PB88-916906



NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

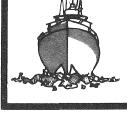
BRIEF FORMAT U.S. CIVIL AND FOREIGN AVIATION ISSUE NUMBER 2 OF 1987 ACCIDENTS

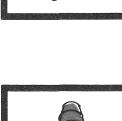


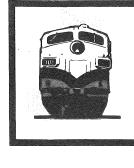
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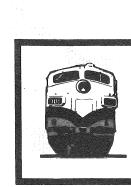
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occurring in U.S. civil 1987. Approximately 200 in this publication repr	is selected aircraft accident i and foreign aviation operation General Aviation and Air Car resent a random selection. The ghteen times each year. The circumstances and probable cau	rier accidents contained is publication is issued Brief Format represents
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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.

<u>Substantial</u> 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. <u>GENERAL</u> AVIATION

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

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

Personal

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

<u>Business</u>

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

<u>Corporate/Executive Operations</u>

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

Instructional Flying

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

Other Flying

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

2. <u>AIR CARRIER</u>

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

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

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

<u>Powerplant</u> - 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

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203	345TR	010487	GALLIPOLIS, OH	CESSNA	414	MINOR	290
204	129ER	042587	DAYTONA BEACH, FL	CESSNA	172P	NONE	152
205	49832	042387	ARCADOA, FL	CESSNA	152	NONE	150
206	6290P	031487	MERIDIAN, MS	PIPER	PA-24-250	SERIOUS	230
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210	218JA	031687	SARASOTA, FL	CESSNA	152	NONE	120
211	726FL	032087	MIAMI, FL	PIPER	PA-28-140	FATAL	122
212	88929	032287	HOMOSASSA, FL	BELL	47-D1	NONE	124
213	3304X	032887	VENICE, FL	CESSNA	310L	NONE	126
214	7344A	040187	JACKSON, MS	CESSNA	A 150M	NONE	234
215	68557	010487	TUCSON, AZ	BELLANCA	8KCAB	MINOR	70
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217	54265	050787	NIGHTMUTE, AK	PIPER	PA-31-350	FATAL	20
218	2754D	050587	KENAI, AK	CESSNA	170B	SERIOUS	18
219	878OS	010187	NEWVILLE, AL	CESSNA	150F	FATAL	44
220	3655M	020187	VENICE, FL	PIPER	PA-28-161	FATAL	114
221	3571X	021987	OXFORD, MS	PIPER	PA-34-200T	FATAL	228
222	9731G	040387	FROSTPROOF, FL	CESSNA	180H	NONE	136
223	6767W	022187	HIXSON, TN	PIPER	PA-28-140	MINOR	332
224	24511	041987	MELBOURNE, FL	CESSNA	152	MINOR	146
226	78BL	010587	PALM CITY, FL	BEECH	/V-35	FATAL	112

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228	704EA	051687	CHINA GROVE, NC	CESSNA	150	NONE	252
230	8459M	020787	WEST MEMPHIS, AR	CESSNA	A 150K	FATAL	56
231	40458	021187	COLO. SPRINGS, CO	BALLOON WORK	FIREFLY 7	SERIOUS	96
232	2691Z	020987	CEDAR CITY, UT	CESSNA	185C	NONE	358
233	8224X	012487	ROSWELL, NM	CESSNA	172B	NONE	274
234	2WF	010487	PUEBLO, CO	CESSNA	T210N	NONE	90
235	2803L	030787	GRAND LAKE, CO	RAVEN	S60A	NONE	102
236	9582V	020787	AIR FORCE ACADE, CO	CESSNA	172 M	NONE	94
237	1741F	021687	CARRIZOZO, NM	CESSNA	172H	MINOR	278
238	1013G	020587	FLORENCE, SC	SWEARINGEN	SA-226TC	NONE	318
239	6577B	010587	ALBUQERQUE, NM	CESSNA	T210M	FATAL	268
240	6321X	012087	TAOS, NM	BEECH	A36	NONE	272
241	20DA	041987	DENVER, CO	SHORTS	SC7	MINOR	106
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243	25863	042587	MIAMI, FL	PIPER	J-3	NONE	154
244	202CH	042587	ROLLING FORK, MS	BELL	47G-2	NONE	240
245	32BB	041287	VENTURA, CA	GRUMMAN	G-44A	SERIOUS	84
246	506ES	040387	MIAMI, FL	PIPER	PA-31-350	NONE	134
247	9545U	041887	REDLANDS, CA	GRUMMAN	AA1C	MINOR	86
248	25111	050287	CHANDLER, AZ	PIPER	PA-38-112	NONE	72
249	1714S	041787	COLUMBUS, NM	AERO COMMAND	S-2D	MINOR	282
250	4069X	040687	CANDO, ND	AERO COMMAND	100-180	MINOR	260
252	80583	021787	ENDICOTT, NY	CESSNA	172-M	NONE	288
253	41531	030487	MIAMI, FL	PIPER	PA-34-200	NONE	116

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255	22470	ConstructConstructConstructConstructConstruct032787SAN LUIS OBISPO, CAPIPERPA-28-235NONE82020287FLIPPIN, ARPIPERPA-34-200NONE54013187DELTA JUNCTION, AKCESSNAC-180-HNONE364020187WOODBRIDGE, VACESSNA152NONE364031887LAS VEGAS, NVCESSNA150NONE286010787MILES CITY, MTAERO COMMAND690ASERIDUS242061187KING SALMON, AKDEHAVILLANDDHC-2NONE30031387BOLIVAR, TNCESSNA152NONE334011287EATONVILLE, WACESSNA172MINOR370011187BREMERTON, WABELLANCA7KCABNONE310031987DEER PARK, AKCESSNA150LMINOR4032787MEDFORD, ORBELLANCA17-30NONE310031987LOPEZ ISLAND, WACESSNA172NONE374040187LAVERNE, OKPIPERPA-32RT-30NONE302010387KENNASAW, GACESSNA182JNONE302011887ALBUQUERQUE, NMAMERICAN AERFALCON CFATAL270061587KVICHAK BAY, AKPIPERPA-12MINOR302013187TAOS, NMBIEECH58NONE248041687ARGUSVILLE, NDBOEINGA75N1MINOR262 <td< td=""><td>54</td></td<>	54				
256	7990V	013187	DELTA JUNCTION, AK	CESSNA	C-180-H	NONE	6
257	6558L	020187	WOODBRIDGE, VA	CESSNA	152	NONE	364
258	457AF	031887	LAS VEGAS, NV	CESSNA	150	NONE	286
259	57133	010787	MILES CITY, MT	AERO COMMAND	690A	SERIOUS	242
260	98EL	061187	KING SALMON, AK	DEHAVILLAND	DHC-2	NONE	30
261	25503	031387	BOLIVAR, TN	CESSNA	152	NONE	334
262	1815Y	011287	EATONVILLE, WA	CESSNA	172	MINOR	370
263	36339	011187	BREMERTON, WA	BELLANCA	7KCAB	NONE	368
264	10780	011587	DEER PARK, AK	CESSNA	150L	MINOR	4
265	4878V	032787	MEDFORD, OR	BELLANCA	17-30	NONE	310
266	64728	031987	LOPEZ ISLAND, WA	CESSNA	172	NONE	374
267	31681	040187	LAVERNE, OK	PIPER	PA-32RT-30	NONE	302
268	3473F	010387	KENNASAW, GA	CESSNA	182J	NONE	164
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270	91844	011887	ALBUQUERQUE, NM	AMERICAN AER	FALCON C	FATAL	270
271	92558	061587	KVICHAK BAY, AK	PIPER	PA-12	MINOR	34
272	9025V	030687	BISMARCK, ND	BEECH	58	NONE	258
273	63915	041687	ARGUSVILLE, ND	BOEING	A75N1	MINOR	262
274	6913L	013187	TAOS, NM	PIPER	PA-28-181	MINOR	276
275	3529W	031887	MISSOULA, MT	PIPER	PA-31-350	NONE	244
275	124AV	031887	MISSOULA, MT	SWEARINGEN	SA-226TC	NONE	246
276	72PB	040687	LA SALLE, CO	GRUMMAN	G-164A	SERIOUS	104
277	402BC	040387	ALTUS, OK	CESSNA	402B	NONE	304

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332	60765	032287	MONTVALE, VA	EAGLE BALLOO	C-7	SERIOUS	366

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356	76ND	012887	MEDFORD, OK	PIPER	PA-31	NONE	298
357	4901G	012187	FORT WORTH, TX	CESSNA	172N	NONE	342
358	7515C	042487	OMAHA, NE	FORNEY	ERCOUPE	NONE	266

XV

File Number	Aircraft Regist.	Date 	Location	Airc Make	raft Model 	Injury Index	Page
359	1718W	042587	N LITTLE ROCK, AR	BEECH	V35B	MINOR	62
360	704UU	042187	WEST MEMPHIS, AR	CESSNA	150	NONE	60
361	2000A	042987	BRINKLEY, AR	GRUMMAN	G-164B	NONE	64
362	9256W	043087	GREELEY, CO	WEATHERLY	620	NONE	108
363	2356Y	041887	BROOKVILLE, OH	CESSNA	177	NONE	294
364	4974J	040487	LEBANON, TN	PIPER	PA-28R-180	NONE	340
365	6990V	032687	WINNSBORO, SC	MOONEY	M2OF	NONE	320
366	8800U	043087	BLYTHVILLE, AR	CESSNA	172F	NONE	66
367	8802B	042387	LINCOLN, KS	EAGLE	DW-1	NONE	196
368	38687	050287	MEADE, KS	PIPER	PA-11	MINOR	200
369	1418Q	052587	HARRISON, AR	CESSNA	150L	NONE	68
370	9858V	050187	OTTAWA, KS	CESSNA	188	NONE	198
371	3767J	051887	FOREST CITY, IA	CESSNA	150G	NONE	186
372	8649G	051287	AKRON, CO	CESSNA	150	NONE	110
373	48590	052687	OGDEN, UT	CESSNA	152	NONE	362
374	73107	032487	DALLAS, TX	CONVAIR	CV-580	NONE	350
375	6785F	031587	KERRVILLE, TX	PIPER	PA-28-151	FATAL	348
376	40968	032187	PARK CITY, UT	RAVEN	S-77A	FATAL	360
377	8454H	051687	CAREFREE, AZ	CESSNA	T 182	SERIOUS	76
378	6699Z	032687	BAINBRIDGE, GA	PIPER	PA-25	NONE	170
379	8864S	021187	COLONY, OK	AIR TRACTOR	AT-302	SERIOUS	300
382	1774R	041287	BURNETT INLET, AK	CESSNA	185	NONE	16
383	4298T	032887	NEWBERG, OR	PIPER	PA-28-140	NONE	312
384	65994	060587	SNOHOMISH, WA	CESSNA	172P	NONE	376
385	43944	061287	KETCHIKAN, AK	TAYLORCRAFT	BC12-D	NONE	32

XVI

File Order Listing - Issue No. 2, 1987

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File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury Index	Page
386	5824J	022087	CROSSVILLE, TN	CESSNA	182P	FATAL	330
387	5596P	041987	CATALINA, CA	PIPER	PA-24-250	MINOR	88
388	29652	041787	PICKENS, MS	CESSNA	177	NONE	236
389	43867	050387	FT.LAUDERDALE, FL	DOUGLAS	DC-6A	NONE	160
390	1253M	050887	SAN JUAN, PR	CESSNA	337E	SERIOUS	314
391	5858D	070587	RED LODGE, MT	PIPER	PA-22-150	NONE	250
392	6124T	062787	DEMING, NM	CESSNA	182RG	NONE	284
393	6285Q	032287	CARLSBAD, NM	CESSNA	152	NONE	280
394	63597	053187	LAKE WALES, FL	CESSNA	172P	MINOR	162
395	90398	032287	BELLEFONTAINE, OH	CHAMPION	7FC	NONE	292
396	7734U	062987	DENMARK, GA	CESSNA	172E	NONE	176
397	99436	032287	COTTONDALE, AL	ENGINEERING	415-D	SERIOUS	48
398	7624	071287	MONROE, GA	SCHLEICHER	К8В	NONE	178
399	86079	020587	DODGEVILLE, WI	AERONCA	11AC	NONE	378
400	757SX	020687	LITTLE FALLS, MN	CESSNA	152	NONE	212

AIRCRAFT ACCIDENT REPORTS BRIEF FORMAT U.S. CIVIL AND FOREIGN AVIATION ISSUE NUMBER 2 OF 1987 ACCIDENTS

National Transportation Safety Board Washington, D.C. 20594

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Brief of Accident

File No 208 1/08/87 SHOA	L COVE,AK A/C	Reg. No. N1018H	Τ	ime (Lcl) -	1336 AST	
Basic Information Type Operating Certificate-ON-DEMAND A Name of Carrier -FOSTER GOOD Type of Operation -NON SCHED,D Flight Conducted Under -14 CFR 135 Accident Occurred During -TAXI	RICH SUBST OMESTIC,PASSENGER Fire NONE	ANTIAL Cre Pas	ew O ss O	. 0	Minor O O	None 1 1
Aircraft Information Make/Model - DEHAVILLAND BEAVER DHC Landing Gear - AMPHIBIAN Max Gross Wt - 5090 No. of Seats - 7	-2 Eng Make/Model - P Number Engines - Engine Type - R Rated Power -	& W R985SB3 1 ECIPROCATING-CARBL	ELT Stal	Installed/# 1 Warning S	Activated	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - ACFT RADIO Completeness - WEATHER NOT PERTINEN Basic Weather - VMC Wind Dir/Speed- 130/026 KTS Visibility - 6.0 SM Lowest Sky/Clouds - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 1600 FT OVE Obstructions to Vision- FOG Precipitation - SNOW Condition of Light - DAYLIGHT	T Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan RCAST Type of Clearance Type Apch/Lndg	- COMPANY (VFR) - NONE - TRAFFIC PATTERN FULL STOP	ON AIR Airport D Runway Runway Runway Runway N	ata Ident - Lth/Wid - Surface - Status -	WATER	_M
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,SE SEA Instrument Rating(s) - AIRPLANE	Biennial Flight Review Current - UNK/N Months Since - UNK/N Aircraft Type - UNK/N COVE, AK AND WAS STEP TAXII	Medical Certific Fli Total - Make/Model- Instrument- Multi-Eng -	ate - VALID ight Time (H 8300 UNK/NR UNK/NR UNK/NR	MEDICAL-NG ours) Last 24 Last 30 Last 90 Rotorce RING THE TA	4 Hrs - UNA) Days- UNA) Days- UNA raft - UNA	

Time (Lc1) - 1336 AST File No. - 208 1/08/87 SHOAL COVE,AK A/C Reg. No. N1018H -----Occurrence #1 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAXI - FROM LANDING Finding(s) 1. AIRPORT FACILITIES, OBSTRUCTION MARKING - UNAVAILABLE 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIDDEN OBSTRUCTION(S) 3. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND 4. UNSAFE/HAZARDOUS CONDITION - NOT IDENTIFIED - OTHER PERSON _____ _____ ----Probable Cause----

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

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Ai	rcraft Damage			Injur	ies	
·) po opositioning oos on source stand (all source stand		UBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		re	Crew	0	0	1 1	0
Flight Conducted Under -14 CFR 91	N	ONE	Pass	0	0	1	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA 150L	Eng Make/Model		0-200-A		nstalled/A		
Landing Gear - TRICYCLE-FIXED	Number Engines				all Warnir	ng System	- YES
Max Gross Wt - 1600	Engine Type		NG-CARBURE	TOR			
No. of Seats - 2	Rated Power	- 100 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEFING				ON AIRF	ORT		
Method - N/A	SAME AS ACC/I	NC					
Completeness - N/A	Destination			Airport Da			
Basic Weather - VMC	SAME AS ACC/I	NC		DEER PA		16	
Wind Dir/Speed- UNK/NR Visibility - 20.0 SM	ATC/Airspace				Ident - Lth/Wid -	16	75
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE			Surface -		/5
Lowest Ceiling - NONE	Type of Clearan				Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		.0P	Kunway	514145	3100 0	John Acted
Precipitation - NONE	i jpo Apon, Endg	1022 01	0.				
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 59	Medical			MEDICAL-WA	IVERS/LIN	AIT
Certificate(s)/Rating(s)	Biennial Flight Revie			nt Time (Ho			
PRIVATE	Current - Y	ES Tọta	al -	170	Last 24		1
SE LAND	Months Since -	9 Make	/Model-	170	Last 30) Days- UN	•
	Aircraft Type - 1	50 Inst	rument-	0	Last 90	Days-	39
		Mult	i-eng -	0	Rotorcr	aft -	0
Instrument Rating(s) - NONE							
Nonotivo							
-Narrative PLT REPORTED THE ACFT VEERED TO THE LEFT							

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File No 2	64 1/15/87	DEER PARK,AK	A/C Reg. N	o. N10780	Time (Lcl) - 15	20 PST
Occurrence #1 Phase of Operation	LOSS OF CONTROL LANDING	- ON GROUND				
2. DIRECTIONAL CON	TROL - INADEQUATE	AREA CONDITION - SNOV - PILOT IN COMMAND - PILOT IN COMMAND	V COVERED			
Occurrence #2 Phase of Operation	NOSE OVER LANDING - ROLL					
Probable Cause				``		
The National Transpo	rtation Safety Boa	rd determines that the	e Probable Cause(s) of this acc	cident	

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

Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Dam	age		Inju	ries	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -BUSINESS		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 9	1	NONE	Pass	0	0	0	2
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA C-180-H		Model - CONTINE					
Landing Gear - TAILWHEEL-ALL FIXED					tall Warni	ng System	- YES
Max Gross Wt - 2800		/pe - RECIPRO		ETOR			
No. of Seats - 6	Rated Pol	ver - 230	HP				
Environment/Operations Information	-						
Weather Data	Itinerary			Airport I			
Wx Briefing - FSS Method - IN PERSON	Last Depar			OFF AI	RPORT/STRI	2	
	FAIRBAN	•					
Completeness - FULL	Destination			Airport Da	ata		
Basic Weather - VMC Wind Dir/Speed- VARIABLE/010 KTS	SAME AS	ACC/INC		Bunkay	Ident	- N/A	
Visibility - 20.0 SM	ATC/Airspace	-			Lth/Wid		
Lowest Sky/Clouds - UNK/NR		- light Plan - VFF)		Surface		
	DVERCAST Type of C				Status		COMPACTED
Obstructions to Vision- UNK/NR		Lndg - STR					-
Precipitation - NONE		FUL	L STOP				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 32		cal Certifica			AIVERS/LI	TIM
Certificate(s)/Rating(s)	Biennial Flight	Review		ht Ti me (He			
PRIVATE	Current		Total -			4 Hrs -	2
SE LAND		e - 11	Make/Model-	109	Last 30) Days- U	
	Aircraft ly	be – UNK/NR	Instrument-	51 /////	Last 90) Days- raft -	
			Multi-Eng - U	NK/ NK	Rotorci	art -	3
Instrument Rating(s) - AIRPLAN	E						
· · · ·							
Narrative							
E PILOT ATTEMPTED A GLACIER LANDING IN (JAYLIGHI CUNDITIONS /	AND WAS UNABLE I	U MAINIAIN SU	KFAUE REFE	KENCE. HE		

File No 256 1/31/8	7 DELTA JUNCTION,AK	A/C Reg. No. N7990V	Time (Lcl) - 1100 AST	
Occurrence #1 LOSS OF CONTR				
Phase of Operation LANDING - FLA	RE/TOUCHDOWN			
Finding(s)				
1. IN-FLIGHT PLANNING/DECISION -	INADEQUATE - PILOT IN COMMAN	ID		
2. TERRAIN CONDITION - ROUGH/UNEV				
3. WEATHER EVALUATION - POOR - PI				
4. TERRAIN CONDITION - SNOW COVER 5. WEATHER CONDITION - UNFAVORABL				
6. DIRECTIONAL CONTROL - INADEQ				
7. RECOVERY FROM BOUNCED LANDING)		
Occurrence #2 NOSE OVER				
Phase of Operation LANDING - FLA	RE/TOUCHDOWN			

----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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information						
Type Operating Certificate-NONE (GENERAL A	VIATION) Aircrat	t Damage		Injur	ies	
	SUBST		Fatal		Minor	
Type of Operation -PERSONAL	Fire	Crew		0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	1	1
Aircraft Information						
Make/Model - CESSNA 182		DNTINENTAL 0-470-L		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -		S	tall Warnin	g System -	YES
Max Gross Wt - 2550		ECIPROCATING-CARBURE	TUR			
No. of Seats - 4	Rated Power -	230 HP				
Environment/Operations Information						
Veather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	t	•	RPORT/STRIP		
Method - N/A	VALDEZ CREEK, AK	-				
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - IMC	PALMER, AK		•			
Wind Dir/Speed- VARIABLE			Runway	Ident -	N/A	
Visibility200 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - PART OBS			Runway	Surface -	N/A	
Lowest Ceiling - 300 FT OBSCURE			Runway	Status -	ROUGH	
Obstructions to Vision- UNK/NR	Type Apch/Lndg	- FORCED LANDING				
Precipitation - SNOW						
Condition of Light - NIGHT(DARK)						
Personnel Information						
Pilot-In-Command Ac	le - 48	Medical Certificat	e - VALID	MEDICAL-WA	IVERS/LIMI	т
Certificate(s)/Rating(s) Bi	ennial Flight Review	Fliah	nt Time (He			
PRIVATE	Current - YES	Total -	609	Last 24	Hrs -	2
SE LAND	Months Since - 6	Make/Model-	120	Last 30	Days- UNK	/NR
	Aircraft Type - C-182	Instrument-	11	Last 90	Days- UNK	/NR
					-	

----Narrative----

THE PVT PLT TOOK OFF AT NIGHT AND FLEW INTO INSTRUMENT CONDITIONS. HE HAD FAILED TO UNLOCK THE DIRECTION GYRO UNTIL THE ACFT ENTERED THE CLOUDS. THE ACFT CRASHED 32 MILES FROM THE DEPARTURE POINT DUE TO FUEL EXHAUSTION. AUTOMOTIVE FUEL WAS BEING USED IN THE ACFT WITHOUT AN STC. THE TOP SPARK PLUGS WERE FOUND SOOT COVERED EVENTHOUGH THEY HAD BEEN CLEANED JUST PRIOR TO THIS FLT. A SMALL AMOUNT OF FUEL WAS FOUND IN THE RIGHT WING FUEL TANK.

A/C Reg. No. N5312B Time (Lc1) - 2130 AST File No. - 307 2/04/87 PAXSON, AK _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ LOSS OF POWER(PARTIAL) - NON-MECHANICAL Occurrence #1 Phase of Operation MANEUVERING Finding(s) 1. FLUID, FUEL - IMPROPER 2. MIXTURE - IMPROPER -3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND 4. FLIGHT/NAV INSTRUMENTS.DIRECTIONAL GYRO - LOCKED 5. MIXTURE CONTROL - IMPROPER 6. MIXTURE - IMPROPER -7. JUDGEMENT - POOR - PILOT IN COMMAND 8. WEATHER CONDITION - OBSCURATION 9. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND 10. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Findina(s) 11. BECAME LOST/DISORIENTED - UNCONTROLLED - PILOT IN COMMAND 12. TERRAIN CONDITION - MOUNTAINOUS/HILLY 13. LIGHT CONDITION - NIGHT ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,8,10

Factor(s) relating to this accident is/are finding(s) 2,5,7,9,11,12,13

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Brief of Accident

asic Information		anaft Damage		Tandasan		
Type Operating Certificate-NONE (GENER		craft Damage BSTANTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL	Fir		rew 0		0	1
Flight Conducted Under -14 CFR 91	NO		ass O	0 0	. 0	0
Accident Occurred During -TAXI						
ircraft Information						
Make/Model - PIPER PA-18		- LYCOMING 0-320-A2				
Landing Gear - SKI	Number Engines			Stall Warnin	ng System	- YES
Max Gross Wt - 1750		- RECIPROCATING-CAR	BURETOR			
No. of Seats - 2	Rated Power	- 150 HP				
nvironment/Operations Information						
leather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure P	oint	OFF A	IRPORT/STRIP		
Method - TELEPHONE	FAIRBANKS,AK Destination			Doto		
Completeness - FULL Basic Weather - VMC	SAME AS ACC/IN		Airport CLEAR			
Wind Dir/Speed- CALM	SAME AS ACC/IN				N/A	
Visibility - 15.0 SM	ATC/Airspace			y Lth/Wid -		
Lowest Sky/Clouds - 8000 FT	Type of Flight P	lan - VER		y Surface -		
Lowest Ceiling - 8000 FT BR				y Status -		CRUSTED
Obstructions to Vision- NONE		- TRAFFIC PATTER		,	DRY	0
Precipitation - NONE	.,po,,po,,,g	STOP AND GO			2	
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 39	Medical Certif	icate - VALI	D MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Age - 39 Biennial Flight Review	F F	light Time (Hours)		
COMMERCIAL	Current - YE	S Total ·	- 2659	Last 24	Hrs -	3
SE LAND, SE SEA	Months Since - 13	Make/Model	- 1074	Last 30		
	Aircraft Type - U-	206 Instrument	- 62	Last 90	Days-	85
Instrument Rating(s) - NONE						
The trainente Rachig(e) Hone						

THE RIGHT SKI TOED INTO A LARGE SNOW DRIFT ON ROUGH SURFACE ICE.

A/C Reg. No. N102TC	Time (Lcl) - 1345 AST	
ERRAIN		
, TOTAL		
	ERRAIN I COMMAND TOTAL DED - PILOT IN COMMAND	I COMMAND , TOTAL

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

and the second second

Brief of Accident

File No. - 300 3/01/87 HAINES, AK A/C Reg. No. N2OOLK Time (Lcl) - 1330 AST _____ ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries DESTROYED Fatal Serious Minor None Type of Operation -PERSONAL Fire Crew 0 0 1 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 1 Accident Occurred During -LANDING ----Aircraft Information----Make/Model - CONSOLIDATED LAKE LA-4-200 Eng Make/Model - LYCOMING IO-360 ELT Installed/Activated - YES/YES Landing Gear - AMPHIBIAN Number Engines - 1 Stall Warning System - UNK/NR Max Gross Wt - 2400 Engine Type - RECIP-FUEL INJECTED No. of Seats -4 Rated Power - 200 HP ---------Environment/Operations Information----Weather Data Airport Proximity Itinerary Wx Briefina - UNK/NR OFF AIRPORT/STRIP Last Departure Point Method - UNK/NR NORTHWAY, AK Completeness - UNK/NR Destination Airport Data Basic Weather - VMC JUNEAU.AK Wind Dir/Speed- 360/035 KTS Runway Ident - N/A Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds -7500 FT SCATTERED Type of Flight Plan - VFR Runway Surface - N/A Lowest Ceilina NONE Type of Clearance - NONE Runway Status - N/A **Obstructions to Vision- NONE** Type Apch/Lnda - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT ----Personnel Information----Pilot-In-Command Aae -34 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total 355 Last 24 Hrs - UNK/NR 270 SE LAND.SE SEA Months Since - 1 Make/Model-Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Davs- 9 Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE ----Narrative----WHILE AT CRUISE A TOTAL LOSS OF ENGINE OIL PRESSURE OCCURRED WITH THE ENGINE SEIZING SHORTLY AFTERWARDS. THE AIRCRAFT WAS FORCE LANDED INTO TREES IN A REMOTE AREA. THE AIRCRAFT CAME TO REST INVERTED. DUE TO THE POSITION OF

THE AIRCRAFT, EXAMINATION OF THE ENGINE WAS NOT POSSIBLE. CAUSE OF THE LOSS OF OIL PRESSURE WAS NOT DETERMINED.

File No 3	00 3/01/87 HAINES,AK	A/C Reg. No. N2OOLK	Time (Lc1) - 1330 AST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - MECH FAILURE, CRUISE	MALFUNCTION	
Finding(s) 1. FLUID,OIL - NO 2. ENGINE ASSEMBLY 3. ENGINE ASSEMBLY	- OVERTEMPERATURE		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT LANDING - ROLL		
Finding(s) 4. OBJECT - TREE(S			
Probable Cause			
The National Transpo is/are finding(s) 1,	rtation Safety Board determines that 1 2,3	the Probable Cause(s) of this accide	ent

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

1.000

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Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircra	ft Damage		Injur	ries	
		ANTIAL	Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Cre		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pas	ss O	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - PIPER PA-22-20	Eng Make/Model - L			[nstalled/#		•
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warnir	ng System	- YES
Max Gross Wt - 1950	Engine Type - R		JRETOR			
No. of Seats - 4	Rated Power - U	NK/NR 				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•	t	ON AIR	PORT		
Method - N/A	FAIRBANKS, AK		Adamant D	- + -		
Completeness - N/A Basic Weather - VMC	Destination SAME AS ACC/INC		Airport Da	ata NKS INT'L A		
Wind Dir/Speed- 180/005 KTS	SAME AS ACC/INC				- 19L	
Visibility - 60.0 SM	ATC/Airspace			Lth/Wid -		60
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance				- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg		1			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information		•				
Pilot-In-Command	Age - 32	Medical Certific) WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (H			
STUDENT	Current - N/A	Total - Make/Model-	53	Last 24	Hrs - U	
	Months Since - N/A Aircraft Type - N/A	Instrument-) Days- U) Days- U	
	Affectant Type - N/A	Instrument-	0	Last 90	J Days- U	NR/INK
Instrument Rating(s) - NONE						
Instrument Rating(s) - NONE Narrative HE STUDENT PILOT LOST CONTROL OF THE ACFT WH						

File No 345	3/17/87	FAIRBANKS, AK	A/C Reg. No. N3008Z	Time (Lcl) - 1142 AST	
	SS OF CONTROL NDING - ROLL	- ON GROUND			
	OL - NOT MAINT	- FAILURE,PARTIAL AINED - PILOT IN COM DEQUATE TRAINING - P			

----Probable Cause----

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

4/12/87 File No. - 382 BURNETT INLET, AK A/C Reg. No. N1774R Time (Lc1) - 1650 ADT _____ ----Basic Information----Type Operating Certificate-ON-DEMAND AIR TAXI Aircraft Damage Injuries Name of Carrier -DAVID WARNER SUBSTANTIAL Fatal Serious Minor None Type of Operation -NON SCHED, DOMESTIC, CARGO Fire Crew 0 0 0 1 Flight Conducted Under -14 CFR 135 NONE Pass 0 0 0 0 Accident Occurred During -LANDING ----Aircraft Information----Make/Model - CESSNA 185 Eng Make/Model - CONTINENTAL IO-520-D ELT Installed/Activated - YES/YES Landing Gear - FLOAT Number Engines - 1 Stall Warning System - YES Engine Type - RECIP-FUEL INJECTED Max Gross Wt - 3200 No. of Seats - 6 Rated Power - 300 HP _____ ----Environment/Operations Information----Weather Data Airport Proximity Itinerary - UNK/NR OFF AIRPORT/STRIP Wx Briefing Last Departure Point - UNK/NR Method WRANGELL,AK Completeness - UNK/NR Destination Airport Data Basic Weather - VMC BURNETT INLET, AK Wind Dir/Speed- 190/015 KTS Runway Ident - N/A Visibility - 9.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds -Type of Flight Plan - VFR Runway Surface - WATER Lowest Ceiling - 2000 FT OVERCAST Type of Clearance - NONE Runway Status - WATER-CALM - FULL STOP Obstructions to Vision- NONE Type Apch/Lndg Precipitation - RAIN Condition of Light - DAYLIGHT _____ ----Personnel Information----Pilot-In-Command Aae - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Fliaht Time (Hours) Total - 4416 COMMERCIAL.CFI Current - YES Last 24 Hrs -Last 30 Days- UNK/NR Months Since - 6 SE LAND.ME LAND.SE SEA Make/Model-117 Last 90 Days- 230 Aircraft Type - UNK/NR Instrument-49 Multi-Eng -16 Instrument Rating(s) - AIRPLANE _____ ----Narrative----THE PLT LEFT THE LANDING GEAR IN THE DOWN POSITION AFTER TAKEOFF. DURING THE WATER LANDING, WITH THE GEAR IN THE DOWN POSITION. THE ACFT NOSED OVER.

File No 3	82 4/12/87	BURNETT INLET, AK	A/C Reg. No. N1774R	Time (Lcl) - 1650 ADT
Occurrence #1 Phase of Operation	ON GROUND COLLIS Landing - Flare/	ION WITH TERRAIN TOUCHDOWN		

Finding(s)

1. WHEELS DOWN LANDING IN WATER - INADVERTENT - PILOT IN COMMAND

2. TERRAIN CONDITION - WATER, GLASSY

----Probable Cause----

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

Basic Information							
Type Operating Certificate-NONE (GENERAL	. AVIATION) Aircr	raft Damage			Injur		
	SUBS	STANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire		Crew	0	2	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	<u> </u>	Pass	0	0	0	0
Aircraft Information	· · · · · · · · · · · · · · · · · · ·						
Make/Model - CESSNA 170B	Eng Make/Model -	LYCOMING 0-340	- 1A 1	ELT	Installed/A	Activated -	· YES/YE
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -				tall Warnir		
Max Gross Wt - 2200	Engine Type -					3 - ,	-
No. of Seats - 4	Rated Power -	170 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Po			OFF AI	RPORT/STRIF)	
Method - N/A	SAME AS ACC/INC						
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL			_			
Wind Dir/Speed- 050/005 KTS						- N/A	
Visibility - 20.0 SM	ATC/Airspace				•	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Pla					- N/A	
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance			Runway	Status -	- N/A	
	Type Apch/Lndg	FORCED LAN					
Precipitation - NONE Condition of Light - DAYLIGHT		FURCED LAN	DING				
Personnel Information Pilot-In-Command	Age - 41	Medical Cer	+:f:+				TMTT
Certificate(s)/Rating(s)	Biennial Flight Review			t Time (H		WAIVERS/L	- 1 141 1
PRIVATE	Current - YES	Total		064	Lact 2/	l Hrs -	2
SE LAND, SE SEA	Months Since - 1 Aircraft Type - C-17	Make /Mo	del-	504	Last 30 Last 90) Davs- INM	∠ (/NR
JE LAND, JE JEA		make/MO		J2	Last St	Days UNF	

Instrument Rating(s) - NONE

----Narrative----

THE PILOT STATED DURING A LOW LEVEL FLIGHT ABOVE THE TREES, THE AIRCRAFT STARTED TO VIBRATE. A FEW SECONDS LATER THE PROPELLER COMPLETELY SEPARATED FROM THE AIRCRAFT. THE PROPELLER WAS NOT LOCATED IN THE WOODED AREA. THE PROPELLER SEPARATED FROM THE AIRCRAFT FOR UNDETERMINED REASONS.

File No 2 ⁻	18 5/05/87 KENAI,AK	A/C Reg. No. N2754D	Time (Lc1) - 2100 ADT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - MECH FAILURE MANEUVERING	/MALFUNCTION	
2. AIRCRAFT HANDI 3. PROPELLER SYSTEM	M/ACCESSORIES,HUB - FAILURE,TOTAL ING - NOT MAINTAINED - PILOT IN COMM M/ACCESSORIES - SEPARATION MAINTAINED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
	ON GROUND COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN		
inding(s) 5. OBJECT - TREE(S)		
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
Probable Cause			

is/are finding(s) 1,3

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

Brief of Accident

Basic Information Type Operating Certificate-ON-DEMAND A	TD TAYT	Ainc	raft Damage			In	unioc	
Name of Carrier -PHILIP BING	MAN		TROYED		Fatal	Serious	uries 6 Minor	None
Type of Operation -NON SCHED,C Flight Conducted Under -14 CFR 135	OMESTIC, CARGO	Fire		Crew		0	0	0
		ON	GROUND	Pass	; 0	0	Ο.	0
Accident Occurred During -MANEUVERING	ì 							
Aircraft Information								
Make/Model - PIPER PA-31-350			LYCOMING TI	0-540-J2E			Activated	
Landing Gear - TRICYCLE-RETRACTABLE	Number Er				5	tall Warr	ning System	n - YES
Max Gross Wt - 6315	Engine Ty		RECIP-FUEL	INJECTED				
No. of Seats - 2	Rated Pow	er -	300 HP					
Environment/Operations Information	Thingson					D		
Weather Data Wx Briefing - NO RECORD OF BRIEFIN	Itinerary IG Last Depar	tuna De				Proximity RPORT/STR		
Method - N/A	BETHEL,		omt		OFF AI	RPURI/SIF	(19	
Completeness - N/A	Destination				Airport D	ata		
Basic Weather - IMC	LOCAL				Anport	ata		
Wind Dir/Speed- 140/006 KTS	LOOAL				Runway	Ident	- N/A	
Visibility - 1.000 SM	ATC/Airspace	•				Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Fi	ight Pl	an - COMPANY	(VFR)		Surface		
Lowest Ceiling - 500 FT OBS						Status		
Obstructions to Vision- FOG	Type Apch/	Lndg	- NONE		-			
Precipitation - SNOW		_						
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 40		Medical		ate - VALIC		WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight				ght Time (H			
PRIVATE, COMMERCIAL, ATP	Current	- YES		1 -			24 Hrs -	3
SE LAND, ME LAND	Months Since	-		/Model-			30 Days-	
	Aircraft Typ	e - PA-		rument-		Last	9 0 Days-	20
			Muit	i-Eng -	5083			
Instrument Rating(s) - UNK/NR								
Narrative								
AIRCRAFT WAS DESTROYED WHEN THE AIRCRAFT	STRUCK A 350 F001	HIGH H	ILL ALONG IT	S ROUTE.	THIS FLIGH	IT WAS A P	ART	
ON-DEMAND AIR TAXI CARGO FLIGHT. SEVERAL								
R FLIGHTS. BOTH GROUND REPORTS AND PILOT							NCC	

5/07/87 A/C Reg. No. N54265 File No. - 217 NIGHTMUTE, AK Time (Lc1) - 1415 ADT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND 3. WEATHER CONDITION - FOG 4. WEATHER CONDITION - LOW CEILING 5. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 Phase of Operation MANEUVERING -----_____ ----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

