RE ITIATED, BUT THE AC DOWN, INVERTED ATTI N WAS FND. WITH THE QUENTLY, THE MANUFA	(A/P) WHICH IN ANOTHER A PLIED, "CALL FT WAS NOT FN TUDE WHILE A1 A/P ENGAGED, CTURER ISSUED	WAS CAUSING THE CETT ASKED IF HE YOU BACK." SO ID UNTIL THE FO HIGH SPEED; HEACK PRESSUR A PRECAUTION.	HE ACFT TO HE COULD FI ECONDS LATE DLLOWING MO MUCH OF THE E ON THE CO ARY ADVISOR	DESCEND. A ND THE BRE R, RADIO & RNING. AN WRECKAGE NTROL COLU Y TO ALL M	T 2141:14, AKER, RADAR EXAM WAS MN WOULD	

File No. - 1785 6/02/86 BARTLETT, TX A/C Reg. No. N8CC Time (Lc1) - 2142 CDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation CRUISE - NORMAL Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. AUTOPILOT/FLIGHT DIRECTOR - UNDETERMINED 3. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND 5. DESCENT - UNCONTROLLED -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 Factor(s) relating to this accident is/are finding(s) 1,2,4

File No 1610 6/13/86 HUF	FMAN,TX A/C Reg.	No. N3539K	Time (Lcl) - 13	O3 CDT
Basic Information				
Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircraft Da	mage	Injuries	
	DESTROYED	Fata	•	inor None
Type of Operation -BUSINESS	Fire	Crew 1	0	0 0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0 0
Accident Occurred During -DESCENT				
Ainenett Tetenentin				
Aircraft Information	Fra Malia /Madal LYCOMT	NO TIO E40 JORD	I T T = + - 1 1 1 / A - A - 4	
Make/Model - PIPER PA-31-350	Eng Make/Model - LYCOMI	NG 110-540-02BD E	LT Installed/Acti	
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	FUEL TALIENTED	Stall Warning S	ystem - YES
Max Gross Wt - 6500	Engine Type - RECIP-			
, No. of Seats - 6	Rated Power - 350	HP		
Environment/Operations Information				
Weather Data	Itinerary	Airpo	rt Proximity	
Wx Briefing - FSS	Last Departure Point		AIRPORT/STRIP	
Method - IN PERSON	LAKE CHARLES, LA	511	AIRI ORI / SIRII	
Completeness - FULL	Destination	Airpor	+ Na+a	
Basic Weather - VMC	HOUSTON, TX	ATTPOT	CDATA	
Wind Dir/Speed- 200/020 KTS	H00310N,1X	Pum	usu Idont - N/	A
	470/4/2222		way Ident - N/	
Visibility - 15.0 SM	ATC/Airspace		way Lth/Wid - N/	
Lowest Sky/Clouds - 2500 FT	Type of Flight Plan - IF		way Surface - N/	
Lowest Ceiling - 2500 FT BR			way Status - N/	A
Obstructions to Vision- NONE	Type Apch/Lndg - NO	NE		
Precipitation - NONE				
Condition of Light - DAYLIGHT				
Personnel Information				
Pilot-In-Command	Age - 64 Med	ical Certificate - VA	LID MEDICAL-WAIVE	RS/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flight Time	(Hours)	
PRIVATE	Current - UNK/NR	Total - 10000	Last 24 Hr	s ~ UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR	Last 30 Da	vs- UNK/NR
•	Aircraft Type - UNK/NR	Total - 10000 Make/Model- UNK/NR Instrument- UNK/NR Multi-Eng - UNK/NR	Last 90 Da	vs- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft	- UNK/NR
Instrument Rating(s) - AIRPLANE	· / /			i '
Namedia				
Narrative				
HE PILOT WAS BEING VECTORED AROUND THUNDER				
HE PILOT WAS ISSUED A VECTOR TO THE DESTIN	•			
THE AIRCRAFT AND DESCENDED FROM THE ASSI				
E AIRCRAFT REPORTEDLY WAS IN CLEAR WEATHE			=	
HE ENTIRE FLIGHT. THE PILOT DID NOT MENTION				
KE OCCURRED WHILE IN A NEAR VERTICAL NOSE				
AVE BEEN FEATHERED AT THE TIME OF IMPACT W	HILE THE LEFT PROPELLER WAS SET I	N THE CRUISE RANGE. N	O EVIDENCE OF ANY	
EIMPACT FAILURE OR MALFUNCTION OF THE RIG	HT ENGINE OR PROPELLER WAS DISCOV	ERED DURING POST ACCI	DENT TESTS.	
TH AND TOXI EXAMS REVEALED NO PHYSIOLOGIC	AL FACTORS. PLTS FLT TIME RECORDS	NOT AVAILABLE AT TIM	E OF INVESTIGATIO	N.

File No 16	10 6/13/86	HUFFMAN,TX	A/C Reg. No. N3539K	Time (Lcl) - 1303 CDT
Occurrence #1 Phase of Operation				
Finding(s) 1. UNDETERMINED 2. PROPELLER FEATH	ERING - PERFORMED	- PILOT IN COMMAND		
Occurrence #2 Phase of Operation		- IN FLIGHT		
Finding(s) 3. AIRSPEED - NOT	MAINTAINED - PILOT	IN COMMAND		
Occurrence #3 Phase of Operation		ROLLED 5.		
Probable Cause				
The National Transpo		rd determines that the	Probable Cause(s) of this accid	dent

asic Information					`		
Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injuri Serious	es Minor	None
Type of Operation -FERRY		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CF	₹ 91	NONE	Pass	Ö	Ö	Ö	O
Accident Occurred During -LANDI	NG						
ircraft Information							
Make/Model - ERICKSON S-1		Model - LYCOMING 0-3 gines - 1	820-D1A		nstalled/Ac all Warning		
Landing Gear - TAILWHEEL-ALL FI. Max Gross Wt - 1150	Engine Ty		IG~CAPRIIDE		ali warning	system -	NU
No. of Seats - 1	Rated Pow		IG CARBORE				
nvironment/Operations Information							
eather Data	Itinerary			Airport P			
Wx Briefing - NO RECORD OF B				OFF AIR	PORT/STRIP		
Method - N/A	HEARNE, T			4: D.	4		
Completeness - N/A Basic Weather - VMC	Destination FAYETTEV		•	Airport Da	ta		
Wind Dir/Speed- 140/005 KTS	FAILTIEV	ILLE, AK		Runway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		
	T SCATTERED Type of F1					GRASS/TUR	F
		earance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/	Lndg - FORCED L	ANDING				
Precipitation - NONE Condition of Light - DUSK							
ersonnel Information Pilot-In-Command	Age - 27		ertificate	e - VALID	MEDICAL-NO	WAIVERS/L	IMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Current	Review		t Time (Ho			
PRIVATE			_	552	Last 24		2
SE LAND				2	Last 30	Days-	2
	Aircraft Typ	e - UNK/NR Instr	rument-	7	Last 90 Rotorcra	Days- ift - UNK	2 /ND
		Multi	-Eng -	2	KOTOPETA	ITL - UNK	/ INK
Instrument Rating(s) - NONE							
arrative							
NTERNAL LINING IN THE FUEL TANK F						HE	
SCREEN. THE ENG QUIT DUE TO FUEL	STARVATION. THE ACFT STR	UCK A SHORT POL'E FOR	AN UNDER	GROUND UTI	LITY LINE		
G THE FORCED LANDING							

8/23/86 GARLAND,TX	A/C Reg. No. N22JE	Time (Lc1) - 1915 CDT
	CHANICAL	
AMINATION N - BLOCKED(TOTAL)		
DESCENT - EMERGENCY		
	DT .	
	LOSS OF POWER(TOTAL) - NON-MECCRUISE - NORMAL - DETERIORATED AMINATION N - BLOCKED(TOTAL) FORCED LANDING DESCENT - EMERGENCY IN FLIGHT COLLISION WITH OBJECT	LOSS OF POWER(TOTAL) - NON-MECHANICAL CRUISE - NORMAL - DETERIORATED AMINATION N - BLOCKED(TOTAL) FORCED LANDING DESCENT - EMERGENCY IN FLIGHT COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN

File No 1639 10/24/86 MON	NAHANS, TX	A/C Reg.	No. N8970F	Τ.	me (Lc1) -	0940 CDT	•
Basic Information Type Operating Certificate-NONE (GENI	ERAL AVIATION)	Aircraft Da	amage		Injuri	es	
3,7 - 7 - 2	,	DESTROYED		Fatal	Serious	Minor	None
Type of Operation -OTHER WORK	(USE	Fire	Crew	, 0	0	1	0
Flight Conducted Under -14 CFR 91		NONE	Pass	. 0	0	0	0
Accident Occurred During -LANDING				<u>-</u>	_	_	_
Aircraft Information							
Make/Model - HUGHES 269C	Eng Make,	/Model - LYCOM	ING HIO-360-D1A	L ELT I	installed/Ac	tivated	- YES/NO
Landing Gear - SKID	Number Er	ngines - 1		St	all Warning	System	- NO
Max Gross Wt - 2050	Engine Ty		-FUEL INJECTED	_			
No. of Seats - 2	Rated Po	• •	O HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport F	roximity		
Wx Briefing - NO RECORD OF BRIEF		rture Point			PORT/STRIP		
Method - N/A		ACC/INC		· · · · · · ·	,		
Completeness - N/A	Destination			Airport Da	1+2		
Basic Weather - VMC	LOCAL	'		A II POI C DO	····		
Wind Dir/Speed- CALM	EGGAE			Runwa∨	Ident -	N/A	
Visibility - 20.0 SM	ATC/Airspace	9			Lth/Wid -		
Lowest Sky/Clouds - CLEAR		= light Plan - No	ONE		Surface -		
Lowest Ceiling - NONE		learance - N				N/A	
Obstructions to Vision- NONE	Type Or C		ORCED LANDING	Kuliway	Status	N/ A	
Precipitation - NONE	Type Apch	Linug - Fi	UKCED LANDING				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 45	Med	dical Certifica	te - VALID	MEDICAL-WAI	VERS/LIM	IIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	tht Time (Ho	ours)		
COMMERCIAL	Current	- YES	Total -	4948	Last 24	Hrs -	3
	Months Since	∍ - 10	Make/Model-	4743	Last 30	Days-	0
HELICOPTER	Aircraft Tv	oe - UNK/NR	Instrument-	3	Last 90	Davs-	166
	,,	·			Rotorcra	ft -	4743
Instrument Rating(s) - NONE							
Narrative							
E ACFT WAS DESTROYED DURING A FORCED LAND							
FT SETTLED BACK DOWN ONTO THE FRONT OF THE							
LLOWING THE ROLL OVER. THE PLT STATED THA							
ECTED TO CONTINUE WITH THE FLT. INVESTIGA	ATION REVEALED THAT	THE NO. 2 CYL	FUEL INJECTOR	NOZZLE WAS	CLOGGED AND	THAT	
E RIGHT MAGNETO WAS WEAK AND NOT FIRING F	PROPERLY. THE EXACT	CAUSE OF THE	MALFUNCTION IN	THE MAGNETO	COULD NOT		
DETERMINED.							

File No 16	39 10/24/86 MONAHANS,TX	A/C Reg. No. N8970F	Time (Lc1) - 0940 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(PARTIAL) - MECH FAILURE/ TAXI - AERIAL	MALF	
2. IGNITION SYSTEM	ZLE - BLOCKED(TOTAL) ,MAGNETO - OUTPUT LOW H KNOWN DEFICIENCIES IN EQUIPMENT - ATTE	MPTED - PILOT IN COMMAND	
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3	IN FLIGHT COLLISION WITH OBJECT DESCENT - EMERGENCY		
Finding(s) 4. OBJECT - VEHICL	E		
Occurrence #4 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the 2,4	Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is/are finding(s) 3		



File No 1640 11/01/86 CL	ARENDON, TX	A/C Reg. No. N	18532 M	Т	ime (Lcl)	- 0045 CS1	Г
Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damage			Ini	uries	
,, ,		DESTROYED		Fatal			None
Type of Operation -PERSONAL		Fire	Crew	-	O	1	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF							
Aircraft Information							
Make/Model - BEECHCRAFT P-35		del - CONTINENTAL	IO-470			Activated	
Landing Gear - TRICYCLE-RETRACTABLE				S	tall Warn	ing System	- YES
Max Gross Wt - 3135		- RECIP-FUEL	INJECTED				
No. of Seats - 5	Rated Power	- 260 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Departur			ON AIR	PORT		
Method - TELEPHONE	CLARENDON, T	-X					
Completeness - WEATHER NOT PERTIN				Airport D			
Basic Weather - VMC	SAME AS ACC	C/INC		CLAREN			
Wind Dir/Speed- 070/012 KTS Visibility - 10.0 SM	ATC /A i namana				Ident	- 02	60
Lowest Sky/Clouds -	ATC/Airspace	nt Plan - NONE			Surface	- 3700/ - ASPHALT	60
	Type of Filgr VERCAST Type of Clear				Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lnd			Kuliway	Status	- DK1	
Precipitation - NONE	Type Apelly Elle	19 110112					
Condition of Light - NIGHT(DARK)						
	,						
Personnel Information Pilot-In-Command	Age - 52	Medical	Certifica	te - VALID	MEDICAL -	UN WATVERS	/
Certificate(s)/Rating(s)	Biennial Flight Rev			ht Time (H		WAIVENS/	CIMII
ATP			al -			24 Hrs - UN	JK /NP
SE LAND, ME LAND, SE SEA	Months Since -		e/Model-			30 Days- UN	
01 22,2 22,01 02	Aircraft Type -		rument-			00 Days-	
			i-Eng -	-		-0,0	
Instrument Rating(s) - AIRPLANE			_				

File No 164	11/01/86	CLARENDON, TX	A/C Reg. No. N8532M	Time (Lc1) - 0045 CST
Occurrence #1 Phase of Operation		ION WITH TERRAIN		
2. WEATHER COMDITION	ON - TAILWIND - SELECTED - PIL <mark>O</mark> T	ILOT IN COMMAND		
Occurrence #2 Phase of Operation		ION WITH OBJECT		
Finding(s) 5. OBJECT - FENCE				
Probable Cause			ho Drobable Cause(s) of this social	

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

Type of Operation -PERSONAL Fire Crew O O O Flight Conducted Under -14 CFR 91 NONE Pass O O O Accident Occurred During -LANDING Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 150H Eng Make/Model - CONTINENTAL 0-200-A ELT Installed/Action Number Engines - 1 Stall Warning Stall	15 CST
Type of Operation -PERSONAL Fire Crew O O O Accident Occurred During -LANDING NONE Pass O O O Accident Occurred During -LANDING NONE Pass O O O O O O O O O O O O O O O O O O	
Type of Operation -PERSONAL Fire Crew 0 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 Accident Occurred During -LANDING Pass 0 0 0 Accident Occurred During Dur	
Fiight Conducted Under -14 CFR 91	linor None
Accident Occurred During -LANDING -Aircraft Information Make/Model - CESSMA 150H Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2 Rated Power - 100 HP -Environment/Operations Information Weather Data Wix Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Visibility - 6.0 SM Lowest Sky/Clouds - 1100 FT Lowest Ceiling - 100 FT Lowest Ceiling - 1100 FT Lowest Ceiling - 100 FT Completeness - UNG - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 33 PRIVATE SE LAND -Aircraft Information Make/Model - CONTINENTAL 0-200-A ELT Installed/Acti Stall Warning S Stall Warning S Stall Warning S Stall Warning S Rated Power - 100 HP - Number Engines - 1 Stall Warning S Stall Warnin	0 1
-Aircraft Information Make/Model - CESSNA 150H Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2 Rated Power - 100 HP -Environment/Operations Information Weather Data Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed - 060/016 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 1100 FT Lowest Ceiling - 1100 FT Dibstructions to Vision - HAZE Precipitation - NONE Condition of Light - DAYLIGHT PRIVATE PRIVATE PRIVATE PRIVATE SE LAND PRIVATE SE LAND Eng Make/Model - CONTINENTAL 0-200-A ELT Installed/Actined Stall Warning S Sta	0 1
Make/Model - CESSNA 150H Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 100 HP -Environment/Operations Information Weather Data Wishiefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - WMC Visibility - 6.0 SM Lowest Sky/Clouds - 1100 FT Lowest Sky/Clouds - 1100 FT Dostructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Make/Model - CONTINENTAL 0-200-A Stall Warning S Stall Warning	
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 100 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - FSS Last Departure Point OFF AIRPORT/STRIP Method - TELEPHONE Completeness - UNK/NR Destination Airport Data Basic Weather - VMC PORTLAND,TX PORTLAND HUNT Wind Dir/Speed - 060/016 KTS Visibility - 6.0 SM ATC/Airspace Runway Ident - 14 Lowest Sky/Clouds - 1100 FT Type of Flight Plan - VFR Runway Surface - AS Obstructions to Vision- HAZE Type of Clearance - VFR Runway Status - DR Obstructions to Vision - HAZE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE GO AROUND Condition of Light - DAYLIGHT FORCED LANDING -Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-WAIVE Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Make/Model 76 Last 30 Da Aircraft Type - UNK/NR Instrument 4 Last 90 Da	
Max Gross Wt - 1600 No. of Seats - 2 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 100 HP Environment/Operations Information Weather Data Wb Briefing - FSS Last Departure Point Completeness - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 060/016 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 1100 FT Lowest Sky/Clouds - 1100 FT Distructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Engine Type - RECIPROCATING-CARBURETOR Rated Power - 100 HP Airport Proximity OFF AIRPORT/STRIP HARLINGEN, TX Destination PORTLAND, TX PORTLAND HUNT PORTLAND HUNT PORTLAND HUNT PORTLAND HUNT PORTLAND HUNT Airport Data Airport Data Airport Proximity OFF AIRPORT/STRIP OFF AIRPORT/ST	
No. of Seats - 2 Rated Power - 100 HP -Environment/Operations Information Weather Data We Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed - 060/016 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 1100 FT Lowest Ceiling - 1100 FT Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Airport Proximity OFF AIRPORT/STRIP HARLINGEN,TX Destination PORTLAND,TX PORTLAND,TX PORTLAND,TX PORTLAND HUNT Runway Ident - 14 Runway Ident - 14 Runway Ident - 14 Runway Ident - 14 Runway Surface - AS Runway Surface - AS Runway Status - DR OA AROUND FORCED LANDING Medical Certificate - VALID MEDICAL-WAIVE Flight Time (Hours) Aircraft Type - UNK/NR Make/Model - 76 Last 24 Hr Months Since - UNK/NR Make/Model - 76 Last 30 Da Aircraft Type - UNK/NR Instrument - 4 Last 90 Da	ystem - YES
-Environment/Operations Information Weather Data Wix Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed - 060/016 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 1100 FT Lowest Ceiling - 1100 FT BROKEN Obstructions to Vision- HAZE Precipitation Precipitation Precipitation Precipitation Portland Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Airport Droximity OFF AIRPORT/STRIP HARLINGEN, TX Postination Portland Airport Droximity OFF AIRPORT/STRIP OFF AIRP	
Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed - 060/016 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 1100 FT Lowest Ceiling - 1100 FT BROKEN Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Wethod - TELEPHONE HARLINGEN,TX Destination Destination Airport Data PORTLAND,TX PORTLAND,TX PORTLAND HUNT Runway Ident - 14 Runway Lth/Wid - 2 Runway Surface - AS Runway Surface - AS Runway Status - DR Run	
Wx Briefing - FSS	
Method - TELEPHONE	
Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 060/016 KTS Wisibility - 6.0 SM ATC/Airspace Lowest Sky/Clouds - 1100 FT Type of Flight Plan - VFR Lowest Ceiling - 1100 FT Runway Surface - AS Lowest Ceiling - 1100 FT Runway Surface - AS Lowest Ceiling - 100 FT Runway Surface - AS Runway Surface - AS Runway Status - DR Obstructions to Vision- HAZE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Aircraft Type - UNK/NR Instrument - 4 Last 90 Da Aircraft Type - UNK/NR Instrument - 4 Last 90 Da	
Basic Weather - VMC PORTLAND,TX PORTLAND HUNT Wind Dir/Speed- 060/016 KTS Runway Ident - 14 Visibility - 6.0 SM ATC/Airspace Runway Lth/Wid - 2 Lowest Sky/Clouds - 1100 FT Type of Flight Plan - VFR Runway Surface - AS Lowest Ceiling - 1100 FT BROKEN Type of Clearance - VFR Runway Status - DR Obstructions to Vision- HAZE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE GO AROUND Condition of Light - DAYLIGHT FORCED LANDING -Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-WAIVE Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 192 Last 24 Hr SE LAND Months Since - UNK/NR Make/Model - 76 Last 30 Da Aircraft Type - UNK/NR Instrument 4 Last 90 Da	
Wind Dir/Speed- 060/016 KTS Visibility - 6.0 SM ATC/Airspace Runway Ident - 14 Visibility - 6.0 SM ATC/Airspace Runway Lth/Wid - 2 Lowest Sky/Clouds - 1100 FT Type of Flight Plan - VFR Runway Surface - AS Lowest Ceiling - 1100 FT BROKEN Type of Clearance - VFR Runway Status - DR Obstructions to Vision- HAZE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT FORCED LANDING -Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-WAIVE Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 192 Last 24 Hr SE LAND Months Since - UNK/NR Make/Model - 76 Last 30 Da Aircraft Type - UNK/NR Instrument - 4 Last 90 Da	
Visibility - 6.0 SM ATC/Airspace Runway Lth/Wid - 2 Lowest Sky/Clouds - 1100 FT Type of Flight Plan - VFR Runway Surface - AS Lowest Ceiling - 1100 FT BROKEN Type of Clearance - VFR Runway Status - DR Obstructions to Vision- HAZE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE GO AROUND Condition of Light - DAYLIGHT FORCED LANDING -Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-WAIVE Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 192 Last 24 Hr SE LAND Months Since - UNK/NR Make/Model - 76 Last 30 Da Aircraft Type - UNK/NR Instrument - 4 Last 90 Da	
Lowest Sky/Clouds - 1100 FT Type of Flight Plan - VFR Runway Surface - AS Lowest Ceiling - 1100 FT BROKEN Type of Clearance - VFR Runway Status - DR Obstructions to Vision- HAZE Type Apch/Lndg - TRAFFIC PATTERN GO AROUND FORCED LANDING -Precipitation - NONE GO AROUND Condition of Light - DAYLIGHT FORCED LANDING -Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-WAIVE Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 192 Last 24 Hr SE LAND Months Since - UNK/NR Make/Model - 76 Last 30 Da Aircraft Type - UNK/NR Instrument - 4 Last 90 Da	
Lowest Ceiling - 1100 FT BROKEN Type of Clearance - VFR Runway Status - DR Obstructions to Vision- HAZE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE GO AROUND Condition of Light - DAYLIGHT FORCED LANDING -Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-WAIVE Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 192 Last 24 Hr SE LAND Months Since - UNK/NR Make/Model - 76 Last 30 Da Aircraft Type - UNK/NR Instrument - 4 Last 90 Da	
Obstructions to Vision- HAZE Type Apch/Lndg - TRAFFIC PATTERN GO AROUND FORCED LANDING Precipitation - NONE GO AROUND FORCED LANDING -Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-WAIVE Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 192 Last 24 Hr SE LAND Months Since - UNK/NR Make/Model - 76 Last 30 Da Aircraft Type - UNK/NR Instrument - 4 Last 90 Da	PHALT
Precipitation - NONE GO AROUND FORCED LANDING -Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-WAIVE Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 192 Last 24 Hr SE LAND Months Since - UNK/NR Make/Model - 76 Last 30 Da Aircraft Type - UNK/NR Instrument - 4 Last 90 Da	Υ
Condition of Light - DAYLIGHT FORCED LANDING -Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-WAIVE Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 192 Last 24 Hr SE LAND Months Since - UNK/NR Make/Model - 76 Last 30 Da Aircraft Type - UNK/NR Instrument - 4 Last 90 Da	
-Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-WAIVE Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 192 Last 24 Hr SE LAND Months Since - UNK/NR Make/Model - 76 Last 30 Da Aircraft Type - UNK/NR Instrument - 4 Last 90 Da	
Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-WAIVE Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 192 Last 24 Hr SE LAND Months Since - UNK/NR Make/Model - 76 Last 30 Da Aircraft Type - UNK/NR Instrument - 4 Last 90 Da	
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 192 Last 24 Hr SE LAND Months Since - UNK/NR Make/Model- 76 Last 30 Da Aircraft Type - UNK/NR Instrument- 4 Last 90 Da	
PRIVATE Current - UNK/NR Total - 192 Last 24 Hr SE LAND Months Since - UNK/NR Make/Model- 76 Last 30 Da Aircraft Type - UNK/NR Instrument- 4 Last 90 Da	RS/LIMIT
SE LAND Months Since - UNK/NR Make/Model- 76 Last 30 Da Aircraft Type - UNK/NR Instrument- 4 Last 90 Da	
	s - 2
	ys- UNK/NR
Instrument Rating(s) - NONE	ys- 5
-Narrative PLT HAD INITIATED A GO-AROUND AND WAS ON A LEFT CROSSWIND WHEN A LOSS OF POWER OCCURRED. A FORCED LANDING WAS	
E IN 4 FEET OF WATER IN THE NUECES BAY. POST ACCIDENT EXAM OF THE ACFT REVEALED BOTH FUEL TANKS WERE EMPTY.	

File No 16	41 11/02/86 PORTLAND.TX	A/C Reg. No. N22968	Time (Lc1) - 1115 CST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL APPROACH - GO-AROUND (VFR)		
	NNING/PREPARATION - POOR - PILOT IN COMMA		
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
Finding(s) . 4. TERRAIN CONDITI	ON - WATER,GLASSY		
Probable Cause	•		
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the 2,3	Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is/are finding(s) 4		

File No 1757 11/09/86	LA PORTE,TX	A/C Reg. N	o. N35DH 		Time (Lc1)	- 1400 CS	T
-Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Dam	age			uries	
Type of Openstion DEDCOM	•	NONE	0	Fatal	Serious		None
Type of Operation -PERSONA Flight Conducted Under -14 CFR		Fire NONE	Crew Pass	0	0	0	1 0
Accident Occurred During -STANDIN		MOINE	Other	ŏ	1	o	o
-Aircraft Information							
Make/Model - HOUK PITTS S1-S		/Model - LYCOMIN	G 0-360-A4A				
Landing Gear - TAILWHEEL-ALL FIXE Max Gross Wt - 1100	Number E Engine T	ngines - 1	CATING-CARBURE		stall Warn	ing System	- UNK/NR
No. of Seats - 1	Rated Po						
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRI				ON AIR	RPORT		
Method - N/A Completeness - N/A	LA PORT Destinatio		,				
Basic Weather - VMC	LOCAL	on	•	lirport [Data RTE ARPT.		
Wind Dir/Speed- 040/005 KTS	EOCAL				/ Ident	- UNK/NR	
Visibility - 12.0 SM	ATC/Airspac	e			/ Lth/Wid		
Lowest Sky/Clouds - 5000 FT	SCATTERED Type of F	light Plan - NON	E			- CONCRET	E
Lowest Ceiling - NONE		learance - NON		Runway	/ Status	- DRY	
Obstructions to Vision- NONE	Type Apch	/Lndg - NON	E				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 48	Medi	cal Certificate	e - VALIC	MEDICAL-	WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight			t Time (H		,	
COMMERCIAL, CFI	Current	- YES e - 4	Total - Make/Model-	678	Last	24 Hrs - U	NK/NR
SE LAND	Months Sinc	e - 4	Make/Model-	152	Last	30 Days- U	NK/NR
	Aircraft Ty	pe - UNK/NR	Instrument-	70	Last	90 Days-	46
Instrument Rating(s) - AIRPLA	NE						
-Narrative							
ECHANIC WAS ATTEMPTING TO PULL THE PR A BAD P-LEAD ON THE MAGNETO'S THE ENG						S. DUE	
MECHANICS LEG WAS AMPUTATED JUST ABO			Krain EEG				

File No. - 1757 11/09/86 LA PORTE, TX A/C Reg. No. N35DH Time (Lc1) - 1400 CST

Occurrence Phase of Operation STANDING - STARTING ENGINE(S)

PROPELLER/ROTOR CONTACT

Finding(s)

- 1. IGNITION SYSTEM, MAGNETO SEPARATION
- 2. JUDGEMENT POOR OTHER MAINTENANCE PSNL
- 3. IGNITION SYSTEM, HIGH TENSION WIRING CRACKED
- 4. MAINTENANCE, INSPECTION OF AIRCRAFT INADEQUATE OTHER MAINTENANCE PSNL
- 5. PROCEDURES/DIRECTIVES IMPROPER OTHER MAINTENANCE PSNL

----Probable Cause----

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

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

File No 1642 11/	11/86 GALVESTO	IN, TX A/	C Reg. No. N1677	2	Time (Lc1)	- 0916 CST	
Basic Information							
Type Operating Certificat	e-AIR CARRIER - A		raft Damage	_	Inju		
		_	STANTIAL	Fat			None
Type of Operation	-OTHER WORK USE	Fire			0 0	2	0
Flight Conducted Under		NON	E	Pass	0 0	0	0
Accident Occurred During	-IAKEUFF						
Aircraft Information							
Make/Model - BELL 206L		Eng Make/Model ~	ALLISON 250-020F	3	ELT Installed/	Activated	- NO -N/A
Landing Gear ~ SKID		Number Engines -		•	Stall Warni		
Max Gross Wt - 3000			TURBOSHAFT		Jean wann	ng system	110
No. of Seats - 5		Rated Power -	250 HP				
Environment/Operations Info	rmation						
Weather Data		Itinerary			ort Proximity		
Wx Briefing - COMPANY		Last Departure Po	int	ON	AIRPORT		
Method - IN PERS	ON	GALVESTON, TX					
Completeness - FULL		Destination		Airpo	rt Data		
Basic Weather - VMC		LOCAL		SC	HOLES FIELD		
Wind Dir/Speed- 360/022	KTS			Ru	nway Ident	- UNK/NR	
Visibility - 12.0	SM	ATC/Airspace		Ru	nway Lth/Wid	- UNK/NR	
Lowest Sky/Clouds -	1000 FT SCATTER	ED Type of Flight Pl	an - NONE	Ru	nway Surface	- CONCRETE	
Lowest Ceiling -	2000 FT BROKEN	Type of Clearance	- VFR	Ru	nway Status	- DRY	
Obstructions to Vision-	NONE	Type Apch/Lndg	- NONE		•		
Precipitation -	NONE	,, , ,					
Condition of Light -							
Personnel Information	•	40					
Pilot-In-Command		je - 43			ALID MEDICAL-N	O MAINERS/	L T M T I
Certificate(s)/Rating(s)	81	ennial Flight Review		Flight Tim			_
COMMERCIAL		Current - YES	iotai	- 12219	Last 2	4 Hrs -	2
USI TOORTER		Months Since - 8			Last 3	O Days- UN	K/NR
HELICOPTER		Aircraft Type - BEL	L206 Instrume	nt- O	Last 9		82
					Rotorc	raft - 1	2219
Instrument Rating(s)	- NONE						
This is different wat ring(5)							
Narrative							
THE PLT WAS ATTEMPTING TO HOVER	IN A TAILWIND OF	35 KTS WHICH EXCEEDE	D THE ACFT MANUFA	ACTURERS PE	RFORMANCE		
LIMITIATIONS FOR OPERATIONS IN							
ROLLED OVER AND CAME TO REST ON				·			