Brief of Accident

Type Operating Certificate-NDNE (GENERAL AVIATION) Aircraft Damage Injuries SUBSTANTIAL Fatal Serious Minor Nor Pright Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -DESCENT		TNA, AK A/C	C Reg. No. N9685				1900 ADT	
Type of Operation -PERSONAL Fire Crew 0 1 0 0 0 Flight Conducted Under 14 CFR 91 NONE Pass 0	-Basic Information Type Operating Certificate-NONE (GENERA							
fight Conducted Under -14 CFR 91 NONE Pass 0 <th0< th=""> 0 <th0< th=""></th0<></th0<>				Fa		ious		None
Accident Occurred During -DESCENT -Aircraft Information Make/Model - TAYLDRCRAFT BC-12D Eng Make/Model - CONTINENTAL C85-12F ELT Installed/Activated - UNK/ Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - NO Max Gross Wt - 1200 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 85 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wa Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Mated Deven - WA Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed 230/008 KTS RUNWAY Ident - N/A Visibility - 50.0 SM ATC/Airspace Runway Uth/Wid - N/A Lowest Ceiling - NONE Type of Flight Plan - NONE Runway Status - N/A Dostructions to Vision- NONE Type of Clearance - NONE Runway Status - N/A Dostructions to Vision- NONE Type of Clearance - NONE Runway Status - N/A Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 280 Last 24 Hrs - 2 Non Status 30 Days - 190 Instrument Rating(s) - NONE Narrative 200 Hour PRIVATE PILOT WAS OBSERVED DOING STEEPLY BANKED TURNS IN EXCESS OF 90 DEGREES, INSIDE LOOPS AND HER AEROBATIC MANEUVERS, PRIOR TO SPIN AT AN ESTIMATED ALTITUDE OF 1500 T0 2000 FET. THE AIRPLANE PREVATE DIATE NONE Narrative 200 HOUR PRIVATE PILOT WAS OBSERVED DOING STEEPLY BANKED TURNS IN EXCESS OF 90 DEGREES, INSIDE LOOPS AND HER AEROBATIC MANEUVERS, PRIOR TO ENTERING A SPIN AT AN ESTIMATED ALTITUDE OF 1500 T0 2000 FET. THE AIRPLANE PRECID APROXIMATELY 8 TURNS PRIOR TO SPIN RECOVERY AND STRUCK TREES DURING THE PULL-UP PHASE OF THE 200KFN. THE PILOT REMAINED CONSCIOUS AND WAS ABLE TO CRAWA WAY FROM HIS BADLY DAMAGED AIRPLANE, A VIDEO					-		•	0
-Aircraft Information Make/Model - TAYLDRCRAFT BC-12D Eng Make/Model - CONTINENTAL C85-12F ELT Installed/Activated - UNK/ Landing Gear - TAILWHEL-ALL FIXED Number Engines - 1 Stall Warning System - NO Max Gross Wt - 1200 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 85 HP 		NONE		Pass	0	0	0	0
Make/Model - TAYLDRCRAFT BC-12D Eng Make/Model - CONTINENTAL C85-12F ELT Installed/Activated - UNK/ Stall Warning System - NO Max Gross Wt - 1200 Number Engines - 1 Stall Warning System - NO Number Engines - 2 Rated Power - RECIPROCATING-CARBURETOR Stall Warning System - NO	Accident Occurred During -DESCENT							
Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - NO Max Gross Wt - 1200 Frequencies - 1 Stall Warning System - NO No. of Seats - 2 Frequencies - 1 Stall Warning System - NO Rated Power - 85 HP -Environment/Operations Information Weather Data Linerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed 230/008 KTS UCAL Visibility - 50.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Ceiling - NONE Type of Flight Plan - NONE Runway Surface - N/A Dostructions to Vision- NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Type Apch/Lndg - NONE Runway Status - N/A Dostructions of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 20 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 280 Last 24 Hrs - 2 Months Since - 2 Make/Model - 208 Last 30 Days- UNK/NR Aircraft Type - C-152 Instrument- 0 Last 90 Days - 1900 Instrument Rating(s) - NONE								
Max Gröss Wt - 1200 Engine Type - RECLPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 85 HP -Invironment/Operations Information Wather Data Weather Data Litinerary Wather Data OFF AIRPORT/STRIP Weather Data OFF AIRPORT/STRIP Wather Data OFF AIRPORT/STRIP Method - N/A Basic Weather - VMC LOCAL Wind Dir/Speed-230/008 KTS Runway Ident - N/A Visibility - 50.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Rubert Colling - NONE Type of Clearance - NONE Precipitation - NONE Type Apch/Lndg - NONE Precipitation - NONE Type Apch/Lndg - NONE Personnel Information Age - 20 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 280 Last 30 Days- UNK/NR Aircraft Type - C-152 Instrument Rating(s) - NONE -Narrative 280 HOUR PRIVATE PILOT WAS OBSERVED DOING STEEPLY BANKED TURNS IN EXCESS OF 90 DEGREES, INSIDE LOOPS AND				-12F				
No. of Seats - 2 Rated Power - 85 HP Environment/Operations Information Weather Data Airport Proximity OFF AIRPORT/STRIP Wa Briefing - NO RECORD OF BRIEFING Method Last Departure Point OFF AIRPORT/STRIP Wa Briefing - NO RECORD OF BRIEFING Method Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - WMC LOCAL Runway Ident - N/A Visibility - 50.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Status - N/A Obstructions to Vision- NONE Type of Clearance - NONE Runway Status - N/A Obstructions of Light - DAVLIGHT - DAVLIGHT - Condition of Light - DAVLIGHT Personnel Information - Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 280 Last 24 Hrs - 2 SE LAND Months Since - 2 </td <td></td> <td></td> <td></td> <td></td> <td>Stall W</td> <td>larning</td> <td>g System</td> <td>- NO .</td>					Stall W	larning	g System	- NO .
Narrative Weather Data				ARBURETOR				
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 - WMC LOCAL Runway Ident - N/A Wind Dir/Speed-230/008 KTS Runway Ident - N/A LOCAL Wind Dir/Speed-230/008 KTS Runway Ident - N/A Visibility - 50.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Status - N/A Obstructions to Vision NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision NONE Type Apch/Lndg - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE Flight Time (Hours) - 2 Condition of Light - DAYLIGHT - 280 Last 24 Hrs<- 2	No. of Seats - 2	Rated Power -	85 HP					
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SOLDOTNA,AK Airport Data Basic Weather - WMC LOCAL Airport Data Basic Weather - WMC LOCAL Runway Ident - N/A Wind Dir/Speed 230/008 KTS Runway Ident - N/A Visibility - 50.0 SM ATC/Airspace Runway Surface - N/A Lowest Sky/Clouds CLEAR Type of Clearance - NONE Runway Status - N/A Dbstructions to Vision NONE Type Apch/Lndg - NONE Runway Status - N/A Ocndition of Light - DAYLIGHT - 20 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT 'Personnel Information Pilot-In-Command Age - 20 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT 'Personnel Information Pilot-In-Command Age - 20 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT 'Personnel Information Pilot-Th-Command Age - 20 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT 'Personnel Information Pilot-Th-Command Age - 20 Make/Model- 208 Last 24 Hrs -								
Method - N/A SOLDOTNA,AK Completeness - N/A Destination Airport Data Basic Weather - VWC LOCAL Runway Ident - N/A Wind Dir/Speed-230/008 KTS Runway Lth/Wid - N/A Visibility - 50.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision NONE Type of Clearance - NONE - NONE Precipitation - NONE Condition of Light - DAYLIGHT - Condition of Light - DayLINES/LIMIT<								
Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed-230/008 KTS Runway Ident - N/A Visibility - 50.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Lth/Wid - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Surface - N/A Obstructions to Vision - NONE Type Apch/Lndg - NONE Runway Status - N/A Condition of Light - DAYLIGHT - NONE Runway Status - N/A Condition of Light - DAYLIGHT - NONE - NONE -Personnel Information Pilot-In-Command Age - 20 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) 2 PRIVATE Current - YES Total - 280 Last 24 Hrs - 2 SE LAND Months Since - 2 Make/Model- 208 Last 30 Days- UNK/NR Aircraft Type - C-152 Instrument - 0 Last 90 Days- 190 Instrument Rating(s) - NONE - - 280 HOUR PRIVATE PILOT WAS OBSERVED DOING STEEPLY BANKED TURNS IN EXCESS OF 90 DEGREES, INSIDE LOOPS AND -Narrative - </td <td>u</td> <td></td> <td>int</td> <td>01</td> <td>FF AIRPORT/</td> <td>STRIP</td> <td></td> <td></td>	u		int	01	FF AIRPORT/	STRIP		
Basic Weather - VMC LOCAL Wind Dir/Speed- 230/008 KTS Runway Ident - N/A Wind Dir/Speed- 230/008 KTS Runway Ident - N/A Wind Dir/Speed- 230/008 KTS Runway Ident - N/A Wind Dir/Speed- 230/008 KTS Runway Surface - N/A Usest Ceiling - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Flight Plan - NONE Runway Surface - N/A Obstructions to Vision - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Type Apch/Lndg - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE Runway Status - N/A Condition of Light - DAYLIGHT - - Precipitation Personnel Information Piloht Incommand Age - 20 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - PRIVATE Current - YES Total - 280 Last 24 Hrs - 2 SE LAND Months Since - 2 Make/Model- 208 Last 30 Days- UNK/NR Aircraft Type - C-152 Instrument- 0 Last 90 Days- 190 Instrument Rating(s) - NONE								
Wind Dir/Speed- 230/008 KTS Runway Ident - N/A Visibility - 50.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Dbstructions to Vision - NONE Type Apch/Lndg - NONE Runway Status - N/A Obstructions to Vision - NONE Type Apch/Lndg - NONE Runway Status - N/A Personnel Information Pilot-In-Command Age - 20 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 280 Last 24 Hrs - 2 SE LAND Months Since - 2 Make/Model - 208 Last 30 Days - UNK/NR Aircraft Type - C-152 Instrument - 0 Last 90 Days - 190 Instrument Rating(s) - NONE Narrative E 280 HOUR PRIVATE PILOT WAS OBSERVED DOING STEEPLY BANKED TURNS IN EXCESS OF 90 DEGREES, INSIDE LOOPS AND HER AEROBATIC MANEUYERS, PRIOR TO ENTERING A SPIN AT AN ESTIMATED ALTITUDE OF 1500 T0 2000 FEET. THE AIRPLANE MULTEE APPROXIMATELY 8 TURNS PRIOR TO SPIN RECOVERY AND STRUCK TREES DURING THE PULL-UP PHASE OF THE	•			Airpo	ort Data			
Visibility - 50.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Surface - N/A Obstructions to Vision NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision NONE Type Apch/Lndg - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE Runway Status - N/A Condition of Light - DAYLIGHT - Age - 20 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE SE LAND Current - YES Total - 280 Last 24 Hrs - 2 Months Since - 2 Make/Model- 208 Last 30 Days- UNK/NR Aircraft Type - C-152 Instrument- 0 Last 90 Days- 190 Instrument Rating(s) - NONE - 280 HOUR PRIVATE PILOT WAS OBSERVED DOING STEEPLY BANKED TURNS IN EXCESS OF 90 DEGREES, INSIDE LOOPS AND Narrative E 280 HOUR PRIVATE PILOT WAS OBSERVED DOING STEEPLY BANKED TURNS IN EXCESS OF 90 DEGREES, INSIDE LOOPS AND <t< td=""><td></td><td>LUCAL</td><td></td><td>_</td><td></td><td></td><td></td><td></td></t<>		LUCAL		_				
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Dbstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 20 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 280 Last 24 Hrs - 2 SE LAND Current - YES Total - 280 Last 24 Hrs - 2 Months Since - 2 Make/Model- 208 Last 30 Days- UNK/NR Aircraft Type - C-152 Instrument- 0 Last 90 Days- 190 Instrument Rating(s) - NONE E 280 HOUR PRIVATE PILOT WAS OBSERVED DOING STEEPLY BANKED TURNS IN EXCESS OF 90 DEGREES, INSIDE LOOPS AND HER AEROBATIC MANEUVERS, PRIOR TO ENTERING A SPIN AT AN ESTIMATED ALTITUDE OF 1500 TO 2000 FEET. THE AIRPLANE MPLETED APPROXIMATELY 8 TURNS PRIOR TO SPIN RECOVERY AND STRUCK TREES DURING THE PULL-UP PHASE OF THE COVERY. THE PILOT REMAINED CONSCIOUS AND WAS ABLE TO CRAWL AWAY FROM HIS BADLY DAMAGED AIRPLANE. A VIDEO								
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 20 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial flight Review Flight Time (Hours) PRIVATE Current - YES Total - 280 Last 24 Hrs - 2 SE LAND Months Since - 2 Make/Model- 208 Last 30 Days- UNK/NR Aircraft Type - C-152 Instrument- 0 Last 90 Days- 190 Instrument Rating(s) - NONE Narrative E 280 HOUR PRIVATE PILOT WAS OBSERVED DOING STEEPLY BANKED TURNS IN EXCESS OF 90 DEGREES, INSIDE LOOPS AND HER AEROBATIC MANEUVERS, PRIOR TO ENTERRING A SPIN AT AN ESTIMATED ALTITUDE OF 1500 TO 2000 FEET. THE AIRPLANE MPLETED APPROXIMATELY 8 TURNS PRIOR TO SPIN RECOVERY AND STRUCK TREES DURING THE PULL-UP PHASE OF THE COVERY. THE PILOT REMAINED CONSCIOUS AND WAS ABLE TO CRAWL AWAY FROM HIS BADLY DAMAGED AIRPLANE. A VIDEO								
Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 20 Prilot-In-Command Age - 20 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 280 Last 24 Hrs - 2 SE LAND Months Since - 2 Make/Model- 208 Last 30 Days- UNK/NR Aircraft Type - C-152 Instrument- 0 Last 90 Days- 190 Instrument Rating(s) - NONE Narrative E 280 HOUR PRIVATE PILOT WAS OBSERVED DOING STEEPLY BANKED TURNS IN EXCESS OF 90 DEGREES, INSIDE LOOPS AND HER AEROBATIC MANEUVERS, PRIOR TO ENTERING A SPIN AT AN ESTIMATED ALTITUDE OF 1500 T0 2000 FEET. THE AIRPLANE WPLETED APPROXIMATELY 8 TURNS PRIOR TO SPIN RECOVERY AND STRUCK TREES DURING THE PULL-UP PHASE OF THE COVERY. THE PILOT REMAINED CONSCIOUS AND WAS ABLE TO CRAWL AWAY FROM HIS BADLY DAMAGED AIRPLANE. A VIDEO							• .	
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Age - 20 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Age - 20 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES SE LAND Months Since - 2 Make/Model - 208 Last 30 Days- UNK/NR Aircraft Type - C-152 Instrument - 0 Last 90 Days - 190				R	unway Stati	.s -	N/A	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 20 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 280 Last 24 Hrs - 2 SE LAND Months Since - 2 Make/Model- 208 Last 30 Days- UNK/NR Aircraft Type - C-152 Instrument- 0 Last 90 Days- 190 Instrument Rating(s) - NONE Narrative E 280 HOUR PRIVATE PILOT WAS OBSERVED DOING STEEPLY BANKED TURNS IN EXCESS OF 90 DEGREES, INSIDE LOOPS AND HER AEROBATIC MANEUVERS, PRIOR TO ENTERING A SPIN AT AN ESTIMATED ALTITUDE OF 1500 TO 2000 FEET. THE AIRPLANE MPLETED APPROXIMATELY 8 TURNS PRIOR TO SPIN RECOVERY AND STRUCK TREES DURING THE PULL-UP PHASE OF THE COVERY. THE PILOT REMAINED CONSCIOUS AND WAS ABLE TO CRAWL AWAY FROM HIS BADLY DAMAGED AIRPLANE. A VIDEO		Type Apch/Lhag	- NUNE					
Personnel Information Pilot-In-Command Age - 20 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 280 Last 24 Hrs - 2 SE LAND Months Since - 2 Make/Model- 208 Last 30 Days- UNK/NR Aircraft Type - C-152 Instrument- 0 Last 90 Days- 190 Instrument Rating(s) - NONE Narrative E 280 HOUR PRIVATE PILOT WAS OBSERVED DOING STEEPLY BANKED TURNS IN EXCESS OF 90 DEGREES, INSIDE LOOPS AND HER AEROBATIC MANEUVERS, PRIOR TO ENTERING A SPIN AT AN ESTIMATED ALTITUDE OF 1500 TO 2000 FEET. THE AIRPLANE MPLETED APPROXIMATELY 8 TURNS PRIOR TO SPIN RECOVERY AND STRUCK TREES DURING THE PULL-UP PHASE OF THE COVERY. THE PILOT REMAINED CONSCIOUS AND WAS ABLE TO CRAWL AWAY FROM HIS BADLY DAMAGED AIRPLANE. A VIDEO	· · · · · · · · · · · · · · · · · · ·							
Pilot-In-Command Age - 20 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 280 Last 24 Hrs - 2 SE LAND Months Since - 2 Make/Model- 208 Last 30 Days- UNK/NR Aircraft Type C-152 Instrument- 0 Last 90 Days- 190 Instrument Rating(s) -Narrative E 280 HOUR PRIVATE PILOT WAS OBSERVED DOING STEEPLY BANKED TURNS IN EXCESS OF 90 DEGREES, INSIDE LOOPS AND HER AEROBATIC MANEUVERS, PRIOR TO ENTERING A SPIN AT AN ESTIMATED ALTITUDE OF 1500 TO 2000 FEET. THE AIRPLANE MPLETED APPROXIMATELY 8 TURNS PRIOR TO SPIN RECOVERY AND STRUCK TREES DURING THE PULL-UP PHASE OF THE COVERY. THE PILOT REMAINED CONSCIOUS AND WAS ABLE TO CRAWL AWAY FROM HIS BADLY DAMAGED AIRPLANE. A VIDEO								
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current YES Total 280 Last 24 Hrs 2 SE LAND Months Since 2 Make/Model- 208 Last 30 Days- UNK/NR Aircraft Type C-152 Instrument- 0 Last 90 Days- 190 Instrument Rating(s) - NONE - 2 - - - - - - 2 - - - - - - - - 2 - - - - - - - - 2 - </td <td></td> <td>1</td> <td>Nadias] Cant</td> <td>ificate 1</td> <td></td> <td></td> <td></td> <td>T.T.</td>		1	Nadias] Cant	ificate 1				T.T.
PRIVATE Current YES Total 280 Last 24 Hrs 2 SE LAND Months Since 2 Make/Model- 208 Last 30 Days- UNK/NR Aircraft Type C-152 Instrument- 0 Last 90 Days- 190 Instrument Rating(s) - NONE - - - 280 HOUR PRIVATE PILOT WAS OBSERVED DOING STEEPLY BANKED TURNS IN EXCESS OF 90 DEGREES, INSIDE LOOPS AND IER AEROBATIC MANEUVERS, PRIOR TO ENTERING A SPIN AT AN ESTIMATED ALTITUDE OF 1500 TO 2000 FEET. THE AIRPLANE IPLETED APPROXIMATELY 8 TURNS PRIOR TO SPIN RECOVERY AND STRUCK TREES DURING THE PULL-UP PHASE OF THE OVERY. THE PILOT REMAINED CONSCIOUS AND WAS ABLE TO CRAWL AWAY FROM HIS BADLY DAMAGED AIRPLANE. A VIDEO						JAL-WA.	IVERS/LIM	11
SE LAND Months Since - 2 Aircraft Type - C-152 Instrument- O Last 30 Days- UNK/NR Aircraft Type - C-152 Instrument- O Last 90 Days- 190 -Narrative E 280 HOUR PRIVATE PILOT WAS OBSERVED DOING STEEPLY BANKED TURNS IN EXCESS OF 90 DEGREES, INSIDE LOOPS AND HER AEROBATIC MANEUVERS, PRIOR TO ENTERING A SPIN AT AN ESTIMATED ALTITUDE OF 1500 TO 2000 FEET. THE AIRPLANE HPLETED APPROXIMATELY 8 TURNS PRIOR TO SPIN RECOVERY AND STRUCK TREES DURING THE PULL-UP PHASE OF THE COVERY. THE PILOT REMAINED CONSCIOUS AND WAS ABLE TO CRAWL AWAY FROM HIS BADLY DAMAGED AIRPLANE. A VIDEO						ac+ 04		2
Instrument Rating(s) - NONE Narrative E 280 HOUR PRIVATE PILOT WAS OBSERVED DOING STEEPLY BANKED TURNS IN EXCESS OF 90 DEGREES, INSIDE LOOPS AND HER AEROBATIC MANEUVERS, PRIOR TO ENTERING A SPIN AT AN ESTIMATED ALTITUDE OF 1500 TO 2000 FEET. THE AIRPLANE APLETED APPROXIMATELY 8 TURNS PRIOR TO SPIN RECOVERY AND STRUCK TREES DURING THE PULL-UP PHASE OF THE COVERY. THE PILOT REMAINED CONSCIOUS AND WAS ABLE TO CRAWL AWAY FROM HIS BADLY DAMAGED AIRPLANE. A VIDEO								_
Instrument Rating(s) - NONE -Narrative 2 280 HOUR PRIVATE PILOT WAS OBSERVED DOING STEEPLY BANKED TURNS IN EXCESS OF 90 DEGREES, INSIDE LOOPS AND 487 AEROBATIC MANEUVERS, PRIOR TO ENTERING A SPIN AT AN ESTIMATED ALTITUDE OF 1500 TO 2000 FEET. THE AIRPLANE 492 PRETED APPROXIMATELY 8 TURNS PRIOR TO SPIN RECOVERY AND STRUCK TREES DURING THE PULL-UP PHASE OF THE 20VERY. THE PILOT REMAINED CONSCIOUS AND WAS ABLE TO CRAWL AWAY FROM HIS BADLY DAMAGED AIRPLANE. A VIDEO	SE LAND	Ainchaft Type - C-19	Make/MOU	ei- 208	La			•
-Narrative 280 HOUR PRIVATE PILOT WAS OBSERVED DOING STEEPLY BANKED TURNS IN EXCESS OF 90 DEGREES, INSIDE LOOPS AND HER AEROBATIC MANEUVERS, PRIOR TO ENTERING A SPIN AT AN ESTIMATED ALTITUDE OF 1500 TO 2000 FEET. THE AIRPLANE IPLETED APPROXIMATELY 8 TURNS PRIOR TO SPIN RECOVERY AND STRUCK TREES DURING THE PULL-UP PHASE OF THE COVERY. THE PILOT REMAINED CONSCIOUS AND WAS ABLE TO CRAWL AWAY FROM HIS BADLY DAMAGED AIRPLANE. A VIDEO		Afficiant Type - C-1		nt=: 0	L	431 50	Days	150
-Narrative 280 HOUR PRIVATE PILOT WAS OBSERVED DOING STEEPLY BANKED TURNS IN EXCESS OF 90 DEGREES, INSIDE LOOPS AND MER AEROBATIC MANEUVERS, PRIOR TO ENTERING A SPIN AT AN ESTIMATED ALTITUDE OF 1500 TO 2000 FEET. THE AIRPLANE MPLETED APPROXIMATELY 8 TURNS PRIOR TO SPIN RECOVERY AND STRUCK TREES DURING THE PULL-UP PHASE OF THE COVERY. THE PILOT REMAINED CONSCIOUS AND WAS ABLE TO CRAWL AWAY FROM HIS BADLY DAMAGED AIRPLANE. A VIDEO	Instrument Pating(s) - NONE							
E 280 HOUR PRIVATE PILOT WAS OBSERVED DOING STEEPLY BANKED TURNS IN EXCESS OF 90 DEGREES, INSIDE LOOPS AND HER AEROBATIC MANEUVERS, PRIOR TO ENTERING A SPIN AT AN ESTIMATED ALTITUDE OF 1500 TO 2000 FEET. THE AIRPLANE MPLETED APPROXIMATELY 8 TURNS PRIOR TO SPIN RECOVERY AND STRUCK TREES DURING THE PULL-UP PHASE OF THE COVERY. THE PILOT REMAINED CONSCIOUS AND WAS ABLE TO CRAWL AWAY FROM HIS BADLY DAMAGED AIRPLANE. A VIDEO								
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MPLETED APPROXIMATELY 8 TURNS PRIOR TO SPIN RECOVERY AND STRUCK TREES DURING THE PULL-UP PHASE OF THE COVERY. THE PILOT REMAINED CONSCIOUS AND WAS ABLE TO CRAWL AWAY FROM HIS BADLY DAMAGED AIRPLANE. A VIDEO								
COVERY. THE PILOT REMAINED CONSCIOUS AND WAS ABLE TO CRAWL AWAY FROM HIS BADLY DAMAGED AIRPLANE. A VIDEO						RPLANE		
HERA INSIDE THE AIRPLANE RECORDED THE AEROBATICS AND CRASH SCENARIO.				GED AIRPLA	NE. A VIDEO	כ		
	IERA INSIDE THE AIRPLANE RECORDED THE AEROB	ATICS AND CRASH SCENARIO	•					

File No 3	05 5/24	4/87 SOLDOTNA,AK	A/C Re	g. No. N96857	Time (Lcl) - 1900 ADT	
Occurrence #1 Phase of Operation						
2. IMPROPER US 3. AEROBATICS - PE 4. PROPER ALTITUDE 5. STALL/SPIN - IN	E OF PROCEDUR RFORMED - PIL - NOT MAINTA TENTIONAL - P	INED - PILOT IN COMMAND		PILOT IN COMMAN	D	
Occurrence #2 Phase of Operation		COLLISION WITH TERRAIN				
Probable Cause						
The National Transpo is/are finding(s) 1,		ty Board determines that	the Probable Cau	use(s) of this a	ccident	

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

Brief of Accident

File No 306 5/29/87 NAKNE	<,АК Л	A/C Reg. No. N29	940C	т	ime (Lc1) -	1030 ADT	
Basic Information Type Operating Certificate-NONE (GENERAL		^craft Damage JBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		≏e DNE	Crew Pass	0 0	0 0	0 0	1 O
Aircraft Information Make/Model - CESSNA 180 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2550 No. of Seats - 4	Number Engines	- RECIPROCATING		S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 060/015 KTS Visibility - 35.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure F KING SALMON,AF Destination NAKNEK,AK ATC/Airspace Type of Flight F Type of Clearand Type Apch/Lndg	< Plan - NONE ce - NONE		ON AIR Airport D SOUTH Runway Runway Runway	ata NAKNEK NO. Ident - Lth/Wid - Surface -	UNK/NR 1200 - UI	NK/NR
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 40 Biennial Flight Review Current - YI Months Since - Aircraft Type - C	w ES Total 1 Make/M	Fligh - Model-	t Time (H 101 41	Last 24 Last 30	WAIVERS/ Hrs - Days- UN Days-	2

Instrument Rating(s) - NONE

----Narrative----

THE PRIVATE PILOT ELECTED TO LAND AT AN ABANDONED ARPT ON AN UNMAINTAINED DIRT TAXIWAY ADJOINING THE GRAVEL RWY INORDER TO REDUCE THE CROSSWIND COMPONENT. THE ACFT HIT A SOFT SPOT DURING THE LANDING ROLL AND NOSED OVER. THE U.S. DEPT OF COMMERCE'S ALASKA AVIATION SUPPLEMENT CONTAINS THE FOLLOWING NOTATION REGARDING THE RWY: "RWY CONDITION NOT MONITERED, RECOMMEND VISUAL INSPECTION PRIOR TO USING; 1100 FOOT EXTENSION IS ROAD AND TAXIWAY JOINING TWO RUNWAYS NOT CLASSIFIED AS PART OF RUNWAYS."

File No 3	06 5/29/87 NAKNEK,AK	A/C Reg. No. N2940C	Time (Lc1) - 1030 ADT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - ON GROUND LANDING - ROLL		
2. JUDGEMENT - POO	AIN - SELECTED - PILOT IN COMMAND R - PILOT IN COMMAND CTIVES - NOT FOLLOWED - PILOT IN COMMA	ND	
Occurrence #2 Phase of Operation			
Finding(s) 4. TERRAIN CONDITIO	DN - SOFT		
Probable Cause			
The National Transpo	rtation Safety Board determines that t	he Probable Cause(s) of this accide	ent

is/are finding(s) 2,3

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

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Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERA	AVIATION) Aircra	ft Damage		Injur	ies	
Type operating der till foate hone (deneka		ANTIAL	Fatal	Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA 185		DNTINENTAL IO-520-D		nstalled/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -		St	all Warnin	ng System ·	- YES
Max Gross Wt - 3350		ECIP-FUEL INJECTED				
No. of Seats - 3	Rated Power -	300 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport P			
Wx Briefing - UNK/NR	Last Departure Poin [.]	t	ON AIRP	ORT		
Method - UNK/NR Completeness - WEATHER NOT PERTINENT	DILLINGHAM, AK		Adamant Do	**		
Basic Weather - VMC	Destination ANCHORAGE,AK		Airport Da	GE INTERNA	TTONAL	
Wind Dir/Speed- 250/006 KTS	ANCHORAGE, AK				06L	
Visibility - 90.0 SM	ATC/Airspace			Lth/Wid -	•	150
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- VFR		Surface -		
Lowest Ceiling - NONE	Type of Clearance				DRY	
Obstructions to Vision- NONE	Type Apch/Lndg					
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 49	Medical Certifica			IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (Ho			-
COMMERCIAL	Current - YES	Total -		Last 24		2
SE LAND, SE SEA	Months Since - 12 Aircraft Type - DHC-2	-		Last 30 Last 90	Days- UN	65
	All chaft Type - DHC-2	Multi-Eng - U			aft - UNI	
		Marti Lig O		ROTOLCI		
Instrument Rating(s) - NONE						

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File No 3	08 5/30/87	ANCHORAGE, AK	A/C Reg. No. N177BM	Time (Lcl) - 1435 ADT	
Occurrence #1 Phase of Operation	LOSS OF CONTROL LANDING - ROLL	- ON GROUND			
	TROL - NOT MAINTAI	NED - PILOT IN COMMAND - PILOT IN COMMAND			
Occurrence #2 Phase of Operation	NOSE OVER LANDING - ROLL				
Probable Cause					
The National Transpo		rd determines that the	Probable Cause(s) of this accide	ent	

is/are finding(s) 2,3

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

Basic Information Type Operating Certificate-NONE (GENER/		ircraft Damage			Injur	ios	
Type operating certificate None (dener		SUBSTANTIAL		Fatal			None
Type of Operation -BUSINESS		ire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	1	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - DEHAVILLAND BEAVER U-64	Eng Make/Mode	I - P&W R-985		ELT	Installed/A	ctivated	- YES/N
Landing Gear - FLOAT	Number Engine	5 - 1		S	tall Warning	g System	- NO
Max Gross Wt - 5090		- RECIPROCATING	G-CARBURE	TOR			
No. of Seats - 1	Rated Power	- 450 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Departure			OFF AI	RPORT/STRIP		
Method - TELEPHONE	SPARREVOHN, A	<					
Completeness - PARTIAL,LMTD BY PILO				Airport Da			
Basic Weather - VMC	SAME AS ACC/:	INC			AK RIVER		
Wind Dir/Speed- 135/020 KTS				Runway		N/A	
Visibility - 30.0 SM	AIC/Airspace			Runway		N/A	
Visibility - 30.0 SM Lowest Sky/Clouds - 4000 FT Lowest Coiling - 4000 FT OVER	Type of Flight	Plan - CUMPANY (VFR)	Runway	Surface -		OUIODO V
Lowest Ceiling - 4000 FT OVER Obstructions to Vision- NONE	casi iype or crearai	- VALLEY/TE		Runway	Status -	WATER -	CHUPPY
Precipitation - NONE	Type Apch/Lhog	FULL STOP		LLOWING			
Condition of Light - DAYLIGHT		FULL STUP					
-Personnel Information Pilot-In-Command	Age - 38	Medical Ce	ertificat	e - VALTD	MEDICAL-NO	WATVERS	/I TMTT
Certificate(s)/Rating(s)	Biennial Flight Revie	⊇w		nt Time (He			/ 21/12 /
COMMERCIAL, CFI	Current - '			7620		Hrs -	0
SE LAND, ME LAND, SE SEA	Months Since -	2 Make/M	lode 1 -	850	Last 30	Days-	40
	Aircraft Type - (DHC-2 Instru	iment-	110	Last 90	Days-	87
		Multi-	Eng -	420		-	
Instrument Rating(s) - AIRPLANE							

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.

Occurrence #1 LOSS OF Phase of Operation LANDING		
Phase of Operation LANDING		
	a - FLAKE/TOUCHDUWN	
Finding(s)		
1. WEATHER CONDITION - HIGH	WIND	
2. WEATHER CONDITION - WIND		
	T MAINTAINED - PILOT IN COMMAND	
4. STALL - NOT IDENTIFIED	PILUT IN CUMMAND	
Occurrence #2 IN FLIG	HT COLLISION WITH TERRAIN	
Phase of Operation LANDING		

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

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Basic Information					-		
Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft SUBSTANT		Fatal	Inju Serious		None
Type of Operation -BUSINESS		Fire	Cre		0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pas	s O	0	0	5
Accident Occurred During -TAKEOFF							
Vircraft Information							
Make/Model - DEHAVILLAND DHC-2		Model - P&W		ELT	Installed/	Activated	- YES/YES
Landing Gear - FLOAT					Stall Warnin	ng System	- YES
Max Gross Wt - 5100			PROCATING-CARBU	IRETOR			
No. of Seats - 6	Rated Pow	ver - 4	50 HP				
invironment/Operations Information							
leather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFIN				OFF AI	RPORT/STRI	2	
Method - N/A	SAME AS						
Completeness - N/A	Destination			Airport [Data		
Basic Weather - VMC	SAME AS	ACC/INC		_	.		
Wind Dir/Speed- CALM						- N/A	
Visibility - 30.0 SM						- N/A	
		ight Plan - I			/ Surface		
Lowest Ceiling - 8000 FT OVE Obstructions to Vision- NONE		Lindg - I		Runway	/ Status	- N/A	
	Type Apch/	- Lhag - I	NUINE				
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 50	M	edical Certific				MT T
Certificate(s)/Rating(s)	Biennial Elight	Poview		ght Time (H		AIVER5/LI	MI 1
COMMERCIAL	Biennial Flight Current	- VFS	Total -			1 Hrs -	4
SE LAND	Months Since	- 13	Make/Model-	2600	Last 30	Davs-	40
	Aircraft Typ	be - DHC-2	Make/Model- Instrument-	136	Last 90	D Days-	
						-	
Instrument Rating(s) - AIRPLANE							
larrative							

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File No 260	6/11/87	KING SALMON,AK	A/C Reg. No. N98EL	Time (Lcl) - 1030 ADT	
	ROUND COLLISI OFF - GROUND	ON WITH TERRAIN RUN			
Finding(s) 1. TERRAIN CONDITION - W 2. PERFORMANCE DATA - 3. ALL AVAILABLE RUNWAY 4. AIRSPEED - NOT OBTAIN 5. LIFT-OFF - NOT OBTAIN	NOT UNDERSTOO - NOT USED - ED - PILOT IN	PILOT IN COMMAND COMMAND			
Probable Cause			$P_{nobable}(s) of this accide$		·

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

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

Basic Information Type Operating Certificate-NONE (GEN	FRAL AVIATION)	Aircraft Dama	ae		Injur	ies	
		DESTROYED	ge	Fatal			None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	Ó	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - TAYLORCRAFT BC12-D		Nodel - CONTINEN			[nstalled/A		
Landing Gear - FLOAT		gines - 1			tall Warnin	g System –	- NO '
Max Gross Wt - 1200		e - RECIPROC		TOR			
No. of Seats - 2	Rated Powe	er - 85 H	P 				
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEF	•			OFF AIF	RPORT/STRIP		
Method - N/A	KETCHIKAN						
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 150/011 KTS	- · • • ·					N/A	
	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 1000 FT S					Surface -		
Lowest Ceiling - 2300 FT B	ROKEN Type of Cle	earance - NONE		Runway	Status -	WATER-CAI	LM
Obstructions to Vision- NONE	Type Apch/l						
Precipitation - NONE		FULL	STOP				
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	A	Maali -	-1.0+:6:+				T.4.1 T
Certificate(s)/Rating(s)	Age - 28 Biennial Flight F		al Certificat	t Time (Ho		WAIVERS/I	
PRIVATE	Current	- YES T			Last 24		1
SE LAND, SE SEA							15
JE EAND, JE JEA	Aircraft Type	- 3 M e - BC12D I	nstrument-	301	Last 90		40
		1 10120 1	na cr unerre	7	Last 50	Days	40
Instrument Rating(s) - NONE							

File No. - 385 6/12/87 KETCHIKAN, AK A/C Reg. No. N43944 Time (Lc1) - 1730 ADT Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. TERRAIN CONDITION - WATER, GLASSY 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND 3. FLARE - IMPROPER - PILOT IN COMMAND _____ _____ Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING Finding(s) 4. LANDING GEAR, MAIN GEAR - OVERLOAD 5. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 2,3

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Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL		Aircraft Da	maga			Injur	ios	
Type operating centricate-none (General	_ AVIATION)	SUBSTANTIA		Fa	tal			None
Type of Operation -PERSONAL		Fire		rew	0	0	-1	0
Flight Conducted Under -14 CFR 91		NONE	Pa	ass	0	0	1	0
Accident Occurred During -TAKEOFF								
Aircraft Information								
Make/Model - PIPER PA-12	Eng Make/Mod	del – LYCOMI	NG 0-320		ELT I	nstalled/A		
Landing Gear - TAILWHEEL-ALL FIXED					St	all Warnir	ng System	- NO
Max Gross Wt - 1750	Engine Type			BURETOR				
No. of Seats - 2	Rated Power	- 150	• HP 					
Environment/Operations Information								
Weather Data	Itinerary					roximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departur			C	OFF AIR	PORT/STRIP		
Method - N/A	SAME AS ACC Destination	C/INC						
Method - N/A Completeness - N/A Basic Weather - UNK/NR Wind Dir/Speed- CALM Wisibility - 40.0 SM	SAME AS ACC			ATT	ort Da	ita		
Wind Dir/Speed- CALM	SAME AS ACC			5	unwav	Ident -	N/A	
Visibility - 40.0 SM	ATC/Airspace					Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Fligh	nt Plan - NO	NE			Surface -		
Lowest Ceiling - NONE	Type of Clear	ance - NO	NE	F	unway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lnd	lg - NO	NE					
Precipitation - NONE								
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 50	Mec	ical Certif	icate -	VALID	MEDICAL-NO	WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev Current	/iew	F	light Ti	me (Ho	ours)		
	Current -	· YES	lotal Malia (Madal	- 2000)	Last 24		2
SE LAND	Months Since - Aircraft Type -	- 25	Make/Model	- 2000)) Days-) Days-	
	All chart type -	PATZ	Instrument	- 2	•	Last st	Days-	12
Instrument Rating(s) - NONE								
Narrative								

REMEMBER THE LAST TIME HE FUELED THE AIRCRAFT.

File No. - 271 6/15/87 KVICHAK BAY,AK A/C Reg. No. N92558 Time (Lcl) - 1500 ADT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. FUEL SUPPLY - EXCEEDED - PILOT IN COMMAND 3. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND 4. FLIGHT MANUALS - NOT FOLLOWED - PILOT IN COMMAND 5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB _____ Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB _____ ----Probable Cause----

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

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Basic Information					T -= 4	•	
Type Operating Certificate-NONE (GENERAL		Aircraft Dam SUBSTANTIAL			Injur Serious		None
Type of Operation -PERSONAL		Fire	Crew		0	MINOP O	None
Flight Conducted Under -14 CFR 91		NONE		-	0	•	1
Accident Occurred During -TAKEOFF		NONE	Fass	U	0		
Aircraft Information							
Make/Model - CESSNA 182	Eng Make/Mo	del - CONTINE	NTAL 0-470	ELT 3	[nstalled/A	ctivated	- YES/NC
Landing Gear - TRICYCLE-FIXED	Number Engi	nes - 1		S	tall Warning	g System	- YES
Max Gross Wt - 3950	Engine Type	- RECIPRO	CATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power	- 235	HP				
nvironment/Operations Information Weather Data	Itinerary			Airport #	Provimity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departu	no Boint			RPORT/STRIP		
Method - N/A	SAME AS AC			UN AI	CFORT/ STRIF		
Completeness - N/A	Destination			Airport Da	9+9		
Basic Weather - VMC	SAME AS AC			Anport De			
Wind Dir/Speed- CALM	SAME AS AC	0/1100		Runway	Ident -	N/A	
Visibility - 100.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flig	ht Plan - NON	F		Surface -		
Lowest Ceiling - NONE	Type of Clea				Status -	•	
Obstructions to Vision- NONE		da - NON			0	,	
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	-3	-				
Condition of Light - DAYLIGHT							
·····							
Personnel Information							
Pilot-In-Command	Age - 41	Medi	cal Certifica	te - VALID	MEDICAL-WA	IVERS/LIM	IT
	Biennial Flight Re						_
PRIVATE	Current						1
SE LAND	Months Since	- 7	Make/Model-	1020	Last 30	Days-	10
<u>.</u>	Aircraft Type	- C-182	Instrument-	72	Last 90	Days-	29

----Narrative----

THE PLT STATED THAT DURING THE TAKEOFF ROLL THE ACFT'S LEFT MAIN GEAR STRUCK A CULVERT IN THE ROAD. THE ACFT BECAME AIRBORNE PRIOR TO REACHING ROTATION SPEED. THE PLT REDUCED POWER TO ABORT THE TAKEOFF. THE NOSE WHEEL STRUCK A STUMP ON THE ROAD AND THE ACFT NOSED OVER.

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	321 6/17/87	THEODORE RIVER,AK	A/C Reg. No. N71724	Time (Lc1) - 2030 ADT
Occurrence #1 Phase of Operation				
	ION - ROUGH/UNEVEN ION - SOFT ERRAIN - NOT IDENTI	FIED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation				
5. AIRSPEED - INAL 6. ABORTED TAKEOFF 7. STALL/MUSH	DEQUATE - PILOT IN - PERFORMED - PIL	OT IN COMMAND		
6. ABORTED TAKEOFF 7. STALL/MUSH	- PERFORMED - PIL	OT IN COMMAND		
5. AIRSPEED - INAL 6. ABORTED TAKEOFF 7. STALL/MUSH Occurrence #3 Phase of Operation	IN FLIGHT COLLIS TAKEOFF - INITIA	OT IN COMMAND		
5. AIRSPEED - INAL 6. ABORTED TAKEOFF 7. STALL/MUSH Decourrence #3 Phase of Operation Finding(s) 8. TERRAIN CONDIT Decourrence #4 Phase of Operation	- PERFORMED - PIL IN FLIGHT COLLIS TAKEOFF - INITIA ION - TREE(S) NOSE OVER TAKEOFF	OT IN COMMAND		

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

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

	Brief O	f Accident					
File No 323 6/19/87 ALEXAN	DER RIVER,AK	A/C Reg. No. N53	49G	T	ime (Lcl) -	- 1530 AD	т
-Basic Information Type Operating Certificate-ON-DEMAND AIR Name of Carrier -LINDEY H. KET Type of Operation -NON SCHED DOM	CHUM	Aircraft Damage SUBSTANTIAL Fire	Crew	Fatal	Injur Serious 0		None
Type of Operation -NON SCHED,DOM Flight Conducted Under -14 CFR 135 Accident Occurred During -TAKEOFF		NONE	Pass	õ	õ	õ	4
-Aircraft Information Make/Model - DEHAVILLAND DHC-2 Landing Gear - FLOAT Max Gross Wt - 5090 No. of Seats - 6	Number Eng	e - RECIPROCATING		S	Installed// tall Warnir		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Depart SAME AS A				Proximity RPORT/STRIF	· · ·	
Completeness - N/A Basic Weather - VMC	Destination ANCHORAGE		A	irport Da	ata		
Wind Dir/Speed- CALM Visibility - 10.0 SM Lowest Sky/Clouds - 3500 FT Lowest Ceiling - 3500 FT OVERC Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Fli		VFR)	Runway Runway	Lth/Wid - Surface -	- N/A - N/A - N/A - N/A	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 65 Biennial Flight R	Medical Ce eview		- VALID Time (Ho) WAIVERS	/LIMIT
ATP,CFI SE LAND,ME LAND,SE SEA	Current	- NO Total - 2 Make/M - DHC-2 Instru	- 15 odel- 2 ment- Eng - 7	500 400	Last 24 Last 30 Last 90		4 100 175
Instrument Rating(s) - AIRPLANE							

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File No 3	23 6/19/87	ALEXANDER RIVER, AK	A/C Reg. No. N5349G	Time (Lcl) - 1530 ADT
Occurrence #1 Phase of Operation	ON GROUND COLLIS TAKEOFF - GROUND			
Finding(s) 1. UNSUITABLE TERR 2. TERRAIN CONDITI		ED - PILOT IN COMMAND CTION(S)		
Occurrence #2	NOSE OVER			

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

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Brief of Accident

File No 320 6/19/87 ILIA							
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	1
Aircraft Information							
Make/Model - TAYLORCRAFT BC-12D Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Mo Number Engi	del - CONTINENTAL (nes - 1	C90-12F		Installed/A tall Warnin		
Max Gross Wt - 1500		e - RECIPROCATING	G-CARBURE	TOR			
No. of Seats - 2	Rated Power	- 90 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFIN				OFF AI	RPORT/STRIP	•	
Method - N/A	SAME AS AC Destination	C/INC		Aimmont D			
Completeness - N/A Basic Weather - VMC	SAME AS AC			Airport D	ata		
Wind Dir/Speed- 180/010 KTS	SAME AS AC	C/INC		Pupway	Ident -	N/A	
Visibility - 40:0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 6000 FT		ht Plan - NONE			Surface -		
Lowest Ceiling - 6000 FT OVE					Status -		
Obstructions to Vision- NONE		dg - STRAIGHT-	-IN			-	
Precipitation - NONE Condition of Light - DAYLIGHT		FULL STOP	>				
Personnel Information							
Pilot-In-Command	Age - 41	Medical Ce	ertificat	e – VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re	view	Fligh	t Time (H	ours)		
STUDENT			-				3
	Months Since		Nodel-) Days-	9
	Aircraft Type	- N/A Instru	ument-	1	Last 90) Days-	18
Instrument Rating(s) - NONE							

THE STUDENT PILOT STATED THAT DURING A LANDING ROLL ON THE GRAVEL BAR HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO NOSE OVER ON ITS BACK.

AGE 40°

File No 3	20 6/19/87	ILIAMNA,AK	A/C Reg.	No. N95695	Time (Lcl) - 1200 ADT	
Occurrence #1 Phase of Operation	LOSS OF CONTROL LANDING - ROLL	- ON GROUND				
	TROL - NOT MAINTAI	D - PILOT IN COMMAN NED - PILOT IN COMM SANDY	-			
Occurrence #2 Phase of Operation	NOSE OVER LANDING - ROLL					
Phase of Operation					· 	

-

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

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Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage			Injur	ies	
Type operating certificate none (dene		SUBSTANTIAL		Fatal			None
Type of Operation -PERSONAL		Fire	Crew	0			1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	3
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA 185		lel - CONTINENTA	L IO-520		installed/A		
Landing Gear - AMPHIBIAN	Number Engir			St	all Warnin	ng System	- YES
Max Gross Wt - 3320		- RECIP-FUEL	INJECTED				
No. of Seats - 4	Rated Power	- 285 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEFI				ON AIRF	PORT		
Method - N/A	LAKE CREEK,	AK					
Completeness - N/A	Destination	1		Airport Da			
Basic Weather - VMC	SAME AS ACC	71NC		MERRILI		~~	
Wind Dir/Speed- 280/005 KTS Visibility - 60.0 SM	ATC/Airspace				Ident - Lth/Wid -	33	60
Lowest Sky/Clouds - 5000 FT SC		t Plan - NONE			Surface -	•	00
Lowest Ceiling - 7000 FT OV					Status -		
Obstructions to Vision- NONE		lg - FULL S	ТОР	Rannay	otatuo	BRI	
Precipitation - NONE		J					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 62 Biennial Flight Rev	Medical	Certificat	e - VALID	MEDICAL-WA	IVERS/LIM	AIT
Certificate(s)/Rating(s)	Biennial Flight Rev	iew		nt Time (Ho			
PRIVATE	Current -	YES Tota	al -		Last 24		2
SE LAND, SE SEA	Months Since -		e/Model-		Last 30		4
<	Aircraft Type -	C-185 Ins	trument-	10	Last 90	Days-	14
Instrument Rating(s) - NONE							

File No. - 344 6/28/87 ANCHORAGE, AK A/C Reg. No. N70018 Time (Lcl) - 1056 ADT LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 2. STALL/MUSH Occurrence #2 HARD LANDING Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 4. OBJECT - AIRCRAFT PARKED _____ ----Probable Cause----

Brief of Accident (Continued)

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

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Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries DESTROYED Fatal Serious Minor None OF light Conducted Under	File No 219 1/01/87 N	EWVILLE, AL	A/C Reg.	No. N8780S	т	ime (Lcl) -	1210 CST	-
DESTROYEDFatalSeriousMinorNoneType of Operation-PERSONALFireCrew tail00Flight Conducted Under-14 CFR 91NONEPass100Accident Occurred During-DESCENTNONEPass1000-Aircraft InformationMake/Model- CONTINENTAL 0-200ELT Installed/Activated - YES/YEIMake/Model- CESSNA 1505Eng Make/Model- CONTINENTAL 0-200ELT Installed/Activated - YES/YEIMake/Model- CESSNA 1506Eng Make/Model- CONTINENTAL 0-200ELT Installed/Activated - YES/YEIMake/Model- CESSNA 1506Eng ins Type- RelPROCATING-CARBURETORStall Warning System - YESNo. of Seats- 2Rated Power100 HP								
Type of Operation -PERSONAL Fire Crew 1 0 0 0 0 Accident Occurred During -DESCENT NONE Pass 1 0 0 0 0 Accident Occurred During -DESCENT Soft Eng Make/Model - CONTINENTAL 0-200 ELT Installed/Activated - YES/YES Make/Model - CESSNA 150F Eng Make/Model - CONTINENTAL 0-200 ELT Installed/Activated - YES/YES Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Maxe Gross Wt - 1600 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 100 HP Environment/Operations Information Weather Data Urgent Data Data Data Data Data Data Data Da	Type Operating Certificate-NONE (GE	NERAL AVIATION)						
Fight Conducted Under -14 CFR 91 NONE Pass 1 0 0 Accident Occurred During -DESCENT			DESTROYED		Fatal	Serious	Minor	None
Accident Occurred During -DESCENT Aircraft Information Make/Model - CONTINENTAL 0-200 ELT Installed/Activated - YES/YES Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 1600 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 100 HP Environment/Operations Information Weather Data Itinerary Airport Proximity We Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Match Off AIRPORT/STRIP Method - N/A Destination Easic Wather - VMC LOCAL Runway Itent - N/A Wind Dir/Speed 300/010 KTS LOCAL Runway Itent - N/A Visibility - 7.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Lowest Ceiling - NONE Type Acch/Lndg - NONE Runway Status - N/A Dostructions to Vision - NONE Type Acch/Lndg - NONE Runway Status - N/A Dostructions to Vision - NONE Type Acch/Lndg - NONE Runway Status - N/A Dostructions to Vision - NONE Type Acch/Lndg - NONE Flight Time (Hours) -Comment(a)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 5721 Last 24 Hrs - 1 SE LAND.ME LAND Monts Since - UNK/NR Make/Model - 1 Last 30 Days - 28 Aircraft Type - UNK/NR Make/Model - 1 Last 30 Days - 28 Instrument Rating(s) - AIRPLANE, HELICOPTER Narrative E AIRCRAFT WAS DESERVED FLYING AT LOW LEVELS DURING AN ORIENTATION/PLEASURE FLIGHT FOR A FRIENO'S Instrument Rating(s) - AIRPLANE, HELICOPTER						-	•	-
		1	NONE	Pase	s 1	0	0	0
Make/Model - CESSNA 15OF Eng Make/Model - CONTINENTAL 0-200 ELT Installed/Activated - YES/YES Max Gross Wt - 1600 Stall Warning System - YES Max Gross Wt - 1600 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 100 HP Environment/Operations Information Was Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Was Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Make/Model - YMC LOCAL OFF AIRPORT/STRIP Wind Dir/Speed - 300/010 KTS LocAL Runway Ident - N/A Wind Dir/Speed - 300/010 KTS Runway Ident - N/A N/A Lowest Sky/Clouds - 1800 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Dbstructions to Vision - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Current - YES Total - 5721 Last 30 Days - 28 Months Since - UNK/NR Make/Model - 1 Last 30 Days - 28 Aircraft Type - UNK/NR Make/Model - Sist LAND, ME LAND Months Since - UNK/NR Make/Model - 1 Last 30 Days - 28 Multil-Eng - 2978 Rotocraft - 2488 Instrument Rating(s) - AIRPLANE, HELICOPTER -	Accident Occurred During -DESCENT							
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 1600 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 100 HP Environment/Operations Information Weather Data I Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A D2XRK,AL Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Visibility - 7.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 1800 FT SCATTERED Type of Flight Plan - NONE Runway Status - N/A Obstructions to Vision - NONE Type of Clearance - NONE Runway Status - N/A Destination - NONE Type of Clearance - NONE Runway Status - N/A Destination - NONE Type of Clearance - NONE Runway Status - N/A Dostructions to Vision - NONE Type of Clearance - NONE Precipitation - NONE Precipitation - NONE Type of Clearance - VMC Flight Time (Hours) 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) COMMERCIAL Current - YES Total - 5721 Last 24 Hrs - 1 SE LAND, ME LAND Months Since - UNK/NR Make/Model - 1 Last 30 Days - 28 Aircraft Type - UNK/NR Make/Model - 1 Last 30 Days - 28 Aircraft Type - UNK/NR Make/Model - 1 Last 30 Days - 28 Aircraft Type - UNK/NR Make/Model - 1 Last 30 Days - 28 Aircraft Type - UNK/NR Make/Model - 1 Last 30 Days - 28 Aircraft Type - UNK/NR Make/Model - 1 Last 30 Days - 2488 Instrument Rating(s) - AIRPLANE,HELICOPTER Narrative E AIRCRAFT WAS DOSERVED FLYING AT LOW LEVELS DURING AN ORIENTATION/PLEASURE FLIGHT FOR A FRIEND'S T-OF-TOWN & OSERVED FLYING AT LOW LEVELS DURING AN ORIENTATION/PLEASURE FLIGHT FOR A FRIEND'S T-OF-TOWN SUBLAT VAS DOSERVED FLYING AT LOW LEVELS DURING AN ORIENTATION/PLEASURE FLIGHT FOR A FRIEND'S T-OF-TOWN & OBSERVED FLYING AT LOW LEVELS DURING AN ORIENTATION/PLEASURE FLIGHT FOR A FRIEND'S T-OF-TOWN & OBSERVED FLYING AT LOW LEVELS DURING AN ORIENTA	Aircraft Information							
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 1600 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 100 HP Environment/Operations Information Weather Data I Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A D2XRK,AL Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Visibility - 7.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 1800 FT SCATTERED Type of Flight Plan - NONE Runway Status - N/A Obstructions to Vision - NONE Type of Clearance - NONE Runway Status - N/A Destination - NONE Type of Clearance - NONE Runway Status - N/A Destination - NONE Type of Clearance - NONE Runway Status - N/A Dostructions to Vision - NONE Type of Clearance - NONE Precipitation - NONE Precipitation - NONE Type of Clearance - VMC Flight Time (Hours) 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) COMMERCIAL Current - YES Total - 5721 Last 24 Hrs - 1 SE LAND, ME LAND Months Since - UNK/NR Make/Model - 1 Last 30 Days - 28 Aircraft Type - UNK/NR Make/Model - 1 Last 30 Days - 28 Aircraft Type - UNK/NR Make/Model - 1 Last 30 Days - 28 Aircraft Type - UNK/NR Make/Model - 1 Last 30 Days - 28 Aircraft Type - UNK/NR Make/Model - 1 Last 30 Days - 28 Aircraft Type - UNK/NR Make/Model - 1 Last 30 Days - 2488 Instrument Rating(s) - AIRPLANE,HELICOPTER Narrative E AIRCRAFT WAS DOSERVED FLYING AT LOW LEVELS DURING AN ORIENTATION/PLEASURE FLIGHT FOR A FRIEND'S T-OF-TOWN & OSERVED FLYING AT LOW LEVELS DURING AN ORIENTATION/PLEASURE FLIGHT FOR A FRIEND'S T-OF-TOWN SUBLAT VAS DOSERVED FLYING AT LOW LEVELS DURING AN ORIENTATION/PLEASURE FLIGHT FOR A FRIEND'S T-OF-TOWN & OBSERVED FLYING AT LOW LEVELS DURING AN ORIENTATION/PLEASURE FLIGHT FOR A FRIEND'S T-OF-TOWN & OBSERVED FLYING AT LOW LEVELS DURING AN ORIENTA	Make/Model - CESSNA 150F	Eng Make/Mod	del - CONTIN	IENTAL 0-200	ELT	Installed/A	ctivated	- YES/YES
Max Gross Wt - 1600 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 100 HP Environment/Operations Information Itinepary Airport Proximity Wasther Data Itinepary Airport Proximity Wasthering - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed 300/010 KTS Colocal Runway Lth/Wid - N/A Lowest Sky/Clouds - 1800 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Dbstructions to Vision - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Type Apch/Lndg - NONE Runway Status - N/A Condition of Light - DAYLIGHT Courrent - YES Total - 5721 Last 20 Days- 28 MELICOPTER Aircraft Type - UNK/NR Make/Model - 1 Last 30 Days - 28 Instrument Rating(s) - AIRPLANE, HELICOPTER Aircraft Type - UNK/NR Make/Model - 1 Last 30 Days - 28 Instrument Rating(s) - AIRPLANE, HELICOPTER Aircraft Type - UNK/NR Make/Model - 1 Last 30 Days - 24 '-Narrative EAIRCRAFT WAS OBSERVED	Landing Gear - TRICYCLE-FIXED							
No. of Seats - 2 Rated Power - 100 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wr Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A D2ARK.AL Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Visibility - 7.0 SM ATC/Airspace Runway Surface - N/A Lowest Sky/Clouds - 1800 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Sky/Clouds - 1800 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Dobstructions to Vision - NONE Type of Clearance - NONE Runway Status - N/A Odition 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) COMMERCIAL Current - YES Total - 5721 Last 24 Hrs - 1 SE LAND, ME LAND Months Since - UNK/NR Make/Model - 1 Last 30 Days- 28 Aircraft Type - UNK/NR Instrument - 535 Last 90 Days- 28 Aircraft Type - UNK/NR Instrument - 535 Last 90 Days- 28 Instrument Rating(s) - AIRPLANE, HELICOPTER Narrative E AIRCRAFT WAS OBSERVED FLYING AT LOW LEVELS DURING AN ORIENTATION/PLEASURE FLIGHT FOR A FRIEND'S T-OF-TOWN RELATIVE VISITING OVER THE HOLIDAYS. THE PROFESSIONAL MILITARY PILOT HAD BEEN CHECKED OUT IN THE VILLAN CESSNA 150 SIX WEEKS PRIOR TO THE ACCIDENT. THE PICOT'S RECORD INDICATED NO PRIOR CIVILIAN FLIGHT PRIENCE. THE AIRCRAFT WAS ONDOIN A WOODED AREA AFTER COLLDING WITH TREES AT 137 MPH AT A 33 DEGREE DESCENT ANGLE.	Max Gross Wt - 1600	-		OCATING-CARBUR			3 - ,	
Weather Data Itinerary Airport Proximity Wx Briefing - N/A DERIFING OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - WKC LOCAL Runway Ident - N/A Wind Dir/Speed 300/010 KTS Runway Ident - N/A Visibility - 7.0 SM ATC/Airspace Runway Luf/Wid - N/A Lowest Ceiling - NONE Type of Flight Plan NONE Runway Status - N/A Obstructions to Vision NONE Type Apch/Lndg - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE Flight Time (Hours) Condition of Light - DAVLIGHT - - - 1 Last 30 Days- 1 SE LAND, ME LAND Months Since - UNK/NR Make/Model 1 Last 30 Days- 28 Instrument Rating(s) - AIRPLANE, HELICOPTER - 2978 Rotocraft 2488 Instrument Rating(s) - AIRPLANE, HELICOPTER - 2488 - 2488 Instrument Rating	No. of Seats - 2	Rated Power	- 100) HP				
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 - WMC LOCAL Runway Ident - N/A Wind Dir/Speed 300/010 KTS Runway Ident - N/A Visibility - 7.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Ceiling - NONE Type of Flight Plan NONE Runway Status - N/A Obstructions to Vision NONE Type Apch/Lndg - NONE Runway Status - N/A Obstructions to Vision NONE Type Apch/Lndg - NONE Runway Status - N/A -Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - 1 COMMERCIAL Current - YES Total - 5721 Last 30 Days- 128 SE LAND, ME LAND Months Since - UNK/NR Make/Model- 1 Last 30 Days- 128 Instrument Rat								
Wx Briefing - NO RECORD OF BRIEFING Last Départure Point OFF AIRPORT/STRIP Method - N/A DZARK,AL OZARK,AL Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed 300/010 KTS Runway Ident - N/A Visibility - 7.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 1800 FT SCATTERED Type of Flight Plan - NONE Runway Status - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision NONE Type Apch/Lndg - NONE Runway Status - N/A Condition of Light - DAYLIGHT - Macdical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - COMMERCIAL Current - YES Total - 5721 Last 24 Hrs - 1 SE LAND, ME LAND Months Since UNK/NR Mate/Model-1 1 Last 30 Days- 28 Instrument Rati					Airport	Provimity		
Method - N/A DZARK,AL Completeness - N/A Destination Airport Data Basic Weather - VWC LOCAL Runway Ident - N/A Wind Dir/Speed 300/010 KTS Runway Ident - N/A Visibility - 7.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 1800 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision NONE Type of Clearance - NONE Runway Status - N/A Precipitation - NONE Type of Clearance NONE - NONE Precipitation of Light - DAYLIGHT - - - NA Personnel Information PilotIn-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - 1 COMMERCIAL Current - YES Total - 5721 Last 24 Hrs - 1 .			no Point					
Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed- 300/010 KTS Runway Ident - N/A Visibility - 7.0 SM ATC/Airspace Runway Lth/Wid - N/A Runway Sufface - N/A Lowest Sky/Clouds - 1800 FT SCATTERED Type of Flight Plan - NONE Runway Sufface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Type Apch/Lndg - NONE Runway Status - N/A Obstruction of Light - DAYLIGHT - NONE Flight Time (Hours) Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Commercial Gurrent - YES Total - 5721 Last 24 Hrs - 1 SE LAND, ME LAND Months Since - UNK/NR Make/Model - 1 Last 30 Days - 28 HELICOPTER Aircraft Type - UNK/NR Instrument - 535 Last 90 Days - UNK/NR Narrative E AIRCRAFT WAS OBSERVED FLYING AT LOW LEVELS DURING AN ORIENTATION/PLEASURE FLIGHT FOR A FRIEND'S Narrative Narrative E AIRCRAFT WAS OBSERVED FLYING AT LOW LEVELS DURING AN ORIENTATION/PLEASURE FLIGHT FOR A FRIEND'S Narrative <td>.</td> <td></td> <td>eronn</td> <td></td> <td>OIT AI</td> <td>KFORI/ JINIF</td> <td></td> <td></td>	.		eronn		OIT AI	KFORI/ JINIF		
Basic Weather - VMC LOCAL Wind Dir/Speed-300/010 KTS Runway Lth/Wid - N/A Wind Dir/Speed-300/010 KTS Runway Lth/Wid - N/A Lowest Sky/Clouds - 1800 FT SCATTERED Type of Flight Plan - NONE Runway Lth/Wid - N/A Lowest Sky/Clouds - 1800 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE Runway Status - N/A Condition of Light DAYLIGHT - - - Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Cartificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - COMMERCIAL Current - YES Total - 5721 Last 24 Hrs - 1 SE LAND,ME LAND Months Since - UNK/NR Make/Model- 1 Last 30 Days- 28 HELICOPTER Multi-Eng - 2978 Rotorcraft - 2488 Instrument Rating(s) - AIRPLANE, HELICOPTER Narrative E					Ainmont D	a+a		
Wind Dir/Speed- 300/010 KTS Runway Ident - N/A Visibility - 7.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 1800 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Type Apch/Lndg - NONE Runway Status - N/A Obstructions to Vision - NONE Type Apch/Lndg - NONE Runway Status - N/A Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Condition of Light DayLIGHT - YES Total - 5721 Last 24 Hrs - 1 SE LAND,ME LAND Months Since - UNK/NR Make/Model - 1 Last 30 Days - 28 HELICOPTER Aircraft Type - UNK/NR Instrument - 2978 Rotorcraft - 2488 Instrument Rating(s) - AIRPLANE,HELICOPTER Narrative E AIRCRAFT WAS OBSERVED FLYING AT LOW LEVELS DURING AN ORIENTATION/PLEASURE FLIGHT FOR A FRIEND'S Total - 5710 N THE Concraft Verson	•				Amport D	ala		
Visibility - 7.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 1800 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 5721 Last 24 Hrs - 1 SE LAND,ME LAND Months Since - UNK/NR Make/Model - 1 Last 30 Days - 28 HELICOPTER Aircraft Type - UNK/NR Make/Model - 1 Last 30 Days - 28 Instrument Rating(s) - AIRPLANE,HELICOPTER Narrative E AIRCRAFT WAS OBSERVED FLYING AT LOW LEVELS DURING AN ORIENTATION/PLEASURE FLIGHT FOR A FRIEND'S T-OF-TOWN RELATIVE VISITING OVER THE HOLIDAYS. THE PROFESSIONAL MILITARY PILOT HAD BEEN CHECKED OUT IN THE VILIAN CESSNA 150 SIX WEEKS PRIOR TO THE ACCIDENT. THE PILOT'S RECORD INDICATED NO PRIOR CIVILIAN FLIGHT PRIENCE. THE AIRCRAFT WAS FOUND IN A WOODED AREA AFTER COLLIDING WITH TREES AT 137 MPH AT A 33 DEGREE DESCENT ANGLE.		LOCAL			Pupuav	Idont -	NE ZA	
Lowest Sky/Clouds - 1800 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 5721 Last 24 Hrs - 1 SE LAND,ME LAND Months Since - UNK/NR Make/Model- 1 Last 30 Days - 28 HELICOPTER Aircraft Type - UNK/NR Make/Model- 1 Last 30 Days - 248 Instrument Rating(s) - AIRPLANE,HELICOPTER Narrative E AIRCRAFT WAS OBSERVED FLYING AT LOW LEVELS DURING AN ORIENTATION/PLEASURE FLIGHT FOR A FRIEND'S T-OF-TOWN RELATIVE VISITING OVER THE HOLIDAYS. THE PROFESSIONAL MILITARY PILOT HAD BEEN CHECKED OUT IN THE VILIAN CESSNA 150 SIX WEEKS PRIOR TO THE ACCIDENT. THE PILOT'S RECORD INDICATED NO PRIOR CIVILIAN FLIGHT PRIENCE. THE AIRCRAFT WAS FOUND IN A WOODED AREA AFTER COLLIDING WITH TREES AT 137 MPH AT A 33 DEGREE DESCENT ANGLE.		ATC / Ainspace						
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 5721 Last 24 Hrs - 1 SE LAND ME LAND Months Since - UNK/NR Make/Model- 1 Last 30 Days- 28 HELICOPTER Aircraft Type - UNK/NR Instrument- 535 Last 90 Days- UNK/NR Multi-Eng - 2978 Rotorcraft - 2488 Instrument Rating(s) - AIRPLANE,HELICOPTER Narrative IE AIRCRAFT WAS OBSERVED FLYING AT LOW LEVELS DURING AN ORIENTATION/PLEASURE FLIGHT FOR A FRIEND'S T-OF-TOWN RELATIVE VISITING OVER THE HOLIDAYS. THE PROFESSIONAL MILITARY PILOT HAD BEEN CHECKED OUT IN THE VILIAN CESSNA 150 SIX WEEKS PRIOR TO THE ACCIDENT. THE PILOT'S RECORD INDICATED NO PRIOR CIVILIAN FLIGHT PERIENCE. THE AIRCRAFT WAS FOUND IN A WOODED AREA AFTER COLLIDING WITH TREES AT 137 MPH AT A 33 DEGREE DESCENT ANGLE.	lowest Sky/Clouds - 1800 ET		ot Dion - NO					
Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review COMMERCIAL Current - YES SE LAND, ME LAND Months Since UNK/NR MELICOPTER Aircraft Type UNK/NR Instrument Rating(s) - AIRPLANE, HELICOPTER Narrative E AIRCRAFT WAS OBSERVED FLYING AT LOW LEVELS DURING AN ORIENTATION/PLEASURE FLIGHT FOR A FRIEND'S T-OF-TOWN RELATIVE VISITING OVER THE HOLIDAYS. THE PROFESSIONAL MILITARY PILOT HAD BEEN CHECKED OUT IN THE VILIAN CESSNA 150 SIX WEEKS PRIOR TO THE ACCIDENT. THE PILOT'S RECORD INDICATED NO PRIOR CIVILIAN FLIGHT PERIENCE. THE AIRCRAFT WAS FOUND IN A WOODED AREA AFTER COLLIDING WITH TREES AT 137 MPH AT A 33 DEGREE DESCENT ANGLE.								
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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) COMMERCIAL Current - YES Total - 5721 Last 24 Hrs - 1 SE LAND,ME LAND Months Since - UNK/NR Make/Model - 1 Last 30 Days- 28 HELICOPTER Aircraft Type - UNK/NR Instrument- 535 Last 90 Days- UNK/NR Multi-Eng - 2978 Rotorcraft - 2488 Instrument Rating(s) - AIRPLANE,HELICOPTER Narrative HE AIRCRAFT WAS OBSERVED FLYING AT LOW LEVELS DURING AN ORIENTATION/PLEASURE FLIGHT FOR A FRIEND'S IT-OF-TOWN RELATIVE VISITING OVER THE HOLIDAYS. THE PROFESSIONAL MILITARY PILOT HAD BEEN CHECKED OUT IN THE VILIAN CESSNA 150 SIX WEEKS PRIOR TO THE ACCIDENT. THE PILOT'S RECORD INDICATED NO PRIOR CIVILIAN FLIGHT PERIENCE. THE AIRCRAFT WAS FOUND IN A WOODED AREA AFTER COLLIDING WITH TREES AT 137 MPH AT A 33 DEGREE DESCENT ANGLE.		Type Apch/Lho	ag - Ni	JNE				
Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 5721 Last 24 Hrs - 1 SE LAND,ME LAND Months Since - UNK/NR Make/Model - 1 Last 30 Days- 28 HELICOPTER Aircraft Type - UNK/NR Instrument- 535 Last 90 Days- UNK/NR Multi-Eng - 2978 Rotorcraft - 2488 Instrument Rating(s) - AIRPLANE,HELICOPTER Narrative IE AIRCRAFT WAS OBSERVED FLYING AT LOW LEVELS DURING AN ORIENTATION/PLEASURE FLIGHT FOR A FRIEND'S IT-OF-TOWN RELATIVE VISITING OVER THE HOLIDAYS. THE PROFESSIONAL MILITARY PILOT HAD BEEN CHECKED OUT IN THE VILIAN CESSNA 150 SIX WEEKS PRIOR TO THE ACCIDENT. THE PILOT'S RECORD INDICATED NO PRIOR CIVILIAN FLIGHT PERIENCE. THE AIRCRAFT WAS FOUND IN A WOODED AREA AFTER COLLIDING WITH TREES AT 137 MPH AT A 33 DEGREE DESCENT ANGLE.	Precipitation - NUNE							
Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 5721 Last 24 Hrs - 1 SE LAND,ME LAND Months Since UNK/NR Make/Model- 1 Last 30 Days- 28 HELICOPTER Aircraft Type UNK/NR Instrument- 535 Last 90 Days- UNK/NR Multi-Eng - 2978 Rotorcraft 2488 Instrument Rating(s) - AIRPLANE, HELICOPTER Narrative IE AIRCRAFT WAS OBSERVED FLYING AT LOW LEVELS DURING AN ORIENTATION/PLEASURE FLIGHT FOR A FRIEND'S Narrative VISITING OVER THE HOLIDAYS. THE PROFESSIONAL MILITARY PILOT HAD BEEN CHECKED OUT IN THE VILIAN CESSNA 150 SIX WEEKS PRIOR TO THE ACCIDENT. THE PILOT'S RECORD INDICATED NO PRIOR CIVILIAN FLIGHT YERIENCE. THE AIRCRAFT WAS FOUND IN A WOODED AREA AFTER COLLIDING WITH TREES AT 137 MPH AT A 33 DEGREE DESCENT ANGLE.								
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 5721 Last 24 Hrs - 1 SE LAND, ME LAND Months Since UNK/NR Make/Model- 1 Last 30 Days- 28 HELICOPTER Months Since UNK/NR Make/Model- 1 Last 30 Days- 28 Instrument Rating(s) - AIRPLANE, HELICOPTER Instrument- 535 Last 90 Days- 2488 Narrative E AIRCRAFT WAS OBSERVED FLYING AT LOW LEVELS DURING AN ORIENTATION/PLEASURE FLIGHT FOR A FRIEND'S - T-OF-TOWN RELATIVE VISITING OVER THE HOLIDAYS. THE PROFESSIONAL MILITARY PILOT HAD BEEN CHECKED OUT IN THE VILIAN CESSNA 150 SIX WEEKS PRIOR TO THE ACCIDENT. THE PILOT'S RECORD INDICATED NO PRIOR CIVILIAN FLIGHT PERIENCE. THE AIRCRAFT WAS FOUND IN A WOODED AREA AFTER COLLIDING WITH TREES AT 137 MPH AT A 33 DEGREE DESCENT ANGLE.								
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SE LAND,ME LAND Months Since - UNK/NR Make/Model- 1 Last 30 Days- 28 HELICOPTER Aircraft Type - UNK/NR Instrument- 535 Last 90 Days- UNK/NR Multi-Eng - 2978 Rotorcraft - 2488 Instrument Rating(s) - AIRPLANE,HELICOPTER Narrative E AIRCRAFT WAS OBSERVED FLYING AT LOW LEVELS DURING AN ORIENTATION/PLEASURE FLIGHT FOR A FRIEND'S T-OF-TOWN RELATIVE VISITING OVER THE HOLIDAYS. THE PROFESSIONAL MILITARY PILOT HAD BEEN CHECKED OUT IN THE VILIAN CESSNA 150 SIX WEEKS PRIOR TO THE ACCIDENT. THE PILOT'S RECORD INDICATED NO PRIOR CIVILIAN FLIGHT PERIENCE. THE AIRCRAFT WAS FOUND IN A WOODED AREA AFTER COLLIDING WITH TREES AT 137 MPH AT A 33 DEGREE DESCENT ANGLE.	Certificate(s)/Rating(s)	Biennial Flight Rev	view	Flig	ght Time (H	ours)		
Multi-Eng - 2978 Rotorcraft - 2488 Instrument Rating(s) - AIRPLANE,HELICOPTER Narrative E AIRCRAFT WAS OBSERVED FLYING AT LOW LEVELS DURING AN ORIENTATION/PLEASURE FLIGHT FOR A FRIEND'S T-OF-TOWN RELATIVE VISITING OVER THE HOLIDAYS. THE PROFESSIONAL MILITARY PILOT HAD BEEN CHECKED OUT IN THE VILIAN CESSNA 150 SIX WEEKS PRIOR TO THE ACCIDENT. THE PILOT'S RECORD INDICATED NO PRIOR CIVILIAN FLIGHT PERIENCE. THE AIRCRAFT WAS FOUND IN A WOODED AREA AFTER COLLIDING WITH TREES AT 137 MPH AT A 33 DEGREE DESCENT ANGLE.	COMMERCIAL	Current	- YES				Hrs -	1
Multi-Eng - 2978 Rotorcraft - 2488 Instrument Rating(s) - AIRPLANE,HELICOPTER Narrative E AIRCRAFT WAS OBSERVED FLYING AT LOW LEVELS DURING AN ORIENTATION/PLEASURE FLIGHT FOR A FRIEND'S T-OF-TOWN RELATIVE VISITING OVER THE HOLIDAYS. THE PROFESSIONAL MILITARY PILOT HAD BEEN CHECKED OUT IN THE VILIAN CESSNA 150 SIX WEEKS PRIOR TO THE ACCIDENT. THE PILOT'S RECORD INDICATED NO PRIOR CIVILIAN FLIGHT PERIENCE. THE AIRCRAFT WAS FOUND IN A WOODED AREA AFTER COLLIDING WITH TREES AT 137 MPH AT A 33 DEGREE DESCENT ANGLE.	SE LAND, ME LAND	Months Since	- UNK/NR	Make/Model-	1	Last 30	Days-	28
Instrument Rating(s) - AIRPLANE,HELICOPTER Narrative E AIRCRAFT WAS OBSERVED FLYING AT LOW LEVELS DURING AN ORIENTATION/PLEASURE FLIGHT FOR A FRIEND'S T-OF-TOWN RELATIVE VISITING OVER THE HOLIDAYS. THE PROFESSIONAL MILITARY PILOT HAD BEEN CHECKED OUT IN THE VILIAN CESSNA 150 SIX WEEKS PRIOR TO THE ACCIDENT. THE PILOT'S RECORD INDICATED NO PRIOR CIVILIAN FLIGHT PERIENCE. THE AIRCRAFT WAS FOUND IN A WOODED AREA AFTER COLLIDING WITH TREES AT 137 MPH AT A 33 DEGREE DESCENT ANGLE.	HELICOPTER	Aircraft Type	- UNK/NR	Instrument-	535	Last 90	Days- UN	IK/NR
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						GREE DESCEN	T ANGLE.	

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File No 2	19 1/01/87	NEWVILLE, AL	A/C Reg. No. N878OS	Time (Lcl) - 1210 CST
Occurrence #1 Phase of Operation	IN FLIGHT COLLIS Maneuvering	ION`WITH OBJECT		
	LING - IMPROPER -		E IN PERSONAL ABILITY - PILOT	IN COMMAND
Occurrence #2 Phase of Operation				
Probable Cause				
The National Transpo is/are finding(s) 2	rtation Safety Boa	rd determines that th	ne Probable Cause(s) of this	accident

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

Brief of Accident

Basic Information					Tasiri				
Type Operating Certificate-NONE (GENE		VIATION) Aircraft Damage SUBSTANTIAL			Injuries Serious Minor		None		
Type of Operation -PERSONAL		B	Crew	Fatal 1	0		0		
Flight Conducted Under -14 CFR 91		NE	Pass	· o		ŏ	ŏ		
Accident Occurred During -LANDING		-		-	-	-	-		
Make/Model - CESSNA 150M	Eng Make/Model	- CONTINENTAL O	-200-A	ELT	Installed/	Activate	d - YES/N		
Landing Gear - TRICYCLE-FIXED	Number Engines				tall Warnin				
Max Gross Wt - 1600	Engine Type		-CARBURE			5 - 7			
No. of Seats - 2		- 100 HP							
Environment/Operations Information Weather Data	Itinopony			Ainmont	Dovimity				
Wx Briefing - NO RECORD OF BRIEF	Itinerary	Last Departure Point			Airport Proximity OFF AIRPORT/STRIP				
Method - N/A		SAME AS ACC/INC							
Completeness - N/A	Destination			Airport D	a+a				
Basic Weather - VMC	LOCAL				CREEK				
Wind Dir/Speed- CALM	EGONE					- 36			
Visibility - 7.0 SM	ATC/Airspace					- N/A			
Lowest Sky/Clouds - 25000 FT SC	• •	lan - NONF				- DIRT			
Lowest Ceiling - NONE	Type of Clearanc					- DRY			
Obstructions to Vision- NONE	Type Apch/Lndg		IN		•••••		EGETATION		
Precipitation - NONE	.)popo,g	FORCED LA			2°				
Condition of Light - DAYLIGHT									
Personnel Information Pilot-In-Command	4.00 - 08	Medical Ce	ntificat						
Certificate(s)/Rating(s)	Age - 28 Biennial Flight Review			it Time (H					
PRIVATE	Current ~ NO			176		4 Hrs -			
		IULAI	-	170		+ III 3			
SE LAND	Months Since - 31	Mako/M	odel-	176	Last 30	Dave-			

Instrument Rating(s) - NONE

----Narrative----

DURING INTIAL CLIMB AFTER TAKEOFF THE ENG QUIT AND RESTARTED MORE THAN ONCE. THE ACFT WAS TURNED BACK TOWARD THE DEPARTURE RWY. DURING THE TURN, THE WING STRUCK A TREE, CONTROL WAS LOST, AND THE ACFT COLLIDED WITH THE GROUND. EXAMINATION OF THE ENG REVEALED LOW COMPRESSION ON THE #4 CYLINDER AND ARCING OF THE #4 SPARK PLUG LEAD. THE PLT HAD NOT HAD A BFR SINCE RECEIVING PVT CERTIFICATION 31 MONTHS PRIOR TO THE ACCIDENT. THE AIRCRAFT WAS OVERDUE FOR ANNUAL INSPECTION.

File No. - 338 1/31/87 PINSON.AL A/C Reg. No. N704FT Time (Lcl) - 1555 CST ------------LOSS OF POWER(PARTIAL) - NON-MECHANICAL Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. ENGINE ASSEMBLY, CYLINDER - LOW COMPRESSION 2. IGNITION SYSTEM, IGNITION LEAD - DETERIORATED 3. MAINTENANCE, ANNUAL INSPECTION - NOT PERFORMED - PILOT IN COMMAND _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 4. OBJECT - TREE(S) 5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 6. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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

Basic Information					. .		
Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft [Injuries			
Type of Openation -DEDSONAL		SUBSTANTI Fire	Crew	Fatal	Serious		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9	4	NONE			0	1	0
Accident Occurred During -LANDING	NONE	F 435					
Aircraft Information							
Make/Model - ENGINEERING & RESEA					Installed/#		
Landing Gear - TRICYCLE-FIXED					tall Warnir	ng System -	NO
Max Gross Wt - 1400			ROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Po	wer - 8	35 HP				
Environment/Operations Information	-						
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIE	rture Point			RPORT/STRIF)		
Method - N/A	SAME AS	ACC/INC					
Completeness - N/A	n Airport Data						
Basic Weather - VMC	LOCAL			RAINEY	FIELD		
Wind Dir/Speed- CALM				Runway	Ident -	08	
Visibility - 10.0 SM				Runway	Lth/Wid -	2300	
Lowest Sky/Clouds - 25000 FT				Runway		• GRASS/TUR	F
	Type of C			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch	/Lndg - F	ORCED LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 54	Me	edical Certifica	te – EXPIR	ED		
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligh Total -	nt Time (H	ours)		
PRIVATE	Current	- YES	Total -	162	Last 24	Hrs -	0
SE LAND	Months Sinc	e - 29	Make/Model- Instrument-	133	Last 30) Days-	0
	Aircraft Ty	ne - FR 415	Instrument-	2	Last 90) Davs-	0

----Narrative----

THE PLT PERFORMED A TOUCH-AND-GO AFTER TAKEOFF. DURING THE TAKEOFF PHASE OF THE TOUCH-AND-GO, THE ACFT ENG QUIT. THE ACFT WAS FORCE LANDED IN TREE. POST ACCIDENT INSPECTION FAILED TO REVEAL ANY FAILURE/MALFUNCTION.

File No 39	3/22/87 COTTONDALE,AL	A/C Reg. No. N99436	Time (LCl) - 1630 CST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL CLIMB - TO CRUISE		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Dccurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT LANDING		
Finding(s) 2. TERRAIN CONDITIC	DN - TREE(S)		
Probable Cause			

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

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Basic Information							
Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Dama	age		Injur		
T 0.0 11 05000144		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1 3
Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	1	NONE	Pass	0	0	0	3
Aircraft Information							
Make/Model - PIPER PA-28-200	Eng Maka/	Model - LYCOMIN	0-260	ELT 1	[nstalled/A	ativated	- VEC/N
Landing Gear - TRICYCLE-RETRACTABL		aines - 1	a U-300		tall Warnin		
Max Gross Wt - 2600		pe - RECIPRO				g Jysten	11.5
No. of Seats - 4	Rated Pow						
Environment/Operations Information Weather Data	- Itinerary			Airport A	Provimity		
Wx Briefing - NO RECORD OF BRIE		ture Point					
Method - N/A	SAME AS				0		
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	LOCAL			MAXWELI			
Wind Dir/Speed- 150/008 KTS				Runway	Ident -	15	
Visibility - 15.0 SM	ATC/Airspace			Runway	Lth/Wid -	7000/	200
	SCATTERED Type of F1				Surface -		
Lowest Ceiling - NONE		earance - VFR		Runway	Status -	UNK/NR	
Obstructions to Vision- NONE	Type Apch/	Lndg - FULI	_ STOP				
Precipitation - NONE							
Condition of Light - UNK/NR							
Personnel Information							
Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-				WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight			it Time (Ho			
PRIVATE	Current		fotal -				2
SE LAND			Make/Model-				
	Aircraft lyp	e - PA-28	[nstrument-	5		Days-	27
					Rotorcr	art -	6
Instrument Rating(s) - NONE							

DURING THE LANDING ROLL, THE PILOT LOST DIRECTIONAL CONTROL OF THE ACFT. THE RIGHT MAIN AND NOSE GEARS COLLAPSED. INSPECTION OF THE ACFT FAILED TO REVEAL ANY SYSTEM MALFUNCTION/FAILURE.

·····			
GEAR - OVERLOAD	T - EXCEEDED - PILOT II	N COMMAND	
	GEAR - OVERLOAD MITS OF AIRCRAF	ANDING - ROLL GEAR - OVERLOAD GEAR - OVERLOAD	ANDING - ROLL GEAR - OVERLOAD GEAR - OVERLOAD MITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

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

File No 298 3/10/87 NO.	ATLANTIC OC,AO	ANTIC OC,AO A/C Reg. No. N737NM			Time (Lc1) - UNK/NR				
-Basic Information Type Operating Certificate-NONE (GENE	ERAL AVIATION)	ircraft Damage			Injur	ies			
		DESTROYED		Fatal	Serious		None		
Type of Operation -FERRY	F	ire	Crew	0	0	0	1		
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	0		
-Aircraft Information	Eng. Make /Made			 EI T	Installed/A	ativated			
Make/Model - CESSNA TR182	Number Engine	1 - LYCOMING O	-540 L3C5D		tall Warnin				
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2475		- RECIP-FUEL		3	tari warnin	y system	- 163		
No. of Seats - 2475	Rated Power		INJECTED						
		- 300 HF							
-Environment/Operations Information									
Weather Data	Itinerary			Airport	Proximity				
Wx Briefing - UNK/NR	Last Departure	e Point			RPORT/STRIP				
Method - UNK/NR	GANDER								
Completeness - UNK/NR	Destination			Airport D	ata				
Basic Weather - UNK/NR	SHANNON								
Wind Dir/Speed- UNK/NR				Runway	Ident -	N/A			
Visibility - UNK/NR	ATC/Airspace			Runway	Lth/Wid -	N/A			
Lowest Sky/Clouds - UNK/NR	Type of Flight	: Plan - IFR		Runway	Surface -	N/A			
Lowest Ceiling - UNK/NR	Type of Cleara	ance - IFR		Runway	Status -	N/A			
Obstructions to Vision- UNK/NR	Type Apch/Lndg) - STRAIGH	HT-IN						
Precipitation - UNK/NR		FORCED	LANDING						
Condition of Light - DAYLIGHT									
-Personnel Information									
Pilot-In-Command	Age - 35	Medical	Certificat		MEDICAL-NO		ITMTT		
Certificate(s)/Rating(s)	Biennial Flight Rev	iew		t Time (H		WAIVENS/			
PRIVATE	Current -		a) -		Last 24	Hrs - UN	IK /NR		
SE LAND, ME LAND	Months Since -		e/Model-UN						
	Aircraft Type -	TR182 Ins	trument- UN	K/NR	Last 90	Days- UN			
			ti-Eng - UN			aft - UN	•		
			- 5				-		
Instrument Rating(s) - AIRPLANE									

----Narrative----

THE PLT DEPARTED CANADA ON A NORTH ATLANTIC FERRY FLIGHT TO SHANNON IRELAND AFTER JUMP STARTING THE AIRCRAFT BECAUSE HE LEFT THE MASTER SWITCH ON OVERNIGHT. ABOUT 750 MILES WEST OF THE IRISH COAST THE ELECTICAL SYSTEM FAILED AND HE COULD NOT TRANSFER FUEL FROM THE FERRY TANKS. THE ENGINE FAILED AND THE AIRCRAFT WAS DITCHED AND SANK. THE PILOT WAS RESCUED.