11/11/86 GALVESTON, TX A/C Reg. No. N16772 Time (Lc1) - 0916 CST File No. - 1642 LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation TAKEOFF Finding(s) 1. PLANNING-DECISION - POOR - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 3. WEATHER CONDITION - UNFAVORABLE WIND 4. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND 5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 1 Occurrence #2 ROLL OVER Phase of Operation TAKEOFF ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5 Factor(s) relating to this accident is/are finding(s) 2,4

File No 1633 11/21/86 ARCO	LA,TX	A/C Reg.	No. N9347M	T	ime (Lcl)	- 2045 CST	
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft D		Fatal	Inju Serious	ries Minor	None
Type of Operation -PERSONAL		Fire	Cre		0	0	0
Flight Conducted Under -14 CFR 91		NONE	Pa		Ö	Ö	ŏ
Accident Occurred During -DESCENT		110112	, 4.	30	ŭ		
Aircraft Information							
Make/Model - MOONEY M20E	Eng Make/	Model - LYCOM	ING 10-360-A1	A ELT	Installed/	Activated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE		igines - 1			tall Warnii	ng System	- YES
Max Gross Wt - 2575	Engine Ty	pe - RECIP	-FUEL INJECTED)			
No. of Seats - 4	Rated Pow	er - 20	Ю НР	•			
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - UNK/NR	Last Depar	ture Point		OFF AI	RPORT/STRI	•	
Method - UNK/NR	ARCOLA,T	X					
Completeness - UNK/NR	Destination	1		Airport D	ata (
Basic Weather - IMC	BRY AN ,TX				N SOUTHWES		
Wind Dir/Speed- 070/009 KTS						- N/A	
Visibility - 5.0 SM	ATC/Airspace				/ Lth/Wid ·		
Lowest Sky/Clouds - 800 FT		ight Plan - N			Surface		
Lowest Ceiling - 800 FT BRO		earance - N		Runway	Status ·	- N/A	
Obstructions to Vision- NONE	Type Apch/	Lndg - N	IONE				
Precipitation - RAIN							
Condition of Light - NIGHT(DARK)							
Personnel Information	• • • • • • • • • • • • • • • • • • • •	••	-111 01:6:		MEDICAL	TV506 /1 TM	
Pilot-In-Command	Age - 41		dical Certific			ITAEK2/ LIW	11 (
Certificate(s)/Rating(s)	Biennial Flight	- UNK/NR	T-+-1	ight Time (F		Lina	4
COMMERCIAL, CFI	Current	- UNK/NR	Total -	2190	Last 2	+ mrs -	1
SE LAND, ME LAND		- UNK/NR		100	Last 30	Days- UN	IK/NK
	Aircraft Typ	e - UNK/NR	Multi-Eng -	120	Last 90		
			Multi-Eng -	20	ROTORCI	aft -	70
Instrument Rating(s) - AIRPLANE							
Narrative							
THE PLT DEPARTED ARCOLA, TX, VFR, ON RWY 10,	MADE A 180 DEGREE	LEET CLIMBIA	IG TURN AND FN	TERED CLOUDS	AT ABOUT		
THE BOUNDARY LINE ON THE WEST SIDE OF THE AR						rwn	
TILES BEYOND THE ARPT THEN ENTERED AN ABRUPT							
ROM THE LOW CLOUDS INTO A SMALL CLEARING AT							
CLEARING AND ATTEMPTED TO CLIMB. LIGHT GROUN							
DEAD TREE IMMEDIATELY ABOVE GROUND LEVEL. IT						-	
LARGE TREES. IT CONTINUED TRAVEL ABOUT 100 F						SE DOWN	
ATTITUDE.	. INTO A HEAVIE!	CODED AREA AN	D OWNE TO KES	. IN A HEAR	TENTIONE IN	OL DOWIN	
TITIODE.							

File No 16	33 11/21/86	ARCOLA,TX	A/C Reg.	No. N9347M	Time (Lc1) - 2045 CST
Occurrence #1 Phase of Operation		IN FLIGHT			
2. IMPROPER US 3. LIGHT CONDITION 4. WEATHER CONDITI 5. WEATHER CONDITI 6. WEATHER CONDITI	ON - LOW CEILING ON - FOG ON - RAIN SSIVE - PILOT IN COM	RAFT, SPATIAL DISOR			
Occurrence #2 Phase of Operation					
Finding(s) 8. OBJECT - TREE(S					
Occurrence #3 Phase of Operation	DESCENT - UNCONTRO	DLLED			
Probable Cause					
The National Transpois/are finding(s) 1,		d determines that	the Probable Cause	(s) of this accid	dent
Factor(s) relating t	o this accident is/a	are finding(s) 3,4	,5,6,8		