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File No. - 298 3/10/87 NO.ATLANTIC OC,AO A/C Reg. No. N737NM Time (Lc1) - UNK/NR Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. ELECTRICAL SYSTEM, ALTERNATOR - FAILURE, TOTAL 2. PREFLIGHT PLANNING/PREPARATION - DISREGARDED - PILOT IN COMMAND з. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND 5. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 6. FLUID, FUEL - STARVATION 7. FUEL SYSTEM - DISABLED Occurrence #3 DITCHING Phase of Operation LANDING - ROLL Finding(s) 8. TERRAIN CONDITION - WATER, ROUGH ----Probable Cause----

Brief of Accident (Continued)

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

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 255 2/02/87 FLIPPI	N,AR A/C R	eg. No. N22470	T 	[ime (Lc1) -	1415 CST	
Basic Information Type Operating Certificate-ON-DEMAND AIR	SUBSTA		Fata)		Minor	None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0	0 0	0 0	1
Aircraft Information Make/Model - PIPER PA-34-200 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4570 No. of Seats - 7	Eng Make/Model - CO Number Engines - 2 Engine Type - RE	NTINENTAL TSIO-360	-EB1A ELT		ctivated 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- 220/013 KTS Visibility - 3.000 SM Lowest Sky/Clouds - Lowest Ceiling - 25000 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point HARRISON,AR Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan N Type of Clearance Type Apch/Lndg	- NONE - NONE	Airport ON AIF Airport E MARION Runway Runway Runway	Proximity RPORT Data N COUNTY REG	IONAL 04 3475/ ASPHALT	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	Age - 47 Biennial Flight Review Current - YES Months Since - 6 Aircraft Type - PA-34	Flig	ht Time (H 1517 212 138	Hours) Last 24 Last 30 Last 90	IVERS/LIM Hrs - Days- UN Days- vaft - UN	1 K/NR 46
Instrument Rating(s) - AIRPLANE		м. -				
Narrative HE PILOT STATED THAT IMMEDIATELY UPON TOUCHDO O FEET BEFORE IT STOPPED. A SUPPORT BRACKET RTS WERE BROKEN BEFORE OR AFTER TOUCHDOWN.					R	

File No 255	2/02/87 FLIPPIN,AR	A/C Reg. No. N22470	Time (Lcl) - 1415 CST	
	GEAR COLLAPSED ING - ROLL			
•	R ASSEMBLY - FAILURE,PARTIAL R ASSEMBLY - UNDETERMINED			
Probable Cause				

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

6

Brief of Accident

DESTROYEDFatal Serious MinorType of Operation-PERSONALFireCrew100Flight Conducted Under-14 CFR 91NONEPass00Accident Occurred During-MANEUVERING-Aircraft InformationMake/Model- CONTINENTAL 0-200AELT Installed/Activated - YIAircoraft InformationMake/Model- CESSNA A150KEng Make/Model- CONTINENTAL 0-200AELT Installed/Activated - YIMake/Model- CESSNA A150KEng Make/Model- CONTINENTAL 0-200AELT Installed/Activated - YIMaxe Gross Wt1600Engine Type- RECIPROCATING-CARBURETORNo. of Seats- 2Rated Power- 100 HP-Environment/Operations InformationWeather DataOFF AIRPORT/STRIPWas Briefing- NO RECORD OF BRIEFINGLast Departure PointOFF AIRPORT/STRIPMethod- N/ADestinationAirport DataBasic Weather- WKCLOCALRunway IdentN/AWind Dir/Speed300/007 KTSRunway Status- N/AVisibility- 10.0SMATC/AirspaceRunway Status- N/ALowest Ceiling- NONEType of ClearanceNONEPrecipitation- N/ADostructions to VisionNONEType of Clearance- NONERunway Status- N/ADostructions to VisionNONEType Apch/Lndg- NONE- N/APrecipitation- NONEType Apch/Lndg- NONE- N/ADostruct	Type Operating Certificate-ON-DEMAND AI	R TAXI Aircraf	t Damage		Injur	ies	
Filight Conducted Under -14 CFR 91 NONE Pass 0 0 0 Accident Occurred During -MANEUVERING -Aircraft Information Make/Model - CONTINENTAL D-200A ELT Installed/Activated - YI Make/Model - CESSNA A150K Eng Make/Model - CONTINENTAL D-200A ELT Installed/Activated - YI Max Gross Wt 1600 Eng ine Type - RECIPROCATING-CARBURETOR Stall Warning System - YI Max Gross Wt 1600 Eng ine Type - RECIPROCATING-CARBURETOR Stall Warning System - YI Max Gross Wt 1600 Eng ine Type - RECIPROCATING-CARBURETOR Stall Warning System - YI Max Gross Wt 1600 Eng ine Type - RECIPROCATING-CARBURETOR Stall Warning System - YI Max Gross Wt 1600 Eng ine Type - RECIPROCATING-CARBURETOR OFF AIRPORT/STRIP Wa Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed 300/007 KTS Runway Surface - N/A <t< th=""><th>,, , , , , , , , , , , , , , , , , , ,</th><th></th><th></th><th>Fatal</th><th></th><th></th><th>None</th></t<>	,, , , , , , , , , , , , , , , , , , ,			Fatal			None
Accident Occurred During -MANEUVERING Aircraft Information Make/Model - CESSNA A150K Eng Make/Model - CONTINENTAL 0-200A ELT Installed/Activated - YI Max Gross Wt - 1600 Engine Type - RECIPROCATING-CARBURETOR Stall Warning System - YI Max Gross Wt - 1600 Engine Type - Reted Power - 100 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 - VIC LOCAL Runway Ident - N/A Wind Dir/Speed-300/007 KTS Coopileteness - NONE Runway Ldn/Wid - N/A Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Ubstructions to Vision- NONE Type Apch/Lndg - NONE Runway Status - N/A Personnel Information Age - 30 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Flight Time (Hours) PRIVATE C				•	-	0	0
Aircraft Information Make/Model - CESSNA A150K Eng Make/Model - CONTINENTAL 0-200A ELT Installed/Activated - YI Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YI 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 - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- 300/007 KTS Runway Ident - N/A Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Destructions to Vision - NONE Type Apch/Lndg - NONE Runway Status - N/A Destruction of Light - DAYLIGHT Personnel Information PilotIn-Command Age - 30 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE AND AGE - 30 Medical Certificate - 188 Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model - 1 Last 30 Days- Multi-Eng - UNK/NR Rotorcaft - UNK/NR		NONE	Pass	0	0	0	0
Make/Model- CESSNA A150KEng Make/Model- CONTINENTAL 0-200AELT Installed/Activated - YiLanding Gear- TRICYCLE-FIXEDNumber Engines - 1Stall Warning System - YiMax Gross Wt- 1600Engine Type- RECIPROCATING-CARBURETORNo. of Seats- 2Rated Power- 100 HP"Environment/Operations InformationItineraryAirport ProximityWas Briefing- NO RECORD OF BRIEFINGLast Departure PointOFF AIRPORT/STRIPMethod- N/ASAME AS ACC/INCOFF AIRPORT/STRIPMaind Dir/Speed- 300/007 KTSLOCALRunway Ident- N/AWind Dir/Speed- 300/007 KTSLOCALRunway Lth/Wid- N/AUowest Sky/Clouds- 25000 FT SCATTEREDType of Flight Plan - NONERunway Surface - N/ALowest Sky/Clouds- 25000 FT SCATTEREDType of Clearance - NONERunway Status - N/APrecipitation- NONEType Apch/Lndg- NONEPrecipitation- NONEType Apch/Lndg- NONEPrecipitation- S0Medical Certificate - VALID MEDICAL-WAIVERS/LIMITPersonnel InformationPilot-In-CommandAge - 30Medical Certificate - VALID MEDICAL-WAIVERS/LIMITPRIVATECurrent- UNK/NRTotal- 188Last 24 Hrs - UNK/NIAlteraft Type - UNK/NRMonths Since - UNK/NRInstrument-5Last 90 Days-Multi-Eng - UNK/NRRotorcraft Type - UNK/NRRotorcraft - UNK/NI	Accident Occurred During -MANEUVERING						
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - Yi 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 - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Wather - VMC LOCAL Wind Dir/Speed- 300/007 KTS AUCAINSPACE Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Luf/Wid - N/A Usest Sky/Clouds - 25000 FT SCATTERED Type of Clearance - NONE Runway Status - N/A Obstructions to Vision NONE Type of Clearance - NONE Runway Status - N/A Obstruction of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Make/Model - 1 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 5 Last 90 Days- Multi-Eng - UNK/NR Rotorcraft - UNK/NR Rotorcraft - UNK/NR	-Aircraft Information				•		
Max Gröss Wt - 1600 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 100 HP -Environment/Operations Information Wasted Power - 100 HP Wasted Power - 100 HP OFF AIRPORT/STRIP Wasted Power - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed 300/007 KTS Runway Lth/Wid - N/A Uowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Sky/Clouds - 25000 FT SCATTERED Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Type of Clearance - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE None -Presonnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	·						
No. of Seats - 2 Rated Power - 100 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC OFF AIRPORT/STRIP Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed- 300/007 KTS Runway Ident - N/A N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A N/A Dbstructions to Vision - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Type Apch/Lndg - NONE Precipitation - NONE Precipitation - NONE Gurrent - UNK/NR Flight Time (Hours) -Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - UNK/NR Ist 24 Hrs - UNK/N SE LAND Months Since - UNK/NR Make/Model - 1 Last 30 Days					tall Warnin	g System [.]	- YES
-Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed 300/007 KTS Runway Lth/Wid - N/A Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Type Apch/Lndg - NONE Precipitation - NONE Type Apch/Lndg - NONE -Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 188 Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model- 1 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 5 Last 90 Days - Multi-Eng - UNK/NR Rotorcraft - UNK/NR				ETOR			
Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed-300/007 KTS Runway Ident - N/A Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT - Age - 30 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Flight Time (Hours) PRVATE Current - UNK/NR Make/Model- 1 Last 24 Hrs - UNK/NI SE LAND Months Since UNK/NR Make/Model- 1 Last 30 Days- UNK/NI Aircraft Type UNK/NR	No. of Seats - 2	Rated Power -	100 HP				
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC Airport Data Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed- 300/007 KTS Runway Ident - N/A Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan NONE Runway Surface - N/A Lowest Sky/Clouds - 25000 FT SCATTERED Type of Clearance - NONE Runway Status - N/A Obstructions to Vision NONE Type Apch/Lndg - NONE Runway Status - N/A Obstruction of Light - DAYLIGHT - - 30 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - PRIVATE Current - UNK/NR Make/Model- 1 Last 30 Days- UNK/NR SE LAND Months Since UNK/NR Instrument- 5 Last 90 Days- - Multi-Eng - UNK/NR Rotorcraft - UNK/NI - -<	-Environment/Operations Information						
Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed-300/007 KTS Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision NONE Type Apch/Lndg - NONE Runway Status - N/A Obstruction of Light - DAYLIGHT - MONE - NONE - NONE - NONE Precipitation - NONE - 30 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 188 Last 24 Hrs - UNK/NI SE LAND Months Since - UNK/NR Make/Model- 1 Last 30 Days- UNK/NI Aircraft Type UNK/NR Ro							
Completeness - N/ADestinationAirport DataBasic Weather - VMCLOCALRunway Ident - N/AWind Dir/Speed 300/007 KTSRunway Ident - N/AVisibility - 10.0 SMATC/AirspaceRunway Lth/Wid - N/ALowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONERunway Surface - N/ALowest Ceiling - NONEType of Clearance - NONERunway Status - N/AObstructions to Vision - NONEType Apch/Lndg - NONERunway Status - N/APrecipitation - NONECondition of Light - DAYLIGHTAge - 30-Personnel InformationBiennial Flight ReviewFlight Time (Hours)PRIVATECurrent - UNK/NRTotal - 188Last 24 Hrs - UNK/NRSE LANDMonths Since - UNK/NRInstrument - 5Last 30 Days-Multi-Eng - UNK/NRRotorcraft - UNK/NRRotorcraft - UNK/NR				OFF AI	RPORT/STRIP		
Basic Weather - VMC LOCAL Wind Dir/Speed-300/007 KTS Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision NONE Type Apch/Lndg - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE - NONE -Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 188 Last 24 Hrs - UNK/NI SE LAND Months Since - UNK/NR Make/Model- 1 Last 30 Days- Multi-Eng - UNK/NR							
Wind Dir/Speed- 300/007 KTS Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Type Apch/Lndg - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE NONE -Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 188 Last 24 Hrs - UNK/NI SE LAND Months Since - UNK/NR Make/Model - 1 Last 30 Days- UNK/NI Aircraft Type - UNK/NR Instrument - 5 Last 90 Days - 9				Airport D	ata		
Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 188 Last 24 Hrs - UNK/NI SE LAND Months Since - UNK/NR Make/Model - 1 Last 30 Days - UNK/NI Aircraft Type - UNK/NR Instrument - 5 Last 90 Days - Multi-Eng - UNK/NR Rotorcraft - UNK/NI		LUCAL		Dupus	Idant	NI / A	
Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 188 Last 24 Hrs - UNK/NI SE LAND Months Since - UNK/NR Make/Model- 1 Last 30 Days- UNK/NI Aircraft Type - UNK/NR Instrument- 5 Last 90 Days- Multi-Eng - UNK/NR Rotorcraft - UNK/NI	, , , , , , , , , , , , , , , , , , , ,	ATC / A inspace					
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 188 Last 24 Hrs - UNK/NI SE LAND Months Since - UNK/NR Make/Model- 1 Last 30 Days- UNK/NI Aircraft Type - UNK/NR Instrument- 5 Last 90 Days- Multi-Eng - UNK/NR Rotorcraft - UNK/NI							
Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE - NONE Condition of Light - DAYLIGHT - DAYLIGHT -Personnel Information Age - 30 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 188 Last 24 Hrs - UNK/NI SE LAND Months Since - UNK/NR Make/Model - 1 Last 30 Days- Multi-Eng - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NI							
Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 188 Last 24 Hrs - UNK/N SE LAND Months Since - UNK/NR Make/Model - 1 Last 30 Days- UNK/N Aircraft Type - UNK/NR Instrument - 5 Last 90 Days- Multi-Eng - UNK/NR Rotorcraft - UNK/NR					• • • • • • •	,	
Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 188 Last 24 Hrs - UNK/NI SE LAND Months Since - UNK/NR Make/Model - 1 Last 30 Days- UNK/NI Aircraft Type - UNK/NR Instrument - 5 Last 90 Days- Multi-Eng - UNK/NR Rotorcraft - UNK/NI	Precipitation - NONE						
Pilot-In-Command Certificate(s)/Rating(s)Age - 30Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Biennial Flight Review Current - UNK/NRPRIVATE SE LANDBiennial Flight Review Current - UNK/NRFlight Time (Hours) - 188Months Since - UNK/NR Aircraft Type - UNK/NRTotal - 188 Make/Model- 1Last 24 Hrs - UNK/NR Last 30 Days- UNK/NR Multi-Eng - UNK/NR	Condition of Light - DAYLIGHT						
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 188 Last 24 Hrs - UNK/N SE LAND Months Since - UNK/NR Make/Model- 1 Last 30 Days- UNK/N Aircraft Type - UNK/NR Instrument- 5 Last 90 Days- Multi-Eng - UNK/NR Rotorcraft - UNK/N	-Personnel Information						
PRIVATE Current - UNK/NR Total - 188 Last 24 Hrs - UNK/NI SE LAND Months Since - UNK/NR Make/Model- 1 Last 30 Days- UNK/NI Aircraft Type - UNK/NR Instrument- 5 Last 90 Days- Multi-Eng - UNK/NR Rotorcraft - UNK/NI		Age - 30	Medical Certifica			IVERS/LIM	ΙT
SE LAND Months Since - UNK/NR Make/Model- 1 Last 30 Days- UNK/N Aircraft Type - UNK/NR Instrument- 5 Last 90 Days- Multi-Eng - UNK/NR Rotorcraft - UNK/N			Flig				
Multi-Eng - UNK/NR Rotorcraft - UNK/NI			Total -	188	Last 24	Hrs - UN	
Multi-Eng - UNK/NR Rotorcraft - UNK/NI	SE LAND		Make/Model-	1	Last 30	Days- UN	
		Aircraft Type - UNK/NR					
			Multi-Eng - U	NK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NUNE	Instrument Rating(s) - NONE						

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File No 230	2/07/87 WEST MEMPHIS,AR	A/C Reg. No. N8459M	Time (Lcl) - 1700 CST
	LIGHT COLLISION WITH TERRAIN JVERING		
Finding(s) 1. IN-FLIGHT PLANNING/DEC 2. LOW PASS - INTENTIONAL 3. STALL/SPIN - INADVERT			
Probable Cause			· · · · · · · · · · · · · · · · · · ·

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	ft Damage		Injur	ies	
· //· · · · · · · · · · · · · · · · · ·	DESTRO		Fatal			None
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						
Make/Model - GLASAIR SH2	Eng Make/Model - Li	YCOMING 0-320	ELT	Installed/A	ctivated	1 - YES/N
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warnin	g System	n - UNK/NI
Max Gross Wt - UNK/NR	Engine Type - RE		ETOR			
No. of Seats - 2	Rated Power -					
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t	OFF AI	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	LOCAL		MUNICI		4.0	
Wind Dir/Speed- 230/012 KTS	ATC /Aimonoco				18	76
Visibility - 10.0 SM	ATC/Airspace Type of Flight Plan			Lth/Wid - Surface -		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		Kuliway	Status	DRI	
Precipitation - NONE		FORCED LANDING				
Condition of Light - DAYLIGHT		FORGED EARDING				
Personnel Information						
Pilot-In-Command	Age - 43	Medical Certifica	te - VALID	MEDICAL-WA	IVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H			
PRIVATE	Current - YES		189	Last 24	Hrs -	1
SE LAND	Months Since - 6 Aircraft Type - C-172	Make/Model- Instrument- U Multi-Eng - U	64	Last 30	Days- L	JNK/NR
	Aircraft Type - C-172	Instrument- U	NK/NR	Last 90	Days-	30
		Multi-Eng - U	NK/NR	Rotorcra	aft - l	JNK/NR
Instrument Rating(s) - NONE						

A/C Reg. No. N67SH File No. - 283 3/21/87 SPRINGDALE, AR Time (Lc1) - 1249 CST _____ Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHAŇICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - CONTAMINATION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL _____ Occurrence #2 FORCED LANDING Phase of Operation TAKEOFF - INITIAL CLIMB _____ _____ Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 4. OBJECT - TREE(S) _____ IN FLIGHT COLLISION WITH TERRAIN Occurrence #4 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

Basic Information							
Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Dam			Injur		
Type of Operation -PERSONAL		SUBSTANTIAL Fire	Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91		NONE		-	0	0	0
Accident Occurred During -LANDING		HOHE		Ŭ	Ũ	Ŭ	Ũ
Aircraft Information							
Make/Model - CESSNA 150		Model - CONTINE					
Landing Gear - TRICYCLE-FIXED					tall Warnin	g System	- YES
Max Gross Wt - 1500 No. of Seats - 2		pe - RECIPRO er - 100		ETUR			
	Rated Pow	er - 100	nr 				
Environment/Operations Information							
Weather Data	Itinerary				proximity		
Wx Briefing - FSS	ture Point		OFF AI	RPORT/STRIP			
Method - TELEPHONE	MONROE, L						
Completeness - FULL Basic Weather - VMC	Destination JONESBOR			Airport Da	ata		
Wind Dir/Speed- CALM	UUNE SBUR	U, AK		Pupway	Ident -	N/A	
Visibility - 8.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 25000 FT	Type of F1	ight Plan - VFF			Surface -		
Lowest Ceiling - 25000 FT B	ROKEN Type of Cl	earance - VFR	2		Status -		
Obstructions to Vision- NONE	Type Apch/	Lndg - FOF	CED LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 20	Medi	cal Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	ht Time (H	ours)		0
PRIVATE SE LAND	Months Since	- YES	Notal -	120	Last 24	Hrs -	2
SE LAND	Biennial Flight Current Months Since Aircraft Typ	= 13	Instrument-	20	Last 90	Days- UN	17
			ind crameric	2	2001 90	Days	• •
Instrument Rating(s) - NONE							

THE ACFT WAS FLOWN 1.6 HRS ON A PREVIOUS FLT SINCE BEING TOPPED OFF WITH FUEL. AT THE END OF 2 HRS AND 11 MINS, DURING THE ACCIDENT FLT, THE ENG QUIT. THE FUEL TANKS WERE FOUND TO BE EMPTY WITH NO BROKEN FUEL LINES. DURING THE POST ACCIDENT EXAM, IT WAS FOUND THAT THE LEFT FUEL QUANTITY GAGE OPERATED NORMALLY AND THE RIGHT ONE REMAINED ON THE FULL POSITION. DURING THE FORCED LANDING, THE ACFT FLIPPED FORWARD TO THE INVERTED POSITION.

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File No. - 360 4/21/87 WEST MEMPHIS.AR A/C Reg. No. N704UU Time (Lc1) - 0820 CDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. REFUELING - NOT OBTAINED - PILOT IN COMMAND 3. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INCORRECT 4. MAINTENANCE, 100 HOUR INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL 5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - ROUGH/UNEVEN _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage			Inju	ries	
		DESTROYED		Fatal			None
Type of Operation -FERRY	f	ire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91		ON GROUND	Pass	0	0	0	0
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - BEECH V35B		∋1 - CONTINENTAI					∋d - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engine		_	St	all Warni	ng Syste	em – YES
Max Gross Wt - 3400		- RECIP-FUEL	INJECTED				
No. of Seats - 6	Rated Power	- 285 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEFING				OFF AIF	PORT/STRI	Р	
Method - N/A							
Completeness - N/A	Destination	/		Airport Da			
Basic Weather - VMC	SAME AS ACC	/ INC		MUNICIF			
Wind Dir/Speed- 020/009 KTS						- N/A	
Visibility - 12.0 SM	ATC/Airspace					- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Type of Cleara					- N/A	
Lowest Ceiling - NONE Obstructions to Vision- NONE		ance - NONE g - FORCED		Runway	Status	- DRY	
	Type Apen/Lhdg	J - FURCED	LANDING				
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information	Ama 0.1	Modicol	Certificat				
Pilot-In-Command Certificate(s)/Rating(s)	Age - 21 Biennial Flight Rev			t Time (Ho		U WAIVE	KS/LIMII
PRIVATE	5		al -			4 Hrs -	
SE LAND, ME LAND	Months Since -						
SE LAND, ME LAND	Aircraft Type -	520 Inst	e/Model- trument-	8	Last 9	0 Days-	
			ti-Eng -		2401 0	o bujo	
Instrument Rating(s) - NONE							
New patients							
Narrative ACFT WAS ON A SHORT FERRY FLT WHEN THE FU							

File No 3	59 4/25/87 N LITTLE ROCK,AR	A/C Reg. No. N1718W	Time (Lc1) - 1130 CDT
Occurrence #1 Phase of Operation	-		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT APPROACH		
Finding(s) 2. OBJECT – WIRE,S			
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Occurrence #5 Phase of Operation	FIRE OTHER		
Probable Cause			
The National Transpo is/are finding(s) 1	rtation Safety Board determines that the	Probable Cause(s) of this accide	nt

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information							
Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircra DESTR	ft Damage OYED		Fatal	Inju Seri ous	ries Minor	None
Type of Operation -INSTRUCTIONAL			Crew Pass	0	0	-	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	Flight Conducted Under -14 CFR 91 NONE				0	0	0
Aircraft Information							
Make/Model - GRUMMAN G-164B	Eng Make/Model - P				Installed/		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4500	Number Engines - Engine Type - R				tall Warni	ng system	- UNK/NR
No. of Seats - 1	Rated Power -		ROOKLI	UK			
No. 01 Seats							
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		-
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	t		ON AIR	PORT		
Method - N/A	SAME AS ACC/INC						
Completeness - N/A	Destination		4	Airport D			
Basic Weather - VMC	LOCAL				FEDERER ME		
Wind Dir/Speed- 200/002 KTS				,		- 20	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan				Surface		
Lowest Ceiling - NONE	Type of Clearance			Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 34	Medical Certi	ficate	- VALID	MEDICAL-N	O WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review			: Time (H			
COMMERCIAL	Current - YES	Total					
SE LAND	Months Since - 1 Aircraft Type - PA-28	Make/Mode	el -	80	Last 3	0 Days- U	NK/NR
	Aircraft Type - PA-28	Instrumen	n t -	0	Last 9	0 Davs-	205

Instrument Rating(s) - NONE

----Narrative----

THE ACFT HAD 100 GALLONS OF WATER ONBOARD FOR THE AG TRAINING FLT. THE PLT HAS COMPLETED ONE SPRAY PASS AND WAS HALF WAY THROUGH THE TURNAROUND WHEN THE ACFT STALLED. IT COLLIDED WITH THE GROUND AND FLIPPED FORWARD TO THE INVERTED POSITION. THE PLT LISTED 80 HRS OF FLT TIME IN THIS MAKE AND MODEL.

File No. - 361 4/29/87 BRINKLEY, AR A/C Reg. No. N2000A Time (Lcl) - 1945 CDT ------_____ _____ Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. AIRSPEED - INADEQUATE - PILOT IN COMMAND 2. STALL - INADEQUATE - PILOT IN COMMAND _____ ------Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION _____ _____ ----Probable Cause----٠

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

is/are finding(s) 1,2

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

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Basic Information					T an d a sur		
Type Operating Certificate-NONE (GENER		ircraft Damage SUBSTANTIAL		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL		ire	Crew	- Tatai 0	0	MITTOP O	NOTIE 1
Flight Conducted Under -14 CFR 91		NONE	Pass	ő	ő	0	1
Accident Occurred During -LANDING	,		1 400	Ũ	Ũ	Ū	·
Aircraft Information							
Make/Model - CESSNA 172F		1 - CONTINENTAL 0-	300-D		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines				tall Warnin	g System –	- YES
Max Gross Wt - 2300		- RECIPROCATING-	CARBURE	TOR			
No. of Seats - 4	Rated Power	- 145 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - TV WX Method - TV/RADIO	Last Departure BRINKLEY,AR	Point		UFF AII	RPORT/STRIP		
Completeness - FULL	Destination			Airport Da	a+ 2		
Basic Weather - VMC	BLYTHEVILLE,	AR			ata		
Wind Dir/Speed- 090/005 KTS	DETTHEVIELE,			Runway	Ident -	N/A	
Visibility - 5.0 SM	ATC/Airspace					N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE			Surface -		
Lowest Ceiling - NONE	Type of Clearar				Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LAN	DING	-			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information	A						T
Pilot-In-Command	Age - 26	Medical Cer				WAIVERS/I	LIMIT
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Revie Current - Y			t Time (He	Last 24		٨
SE LAND	Months Since -	a Mako/Mo			Last 24 Last 30		4
SE EAND	Months Since - Aircraft Type - F	2A-28 Instrum	ent-	0	Last 90	Days -	76
				v	2001 50	24,0	
Instrument Rating(s) - NONE							

THE ENG STARTED TO SLOW DOWN TEN MILES FROM THE DESTINATION ARPT AND DESPITE EMERGENCY MEASURES, IT STOPPED TWO MILES OUT. THE FORCED LANDING WAS IN A PLOWED FIELD AND WHEN THE NOSE WHEEL DUG IN, THE ACFT FLIPPED FORWARD TO THE INVERTED POSITION. THE INVESTIGATION DID NOT REVEAL ANY REASON FOR THE ENG FAILURE.

PAGE 66

A/C Reg. No. N8800U File No. - 366 4/30/87 BLYTHVILLE, AR Time (Lc1) - 1615 CDT Occurrence #1 LOSS OF POWER Phase of Operation CRUISE Finding(s) 1. UNDETERMINED ____ _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 2. TERRAIN CONDITION - ROUGH/UNEVEN _____ ----Probable Cause----.

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

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

File No 369 5/25/87	HARRISON, AR	A/C Reg. No. N	1418Q	Т	ime (Lcl) -	- 1250 CD	Г
Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONA Flight Conducted Under -14 CFR Accident Occurred During -LANDING	91	Fire NONE	Crew Pass	0 0	0 0	0 0	1
Aircraft Information Make/Model - CESSNA 150L Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Number Eng Engine Typ	ake/Model - CONTINENTAL 0-200-A ELT Installed/Activated Engines - 1 Stall Warning System Type - RECIPROCATING-CARBURETOR Power - 100 HP					
Environment/Operations Information Weather Data Wx Briefing - FSS Method - IN PERSON	 Itinerary Last Depart POINT LOC			Airport ON AIR	Proximity PORT		
Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 130/009 KTS	Destination SAME AS #			Airport D BOONE Runway	COUNTY	- 18	
Visibility - 5.0 SM Lowest Sky/Clouds - 1500 FT Lowest Ceiling - 1500 FT Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	BROKEN Type of Cle	ght Plan - NONE earance - NONE .ndg - TRAFFIC FULL ST		Runway Runway	Lth/Wid - Surface -		150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 36 Biennial Flight F			e - VALID t Time (H	MEDICAL-WA	AIVERS/LI	ΛIT
PRIVATE SE LAND	Current Months Since		1 /Mode1-	101 95	Last 24 Last 30	4 Hrs -) Days- Ul	

Instrument Rating(s) - NONE

----Narrative----

THE PILOT SAID HE WAS LANDING INTO THE WIND AND WHEN HE WAS 20 FEET ABOVE THE RUNWAY, THE WIND SEEMED TO SHIFT TO A TAIL WIND. THE AIRPLANE STALLED, HIT THE RUNWAY HARD AND BOUNCED. THE PILOT SAID HE PUSHED THE CONTROL WHEEL FORWARD AND THE NOSE WHEEL HIT THE RUNWAY AND COLLAPSED. A THUNDERSTORM HIT THE AIRPORT 20 MINUTES AFTER THE ACCIDENT.

File No 3	69 5/25/87	HARRISON, AR	A/C Reg. No. N1418Q	Time (Lc1) - 1250 CDT
Occurrence #1 Phase of Operation		- IN FLIGHT		
Finding(s) 1. WEATHER CONDITI 2. STALL - INADV		COMMAND		·
Occurrence #2 Phase of Operation		TOUCHDOWN	· · · · · · · · · · · · · · · · · · ·	
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transpo is/are finding(s) 1,		ard determines that t	he Probable Cause(s) of this accide	ent

Basic Information Type Operating Certificate-NONE (GENERA	AVIATION) Aircrat	ft Damage		Injur	ies	
	SUBST	•	Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	Crew	0	0 0	1	0
	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - BELLANCA 8KCAB	Eng Make/Model - Li					
Landing Gear - TAILWHEEL-ALL FIXED			S	tall Warnin	g System	- YES
Max Gross Wt - 1800	Engine Type - RE					
No. of Seats - 2	Rated Power -	150 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t	ON AIR	PORT		
Method - N/A Completeness - N/A	TUCSON,AZ Destination		Ainmont D			
Basic Weather - VMC	TUCSON, AZ		Airport D RYAN F			
Wind Dir/Speed- 200/013 KTS	10030N, A2				24	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -		75
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	~ NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 51	Medical Certifica			IVERS/LIN	IT
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Review	Flig	ht Time (H	ours)	Uno	0
SE LAND, ME LAND	Current - YES Months Since - 23	Total - Make/Model- Instrument- Multi-Eng -	339	Last 24	Hrs -	0
SE LAND, ME LAND	Aircraft Type - 8KCAB	Instrument-	37	Last 90	Days-	2
	апстатстуре оксар	Multi-Eng -	17	Rotorce	aft - IIN	IK / NR
			••			
Instrument Rating(s) - NONE						
Narrative					F D	
E PLT LOST CONTROL AND COLLIDED WITH THE SU AT HE ENCOUNTERED A CROSSWIND GUST FROM HIS						
NDING GEAR DRAGGED ALONG THE GROUND AND THE						

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File No 2	15 1/04/87	TUCSON, AZ	A/C Reg.	No. N68557	Time (Lc1) - 1539 MST
ccurrence #1 hase of Operation					
3. PROPER ALIGNMEN 4. ABORTED TAKEOFF	OR WIND CONDITIONS	- PILOT IN COMMAND IN COMMAND		RAFT - PILOT IN	COMMAND
ccurrence #2 hase of Operation					
inding(s) 6. DIRECTIONAL CON 7. PROPER CLIMB RA 8. GROUND LOOP/SWE	TE - NOT MAINTAINED	- PILOT IN COMMAN	D		
ccurrence #3 hase of Operation		OUCHDOWN			
Probable Cause					

is/are finding(s) 2,6,7,8

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

File No 248 5/02/87	A/C Reg. No. N25	111	Time (Lcl) - 1610 MDT				
-Basic Information							
Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage			juries		
		SUBSTANTIAL		tal Serious			
Type of Operation -INSTRU		Fire	Crew	0 0	-	_	
Flight Conducted Under -14 CFR		NONE	Pass	0 0	0	0	
Accident Occurred During -LANDIN							
-Aircraft Information							
Make/Model - PIPER PA-38-112	Eng Make/	Model - LYCOMING 0-23	5-L26	ELT Installed	d/Activate	ed - YES/YE	
Landing Gear - TRICYCLE-FIXED	Number En	gines - 1		Stall Warr	ning Syste	∋m - YES	
Max Gross Wt - 3600		pe - RECIPROCATING	-CARBURETOR				
No. of Seats - 2	Rated Pow	er - 112 HP					
Weather Data			Δir	port Proximity	,		
Wx Briefing - NO RECORD OF BR				N AIRPORT	,		
Method - N/A	CHANDLER		-				
Completeness - N/A	Destination		Airp	ort Data			
Basic Weather - VMC	LOCAL			HANDLER			
Wind Dir/Speed- 260/004 KTS			R	unway Ident	- 22		
Visibility - 30.0 SM	ATC/Airspace		R	unway Lth/Wid	- 4395/	/ 75	
Lowest Sky/Clouds - 5000 F				unway Surface		_T	
Lowest Ceiling - 25000 F				unway Status	- DRY		
Obstructions to Vision- NONE	Type Apch/	Lndg - TRAFFIC P					
Precipitation - NONE		TOUCH AND	GO				
Condition of Light - DAYLIGH	IT						
-Personnel Information							
Pilot-In-Command	Age - 37	Medical Ce	rtificate -	VALID MEDICAL-	WAIVERS/L	IMIT	
Certificate(s)/Rating(s)	Biennial Flight	Review	Flight Ti	me (Hours)			
COMMERCIAL, CFI	Current		- 627		24 Hrs -		
SE LAND, ME LAND	Months Since	- 3 Make/M e - PA-28 Instru	ode1- 216	Last	30 Days-		
	Aircraft Typ	e - PA-28 Instru	odel- 216 ment- 54 Eng- 17	Last	90 Days-		
		Multi-	Eng - 17	Rotor	rcraft -	UNK/NR	
Instrument Rating(s) - AIRPL	ANE						

DURING AND INSTRUCTIONAL FLIGHT ON SHORT AND SOFT FIELD LANDINGS, THE PILOT REPORTED THAT DURING THE LANDING ROLL AN UNOBSERVED DUST DEVIL HIT THE AIRCRAFT. THE AIRCRAFT WAS RAISED APPROXIMATELY 60 FT AGL. THE INSTRUCTOR WAS UNABLE TO REGAIN CONTROL AND THE AIRCRAFT COLLIDED WITH THE TERRAIN.

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File No 2	48 5/02/87	CHANDLER, AZ	A/C Reg. No. N25111	Time (Lc1) - 1610 MDT
Occurrence #1 Phase of Operation		TER WITH WEATHER		
Finding(s) 1. WEATHER CONDITI 2. WEATHER CONDITI				
Occurrence #2 Phase of Operation				
Finding(s) 3. DIRECTIONAL CON 4. STALL - INADVER		D - PILOT IN COMMAND(MMAND(CFI)		
Occurrence #3 Phase of Operation		ION WITH TERRAIN		
Finding(s) 5. TERRAIN CONDITI	ON - HIGH VEGETATI			
Probable Cause				
The National Transpo is/are finding(s) 2,		rd determines that th	e Probable Cause(s) of this accide	ent

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 282 5/10/87 CHAND	LER,AZ A	A/C Reg. No. N2:	315V	T 	ime (Lcl) ·	- 0910 MD	T
-Basic Information Type Operating Certificate-NONE (GENERA	SU	rcraft Damage JBSTANTIAL		Fatal	Inju Serious	Minor	None
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		re DNE	Crew Pass	0 0	0 0	0 0	2 0
-Aircraft Information Make/Model - PIPER PA-38-112 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3600 No. of Seats - 2	Eng Make/Model Number Engines Engine Type Rated Power		G-CARBURE	S TOR	Installed// tall Warnin	ng System	- YES
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure F CHANDLER,AZ				Proximity		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/006 KTS Visibility - 35.0 SM Lowest Sky/Clouds - 9000 FT SCAT Lowest Ceiling - 25000 FT BROK Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Destination LOCAL ATC/Airspace TERED Type of Flight F	CE - NONE - TOUCH ANI	D G O	Runway Runway	ER Ident Lth/Wid Surface Status	- ASPHALT	
-Personnel Information Pilot-In-Command	Age - 43				MEDICAL-W	AIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YE		•	t Time (H		4 Hrs -	5
COMMERCIAL,CFI SE LAND,ME LAND	Months Since - S Aircraft Type - PA	5 Make/I A-38 Instru	- Model- ument- -Eng -	158 130	Last 30 Last 90	Days- D Days- D Days- raft -	92 277 1
Instrument Rating(s) - AIRPLANE							
-Narrative ING AN INSTRUCTIONAL FLT, THE STUDENT PLT I NOT KEEP THE ACFT ALIGNED WITH THE CENTER STOP THE DRIFT. JUST PRIOR TO LIFT-OFF THE RPLY TO THE RIGHT, THE INSTRUCTOR TOOK OVE JUST AIRBORNE AT THIS TIME THEN TOUCHED D VELED APRX 80 FT AIRBORNE WHEN THE RIGHT M TRUCTOR THEN LANDED THE ACFT ON THE RWY. T	LINE EVEN AFTER THE INS INSTRUCTOR HAD TO ADD R. THE INSTRUCTOR WAS U OWN ON THE LEFT MAIN AF AIN GEAR STRUCK A TAXIV	STRUCTOR TOLD TH RIGHT RUDDER, A UNABLE TO KEEP PRX 6 FT FROM TH WAY SIGN AND SHI	HE STUDEN AND WHEN THE ACFT HE EDGE O EARED THE	T TO ADD THE ACFT ON THE RW F THE RWY GEAR OFF	RIGHT RUDDI VEERED Y. THE ACF ⁻ . THE ACFT . THE	ER	

File No 2	82 5/10/87 CHANDLER	R,AZ A/C	Reg. No. N2315V	Time (Lc1) - 0910 MDT
	LOSS OF CONTROL - ON GROUN TAKEOFF - GROUND RUN	ID		
2. REMEDIAL ACTION 3. AIRCRAFT HANDLI 4. SUPERVISION - I	TROL - NOT MAINTAINED - DUAL - DELAYED - PILOT IN COMMAN NG - IMPROPER - DUAL STUDENT NADEQUATE - PILOT IN COMMAND(C - POOR - PILOT IN COMMAND(C	ND(CFI)		
	IN FLIGHT COLLISION WITH O TAKEOFF - INITIAL CLIMB	DBJECT		
	T FACILITY IES,TAXIWAY MARKING - UNAPPR IN GEAR - SEPARATION	20VED		
	ON GROUND COLLISION WITH T LANDING - FLARE/TOUCHDOWN	ERRAIN		
Finding(s) 9. TERRAIN CONDITI	ON - RUNWAY			
Probable Cause				

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

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

File No 377 5/16/87 C	AREFREE, AZ	A/C Reg. No.	N8454H	т·	Time (Lcl) - 1705 MDT		
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage SUBSTANTIAL	9	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0	0	1 0	0
Aircraft Information Make/Model - CESSNA T182 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2950 No. of Seats - 4	Number En	Model - LYCOMING (gines - 1 pe - RECIPROCA ⁻ er - 235 HP		St	[nstalled/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 130/022 KTS Visibility - 11.0 SM Lowest Sky/Clouds - 6000 FT Lowest Ceiling - 15000 FT Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Depar CARSON C Destination CAREFREE ATC/Airspace SCATTERED Type of F1 BROKEN Type of C1	ITY,NV ,AZ		Runway Runway	PORT ata EE Ident - Lth/Wid - Surface -	OG 4200 -UI ASPHALT DRY	NK/NR
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 51 Biennial Flight Current Months Since Aircraft Typ	Review -YES To [.] -11 Mal	tal -	t Time (Ho 404 8	ours) Last 24 Last 30	Hrs - UN	K/NR K/NR

Instrument Rating(s) - NONE

----Narrative----

AT THE END OF A CROSS-COUNTRY FLT, THE PLT WAS APPROACHING THE ARPT FOR LANDING ON RWY 6 AND NOTICED LIGHT TURBULENCE. ON THE FIRST ATTEMPT TO LAND THE PLT WENT AROUND. ON THE SECOND ATTEMPT THE PLT LANDED THE ACFT. APRX 100 FT DOWN THE RWY THE ACFT BECAME AIRBORNE AND DRIFTED TO THE RIGHT SIDE OF THE RWY. THE PLT APPLIED RIGHT RUDDER WITH NO RESPONSE. THE ACFT EXITED THE RWY AND COLLIDED WITH A WALL. THE UNICOM REPORTED WINDS FROM THE SOUTHEAST AT 5-8 MPH. A FLIGHT SERVICE STATION 13 MILES TO THE SOUTHWEST REPORTED WINDS FROM 130 DEG AT 22 KTS WITH GUSTS TO 37 KTS.

File No 3	77 5/16/87	CAREFREE, AZ	A/C Reg. No. N8454H	Time (Lcl) - 1705 MDT
Occurrence #1 Phase of Operation		TER WITH WEATHER		
Finding(s) 1. WEATHER CONDITI 2. WIND INFORMAT		AIRPORT PERSONNEL		
Occurrence #2 Phase of Operation		- ON GROUND		
		NED - PILOT IN COMMA - PILOT IN COMMAND	ND	
Occurrence #3 Phase of Operation		ION WITH OBJECT		
Finding(s) 5. OBJECT - AIRPOR	T FACILITY			
Probable Cause				
The National Transpo is/are finding(s) 3,		rd determines that t	he Probable Cause(s) of this accid	ent

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

Basic Information						
Type Operating Certificate-NONE (GENERAL	_ AVIATION)	Aircraft Damage	5	Inju		••• -
Type of Operation -INSTRUCTIONAL		SUBSTANTIAL Fire		al Serious		None
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91	_	NONE		D 2 D 0	0	0
Accident Occurred During -DESCENT		NONE	F 435	5 0	0	0
Aircraft Information						
Make/Model - CHAMPION 7EC		Model - CONTINENTAL	C90	ELT Installed/		•
Landing Gear - TAILWHEEL-ALL FIXED		ngines - 1		Stall Warni	ng System	- NO
Max Gross Wt - 1650 No. of Seats - 2	Engine Ty					
NO. OF Seats - 2	Rated Po	wer - 90 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airp	ort Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Depa	rture Point	OF	F AIRPORT/STRI	Р	
Method - N/A	OAKLAND	, CA				
Completeness - N/A	Destinatio	า	Airpo	rt Data		
Basic Weather - VMC	LOCAL		ME.	TRO. OAKLAND I	NTL.	
Wind Dir/Speed- 200/006 KTS				nway Ident		
Visibility - 10.0 SM	ATC/Airspace			nway Lth/Wid		75
		light Plan - NONE		nway Surface		
Lowest Ceiling - NONE		learance - NONE	Ru	nway Status	- DRY	
Obstructions to Vision- NONE	Type Apch,	/Lndg - NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command			Certificate - E	XPIRED		
Certificate(s)/Rating(s)	Biennial Flight	Review	Flight Time	e (Hours)		
PRIVATE	Current		1 - 425		4 Hrs - UN	
SE LAND	Months Since	e – UNK/NR Make,	/Model- UNK/NR	Last 3	O Days- UN	K/NR
	Aircraft Ty	•	rument- UNK/NR		O Days- UN	
		Mult	i-Eng - UNK/NR	Rotorc	raft - UN	K/NR

----Narrative----

A CHAMPION 7EC WENT OUT OF CONTROL DURING THE TAKEOFF INITIAL CLIMB. THE AIRCRAFT DRAGGED A WING DURING TAKEOFF GROUND RUN. THE PILOT WAS OBSERVED LOOKING BACK TOWARDS THE RUNWAY DURING THE INITIAL CLIMB. THE AIRCRAFT STALLED AND DESCENDED UNCONTROLLED TO THE GROUND. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS PRIOR TO THE ACCIDENT.

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File No. - 216 1/09/87 A/C Reg. No. N7515E OAKLAND,CA Time (Lc1) - 1335 PST _____ _____ Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. AIRCRAFT HANDLING - IMPROPER - DUAL STUDENT 2. SUPERVISION - NOT PERFORMED - PILOT IN COMMAND(CFI) 3. ABORTED TAKEOFF - NOT PERFORMED - DUAL STUDENT 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT.DIVERTED ATTENTION - DUAL STUDENT _____ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 5. AIRSPEED - INADEQUATE - PILOT IN COMMAND 6. STALL - INADVERTENT - PILOT IN COMMAND ----Probable Cause----

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

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

	PRING VALLEY,CA A/C R	eg. No. N6864U		Гіmе (Lcl) -	1020 PS	T
Basic Information Type Operating Certificate-NONE (GEN	NERAL 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 9	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING		Other		0	1	0
Aircraft Information						
Make/Model - MOONEY M2OC	Eng Make/Model - LY			Installed/Ac		
Landing Gear - TRICYCLE-RETRACTABLE				Stall Warning	g System	- YES
Max Gross Wt - 2575	Engine Type - RE	CIPROCATING-CARBURI	ETOR			
No. of Seats - 4	Rated Power -	180 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEF	ING Last Departure Point		OFF A	[RPORT/STRIP		
Method ~ N/A	RAMONA, CA					
Completeness - N/A	Destination		Airport [Data		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 310/007 KTS			Runway	/Ident -	N/A	
Visibility - 40.0 SM	ATC/Airspace		Runway	/Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runway	/ Surface -	N/A	
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	/ Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 75	Medical Certifica			WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (H			
	Current - YES	Total -	4289	Last 24		1
PRIVATE		Malia /Madal	2730	Last 30	Davs-	3
PRIVATE SE LAND	Months Since - 8	make/model-	2,00			
	Months Since - 8 Aircraft Type - M20C		250	Last 90	Days-	12
	Months Since - 8 Aircraft Type - M2OC	Make/Model- Instrument- Multi-Eng -	250 16	Last 90	Days-	12

HOURS OF OPERATION SINCE A MAJOR OVERHAUL. THIS WAS THE ACFTS SECOND FLIGHT SINCE THE ENG WAS OVERHAULED.