DESTROYED		L AVIATION) Airc	raft Damage		Inju	ries	
Type of Operation	Type operating certificate-none (Genera			Fatal			None
Flight Conducted Under	Type of Operation -PERSONAL						
Accident Occurred During -LANDING					Ō	0	
Make/Model - CESSNA 172C			Othe	r 0	0	1	0
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Aircraft Information						
Max Gröss Wt - 2150							
No. of Seats - 4 Rated Power - 145 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Basic Weather - VMC Wind Dir/Speed CALM Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Destination Obstructions to Vision- NONE Precipitation Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Age - 48 Biennial Flight Review Current - N/A Months Since - N/A Months Since - N/A Months Since - N/A Minchay Status - DRY Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours)					Stall Warni	ng System	- YES
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT		, , , , , , , , , , , , , , , , , , ,	_	ETOR			
Weather Data We shiefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Obstructions to Vision- NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT STUDENT Age - 48 Biennial Flight Review Current - N/A Current - N/A Months Since - N/A Months Since - N/A Make/Model- 66 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument Rating(s) - NONE Instrument Rating(s) - NONE Itinerary Last Departure Point SAME AS ACC/INC Destination Airport Data BuffALO Runway Ident - 19 Runway Ident - 19 Runway Ident - 19 Runway Ident - 19 Runway Surface - GRASS/TURF Runway Status - DRY Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Review Flight Time (Hours) Current - N/A Make/Model- 66 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument O Last 90 Days- 22 Instrument Rating(s) - NONE Narrative ECSSNA 172 ENTERED THE TRAFFIC PATTERN AT THE UNCONTROLLED APRT FOR LANDING TO THE NORTH. THE PLT NOTICED ANOTHER ET DEPARTING TO THE SOUTH AND MADE THE DECISION TO RE-ENTER THE TRAFFIC PATTERN FOR A SOUTH LANDING USING A RIGHT ND PATTERN. THE CESSNA TURNED FINAL APRX 1/4 MILE FROM THE RWY AND CONTINUED THE APCH. AT APRX 15 TO 25 FT AGL EACHT CLILIDED WITH THE CITABRIA WHICH TOOK OF FT D THE SOUTH WAND CONTINUED THE APCH. AT APRX 15 TO 25 FT AGL EACHT CLILIDED WITH THE CITABRIA WHICH TOOK OF FT D THE SOUTH WAND CONTINUED THE APCH. AT APRX 15 TO 25 FT AGL EACHT CLILIDED WITH THE CITABRIA WHICH TOOK OF FT D THE SOUTH WAND CONTINUED THE APCH. AT APRX 15 TO 25 FT AGL EACHT CLILIDED WITH THE CITABRIA WHICH TOOK OF FT D THE SOUTH WENT THE EXCENSION INITIALLY ENTERED THE PATTERN. THE	No. of Seats - 4	Rated Power -	145 HP				
Wx Briefing - NO RECORD OF BRIEFING Method - N/A SAME AS ACC/INC SAME AS ACC/INC Airport Data Basic Weather - VMC SAME AS ACC/INC BUFFALO Wind Dir/Speed- CALM Runway Ident - 19 Visibility - 30.0 SM ATC/Airspace Runway Ident - 19 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Acceptificate(s)/Rating(s) STUDENT STUDENT Selection - NONE Since - N/A Make/Model- 66 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument- 0 Last 90 Days- 22 Instrument Rating(s) - NONE Instrument Rating(s) - NONE Instrument Rating To The South AND MADE THE DECISION TO RE-ENTER THE TRAFFIC PATTERN FOR A SOUTH LANDING USING A RIGHT NO PATTERN. THE CESSNA 172 ENTERED THE TRAFFIC PATTERN AT THE UNCONTROLLED APRT FOR LANDING TO THE NORTH. THE PLT NOTICED ANOTHER TO EACH TRAFFIC PATTERN FOR A SOUTH LANDING USING A RIGHT NO PATTERN. THE CESSNA 172 ENTERED THE TRAFFIC PATTERN AT THE UNCONTROLLED APRT FOR LANDING TO THE NORTH. THE PLT NOTICED ANOTHER TO EACH TRAFFIC PATTERN FOR A SOUTH LANDING USING A RIGHT NO PATTERN. THE CESSNA 172 ENTERED THE TRAFFIC PATTERN THE TRAFFIC PATTERN THE PATTERN. THE EACH AT APRX 15 TO 25 FT AGE. EACTT COLLIDED WITH THE CITABRIA WHICH TOOK OFF TO THE SOUTH WHEN THE CESSNA 1171LLY ENTERED THE PATTERN. THE	Environment/Operations Information	*		.	Donastat		
Method - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed- CALM Runway Ident - 19 Visibility - 30.0 SM ATC/Airspace Runway Lth/Wid - 5500/ 150 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 48 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 515 Last 24 Hrs - 1 Months Since - N/A Make/Model - 66 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument - 0 Last 90 Days - 22 Instrument Rating(s) - NONE Narrative ECESSNA 172 ENTERED THE TRAFFIC PATTERN AT THE UNCONTROLLED APRT FOR LANDING TO THE NORTH. THE PLT NOTICED ANOTHER ET DEPARTING TO THE SOUTH AND MADE THE DECISION TO RE-ENTER THE TRAFFIC PATTERN FOR A SOUTH LANDING USING A RIGHT ND PATTERN. THE CESSNA TURNED FINAL APRX 1/4 MILE FROM THE RWY AND CONTINUED THE APCH. AT APRX 15 TO 25 FT AGL EACET COLLIDED WITH THE CITABBLA WHICH TOOK OFF TO THE SOUTH WHEN THE CESSNA INTITULELY ENTERD THE PATTERN. THE			·				
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 30.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Age - 48 Current - N/A Months Since - N/A Months Since - N/A Months Since - N/A Mircraft Type - N/A Mircraft Type - N/A Mircraft Type - N/A Make/Model- 66 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument Rating(s) - NONE Total - 515 Last 24 Hrs - 1 Months Since - N/A Make/Model- 66 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument - NORTH. THE PLT NOTICED ANOTHER Total 172 ENTERED THE TRAFFIC PATTERN AT THE UNCONTROLLED APRT FOR LANDING TO THE NORTH. THE PLT NOTICED ANOTHER Total 172 ENTERED THE TRAFFIC PATTERN AT THE UNCONTROLLED APRT FOR LANDING TO THE NORTH. THE PLT NOTICED ANOTHER Total 172 ENTERED THE TRAFFIC PATTERN AT THE UNCONTROLLED APRT FOR LANDING TO THE NORTH. THE PLT NOTICED ANOTHER Total 172 ENTERED THE TRAFFIC PATTERN AT THE UNCONTROLLED APRT FOR LANDING TO THE NORTH. THE PLT NOTICED ANOTHER Total 172 ENTERED THE TRAFFIC PATTERN AT THE UNCONTROLLED APRT FOR LANDING TO THE NORTH. LANDING USING A RIGHT NO PATTERN. THE CESSNA TURNED FINAL APRX 1/4 MILE FROM THE RWY AND CONTINUED THE APCH. AT APRX 15 TO 25 FT AGL EACFT COLLIDED WITH THE CITABRIA WHICH TOOK OFF TO THE SOUTH WHEN THE CESSNA INITIALLY ENTERED THE PATTERN. THE				UN AI	RPURI		
Basic Weather - VMC SAME AS ACC/INC BUFFALO Runway Ident - 19 Visibility - 30.0 SM ATC/Airspace Runway Lth/Wid - 5500/ 150 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Surface - GRASS/TURF Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 48 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 515 Last 24 Hrs - 1 Months Since - N/A Make/Model - 66 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument - 0 Last 90 Days- 22 Instrument Rating(s) - NONE Narrative E CESSNA 172 ENTERED THE TRAFFIC PATTERN AT THE UNCONTROLLED APRT FOR LANDING TO THE NORTH. THE PLT NOTICED ANOTHER ET DEPARTING TO THE SOUTH AND MADE THE DECISION TO RE-ENTER THE TRAFFIC PATTERN FOR A SOUTH LANDING USING A RIGHT NO PATTERN. THE CESSNA TURRED FINAL APRX 1/4 MILE FROM THE RWY AND CONTINUED THE APCH. AT APRX 15 TO 25 FT AGL E ACCET COLLIDED WITH THE CETABRIA WHICH TOOK OFF TO THE SOUTH WHEN THE CESSNA INITIALLY ENTERED THE PATTERN. THE				Airport	Nata		
Wind Dir/Speed - CALM Visibility - 30.0 SM	·						
Visibility - 30.0 SM ATC/Airspace Runway Lth/Wid - 5500/ 150 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 48 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 515 Last 24 Hrs - 1 Months Since - N/A Make/Model - 66 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument - 0 Last 90 Days - 22 Instrument Rating(s) - NONE Narrative E CESSNA 172 ENTERED THE TRAFFIC PATTERN AT THE UNCONTROLLED APRT FOR LANDING TO THE NORTH. THE PLT NOTICED ANOTHER TO DEPARTING TO THE SOUTH AND MADE THE DECISION TO RE-ENTER THE TRAFFIC PATTERN FOR A SOUTH LANDING USING A RIGHT NOP PATTERN. THE CESSNA TURNED FINAL APRX 1/4 MILE FROM THE RWY AND CONTINUED THE APCH. AT APRX 15 TO 25 FT AGL E ACFT COLLIDED WITH THE CITABRIA WHICH TOOK OFF TO THE SOUTH WHEN THE CESSNA INITIALLY ENTERED THE PATTERN. THE		SAME AS ACC, INC				- 19	
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN FULL STOP Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 48 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 515 Last 24 Hrs - 1 Months Since - N/A Make/Model - 66 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument - O Last 90 Days - 22 Instrument Rating(s) - NONE Narrative E CESSNA 172 ENTERED THE TRAFFIC PATTERN AT THE UNCONTROLLED APRT FOR LANDING TO THE NORTH. THE PLT NOTICED ANOTHER TO DEPARTING TO THE SOUTH AND MADE THE DECISION TO RE-ENTER THE TRAFFIC PATTERN FOR A SOUTH LANDING USING A RIGHT NO DEPARTERN. THE CESSNA TURNED FINAL APRX 1/4 MILE FROM THE RWY AND CONTINUED THE APCH. AT APRX 15 TO 25 FT AGLE ACFT COLLIDED WITH THE CITABRIA WHICH TOOK OFF TO THE SOUTH WHEN THE CESSNA INITIALLY ENTERED THE PATTERN. THE		ATC/Airspace					150
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 48 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 515 Last 24 Hrs - 1 Months Since - N/A Make/Model - 66 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument - O Last 90 Days- 22 Instrument Rating(s) - NONE Narrative E CESSNA 172 ENTERED THE TRAFFIC PATTERN AT THE UNCONTROLLED APRT FOR LANDING TO THE NORTH. THE PLT NOTICED ANOTHER ET DEPARTING TO THE SOUTH AND MADE THE DECISION TO RE-ENTER THE TRAFFIC PATTERN FOR A SOUTH LANDING USING A RIGHT NO PATTERN. THE CESSNA TURNED FINAL APRX 1/4 MILE FROM THE RWY AND CONTINUED THE APCH. AT APRX 15 TO 25 FT AGL E ACFT COLLIDED WITH THE CITABRIA WHICH TOOK OFF TO THE SOUTH WHEN THE CESSNA INITIALLY ENTERED THE PATTERN. THE			an - NONE				
Precipitation - NONE - DAYLIGHT Personnel Information Pilot-In-Command		Type of Clearance	- NONE	Runwa	y Status	- DRY	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command	Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Priot-In-Command Age - 48 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 515 Last 24 Hrs - 1 Months Since - N/A Make/Model - 66 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument - 0 Last 90 Days - 22 Instrument Rating(s) - NONE Narrative E CESSNA 172 ENTERED THE TRAFFIC PATTERN AT THE UNCONTROLLED APRT FOR LANDING TO THE NORTH. THE PLT NOTICED ANOTHER FT DEPARTING TO THE SOUTH AND MADE THE DECISION TO RE-ENTER THE TRAFFIC PATTERN FOR A SOUTH LANDING USING A RIGHT ND PATTERN. THE CESSNA TURNED FINAL APRX 1/4 MILE FROM THE RWY AND CONTINUED THE APCH. AT APRX 15 TO 25 FT AGL E ACFT COLLIDED WITH THE CITABRIA WHICH TOOK OFF TO THE SOUTH WHEN THE CESSNA INITIALLY ENTERED THE PATTERN. THE	. , ,		FULL STOP				
Pilot-In-Command Certificate(s)/Rating(s) STUDENT Current Current Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Biennial Flight Review Current N/A Make/Model - 515 Last 24 Hrs - 1 Months Since - N/A Aircraft Type - N/A Instrument Rating(s) Instrument Rating(s) - NONE Instrument Rating(s) - NONE The Traffic Pattern at the Uncontrolled Aprt for Landing to the North. The PLT Noticed Another and Pattern at the Decision to Re-enter the traffic Pattern for a South Landing Using a Right Pattern. The Cessna Turned Final Aprx 1/4 Mile From the Rwy and Continued the Apra. At Aprx 15 To 25 FT Agles Acft Collided With the Citabria Which took off to the South When the Cessna Initially Entered the Pattern. The	Condition of Light - DAYLIGHT						
Certificate(s)/Rating(s) STUDENT Current - N/A Total - 515 Last 24 Hrs - 1 Months Since - N/A Make/Model - 66 Last 30 Days - UNK/NR Aircraft Type - N/A Instrument - 0 Last 90 Days - 22 Instrument Rating(s) - NONE Instrument Rating(s) - NONE Narrative E CESSNA 172 ENTERED THE TRAFFIC PATTERN AT THE UNCONTROLLED APRT FOR LANDING TO THE NORTH. THE PLT NOTICED ANOTHER FT DEPARTING TO THE SOUTH AND MADE THE DECISION TO RE-ENTER THE TRAFFIC PATTERN FOR A SOUTH LANDING USING A RIGHT NO PATTERN. THE CESSNA TURNED FINAL APRX 1/4 MILE FROM THE RWY AND CONTINUED THE APCH. AT APRX 15 TO 25 FT AGL E ACFT COLLIDED WITH THE CITABRIA WHICH TOOK OFF TO THE SOUTH WHEN THE CESSNA INITIALLY ENTERED THE PATTERN. THE	Personnel Information						
STUDENT Current - N/A Total - 515 Last 24 Hrs - 1 Months Since - N/A Make/Model - 66 Last 30 Days - UNK/NR Aircraft Type - N/A Instrument - 0 Last 90 Days - 22 Instrument Rating(s) - NONE Narrative E CESSNA 172 ENTERED THE TRAFFIC PATTERN AT THE UNCONTROLLED APRT FOR LANDING TO THE NORTH. THE PLT NOTICED ANOTHER FT DEPARTING TO THE SOUTH AND MADE THE DECISION TO RE-ENTER THE TRAFFIC PATTERN FOR A SOUTH LANDING USING A RIGHT ND PATTERN. THE CESSNA TURNED FINAL APRX 1/4 MILE FROM THE RWY AND CONTINUED THE APCH. AT APRX 15 TO 25 FT AGL E ACFT COLLIDED WITH THE CITABRIA WHICH TOOK OFF TO THE SOUTH WHEN THE CESSNA INITIALLY ENTERED THE PATTERN. THE						AIVERS/LIM	11
Months Since - N/A Make/Model- 66 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument- 0 Last 90 Days- 22 Instrument Rating(s) - NONE Narrative E CESNA 172 ENTERED THE TRAFFIC PATTERN AT THE UNCONTROLLED APRT FOR LANDING TO THE NORTH. THE PLT NOTICED ANOTHER FT DEPARTING TO THE SOUTH AND MADE THE DECISION TO RE-ENTER THE TRAFFIC PATTERN FOR A SOUTH LANDING USING A RIGHT ND PATTERN. THE CESSNA TURNED FINAL APRX 1/4 MILE FROM THE RWY AND CONTINUED THE APCH. AT APRX 15 TO 25 FT AGL E ACFT COLLIDED WITH THE CITABRIA WHICH TOOK OFF TO THE SOUTH WHEN THE CESSNA INITIALLY ENTERED THE PATTERN. THE	, ,,				•	4 Uma -	
Aircraft Type - N/A Instrument- O Last 90 Days- 22 Instrument Rating(s) - NONE Narrative E CESSNA 172 ENTERED THE TRAFFIC PATTERN AT THE UNCONTROLLED APRT FOR LANDING TO THE NORTH. THE PLT NOTICED ANOTHER TO EPARTING TO THE SOUTH AND MADE THE DECISION TO RE-ENTER THE TRAFFIC PATTERN FOR A SOUTH LANDING USING A RIGHT NO PATTERN. THE CESSNA TURNED FINAL APRX 1/4 MILE FROM THE RWY AND CONTINUED THE APCH. AT APRX 15 TO 25 FT AGL E ACFT COLLIDED WITH THE CITABRIA WHICH TOOK OFF TO THE SOUTH WHEN THE CESSNA INITIALLY ENTERED THE PATTERN. THE	2 I ODEN I						
Instrument Rating(s) - NONENarrative E CESSNA 172 ENTERED THE TRAFFIC PATTERN AT THE UNCONTROLLED APRT FOR LANDING TO THE NORTH. THE PLT NOTICED ANOTHER ET DEPARTING TO THE SOUTH AND MADE THE DECISION TO RE-ENTER THE TRAFFIC PATTERN FOR A SOUTH LANDING USING A RIGHT ND PATTERN. THE CESSNA TURNED FINAL APRX 1/4 MILE FROM THE RWY AND CONTINUED THE APCH. AT APRX 15 TO 25 FT AGL E ACFT COLLIDED WITH THE CITABRIA WHICH TOOK OFF TO THE SOUTH WHEN THE CESSNA INITIALLY ENTERED THE PATTERN. THE			Tostoument-	00	last 0	O Days ON	22
Narrative E CESSNA 172 ENTERED THE TRAFFIC PATTERN AT THE UNCONTROLLED APRT FOR LANDING TO THE NORTH. THE PLT NOTICED ANOTHER ET DEPARTING TO THE SOUTH AND MADE THE DECISION TO RE-ENTER THE TRAFFIC PATTERN FOR A SOUTH LANDING USING A RIGHT ND PATTERN. THE CESSNA TURNED FINAL APRX 1/4 MILE FROM THE RWY AND CONTINUED THE APCH. AT APRX 15 TO 25 FT AGL E ACFT COLLIDED WITH THE CITABRIA WHICH TOOK OFF TO THE SOUTH WHEN THE CESSNA INITIALLY ENTERED THE PATTERN. THE		All Craft Type 14/A	THIS CI GILLETTE	· ·	Lust 3	o bays	
E CESSNA 172 ENTERED THE TRAFFIC PATTERN AT THE UNCONTROLLED APRT FOR LANDING TO THE NORTH. THE PLT NOTICED ANOTHER FT DEPARTING TO THE SOUTH AND MADE THE DECISION TO RE-ENTER THE TRAFFIC PATTERN FOR A SOUTH LANDING USING A RIGHT ND PATTERN. THE CESSNA TURNED FINAL APRX 1/4 MILE FROM THE RWY AND CONTINUED THE APCH. AT APRX 15 TO 25 FT AGL E ACFT COLLIDED WITH THE CITABRIA WHICH TOOK OFF TO THE SOUTH WHEN THE CESSNA INITIALLY ENTERED THE PATTERN. THE	Instrument Rating(s) - NONE						
E CESSNA 172 ENTERED THE TRAFFIC PATTERN AT THE UNCONTROLLED APRT FOR LANDING TO THE NORTH. THE PLT NOTICED ANOTHER FT DEPARTING TO THE SOUTH AND MADE THE DECISION TO RE-ENTER THE TRAFFIC PATTERN FOR A SOUTH LANDING USING A RIGHT ND PATTERN. THE CESSNA TURNED FINAL APRX 1/4 MILE FROM THE RWY AND CONTINUED THE APCH. AT APRX 15 TO 25 FT AGL E ACFT COLLIDED WITH THE CITABRIA WHICH TOOK OFF TO THE SOUTH WHEN THE CESSNA INITIALLY ENTERED THE PATTERN. THE							
T DEPARTING TO THE SOUTH AND MADE THE DECISION TO RE-ENTER THE TRAFFIC PATTERN FOR A SOUTH LANDING USING A RIGHT ND PATTERN. THE CESSNA TURNED FINAL APRX 1/4 MILE FROM THE RWY AND CONTINUED THE APCH. AT APRX 15 TO 25 FT AGL E ACFT COLLIDED WITH THE CITABRIA WHICH TOOK OFF TO THE SOUTH WHEN THE CESSNA INITIALLY ENTERED THE PATTERN. THE			· · · · · · · · · · · · · · · · · ·	T. T. E	T NOTTOED	****	
ND PATTERN. THE CESSNA TURNED FINAL APRX 1/4 MILE FROM THE RWY AND CONTINUED THE APCH. AT APRX 15 TO 25 FT AGL E ACFT COLLIDED WITH THE CITABRIA WHICH TOOK OFF TO THE SOUTH WHEN THE CESSNA INITIALLY ENTERED THE PATTERN. THE							
E ACFT COLLIDED WITH THE CITABRIA WHICH TOOK OFF TO THE SOUTH WHEN THE CESSNA INITIALLY ENTERED THE PATTERN. THE							
				LITTERED II	IL IAITEMI.		

File No. - 1684 11/27/86 AMARILLO,TX A/C Reg. No. N7709U Time (Lc1) - 1615 CDT Occurrence #1 MIDAIR COLLISION Phase of Operation LANDING Finding(s) 1. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT 2. VISUAL SEPARATION - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT 3. COMMUNICATIONS - IMPROPER - PILOT OF OTHER AIRCRAFT 4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT 5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND 6. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN(STANDARD/REQUIREMENT), VISUAL RESTRICTION BY EQUIP/STRUCT - 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) 1,2,4,5

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

File No 1684 11/27/86 AMAR	ILLO,TX A/C	C Reg. No. N5508J		Time (Lc1)	- 1615 CS	ST
Basic Information Type Operating Certificate-NONE (GENERA		raft Damage			uries	
		STANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire			0	1	0
Flight Conducted Under -14 CFR 91	NONE		-	0	0	0
Accident Occurred During -LANDING		Othe	er O	0	1	0
Aircraft Information						
Make/Model - BELLANCA 7GCBC	Eng Make/Model -	LYCOMING 0-320-A2D	ELT	Installed/	/Activated	- YES-UNK/N
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines ~	1		Stall Warn	ing System	ı - YES
Max Gross Wt - 1650	Engine Type -	RECIPROCATING-CARBUR	RETOR			
No. of Seats - 3	Rated Power -	150 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Départure Po	int		RPORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	SAME AS ACC/INC		BUFAL	LO		
Wind Dir/Speed- CALM	·		Runwa	y Ident	- 19	
Visibility ~ 30.0 SM	ATC/Airspace		Runwa	y Lth/Wid	- 5500/	150
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	an - NONE	Runwa	y Surface	- GRASS/T	URF
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runwa	y Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndq	- TRAFFIC PATTERN		•		
Precipitation - NONE	, , , ,	FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 37	Medical Certifica	te - NO M	EDICAL		
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flic	ht Time (Hours)		
STUDENT	Current - N/A		,		24 Hrs - L	JNK/NR
•	Months Since - N/A		34		30 Days- L	
	Aircraft Type - N/A		0		0 Days- L	
Instrument Rating(s) - NONE						
Narrative						
THE CERTIFICATED STU PLT OF THE CITABRIA WAS	MAKING TOUCH AND GO LAND	INGS AT THE UNCONTROL	LED ARPT	WHEN THE AC	CCIDENT	
OCCURRED. HE TOOK OFF TO THE SOUTH FLYING A I						
FROM THE RWY IN FRONT OF A CESSNA 172 WHICH W						
WAS DEMONSTRATING LANDINGS TO HIS FATHER AND						
RESULTING IN A DIVERSION OF HIS ATTENTION. TH			ram	5 OAK #1		
RESOLUTION TO A DIVERSION OF THIS AFTERNION. TO	L I LI HAD NOT BEEN ENDON	323 131 3323 1211				
•						

File No. - 1684 11/27/86 AMARILLO.TX A/C Reg. No. N5508J Time (Lcl) - 1615 CST Occurrence #1 MIDAIR COLLISION Phase of Operation LANDING Finding(s) 1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND 2. VISUAL SEPARATION - NOT MAINTAINED - PILOT IN COMMAND 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 4. RADIO COMMUNICATIONS - NOT CORRECTED - PILOT IN COMMAND 5. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3 Factor(s) relating to this accident is/are finding(s) 4,5