J Time (Lc1) - 1020 PST File No. - 269 1/12/87 SPRING VALLEY, CA A/C Reg. No. N6864U Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. LUBRICATING SYSTEM, OIL MAGNETIC PLUG - SEPARATION 2. MAINTENANCE.ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL 3. FLUID,OIL - LOSS,TOTAL 4. ENGINE ASSEMBLY - FAILURE, TOTAL _____ _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 5. OBJECT - VEHICLE _____ ----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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Make/Model- PIPER PA-28-235Eng Make/Model - LYCOMINLanding GearTRICYCLE-FIXEDNumber Engines - 1Max Gross Wt2900Engine Type - RECIPRONo. of Seats-4Rated Power - 235Environment/Operations InformationWeather DataItineraryWx Briefing- NO RECORD OF BRIEFINGLast Departure PointMethod- N/ASAN LUIS OBISPO,CACompleteness- N/ADestinationBasic Weather- VMCSAN DIEGO,CAWind Dir/Speed- 300/008 KTSSibility- 30.0Visibility- 30.0SMATC/AirspaceLowest Sky/Clouds- CLEARType of Flight Plan - VFRLowest Ceiling- NONEType of Clearance	AL Fatal Serious Minor Non Crew O O O 1 Pass O O O 1 ING 0-540-B4B5 ELT Installed/Activated - YES Stall Warning System - YES ROCATING-CARBURETOR 5 HP Airport Proximity OFF AIRPORT/STRIP Airport Data SAN LUIS OBISPO Runway Ident - 29
Type of Operation-PERSONALFireFlight Conducted Under-14 CFR 91NONEAccident Occurred During-LANDINGAircraft InformationMake/Model- PIPER PA-28-235Eng Make/Model - LYCOMINLanding Gear- TRICYCLE-FIXEDNumber Engines - 1Max Gross Wt- 2900Engine Type- RECIPRONo. of Seats-4Rated Power- 235Environment/Operations InformationUtineraryWx Briefing- NO RECORD OF BRIEFINGLast Departure PointMethod-N/ASAN LUIS OBISPO,CACompleteness-N/ASAN DIEGO,CAWind Dir/Speed300/008 KTSSAN DIEGO,CAVisibility-30.0SMATC/AirspaceLowest Sky/Clouds-CLEARType of Flight Plan - VFRLowest Ceiling-NONEType of Clearance	Crew 0 0 0 0 1 Pass 0 0 0 1 ING 0-540-B4B5 ELT Installed/Activated - YES/ Stall Warning System - YES ROCATING-CARBURETOR 5 HP Airport Proximity OFF AIRPORT/STRIP Airport Data SAN LUIS OBISPO Runway Ident - 29
Accident Occurred During -LANDINGAircraft Information Make/Model - PIPER PA-28-235Eng Make/Model - LYCOMIN Number Engines - 1 Engine Type - RECIPRO Rated Power - 235Max Gross Wt - 2900Engine Type - RECIPRO No. of Seats - 4Number Engines - 1 Engine Type - RECIPRO Rated Power - 235Environment/Operations Information Weather DataItinerary Last Departure Point SAN LUIS OBISPO,CA Destination SAN DIEGO,CA Wind Dir/Speed- 300/008 KTS Visibility - 30.0 SMSAN DIEGO,CA Type of Flight Plan - VFR Type of Clearance - NON	ING 0-540-B4B5 ELT Installed/Activated - YES/ Stall Warning System - YES 5 HP
Accident Occurred During -LANDINGAircraft Information Make/Model - PIPER PA-28-235Eng Make/Model - LYCOMIN Number Engines - 1 Engine Type - RECIPRO Rated Power - 235Max Gross Wt - 2900Engine Type - RECIPRO No. of Seats - 4Number Engines - 1 Engine Type - RECIPRO Rated Power - 235Environment/Operations Information Weather DataItinerary Last Departure Point SAN LUIS OBISPO,CA Destination SAN DIEGO,CAWx Briefing - NO RECORD OF BRIEFING Method - N/ALast Departure Point SAN LUIS OBISPO,CA Destination SAN DIEGO,CABasic Weather - VMC Wind Dir/Speed-300/008 KTS Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONEATC/Airspace Type of Flight Plan - VFR	Stall Warning System - YES ROCATING-CARBURETOR 5 HP
Make/Model- PIPER PA-28-235Eng Make/Model - LYCOMINLanding GearTRICYCLE-FIXEDNumber Engines - 1Max Gross Wt2900Engine Type - RECIPRONo. of Seats-4Rated Power - 235Environment/Operations InformationItineraryWeather DataItineraryWx Briefing- NO RECORD OF BRIEFINGLast Departure PointMethod- N/ASAN LUIS OBISPO,CACompleteness- N/ADestinationBasic Weather- VMCSAN DIEGO,CAWind Dir/Speed- 300/008 KTSATC/AirspaceLowest Sky/Clouds- CLEARType of Flight Plan - VFRLowest Ceiling- NONEType of Clearance	Stall Warning System - YES ROCATING-CARBURETOR 5 HP
Landing GearTRICYCLE-FIXEDNumber Engines - 1Max Gross Wt- 2900Engine Type- RECIPRONo. of Seats- 4Rated Power- 235Environment/Operations InformationWeather DataItineraryWa Briefing- NO RECORD OF BRIEFINGLast Departure PointMethod- N/ASAN LUIS OBISPO,CACompleteness- N/ADestinationBasic Weather- VMCSAN DIEGO,CAWind Dir/Speed-300/008 KTSATC/AirspaceLowest Sky/Clouds- CLEARType of Flight Plan - VFRLowest Ceiling- NONEType of Clearance	Stall Warning System - YES ROCATING-CARBURETOR 5 HP
Max Gross Wt2900Engine Type- RECIPRC Rated PowerNo. of Seats-4Rated Power-235Environment/Operations InformationUtineraryItineraryWather DataItineraryWx Briefing- NO RECORD OF BRIEFINGLast Departure Point SAN LUIS OBISPO,CAMethod- N/ADestinationBasic Weather- VMCSAN DIEGO,CAWind Dir/Speed-300/008 KTSSAN DIEGO,CAVisibility-30.0SMLowest Sky/Clouds-CLEARType of Flight Plan - VFRLowest Ceiling-NONEType of Clearance	ROCATING-CARBURETOR 5 HP Airport Proximity OFF AIRPORT/STRIP Airport Data SAN LUIS OBISPO Runway Ident - 29
No. of Seats -4Rated Power -235Environment/Operations Information Weather DataItineraryWx Briefing -NO RECORD OF BRIEFING Method -Last Departure Point SAN LUIS OBISPO,CA DestinationMethod -N/ADestination SAN LUIS OBISPO,CACompleteness -N/ADestination SAN DIEGO,CABasic Weather -VMCSAN DIEGO,CAWind Dir/Speed-300/008 KTS Visibility -30.0 SMLowest Sky/Clouds -CLEARType of Flight Plan - VFR Type of Clearance -	5 HP Airport Proximity OFF AIRPORT/STRIP Airport Data SAN LUIS OBISPO Runway Ident - 29
Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A SAN LUIS OBISPO,CA Completeness - N/A Destination Basic Weather - VMC SAN DIEGO,CA Wind Dir/Speed- 300/008 KTS Visibility - 30.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - VFR Lowest Ceiling - NONE Type of Clearance - NON	Airport Proximity OFF AIRPORT/STRIP Airport Data SAN LUIS OBISPO Runway Ident - 29
Wx Briefing- NO RECORD OF BRIEFING MethodLast Departure Point SAN LUIS OBISPO,CA DestinationCompleteness- N/ADestinationBasic Weather- VMCSAN DIEGO,CAWind Dir/Speed- 300/008 KTS Visibility- 30.0 SMATC/AirspaceLowest Sky/Clouds- CLEARType of Flight Plan - VFRLowest Ceiling- NONEType of Clearance	OFF AIRPORT/STRIP Airport Data SAN LUIS OBISPO Runway Ident - 29
Wx Briefing- NO RECORD OF BRIEFING MethodLast Departure Point SAN LUIS OBISPO,CA DestinationCompleteness- N/ADestinationBasic Weather- VMCSAN DIEGO,CAWind Dir/Speed- 300/008 KTS Visibility- 30.0 SMATC/AirspaceLowest Sky/Clouds- CLEARType of Flight Plan - VFR Type of Clearance- NONE	OFF AIRPORT/STRIP Airport Data SAN LUIS OBISPO Runway Ident - 29
Method- N/ASAN LUIS OBISPO,CACompleteness- N/ADestinationBasic Weather- VMCSAN DIEGO,CAWind Dir/Speed- 300/008 KTSSibility- 30.0 SMVisibility- 30.0 SMATC/AirspaceLowest Sky/Clouds- CLEARType of Flight Plan - VFRLowest Ceiling- NONEType of Clearance	Airport Data SAN LUIS OBISPO Runway Ident - 29
Completeness- N/ADestinationBasic Weather- VMCSAN DIEGO,CAWind Dir/Speed-300/008 KTSVisibility- 30.0 SMATC/AirspaceLowest Sky/Clouds- CLEARType of Flight Plan - VFRLowest Ceiling- NONEType of Clearance	SAN LUIS OBISPO Runway Ident - 29
Basic Weather- VMCSAN DIEGO,CAWind Dir/Speed- 300/008 KTSVisibility- 30.0 SMVisibility- 30.0 SMATC/AirspaceLowest Sky/Clouds- CLEARType of Flight Plan - VFRLowest Ceiling- NONEType of Clearance	SAN LUIS OBISPO Runway Ident - 29
Wind Dir/Speed- 300/008 KTS Visibility - 30.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - VFR Lowest Ceiling - NONE Type of Clearance - NON	Runway Ident - 29
Visibility - 30.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - VFR Lowest Ceiling - NONE Type of Clearance - NON	-
Lowest Ský/Clouds - CLEAR Type of Flight Plan - VFR Lowest Ceiling - NONE Type of Clearance - NON	Runway Lth/Wid - 4799/ 150
Lowest Ceiling - NONE Type of Clearance - NON	FR Runway Surface - DIRT
	ONE Runway Status - DRY
Obstructions to Vision- NONE Type Apch/Lndg - FOR	ORCED LANDING
Precipitation - NONE	
Condition of Light - DAYLIGHT	
Personnel Information	
Pilot-In-Command Age - 49 Medi	dical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s) Biennial Flight Review	Flight Time (Hours) Total - 252 Last 24 Hrs - 2
PRIVATE Current - YES SE LAND Months Since - 9	Total - 252 Last 24 Hrs - 2 Make/Model- 66 Last 30 Days- 4
SE LAND MOTULES STICE - 9 Aircraft Tupe - DA-28	Instrument- UNK/NR Last 90 Days- 10
	Multi-Eng - UNK/NR Rotorcraft - UNK/NR
Instrument Rating(s) - NONE	

TO THE RUNWAY AND COLLIDED WITH THE TERRAIN A HALF MILE FROM THE AIRPORT. INSPECTION OF THE ENGINE AT THE TIME OF THE ACCIDENT FOUND THAT THE MAIN FUEL LINE TO THE CARBURETOR CONTAINED NO FUEL. THE LEFT TIP TANK WAS FOUND TO CONTAIN A QUARTER OF A TANK OF FUEL, THE LEFT MAIN WAS THREE QUARTERS FULL, THE RIGHT MAIN WAS FULL AND THE RIGHT TIP WAS EMPTY. THE PILOT STATED HE WAS FLYING ON THE LEFT MAIN. THERE WAS NO OTHER DISCREPANCIES NOTED AT THAT TIME. THE ENGINE WAS THEN RUN FOR SEVERAL MINUTES AT DIFFERENT POWER SETTINGS, THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS NOTED.

File No. - 254 3/27/87 SAN LUIS OBISPO, CA A/C Reg. No. N9306W Time (Lc1) - 1415 PST ______ Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - STARVATION 2. UNDETERMINED _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY · Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----

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

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

File No 245 4/12/87 VENTU	IRA, CA	٦	Time (Lc1) - 1403			
Basic Information Type Operating Certificate-NONE (GENERA		ircraft Damage		Injur	ioc	
Type operating ber throate home (dement		DESTROYED	Fatal			None
Type of Operation -PERSONAL		ire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	(DN GROUND	Pass O	1	0	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - GRUMMAN G-44A	Eng Make/Mode	1 - LYCOMING GO-480	-B1 ELT	Installed/A	ctivated	- YES-UNK/M
Landing Gear - AMPHIBIAN	Number Engines			Stall Warnir	ng System	- UNK/NR
Max Gross Wt - 4525		- RECIPROCATING-C	ARBURETOR			
No. of Seats - 5	Rated Power	- 270 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRIP	•	
Method - N/A	SANTA BARBARA	A, CA				
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 220/011 KTS					N/A	
Visibility - 7.0 SM	ATC/Airspace				N/A	
Lowest Sky/Clouds - 20000 FT THIN					N/A	
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearar		Runway	/ Status -	N/A	
	Type Apch/Lndg	- NUNE				
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 43	Medical Cert	ificate - VALIC			ITT
Certificate(s)/Rating(s)	Biennial Flight Revie		Flight Time (H			11 1
PRIVATE	Current - l	INK/NR Total	- 2100	last 24	Hrs -	0
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - l	UNK/NR Make/Mode	el- 450	Last 30) Days- UN	
	Aircraft Type - L	UNK/NR Instrume	NT - 40	LAST 90) Days-	
		Multi-Eng		Rotorcr	aft - UN	
Instrument Rating(s) - AIRPLANE						

DURING A LOCAL PLEASURE FLIGHT, THE PILOT HAD REDUCED POWER AND DESCENDED TO A LOWER ALTITUDE TO TAKE PICTURES OF A SAILBOAT RACE. AT APPROXIMATELY 200 FEET THE PILOT MADE A DESCENDING RIGHT TURN, THEN LEVELED OFF. THE AIRCRAFT STALLED AND THE PILOT LOWERED THE NOSE AND ABRUPTLY ADDED POWER. THE ENGINES DID NOT RESPOND IN TIME TO REGAIN ALTITUDE AND AIRSPEED. THE AIRCRAFT THEN IMPACTED THE WATER LEFT WING FIRST. ON IMPACT A FIRE STARTED. THE AIRCRAFT EVENTUALLY SANK AND WAS NOT RECOVERED.

File No 2	45 4/12/87 VENTURA,CA	A/C Reg. No. N32BB	Time (Lcl) - 1403 PST
Occurrence #1 Phase of Operation	LOSS OF CONTROL - IN FLIGHT DESCENT - NORMAL		
2. STALL - UNCONTR	CONTROL - EXCESSIVE - PILOT IN COMMA OLLED - PILOT IN COMMAND - DELAYED - PILOT IN COMMAND	ND	
Occurrence #2 Phase of Operation	DITCHING DESCENT - UNCONTROLLED		
Finding(s) 4. TERRAIN CONDITI	ON - WATER,ROUGH		
Occurrence #3 Phase of Operation	FIRE LANDING - FLARE/TOUCHDOWN		
Probable Cause			

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

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

File No 247 4/18/87 RE	DLANDS,CA	A/C Reg. No. N	N9545U	Тi	ime (Lcl) -	1526 PDT	
Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damage			Injur	ies	
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -INSTRUCTI	ONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	1	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - GRUMMAN AA1C		/Model - LYCOMING D [.]	-320-E2G		Installed/Ad		
Landing Gear - TRICYCLE-FIXED		ngines – 1			tall Warning	g System	- YES
Max Gross Wt - 1600	Engine T		ING-CARBURE	TOR			
No. of Seats - 2	Rated Por	wer - 150 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F	Proximity		
Wx Briefing - NO RECORD OF BRIEF	ING Last Depa	rture Poi n t		OFF AIR	RPORT/STRIP		
Method - N/A	REDLAND	S,CA					
Completeness - N/A	Destinatio	n		Airport Da			
Basic Weather - VMC	LOCAL			REDLAND			
Wind Dir/Speed- 160/004 KTS				Runway		26	
Visibility - 8.0 SM	ATC/Airspac				Lth/Wid -		75
	CATTERED Type of F				Surface -		
Lowest Ceiling - NONE		learance - NONE		Runway	Status -		
Obstructions to Vision- NONE	Type Apch	/Lndg - NONE				HIGH VEG	ETATION
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 40				MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight		•	nt Time (Ho			
COMMERCIAL, ATP, CFI	Current				Last 24		1
SE LAND, ME LAND	Months Sinc		e/Model-	190	Last 30	Days-	23
	Aircraft Ty		trument-	530	Last 90	Days-	39
		Mul	ti-Eng -	1400	Rotorcra	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE							
Narrative							
DURING AN INSTRUCTIONAL FLIGHT, THE PLT ST							
PRIOR TO DEPARTURE. THE PLT TOOK-OFF ON TH							
RETURNED TO THE ARPT FOR TOUCH-AND-GO LAND							
LOST POWER. THE PLT SWITCHED FUEL TANKS AN						_	
RWY AND COLLIDED WITH AN INCLINED MOUND. T							
ACFT THEN COLLIDED WITH THE TOP OF A FENCE			J KESI IN A	A DITCH. IN	NSPECTION U	-	
THE ENGINE DID NOT REVEAL SIGNS OF MECHANI	CAL FAILURE OR MALF	UNCTION.					

File No 24	7 4/18/87	REDLANDS, CA	A/C Reg. No	. N9545U	Time (Lcl) - 1526 PDT
Occurrence #1 Phase of Operation		CLIMB			
Finding(s) 1. AIRCRAFT HANDLIN	G				·
Occurrence #2 Phase of Operation		сү			
Occurrence #3 Phase of Operation					
Finding(s) 2. OBJECT - FENCE 3. OBJECT - TREE(S)					

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

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

Basic Information						
Type Operating Certificate-NONE (GENERAL	_ AVIATION) Aircra	ft Damage		Injur	ies	
		ANTIAL	Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Cre		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pas	s O	0	3	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - PIPER PA-24-250	Eng Make/Model - L	YCOMING 0-540-A1A5		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -			tall Warnin	ig System	- YES
Max Gross Wt - 2800		ECIPROCATING-CARBU	RETOR			
No. of Seats - 4	Rated Power -	250 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poir	it	OFF AI	RPORT/STRIP	•	
Method - N/A	CATALINA,CA					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	TORRANCE, CA					
Wind Dir/Speed- 270/008 KTS	_ /				N/A	
Visibility - 15.0 SM	ATC/Airspace				N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plar			Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	WATER-CA	LM
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 38				WAIVERS/	
Certificate(s)/Rating(s) COMMERCIAL,ATP,CFI	Biennial Flight Review Current - YES	Total -			Hrs - UN	K /ND
SE LAND, ME LAND	Months Since - 12	Make/Model-) Days- UN	
HELICOPTER	Aircraft Type - PA-24		230	Last 90) Days- UN	
HELIGOFILK	Ancial Type - PA-24	Multi-Eng -			aft -	-
		munti Ling -	000	ROTOPET	art	2000

----Narrative----

JUST AFTER TAKEOFF, THE PLT STATED THAT HE HEARD A LOUD BANG. THE ACFT BEGAN TO VIBRATE SEVERELY WITH THE ENGINE DEVELOPING PARTIAL POWER. THE ACFT WOULD NOT CLIMB AND THE PLT WAS ABLE TO MAINTAIN 100 FPM DESCENT. UNABLE TO RETURN TO THE ARPT, THE PLT DITCHED THE ACFT IN THE OCEAN. INSPECTION OF THE PROPELLER BLADES EXHIBITED LEADING EDGE DAMAGE ALONG THE OUTBOARD 4-5 INCHES WITH SOME POLISHING OF THE CAMBERED SIDE. ONE BLADE WAS BENT FORWARD AND MISSING APRX 4 INCHES OF THE TIP. APRX ONE INCH FURTHER WAS A GOUGE ON THE LEADING EDGE. THE OTHER BLADE WAS BENT REARWARD. ON THE LEADING EDGE APRX 4 INCHES FROM THE TIP WAS A GOUGE AND CRACK APRX ONE INCH LONG. THE ENGINE CONTAINED A CONSIDERABLE AMOUNT OF RUST AND CORROSION FROM BEING IN CONTACT WITH SALT WATER. NO OTHER MECHANICAL FAILURE OR MALFUNCTIONS COULD BE NOTED.

File No 3	87 4/19/87	CATALINA,CA	A/C Reg.	No. N5596P	Time (Lcl) - 1900 PDT
Occurrence #1 Phase of Operation			ALFUNCTION		
Finding(s) 1. PROPELLER SYSTE 2. PROPELLER SYSTE	M/ACCESSORIES,BLADE M/ACCESSORIES,BLADE				
Occurrence #2 Phase of Operation	DESCENT - EMERGEN	сү			
Occurrence #3 Phase of Operation	DITCHING LANDING - FLARE/T	OUCHDOWN			
Occurrence #4 Phase of Operation		ON WITH OBJECT			
Finding(s) 3. OBJECT - SUBMER					
Probable Cause					
The National Transpo is/are finding(s) 1,	*	d determines that	the Probable Cause(s) of this ac	cident

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

Brief of Accident

File No 234 1/04/87 PUE	3L0,C0	A/C Reg. No. N	2WF	T	ime (Lcl) -	1040 MST	
Basic Information Type Operating Certificate-NONE (GENER Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	F	ircraft Damage SUBSTANTIAL ire NONE	Crew Pass	Fatal O O	Injur Serious O O	ies Minor O O	None 1 2
Aircraft Information Make/Model - CESSNA T210N Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4000 No. of Seats - 6	Number Engine	- RECIP-FUEL			Installed/A tall Warnin		-
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/003 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 25000 FT SCA Lowest Sky/Clouds - 25000 FT SCA Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	LIMON,CO Destination CENTER,CO ATC/Airspace ATERED Type of Flight Type of Cleara	Plan - NONE		OFF AI Airport Da Runway Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 37 Biennial Flight Revi Current - Months Since - Aircraft Type -	ew VES Tota	Fligh 1 - /Model-	t Time (H 440	MEDICAL-NO ours) Last 24 Last 30 Last 90	Hrs - Days- UN	2

Instrument Rating(s) - NONE

----Narrative----

PLT AND TWO PAX DEPARTED LIMON, CO, AT 1000 FOR RETURN TRIP TO CENTER, CO. AT 1030 PLT SWITCHED TO THE RIGHT FUEL TANK, TEN MIN LATER ENG LOST POWER AND PLT MADE FORCED LANDING WEST OF PUEBLO, CO. PLT CLAIMED RIGHT FUEL GAUGE WAS FAULTY. PLT LATER SAID HE TOOK OFF FROM LIMON WITH 35 GAL OF FUEL ABOARD AND THAT HE MUST HAVE CONSUMED ALL AVAILABLE FUEL FROM RIGHT TANK ON EARLIER FLIGHT. PLT SAID HE DID NOT VISUALLY INSPECT FUEL TANKS PRIOR TO DEPARTURE FROM LIMON. EN ROUTE CRUISING ALTITUDE WAS 1000 FT AGL TO AVOID HIGH HEADWINDS ALOFT.

`File No 2	34 1/04/87 PUEBL0,C0	A/C Reg. No. N2WF	Time (Lcl) - 1040 MST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANIC CRUISE	CAL	
2. REFUELING - N 3. FLUID,FUEL - EX 4. AIRCRAFT PREF 5. ALTITUDE - INAD 6. PERFORMANCE DAT 7. FUEL CONSUMPTION	NTS,FUEL QUANTITY GAGE - FAILURE,PART DT PERFORMED - PILOT IN COMMAND HAUSTION LIGHT - INADEQUATE - PILOT IN COMMANE EQUATE - PILOT IN COMMAND A - NOT UNDERSTOOD - PILOT IN COMMANE N CALCULATIONS - INACCURATE - PILOT I ING/DECISION - POOR - PILOT IN COMMANE	D D IN COMMAND ND	
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
	COMPLETE GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN		
Finding(s) 9. GEAR EXTENSION	- DELAYED - PILOT IN COMMAND		
Probable Cause			

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

is/are finding(s) 3,4,6,7,8,9

Brief of Accident

File No 304 1/28/87 LA JUNTA	, CU	A/C Reg. No. No.	3439R 	ا 	ime (Lc1) -	- 1306 MSI	
Basic Information Type Operating Certificate-NONE (GENERAL A	VIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0 0	0 0	1 1	0 0
· · · · · · · · · · · · · · · · · · ·							
Aircraft Information Make/Model - CESSNA 182L Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2800 No. of Seats - 4	Number Engine	- RECIPROCATIN		S	Installed/A tall Warnir		
Environment/Operations Information							
Weather Data Wx Briefing - NWS Method - TELEPHONE	Itinerary Last Departure HEMET,CA	e Point			Proximity RPORT/STRIP	•	
Completeness - FULL Basic Weather - VMC	Destination ENGLEWOOD,CO	כ		Airport D	ata		
Wind Dir/Speed- 240/025 KTS Visibility - 35.0 SM	ATC/Airspace			Runway	Lth/Wid -		
Lowest Sky/Clouds - 25000 FT THIN OV Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE	Type of Cleara		ANDING		Surface - Status -	DIRT ROUGH	
Condition of Light - DAYLIGHT							
	je - 32				MEDICAL-NO	WAIVERS/L	_IMIT
Certificate(s)/Rating(s) Bi PRIVATE	ennial Flight Rev Current -	iew NO Total	Fligh	t Time (H 308		Hrs -	5
SE LAND		UNK/NR Make	/Model-	308) Days- UN	
	Aircraft Type -		rument-	0	Last 90		61

Instrument Rating(s) - NONE

----Narrative----

THE ENGINE QUIT DURING CRUISE FLT AT 8,500 FEET MSL. DURING THE EMERGENCY LANDING TO UNSUITABLE TERRAIN, THE ACFT NOSED OVER. THE PLT HAD FLOWN 5 HOURS ON THIS FLT. THE LONG RANGE FUEL TANKS HAD BEEN INSTALLED WITH THE FILLER PORTS INBOARD, LIMITING THE TOTAL QUANTITY BY 10 GALLONS. THE ACFT'S RANGE WAS ONE HOUR LESS THAN DATA FROM THE OPERATORS MANUAL INDICATED.

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File No. - 304 1/28/87 A/C Reg. No. N3439R Time (Lcl) - 1306 MST LA JUNTA,CO Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PERFORMANCE DATA - INACCURATE -3. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND 4. REFUELING - NOT PERFORMED - PILOT IN COMMAND 5. FUEL SYSTEM - IMPROPER - OTHER MAINTENANCE PSNL _____ _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ NOSE OVER 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) 1,4,5

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

.

Brief of Accident

Basic Information		Aineraft Damage			Iniur		
Type Operating Certificate-NONE (GENE		Aircraft Damage SUBSTANTIAL		Fatal			None
Type of Operation -INSTRUCTIO		Fire	Crew	0		0	1
Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91		NONE	Pass	õ	õ	õ	Ó
Accident Occurred During -LANDING				-	-	-	-
Aircraft Information							
Make/Model - CESSNA 172 M	Eng Make/Mod	del - LYCOMING 0-3	320-E2D	ELT J	installed/A	ctivated	I - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engi				all Warnin	g System	- YES
Max Gross Wt - 2300		- RECIPROCATIN	IG-CARBURE	TOR			
No. of Seats - 4	Rated Power	- 150 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - MILITARY	Last Departu			ON AIRF	PORT		
Method - UNK/NR	USAF ACEDE	MY,CO					
Completeness - UNK/NR	Destination	- /		Airport Da			
Basic Weather - VMC	SAME AS AC	C/INC			ADEMY AIRP		
Wind Dir/Speed- 180/006 KTS					Ident -		
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid - Surface -		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Clear	nt Plan - MILITARY	(VFR)		Status -		
Obstructions to Vision- NONE		dg - TOUCH AN		Kullway	Status	DKT	
Precipitation - NONE	туре дрелу спо						
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 20	Medical C	Certificat	e - VALID	MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev	view	Fligh	nt Time (Ho	ours)		
STUDENT	Current	- N/A Total - N/A Make/ - N/A Instr	-	30	Last 24	Hrs - U	INK/NR
	Months Since	-N/A Make/	Model-	25	Last 30	Days- U	INK/NR
	Aircraft Type	- N/A Instr	ument-	0	Last 90	Days-	8
Instrument Rating(s) - NONE							

File No 236	2/07/87 AIR FORCE ACA	ADE,CO A/C Reg.	No. N9582V	Time (Lc1) - 1441 MST
	- LANDING JING - FLARE/TOUCHDOWN			
	LANDING - IMPROPER - PILOT ROCEDURE,LACK OF TOTAL EXPE R - OVERLOAD		AND	
Probable Cause				
The National Transportatio	n Safety Board determines t	hat the Probable Cause	(s) of this accident	

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

is/are finding(s) 1,2

NUNEFatalSeriousMinorNoneType of Operation-INSTRUCTIONALFireCrew0101Flight Conducted Under-14 CFR 91NONEPass0000Accident Occurred During-LANDINGNONEPass00000-Aircraft InformationMake/Model- N/AELT Installed/Activated - NO -N/Make/Model- BALLOON WORKS FIREFLY 7Eng Make/Model - N/AELT Installed/Activated - NO -N/Landing Gear- N/ANumber Engines - N/AStall Warning System - NOMax Gross Wt900Engine Type- N/ANo. of Seats- UNK/NRRated Power- N/A*Environment/Operations InformationItineraryAirport ProximityWa Briefing- FSSLast Departure PointOFF AIRPORT/STRIPMethod- TELEPHONEELLICOTT, COOFF AIRPORT/STRIPMatod Dir/Speed-330/006 KTSUOKALOCALRunway Ident- N/AWind Dir/Speed-330/006 KTSType of Flight Plan - NONERunway Surface - GRASS/TURFLowest Sky/CloudsCLEARType of Clearance- NONERunway Status- DRYLowest Sky/Clouds- CLEARType of Clearance- NONERunway Status- DRYObstructions to VisionNONEType Apch/Lndg- STRAIGHT-IN- DRYOrder to the order t	Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage		Injur	ies	
Type of Operation -INSTRUCTIONAL Fire Crew 0 1 0 1 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 0 0 Accident Occurred During -LANDING -Aircraft Information Make/Model - BALLOON WORKS FIREFLY 7 Eng Make/Model - N/A ELT Installed/Activated - NO -N/ Landing Gear - N/A Number Engines - N/A Stall Warning System - NO Max Gross Wt - 900 Engine Type - N/A No. of Seats - UNK/NR Rated Power - N/A *** Briefing - FSS Last Departure Point OFF AIRPORT/STRIP Weather Data Itinerary Airport Proximity Wind Dir/Speed - 30/066 KTS LOCAL Runway Ident - N/A Wind Dir/Speed - 30/066 KTS Type of Flight Plan - NONE Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Dostructions to Vision - NONE Type of Clearance - NONE Runway Status - DRY Precipitation - NONE Type of Clearance - NONE Runway Status - DRY Precipitation - NONE Type of Clearance - NONE FULL STOP Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 56 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Fligh Time (Hours) COMMERCIAL CAND Age - VINK/NR Last 30 Days- UNK/NR SE LAND, ME LAND Aircraft Type - UNK/NR Instrument UNK/NR Last 30 Days- UNK/NR Age - Wonths Since - UNK/NR Instrument UNK/NR Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument UNK/NR Last 30 Days- 19 Multi-Eng - 4867 Rotorcraft - 11			ballage	Fata]	Serious	Minor	None
Accident Occurred During -LANDING -Aircraft Information Make/Model - BALLOON WORKS FIREFLY 7 Landing Gear - N/A Eng Make/Model - N/A ELT Installed/Activated - NO -N/ Stall Warning System - NO Max Gross Wt - 900 Engine Type - N/A Stall Warning System - NO Mox of Seats - UNK/NR Rated Power - N/A -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - FSS Last Departure Point OFF AIRPORT/STRIP Method - TELEPHONE ELLICOTT, CO Completeness - UNK/NR Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed- 330/006 KTS Type of Flight Plan - NONE Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Sky/Clouds - CLEAR Type of Clearance - NONE Runway Surface - GRASS/TURF Precipitation - NONE Type Apch/Lndg - STRAIGHT-IN FULL STOP Condition of Light - DAYLIGHT Age - 56 Medical Certificate - EXPIRED Personnel Information Biennial Flight Review Flight Time (Hours) Cortificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) <t< th=""><th>Type of Operation -INSTRUCTIONA</th><th>L Fire</th><th>Cre</th><th>ew O</th><th>1</th><th>0</th><th>. 1</th></t<>	Type of Operation -INSTRUCTIONA	L Fire	Cre	ew O	1	0	. 1
-Aircraft Information Make/Model - BALLOON WORKS FIREFLY 7 Landing Gear - N/A Max Gross Wt - 900 No. of Seats - UNK/NR Fervironment/Operations Information Weather Data -Environment/Operations Information Weather Data -Environment Div/Speed- 330/006 KTS Visibility - 80.0 SM - ATC/Airspace - NONE Lowest Sky/Clouds - CLEAR - Unvext Ceiling - NONE - Lowest Ceiling - NONE - Dostructions to Vision - NONE - Precipitation - NONE - Precipitation - NONE - Presonnel Information Piot-In-Command - Command - Command Age - 56 Medical Certificate - EXPIRED - Certificate(s)/Rating(s) - Comment - YES - Condition of Light - DAYLIGHT - Precipitation - Stall - 5604 - Last 24 Hrs - UNK/NR - Aircraft Type - UNK/NR - Aircraft Type - UNK/NR - Age 7 - Stall - 5604 - Stall - 5604 - Last 30 Days- UNK/NR - Aircraft Type - UNK/NR - Age 7 - Stall - 5604 - Stall - 5604 - Last 30 Days- UNK/NR - Aircraft Type - UNK/NR - Age 7 - Stall - 5604 - Stall - 5604 - Last 30 Days- UNK/NR - Aircraft Type - UNK/NR - Age 7 - Stall - 5604 - Stall - 5604 - Stall - 5604 - Last 30 Days- UNK/NR - Aircraft Type - UNK/NR - Stall - 5604 - Stal	Flight Conducted Under -14 CFR 91	NONE	Pas	s O	0	0	0
Make/Model - BALLOON WORKS FIREFLY 7 Eng Make/Model - N/A ELT Installed/Activated - N0 -N/A Landing Gear - N/A Number Engines - N/A Stall Warning System - N0 Max Gross Wt - 900 Engine Type - N/A Stall Warning System - N0 No. of Seats - UNK/NR Rated Power - N/A Stall Warning System - N0 -Environment/Dperations Information We Ather Data Airport Proximity Wx Briefing - FSS Last Departure Point OFF AIRPORT/STRIP Method - TELEPHONE ELLICOTI.CO Completeness - VMC Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Visibility - 80.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY DRY Obstructions to Vision - NONE Type Apch/Lndg - STRAIGHT-IN FULL STOP DRY Condition of Light - DAYLIGHT Age - 56 Medical Certificate - EXPIRED Elstatus - UNK/NR Commercial Constructions Age - 56 Medical Certificate - EXPIRED Elstatus - UNK/NR Commercion - Light - DAYLIGHT YES T	Accident Occurred During -LANDING			·			
Landing Gear - N/A Number Engines - N/A Stall Warning System - NO Max Gross Wt - 900 Engine Type - N/A Provide the Pata Weather Data Weather Data - TELEPHONE - ELLICOTT.CO Completeness - UNK/NR Destination Basic Weather - VMC	-Aircraft Information						
Max Gross Wt - 900 Engine Type - N/A No. of Seats - UNK/NR Rated Power - N/A -Environment/Operations Information Washer Data Airport Proximity Weather Data Itinerary Airport Proximity Wx Briefing - FSS Last Departure Point OFF AIRPORT/STRIP Method - TELEPHONE ELLICOTT, CO Destination Airport Data Basic Weather - VMC LoCAL Runway Ident - N/A Wind Dir/Speed - 330/006 KTS Runway Lth/Wid - N/A Visibility - 80.0 SM ATC/Airspace Runway Surface - GRASS/TURF Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRASS/TURF Dostructions to Vision- NONE Type of Clearance - NONE Runway Status - DRY Obstruction of Light - DAYLIGHT - Stata - DAYLIGHT FULL STOP -Personnel Information Pilot-In-Command Age - 56 Medical Certificate - EXPIRED Commetcilat Gage - 56 Medical Cer		Eng Make/Model - N/A	١	ELT :	[nstalled/A	Activated	1 - NO -N/
No. of Seats - UNK/NR Rated Power - N/A -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing -FSS Last Departure Point OFF AIRPORT/STRIP Method - TELEPHONE ELLICOTT.CO Airport Data Basic Weather - WMC LOCAL Runway Ident - N/A Wind Dir/Speed-330/006 KTS Runway Ident - N/A Visibility - 80.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Status - DRY Obstructions to Vision - NONE Type of Clearance - NONE Runway Status - DRY -Personnel Information - NONE FULL STOP Full STOP - -Personnel Information Biennial Flight Review Flight Time (Hours) Commercial Age - 56 Medical Certificate - EXPIRED Commercial Biennial Flight Review Flight Time (Hours) Commercial Current - YES Total - 5604 Last 24 Hrs - UNK/NR - SE LAND, FREE BALLOON Months Since - UNK/NR Instrument- UNK/NR Last 30 Days- UNK/NR Multi-Eng - 4867 Rotorcraft - 11		Number Engines - N/A	l l	S	tall Warnir	ng Syster	n - NO
-Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - FSS Last Departure Point OFF AIRPORT/STRIP Method - TELEPHONE ELLICOTT.CO Completeness - UNK/NR Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed-330/006 KTS ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Sky/Clouds - CLEAR Type of Clearance - NONE Runway Status - DRY Obstructions to Vision - NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Age - 56 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Age - 56 Medical Certificate - EXPIRED Commercial Information Pilot-In-Command Age - 56 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Age - 56 Medical Certificate - EXPIRED Commercial Status - DRY Outhon Stince - VNK/NR Make/Model - 33 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- 19 Multi-Eng - 4867 Rotorcraft - 11							
Weather Data Itinerary Airport Proximity Wx Briefing - FSS Last Departure Point DFF AIRPORT/STRIP Method - TELEPHONE ELLICOTT,CO Airport Data Basic Weather - VMC Destination Airport Data Basic Weather - VMC Doestination Airport Data Wind Dir/Speed-330/006 KTS Runway Ident - N/A Visibility - 80.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan NONE Runway Surface - GRASS/TURF Dostructions to Vision NONE Type of Clearance - NONE Runway Status - DRY Condition of Light - DAYLIGHT - Net Status - DRY Personnel Information Prilot-In-Command Age - 56 Medical Certificate - EXPIRED CommerciaL Current - YES Total - 5604 Last 30 Days- UNK/NR SE LAND, ME LAND Months Since - UNK/NR Make/Model- 33 Last 30 Days- UNK/NR FREE BALLOON Aircraft Type - UNK/NR Instrument- UNK/NR<	No. of Seats - UNK/NR	Rated Power - N/A					
Wx Briefing- FSSLast Departure PointOFF AIRPORT/STRIPMethod- TELEPHONEELLICOTT.COCompleteness- UNK/NRDestinationBasic Weather- VMCLOCALWind Dir/Speed-330/006 KTSRunway IdentVisibility- 80.0 SMATC/AirspaceRunway Lth/WidLowest Sky/Clouds- CLEARType of Flight Plan- NONELowest Ceiling- NONEType of Clearance- NONERunway Status- DRYObstructions to VisionNONEPersonnel InformationPilot-In-CommandAge -Certificate(s)/Rating(s)Biennial Flight ReviewCommercialFlight Time (Hours)Current- YESTotal- 5604Months Since- UNK/NRMake/Model-33LAST 30 Days-UNK/NRAircraft Type - UNK/NRInformationAircraft Type - UNK/NRMulti-Eng - 4867Rotorcraft -11	-Environment/Operations Information						
Completeness - UNK/NR Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed-330/006 KTS ATC/Airspace Runway Lth/Wid - N/A Visibility - 80.0 SM ATC/Airspace Runway Lth/Wid - N/A 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 - STRAIGHT-IN FULL STOP Precipitation - NONE Type Apch/Lndg - STRAIGHT-IN Precipitation of Light - DAYLIGHT - DAYLIGHT - - Age - 56 Medical Certificate - EXPIRED Condition of Light - Biennial Flight Review Flight Time (Hours) Commercial - Se LAND, ME LAND Months Since - UNK/NR Make/Model- 33 Last 30 Days- UNK/NR FREE BALLOON - Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- 19 Multii-Eng - 4867 <td>Weather Data</td> <td>Itinerary</td> <td></td> <td>Airport A</td> <td>Proximity</td> <td></td> <td></td>	Weather Data	Itinerary		Airport A	Proximity		
Completeness - UNK/NR Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed-330/006 KTS Runway Ident - N/A Visibility - 80.0 SM ATC/Airspace Runway Lth/Wid - N/A 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 - STRAIGHT-IN FULL STOP Precipitation - NONE Type Apch/Lndg - STRAIGHT-IN Precipitation of Light - DAYLIGHT - DAYLIGHT - DAYLIGHT -Personnel Information Age - 56 Medical Certificate - EXPIRED - Status Commercial Seinnial Flight Review Flight Time (Hours) - UNK/NR Commercial Current - YES Total - 5604 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - UNK/NR Make/Model- 33 Last 30 Days- UNK/NR FREE BALLOON Aircraft	Wx Briefing - FSS	Last Departure Point		OFF AI	RPORT/STRIF	>	
Basic Weather - VMC LOCAL Wind Dir/Speed 330/006 KTS Runway Ident - N/A Wind Dir/Speed 330/006 KTS Runway Ident - N/A Visibility - 80.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Status - DRY Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision NONE Type Apch/Lndg - STRAIGHT-IN - - Precipitation - NONE FULL STOP - - - - - -Personnel Information Pilot-In-Command Age - 56 Medical Certificate - EXPIRED - Condercial Biennial Flight Review Flight Time (Hours) - - UNK/NR SE LAND, ME LAND Months Since - UNK/NR Make/Model- 33 Last 30 Days- UNK/NR FREE BALLOON Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- 19 Multi-Eng - 4867 Rotorcraft - 11	Method - TELEPHONE						
Wind Dir/Speed- 330/006 KTS Runway Ident - N/A Visibility - 80.0 SM ATC/Airspace Runway Lth/Wid - N/A 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 - STRAIGHT-IN - - Precipitation - NONE Type Apch/Lndg - STRAIGHT-IN - - -Personnel Information - NONE - - - - Condition of Light - DAYLIGHT - - - - - -Personnel Information - Age - 56 Medical Certificate - EXPIRED - CommerciaL SE LAND, ME LAND Biennial Flight Review Flight Time (Hours) - - - Generation - YES Total - - - - - - - - - - - - - - - - <td< td=""><td></td><td></td><td></td><td>Airport Da</td><td>ata</td><td></td><td></td></td<>				Airport Da	ata		
Visibility-80.0SMATC/AirspaceRunway Lth/Wid-N/ALowest Sky/Clouds-CLEARType of Flight Plan-NONERunway Surface-GRASS/TURFLowest Ceiling-NONEType of Clearance-NONERunway Status-DRYObstructions to VisionNONEType Apch/Lndg-STRAIGHT-INFULL STOP-DRYOndition of Light-DAYLIGHTFULL STOPPersonnel InformationPilot-In-CommandAge -56Medical Certificate -EXPIRED <td></td> <td>LOCAL</td> <td></td> <td></td> <td></td> <td></td> <td></td>		LOCAL					
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 - STRAIGHT-IN Precipitation - NONE DAYLIGHT -Personnel Information Pilot-In-Command Age - 56 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 5604 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - UNK/NR Make/Model- 33 Last 30 Days- UNK/NR FREE BALLOON Aircraft Type - UNK/NR Make/Model- 38 Last 90 Days- 19 Multi-Eng - 4867 Rotorcraft - 11				Runway	Ident -	N/A	
Lowest Ceiling- NONEType of Clearance- NONERunway Status- DRYObstructions to Vision- NONEType Apch/Lndg- STRAIGHT-INPrecipitation- NONE- DAYLIGHT-Personnel Information DAYLIGHTPilot-In-CommandAge - 56Certificate(s)/Rating(s)Biennial Flight ReviewCOMMERCIALCurrentSE LAND, ME LANDMonths SinceFREE BALLOONAircraft TypeUDA- Streat TypeAge - 10- Streat TypeObstruction Streat TypePilot-In-CommandAge - 56Medical Certificate - EXPIREDCommercial- Streat TypeCommercial- Streat TypeCommercial- Streat TypeCommercial- Streat TypeCommercial- Streat TypeObstruction- Streat TypeCommercial- Streat TypeCommercial- Streat TypeCommercial- Streat TypeObstruction- Streat TypeCommercial- Streat TypeCommercial				Runway	Lth/Wid -	- N/A	
Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT - -Personnel Information Pilot-In-Command Age - 56 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES SE LAND, ME LAND Months Since UNK/NR FREE BALLOON Aircraft Type UNK/NR Multi-Eng 4867 Rotorcraft							TURF
Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT FULL STOP -Personnel Information Age - 56 Medical Certificate - EXPIRED Pilot-In-Command Age - 56 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES SE LAND, ME LAND Months Since UNK/NR FREE BALLOON Aircraft Type UNK/NR Multi-Eng - 4867 Rotorcraft 11				Runway	Status -	- DRY	
Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 56 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 5604 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since UNK/NR Make/Model- 33 Last 30 Days- UNK/NR FREE BALLOON Aircraft Type UNK/NR Instrument- UNK/NR Last 90 Days- 19		Type Apch/Lndg -					
-Personnel Information Pilot-In-Command Age - 56 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 5604 Last 24 Hrs - UNK/NR SE LAND,ME LAND Months Since - UNK/NR Make/Model- 33 Last 30 Days- UNK/NR FREE BALLOON Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- 19 Multi-Eng - 4867 Rotorcraft - 11	Precipitation - NONE		FULL STOP				
Pilot-In-Command Certificate(s)/Rating(s)Age - 56Medical Certificate - EXPIREDCOMMERCIAL SE LAND,ME LAND FREE BALLOONBiennial Flight Review Current - YESFlight Time (Hours)Age - 56Medical Certificate - EXPIREDBiennial Flight Review Current - YESFlight Time (Hours)COMMERCIAL SE LAND,ME LAND FREE BALLOONMonths Since - UNK/NR Aircraft Type - UNK/NRTotal - 5604 Make/Model- 33 Instrument- UNK/NR Instrument- UNK/NR Aircraft Type - UNK/NR	Condition of Light - DAYLIGHT						
Certificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)COMMERCIALCurrent- YESTotal- 5604Last 24 Hrs - UNK/NRSE LAND,ME LANDMonths SinceUNK/NRMake/Model-33Last 30 Days- UNK/NRFREE BALLOONAircraft TypeUNK/NRInstrument- UNK/NRLast 90 Days-19Multi-Eng4867Rotorcraft-11							
SE LAND,ME LAND Months Since - UNK/NR Make/Model- 33 Last 30 Days- UNK/NR FREE BALLOON Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- 19 Multi-Eng - 4867 Rotorcraft - 11		Age - 56	Medical Certific	ate - EXPIR	ED		
SE LAND,ME LAND Months Since - UNK/NR Make/Model- 33 Last 30 Days- UNK/NR FREE BALLOON Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- 19 Multi-Eng - 4867 Rotorcraft - 11		Biennial Flight Review	F1	ight Time (Ho	ours)		
			Total -	5604	Last 24		
			Make/Model-	33	Last 30		
	FREE BALLOON	Aircraft Type - UNK/NR	Instrument-	UNK/NR	Last 90) Days-	19
Instrument Rating(s) - AIRPLANE			Multi-Eng -	4867	Rotorcr	raft -	11,
	Instrument Rating(s) - AIRPLANE						

File No. - 231 2/11/87 COLO. SPRINGS, CO A/C Reg. No. N4O458 Time (Lc1) - 0920 MST Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. TERRAIN CONDITION - OPEN FIELD 2. PROPER DESCENT RATE - NOT MAINTAINED - DUAL STUDENT з. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND(CFI) 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI) 5. REMEDIAL ACTION - DELAYED - DUAL STUDENT 6. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - DUAL STUDENT ----Probable Cause----

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

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

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Basic Information Type Operating Certificate-ON-DE	MAND ATR TAXT	Aircraft Dam	ane		Injur	ies	
Type Operating Certificate-ON-DE Name of Carrier -PERSC	INAL JET CHARTER	SUBSTANTIAL		Fatal			None
Type of Operation -NON S	CHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	2
Flight Conducted Under -14 CF	R 135	NONE	Pass			0	1
Accident Occurred During -TAKEC)FF						
Aircraft Information	_						
Make/Model - GATES LEARJET 35			TFE-731-2-2B		Installed/A		
Landing Gear - TRICYCLE-RETRACT			-	S	tall Warnir	ng System ·	- YES
Max Gross Wt - 17000 No. of Seats - 10		- TURBOJE - 3500					
		- 3500	LB2 IHKUSI				
Environment/Operations Information							
Veather Data Wx Briefing - FSS	Itinerary Last Departu	na Daint		AIRPORT	Proximity		
Method - TELEPHONE				UN AIR	PURI		
Completeness - FULL	Destination			Airport D	ata		
Basic Weather - IMC	FT. MYERS,	=L		CENTEN			
Wind Dir/Speed- 340/012 KTS	· · · · · · · · · · · · · · · · · · ·					35R	
Visibility500 SM	ATC/Airspace			Runway	Lth/Wid -	10002/	101
Lowest Sky/Clouds - PART C	1BS Type of Flig				Surface -		
Lowest Ceiling - 200				Runway	Status -	SNOW - CO	DMPACTE
Obstructions to Vision- FOG	Type Apch/Lnd	dg - NON	E				
Precipitation - SNOW Condition of Light - DUSK							
Personnel Information Pilot-In-Command	Ace - 55	Medi	cal Contifica	to - VALID	MEDICAL-NO	WATVEDS /	TAATT
Certificate(s)/Rating(s)	Age - 55 Biennial Flight Re	view	Flia	ht Time (H	ours)	WAIVERS/1	_ 1 141 1
ATP	Current	- YES	Total -	14653	Last 24	Hrs -	5
SE LAND, ME LAND	Current Months Since Aircraft Type	- 3	Make/Model-	4653	Last 30	Days- UNH	
	Aircraft Type	- UNK/NR	Instrument- U	NK/NR	Last 90	Days- UNH	
		1	Multi-Eng -	10555	Rotorcr	aft - UNA	
Instrument Rating(s) - AIRF	LANE						
Narrative			DW STILL REMA				

File No. - 322 2/26/87 ENGLEWOOD,CO A/C Reg. No. N888DJ Time (Lc1) - 1612 MST -----Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. WEATHER CONDITION - SNOW 2. LIGHT CONDITION - DUSK 3. UNSAFE/HAZARDOUS CONDITION WARNING - MISJUDGED - PILOT IN COMMAND 4. TERRAIN CONDITION - SNOW COVERED 5. AIRPORT SNOW REMOVAL - INADEQUATE - AIRPORT PERSONNEL 6. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND _____ _____ Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN 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) 3,5,6

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

File No 334 3/05/87 ERIE,0		C Reg. No. N26290			ime (Lcl)		,
-Basic Information Type Operating Certificate-NONE (GENERAL		raft Damage STANTIAL		Fatal	Inju Serious		None
Type of Operation -PERSONAL	Fire		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NON	E	Pass	0	ō	Ō	1
-Aircraft Information	· · · · · · · · · · · · · · · · · · ·						
Make/Model - CHAMPION 7KCAB	Eng Make/Model -		~E2A		Installed//		
Landing Gear – TAILWHEEL-ALL FIXED Max Gross Wt – 1650	Number Engines - Engine Type -			2	tall Warniı	ng Syster	n - NU
No. of Seats - 2		150 HP	CIED				
-Environment/Operations Information Weather Data	Ttinonony			Adappent			
Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Po	int		ON AIR	Proximity		
Method - N/A	SAME AS ACC/INC			UN AIR			
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	LOCAL			TRI-CO			
Wind Dir/Speed- 020/004 KTS				Runway	Ident	- 15	
Visibility - 70.0 SM	ATC/Airspace			Runway	Lth/Wid ·	- 5400/	75
Lowest Sky/Clouds - CLEAR	Type of Flight Pl					- ASPHAL1	-
Lowest Ceiling - NONE	Type of Clearance			Runway	Status ·	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
	Age - 59	Medical Cert	ificat	e - VALID	MEDICAL-W/	IVERS/L1	MIT
	Biennial Flight Review		-	nt Time (He			
PRIVATE	Current - YES		-	531			3
SE LAND	Months Since - 19	•		32			•
	Aircraft Type - UNK	/NR Instrumen	nt-	0	Last 90) Days-	12
Instrument Rating(s) - AIRPLANE							

ACFT LIFTED OFF AT SLOW AIRSPEED AND STALLED/MUSHED BACK TO RWY.

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File No 3	#1 LOSS OF CONTROL - IN FLIGHT eration TAKEOFF - INITIAL CLIMB FT HANDLING - IMPROPER - PILOT IN COMMAND ED - INADEQUATE - PILOT IN COMMAND MUSH - INADVERTENT - PILOT IN COMMAND	Time (Lcl) - 1145 MST		
2. AIRSPEED - INAD	EQUATE - PILOT IN (COMMAND	 	`
	IN FLIGHT COLLISI DESCENT - EMERGEN			
Phase of Operation		ICY	 	

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

Brief of Accident

Basic Information								
Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft [uries	
		SUBSTANTI			Fatal	Serious		None
Type of Operation -PERSONAL		Fire		`ew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		NONE	Ра	ISS	0	0	0	2
Aircraft Information								
Make/Model - RAVEN S60A	Eng Make/Mo						/Activated	
Landing Gear - N/A	Number Engi				S	tall Warn	ing System	- NO
Max Gross Wt - 1600	Engine Type							
No. of Seats - UNK/NR	Rated Power	- N/A						
Environment/Operations Information								
Weather Data	Itinerary			Α	irport l	Proximity		
Wx Briefing - FSS	Last Departu				OFF AI	RPORT/STR:	IP	
Method - TELEPHONE	SAME AS AC	C/INC						
Completeness - UNK/NR	Destination			Ai	rport Da	ata		
Basic Weather - VMC	LOCAL				_			
Wind Dir/Speed- 180/007 KTS Visibility - 15.0 SM						Ident	- N/A	
·····, ····,	ATC/Airspace	ht Dian - (COMPANY (VFR)			Lth/Wid	- N/A - N/A	
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Clea					Surface Status	- N/A - N/A	
Obstructions to Vision- NONE	Type of clea Type Apch/Ln		FORCED LANDING	2	Kunway	Status	- N/A	
Precipitation - NONE	Type Apen/En	iug i	UKCED LANDING	2				
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 26	Me	edical Certifi	cate	- UNK/NI	R		
Certificate(s)/Rating(s)	Biennial Flight Re	view	F۱	ight [·]	Time (Ho	ours)		
COMMERCIAL		- YES	Total -		96		24 Hrs -	2
	Months Since		•		96		30 Days- UN	K/NR
FREE BALLOON	Aircraft Type	- S60A	Instrument-		0	Last 9	90 Days-	3

Instrument Rating(s) - NONE

----Narrative----

THE BALLOON ENCOUNTERED TURBULENCE DURING NORMAL CRUISE AT 100 TO 150 FEET AGL, WHILE CROSSING A RIDGELINE. GUSTS EXTINGUISHED BOTH BURNER PLT LIGHTS AND PARTIALLY COLLAPSED THE ENVELOPE. THE BALLOON BEGAN AN UNCONTROLLED DESCENT. THE PLT RE-IGNITED BOTH BURNER PLT LIGHTS AND APPLIED FULL BURN TO SLOW THE RATE OF DESCENT. THE ENVELOPE WAS IMPALED ON TREES AND THE GONDOLA LANDED ON OPEN GROUND.

Brief of Accident (Continued) 3/07/87 File No. - 235 GRAND LAKE, CO A/C Reg. No. N2803L Time (Lcl) - 1030 MST _____ Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. ALTITUDE - INADEQUATE - PILOT IN COMMAND 2. WEATHER CONDITION - DOWNDRAFT 3. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND _____ ______ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - UNCONTROLLED Findina(s) 4. BALLOON EQUIPMENT, HEATER SYSTEM - DISABLED 5. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND 6. BALLOON EQUIPMENT, ENVELOPE - PRESSURE TOO LOW 7. BALLOON EQUIPMENT, ENVELOPE - DISTORTED 8. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND ____ IN FLIGHT COLLISION WITH OBJECT Occurrence #3 Phase of Operation DESCENT - UNCONTROLLED Finding(s) 9. OBJECT - TREE(S) 10. TERRAIN CONDITION - NONE SUITABLE _____ _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6,7

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

Brief of Accident

File No 276 4/06/87 LA SA	Reg. No. N72PB	T i	Time (Lcl) - 1015 MDT				
Basic Information							
Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircra	ft Damage		Fatal	Inju Serious		r Non
Type of Operation -AERIAL APPL			Crew		1		
Flight Conducted Under -14 CFR 137	NONE		Pass	õ	Ö	õ	-
Accident Occurred During -DESCENT							
-Aircraft Information							
Make/Model - GRUMMAN G-164A	Eng Make/Model - F	°&₩ 1340 AN-1			nstalled/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -				all Warni	ng Syst	em - NO
Max Gross Wt - 4500	Engine Type - R		RBURET	OR			
No. of Seats - 1	Rated Power -	600 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING		nt		OFF AIF	PORT/STRI	Р	
Method - N/A	GREELEY, CO						
Completeness - N/A	Destination		A	irport Da	ata		
Basic Weather - VMC	LOCAL				T 1		
Wind Dir/Speed- 330/005 KTS						- N/A	
Visibility - 7.0 SM	ATC/Airspace	NONE			Lth/Wid		
Lowest Sky/Clouds – CLEAR Lowest Ceiling – NONE	Type of Flight Plar Type of Clearance				Surface Status		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type Apch/Lndg			Runway	Status	- N/A	
	Type Apch/Lhug	- NUNE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 41	Medical Certi				AIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review			Time (Ho			
COMMERCIAL	Current - UNK/N					4 Hrs -	
SE LAND	Months Since - UNK/N		1- 1 -	350	Last 3	O Days-	
	Aircraft Type - UNK/N	Multi-Eng			Last 9	U Days-	11
Instrument Rating(s) - NONE							

File No 2	76 4/06/87	LA SALLE,CO	A/C Reg. No. N72PB	Time (Lc1) - 1015 MDT
Occurrence #1 Phase of Operation	IN FLIGHT COLLISI MANEUVERING - AER			
		DR - PILOT IN COMMAND ND)	
Occurrence #2 Phase of Operation	IN FLIGHT COLLISI DESCENT - UNCONTR			
Probable Cause				

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

Brief of Accident

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Landing Gear - TRICYCLE-FIXED Number E Max Gross Wt - 12300 Engine T No. of Seats - 2 Rated Po Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Depa Method - TELEPHONE MILWAUK Completeness - FULL Destinatio Basic Weather - VMC SAME AS Wind Dir/Speed- 250/028 KTS Visibility - 20.0 SM ATC/Airspac Lowest Sky/Clouds - UNK/NR Type of F Lowest Ceiling - UNK/NR Type of C	arture Point KEE,WI on S ACC/INC ce Flight Plan - Clearance -	RETT TPE331 RETT TPE331 RBOPROP 715 HP		Airport ON AIR Airport D DENVER Runway Runway	Serious O O Installed, tall Warn Proximity PORT ata	1 1 (Activate ing Syste	O O ed - YES-UNK, em - YES
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI Aircraft Information Make/Model - SHORTS SC7 Eng Make Landing Gear - TRICYCLE-FIXED Number E Max Gross Wt - 12300 Engine T No. of Seats - 2 Rated Pc Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Depa Method - TELEPHONE MILWAUK Completeness - FULL Destinatic Basic Weather - VMC SAME AS Wind Dir/Speed- 250/028 KTS Visibility - 20.0 SM ATC/Airspac Lowest Sky/Clouds - UNK/NR Type of F Lowest Ceiling - NONE Type Apch	NONE e/Model - GARI Engines - 2 Type - TURI ower - arture Point KEE,WI on S ACC/INC ce Flight Plan - Clearance -	RBOPROP 715 HP	Pass	O ELT S Airport ON AIR Airport D DENVER Runway Runway	O Installed, tall Warns Proximity PORT ata Ident	Activate ing Syste	o ed - YES-UNK, em - YES
Accident Occurred During -TAXI Aircraft Information Make/Model - SHORTS SC7 Eng Make Landing Gear - TRICYCLE-FIXED Number E Max Gross Wt - 12300 Engine T No. of Seats - 2 Rated Po Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Depa Method - TELEPHONE MILWAUK Completeness - FULL Destination Basic Weather - VMC SAME AS Wind Dir/Speed- 250/028 KTS Visibility - 20.0 SM ATC/Airspac Lowest Sky/Clouds - UNK/NR Type of F Lowest Ceiling - UNK/NR Type of C Obstructions to Vision- NONE Type Apch Precipitation - NONE	e/Model - GARI Engines - 2 Type - TURI ower	RBOPROP 715 HP	I-2-201A	ELT S Airport ON AIR Airport D DENVER Runway Runway	Installed, tall Warns Proximity PORT ata Ident	Activate ing Syste	ed - YES-UNK, em - YES
 Aircraft Information Make/Model - SHORTS SC7 Eng Make Landing Gear - TRICYCLE-FIXED Max Gross Wt - 12300 Engine T No. of Seats - 2 Rated Pc Rated Pc Restard Pc<	Engines - 2 Type - TURI ower - arture Point KEE,WI on S ACC/INC ce Flight Plan - Clearance -	RBOPROP 715 HP		Airport ON AIR Airport D DENVER Runway Runway	tall Warn Proximity PORT ata Ident	ing Syste	em - YES
Make/Model- SHORTS SC7Eng MakeLanding Gear- TRICYCLE-FIXEDNumber EMax Gross Wt- 12300Engine TNo. of Seats-2Rated PcEnvironment/Operations InformationWeather DataItineraryWx Briefing- FSSLast DepaMethod- TELEPHONEMILWAUKCompleteness- FULLDestinaticBasic Weather- VMCSAME ASWind Dir/Speed-250/028 KTSVisibilityLowest Sky/Clouds- UNK/NRType of FLowest Ceiling- UNK/NRType of CObstructions to Vision-NONEType Apch	Engines - 2 Type - TURI ower - arture Point KEE,WI on S ACC/INC ce Flight Plan - Clearance -	RBOPROP 715 HP		Airport ON AIR Airport D DENVER Runway Runway	tall Warn Proximity PORT ata Ident	ing Syste	em - YES
Landing Gear - TRICYCLE-FIXED Number E Max Gross Wt - 12300 Engine T No. of Seats - 2 Rated Po Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Depa Method - TELEPHONE MILWAUK Completeness - FULL Destination Basic Weather - VMC SAME AS Wind Dir/Speed- 250/028 KTS Visibility - 20.0 SM ATC/Airspac Lowest Sky/Clouds - UNK/NR Type of C Obstructions to Vision- NONE Type Apch Precipitation - NONE	Engines - 2 Type - TURI ower - arture Point KEE,WI on S ACC/INC ce Flight Plan - Clearance -	RBOPROP 715 HP		Airport ON AIR Airport D DENVER Runway Runway	tall Warn Proximity PORT ata Ident	ing Syste	em - YES
Max Gross Wt - 12300Engine T Rated PcNo. of Seats - 2Rated PcEnvironment/Operations Information Weather DataItineraryWx Briefing - FSSLast Depa Method - TELEPHONEMethod - TELEPHONEMILWAUK Completeness - FULLBasic Weather - VMCSAME AS Wind Dir/Speed- 250/028 KTSVisibility - 20.0 SMATC/Airspac Lowest Sky/Clouds - UNK/NRLowest Sky/Clouds - UNK/NRType of C UStructions to Vision - NONEPrecipitation- NONE	Type - TUR ower - arture Point KEE,WI on S ACC/INC ce Flight Plan - Clearance -	RBOPROP 715 HP		Airport ON AIR Airport D DENVER Runway Runway	Proximity PORT ata Ident	- 26L	
No. of Seats -2Rated PoilEnvironment/Operations Information Weather DataItineraryWather DataItineraryWx Briefing - FSSLast DepaMethod -TELEPHONEMethod -TELEPHONECompleteness -FULLBasic Weather -VMCSAME ASWind Dir/Speed-250/028 KTSVisibility -20.0 SMLowest Sky/Clouds -UNK/NRUNK/NRType of FLowest Ceiling -UNK/NRType of CObstructions to Vision-NONE	ower - arture Point KEE,WI on S ACC/INC ce Flight Plan - Clearance -	715 HP		ON AIR Airport D DENVER Runway Runway	PORT ata Ident		(450
 Environment/Operations Information Weather Data Wx Briefing FSS Last Depa Method TELEPHONE MILWAUK Completeness FUL Destination Basic Weather VMC SAME AS Wind Dir/Speed- 250/028 KTS Visibility 20.0 SM ATC/Airspace Lowest Sky/Clouds UNK/NR Type of C Obstructions to Vision NONE Type Apch 	arture Point KEE,WI on S ACC/INC ce Flight Plan - Clearance -			ON AIR Airport D DENVER Runway Runway	PORT ata Ident		(450
Weather DataItineraryWx Briefing- FSSLast DepaMethod- TELEPHONEMILWAUKCompleteness- FULLDestinationBasic Weather- VMCSAME ASWind Dir/Speed-250/028 KTSVisibilityLowest Sky/Clouds- UNK/NRType of FLowest Ceiling- UNK/NRType of CObstructions to VisionNONEType Apch	KEE,WI on S ACC/INC ce Flight Plan - Clearance -			ON AIR Airport D DENVER Runway Runway	PORT ata Ident		(450
Wx Briefing- FSSLast DepaMethod- TELEPHONEMILWAUKCompleteness- FULLDestinationBasic Weather- VMCSAME ASWind Dir/Speed-250/028 KTSVisibility- 20.0 SMATC/AirspaceLowest Sky/Clouds- UNK/NRType of FLowest Ceiling- UNK/NRType of CObstructions to VisionNONEType ApchPrecipitation- NONEType Apch	KEE,WI on S ACC/INC ce Flight Plan - Clearance -			ON AIR Airport D DENVER Runway Runway	PORT ata Ident		(150
Method- TELEPHONEMILWAUKCompleteness- FULLDestinationBasic Weather- VMCSAME ASWind Dir/Speed-250/028 KTSVisibility- 20.0 SMATC/AirspacLowest Sky/Clouds- UNK/NRType of FLowest Ceiling- UNK/NRType of CObstructions to VisionNONEType ApchPrecipitation- NONEType Apch	KEE,WI on S ACC/INC ce Flight Plan - Clearance -			Airport D DENVER Runway Runway	ata Ident		(
CompletenessFULLDestinationBasic Weather- VMCSAME ASWind Dir/Speed-250/028 KTSVisibility- 20.0 SMATC/AirspaceLowest Sky/Clouds- UNK/NRType of FLowest Ceiling- UNK/NRType of CObstructions to Vision-NONEType ApchPrecipitation- NONEType Apch	on S ACC/INC ce Flight Plan - Clearance -			DENVER Runway Runway	Ident		(150
Basic Weather- VMCSAME ASWind Dir/Speed-250/028 KTSVisibility- 20.0 SMLowest Sky/Clouds- UNK/NRType of FLowest Ceiling- UNK/NRObstructions to Vision-NONEPrecipitation- NONE	S ACC/INC ce Flight Plan - Clearance -			DENVER Runway Runway	Ident		(150
Wind Dir/Speed- 250/028 KTS Visibility - 20.0 SM ATC/Airspac Lowest Sky/Clouds - UNK/NR Type of F Lowest Ceiling - UNK/NR Type of C Obstructions to Vision- NONE Type Apch Precipitation - NONE	ce Flight Plan - Clearance -			Runway Runway	Ident		(150
Visibility - 20.0 SM ATC/Airspac Lowest Sky/Clouds - UNK/NR Type of F Lowest Ceiling - UNK/NR Type of C Obstructions to Vision- NONE Type Apch Precipitation - NONE	Flight Plan - Clearance -			Runway			(
Lowest Sky/Clouds - UNK/NR Type of F Lowest Ceiling - UNK/NR Type of C Obstructions to Vision- NONE Type Apch Precipitation - NONE	Flight Plan - Clearance -						
Lowest Ceiling - UNK/NR Type of C Obstructions to Vision- NONE Type Apch Precipitation - NONE	Clearance -			Runway	Surface		
Obstructions to Vision- NONE Type Apch Precipitation - NONE					Status		
	n/Lndg -	- TRAFFIC PA	TTERN				
Condition of Light $-$ DAVLIGHT							
Condition of Eight Dateight							
Personnel Information							
Pilot-In-Command Age - 36		Medical Cer				NO WAIVER	RS/LIMIT
Certificate(s)/Rating(s) Biennial Flight				t Time (H			
COMMERCIAL Current	- YES	Total	-			24 Hrs -	
	ce - UNK/NR		odel-			BO Days-	
AIRCRATT TY	ype – SHP-7		lenτ- Eng -		Last	00 Days-	135
		MUTUT-C	ng -	3800			
Instrument Rating(s) - AIRPLANE							

File No 241	4/19/87 DENVER,CO	A/C Reg. No. N2ODA	Time (Lc1) - 1848 MDT
Occurrence #1 NOSE			
Phase of Operation TAXI	- FROM LANDING		
Finding(s)			
1. WEATHER CONDITION - H	IGH WIND		
2. WEATHER CONDITION - G	USTS		
COMPENSATION FOR WI	ND CONDITIONS - DELAYED - PILO	T IN COMMAND	
Probable Cause			
		the Drebeble Course(s) of this speid	

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

File No 362 4/30/87 GREEL	.EY,CO A/	C Reg. No. N9256W		Time (Lcl)	- 0815 MDT	
-Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT Airc		Fatal	Inju Serious	ries Minor	None
Type of Operation -OTHER WORK L Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	ISE Fire NON	e C IE P	rew O ass O	0 0		1 O
-Aircraft Information Make/Model - WEATHERLY 620 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 4000 No. of Seats - 1	Eng Make/Model - Number Engines -	P&W R-985-AN1 1 RECIPROCATING-CAR 450 HP	EL ⁻ BURETOR		Activated ng System	- NO -N/J - NO
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 020/004 KTS Visibility - 45.0 SM Lowest Sky/Clouds - 10000 FT Lowest Ceiling - 10000 FT BROK Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Pl CEN Type of Clearance	an - NONE	Airport OFF GREEI Runwa Runwa Runwa Runwa Runwa Runwa	t Proximity AIRPORT/STRIN	P - N/A - N/A - GRASS/TL	JRF
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND	Age - 26 Biennial Flight Review Current - YES Months Since - 2 Aircraft Type - UNK	Medical Certif F Total Make/Model	icate - VAL light Time - 604 - 12 - 116	ID MEDICAL-W/ (Hours) Last 2/ Last 30 Last 90	AIVERS/LIM 4 Hrs - 0 Days- UN 0 Days-	3 IK/NR
Instrument Rating(s) - AIRPLANE Narrative E PLT DEPARTED WITH FULL FUEL IN THE ACFT T TURNED TO THE ARPT FOR LANDING. HE SAID THA LF-FULL RIGHT TANK TO THE FULL LEFT TANK. T G LOST PWR. THE PLT SAID HE WAS TOO LOW TO SUALLY CHECKED IT AND IT APPEARED TO BE POS DST PUMP ON BUT PWR WAS NOT RESTORED. THE F ADVERTENTLY STALLED THE ACFT ABOUT 20 FT AG	AT PRIOR TO ENTERING THE THREE MINS LATER, WHILE O LOOSEN HIS SHOULDER HARN SITIONED CORRECTLY. HE SA PLT ATTEMPTED TO LAND IN	NG TECHNIQUES. AFT TRAFFIC PATTERN HE IN THE DOWNWIND LEG IESS AND FEEL THE F ID HE APPLIED CARE AN OPEN FIELD ADJO	ER 45 MINS (SWITCHED F AT 300-400 UEL SELECTO HEAT AND TU INING THE A	DF PRACTICE F ROM THE FT AGL, THE R BUT HE URNED THE RPT BUT		

FAILURE/MALFUNCTION OF ACFT OR ENG. FUEL WAS PRESENT IN TANKS AND LINES. ENG WAS LATER TEST RUN WITHOUT DIFFICULTY.

File No 3	62 4/30/87	GREELEY,CO	A/C Reg.	No. N9256W	Time (Lcl) - 0815 MDT
Occurrence #1 Phase of Operation		PATTERN - DOWNWIND			
Finding(s) 1. UNDETERMINED 2. EMERGENCY PROCE 3. ALTITUDE - INAD					
Occurrence #2 Phase of Operation		NCY			
Finding(s) 4. TERRAIN CONDITI	ON - NONE SUITABLE				
Occurrence #3 Phase of Operation					
Finding(s) 5. AIRSPEED(VS) - 6. STALL - INADVER					
Probable Cause					
The National Transpo is/are finding(s) 1,		ard determines that [.]	the Probable Cause(s) of this acci	ident

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

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Type of OperationPERSONAL Fire Crew 0 0 0 0 1 Acident Occurred During -LANDING 	-Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION) Airc	raft Damage			Injur	ies	
Flight Conducted Under -14 CFR 91 NDNE Pass 0 0 0 0 Accident Occurred During -LANDING Aircraft Information Make/Model - CESSMA 150 Eng Make/Model - CONTINENTAL 0-200-A ELT Installed/Activated - YES/T Stall Warning System - YES Max Gross Wt - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 100 HP - RecIPROCATING-CARBURETOR Airport Proximity Wa Gross Wt - 100 HP - No. of Seats - 2 - 100 HP	· · ·							None
Accident Occurred During -LANDING Aicraft Information Make/Model - CCSSNA 150 Eng Make/Model - CONTINENTAL 0-200-A ELT Installed/Activated - YES/ 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 ON AIRPORT Method - IN PERSON AKRON.CO Completeness - FULL Destination Airport Data Basic Weather - VMC SAME AS ACC/INC ARKON-WASHINGTON Wind Dir/Speed 180/015 KTS Used - 180/015 KTS Visibility - 30.0 SM ATC/Airspace Runway Lth/Wid - 4100/ 50 Lowest Sky/Clouds - 25000 FT SCATTERED Type of Clearance - NONE Runway Ident - 27 Visibility - SUGA - SONE Type of Clearance - NONE Runway Status - DRY Dostructions to Vision - NONE Type of Clearance - NONE Runway Status - DRY Dostructions to Vision - NONE Type of Clearance - NONE Runway Status - DRY Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT STUDENT Age - NONE FULL STOP Instrument Rating(s) - NONE - N/A Make/Model - 12 Last 24 Hrs - UNK/NR Aircraft Type - N/A Instrument - 0 Last 90 Days - 12 Instrument Rating(s) - NONE - N/A Make/Model - 12 Last 30 Days - 12 Instrument Rating(s) - NONE - N/A Make/Model - 12 Last 30 Days - 12 Instrument Rating(s) - NONE - N/A Make/Model - 12 Last 30 Days - 12 Instrument Rating(s) - NONE - N/A Make/Model - 12 Last 30 Days - 12 Instrument Rating(s) - NONE - N/A Make/Model - 12 Last 30 Days - 12 Instrument Rating(s) - NONE - N/A Make/Model - 12 Last 30 Days - 12 Instrument Rating(s) - NONE - N/A Make/Model - 12 Last 30 Days - 12 Instrument Rating(s) - NONE - N/A Make/Model - 12 Last 30 Days - 12 Instrument Rating(s) - NONE - N/A Instrument - 0 Last 90 Days - 12 Instrument Rating(s) - NONE - N/A Make/Model - 12 Last 30 Days - 12 Instrument Rating(s) - NONE - N/A Instrument - 0 Last 90 Days - 12 Instrument Rating(s) - NONE - N/A Instrument - 0 Last 90 Days -					-		-	
Aircraft Information Make/Model - CESSNA 150 Eng Make/Model - CONTINENTAL 0-200-A ELT Installed/Activated - YES/T Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - YES 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 ON AIRPORT Wx Briefing - FSS Last Departure Point ON AIRPORT Method - IN PERSON AKRON. 400 Completeness - FULL Destination Airport Data Basic Weather - VWC SAME AS ACC/INC AKRON-WASHINGTON Wind Dir/Speed- 180/015 KTS NAME AS ACC/INC Runway Ident - 27 Visibility - 30.0 SM ATC/Airspace Runway Ident - 27 Visibility - 30.0 SM ATC/Airspace Runway Lth/Wid - 4100/ 50 Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision - NONE Type of Clearance - NONE Runway Status - DRY Condition of Light - DAVLIGHT Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Current - N/A Total - 12 Last 24 Hrs - UNK/NR Months Since - N/A Total - 12 Last 30 Days - UNK/NR Aircraft Type - N/A Instrument- 0 Last 90 Days - 12 Instrument Rating(s) - NONE Narrative E STUDENT DIT HAD JUST PURCHASED N8649G AND HAD DECIDED TO FLY IT. HE HAD NOT BEEN ENDORSED FOR SOLD FLT.		NON	IE .	Pass	0	0	0	. 0
Make/Model - CESSNA 150 Eng Make/Model - CONTINENTAL 0-200-A ELT Installed/Activated - YES/T Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt 1600 Engine Type - RECIPROCATING-CARBURETOR Stall Warning System - YES/T No. of Seats - 2 Rated Power - 100 HP Environment/Operations Information Weather Data Itinerary Airport Proximity WA TRPORT Weather Data Ist Departure Point ON AIRPORT Mathed - IN PERSON AKRO, CO Completeness - FULL Destination Airport Data Basic Veather 180/015 KTS SAME AS ACC/INC ARRON-WASHINGTON Wind Dir/Speed- 180/015 KTS SAME AS ACC/INC Runway Lth/Wid - 4100/ 50 Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Sky/Clouds - 25000 FT SCATTERED Type of Clearance - NONE Runway Status - DRY Obstructions to Vision-NONE Type Apch/Lndg - TRAFFIC PATTERN FULL STOP Condition of Light - DAYLIGHT - Corent - N/A Total - 12	Aircraft Information							
Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 1600 Engines - 1 Number Engines - 1 Stall Warning System - YES Engine Type - RECIPROCATING-CARBURETOR Rated Power - 100 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wt Briefing - FSS Last Departure Point ON AIRPORT Method - IN PERSON AKRON.CO Destination Airport Data Basic Weather - VMC SAME AS ACC/INC AKRON-WASHINGTON Wind Dir/Speed- 180/015 KTS Runway Lth/Wid - 4100/ 50 Lowest Cailing - NONE Type of Clearance - NONE Runway Lth/Wid - 4100/ 50 Lowest Cailing - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision - NONE Type of Clearance - NONE Runway Status - DRY Obstruction of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Instrument Rating(s) - NONE Instrument- 0 Last 90 Days- 12 Instrument Rating(s) - NONE		Fng Make/Model -	CONTINENTAL	0-200-4	FIT 1	nstalled/A	ctivated	- YES/NO
Max Gross Wt - 1600 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 100 HP Environment/Operations Information Weather Data Weather Data Itinerary Method - IN PERSON Airport Proximity Method - IN PERSON AkRON, CO Completeness - FULL Destination Basic Weather - VMC SAME AS ACC/INC Waith Dir/Speed - 180/015 KTS AIC/Airspace Visibility - 30.0 SM ATC/Airspace Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Lith/Wid - 4100/ 50 Lowest Sky/Clouds - 25000 FT SCATTERED 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 FULL STOP Precipitation - NONE Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 12 Last 24 Hrs - UNK/NR Instrument Rating(s) - NONE Instrument- 0 Last 90 Days- 12 Instrument Rating(s) - NONE <t< td=""><td>•</td><td></td><td></td><td>0 200 4</td><td></td><td></td><td></td><td></td></t<>	•			0 200 4				
No. of Seats - 2 Rated Power - 100 HP Environment/Operations Information Weather Data Wethod - IN PERSON Method Dir/Speed- 180/015 KTS Visibility - 30.0 SM ATC/Airspace Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Lowest Sky/Clouds - 25000 FT SCATTERED Type of Clearance - NONE Constitutions to Vision- NONE Type Apch/Lndg Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Months Since - N/A Months Since - N/A Micraft Type - N/A Instrument Rating(s) - NONE Narrative E STUDENT PLT HAD JUST PURCHASED N8649G AND HAD DECIDED TO FLY IT. HE HAD NOT BEEN ENDORSED FOR SOLO FLT.				G-CARBURE			.g 5,610	
Weather Data Itinerary Airport Proximity Wx Briefing - FSS Last Departure Point ON AIRPORT Method - IN PERSON AKRON, CO ON AIRPORT Completeness - FULL Destination Airport Data Basic Weather - VWC SAME AS ACC/INC AKRON-WASHINGTON Wind Dir/Speed- 180/015 KTS Runway Ident - 27 Visibility - 30.0 SM ATC/Airspace Runway Ith/Wid - 4100/ 50 Lowest Sky/Clouds - 2500 FT SCATTERED Type of Flight Plan - NONE Runway Status - DRY Obstructions to Vision- NONE Type of Clearance - NONE Runway Status - DRY Ordition of Light - DAYLIGHT - - - TRAFFIC PATTERN FULL STOP Condition of Light - DAYLIGHT - - - - - STUDENT Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Cartificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - STUDENT Current - N/A Make/Model - 12 Last 30								
Weather Data Itinerary Airport Proximity Wx Briefing - FSS Last Departure Point ON AIRPORT Method - IN PERSON AKRON, CO ON AIRPORT Completeness - FULL Destination Airport Data Basic Weather - VWC SAME AS ACC/INC AKRON-WASHINGTON Wind Dir/Speed- 180/015 KTS Runway Ident - 27 Visibility - 30.0 SM ATC/Airspace Runway Ith/Wid - 4100/ 50 Lowest Sky/Clouds - 2500 FT SCATTERED Type of Flight Plan - NONE Runway Status - DRY Obstructions to Vision- NONE Type of Clearance - NONE Runway Status - DRY Ordition of Light - DAYLIGHT - - - TRAFFIC PATTERN FULL STOP Condition of Light - DAYLIGHT - - - - - STUDENT Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Cartificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - STUDENT Current - N/A Make/Model - 12 Last 30	Environment/Operations Information							
Method - IN PERSON AKRON,CO Completeness - FULL Destination Airport Data Basic Weather - VMC SAME AS ACC/INC AKRON-WASHINGTON Wind Dir/Speed- 180/015 KTS Runway Ident - 27 Visibility - 30.0 SM ATC/Airspace Runway Ident - 27 Visibility - 30.0 SM ATC/Airspace Runway Lth/Wid - 4100/ 50 Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN FULL STOP - Precipitation - NONE Fulght - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - N/A Make/Model- 12 Last 24 Hrs - UNK/NR Aircraft Type - N/A Instrument- 0 Last 90 Days- 12 Instrument Rating(s) - NONE - Last 90 Days- 12 <td< td=""><td>Weather Data</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>	Weather Data							
Completeness - FULLDestinationAirport DataBasic Weather - VMCSAME AS ACC/INCAKRON-WASHINGTONWind Dir/Speed- 180/015 KTSRunway Ident - 27Visibility - 30.0 SMATC/AirspaceRunway Ident - 4100/ 50Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONERunway Surface - ASPHALTLowest Ceiling - NONEType of Clearance - NONERunway Status - DRYObstructions to Vision-NONEType Apch/LndgTRAFFIC PATTERNPrecipitation - NONENONEFULL STOPCondition of Light - DAYLIGHTBiennial Flight ReviewFlight Time (Hours)Personnel InformationCurrent - N/ATotal - 12Last 24 Hrs - UNK/NRSTUDENTCurrent - N/AMake/Model- 12Last 30 Days- 12	Q 1		int		ON AIRF	PORT		
Basic Weather - VMC SAME AS ACC/INC AKRON-WASHINGTON Wind Dir/Speed- 180/015 KTS Runway Ident - 27 Visibility - 30.0 SM ATC/Airspace Runway Ident - 27 Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision NONE Type Apch/Lndg - TRAFFIC PATTERN Runway Status - DRY Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN FULL STOP - Obstructions to Vision - NONE condition of Light - DAYLIGHT - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Make/Model- 12 Last 24 Hrs - UNK/NR Aircraft Type - N/A Instrument- 0 Last 90 Days- 12 Instrument Rating(s) - NONE - NONE		•						
Wind Dir/Speed- 180/015 KTS Runway Ident - 27 Wind Dir/Speed- 180/015 KTS ATC/Airspace Runway Lth/Wid - 4100/ 50 Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Sky/Clouds - 25000 FT SCATTERED Type of Clearance - NONE Runway Surface - ASPHALT Lowest Sky/Clouds - 00NE Type of Clearance - NONE Runway Surface - ASPHALT Dostructions to Vision - NONE Type Apch/Lndg - TRAFFIC PATTERN Runway Status - DRY Precipitation - NONE NONE FULL STOP - TRAFFIC PATTERN Condition of Light - DAYLIGHT - DAYLIGHT - Student - N/A Flight Time (Hours) Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - N/A Months Since - N/A Make/Model - 12 Last 24 Hrs - UNK/NR Aircraft Type - N/A Instrument- 0 Last 90 Days - 12 Instrument Rating(s) - NONE								
Visibility - 30.0 SM ATC/Airspace Runway Lth/Wid - 4100/ 50 Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE - DRY Obstructions to Vision NONE Type Apch/Lndg - TRAFFIC PATTERN - TRAFFIC PATTERN Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN Condition of Light - DAYLIGHT - TAGE - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - 12 Last 24 Hrs - UNK/NR STUDENT Current - N/A Total - 12 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument- 0 Last 90 Days- 12 Instrument		SAME AS ACC/INC						
Lowest Ský/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - N/A Total - 12 Last 24 Hrs - UNK/NR Months Since - N/A Make/Model-1 12 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument- 0 Last 90 Days- 12 Instrument Rating(s) - NONE Narrative HE STUDENT PLT HAD JUST PURCHASED N8649G AND HAD DECIDED TO FLY IT. HE HAD NOT BEEN ENDORSED FOR SOLO FLT.					,			
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 12 Last 24 Hrs - UNK/NR Months Since - N/A Make/Model- 12 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument- 0 Last 90 Days- 12 Instrument Rating(s) - NONE								
Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT FULL STOP Personnel Information Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - N/A Total - 12 Last 24 Hrs - UNK/NR Months Since N/A Make/Model- 12 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument- 0 Last 90 Days- 12 Instrument Rating(s) - NONE Narrative HAD JUST PURCHASED N8649G AND HAD DECIDED TO FLY IT. HE HAD NOT BEEN ENDORSED FOR SOLO FLT.	Lowest Ceiling - NONE	Type of Cleanance						
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 12 Last 24 Hrs - UNK/NR Months Since - N/A Make/Model- 12 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument- 0 Last 90 Days- 12 Instrument Rating(s) - NONE Narrative HE STUDENT PLT HAD JUST PURCHASED N8649G AND HAD DECIDED TO FLY IT. HE HAD NOT BEEN ENDORSED FOR SOLO FLT.	Obstructions to Vision- NONE	Type of creatance	- TRAFFIC	PATTERN	Kuliway	Status	DRI	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 12 Last 24 Hrs - UNK/NR Months Since - N/A Make/Model- 12 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument- 0 Last 90 Days- 12 Instrument Rating(s) - NONE Narrative HE STUDENT PLT HAD JUST PURCHASED N8649G AND HAD DECIDED TO FLY IT. HE HAD NOT BEEN ENDORSED FOR SOLO FLT.		Type Apony Endg						
Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 12 Last 24 Hrs - UNK/NR Months Since - N/A Make/Model- 12 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument- 0 Last 90 Days- 12				•				
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 12 Last 24 Hrs - UNK/NR Months Since - N/A Make/Model- 12 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument- 0 Last 90 Days- 12 Instrument Rating(s) - NONE Narrative E STUDENT PLT HAD JUST PURCHASED N8649G AND HAD DECIDED TO FLY IT. HE HAD NOT BEEN ENDORSED FOR SOLO FLT.	Personnel Information							
STUDENT Current - N/A Total - 12 Last 24 Hrs - UNK/NR Months Since - N/A Make/Model- 12 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument- 0 Last 90 Days- 12 Instrument Rating(s) - NONE Narrative E STUDENT PLT HAD JUST PURCHASED N8649G AND HAD DECIDED TO FLY IT. HE HAD NOT BEEN ENDORSED FOR SOLO FLT.		Age - 32	Medical C				IVERS/LI	MIT
Months Since - N/A Make/Model- 12 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument- 0 Last 90 Days- 12 Instrument Rating(s) - NONE Narrative HE STUDENT PLT HAD JUST PURCHASED N8649G AND HAD DECIDED TO FLY IT. HE HAD NOT BEEN ENDORSED FOR SOLO FLT.								
Months Since - N/A Make/Model- 12 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument- 0 Last 90 Days- 12 Instrument Rating(s) - NONE Narrative HE STUDENT PLT HAD JUST PURCHASED N8649G AND HAD DECIDED TO FLY IT. HE HAD NOT BEEN ENDORSED FOR SOLO FLT.	STUDENT		Total	-	12	Last 24		
Instrument Rating(s) - NONE Narrative HE STUDENT PLT HAD JUST PURCHASED N8649G AND HAD DECIDED TO FLY IT. HE HAD NOT BEEN ENDORSED FOR SOLO FLT.					12	Last 30		
Narrative IE STUDENT PLT HAD JUST PURCHASED N8649G AND HAD DECIDED TO FLY IT. HE HAD NOT BEEN ENDORSED FOR SOLO FLT.		Aircraft Type - N/A	Instr	ument-	0	Last 90) Days-	12
Narrative He STUDENT PLT HAD JUST PURCHASED N8649G AND HAD DECIDED TO FLY IT. HE HAD NOT BEEN ENDORSED FOR SOLO FLT.	Instrument Rating(s) - NONE							
HE STUDENT PLT HAD JUST PURCHASED N8649G AND HAD DECIDED TO FLY IT. HE HAD NOT BEEN ENDORSED FOR SOLO FLT.	Instrument kating(s) - NUNE							
TED A CHOOLEGEUR TAKEDEE AND A CHODT ODOGE-COUNTRY ELT. HE DETURNED TO THE AVRON ADDT FOR LANDING. DUDING THE								
TER A SUCCESSFUE TAREOFF AND A SHORT CROSS-COUNTRY FET, HE REFORMED TO THE ARRON APRI FOR LANDING. DURING THE TEMPTED LANDING, CONTROL OF THE ACFT WAS LOST.			TO THE AKRON	APRT FOR	LANDING.	DURING THE		

File No. - 372 5/12/87 A/C Reg. No. N8649G Time (Lcl) - 1335 MDT AKRON, CO -Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND 2. FLARE - MISJUDGED - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND _____ IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 Phase of Operation LANDING - FLARE/TOUCHDOWN _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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

Type of Operation-DRUGSFireCrew100Flight Conducted Under-14 CFR 91ON GROUNDPass000Accident Occurred During-LANDING-Aircraft InformationMake/Model- BEECH V-35Eng Make/Model- CONTINENTAL ID-520-B/BAELT Installed/Activated - YELanding Gear- TRICYCLE-RETRACTABLENumber Engines - 1Stall Warning System - YEMax Gross Wt- 3400Engine Type- RECIP-FUEL INJECTEDNo. of Seats -6Rated Power- 285 HP	File No 226 1/05/87 PALM CI	TY,FL A/C R	eg. No. N78BL	Т	ime (Lc1) -	2320 EST	
Make/Model- BEECH V-35Eng Make/Model- CONTINENTAL I0-520-B/BAELT Installed/Activated - YELanding Gear- TRICYCLE-RETRACTABLENumber Engines - 1Stall Warning System - YEMax Gross Wt- 3400Engine Type- RECIP-FUEL INJECTEDNo. of Seats- 6Rated Power- 285 HP-Environment/Operations InformationWeather DataAirport ProximityWas Briefing- NO RECORD OF BRIEFINGLast Departure PointOFF AIRPORT/STRIPMethod- N/AUNK/NROFF AIRPORT/STRIPCompleteness- N/ADestinationAirport DataBasic Weather- IMCSACC/INCRunway Ident- N/AVisibility- 5.0SMATC/AirspaceRunway SuffaceASPHALTLowest Sky/Clouds-Type of Flight PlanNONERunway StatusWETObstructions to Vision- FOGType Apch/Lndg- NONERunway StatusWET-Personnel InformationMedical Certificate - EXPIRED-Personnel Information54Medical Certificate - EXPIRED-Personnel Information54Medical Certificate - EXPIRED-Personnel Information54Medical Certificate - EXPIRED-Personnel Information5000Last 24 Hrs - UNK/NR-Personnel Information5000Last 24 Hrs - UNK/NR-Personnel Information5000Last 24 Hrs - UNK/NR	Type Operating Certificate-NONE (GENERAL Type of Operation -DRUGS Flight Conducted Under -14 CFR 91	DESTRO Fire	YED Crew	1	Serious O	Minor O	None 0 0
Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A UNK/NR Completeness - N/A Destination Airport Data Basic Weather - IMC SAME AS ACC/INC Wind Dir/Speed- 350/012 KTS Runway Ident - N/A Visibility - 5.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - Type of Flight Plan - NONE Runway Status - WET Obstructions to Vision- FOG Type Apch/Lndg - NONE Runway Status - WET Obstruction - RAIN Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 54 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 5000 Last 24 Hrs - UNK/NR	Landing Gear – TRICYCLE-RETRACTABLE Max Gross Wt – 3400	Number Engines - 1 Engine Type - RE	CIP-FUEL INJECTED		tall Warnin	g System	- YES
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 5000 Last 24 Hrs - UNK/NR	<pre>Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - IMC Wind Dir/Speed- 350/012 KTS Visibility - 5.0 SM Lowest Sky/Clouds - Lowest Ceiling - 700 FT BROKEN Obstructions to Vision- FOG Precipitation - RAIN</pre>	Last Departure Point UNK/NR Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan Type of Clearance	- NONE - NONE	OFF AII Airport Da Runway Runway Runway Runway	Proximity RPORT/STRIP ata Ident - Lth/Wid - Surface -	N/A N/A ASPHALT	
	Pilot-In-Command A Certificate(s)/Rating(s) B	iennial Flight Review Current - UNK/NR Months Since - UNK/NR	Fligh Total - ! Make/Model- UN Instrument- UN	t Time (H 5000 K/NR K/NR	ours) Last 24 Last 30 Last 90	Days- UNI Days-	200

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT WAS ATTEMPTING TO LAND ON THE SOUTHBOUND LANE OF A CLOSED PORTION OF INTERSTATE 95 & STRUCK A LARGE TREE WITH THE RIGHT WING, HIT THE GROUND, FLIPPED OVER, CAME TO REST INVERTED & WAS CONSUMED BY POST CRASH FIRE. THE POLICE OFFICERS AT THE ACCIDENT SCENE REPORTED THAT APPROXIMATELY 15 BALES OF MARAJUANA WEIGHING APRX 459 POUNDS WERE FOUND ON THE ACFT.