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12/01/86
                                                                A/C Reg. No. N1970Y
                                      KERRVILLE, TX
                                                                                            Time (Lc1) - 1800 CST
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)
                                                              Aircraft Damage
                                                                                                      Injuries
                                                               SUBSTANTIAL
                                                                                                  Serious Minor
                                                                                                                      None
                                                                                         Fatal
      Type of Operation
                               -PERSONAL
                                                              Fire
                                                                                   Crew
                                                                                         0
                                                                                                               0
                                                                                                                        0
                                                                                                      1
      Flight Conducted Under
                              -14 CFR 91
                                                               NONE
                                                                                  Pass
                                                                                            0
                                                                                                               0
                                                                                                                        0
      Accident Occurred During -LANDING
----Aircraft Information----
      Make/Model - MOONEY M20D
                                                   Eng Make/Model - LYCOMING 0-360-A2D
                                                                                            ELT Installed/Activated - YES/YES
      Landing Gear - TRICYCLE-RETRACTABLE
                                                   Number Engines - 1
                                                                                               Stall Warning System - YES
      Max Gross Wt - 2575
                                                   Engine Type - RECIPROCATING-CARBURETOR
      No. of Seats -
                                                   Rated Power
                                                                - 180 HP
 ---Environment/Operations Information----
    Weather Data
                                                Itinerary
                                                                                        Airport Proximity
      Wx Briefing
                     - NO RECORD OF BRIEFING
                                                  Last Departure Point
                                                                                          OFF AIRPORT/STRIP
       Method
                     - N/A
                                                    SAN ANTONIO,TX
       Completeness - N/A
                                                 Destination
                                                                                       Airport Data
      Basic Weather - VMC
                                                   SAME AS ACC/INC
                                                                                          KERRVILLE
       Wind Dir/Speed- 340/007 KTS
                                                                                          Runway Ident
       Visibility - 20.0 SM
                                                ATC/Airspace
                                                                                          Runway Lth/Wid - 4400/ 100
       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/Lnda
                                                                     - TRAFFIC PATTERN
       Precipitation - NONE
                                                                       FULL STOP
       Condition of Light - DAYLIGHT
 ---Personnel Information----
     Pilot-In-Command
                                                                      Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
                                                     63
      Certificate(s)/Rating(s)
                                            Biennial Flight Review
                                                                                  Flight Time (Hours)
         COMMERCIAL
                                                Current
                                                           - YES
                                                                                       3816
                                                                         Total
                                                                                                    Last 24 Hrs -
         SE LAND
                                                Months Since - 17
                                                                         Make/Mode1-
                                                                                       1394
                                                                                                    Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR Instrument-
                                                                                                   Last 90 Days-
                                                                                        656
         Instrument Rating(s) - AIRPLANE
----Narrative----
THE PILOT WAS UNABLE TO EXTEND THE LANDING GEAR IN PREPARATION FOR LANDING. TROUBLESHOOTING AND SEVERAL ATTEMPTS TO
EXTEND THE GEAR FAILED. THE PILOT THEN MADE A 360 DEGREE TURN OVER THE AIRPORT TO LOSE ALTITUDE DURING WHICH, HE
SECURED THE ENGINE AND STOPPED THE PROPELLER IN A HORIZONTAL POSITION TO MINIMIZE DAMAGE. THE PILOT REALIZED AFTER
270 DEGREES OF TURN THAT INSUFFICIENT ALTITUDE REMAINED TO REACH THE RUNWAY. THE AIRCRAFT WAS SUBSEQUENTLY LANDED ON
ROUGH TERRAIN SHORT OF RUNWAY 30. POST ACCIDENT INSPECTION REVEALED THE NOSE GEAR TIRE WAS HANDING UP ON THE GEAR
DOOR DURING EXTENSION. THE NOSE GEAR TIRE WAS FOUND TO BE INFLATED TO 40 PSI. THE MAINTENANCE MANUAL CALL FOR AN
INFLATION PRESSURE OF 30 PSI.
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File No. - 1634 12/01/86 KERRVILLE, TX A/C Reg. No. N1970Y Time (Lc1) - 1800 CST AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation APPROACH Finding(s) 1. LANDING GEAR, NOSE GEAR - MOVEMENT RESTRICTED 2. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND 3. LANDING GEAR. TIRE - JAMMED 4. LANDING GEAR, TIRE - PRESSURE EXCESSIVE Occurrence #2 UNDERSHOOT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 6. ALTITUDE - INADEQUATE - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 7. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4 Factor(s) relating to this accident is/are finding(s) 5,6,7

File No 1635 12/06/86 GEORG	ETOWN,TX A/C Re	g. No. N5809G	Ti	me (Lcl) -	1058 CST	
-Basic Information Type Operating Certificate=NONE (GENERA	L AVIATION) Aircraft	Damage		Injur	ies	
	DESTROY	ED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA 150K	Eng Make/Model - CON	TINENTAL 0-200-A		nstalled/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			all Warnin	g System	- YES
Max Gross Wt - 1600		IPROCATING-CARBURE	TOR			
No. of Seats - 2	Rated Power -	100 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport P			
Wx Briefing - NO RECORD OF BRIEFING			OFF AIR	PORT/STRIP		
Method - N/A	SHERMAN, TX					
Completeness - N/A	Destination		Airport Da			
Basic Weather - VMC	AUSTIN,TX		GEORGET			
Wind Dir/Speed- 150/010 KTS	_		Runway		N/A	
Visibility - 8.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 7500 FT	Type of Flight Plan -		•	Surface -	* .	
Lowest Ceiling - 7500 FT BROK		NONE	Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -	STRAIGHT-IN				
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT		FORCED LANDING				
-Personnel Information						
Pilot-In-Command		Medical Certificat			IVERS/LIM	IIT
Certificate(s)/Rating(s)	Biennial Flight Review		it Time (Ho			_
PRIVATE	Current - YES	Total -		Last 24		3
SE LAND	Months Since - 18	Make/Model-	21		Days- UN	
	Aircraft Type - C-150	Instrument-	41	Last 90	Days-	15
Instrument Rating(s) - NONE						
PLT EXPERIENCED A LOSS OF PWR DUE TO FUEL	EXHAUSTION DUDING THE Y-COU	NTDV FIT THE DIT	FLECTED TO	DIVERT TO		
RGETOWN, TX. DURING THE FLT TO REFUEL. THE						
E THE ARPT WITH INADEQUATE AIRSPEED AND AL						
ACFT HAD 3 TO 4 GALLONS OF FUEL REMAINING						
FUEL SYSTEM.	,,					

File No 163	35 12/06/86 GEORGETOWN,TX	A/C Reg. No. N5809G	Time (Lc1) - 1058 CST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL CRUISE - NORMAL		
	INADEQUATE - PILOT IN COMMAND NG/DECISION - IMPROPER - PILOT IN COMMA	ND '	
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Finding(s) 4. UNSUITABLE TERRA	AIN - SELECTED - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH OBJECT MANEUVERING - TURN TO LANDING AREA (EM	ERGENCY)	
Finding(s) 5. OBJECT - TREE(S)			
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - EMERGENCY		
Probable Cause			
The National Transporis/are finding(s) 1,2	tation Safety Board determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating to	this accident is/are finding(s) 4		

File No 1800 12/18/86 TOMBAL	L,TX	A/C Reg. No	. N8CD	Т	ime (Lc1) -	0621 CST	
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91	AVIATION)	Aircraft Dama DESTROYED Fire ON GROUND	ge Crew Pass	Fata1 1 0		ies Minor O	None 0 0
Accident Occurred During -DESCENT							
Aircraft Information Make/Model - CESSNA 340A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5990 No. of Seats - 6	Number Er		EL INJECTED		Installed/A tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 060/009 KTS Visibility - 3.000 SM Lowest Sky/Clouds - Lowest Ceiling - 400 FT OVERO Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - NIGHT(DARK)		TX 1 (e ight Plan - IFR earance - IFR		OFF AI Airport D DAVID Runway Runway Runway	WAYNE HOOKS	MEM. N/A N/A N/A	
	Age - 42 Biennial Flight Current Months Since Aircraft Typ	Review	al Certificat Fligh otal - ake/Model- nstrument- ulti-Eng -	e - VALID t Time (H 2450 200 175 450	MEDICAL-NO ours) Last 24 Last 30 Last 90 Rotorcr	WAIVERS/I Hrs - UNI Days- UNI Days- aft -	LIMIT K/NR K/NR 50 1500
Instrument Rating(s) - AIRPLANE,HEL	ICOPTER						
THE PILOT TOOK OFF IN FOG AND LIGHT RAIN AND OBOTH LANDING LIGHTS WERE EXTENDED AND ILLUMINA THE ACCIDENT SITE) WAS FLASHING ON THE CLOUDS PILOT WAS ISSUED A LEFT TURN FROM HIS PRESENT CONTACT DEPARTURE CONTROL. HE DID NOT MAKE THIOF 210 DEGREES AT WHICH TIME THE AIRCRAFT COLL THE GROUND. THE ENGINES WERE OPERATING AT A HICABLES REVEALED EVIDENCE OF OVERSTRESS SEPARAT WAS FOUND.	TED. ALSO THE AI ACCORDING TO A GHEADING OF 350 D S CONTACT AND HE IDED WITH TREES GH POWER SETTING	RPORT'S ROTATING ROUND WITNESS. UP LEGREES TO A HEAD CONTINUED THE LE AND A LARGE ELECT AT THE TIME OF	BEACON (LOCA JST AFTER ENT ING OF 270 DE EFT TURN (NOW FRICAL TRANSM IMPACT. ALL B	TED AOBUT ERING THE GREES AND DESCENDI ISSION LI ROKEN FLI	A MILE FRO CLOUDS THE TOLD TO NG) TO A HE NE AND THEN GHT CONTROL	ADING	

File No 18	12/18/86	TOMBALL,TX	A/C Reg. N	o. N8CD	Time (Lc1) - 0621 CST
Occurrence #1 Phase of Operation	IN FLIGHT ENCOUNTE CLIMB - TO CRUISE	R WITH WEATHER			
2. EQUIPMENT, OTHE 3. PROPER ALTITUDE 4. IMPROPER US 5. LIGHT CONDITION 6. WEATHER CONDITI 7. WEATHER CONDITI	I - DARK NIGHT ON - FOG ON - RAIN	- PILOT IN COMMAN PILOT IN COMMAND AFT,SPATIAL DISOR	D HENTATION - PILOT IN		
Finding(s)	IN FLIGHT COLLISIO DESCENT - UNCONTRO RANSMISSION(MARKED)				
9. OBJECT - TREE(S					
Occurrence #3 Phase of Operation	DESCENT - UNCONTRO	LLED			
Occurrence #4 Phase of Operation	OTHER				
Probable Cause					
The National Transpo		determines that	the Probable Cause(s) of this accide	nt
Factor(s) relating t	o this accident is/a	re finding(s) 2,5	,6,7,8,9		

File No 1636 12/20/86 LUBBO	CK,TX A/C Reg	g. No. N8456X	Time (Lc1)	- 1609 CST
Type OperationBasic Information Type Operating Certificate-NONE (GENERAL Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L AVIATION) Aircraft SUBSTAN Fire NONE	_	Inju Fatal Serious O O O O	uries Minor None 0 1 0 1
Aircraft Information Make/Model - PIPER PA-34-22OT Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4750 No. of Seats - 7	· · · · · · · · · · · · · · · · · · ·	FINENTAL TSIO-360-1 P-FUEL INJECTED 220 HP		'Activated - YES/NO ng System - YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 050/006 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 25000 FT THIN Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	MIDLAND,TX Destination SAME AS ACC/INC ATC/Airspace BKN Type of Flight Plan - Type of Clearance -	NONE	Airport Proximity ON AIRPORT Airport Data LUBBOCK INTL. Runway Ident Runway Lth/Wid Runway Surface Runway Status	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND, ME LAND Instrument Rating(s) - AIRPLANENarrative	Age - 51 I Biennial Flight Review Current - YES Months Since - 10 Aircraft Type - UNK/NR	Fligh Total - Make/Model-	440 Last 3 210 Last 9	VAIVERS/LIMIT 24 Hrs - 1 30 Days- 0 90 Days- 40
THE PLT STATED THAT AFTER A NORMAL APCH, HE M. STATED THAT THE SECOND CONTACT WAS HARD ON TH 2ND TIME. DAMAGE SUSTAINED BY THE ACFT INDICA' NOSE GEAR TO COLLAPSE AS A RESULT OF OVERLOAD	E MAIN GEAR AND THAT THE NOSI TED THAT IT HAD LANDED HARD (GEAR COLLAPSED W	HEN IT TOUCHED DOWN	I THE

File No. - 1636 12/20/86 LUBBOCK,TX A/C Reg. No. N8456X Time (Lc1) - 1609 CST HARD LANDING Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. PROPER DESCENT RATE - NOT ATTAINED - PILOT IN COMMAND 2. FLARE - IMPROPER - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. 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) 1,2,3

File No 1667 1/10/86	SALT LAKE CITY,UT	A/C Reg. No. N7	757ZE 	Time (Lc1) -	1913 MS	r
Basic Information Type Operating Certificate-NON Type of Operation -INS		Aircraft Damage SUBSTANTIAL Fire	Fata Crew (Injur al Serious) 1		None O
Flight Conducted Under -14 Accident Occurred During -DES	CENT	ON GROUND	Pass (0	, O	0
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Eng Make Number E Engine 1	e/Model - LYCOMING 0-2 Ingines - 1 Type - RECIPROCATIN Ower - 110 HP	NG-CARBURETOR		g System	- YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF Method - N/A Completeness - N/A Basic Weather - IMC Wind Dir/Speed- CALM Visibility500 SM Lowest Sky/Clouds - 30 Lowest Ceiling - 30 Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - NIGH	BRIEFING Last Depa DELTA, U Destination SALT LA ATC/Airspace O FT PART OBS Type of F O FT OBSCURED Type of C Type Apch	on AKE CITY,UT ce Tlight Plan - NONE	Airpo OFF Airpor SAL Rur Rur Rur Rur	ort Proximity F AIRPORT/STRIP Pt Data T LAKE CITY IN	IT'L 34L 12003/ ASPHALT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND		: Review - YES Total ce - 4 Make, pe - UNK/NR Instr			Hrs -	1
Instrument Rating(s) - AI	RPLANE					
Narrative INSTRUCTOR WITH HIS STUDENT PLT W COMPLETE AN ILS APPROACH IN HEAVY E ACFT AND THEN RECOVERED BUT ON T INSTRUCTOR COMPLAINED OF EXPERIE	FOG TO THE ARPT. WITH EA HE THIRD APPROACH THE ACF	ACH APPROACH THE INSTA TT STRUCK THE GROUND E	RUCTOR PARTIALLY	LOST CONTROL		

File No 16	67 1/10/86 	SALT LAKE CITY,UT	A/C Reg. No. N757ZE	Time (Lc1) - 1913 MST
Occurrence #1 Phase of Operation		TER WITH WEATHER UTER MARKER TO THRESHOLD	(IFR)	
	NNING/DECISION - P NOT FOLLOWED - PI	OOR - PILOT IN COMMAND(C LOT IN COMMAND(CFI)		
Occurrence #2 Phase of Operation		- IN FLIGHT UTER MARKER TO THRESHOLD	(IFR)	
Finding(s) 4. AIRSPEED - UNCO 5. ALTITUDE - UNCO 6. IMPROPER US	NTROLLED - PILOT I		LOT IN COMMAND	
Occurrence #3 Phase of Operation		ROLLED		
Probable Cause				
The National Transpois/are finding(s) 2,		rd determines that the P	robable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is	/are finding(s) 1		

File No 1753 7/27/86 OGDEN	EN,UT A/C Reg. No. N3056A			T	ime (Lc1) 	- 1300 MDT	
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage			Inju		
To a Community of DEBCOMM		SUBSTANTIAL		Fatal	•		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE	Crew Pass	0	0	0	1 3
Accident Occurred During -TAKEOFF		NUNE	Pass	U	O	O	3
Make/Model ~ CESSNA 170B	Eng Make/Mod	el - LYCOMING 0-36	60	ELT		Activated ·	
Landing Gear - TAILWHEEL-ALL FIXED		es - 1			tall Warni	ng Syst em	- YES
Max Gross Wt - 2200		- RECIPROCATING	G-CARBURE	TOR			
No. of Seats - 4	Rated Power	~ 180 HP					
-Environment/Operations Information	***			A 4	Daniel III		
Weather Data Wx Briefing - FSS	Itinerary Last Departur	- D-:-+		Airport ON AIR	Proximity		
WX Briefing - FSS Method - UNK/NR	SAME AS ACC			UN AIR	PURI		
Completeness - WEATHER NOT PERTINENT		/ INC		Airport D	ata		
Basic Weather - VMC	SAME AS ACC	/INC			MUNICIPAL		
Wind Dir/Speed- 300/005 KTS	5/2 // // // // // // // // // // // // //	, =			Ident	- 34	
Visibility - 50.0 SM	ATC/Airspace					- 5352/ :	200
Lowest Sky/Clouds - 10000 FT SCAT				Runway	Surface	- ASPHALT	
Lowest Ceiling - NONE	Type of Clear			Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lnc	g - TRAFFIC I	PATTERN				
Precipitation - NONE		TOUCH AND	O GO				
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 36	Medical Co	ertificat			AIVERS/LIM	11
PRIVATE	Biennial Flight Rev Current	Tew Tetal	Filgr	nt Time (H		4 Hrs - UNI	Z /ND
SE LAND	Months Since -	7 Make/I	- Model-	10	Last 2	A Hrs - UNI	K/NK K/ND
SE LAND	Months Since - Aircraft Type -	C-170 Instru	woder-	IV /ND	Last 3	O Days- UN	N/ INK
	Afrerait Type	Multi-	Eng - UN	IK/NR	Rotoro	O Days- UNI O Days- raft - UNI	K/NR
Instrument Rating(s) - NONE							
PLT REPORTS THAT HE WAS MAKING A T&G ON T RECONFIGURED THE ACFT FOR TAKEOFF AND WAS	ABOUT TO ADVANCE TH	E THROTTLE WHEN TH	HE ACFT S	WERVED TO	THE RIGHT		
RAN OFF THE RWY. AFTER LEAVING THE RWY TH G THEN HIT THE GROUND AND WAS DAMAGED. THE FICIENCIES WERE NOTED.							

File No 1753 7/27/86 OGD	DEN,UT A/C Re	g. No. N3056A 	Time (Lc1) - 1300 MDT
Occurrence #1 LOSS OF CONTROL - ON Phase of Operation TAKEOFF - GROUND RUN			
Finding(s) 1. TOUCH-AND-GO LANDING - ATTEMPTED - PIL 2. DIRECTIONAL CONTROL - NOT MAINTAINED -			
Occurrence #2 ON GROUND COLLISION W Phase of Operation TAKEOFF - GROUND RUN			
Finding(s) 3. GROUND LOOP/SWERVE - INADVERTENT - PIL	LOT IN COMMAND		
Probable Cause			
The Notional Incommentation Cofety Doubled	stanmines that the Dashahle Co.	co(c) of this cooldest	

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

File No 1662 8/16/86 HIL	LSVILLE, VA A/C Reg	. No. N3986N	Ti	me (Lc1) -	1320 EDT	
Basic Information Type Operating Certificate-NONE (GENE Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	RAL AVIATION) Aircraft DESTROYE Fire NONE		Fatal O O	Injur Serious 1 2	ries Minor O O	None O O
Aircraft Information Make/Model - MOONEY M2OC Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2575 No. of Seats - 4	Eng Make/Model - LYCC Number Engines - 1 Engine Type - RECI Rated Power -	PROCATING-CARBURET	St	nstalled/A all Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFI Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- VARIABLE/005 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 10000 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 -	A NONE	irport Da GALEX-H Runway Runway Runway	PORT/STŔIP ta ILLSVILLE	36 4200/ ASPHALT	60
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND	Age - 47 N Biennial Flight Review Current - YES Months Since - 6 Aircraft Type - UNK/NR	Total - 3	: Time (Ho :138	urs) Last 24	Hrs - Days- UN	1
Instrument Rating(s) - AIRPLANE						
THE PLT, ALSO AN A&P AND IA, HAD FLOWN THE ACCIDENT FLT, THE ACFT WAS LOADED TO NEAR METER ACFT USED ABOUT 3/4 OF THE 4200 FT RWY CAME ON SHORTLY AFTER LIFT OFF AND STAYED OF ABOUT .4 MILES FROM THE RWY AND THE STALL WE MAKE/MODEL ACFT DURING THE LAST 90 DAYS.	AX GROSS WEIGHT AND TAKEOFF WAS FOR TAKEOFF ROLL. THE PLT RATED N UNTIL IMPACT. THE PLT STATED	ATTEMPTED AT A DE PASSENGER STATED THAT THERE WAS A N	NSITY ALT THAT THE OTICABLE	OF 4810 F STALL WARN LOSS OF PW	T MSL. IING IR	

File No 166	2 8/16/86	HILLSVILLE,VA	A/C Reg.	No. N3986N	Time (Lcl) - 1320 EDT
Occurrence #1 Phase of Operation		RUN			
 IMPROPER USE IMPROPER USE JUDGEMENT - POOR 	NING/PREPARATION - OF EQUIPMENT/AIRO OF EQUIPMENT/AIRO - PILOT IN COMMAN	DRMED - COMPANY MAIN	PILOT IN COMMAND EXPERIENCE IN TYP NTENANCE PSNL		- PILOT IN COMMAND
Occurrence #2 Phase of Operation	IN FLIGHT COLLIST	ON WITH OBJECT RN TO LANDING AREA (E	EMERGENCY)		
Finding(s) 7. OBJECT - TREE(S) 8. ABORTED TAKEOF					
Occurrence #3 Phase of Operation	DESCENT - UNCONTR	ROLLED			
Probable Cause					
The National Transporis/are finding(s) 1,2		rd determines that th	ne Probable Cause(s) of this acc	cident
Factor(s) relating to	this accident is/	are finding(s) 3,4			

Basic Information Type Operating Certificate-NONE (GENERA	(AVIATION) Aircraf	t Damage		Injur	ies	
Type operating certificate None (denter	SUBSTA		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew		0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	3	0
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - PIPER PA-28R-201	Eng Make/Model - LY			Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		S	tall Warnir	g System	- YES
Max Gross Wt - 2150	Engine Type - RE Rated Power -					
No. of Seats - 4	Rated Power -	200 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point MT. SNOW,VT		OFF AI	RPORT/STRIP		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	DANIELSON, CT		MT. SN			
Wind Dir/Speed- 010/020 KTS	DANTE E SOIT, OT				01	
Visibility ~ 10.0 SM	ATC/Airspace			Lth/Wid -		7 5
Lowest Sky/Clouds -	Type of Flight Plan	- NONE	Runway	Surface -	GRASS/TU	RF
Lowest Ceiling -	Type of Clearance	- VFR	Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 33	Medical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			•
COMMERCIAL	Current - YES Months Since - 7	Total - Make/Model-	3495	Last 24	Hrs ~	2 v /ND
SE LAND, ME LAND	Aircraft Type - UNK/NR	Instrument-	932	Last 30	Days- UN	29
	ATTOTAL TYPE DIRK/ NK	Multi-Eng -		Edst 30	Days	
Instrument Rating(s) - AIRPLANE						
·Narrative						
narrative RTLY AFTER LIFTOFF, THE AIRCRAFT ENCOUNTER	ED A TATI WIND AND DOWNDDAET	ECDCING THE AIDCD	AET DOWNWA	DD AND		

File No 17	42 7/05/86	WEST DOVER,VT	A/C Reg. No. N43792	Time (Lc1) - 1530 EDT
Occurrence #1 Phase of Operation				
 WEATHER CONDITI WIND INFORMAT COMPENSATION FO 	ONTROL - NOT MAINT ON - DOWNDRAFT ION - NOT OBTAINED		OT IN COMMAND	
Occurrence #2 Phase of Operation		ION WITH OBJECT		
Finding(s) 7. OBJECT - TREE(S				
Occurrence #3 Phase of Operation		ROLLED		
Probable Cause				
The National Transpois/are finding(s) 5,		rd determines that th	he Probable Cause(s) of this accid	lent
Factor(s) relating t	o this accident is	/are finding(s) 1,2,3	3,4,7	

asic Information Type Operating Certifica Type of Operation Flight Conducted Under Accident Occurred During	te-NONE (GENERA	L AVIATION)					- 0710 PD	
Flight Conducted Under		L AVIALION)	Aircraft Da	mage	F	Injur		Non
Flight Conducted Under			DESTROYED		Fatal	Serious	Minor	None
	-LOGGING		Fire	Cr		0	0	0
Accident occurred but mg	-DESCENT		ON GROUND	Pa	ss O	0	0	0
ircraft Information								
Make/Model - BELL UH-	1L		lodel - LYCOMI	NG T53-L13B		Installed/		
Landing Gear - SKID		Number Eng			:	Stall Warnir	ng System	- NO
Max Gross Wt - 9500		Engine Typ	_					
No. of Seats - 7		Rated Powe	er - 1250	HP				
nvironment/Operations Inf	ormation							
eather Data	000 05 00155110	Itinerary				Proximity	_	
Method - N/A	ORD OF BRIEFING	Last Depart UNK/NR	ure Point		OFF A.	IRPORT/STRIF	,	
Completeness - N/A		Destination			Airport [Data		
Basic Weather - VMC		LOCAL						
Wind Dir/Speed- 260/00							- N/A	
Visibility - 30.0		ATC/Airspace				y Lth/Wid -		
Lowest Sky/Clouds -			ght Plan - NO			y Surface -		
	- NONE		earance - NO		Runway	y Status -	- N/A	
Obstructions to Vision		Type Apch/L	.ndg - NO	NE				
	- NONE							
Condition of Light	- DAYLIGHT							
ersonnel Information								
Pilot-In-Command		Age - 39	Med	ical Certifi	cate - VALI	MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight F			ight Time (H			•
COMMERCIAL	•	Current	- YES		11250		4 Hrs -	1
SE LAND, ME LAND		Months Since		Make/Model-				NK/NR
TILLION TEN			20. 200	Multi-Eng -			• .	•
Instrument Rating(s)	- ATRPLANE HE	LICOPTER		_				
Instrument Rating(s)	- AIRPLANE, HE							
SE LAND,ME LAND HELICOPTER Instrument Rating(s)	- AIRPLANE,HE	Aircraft Type	204-205	Instrument- Multi-Eng -	UNK/NR 1050	La: Ro	st 90 torca	st 30 Days- U st 90 Days- U torcraft -

File No 1/8	7 5/31/86	WENATCHEE, WA	A/C Reg. No. N4964N	Time (Lc1) - 0710 PDT
Occurrence #1 Phase of Operation	AIRFRAME/COMPONE HOVER	NT/SYSTEM FAILURE/MAL	FUNCTION	
Finding(s) 1. ROTOR DRIVE SYST	EM, INTERMEDIATE G	EAR BOX(42 DEG) - FAT	IGUE	
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS DESCENT - UNCONT			
Finding(s) 2. TERRAIN CONDITIO 3. AUTOROTATION -	N - NONE SUITABLE NOT POSSIBLE - P			
Probable Cause	-			

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

File No 1624 6/12/86 ZIL	LAH, WA A/C Re	g. No. N11VH	Time (Lc1)	- 0445 PDT
Basic Information Type Operating Certificate-EXTERNAL L	OAD Aircraft DESTROY		Inj Fatal Serious	uries Minor None
Type of Operation -AERIAL APP Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING	PLICATION Fire	Crew Pass	0 0	0 1 0
Aircraft Information				
Make/Model - BELL 47G-2 Landing Gear - SKID Max Gross Wt - 2450 No. of Seats - 3		DMING TVO-435-BIA [PROCATING-CARBURETO 270 HP	Stall Warn	/Activated - NO -N/A ing System - NO
Environment/Operations Information				
Weather Data Wx Briefing - NO RECORD OF BRIEFI Method - N/A	BUENA, WA		irport Proximity OFF AIRPORT/STR	
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM	Destination LOCAL	A 11	rport Data Runway Ident	- N/A
Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAWN	ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE	Runway Lth/Wid Runway Surface Runway Status	- N/A
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Biennial Flight Review	Medical Certificate Flight	- VALID MEDICAL- Time (Hours)	NO WAIVERS/LIMIT
COMMERCIAL SE LAND,ME LAND HELICOPTER	Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR			24 Hrs - 3 30 Days- UNK/NR 90 Days- 85 craft - 1398
Instrument Rating(s) - AIRPLANE				
Narrative EN ROUTE TO THE LOCAL SPRAY AREA A TOTAL LO 200 FT AGL OVER A PEAR ORCHARD. THE PLT WAS THE ROOF TOP OF A METAL SHED. THE HELICOPTE SIDE. INVESTIGATION REVEALED THAT THE NUMBE THE NUMBER 3 CYLINDER CONNECTING ROD CAP HA ROD AND CAP. FAILURE OF THE NUMBER 3 CYLIND OF THE OVERHEATING WAS DUE TO A DETERIORATE	S ATTEMPTING TO AUTOROTATE ONTO R CRASHED THROUGH THE ROOF OF R THREE CYLINDER ROD BOLT HAD D FAILED AS A RESULT OF OVERST DER CONNECTING ROD BOLT WAS DUE	A NEARBY ROAD BUT TO THE SHED AND ROLLED OF FAILED. METALLURGICA RESS FORCES DUE TO E	HE LEFT SKID CAU DVER ONTO ITS L EXAM REVEALED XCESSIVE HEATING	GHT THAT OF THE

File No 16	24 6/12/86	ZILLAH,WA	A/C Reg. No. N11VH	Time (Lc1) - 0445 PDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TO	OTAL) - MECH FAILU	RE/MALFUNCTION	
Finding(s) 1. ENGINE ASSEMBLY 2. ENGINE ASSEMBLY 3. ENGINE ASSEMBLY	,CONNECTING ROD - ,BEARING - WORN	FAILURE, TOTAL		
Phase of Operation Finding(s)				
4. AUTOROTATION -	ATTEMPTED - PILOT			
Occurrence #3 Phase of Operation	IN FLIGHT COLLIS	SION WITH OBJECT		
Finding(s) 5. OBJECT - BUILDI	NG(NONRESIDENTIAL))		
Probable Cause				
The National Transpois/are finding(s) 1,		ard determines tha	t the Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is	s/are finding(s) 5		

Basic Information	DAL AVIATION)	oft Domesia		Tmille		
Type Operating Certificate-NONE (GENE		aft Damage TANTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL	Fire	Cre		0	1	0
Flight Conducted Under -14 CFR 91	NONE			Ö	Ö	ŏ
Accident Occurred During -LANDING			•	•		-
Aircraft Information						
Make/Model - WISE OR-71-B	Eng Make/Model - (CONTINENTAL 0-200				
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warnin	g Syster	n - NO
Max Gross Wt ~ 850		RECIPROCATING-CARBU	RETOR			
No. of Seats - 2	Rated Power -	100 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFI		nt	OFF AI	RPORT/STRIP		
Method ~ N/A	RICHLAND, WA					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	LOCAL		RICHLA	_		
Wind Dir/Speed- 360/006 KTS	/			Ident -		
Visibility - 40.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	n - NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance	- NUNE	Runway	Status -	N/A	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	~ FURCED LANDING				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 25	Medical Certifica	3+0 - VALTO	MEDICAL -NO	WATVED:	e/i tmtt
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H		WAIVER	3/ [[111]]
PRIVATE	Current - YES	Total -	652	Last 24	Hrs -	2
SE LAND	Months Since - 23	Make/Model-	47	Last 30		
HELICOPTER	Aircraft Type - UNK/	Make/Model- NR Instrument-	11	Last 90	Davs-	18
HEETOOT TEK	All clare Type Oliky	Multi-Eng -	18	Rotorcr		124
Instrument Rating(s) - NONE						
 Narrative E ON A QUALIFYING LAP FOR AN AIR RACE T						