A/C Reg. No. N78BL File No. - 226 1/05/87 PALM CITY, FL Time (Lcl) - 2320 EST _____ Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 1. OBJECT - TREE(S) 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 3. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND 4. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND 5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 6. FLT WITH INADQT ENROUTE/DESTN FACILITIES - PERFORMED - PILOT IN COMMAND ______ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING Finding(s) 7. TERRAIN CONDITION - GROUND _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

File No 220 2/01/87 VENI	CE,FL A/C Reg	g. No. N3655M	Tim	e (Lc1) -	1337 ES	т
-Basic Information Type Operating Certificate-NONE (GENER				Injuri		
	DESTROY			Serious	Minor	None
Type of Operation -SIGHTSEEING		Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	2	0	0	0
Accident Occurred During -CLIMB						
-Aircraft Information						
Make/Model - PIPER PA-28-161	Eng Make/Model - LYCC	MING 0-320-D3G	ELT In	stalled/Ac	tivated	I - YES/YE
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			11 Warning	, System	ı - YES
Max Gross Wt - 2325	Engine Type - RECI		OR			
No. of Seats - 4	Rated Power -	IGO HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport Pr	oximity		
Wx Briefing - NO RECORD OF BRIEFIN	G Last Departure Point			ORT/STRIP		
Method - N/A	VENICE, FL					
Completeness - N/A	Destination	А	irport Dat	а		
Basic Weather - VMC	LOCAL		•			
Wind Dir/Speed- 200/008 KTS			Runway I	dent -	N/A	
Visibility - 20.0 SM	ATC/Airspace		Runway L	th/Wid -	N/A	
Lowest Sky/Clouds - 20000 FT SCA	TTERED Type of Flight Plan -	NONE	Runway S	urface -	N/A	
Lowest Ceiling - NONE	Type of Clearance -		Runway S	tatus -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 66 M	Medical Certificate	- VALID M	EDICAL-WAI	VERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fliaht	Time (Hou		-,	
COMMERCIAL	Current - YES	Total - 20			Hrs -	2
SE LAND, ME LAND	Months Since - 3	Make/Model- UNK	/NR	Last 30	Days- U	INK/NR
	Aircraft Type - PA28181	Instrument- UNK	/NR	Last 90	Days- U	INK/NR
· · · · · · · · · · · · · · · · · · ·		Multi-Eng - UNK	/NR	Rotorcra	ift - U	INK/NR
Instrument Rating(s) - AIRPLANE						
_						

AIRPLANE. AS THE AIRCRAFT COMPLETED 2 AND ONE HALF TURNS IT LEVELED OUT AND BEGAN A CLIMB TO THE NORTH AT WHICH TIME IT COLLIDED WITH A 504 FOOT TELEVISION TOWER.

File No 2	20 2/01/87	VENICE,FL	A/C Reg. No. N3655M	Time (Lc1) - 1337 EST
Occurrence #1 Phase of Operation	IN FLIGHT COLLIS CLIMB	ION WITH OBJECT		
	T - NOT MAINTAINED	- PILOT IN COMMAN ERTED ATTENTION - I	-	
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS DESCENT - UNCONT			
Finding(s) 4. TERRAIN CONDITI	ON - HIGH VEGETATI	ON		
Probable Cause				

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

Brief of Accident

File No. - 253 3/04/87 MIAMI,FL A/C Reg. No. N41531 Time (Lcl) - 1040 EST --Basic Information----Type Operating Certificate-COMMUTER Aircraft Damage Iniuries Name of Carrier-AIR SOUTH AIRLINESSUBSTANTIALType of Operation-SCHEDULED,DOMESTIC,PASSENGERFireFlight Conducted Under-14 CFR 135NONE SUBSTANTIAL Fatal Serious Minor None 0 0 Crew 0 1 0 0 0 2 Pass Accident Occurred During -LANDING _____ --Aircraft Information----Eng Make/Model - LYCOMING I0-360-C136 ELT Installed/Activated - YES/YES Make/Model - PIPER PA-34-200 Number Engines - 2 Stall Warning System - YES Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4000 Engine Type - RECIP-FUEL INJECTED Rated Power - 200 HP No. of Seats - 6 ---------Environment/Operations Information----Itinerarv Airport Proximity Weather Data Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT - N/A Method WEST PALM BEACH.FL Airport Data Completeness - N/A Destination MIAMI INT'L AIRPORT Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed- 010/012 KTS Runway Ident - 09R Visibility - 7.0 SM ATC/Airspace Runway Lth/Wid - 13000/ 150 Lowest Sky/Clouds - CLEAR Type of Flight Plan - IFR Runway Surface - ASPHALT Lowest Ceiling - 2800 FT BROKEN Type of Clearance - IFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT ---Personnel Information----Age -62Medical Certificate - VALID MEBiennial Flight Review
CurrentFlight Time (Hour
18000Months Since -9Make/Model -Aircraft Type -PA-34Instrument -Pilot-In-Command Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Flight Time (Hours) ATP Last 24 Hrs -5 SE LAND, ME LAND Last 30 Davs- UNK/NR Last 90 Days- 250 Rotorcraft - UNK/NR Multi-Eng - 14000 Instrument Rating(s) - AIRPLANE ----Narrative----THE PLT STATED THAT HE WAS ON FINAL APPROACH & CLEARED TO LAND LONG, WHEN A 737 WAS CLEARED FOR AN IMMEDIATE TAKEOFF AND HE WAS TOLD TO MAKE S TURNS OR WHATEVER NECESSARY. HE SLOWED TO LAND AND WHEN HE WAS APPROXIMATELY 10 TO 20 FT. IN THE AIR HE ENCOUNTERED WAKE TURBULENCE AND ROLLED 60 TO 70 DEGREES RIGHT & NOSE DOWN RECOVERED TO LEVEL ATTITUDE AND LANDED ON GRASS TO THE RIGHT OF RUNWAY. ACCORDING TO THE RADAR PLOT, ADEQUATE SPACING

EXISTED BETWEEN THE DEPARTING 737 AND THE PIPER SENECA.

File No. - 253 3/04/87 MIAMI,FL A/C Reg. No. N41531 Time (Lcl) - 1040 EST Occurrence #1 VORTEX TURBULENCE ENCOUNTERED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. FLARE - NOT POSSIBLE - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 2. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - GROUND _____ ----Probable Cause----

Brief of Accident (Continued)

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

Brief of Accident

File No 209 3/15/87 PALATKA,FL	A/C Reg. No. N8883M	Time (Lc1) - 1620 EST
Basic Information Type Operating Certificate-NONE (GENERAL AVIAT Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	ION) Aircraft Damage SUBSTANTIAL Fire Crew NONE Pass	
Aircraft Information Make/Model - BEECH A23 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2350 No. of Seats - 4	Eng Make/Model - CONTINENTAL IO-346-A Number Engines - 1 Engine Type - RECIP-FUEL INJECTED Rated Power - 165 HP	ELT Installed/Activated - YES/N Stall Warning System - YES
Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Do Basic Weather - VMC Wind Dir/Speed- 230/006 KTS Visibility - 7.0 SM ATO Lowest Sky/Clouds - 3500 FT SCATTERED Lowest Ceiling - NONE	inerary Last Departure Point JACKSONVILLE,FL estination SAME AS ACC/INC C/Airspace Type of Flight Plan - VFR Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN	Airport Proximity ON AIRPORT Airport Data LARKIN Runway Ident - 27 Runway Lth/Wid - 5000/ 100 Runway Surface - ASPHALT Runway Status - DRY
PRIVATE Cu SE LAND Mo		660 Last 30 Days- UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PILOT STATED THAT HE "HAD TO MAKE DOWNWIND LANDING DUE TO TRAFFIC & DIRECTION FROM UNICOM OPERATOR. LANDING WAS FAST DUE TO DOWNWIND, BUT NOT HARD. NOSE WHEEL COLLAPSED DURING ROLLOUT WITH STALL WARNING BLOWING. PLANE GENTLY NOSED OVER & STOPPED AT THE SIDE OF THE RUNWAY. " A MECHANIC AT THE AIRPORT STATED THAT HE SAW THE ACFT LAND DOWNWIND AND BOUNCE ABOUT 4 TIMES BEFORE THE NOSE GEAR COLLAPSED.

File No. - 209 3/15/87 PALATKA, FL A/C Reg. No. N8883M Time (Lcl) - 1620 EST ______ _____ Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - TAILWIND 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 3. JUDGEMENT - POOR - PILOT IN COMMAND 4. FLARE - IMPROPER - PILOT IN COMMAND 5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND 6. WRONG RUNWAY - SELECTED - PILOT IN COMMAND _____ Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 7. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD 8. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, TOTAL _____ ----Probable Cause----

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

Brief of Accident

Basic Information		6 • • •			- .		
Type Operating Certificate-NONE (GENE		rcraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -INSTRUCTIO		re	Crew			MINOP O	None 1
Flight Conducted Under -14 CFR 91		IONE	Pass	ŏ		ŏ	ò
Accident Occurred During -LANDING				-			-
Aircraft Information				**			
Make/Model - CESSNA 152	Eng Make/Model	- LYCOMING 0-235	5-L2C	ELT 1	nstalled/A	ctivated ·	- YES/YE
Landing Gear - TRICYCLE-FIXED		s - 1			all Warnin	g System –	- YES
Max Gross Wt - 1670		- RECIPROCATING-	CARBURE	TOR			
No. of Seats - 2	Rated Power	- 110 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEFI				ON AIRF	'UR I		
Method - N/A Completeness - N/A	SAME AS ACC/I Destination	NC		Airport Da	+-		
Basic Weather - VMC	LOCAL		,	•	A-BRADENTO	N	
Wind Dir/Speed- 100/005 KTS	EUCAL					UNK/NR	
Visibility - 5.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE			Surface -		
Lowest Ceiling - NONE	Type of Clearar				Status -		
Obstructions to Vision- HAZE	Type Apch/Lndg	- TOUCH AND	GO				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 33					IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Revie		Fligh	t Time (Ho	ours)		
STUDENT	Current - N	· · · · · · · · · · · · · · · · · · ·	-	24	Last 24	Hrs -	2
	Months Since - N Aircraft Type - N	I/A Make/MC	aei-	24	Last 30	Days- UNP	K/NR
	Allenart Type - M	Multi-E	ient- UN	K/NR K/NR	Rotorcr	aft - UNM	24 K/NR
Instrument Rating(s) - NONE							

THE PLT STATED THAT UPON LANDING ON RUNWAY 22, AS HE ADDED POWER TO TAKEOFF AGAIN THE ACFT STATED TO VEER TO THE LEFT AND NO MATTER HOW MUCH RIGHT RUDDER HE USED, THE ACFT STILL VEERED LEFT AND WENT OFF THE SIDE OF THE RUNWAY INTO THE GRASS, SPUN AROUND AND CAME TO REST ON IT'S NOSE.

File No. - 210 3/16/87 SARASOTA, FL A/C Reg. No. N218JA Time (Lc1) - 0825 EST -----_____ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND 4. TOUCH-AND-GO LANDING - ATTEMPTED - PILOT IN COMMAND _____ Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - GROUND _____ ----Probable Cause----

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

Brief of Accident

Type Operating Certificate-NONE (GE	NERAL AVIATION) Airc	raft Damage		Injur	ries	
Type operating ber thindate home (de		STROYED	Fatal	Serious		None
Type of Operation -PERSONAL			rew O	1	0	0
Flight Conducted Under -14 CFR 9	1 NON	IE P	ass 2	1	0	0
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - PIPER PA-28-140		LYCOMING 0~320-E3		Installed/#		
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall Warnir	ng System	- YES
Max Gross Wt - 2150		RECIPROCATING-CAR	BURETOR			
No. of Seats - 4	Rated Power -	150 HP				
Environment/Operations Information	-					
leather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIE		oint	OFF A	IRPORT/STRIF	b	
Method - N/A	MIAMI,FL					
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	LOCAL		_			
Wind Dir/Speed- 100/009 KTS					- N/A	
Visibility - 8.0 SM	ATC/Airspace	an NONE		y Lth/Wid -		25
Lowest Sky/Clouds - 10000 FT Lowest Ceiling - NONE	SCATTERED Type of Flight Pl Type of Clearance			y Surface - v Status -		ĸr
Obstructions to Vision- NONE		- FORCED LANDIN		y status	HIGH VEG	ETATION
Precipitation - NONE	Type Apen/Endg	TORCED LANDIN	G			
Condition of Light - DUSK						
Personnel Information Pilot-In-Command	Age - 25	Medical Certif	icato - VALT		WATVEDS /	ΙΤΜΊΤ
Certificate(s)/Rating(s)	Riennial Flight Review	Medical certif	light Time (WAIVERS/	
PRIVATE	Biennial Flight Review Current - YES	Total	- 79		1 Hrs -	8
SE LAND	Months Since - 1	Make/Model		Last 30) Days- UN	-
	Aircraft Type - PA-	28 Instrument	- 1	Last 90) Days-	
		Multi-Eng	- 1 - UNK/NR	Rotorcr	raft - UN	
Instrument Rating(s) - NONE						
Instrument Rating(s) - NONE						
Jarrative						
Narrative RECENTLY RATED PRIVATE PILOT TOOK THR	EE PASSENGERS FOR AN AIRPLAN	E RIDE IN HIS AIRP	LANE THAT WA	S OVER GROSS	5	

File No. - 211 3/20/87 MIAMI,FL A/C Reg. No. N726FL Time (Lcl) - 1835 EST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation MANEUVERING Finding(s) 1. AEROBATICS - PERFORMED - PILOT IN COMMAND 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OSTENTATIOUS DISPLAY - PILOT IN COMMAND 3. MANEUVER - NOT UNDERSTOOD - PILOT IN COMMAND 4. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY ______ Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY Finding(s) 5. OBJECT - TREE(S) _____ Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

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

-Basic Information							
Type Operating Certificate-NONE (GENERAL	VIATION) Aircraft Damage SUBSTANTIAL			Injuries			
	SUBSIA Fire		Fatal rew O	Serious O	Minor O	None 1	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	NONE		ass 0	0	0	1	
Accident Occurred During -LANDING	NONE	r		0	0		
-Aircraft Information							
Make/Model - BELL 47-D1		Nodel - FRANKLIN 64-350A					
Landing Gear - SKID	Number Engines - 1						
Max Gross Wt - 2200	Engine Type - RE		BURETOR				
No. of Seats - 3	Rated Power -	225 HP					
-Environment/Operations Information							
Weather Data	Itinerary	·		Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF A	IRPORT/STRIP	•		
Method - N/A	SAME AS ACC/INC			- .			
Completeness - N/A	Destination		Airport	Data			
Basic Weather - VMC	CLEARWATER, FL		Dura	. Televet	N1 / A		
Wind Dir/Speed- 300/010 KTS Visibility - 7.0 SM	ATC/Airspace				N/A N/A		
Lowest Sky/Clouds - 25000 FT THIN				y Surface -			
Lowest Ceiling - NONE	Type of Clearance			y Status -		í M	
Obstructions to Vision- NONE	Type Apch/Lndg			y status	WATER OA	2.0	
Precipitation - NONE	i jpe Apony Eneg	FORCED LANDIN					
Condition of Light - DAYLIGHT							
Pilot-In-Command	Age - 44	Medical Certif	icate - VALI	D MEDICAL-WA	IVERS/LIM	IT	
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	F	light Time (Hours)			
	Current - YES	Total	- 94	Last 24		1	
SE LAND	Months Since - 5		- 89			K/NR	
HELICOPTER	Aircraft Type - UNK/NR		- UNK/NR	Last 90) Days-	13	
		Multi-Eng	- UNK/NR	Rotorcr	aft -	84	
Instrument Rating(s) - NONE							

A/C Reg. No. N88929 File No. - 212 3/22/87 HOMOSASSA, FL Time (Lc1) - 1340 EST _____ ______ Occurrence #1 LOSS OF POWER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. UNDETERMINED _____ _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 2. TERRAIN CONDITION - WATER, GLASSY _____ 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) 1

-Basic Information					T an da an		
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Da SUBSTANTIA		Fatal	Injur Serious		None
Type of Operation -UNKNOWN		Fire	Crew		0		1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 310L			ENTAL IO-470-V		Installed/#		
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng			S	tall Warnir	ng System ·	- YES
Max Gross Wt - 5200			FUEL INJECTED				
No. of Seats - 6	Rated Powe	r - 260	НР 				
Environment/Operations Information							
Weather Data	Itinerary	_ .			Proximity		
Wx Briefing - UNK/NR	Last Departs			ON AIR	PORT		
Method - UNK/NR	VERO BEACI	4,FL			- + -		
Completeness - UNK/NR Basic Weather - VMC	Destination UNK/NR			Airport D	MUNICIPAL		
Wind Dir/Speed- 230/014 KTS						13	
Visibility - 6.0 SM	ATC/Airspace				Lth/Wid -		150
Lowest Sky/Clouds - CLEAR	Type of Flig	oht Plan - NO	NE		Surface -		
Lowest Ceiling - 1300 FT BR					Status -		
Obstructions to Vision- HAZE			AFFIC PATTERN	,			
Precipitation - NONE		-					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - UNK/NR						
Certificate(s)/Rating(s)	Biennial Flight R	eview	Flig	ht Time (H	ours)		
UNK/NR	Current		Total - U			Hrs - UNH	,
	Months Since Aircraft Type		Make/Model- U		Last 30) Days- UNH) Days- UNH	
	Amenant Type	- UNK/NR	Instrument- U Multi-Eng - U	NK/NK NK/ND	Last 90	aft - UN	
			Martineng - 0		ROTOPEI		
Instrument Rating(s) - UNK/NR							
Newetive							
Narrative							

File No. - 213 3/28/87 VENICE, FL A/C Reg. No. N3304X Time (Lc1) - 0910 EST MAIN GEAR COLLAPSED Occurrence #1 Phase of Operation LANDING - RGLL Finding(s) 1. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND 2. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 4. OBJECT - RUNWAY LIGHT _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

Brief of Accident (Continued)

is/are finding(s) 2

.

Brief of Accident

Basic Information						Tmisse		
Type Operating Certificate-AIR CARRIER	ATION INC	Aircraft E NONE	amage		Fatal	Injur Serious		None
Name of Carrier -PIEDMONT AVI Type of Operation -SCHEDULED,DO Flight Conducted Under -14 CFR 121	MESTIC.PAX/CARGO	Fire		Crew		0		7
Flight Conducted Under -14 CFR 121		NONE		Pass		1	õ	88
Accident Occurred During -CLIMB					-			
Aircraft Information								
Make/Model - BOEING 727-295	Eng Make/Mo					nstalled/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engi				St	all Warnir	ng System –	YES
Max Gross Wt - 142000	Engine Type			· -				
No. of Seats - 164	Rated Power	- 1600	O LES THRUS	5 I 				
Environment/Operations Information								
Weather Data	Itinerary				Airport P			
Wx Briefing - COMPANY Method - UNK/NR	Last Departu	re Point			OFF AIR	PORT/STRIP	•	
	MIAMI,FL Destination				innont Do	+ ~		
Completeness - WEATHER NOT PERTINENT Basic Weather - VMC	CHARLOTTE,	NC		Д	irport Da MIAMI I			
Wind Dir/Speed- 340/013 KTS	CHARLUTTE,	NC				Ident -	271	
Visibility - 7.0 SM	ATC/Airspace					Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flig	iht Plan - I	FR			Surface -		
Lowest Ceiling - NONE	Type of Clea					Status -		
Obstructions to Vision- NONE	Type Apch/Ln				,		,	
Precipitation - NONE		0						
Condition of Light - DAYLIGHT								
Personnel Information `								
Pilot-In-Command	Age - 46 Biennial Flight Re	Me	edical Cert	ificate	- UNK/NR			
Certificate(s)/Rating(s)	Biennial Flight Re	view		Flight	Time (Ho	urs)		
ATP	Current	- UNK/NR	Total	- 17	000	Last 24	Hrs - UNK	
SE LAND, ME LAND	Months Since	- UNK/NR	Make/Mode	≥1- 2	000	Last 30	Days- UN	
	Months Since Aircraft Type	- UNK/NR	Instrumer	nt- UNK	/NR	Last 90	Days- UNK	•
			MUITI-ENG	g - UNK	./ NR	ROTOPCE	aft - UNM	K/NR
Instrument Rating(s) - AIRPLANE								
Narrative								
NATTATIVE 34 YEAR-OLD MALE PAX GOT UP FROM HIS SEAT								

File No 2	287 4/01/87	MIAMI,FL	A/C Reg. No. N1643	Time (Lc1) - 0813 EST

Occurrence #1 MISCELLANEOUS/OTHER Phase of Operation CLIMB - TO CRUISE

Finding(s)

8

1. PASSENGER BRIEFING - PERFORMED - FLIGHT ATTENDANT

2. 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) 2

Basic Information		ware the Damage			Tanássa		
Type Operating Certificate-NONE (GENERA		rcraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONAL		re	Crew	0			2
Flight Conducted Under -14 CFR 91	N	IONE	Pass	Ō	0 0	Ō	4
Accident Occurred During -LANDING							•
Aircraft Information							
Make/Model - NORTH AMERICAN B-25-J		- WRIGHT 2600			[nstalled/A		
	Number Engines			•	tall Warnir	ng Syster	n - NO
Max Gross Wt - UNK/NR		- RECIPROCATING-	CARBURE	TOR			
No. of Seats - UNK/NR	Rated Power	- 1500 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure NEW SMYR®JA BO			UFF AI	RPORT/STRIP	•	
Completeness - N/A	Destination	/H, FL		Airport Da	a+a		
Basic Weather - VMC	WALKERS CAY						
Wind Dir/Speed- CALM	WAENENG OAT			Runwav	Ident -	N/A	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - VFR			Surface -		
Lowest Ceiling - NONE	Type of Clearar	nce - NONE		Runway	Status -	WATER-0	CALM
Obstructions to Vision- NONE	Type Apch/Lndg	~ FORCED LAN	DING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							. /
Pilot-In-Command	Age - 43 Rieppiel Elight Dovid	Medical Cer	Flicat	e - VALID + Timo (H	MEDICAL-NU	WAIVER:	S/LIMII
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Revie Current - Y	w (ES Total	- 10 - 10		Last 24	Hne -	2
SE LAND, ME LAND	Months Since -	1 Make/Mo	del-	24	Last 30) Davs- i	
SE EAND; ME EAND	Aircraft Type - E	S-25-J Instrum	ent-	120	Last 90) Davs-	20
		Multi-E	ng -	3000	Rotorcr	raft - l	
Instrument Rating(s) - AIRPLANE							

ENGINE AND TURNED BACK TOWARDS NEW SMYRNA BEACH, BUT AS HE WAS NEARING TICO AIRPORT THE LEFT ENGINE ALSO FAILED THE PILOT, REALIZING HE WAS NOT GOING TO MAKE THE AIRPORT, ELECTED TO LAND IN A POND NEXT TO I-95 NEAR TITUSVILLE, FL. POST CRASH EXAMINATION OF THE ENGINES REVEALED THAT BOTH ENGINES FAILED INTERNALLY IN THE REAR BANK AREA. NO EXACT DETERMINATION OF THE ORIGIN OF THE FAILURES COULD BE MADE DUE TO THE AMOUNT OF DAMAGE DONE DURING THE FAILURE SEQUENCE.

File No 29	91 4/02/87	TITUSVILLE,FL	A/C Reg. No. N25NA	Time (Lc1) - 0734 EST
Occurrence #1 Phase of Operation	LOSS OF POWER(TO CRUISE	TAL) - MECH FAILURE/M.	ALFUNCTION	
Finding(s) 1. ENGINE ASSEMBLY	- FAILURE,TOTAL			
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation				

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

Brief of Accident (Continued)

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft	t Damage		Injur	ioc	
Type operating certificate-None (GENERAL	SUBSTA		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Cre		0		1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pas	s O	0	0	1
Aircraft Information						
Make/Model - CESSNA 310D	Eng Make/Model - CO			Installed/A		,
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4830	Number Engines - 2 Engine Type - RE		-	tall Warnir	ng System ·	- YES
No. of Seats - 5	Rated Power -					
Invironment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point SAME AS ACC/INC		ON AIR	Proximity PORT		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		OPA LO			
Wind Dir/Speed- 090/009 KTS			Runway	Ident -	- 36R	
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid -		244
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		
Lowest Ceiling - 3300 FT BROKE				Status -	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	TOUCH AND GO				
Condition of Light - DAYLIGHT		TOUCH AND GO				
Personnel Information	A	Madinal Cantifia				
Pilot-In-Command Certificate(s)/Rating(s)	Age - 30 Biennial Flight Review	Medical Certific	ate - VALID obt Time (H	MEDICAL-NU	J WAIVERS/L	_1M11
PRIVATE	Current - UNK/NR	Total ~	270	Last 24	Hrs - UNH	(/NR
SE LAND	Months Since - UNK/NR	Make/Model-	3	Last 30) Days- UNH	K/NR
	Aircraft Type - UNK/NR	Make/Model- Instrument- Multi-Eng -	UNK/NR	Last 90) Days- UNH	/NR
		Multi-Eng -	3	Rotorcr	aft - UNH	K/NR
Instrument Rating(s) - NONE						
Narrative						

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File No 2	90 4/02/87	MIAMI,FL	A/C Reg. No. N6880T	Time (Lc1) - 1200 EST	
Occurrence #1 Phase of Operation					
Finding(s) 1. FLARE - EXCESSI 2. IMPROPER US 3. AIRSPEED(VSO) - 4. STALL/MUSH - IN 5. REMEDIAL ACTION	E OF PROCEDURE,LACI BELOW - PILOT IN (ADVERTENT - PILOT	< OF TOTAL EXPERI COMMAND IN COMMAND	ENCE IN KIND OF AIRCRAFT - PILOT IN C	OMMAND	
Occurrence #2 Phase of Operation		TOUCHDOWN			
Probable Cause			t the Probable Cause(s) of this accid		

.

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information Type Operating Certificate-ON-DEMAND	AID TAXI Aircraf	t Damage		Injur	ios	
Type operating certificate on Demand	SUBSTA		Fatal	Serious		None
Type of Operation -POSITIONIN		Cre		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pas	is O	0	0	3
Accident Occurred During -CLIMB						
Aircraft Information						
Make/Model - PIPER PA-31-350	Eng Make/Model - LY			Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2			tall Warnin	ig System	- YES
Max Gross Wt - 7000 No. of Seats - 8	Engine Type - RE Rated Power -	CIP-FUEL INJECTED 350 HP				
		350 HP				
Environment/Operations Information	-			_		
Weather Data Wx Briefing - FSS	Itinerary Last Departure Point			Proximity RPORT/STRIP		
Method - TELEPHONE	MIAMI,FL		UFF AI	RPURI/SIRIP		
Completeness - WEATHER NOT PERTINE			Airport D	lata		
Basic Weather - VMC	SARASOTA, FL		Anport	atu		
Wind Dir/Speed- 130/003 KTS	5/11/100 F/1, F 2		Runway	Jdent -	N/A	
Visibility - 7.0 SM	ATC/Airspace				N/A	
Lowest Sky/Clouds - 4500 FT SC	ATTERED Type of Flight Plan	~ IFR	Runway	Surface -	N/A)
Lowest Ceiling - NONE	Type of Clearance		Runway	/Status -	N/A	<u></u>
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - NIGHT(DARK))					
Personnel Information						
Pilot-In-Command	Age - 32	Medical Certific			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	Total -	ght Time (H			0
ATP SE LAND, ME LAND			3265		⊣ Hrs -) Days- UN	9 // /ND
SE LAND, ME LAND	Months Since - 12 Aircraft Type - UNK/NR	Make/Model- Instrument-	123	Last 30) Days- UN) Days-	
	All clait type onk/ nk	Multi-Eng -			aft - UN	
						,
Instrument Rating(s) - AIRPLANE						
Narrative						
NG CLIMB TO CRUISE THE PILOT LOST ONE E	BLADE OF THE THREE BLADED RIGH	T PROPELLER, DUE	TO THE FAIL	URE OF THE		
EXAMINATION OF THE PROPELLER AND ENGIN						
ALLED ALLOWING A HIGH FREQUENCY VIBRAT	ON TO EVICE CALICING THE EATL					

File No. - 246 4/03/87 MIAMI,FL A/C Reg. No. N506ES Time (Lc1) - 0233 EST AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation CLIMB - TO CRUISE Finding(s) 1. PROPELLER SYSTEM/ACCESSORIES, BLADE - LOSS, TOTAL 2. PROPELLER SYSTEM/ACCESSORIES, HUB - FAILURE, TOTAL 3. MAINTENANCE, MAJOR REPAIR - NOT PERFORMED - COMPANY MAINTENANCE PSNL 4. IMPROPER USE OF PROCEDURE, COMPLACENCY - COMPANY MAINTENANCE PSNL Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN ----------Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircra	aft Damage		Iniur	ies	
	SUBS	aft Damage TANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire		Crew O Pass O	0	0	1
Flight Conducted Under -14 CFR 91	NONE		Pass O	0	Ο.	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 180H	Eng Make/Model - (
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			Stall Warnin	g System	- YES
Max Gross Wt - 2800	Engine Type - I		ARBURETUR			
No. of Seats - 6	Rated Power -					
Environment/Operations Information						
Weather Data	Itinerary			t Proximity		
Wx Briefing - FSS	Last Departure Poin	nt	ON A	IRPORT		
Method - UNK/NR	MIAMI, FL			D-+-		
Completeness - UNK/NR Basic Weather - VMC	Destination SAME AS ACC/INC		Airport	R RANCH		
Wind Dir/Speed- 230/010 KTS	SAME AS ACC/INC			av Ident -	34	
Visibility - 10.0 SM	ATC/Airspace			ay Lth/Wid -		75
Lowest Sky/Clouds - 3500 FT SCA	TTERED Type of Flight Pla	n - NONE		ay Surface -		
Lowest Ceiling - 10000 FT BRO	KEN Type of Clearance	- NONE		ay Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg					
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 39 Biennial Flight Review	Medical Cert	ificate - VAL		IVERS/LIM	IT
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Review	Totol	Flight Time	(Hours)	Line	
SE LAND, ME LAND	Current - YES Months Since - 23 Aircraft Type - UNK/I	Make/Mod	= 0 NK / NR	Last 24	Dave- UN	
SE LAND, ME LAND	Aircraft Type - UNK/	NR Instrume	nt-UNK/NR	Last 90	Days on	Q Q
		Multi-En	g - UNK/NR	Rotorcr	aft - UN	K/NR
			3,			
Instrument Rating(s) - AIRPLANE						
Narrative I TOUCHDOWN THE RT LANDING GEAR TIRE BLEW	DUE TO THE STDE LOAD PLACE	ED LIPON IT AFTE	R THE ACET WA	SRIDWN		

File No 2	22 4/03/87 FROSTPROOF,FL	A/C Reg. No. N9731G	Time (Lcl) - 1610 EST
	LOSS OF CONTROL - ON GROUND LANDING - FLARE/TOUCHDOWN		
2. LOWERING OF FLA 3. DIRECTIONAL CON 4. GROUND LOOP/SWE	R WIND CONDITIONS - POOR - PILOT IN COMM/ PS - EXCESSIVE - PILOT IN COMMAND TROL - NOT MAINTAINED - PILOT IN COMMAND RVE - UNCONTROLLED - PILOT IN COMMAND R - PILOT IN COMMAND		
	AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFU LANDING - FLARE/TOUCHDOWN	JNCTION	
Finding(s) 6. LANDING GEAR,TI	RE - EXPLODED		
	MAIN GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN	·	
Finding(s) 7. LANDING GEAR,MA 8. LANDING GEAR,MA	IN GEAR - FAILURE,TOTAL		
Probable Cause			
The National Transpo is/are finding(s) 1,	rtation Safety Board determines that the 3,4,5	Probable Cause(s) of this accide	ent

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

Type Operating Certificate-NONE (GENERA	,	t Damage		Injur		
	SUBSTA		Fatal			None
Type of Operation -BANNER TOW Flight Conducted Under -14 CFR 91	Fire NONE	Crev Pass		0	0	1
Accident Occurred During -LANDING	NUNE	Pas	6 0	0	0	0
Aircraft Information						
Make/Model - PIPER PA-18-125	Eng Make/Model - Li			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warnir	ng System	- NO
Max Gross Wt - 1608		CIPROCATING-CARBU	RETOR			
No. of Seats - 2	Rated Power -	150 HP				
Environment/Operations Information Weather Data	Ttipppon		1	Description		
Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point			Proximity RPORT/STRIF		
Method - N/A	HOLLYWOOD, FL		UFF AI	RPURI/SIRIP	·	
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		Anporto	utu		
Wind Dir/Speed~ 310/010 KTS			Runway	Ident -	N/A	
Visibility - 7.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan		Runway	Surface -	WATER	
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	WATER-CA	LM
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 39	Medical Certifica		MEDICAL-NO		ТТМТТ
Certificate(s)/Rating(s)	Biennial Flight Review		aht Time (H		WAIVERS/	
ATP	Current - YES	Total -	7506	Last 24	Hrs -	9
SE LAND, ME LAND, SE SEA	Months Since - 2			Last 30) Days- UN	IK/NR
	Aircraft Type - C-152	Instrument-	1219	Last 90	Days-	494
		Multi-Eng -	4000	Rotorcr	aft –	1
Instrument Rating(s) - AIRPLANE						
Narrative						
NAFRATIVE PLT REPORTED THAT WHILE TOWING A BANNER A	DEX 200-300 VADDS DEESHODE		500 ET THE	ENG		
TERED, THEN QUIT. ATTEMPTS TO RESTART IT						

File No 3	29 4/05/87	FT.LAUDERDALE,FL	A/C Reg. No. N9663H	Time (Lc1) - 1501 EDT
Occurrence #1 Phase of Operation				
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation		NCY		
Finding(s) 2. TOWING/ADVERTIS	ING EQUIPMENT - DU	MPED		· · · ·
Occurrence #3 Phase of Operation				
Probable Cause				

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

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Basic Information				Tojuo	ioc	
Type Operating Certificate-NONE (GENERAL	SUBSTA	t Damage	Injuries Fatal Serious Minor			
Type of Operation -BANNER TOW	Fire	Crew	0	1	0	
Flight Conducted Under -14 CFR 91	NONE		Ö	0	Ő	0
Accident Occurred During -TAKEOFF	NONL	1 2 3 3	0	0	U	0
Aircraft Information						
Make/Model - BELLANCA 7GCBG	Eng Make/Model - LY			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warnin	g Syste	em - NO
Max Gross Wt - 1650	Engine Type - RE		TOR			
No. of Seats - 2	Rated Power -	100 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRIP		
Method - N/A	NEWSHYRNA BEACH, FL					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 250/012 KTS					N/A	
Visibility - 10.0 SM	ATC/Airspace				N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan				N/A	
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 38 Biennial Flight Review	Medical Certificat	e – VALID	MEDICAL-WA	IVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	t Time (H	lours)		
COMMERCIAL	Current - YES	Total -	907	Last 24	Hrs -	4
SE LAND	Months Since - 16		K/NR	Last 30	Days-	UNK/NR
	Aircraft Type - UNK/NR	Instrument-	0	Last 90	Days-	80
					-	

----Narrative----

THE PLT HAD JUST RETURNED FROM A BANNER TOW FLIGHT AND HAD REFUELED. WITNESSES STATED THAT ON DEPARTURE THE ACFT BANKED STEEPLY DURING THE INITIAL CLIMB TO PICK UP ANOTHER BANNER. THE WINGS THEN ROCKED BACK AND FORTH AND THE ACFT MUSHED UNTIL IMPACT WITH A TREE AND THEN THE ROAD SURFACE.

File No 3	52 4/05/87	NEW SMYRNA BCH,FL	A/C Reg. No. N8678V	Time (Lcl) - 1523 EDT
Occurrence #1 Phase of Operation				
Finding(s) 1. IMPROPER US	E OF PROCEDURE,OST	ENTATIOUS DISPLAY - PILO	T IN COMMAND	
Occurrence #2 Phase of Operation				
Finding(s) 2. AIRSPEED - NOT 3. STALL/MUSH - IN				``````````````````````````````````````
Occurrence #3 Phase of Operation				
Finding(s) 4. OBJECT - TREE(S)			
Probable Cause				
The National Transpo is/are finding(s) 1,		and determines that the Pa	robable Cause(s) of this accid	ent

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

Basic Information				Tanico		
Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries Fatal Serious Minor		
Type of Operation -PERSON	A1	Fire		0 0	0	None 1
Flight Conducted Under -14 CFR	91	NONE		õ õ	õ	2
Accident Occurred During -LANDIN					-	_
Aircraft Information						
Make/Model - CESSNA 172N	5,	/Model - LYCOMING O	-320-H2AD	ELT Installed/		
Landing Gear - TRICYCLE-FIXED		ngines - 1		Stall Warnir	ng System	- YES
Max Gross Wt - 2150	.	ype - RECIPROCAT	ING-CARBURETOR			
No. of Seats - 4	Rated Pov	wer - 160 HP				
Environment/Operations Information-						
Weather Data	Itinerary			ort Proximity		
W× Briefing - TV WX	rture Point	OF	F AIRPORT/STRIF)		
Method - TV/RADIO	KEY WES	•				
Completeness - WEATHER NOT PER			Airpo	rt Data		
Basic Weather - VMC Wind Dir/Speed- 360/007 KTS	HOLLYWO	JD,FL	Du	nway Ident	- N/A	
Visibility - 10.0 SM	ATC/Airspace	2			- N/A	
Lowest Sky/Clouds - 2000 F					- N/A	
Lowest Ceiling - 25000 F					- N/A	
Obstructions to Vision- NONE	Type Apch	/Lndg - FORCED			,	
Precipitation - NONE						
Condition of Light - DAYLIGH	T .					
Personnel Information						
Pilot-In-Command	Age - 23	Medical Review - YES Tot	Certificate - V	ALID MEDICAL-W	AIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flight Tim	e (Hours)		
COMMERCIAL, CFI	Current	- YES Tot	al - 280	Last 24		
SE LAND, ME LAND	Months Since	e - 7 Mak	e/Model- UNK/NR	Last 30) Days- UN	K/NR
	Aircraft Ty	pe-UNK/NR Ins	trument- UNK/NR ti-Eng - UNK/NR	Last 90) Days-	50
		Mu1	ti-Eng - UNK/NR	Rotorci	raft - UN	K/NR
Instrument Rating(s) - AIRPL	ANE					

STREET SIGNS. POST CRASH EXAMINATION OF THE ACFT REVEALED NO EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION.