File No 17	62 8/15/86 	RICHLAND, WA	A/C Reg. No. N26RW	Time (Lcl) - 1610 PDT
Occurrence #1 Phase of Operation	LOSS OF POWER(T	DTAL) - MECH FAILURE/N	MALFUNCTION	
Finding(s) 1. ENGINE ASSEMBLY	,PISTON - FAILURE	,PARTIAL		
Occurrence #2 Phase of Operation		ENCY		
Phase of Operation	HARD LANDING LANDING			
Probable Cause				
The National Transpo	rtation Safety Ro	ard determines that th	ne Probable Cause(s) of this accid	lent

is/are finding(s) 1

Basic Information Type Operating Certificate-NONE (GENERAL	_ AVIATION) Aircraf	t Damage		Injur	ies	
.,,	SUBSTA		Fatal	Serious	Minor	None
Type of Operation -SIGHTSEEING	Fire	Cr		0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	NONE	Pa	ss 0	0	0	0
Aircraft Information						
Make/Model - TAYLORCRAFT BC12-D Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Model - CO Number Engines - 1			Installed/A tall Warnir		
Max Gross Wt - 1500	Engine Type - RE			tair warnin	ig system	- 140
No. of Seats - 2	9 7,	65 HP				
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point			Proximity RPORT/STRIP	.	
Method - N/A	SAME AS ACC/INC		UFF AI	KPUKI/SIKIP	,	
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 320/005 KTS					N/A	
Visibility - 50.0 SM	ATC/Airspace	NONE		Lth/Wid -		D .E
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan Type of Clearance			Surface - Status -		KF
Obstructions to Vision- NONE	Type Apch/Lndg		Kanway	Status	DICT	
Precipitation - NONE	<i>3.</i> (<i>3.</i>)					
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 44	Medical Certifi	00±0 - VALIT	MEDICALNO	. WATVEDS/	LIMIT
	Biennial Flight Review		ight Time (F		WAIVERS/	CIMII
COMMERCIAL, ATP, CFI	Current - YES	Total -			Hrs -	3
SE LAND, ME LAND	Months Since - 1	Make/Model-				K/NR
	Aircraft Type - UNK/NR	Instrument- Multi-Eng -		Last 90	Days-	153
Instrument Rating(s) - AIRPLANE						
PILOT WAS PERFORMING AS A BARNSTORMER CLOS	SE TO A LOCAL FAIR. AFTER C	OMPLETION OF SEV	ERAL LOW PAS	SES THE PIL	.oT	
ATTEMPTING TO MAKE A STEEP 180 DEGREE TURN	N TO A LANDING. THE TURN W	AS COMPLETED AT	INSUFFICIENT	ALTITUDE T	0	

File No. - 1758 8/21/86 CUSICK,WA A/C Reg. No. N95913 Time (Lc1) - 1730 PDT

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

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. PROPER ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - 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

File No 1765 8/24/86 MOUNT	VERNON, WA A/C Reg	. No. N85KB	Т	ime (Lc1) -	0740 PD	Τ
Basic Information						
Type Operating Certificate-NONE (GENERA			F-4-1	Injur		NI
Time of Openships	SUBSTANT		Fatal		Minor 1	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass		0	1	0
Accident Occurred During -LANDING	NUNE	Pass	. 0	O	1	O
accident occurred buring -Landing						
Aircraft Information						
Make/Model - BRENNAN GLASAIR	Eng Make/Model - LYCC	MING IO-360-BIE	ELT	Installed/A	ctivated	- YES/YE
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		S	tall Warnir	g System	- NO
Max Gross Wt - 1500	Engine Type - RECI	P-FUEL INJECTED				
No. of Seats - 2	Rated Power - 2	00 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING				RPORT/STRIP	•	
Method - N/A	ARLINGTON, WA			• -		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	ANACORTES, WA		•		,	
Wind Dir/Speed- CALM			Runwa∨	Ident -	N/A	
Visibility - 20.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -		•		SOFT	
Precipitation - NONE	7,1 1 2 7 2 3					
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 49 M	ledical Certifica	te - VALID	MEDICAL-WA	IVERS/LI	MIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		ht Time (H		- •	
COMMERCIAL	Current - YES	Total -	2113	Last 24	Hrs -	6
SE LAND, ME LAND	Months Since - 0	Make/Model-	43	Last 30	Davs- U	NK/NR
, , , , , , , , , , , , , , , , , , ,	Aircraft Type - UNK/NR		279	Last 90	Davs-	54
		Multi-Eng -	1380	Rotorcr	aft - U	NK/NR
		•				-
Instrument Rating(s) - AIRPLANE						
Narrative						
E PILOT ARRIVED AT THE AIRPORT ABOUT ONE HO	UR REFORE FUEL WAS AVAILABLE	HE ASSUMED THAT	HE HAD EN	OUGH FUEL		
MAINING ON BOARD FOR THE NEXT LEG OF THE FL					FS	
TO THE FLIGHT THE AIRCRAFT'S ENGINE QUIT DU						
OWED FIELD AND NOSED OVER DURING LANDING RO						

File No 17	65 8/24/86 	MOUNT VERNON, WA	A/C Reg. No. N85KB	Time (Lc1) - 0740 PDT
Occurrence #1 Phase of Operation		OTAL) - NON-MECHANICAL		
Finding(s) 1. FLUID, FUEL - EX 2. PREFLIGHT PLANN 3. REFUELING - NOT 4. FUEL SUPPLY - I	ING/PREPARATION - PERFORMED - PILOT		N COMMAND	
Occurrence #2 Phase of Operation		:NCY		
Occurrence #3 Phase of Operation				
Finding(s) 5. TERRAIN CONDITI	ON - SOFT			
Probable Cause		ard determines that the	Probable Cause(s) of this acci	dent

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

Type Operating Certificate-NONE (GENERA		t Damage		Injur		
	DESTRO		Fatal		Minor	None
Type of Operation -PERSONAL	Fire	Crew		0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -LANDING						
-Aircraft Information				,		
Make/Model - CESSNA 172A	Eng Make/Model - CO			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnin	ng System	- YES
Max Gross Wt - 2300	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			OFF AI	RPORT/STRIP	•	
Method - N/A	FRIDAY HARBOR, WA					
Completeness - N/A	Destination		Airport D	ата		
Basic Weather - VMC	LOCAL		D		N1 / A	
Wind Dir/Speed- CALM Visibility - 50.0 SM	ATC/Airspace			ldent - Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Of Crearance		Kunway	Jiaius	147 A	
Precipitation - NONE	Type Apeny Endg	TOROLD LANDING				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 55	Medical Certifica	te - VALID	MEDICAL-WA	IVERS/LIM	IT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flig	ht Time (F	lours)		
PRIVATE	Current - UNK/NR	Total -		Last 24		. 3
SE LAND	Months Since - UNK/NR	Make/Model-	500	Last 30) Days- UN	
	Aircraft Type - UNK/NR	Instrument- Multi-Eng -	3	Last 90	Days-	7
		Multi-Eng -	1	Rotorcr	aft -	1
Instrument Rating(s) - NONE						
Manuativa						
-Narrative PILOT WAS FLYING THE AIRCRAFT AT A LOW AL	TITUDE IN ODDED TO SPOT EIG	H HE DAN THE DICH	T FUEL TAR	IK DDV CAUST	NG	
ENGINE TO OUIT. HE WAS UNABLE TO SWITCH F					.140	
DING WAS MADE CLOSE TO THE SHORELINE WHERE			- ALITIODE	. A TOROLD		

TOTAL) - NON-MECHANICAL MPROPER USE OF - PILOT IN - INADEQUATE - PILOT IN		
- INADEQUATE - PILOT IN		
ì		
GENCY		
ISION WITH OBJECT		
· · · · · · · · · · · · · · · · · · ·		
ISION WITH TERRAIN E/TOUCHDOWN		
		·
	ISION WITH TERRAIN E/TOUCHDOWN	

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

	,WA A/C R	A/C Reg. No. N23TT			Time (Lc1) - 1615 PDT			
-Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION) Aircraf	t Damage		Injur	ies			
	SUBSTA	NTIAL	Fatal	Serious	Minor	None		
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0		
Accident Occurred During -LANDING								
-Aircraft Information								
Make/Model - PIPER PA-18-150	Eng Make/Model - LY			Installed/#				
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warnir	ng Syste	m - NO		
Max Gross Wt - 1760		CIPROCATING-CARBUR	ETOR					
No. of Seats - 2	Rated Power -	150 HP						
-Environment/Operations Information								
Weather Data	Itinerary		Airport	Proximity				
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIR	PORT				
Method - N/A	RENTON, WA							
Completeness - N/A	Destination		Airport D	ata				
Basic Weather - VMC	KENT, WA			AIRPARK				
Wind Dir/Speed- 330/010 KTS					. 33			
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -				
Lowest Sky/Clouds - CLEAR	Type of Flight Plan				ASPHAL	.Т		
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								
Pilot-In-Command	Age - 37	Medical Certifica			WAIVER	S/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			110114 /010		
COMMERCIAL, CFI	Current - YES Months Since - 1	Total - Make/Model-		Last 24 Last 30				
SE LAND, ME LAND	Aircraft Type - UNK/NR							
	All'Crait Type - UNK/NK	Multi-Eng -		Last st	Days	123		
	-	marti tig	.0					
Instrument Rating(s) - AIRPLANE								
-Narrative								
PLT LOST CONTROL OF THE ACFT DURING LAND	ING ROLL AND A GROUND LOOP T	O THE RIGHT OCCURR	ED DESPITE	THE PLTS				
EMPT TO REGAIN CONTROL OF THE ACFT. THE PL					TYPE			

File No. - 1601 8/24/86 KENT, WA A/C Reg. No. N23TT Time (Lc1) - 1615 PDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. BRAKES(NORMAL) - DELAYED - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

File No 1763 8/27/86 KELSO	,WA A/C	Time (Lc1) - 1605 PDT					
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)		ft Damage ANTIAL	Injuries				
Type of Operation -PERSONAL	SUBSI. Fire	Crew	Fatal O	Serious O		None 1	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Ô	0	i	
Accident Occurred During -LANDING	, to the	1 400	ŭ	v	Ŭ	·	
-Aircraft Information							
Make/Model - HEGSTED S16B		DNTINENTAL C-65		Installed/Ad			
Landing Gear - TRICYCLE-FIXED		1		tall Warning	, System -	- NO	
Max Gross Wt - 1125		ECIPROCATING-CARBURE	TOR				
No. of Seats - 2	Rated Power -	65 HP					
Environment/Operations Information	• • • • • • • • •						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary	1	Airport F				
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poin KELSO.WA	τ	ON AIR	ואטי			
Completeness - N/A	Destination		Airport Da	.+-			
Basic Weather - VMC	LOCAL		KELSO	ala			
Wind Dir/Speed- CALM	EUCAL			Ident -	29		
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -		65	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -			
Lowest Ceiling - NONE	Type of Clearance				DRY		
Obstructions to Vision- NONE	Type Apch/Lndg						
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information					=== 4. ===	_	
Pilot-In-Command	Age - 28	Medical Certificat			VERS/LIMI	. 1	
Certificate(s)/Rating(s) STUDENT	Biennial Flight Review Current - N/A	Fligh	T IIME (HO	ours)	Una UNI	/ND	
210DEM1	Months Since - N/A	Total - Make/Model- UN	/3 V/ND	Last 24	Hrs - UNK	/NK /ND	
	Aircraft Type - N/A	Instrument- UN	K/NK K/ND	Last 30	Days- UNF	//NR	
	Afficial Crype N/A	Instrument- UN Multi-Eng - UN	K/NR	Rotorcra	ift - UNF	/NR	
Instrument Rating(s) - NONE							
Narrative STUDENT PILOT WAS ON FINAL WHEN THE ENGIN NG ABOUT 100 YARDS SHORT OF THE RUNWAY. A I NEEDLE VALVE TO THE CARBURETOR WAS FOUND	HARD LANDING WAS MADE WITH	THE AIRCRAFT COMING	TO REST 1		/N		

File No 17	63 8/27/86 KELSO,WA		Time (Lc1) - 1605 PDT
	LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF APPROACH - VFR PATTERN - FINAL APPROACH		
2. MAINTENANCE - I	BURETOR - INOPERATIVE MPROPER - OTHER MAINTENANCE PSNL		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	LANDING		
Occurrence #4 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
Occurrence #5 Phase of Operation	NOSE OVER LANDING - FLARE/TOUCHDOWN		
Probable Cause			
The National Transpo	rtation Safety Board determines that the Prob	pable Cause(s) of this accid	lent

is/are finding(s) 1,2

File No 1767 12/23/86 PAG	CIFIC OCEAN, WA	A/C Reg. No. N	N96361	Time (Lcl) - 1800 PST			
Basic Information	CLUB	Administration Demand			T		
Type Operating Certificate-AIR TRAVEL	CLUB	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious	nes Minor	None
Type of Operation -INSTRUCTIO	MAI	Fire	Crew	7 a (a)	5er 10us 0	MINO!	None 2
Flight Conducted Under -14 CFR 91	MAL	IN FLIGHT	Pass	ő	0	0	Õ
Accident Occurred During -LANDING		114 21411	1 433	Ü	V	Ū	V
Aircraft Information							
Make/Model - DOUGLAS C-54/DC-4		Model - P&W R-2000		ELT	Installed/A	ctivated	- YES-UNK/NI
Landing Gear - TRICYCLE-RETRACTABLE	Number En	gines - 4		S	tall Warnir	ng System	- NO
Max Gross Wt - 73000	Engine Ty	pe - RECIPROCATI	ING-CARBURE	ETOR			
No. of Seats - 4	Rated Pow	er - 1450 HP					_
Environment/Operations Information							
Weather Data	Itinerary			•	Proximity		
Wx Briefing - NO RECORD OF BRIEFI	•			OFF AI	RPORT/STRIF	•	
Method - N/A	ARLINGTO						
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - UNK/NR	LOCAL					_	
Wind Dir/Speed- UNK/NR						· N/A	
Visibility - 2.000 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR		ight Plan - COMPAN	Y (VFR)		Surface -		
	ERCAST Type of Cl			Runway	Status -	N/A	
Obstructions to Vision- FOG	Type Apch/	Lndg - FORCED	LANDING				
Precipitation - RAIN							
Condition of Light - NIGHT(DARK)							
Personnel Information							
Pilot-In-Command	Age - 37	Medical			MEDÍCAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Age - 37 Biennial Flight Current	Review		nt Time (H			
ATP	Current	- YES Tota	al -	4500	Last 24	Hrs -	4
SE LAND, ME LAND	Months Since	- 6 Make	e/Model-	400	Last 30	Days- UN	IK/NR
	Aircraft Typ	e - DC-4 Ins	trument-	850	Last 90	Days-	25
ACC - A		- 6 Make e - DC-4 Inst	ti-Eng -	3500	Rotorc	aft -	20
Instrument Rating(s) - NONE		,	(
Narrative							
E PLT REPTD THAT HE DITCHED HIS DC-4 IN T	HE PACIFIC OCEAN ON	THE EVENING OF DEC	CEMBER 23 A	AFTER EXPE	RIENCING		
I UNCONTROLLABLE NO. 3 ENG FIRE AT THE CON	ICLUSION OF A TNG FL	T. THE DITCHING OCC	CURRED IN 0	DARK NIGHT	CONDITIONS	3	
TH MINIMAL 10 FOOT SWELLS HAVING A PERIOD	OF APPROXIMATELY 1	O SECONDS AND THE	ACRFT WAS F	REPTD TO H	AVE REMAINE	D	
LOAT APPROXIMATELY 10 MINUTES AFTER THE D	ITCHING. ALTHOUGH T	HE FLT PENETRATED 1	THE PACIFIC	COASTAL	ADIZ ON AT	LEAST	
OCCASIONS NO RADAR EVIDENCE CORROBORATED	THE PENETRATIONS NO	R WAS THERE ANY REG	CEIPT OF TH	HE PLTS MA	YDAY ON 12:	.5	
		THE CINCE THE EVENT	T. WX CONDI	INS AT 175	O HRS PST W	/ITHIN	
IZ. NO WRECKAGE HAS BEEN OBSERVED ALONG TH	IE WASHINGTON SHOREL	TIME STIME THE EASIN					
IZ. NO WRECKAGE HAS BEEN OBSERVED ALONG THE MILES OF THE DITCHING WERE REPTD AS MEAS					FOG. SFC		
	SURED 900 FOOT OVCST	WITH 1.5 MILES VIS	S IN LIGHT	RAIN AND			
MILES OF THE DITCHING WERE REPTD AS MEAS	SURED 900 FOOT OVCST TWO PLTS REPTDLY DR	WITH 1.5 MILES VIS	S IN LIGHT VERING A DI	RAIN AND STANCE OF	AT LEAST		

File No. - 1767 12/23/86 PACIFIC OCEAN, WA A/C Reg. No. N96361 Time (Lc1) - 1800 PST Occurrence #1 FIRE Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE ASSEMBLY - UNDETERMINED 2. UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 DITCHING Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,2

File No 1675 6/07/86 KENG	OSHA,WI A/C Reg.	No N1268Z	Ti	me (Lc1) - (0457 CD	Γ
Basic Information Type Operating Certificate-ON-DEMAND			F-4-1	Injuri		Nama
Time of Openstian DOCTTIONING	SUBSTANTIA Fire	aL Crew	Fatal O	Serious O	Minor O	None 2
Type of Operation -POSITIONING Flight Conducted Under -14 CFR 91	none	Pass	0	0	. 0	0
Accident Occurred During -APPROACH	NOINE	rass	U	U	. 0	U
Accident decurred burning -APPROACH						
Aircraft Information						
Make/Model - BEECH 55	Eng Make/Model - CONTI	NENTAL TO-470-L	FIT T	nstalled/Ac	tivated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	10 470 E		all Warning		
Max Gross Wt - 4880	Engine Type - RECIP	-FUEL INJECTED	3.	arr warming	Jyo cem	, 25
No. of Seats - 4	J ,,	O HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport P	roximity		
Wx Briefing - NWS	Last Departure Point			PORT/STRIP		
Method - TELETYPE	TRAVERSE CITY, MI					
Completeness - FULL	Destination		Airport Da	ta		
Basic Weather - IMC	KENOSHA, WI		KENOSHA			
Wind Dir/Speed- 040/005 KTS			Runway	Ident -	14	
Visibility - 10.0 SM	ATC/Airspace		Runway	Lth/Wid -	4100/	75
Lowest Sky/Clouds -	Type of Flight Plan - I		Runway	Surface	ASPHALT	
Lowest Ceiling - OVERCAST	Type of Clearance - I	FR	Runway	Status - I	DRY	
Obstructions to Vision- FOG	Type Apch/Lndg - Vi	OR/TVOR				
Precipitation - NONE						
Condition of Light - NIGHT(BRIGHT	Γ)					
Denominal Information						
Personnel Information Pilot-In-Command	Age - 26 Me	dical Certificat	ho - VALTO	MEDICAL -WAT	VEDC /LT	WTT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (Ho		VEK3/LI	41
COMMERCIAL	Current - YES	Total -		Last 24	Une -	6
SE LAND, ME LAND	Months Since - 6	Make/Model-		Last 30		
SE LAND, ME LAND	Aircraft Type - PA-34	Instrument-		Last 90		
	All Clair Type FA 54	Multi-Eng -	160	Rotorcra		
		Marti trig	100	ROTOLCIA		WARY THIS
Instrument Rating(s) - AIRPLANE						
Narrative						
THE ACFT WAS ON A POSITIONING FLT RETURNING					ER	
WAS CEILING 300 FT AND VISIBILITY 2 MILES.						
FINAL APPROACH COURSE. THE PILOT REPORTED TH					REAFTER	,
THE AIRCRAFT STRUCK SOMETHING. A POWERLINE N						
THE MDA FOR THE APPROACH IS 1180 FEET MSL.	THE ACET WAS THEN VECTORED TO GR	EEN BAY, WI, WH	EKE IT LAND	FD MILHOUL		
FURTHER INCIDENT.						

File No. - 1675 6/07/86 KENOSHA, WI A/C Reg. No. N1268Z Time (Lcl) - 0457 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

•

Finding(s)

1. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND

- 2. IMPROPER USE OF PROCEDURE OVER CONFIDENCE IN PERSONAL ABILITY PILOT IN COMMAND
- 3. WEATHER CONDITION LOW CEILING
- 4. MINIMUM DESCENT ALTITUDE NOT MAINTAINED PILOT IN COMMAND
- 5. OBJECT WIRE, TRANSMISSION

----Probable Cause----

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

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

-Basic Information	AVIATION) A	inenest Demose			Tmille		
Type Operating Certificate-NONE (GENERA		ircraft Damage DESTROYED		Fatal	Injur Serious	Minor	None
Type of Operation -PERSONAL		ire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91		NONE	Pass	1	2	0	0
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - CESSNA 172K		1 - LYCOMING 0-3			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engine				tall Warnir	g System	- YES
Max Grees Wt - 2300	Engine Type Rated Power	- RECIPROCATING	G-CARBURE	TUR			
No. of Seats - 4	Rated Fower	- 150 nP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure RANDOM LAKE,			OFF AI	RPORT/STRIP		
Completeness - N/A	Destination	M.T		Airport D	ata		
Basic Weather - VMC	LOCAL			RLA	ata		
Wind Dir/Speed- 310/006 KTS	EGGAL				Ident -	18	
Visibility - 25.0 SM	ATC/Airspace				Lth/Wid -		100
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE			Surface -		
Lowest Ceiling - NONE	Type of Cleara			Runway	Status -	HIGH VEG	ETATION
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information						TV-500 /1 TM	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 55 Biennial Flight Revi			e - VALID nt Time (H	MEDICAL-WA	IVERS/LIM	11
PRIVATE			-		Last 24	Hrs -	2
SE LAND	Months Since -		Model-	631	Last 30	Davs-	4
or raise	Aircraft Type -				Last 90		38
		Multi	-Eng - UN	IK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE							
Namedia							
Narrative ACFT LOST PWR ON FINAL APPRCH AND CRASHED	THEO A SWAMP POST A	COTDENT INVESTIC	ATTON DEV	EALED THA	T THE ENG		
HAFT WAS WORN REDUCING THE PWR OUTPUT OF		CCIDEMI THAESIIG	WITON KE	CALED ITA	I THE ENG		

File No. - 1732 7/20/86 RANDOM LAKE, WI A/C Reg. No. N79069 Time (Lc1) - 1215 CDT LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation DESCENT - NORMAL Finding(s) 1. ENGINE ASSEMBLY - OUTPUT LOW 2. ENGINE ASSEMBLY, CAMSHAFT - WORN IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 Phase of Operation DESCENT - EMERGENCY Finding(s) 3. TERRAIN CONDITION - NONE SUITABLE 4. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 1650 8/03/86 MOSIN	EE,WI A/C Reg	. No. CGHGF	Τi	me (Lc1) -	0958 CDT	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage		Injur	ies	
-	SUBSTANT	TAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	o ´	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA-20-115	Eng Make/Model - LYCO			nstalled/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			all Warnin	ng System -	- NO
Max Gross Wt - 1800		PROCATING-CARBURE	TOR			
No. of Seats - 4	Rated Power -	25 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport P			
Wx Briefing - FSS	Last Departure Point		ON AIRS	TRIP		
Method - UNK/NR	OSHKOSH, WI					
Completeness - WEATHER NOT PERTINENT			Airport Da			
Basic Weather - VMC	MOSINEE, WI			WISCONSIN		
Wind Dir/Speed- 290/006 KTS	. = - 4		Runway		26	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		150
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 -	TRAFFIC PATTERN				
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information				MEDICAL	TVED0 /1 TM	
Pilot-In-Command		ledical Certificat			TAFK2/LIMI	l I
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (Ho			
PRIVATE	Current - UNK/NR Months Since - UNK/NR			Last 24		1 (1)
SE LAND				Last 30		
	Aircraft Type - UNK/NR	Instrument-	10	Last 90	Days-	47
Instrument Rating(s) - NONE						
Narrative LLOWING DEPARTURE FROM OSHKOSH, WI, THE PLT RX 2500 FT MSL. AFTER RECEIVING AN ARPT ADV CORDING TO THE PLT, A 30-35 DEG CROSSWIND O PORTED THAT DURING THE LANDING ROLL HE REPO	ISORY FROM THE CENTRAL WISCOM F ABOUT 10 KNOTS GUSTING TO	ISIN UNICOM, THE F 5 KNOTS EXISTED A	LT LANDED AT THE TIME	ON RWY 26.		
ERVED. THE PLT STATED THAT IN AN ATTEMPT TO					LOOPED.	

8/03/86 MOSINEE,WI A/C Reg. No. CGHGF Time (Lcl) - 0958 CDT File No. - 1650 Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - INACCURATE - PILOT IN COMMAND 3. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3 Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 1779 9/01/86 C	9/01/86 CHARLESTON,WV A/C Reg. No. N66989 Time (Lc1) - 1151 ED				No. N66989 Time (Lc1) - 1151 EDT	
		craft Damage		Injur		-
		BSTANTIAL	Fatal			None
Type of Operation -PERSONAL			Crew O	0	0	1
Flight Conducted Under -14 CFR 9	1 NO	NE	Pass 0	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information			-			
Make/Model - CESSNA 152	Eng Make/Model	- LYCOMING 0-235-1:		Installed/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines	- 1	9	Stall Warnin	g System ·	- YES
Max Gross Wt - 1670	Engine Type	- RECIPROCATING-CA	RBURETOR			
No. of Seats - 2	Rated Power	- 110 HP				
-Environment/Operations Information	_					
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIE		oint	OFF A	[RPORT/STŔIP		
Method - N/A	LANCASTER, OH					
Completeness - N/A	Destination		Airport I	Data		
Basic Weather - VMC	CHARLESTON, WV		•			
Wind Dir/Speed- 180/004 KTS	,		Runwa	/ Ident -	N/A	
Visibility ~ 5.0 SM	ATC/Airspace		Runwa	, Lth/Wid -	N/A	
Lowest Sky/Clouds -	Type of Flight P	lan - NONE		/ Surface -		
Lowest Ceiling - 4500 FT				/ Status -		
Obstructions to Vision- FOG		- FORCED LANDI		,		
Precipitation - RAIN	Type Aparty Enlag					
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 47	Medical Certi	ficate - VALI	MEDICAL-WA	IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time (i		-•	
PRIVATE	Current - YE		- 194		Hrs -	1
SE LAND	Months Since - 11	Make/Mode	1- 150	Last 30	Davs- UN	K/NR
	Months Since - 11 Aircraft Type - PA	-28 Instrumen	t- 1	last 90	Days-	12
	All of all citype in A	Multi-Eng	- UNK/NR	Rotorcr	aft - UNI	K/NR
		martr ing	2,			,
Instrument Rating(s) - NONE						
Narrative E PLT FLEW THE AIRCRAFT TWICE, ANOTHER P CONTROL THAT HE THOUGHT HE WAS OUT OF RCRAFT SHOWED LESS THAN ONE GALLON OF F EL SYSTEM.	FUEL. AN OFF AIRPORT LANDI	NG WAS ATTEMPTED.	EXAMINATION O	THE		

9/01/86 A/C Reg. No. N66989 Time (Lcl) - 1151 EDT File No. - 1779 CHARLESTON, WV Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) FLUID, FUEL - EXHAUSTION 2. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 3. FLUID - EXHAUSTION 4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND HARD LANDING Occurrence #3 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. EMERGENCY PROCEDURE - IMPROPER USE OF - PILOT IN COMMAND Occurrence #4 NOSE DOWN Phase of Operation LANDING - ROLL Finding(s) 6. LANDING GEAR, NOSE GEAR - BUCKLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 1666 6/1	6/86 JACKSO	N,WY	A/C Reg. N	A/C Reg. No. N114CM		114CM Time (Lc1) - 1500 MDT		
-Basic Information Type Operating Certificate	-NONE (GENERAL	AVIATION)	Aircraft Dama	age		Injur	 i e s	
Type operating continuents	THORE (GENERAL	A 1 2 4 1 2 5 1 7	DESTROYED	-90	Fatal	Serious	Minor	None
	-PERSONAL		Fire	Cre	ew 1	0	0	0
Flight Conducted Under			NONE	Pas	ss 0	0	0	0
Accident Occurred During	-DESCENT							
-Aircraft Information					•			
Make/Model - BEECH C90A			Model - P&W PT6	A-21		Installed/A		
Landing Gear - TRICYCLE-R	ETRACTABLE		ngines - 2		S	tall Warnin	g System	- YES
Max Gross Wt - 9650			pe - TURBOPR					
No. of Seats - 10		Rated Pow	ver - 550 l	НР - <i>-</i>				
-Environment/Operations Infor	mation							
Weather Data	•	Itinerary				Proximity		
Wx Briefing - FSS		Last Depar			OFF AI	RPORT/STRIP		
Method - TELEPHON		OLATHE, K						
Completeness - WEATHER	NOT PERTINENT	Destination			Airport D	ata		
Basic Weather - VMC	14 7 0	SAME AS	ACC/INC			T -1 1		
Wind Dir/Speed- 220/010 Visibility - 20.0		ATC / A				Ident - Lth/Wid -	N/A	
Lowest Sky/Clouds -		ATC/Airspace				Surface -		
Lowest Sky/Clouds -			earance - VFR			Status -		
Obstructions to Vision-			Lndg - NON		Rullway	Status -	N/ A	
Precipitation -		Type Apcily	Lilug Ivolvi					
Condition of Light -	DAYL TGHT							
Pilot-In-Command		Age - 53	Medi	cal Certific	cate - VALID	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)		Biennial Flight	Review	cal Certific Fl [.] Total -	ight Time (H	lours)		
COMMERCIAL		Current	- YES		6700	Last 24	Hrs - UN	K/NR
SE LAND, ME LAND				Make/Model-	500	Last 30	Days- UN	K/NR
		Aircraft Typ	oe - UNK/NR	Instrument-	UNK/NR	Last 90	Days- UN	K/NR
			, !	Multi-Eng -	3000	Rotorcr	aft - UN	K/NR
Instrument Rating(s)	- AIRPLANE							
-Narrative PLT DEPARTED OLATHE, KS, EN	DOLLTE TO JACKS	ON WY THE DIT	DADTOED THE DEN	VED EEAC AND) DEDODTED 4	TC DOCTTION		
FLI DLYAKIED ULAINE. KS. EN								
	MA THEDE MYC							
56 MILES NORTHWEST OF CASPER, ER THE ACCIDENT THAT THE PLT						WILL SIAIL		

File No. - 1666 6/16/86 JACKSON, WY A/C Reg. No. N114CM Time (Lcl) - 1500 MDT IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT Finding(s) 1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, FATIGUE (LACK OF SLEEP) - PILOT IN COMMAND 5. TERRAIN CONDITION - MOUNTAINOUS/HILLY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

1 _ _

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NTSB/AAB-87/11

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