File No 3	14 4/09/87	BIG PINE KEY,FL	A/C Reg. No. N6328D	Time (Lcl) - 1945 EDT
Occurrence #1 Phase of Operation				
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation		ION WITH OBJECT		
Finding(s) 2. OBJECT - UTILIT	Y POLE(MARKED)			
Probable Cause				

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage SUBSTANTIAL Fat			Injuries Fatal Serious Minor No		
Type of Operation -PERSONAL		Fire	Crev				None 1
Flight Conducted Under -14 CFR 91		NONE	Pas			0	0
Accident Occurred During -LANDING					-	•	-
-Aircraft Information						~~~	
Make/Model - CESSNA 152			MING 0-235-L2C		Installed/A		
Landing Gear - TRICYCLE-FIXED		ngines - 1			all Warning	g System -	YES
Max Gross Wt - 1670			PROCATING-CARBU	RETOR			
No. of Seats - 2	Rated Pow	ver - 1	10 HP				
-Environment/Operations Information							
Weather Data			Airport F				
Wx Briefing - FSS	Last Departure Point				PORT		
Method - TELEPHONE	MIAMI,FL			Airport Da			
Completeness - FULL Basic Weather - VMC	Destination SAME AS ACC/INC						
Wind Dir/Speed- 330/012 KTS	SAME AS	ACC/INC			/ILLE REGION Ident -	UNK/NR	
Visibility - 5.0 SM	ATC/Airspace				Lth/Wid -	•	
Lowest Sky/Clouds - 2000 FT SC			NONE		Surface -		
Lowest Ceiling - 3000 FT BR	OKEN Type of Cl	earance - I	NONE		Status -		
Obstructions to Vision- HAZE	Type Apch/	Lnda -	STRAIGHT-IN	nannay	010100	2	
Precipitation - NONE	·) [= - · · [= - · ·]	j					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 51	M	edical Certifica	ate - VALID	MEDICAL-WA	IVERS/LIMI	Т
Certificate(s)/Rating(s)	Biennial Flight Current	Review	Flig	ght Time (Ho	ours)		
PRIVATE	Current	- YES	Total -	108	Last 24	Hrs - UNK	/NR
SE LAND	Months Since	- 23	Make/Model- Instrument-	15	Last 30	Days- UNK	:/NR
	Aircraft Typ	e - PA-28	Instrument-	2	Last 90	Days-	7
Instrument Rating(s) - NONE							

REVEALED THAT THE ENG QUIT DUE TO FUEL EXHAUSTION.

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SS OF POWER(TOTAL) - NON-MECHANIC ROACH ION JEQUATE - PILOT IN COMMAND CULATIONS - INACCURATE - PILOT IN			
EQUATE - PILOT IN COMMAND CULATIONS - INACCURATE - PILOT IN	N COMMAND		
CED LANDING CENT - EMERGENCY			
AINED - PILOT IN COMMAND			
	RD LANDING NDING - FLARE/TOUCHDOWN AINED - PILOT IN COMMAND RTENT - PILOT IN COMMAND SE GEAR COLLAPSED NDING - FLARE/TOUCHDOWN EAR ASSEMBLY - OVERLOAD EAR ASSEMBLY - FAILURE,TOTAL	RD LANDING NDING - FLARE/TOUCHDOWN PILOT IN COMMAND TAINED - PILOT IN COMMAND RTENT - PILOT IN COMMAND GE GEAR COLLAPSED NDING - FLARE/TOUCHDOWN EAR ASSEMBLY - OVERLOAD	RD LANDING NDING - FLARE/TOUCHDOWN PILOT IN COMMAND TAINED - PILOT IN COMMAND RTENT - PILOT IN COMMAND GE GEAR COLLAPSED NDING - FLARE/TOUCHDOWN FAR ASSEMBLY - OVERLOAD

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

National Transportation Safety Board Washington, D.C. 20594

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Brief of Accident

Basic Information Τγρε Operating Certificate-NONE (GENERA	AVIATION) Aire	craft Damage		Injur	ries	
Type operating bertin leate hone (denera		STANTIAL	Fatal	Serious		None
Type of Operation -INSTRUCTIONA		-	rew O	0	1	0
Flight Conducted Under -14 CFR 91	NOI	NE Pa	ass O	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 152		- LYCOMING 0-235-L20		Installed//		
Landing Gear - TRICYCLE-FIXED	Number Engines			Stall Warnin	ng System	- YES
Max Gross Wt - 1640	U	RECIPROCATING-CARE	SURETOR			
No. of Seats - 2	Rated Power	- 150 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•	pint	OFF A	IRPORT/STRI	>	
Method - N/A Completeness - N/A	SARASOTA,FL Destination		Airport	Data		
Basic Weather - VMC	MELBOURNE, FL		Ampont	Data		
Wind Dir/Speed- 340/014 KTS	MEEBOOKNE, TE		Runwa	vIdent -	- N/A	
Visibility - 7.0 SM	ATC/Airspace			,	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight P		Runwa	y Surface	- GRASS/TU	RF
Lowest Ceiling - NONE	Type of Clearance			y Status ·	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING	à			
Precipitation - NONE						
Condition of Light - DAYLIGHT	·					
Personnel Information						
Pilot-In-Command	Age - 40	Medical Certifi			D WAIVERS/	LIMIT
Certificate(s)/Rating(s) STUDENT	Biennial Flight Review		light Time (- 32		4 Hrs -	9
STUDENT	Months Since - N/) Days- UNI	
	Aircraft Type - N/				Days -	
		Multi-Eng -			raft - UNI	
Instrument Rating(s) - NONE						
Narrative						
E STUDENT PILOT EXPERIENCED AN ENGINE FAILU						
STARTED THE ENGINE AND TOOK OFF, AFTER TAKE						
ILED THE THIRD TIME AND HE COULD NOT START						
RCRAFT NOSED OVER. EXAMINATION OF THE RIGHT DUT 2 QUARTS OF FUEL.	FUEL TANK REVEALED IT	WAS EMPIY AND THE LI	FUEL TANK	CUNTAINED		

4/19/87 A/C Reg. No. N24511 File No. - 224 MELBOURNE, FL Time (Lcl) - 1115 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND З. 4. REFUELING - NOT PERFORMED - PILOT IN COMMAND FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - DITCH _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4 Factor(s) relating to this accident is/are finding(s) 5

Brief of Accident (Continued)

File No 337 4/19/87 ZEL	LWOOD,FL	A/C Reg. No.	N33592	т	ime (Lc1) -	1800 EDT	
-Basic Information Type Operating Certificate-NONE (GENE Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI	RAL AVIATION)	Aircraft Damag SUBSTANTIAL Fire NONE	e Crew Pass	Fatal O O	Injur Serious O O		None 2 0
-Aircraft Information Make/Model - PIPER J3C-65 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 2	Number Eng Engine Typ	Model - CONTINENT gines - 1 be - RECIPROCA er - 65 HP	TING-CARBURE	S	Installed/A tall Warnin		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFI Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 060/009 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 4000 FT SC Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary NG Last Depar PLYMOUTH Destination LOCAL ATC/Airspace ATTERED Type of F1 Type of Clo Type Apch/1	,FL ight Plan - NONE earance - NONE		ON AIR Airport D POTTER Runway Runway Runway	ata AIRPORT Ident - Lth/Wid - Surface -	UNK/NR UNK/NR-O GRASS/TU DRY	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 26 Biennial Flight Current Months Since Aircraft Typ	Review - YES To - 16 Ma	1 Certificat Fligh tal - ke/Model- strument-	t Time (H 160 8	ours) Last 24 Last 30	Hrs -	1

Instrument Rating(s) - NONE

----Narrative----

THE PLT STATED THAT AFTER LANDING HE ALLOWED THE COPLT TO TAXI THE ACFT THOUGH HE FOLLOWED HIM THROUGH ON THE CONTROLS DUE TO HIS LACK OF EXPERIENCE ON TAILWHEEL ACFT. THE ACFT VEERED OFF THE LEFT SIDE OF THE RWY AND BEFORE CONTROL COULD BE RE-ESTABLISHED BY THE PLT, TAXIED INTO A DITCH. HE FURTHER STATED THAT THIS ACCIDENT COULD HAVE BEEN PREVENTED HAD HE CONCENTRATED MORE.

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File No. - 337 4/19/87 ZELLWOOD,FL Time (Lcl) - 1800 EDT A/C Reg. No. N33592 Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAXI - FROM LANDING Finding(s) 1. RUDDER - IMPROPER USE OF - COPILOT 2. IMPROPER USE OF PROCEDURE ↓LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - COPILOT 3. DIRECTIONAL CONTROL - NOT MAINTAINED - COPILOT 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAXI - FROM LANDING Finding(s) 5. TERRAIN CONDITION - DITCH 6. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND 7. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND _____ ----Probable Cause----

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircr	aft Damage			Injur	ies	
Type operating der till reate none (dent			TANTIAL		Fatal	Serious		None
Type of Operation -INSTRUCTIO	NAL	Fire		Crew	0	0		1
Flight Conducted Under -14 CFR 91		NONE		Pass	0	0	0	0
Accident Occurred During -LANDING								
-Aircraft Information								
Make/Model - CESSNA 152			LYCOMING 0-23			nstalled/A		
Landing Gear - TRICYCLE-FIXED	Number En					all Warnin	g System	- YES
Max Gross Wt - 1670			RECIPROCATING	-CARBURE	TOR			
No. of Seats - 2	Rated Pow	er - 	110 HP					
-Environment/Operations Information								
Weather Data	Itinerary				Airport F			
Wx Briefing - FSS	Last Depar		nt		ON AIRF	ORT		
Method - TELEPHONE	OKEECHOB							
Completeness - FULL Basic Weather - VMC	Destination SAME AS				Airport Da	ta MINICIPAL		
Wind Dir/Speed- 300/016 KTS	SAME AS	ACC/INC					24	
Visibility - 6.0 SM	ATC/Airspace					Lth/Wid -		150
Lowest Sky/Clouds - 4000 FT SC			n - VFR			Surface -		150
Lowest Ceiling - NONE						Status -		
Obstructions to Vision- HAZE	Type Apch/	Lndg	- TRAFFIC P	ATTERN	2			
Precipitation - NONE		-	FULL STOP					
Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command	Age - 26		Medical Ce				WAIVERS/	LIMIT
Certificate(s)/Rating(s) STUDENT	Biennial Flight Current		T = 4 = 1	Fligh -	t Time (Ho	urs) Last 24	11	(100
STUDENT	Months Since		Make/M					
	Aircraft Typ		Instru	mont-	28		Days- UNI Days-	5 5
			instra		Ũ		Dayb	5
Instrument Rating(s) - NONE								
ING THE LANDING ROLL THE PLT DIVERTED HI	S ATTENTION FROM TA	XIING TH	E ACET TO RAIS	SING THE	FLAPS AND	TURNING		
THE CARB HEAT. THE RT WING WAS THEN LIF								

File No. - 205 4/23/87 ARCADOA, FL A/C Reg. No. N49832 Time (Lc1) - 1630 EDT LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 2. IMPROPER DECISION, INATTENTIVE - PILOT IN COMMAND 3. AILERON - NOT USED - PILOT IN COMMAND 4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 5. RUDDER - EXCESSIVE - PILOF IN COMMAND 6. GROUND LOOP/SWERVE - NOT MAINTAINED - PILOT IN COMMAND 7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND _____ Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 8. TERRAIN CONDITION - DITCH _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5,6,7 Factor(s) relating to this accident is/are finding(s) 8

File No 204 4/25/87 D/	AYTONA BEACH, FL	A/C Reg. No. N129ER Time (LC1) - 1300 EDT			T 		
-Basic Information Type Operating Certificate-NONE (GEM		Aircraft Damage SUBSTANTIAL		Fatal		Minor	None
Type of Operation -INSTRUCT: Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0 0	0 0	0 0	1 0
-Aircraft Information Make/Model - CESSNA 172P Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Number En Engine Ty	Model - LYCOMING O gines - 1 pe - RECIPROCAT er - 160 HP		S	Installed/A tall Warnin		
<pre>-Environment/Operations Information Weather Data Wx Briefing - COMPANY Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 230/007 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 5000 FT S Lowest Sky/Clouds - 5000 FT S Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT</pre>	Itinerary Last Depar SAME AS Destination LOCAL ATC/Airspace SCATTERED Type of F1 Type of C1	ACC/INC ight Plan - NONE	HT-IN	ON AIR Airport D DAYTON Runway Runway Runway	ata A BEACH REG Ident - Lth/Wid - Surface -	25R 7500/	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 20 Biennial Flight Current Months Since Aircraft Typ	Medical Review - N/A Tota - N/A Make e - N/A Ins	Certificat Fligh al - e/Model- trument-	e - VALID It Time (H 66 66 5	MEDICAL-NO ours) Last 24 Last 30 Last 90	WAIVERS, Hrs - Days- U Days-	/LIMIT 5 NK/NR 20
Instrument Rating(s) - NONE							

----Narrative----

THE PLT STATED THAT DURING THE LANDING ROLL, AFTER DEPRESSING BOTH BRAKES EVENLY, THE RT BRAKE LOCKED UP CAUSING THE ACFT TO LEAVE THE RWY. THE ARPT WAS BEACH REGIONAL AIRPORT, DAYTONA BEACH, FLORIDA, THE ACFT COLLIDED WITH A TAXIWAY MARKER SIGN & CAME TO REST. INSPECTION OF THE ACFT REVEALED NO EVIDENCE OF FAILURE OF MALFUNCTION OF THE BRAKES.

File No 2	04 4/25/87	DAYTONA BEACH,FL	A/C Reg. No. N129ER	Time (Lcl) - 1300 EDT
Occurrence #1 Phase of Operation		- ON GROUND		
	TROL - NOT MAINTAI	T IN COMMAND NED - PILOT IN COMMAND - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	-	ION WITH OBJECT		
Finding(s) 4. OBJECT - AIRPOR	T FACILITY			
Probable Cause				

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

Basic Information Type Operating Certificate-NONE (GE	ΝΕΡΔΙ ΔΥΤΔΤΤΩΝ) ΔΙ	rcraft Damage			Inju	ries	
Type operating ber thireate none (der		UBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fi	re	Crew	0	0	0	1
Flight Conducted Under -14 CFR 9	1 N	ONE	Pass	0	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - PIPER J-3		- LYCOMING 0-235		ELT 1	[nstalled/#		•
Landing Gear - TAILWHEEL-ALL FIXED					tall Warnir	ng System ·	- YES
Max Gross Wt - 1450		- RECIPROCATING-	CARBURET	TOR			
No. of Seats - 2	Rated Power	- 115 HP					
Environment/Operations Information	-						
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIE				OFF AIF	RPORT/STRI	0	
Method - N/A	SAME AS ACC/I	NC	_				
Completeness - N/A	Destination		4	Airport Da	ata		
Basic Weather ~ VMC	LOCAL			Durante	T -1 +	N1 / A	
Wind Dir/Speed- 240/012 KTS	ATC /A increase					- N/A	
Visibility - 8.0 SM Lowest Sky/Clouds - 3000 FT 9	ATC/Airspace SCATTERED Type of Flight				Lth/Wid · Surface ·		
Lowest Ceiling - NONE	Type of Clearan				Status		
Obstructions to Vision- NONE	Type of Clearan Type Apch/Lndg	- EORCED LAN	DING	Kanway	Status	N/ A	
Precipitation ~ NONE	Type Apen/ Endg	I GROED EAR	Ding				
Condition of Light - DAYLIGHT							
·····		~					
Personnel Information Pilot-In-Command	Age - 45	Medical Cer	tificate	- NO MED			
Certificate(s)/Rating(s)	Biennial Flight Revie			Time (Ho			
NONE	Current - N			K/NR		4 Hrs - UNA	K/NR
	Months Since - N		del-UNK	(/NR	Last 30) Days- UN	
	Aircraft Type - N	/A Instrum	ent- UNK	K/NR K/NR	Last 90) Days- UN	
			ng - UNk			raft - UNH	
Instrument Rating(s) - NONE							
Narrative							
	/25/87. THE NON-CERTIFICAT	CO DUT DODTO TUAT		TAMEN THE		OUT	

HOWEVER, HE HAD BEEN "DRINKING" BETWEEN THE TIME OF THE ACONT & THE INTERVIEW.

OR REGISTRATION CERTIFICATE ABOARD. WHEN THE PLT WAS INTERVIEWED, HE APPEARED TO BE UNDER THE INFLUENCE OF ALCOHOL;

File No 2	43 4/25/87 MIAMI,FL	A/C Reg. No. N25863	Time (Lcl) - 1530 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICA CRUISE	L	
2. STOLEN AIRCRAFT 3. PROCEDURES/DIRE 4. FLUID,FUEL - WA	R - UNQUALIFIED PERSON /UNAUTHORIZED USE - INTENTIONAL - UNQU CTIVES - NOT FOLLOWED - UNQUALIFIED PE TER LIGHT - IMPROPER - UNQUALIFIED PERSON		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation			
Probable Cause			
The National Transpo is/are finding(s) 1,	rtation Safety Board determines that t 4,5	he Probable Cause(s) of this accid	ent

Basic Information Type Operating Certificate-NONE (GENE		t Damage		Injur	ios	
Type operating certificate None (dener	SUBSTA		Fatal	~		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	3
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 172	Eng Make/Model - LY			Installed/#		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnir	ng System -	YES
Max Gross Wt - 2075	Engine Type - RE		TOR			
No. of Seats - 4	Rated Power -	160 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Point		ON AIR	PORT		
Method - TELEPHONE Completeness - UNK/NR	SARASOTA, FL			- • -		
Basic Weather - VMC	Destination SAME AS ACC/INC		Airport D			
Wind Dir/Speed- 010/004 KTS	SAME AS ACC/INC	S ACC/INC ALBERT WHITTED MUNICIPAL Runway Ident - 36				
Visibility - 13.0 SM	ATC/Airspace			Lth/Wid -		50
Lowest Sky/Clouds - 3500 FT SC				Surface -		50
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 40	Medical Certificat			IVERS/LIMI	Т
Certificate(s)/Rating(s)	Biennial Flight Review		light Time (Hours)			
PRIVATE	Current - NO Months Since - 4	Total - Make/Model-	122	Last 24	Hrs - UNK	•
SE LAND	Aircraft Type - UNK/NR	make/ model	10) Days- UNK	•
	Affectart Type - UNK/NR	Instrument-	2	Last 90) Days-	4
Instrument Rating(s) - NONE						
Narrative						
		AIRSPEED DURING THE				

Finding(s	Operation L	ARD LANDING ANDING - FLARE/1	OUCHDOWN		
•					
2. PROP 3. FLAR 4. STAL 5. RECO	PEED - EXCESSI ER TOUCHDOWN P E - IMPROPER - L/MUSH - INADV VERY FROM BOUN	PILOT IN COMMAN ERTENT - PILOT I CED LANDING - IN	BLE - PILOT IN COMMAND D N COMMAND PROPER - PILOT IN COMMA	AND N TYPE OF AIRCRAFT - PILOT IN CO	OMMAND
		OSE GEAR COLLAPS ANDING - FLARE/T			
	ING GEAR, NOSE	GEAR - OVERLOAD GEAR - FAILURE,T	OTAL		
Proba	ble Cause				

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

Basic Information Type Operating Certificate-ON-DEMAND	AIR TAXI A	ircraft Damage			Inju	uries	
		SUBSTANTIAL		Fatal			None
Type of Operation -PERSONAL		ire	Crew		0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA T210N		1 - CONTINENTAL	TSI0-520			Activated	
Landing Gear - TRICYCLE-RETRACTABLE				S	tall Warn	ing System	- YES
Max Gross Wt - 3800		- RECIP-FUEL I	NJECTED				
No. of Seats - 6	Rated Power	- 300 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing ~ NO RECORD OF BRIEF:				OFF AI	RPORT/STR	[P	
Method - N/A Completeness - N/A	PANAMA CITY, Destination	FL		Airport [No.to		
Basic Weather - VMC	TAMPA, FL			Amport	ata		
Wind Dir/Speed- 150/009 KTS				Runwa	/ Ident	- N/A	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid	•	
Lowest Sky/Clouds - 3000 FT Sc	CATTERED Type of Flight	Plan - NONE		Runway	Surface	- N/A	
Lowest Ceiling - 20000 FT B				Runway	/ Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	FORCED L	ANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 31	Medical C				WAIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Revi			ht Time (F		24 11	0
COMMERCIAL,ATP SE LAND,ME LAND	Current - Months Sinco -		- /Modol-	4467	Last .	24 Hrs - 30 Days- UN	0
SE LAND, ME LAND	Months Since - Aircraft Type -	INK/NP Instr	rument-	27	Last (90 Days- UN 90 Days-	
	An cruit Type	Multi	i-Eng -		Last,	JO Days	5
			9	0012			
Instrument Rating(s) - AIRPLANE							

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#4 MAIN BEARING TURNED ON THE JOURNAL CAUSING OIL STARVATION TO THE CONNECTING RODS.

		Brief of A	ccident (Continued)	
File No 33	35 5/02/87	APALACHICOLA,FL	A/C Reg. No. N4612C	Time (Lc1) - 1721 CDT
Occurrence #1 Phase of Operation		TAL) - MECH FAILURE/MA	LFUNCTION	
Finding(s) 1. ENGINE ASSEMBLY, 2. FLUID,OIL - STAF	RVATION			
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGE	NCY		
Occurrence #3 Phase of Operation		ION WITH TERRAIN		
Finding(s) 3. TERRAIN CONDITIC	DN - SOFT			
Probable Cause				

iners 1

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

Not the general sector of the sector of the

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File No 389 5/03/87 FT.L4	UDERDALE, FL	A/C Reg. No	A/C Reg. No. N43867			Time (Lcl) - 1400 EDT			
Basic Information Type Operating Certificate-AIR CARRIER Name of Carrier -FLORIDA AIR(Type of Operation -NON SCHED,IN Flight Conducted Under -14 CFR 125 Accident Occurred During -LANDING	CRAFT LEASING	Aircraft Damag SUBSTANTIAL Fire NONE	ge Crew Pass	Fatal O O	Injur Serious O O	Minor	None 3 0		
Aircraft Information Make/Model - DOUGLAS DC-6A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 103800 No. of Seats - UNK/NR	Number E Engine T	/Model - P&W R-280 ngines - 4 ype - RECIPROC/ wer - 1450 H	TING-CARBURE	S	Installed/A tall Warnin				
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 110/009 KTS Visibility - 12.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	NASSAU Destinatio SAME AS ATC/Airspac Type of F Type of C	ACC/INC	IC PATTERN	UNK/NR Airport E FT. LA Runway Runway Runway		09L 8018/ ASPHALT	150		
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND	Months Sinc	Review	al Certificat Fligh otal - 2 ake/Model- nstrument- UN ulti-Eng - UN	t Time (⊦	lours)		K/NR K/NR K/NR		

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT STATED THAT THEY HAD MADE A NORMAL LANDING AND ON ROLLOUT EXPERIENCED SEVERE VIBRATION FROM A NOSE WHEEL SHIMMY. THE VIBRATION RESULTED IN SUBSTANTIAL DAMAGE TO THE HORIZONTAL STABILIZER SPAR ATTACH POINTS.

File No 3	389 5/03/87	FT.LAUDERDALE,FL	A/C Reg. No. N43867	Time (Lc1) - 1400 EDT	_
Occurrence #1 Phase of Operation	AIRFRAME/COMPONE LANDING - ROLL	NT/SYSTEM FAILURE/MALFU	INCTION		
)SE GEAR - VIBRATIO ELEVATOR ATTACHMEN				
Probable Cause-					-

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

File No 394 5/31/87 LAKE WALE	S,FL A/C	Reg. No. N63597	 	ime (Lcl) -	154/ EDI	
Basic Information Type Operating Certificate-NONE (GENERAL AV		ft Damage ANTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire NONE	Crev Pass	-	0 0	1 1	0 2
Aircraft Information Make/Model - CESSNA 172P Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2400 No. of Seats - 4	Eng Make/Model - L Number Engines - Engine Type - R Rated Power -	1	S	Installed/A Stall Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 060/015 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 4000 FT Lowest Ceiling - 4000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poin SAME AS ACC/INC Destination FT. MYERS,FL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	ON AIR Airport E CHALET Runway Runway Runway	Data SUZANNE AI Ident - Lth/Wid - Surface -	36 2450/	50 8F
	e - 46 ennial Flight Review Current - YES Months Since - 23 Aircraft Type - C-172	Total - Make/Model- U	ght Time (F 375 JNK/NR	lours) Last 24	Hrs - Days- UNH	7

Instrument Rating(s) - NONE

----Narrative----

THE PLT SELECTED 20 DEGREES OF FLAPS FOR A SHORT FIELD TAKEOFF. AT APRX 75 FT AGL HE RAISED THEM 10 DEGREES RESULTING IN A NOSE HIGH ALTIUDE. THE ACFT THEN STALLED AND CRASHED UNCONTROLLED IN A NOSE LOW ALTITUDE CAUSING THE NOSE GEAR TO COLLAPSE. THE ACFT THEN NOSED OVER AND CAME TO REST INVERTED. ACCORDING TO THE PLT'S OPERATING HANDBOOK, FLAP SETTINGS GREATER THAN 10 DEGREES ARE NOT APPROVED FOR TAKEOFF.

File No 3	94 5/31/87 LAKE WALES,FL	A/C Reg. No. N63597	Time (Lcl) - 1547 EDT
	LOSS OF CONTROL - IN FLIGHT TAKEOFF - INITIAL CLIMB		
2. ELEVATOR - IMPR 3. RAISING OF FLAP	PS - EXCESSIVE - PILOT IN COMMAND DPER USE OF - PILOT IN COMMAND S - IMPROPER - PILOT IN COMMAND TENT - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Finding(s) 5. TERRAIN CONDITI 6. LANDING GEAR,NO 7. LANDING GEAR,NO			
Occurrence #3 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
Probable Cause			

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

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft	Damage		Injur	ies	
		SUBSTANT		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Cre	ew O	0		1
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		NONE	Pas	s O	0	0	1
Aircraft Information							
Make/Model - CESSNA 182J			INENTAL 0-470-F		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engi				Stall Warnir	ng System	- YES
Max Gross Wt - 2800			PROCATING-CARBL	IRETOR			
No. of Seats - 4	Rated Power	- 2	30 HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	IG Last Departu	ire Point		ON AI	RPORT		
Method - N/A	KENNESAW, G	λA					
Completeness - N/A	Destination			Airport I	Data		
Basic Weather - VMC	SAME AS AC	C/INC		MCCOL	LUM		
Wind Dir/Speed- CALM				Runwa	yIdent -	· 27	
Visibility - 7.0 SM	ATC/Airspace			Runwa	, Lth/Wid -	4591/	75
Lowest Sky/Clouds - 10000 FT SC/	TTERED Type of Flig	uht Plan -	NONE	Runwa	y Surface -	ASPHALT	
Lowest Ceiling - NONE	Type of Clea			Runwa	, y Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lr	nda -	FORCED LANDING				
Precipitation - NONE		0					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 52 Biennial Flight Re	м	edical Certific	ate - VALTI	MEDICAL-NO	WATVERS/	TMTT
Certificate(s)/Rating(s)	Riennial Flight Re	view.	Fli	ant Time ()	Hours)		
COMMERCIAL	Current	- VEC	Total -	2657	Last 24	Hrs - UN	
SELAND	Months Since Aircraft Type	- 1	Make/Model-	411	Last 30	Days- UN	
	Aircraft Type	- C-182	Make/Model- Instrument-	21	Last 90) Days-	
			Multi-Eng -		Rotorcr	aft - UN	
Instrument Rating(s) - NONE							

HELD POSITION WAITING FOR A TAKEOFF FOR APPROX 15 MINUTES. THE PILOT DID NOT CHECK CARBURETOR HEAT PRIOR TO TAKEOFF. CONDITIONS WERE CONDUCIVE FOR INDUCTION ICING.

LOSE POWER ONCE AGAIN. THE PILOT DECIDED TO STALL THE AIRCRAFT IN TALL PINE TREES. PRIOR TO DEPARTURE THE AIRCRAFT

File No	268 1/03/87 KENNASAW,GA	A/C Reg. No. N3473F	Time (Lcl) - 1530 EST
	LOSS OF POWER(PARTIAL) - NON-MECHANICA TAKEOFF - INITIAL CLIMB	AL	
	ION - CARBURETOR ICING CONDITIONS EAT - INADEQUATE - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH OBJECT DESCENT - EMERGENCY		
5. REMEDIAL ACTIO 6. IN-FLIGHT PLAN	S) DCEDURE - POOR - PILOT IN COMMAND N - INADEQUATE - PILOT IN COMMAND NING/DECISION - POOR - PILOT IN COMMAND DR - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Finding(s) 8. TERRAIN CONDIT	ION - GROUND		
Probable Cause-			
The National Transp	ortation Safety Board determines that the	e Probable Cause(s) of this accid	lent

is/are finding(s) 6,7

1

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

File No 202 1/15/87 ALBANY,GA		A/C Reg. No. N4353P			Time (Lcl) - 1823 EST			
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	F	ircraft Damage SUBSTANTIAL ire NONE	Crew Pass	Fatal O O	Injur Serious O O	ies Minor O O	None 1 1	
Aircraft Information Make/Model - PIPER PA-28-181 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 4	Number Engine	- RECIPROCATIN		St	Installed/A tall Warnin			
-Environment/Operations Information Weather Data Wx Briefing - NWS Method - IN PERSON Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 030/005 KTS Visibility - 1.000 SM Lowest Sky/Clouds - 200 FT THIN Lowest Ceiling - 0BSCURED Obstructions to Vision- FOG Precipitation - UNK/NR Condition of Light - NIGHT(DARK)	Itinerary Last Departure BOWLING GREE Destination ALBANY,GA ATC/Airspace I OVC Type of Flight Type of Cleara Type Apch/Lndg	N,KY Plan - IFR		Airport Da ALBANY Runway Runway Runway Runway	RPORT/STRIP ata DOUGHERTY Ident - Lth/Wid - Surface -	CO. 04 6601/	150	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND		ew YES Total 1 Make/	Fligh	e - VALID t Time (Ho 319 225 58	Last 24	Hrs - Days- UN	7	

Instrument Rating(s) - AIRPLANE

----Narrative----

PLT DEPTD BOWLING GREEN WITH A LISTED 5.0 HRS FUEL ON BD. AFTER 3 HR 35 MIN HE ARRIVED OVER DEST AFTER EXHAUSTING FUEL IN THE RT TANK ABT 30 MIN PRIOR. HE STATED THAT THE OTHER TANK WAS ABT 1/2 FULL AT THE TIME. 15 MIN AFTER RT TANK EXHAUSTION THE PLT REQ HIS FIRST WX UPDATE AT DEST. IT WAS AT MIN. AFTER ARP OVER DEST THE EFC TIME WAS ABOUT 25 MIN. LATER. AT THE EFC THE PLT WAS CLRD TO APCH CONT AND TOLD TO EFC 1 HR LATER. THE PLT IND THAT HE COULD NOT HOLD THAT LONG. HE REQ THAT APCH "LEAP FROG" HIM PAST THE OTHER TRAFFIC APCH DENIED AND PLT REQ DIVERSION TO ANOTHER APT. HE WAS CLRD TO VALDOSTA BUT WAS TOLD THAT APCH GAVE HIM TWO OTHER CHOICES, STAY IN PAT. OR DEC EMER AND WOULD BE WORKED IN PLT REQ PRIORITY INST OF EMER AND WAS DENIED. PLT WAS CLRD FOR ILS APCH. AT 1821 THE PLT RADIOED MY ENG JUST QUIT. HE THEN RADIOED TWR THAT HE HAD HIT SOME WIRES AND WAS DOWN OFF THE ARPT BUT WAS OK. TOT FLT TIME ABT 4 HRS. 40 MIN.

File No 2	02 1/15/87	ALBANY, GA	A/C Reg. No. N4353P	Time (Lcl) - 1823 EST
Occurrence #1 Phase of Operation				
3. IMPROPER DE 4. WEATHER EVALUAT 5. IMPROPER DE 6. FLIGHT TO ALTER 7. IMPROPER DE 8. JUDGEMENT - INA	NNING/DECISION - F CISION,COMPLACENCY ION - POOR - PILOT CISION,OVER CONFIL NATE DESTINATION - CISION,LACK OF TOT DEQUATE - PILOT IN N CALCULATIONS - I	OOR - PILOT IN COMM - PILOT IN COMMANN IN COMMAND DENCE IN PERSONAL AN DELAYED - PILOT IN AL INSTRUMENT TIME COMMAND NADEQUATE - PILOT IN	D BILITY - PILOT IN COMMAND N COMMAND - PILOT IN COMMAND IN COMMAND	
Occurrence #2 Phase of Operation				
Finding(s) 11. OBJECT – TREE(S 12. OBJECT – BUILDI				
Probable Cause				
The National Transpo is/are finding(s) 2,		ard determines that	the Probable Cause(s) of this accide	nt

Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircr	aft Damage			Injur	ies	
Type operating ber thirdate Addition to the		TANTIAL	F	atal			None
Type of Operation -AERIAL APPLI			Crew	0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	F	ass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - GRUMMAN G-164A	Eng Make/Model - Number Engines -	P&W R-1340-AN-1		ELT I	nstalled/A	ctivate	d - NO -N
Landing Gear - TAILWHEEL-ALL FIXED					all Warnir	ng Syste	em − UNK/N
Max Gross Wt - 6075	Engine Type -		RBURETOR				
No. of Seats - 1	Rated Power -	600 HP					
Environment/Operations Information							
Weather Data	Itinerary				roximity		
Wx Briefing - NO RECORD OF BRIEFING	• • • •	nt		OFF AIR	PORT/STRIP)	
Method - N/A	LESLIE, GA						
Completeness - N/A	Destination		Air	port Da	ta		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- CALM						N/A	
Visibility - 6.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Pla				Surface -		
Lowest Ceiling - NONE	Type of Clearance			Runway	Status -		
Obstructions to Vision- NONE	Type Apch/Lndg					ROUGH	
Precipitation - NONE Condition of Light - DUSK		FORCED LANDI	NG				
Personnel Information Pilot-In-Command	Acc. 57	Madian 1 Conti	C:+-				TMTT
Certificate(s)/Rating(s)	Age - 57 Biennial Flight Review	Medical centr	Floate -	imo (Ho	MEDICAL-WA	VIVER5/L	. 1 141 1
COMMERCIAL	Current - YES	Total	- 1224		urs)		LINK /ND
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Mode	- 1334 1- 314	8	Last 24		
HELICOPTER	Months Since - 1 Aircraft Type - C-15	0 Instrumen	+- UNK/N	D D	Last 90) Days-	48
		Make/Mode O Instrumen Multi-Eng	- 24	2	Rotorcr	aft -	457
Instrument Rating(s) - NONE		-					
Narrative							

BETWEEN JANUARY 1980 AND APRIL 1987.

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File No 2	01 3/10/87 LESLIE,GA	A/C Reg. No. N8721H	Time (Lc1) - 1730 EST
Occurrence #1 Phase of Operation	LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF TAKEOFF - INITIAL CLIMB		
Finding(s) 1. ENGINE ASSEMBLY	,CYLINDER - CRACKED		
Occurrence #2 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT DESCENT		
Finding(s) 2. OBJECT - WIRE,T	RANSMISSION		
Occurrence #3 Phase of Operation	LANDING		
Occurrence #4 Phase of Operation	MAIN GEAR COLLAPSED LANDING - ROLL		
Occurrence #5 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) 3,4,5

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National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 378 3/26/87 BAINBR		Reg. No. N6699Z		Time (Lc1)	- 0825 ES)
Basic Information Type Operating Certificate-NONE (GENERAL		^e t Damage	Fatal	Inju Serious		None
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		(Crew O Pass O	0 0		1 O
Aircraft Information Make/Model - PIPER PA-25 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2900 No. of Seats - 1	Eng Make/Model - L' Number Engines - Engine Type - R Rated Power -	1 ECIPROCATING-CA		「 Installed// Stall Warnin		
Environment/Operations Information						
Weather Data	Itinerary			t Proximity	`	
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poin BAINBRIDGE,GA	C	UFF	AIRPORT/STRI	5	
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	LOCAL		Anport	bata		
Wind Dir/Speed- VARIABLE/004 KTS			Runw	ay Ident -	- N/A	
Visibility - 20.0 SM	ATC/Airspace		Runw	ay Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	~ NONE	Runw	ay Surface	- N/A	
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runw	ay Status	~ N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
	Age - 34				D WAIVERS	S/LIMIT
	Biennial Flight Review		Flight Time			
FOREIGN		R Total				
SE LAND, ME LAND	Months Since - UNK/N			Last 30	D Days- l	
	Aircraft Type - UNK/N	k instrumen	t- 0	Last 90	J Days- l	JNK/NK

Instrument Rating(s) - NONE

----Narrative----

THE ACFT COLLIDED WITH TREES WHILE CONDUCTING AN AG TRAINING FLIGHT. THE TRAINING PROGRAM WAS PART OF THE LOCUST CONTROL IN CENTRAL AND SOUTHERN AFRICA. THERE WAS AN INSTRUCTOR ON THE GROUND WHO ACTED AS A RADIO CONTROLLER FOR THE FLIGHT. THE PILOT FAILED TO MAINTAIN VISUAL LOOKOUT DURING THE MANEUVERING PHASE OF THE SWATH RUN. THE PILOT DID NOT REPORT ANY ACFT PROBLEMS.

File No 31	78 3/26/87	BAINBRIDGE,GA	A/C Reg. No. N6699Z	Time (Lc1) - 0825 EST
Occurrence #1 Phase of Operation	-			
Finding(s) 1. OBJECT - TREE(S) 2. VISUAL LOOKOUT 3. CLEARANCE - NOT	- INADEQUATE - P			
Occurrence #2 Phase of Operation				
Finding(s) 4. TERRAIN CONDITIO	IN - GROUND			
Probable Cause				

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

-Basic Information							
Type Operating Certificate-NONE (GENERA		aft Damage			Inju		• •
		STANTIAL	0	Fatal			None
Type of Operation -PERSONAL	Fire		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE		Pass	0	0	0	0
-Aircraft Information							
Make/Model - CESSNA 172N	Eng Make/Model -		H2AD			Activated -	
Landing Gear - TRICYCLE-FIXED	Number Engines -				tall Warni	ng System –	- YES
Max Gross Wt - 2150	Engine Type -		ARBURE	TUR			
No. of Seats - 4	Rated Power -	160 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING		nt		ON AIR	PORT		
Method - N/A	SAME AS ACC/INC						
Completeness - N/A	Destination			Airport Da			
Basic Weather - VMC	LOCAL				A MUNICIPA		
Wind Dir/Speed- 008 KTS					Ident		
Visibility - 7.0 SM	ATC/Airspace			-		- 5000/	150
Lowest Sky/Clouds - CLEAR	Type of Flight Pla					- CONCRETE	
Lowest Ceiling - NONE	Type of Clearance		TCON	Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	FULL STOP	IERN				
Precipitation - NONE Condition of Light - DAYLIGHT		FULL STUP					
Pilot-In-Command	Age - 39	Medical Cert	ificat	e - VALID	MEDICAL-W	AIVERS/LIM	ГΤ
Certificate(s)/Rating(s)	Biennial Flight Review		Fligh	t Time (H	ours)		
PRIVATE	Current - YES	Total				4 Hrs -	1
SE LAND	Months Since - 3					0 Days- UN	
	Aircraft Type - UNK/	'NR Instrume	nt-	3	Last 9	0 Days-	14
Instrument Rating(s) - NONE							

THE PLT REPORTED THAT HE APPARENTLY HAD HIS LEFT FOOT TOO HIGH ON THE LEFT RUDDER PEDAL WHILE MAKING A X-WIND LDG. THE LEFT WHEEL SKIDDED ON THE TOUCHDOWN AND THE ACFT RAN OFF THE LEFT SIDE OF THE RWY. THE NOSE WHEEL SUBSEQUENTLY BROKE OFF AND THE ACFT NOSED OVER INVERTED.

2 4/09/87 VIDALIA,GA	A/C Reg. No. N75961	Time (Lcl) - 1730 EDT
LOSS OF CONTROL - ON GROUND LANDING - ROLL		
INADVERTENT USE - PILOT IN COMMAND ROL - NOT MAINTAINED - PILOT IN COMMAND - DELAYED - PILOT IN COMMAND		
ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
N - ROUGH/UNEVEN		
NOSE OVER LANDING - ROLL		
E GEAR ASSEMBLY - OVERLOAD E GEAR ASSEMBLY - FAILURE,TOTAL		
	LOSS OF CONTROL - ON GROUND LANDING - ROLL INADVERTENT USE - PILOT IN COMMAND ROL - NOT MAINTAINED - PILOT IN COMMAND - DELAYED - PILOT IN COMMAND ON GROUND COLLISION WITH TERRAIN LANDING - ROLL N - ROUGH/UNEVEN NOSE OVER LANDING - ROLL	LOSS OF CONTROL - ON GROUND LANDING - ROLL INADVERTENT USE - PILOT IN COMMAND ROL - NOT MAINTAINED - PILOT IN COMMAND - DELAYED - PILOT IN COMMAND ON GROUND COLLISION WITH TERRAIN LANDING - ROLL N - ROUGH/UNEVEN NOSE OVER LANDING - ROLL

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

File No 350 5/27/87 WIND	ER,GA A/	/C Reg. No. N18	знв	T	ime (Lcl)	- 1925 EDT	
-Basic Information Type Operating Certificate-NONE (GENER Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING			Crew Pass	Fatal O O	Inju Serious O O	Minor	None 1 1
-Aircraft Information Make/Model - BEECH A36-TC Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3600 No. of Seats - 6	Eng Make/Model - Number Engines - Engine Type - Rated Power -	- 1 - RECIP-FUEL IN			Installed// tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 150/008 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 4500 FT SCA Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - UNK/NR	Itinerary Last Departure Po CHAMBLEE,GA Destination SAME AS ACC/INC ATC/Airspace TTERED Type of Flight Pl Type of Clearance Type Apch/Lndg	C lan - IFR e - IFR		ON AIR Airport D WINDER Runway Runway Runway	ata (BARROW) Ident Lth/Wid Surface	- 4500 -U	NK/NR
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 30 Biennial Flight Review Current - YES Months Since - 16 Aircraft Type - C-1		Fligh	t Time (H	Lact 2	D WAIVERS/ 4 Hrs - 0 Days- UN 0 Days-	2 K/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT REPORTED EXPERIENCING A COMPLETE ELECTRICAL FAILURE SHORTLY AFTER TAKEOFF. ALL SYSTEMS WERE SHUT DOWN AND THE PLT DECLARED AN EMERGENCY. THE FLIGHT DESCENDED TO VISUAL CONDITIONS FOR A LANDING AT WINDER. THE PLT SHUT DOWN THE ENGINE AND ATTEMPTED A NO POWER LANDING. THE ACFT STALLED ABOUT 15 FEET ABOVE THE GROUND. THE INVESTIGATION DISCLOSED THAT AN ALTERNATOR BRUSH WAS DISLODGED FROM IT'S NORMALLY INSTALLED POSITION. THE ENGINE OPERATED NORMALLY. THE ELECTRICAL FAILURE DID NOT NECESSITATE STALLING THE ACFT 20 FEET ABOVE THE GROUND.

Brief of Accident (Continued) A/C Reg. No. N18HB File No. - 350 5/27/87 WINDER, GA Time (Lc1) - 1925 EDT _____ _____ Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. ELECTRICAL SYSTEM, ALTERNATOR - FAILURE, TOTAL 2. MAINTENANCE, MAJOR REPAIR - IMPROPER - MANUFACTURER Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN _____ HARD LANDING Occurrence #3 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. AIRSPEED - INADEQUATE - PILOT IN COMMAND 4. STALL - INADVERTENT - PILOT IN COMMAND 5. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND 6. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

File No 396 6/29/87 DE	NMARK, GA	A/C Reg. No. N7			ime (Lc1) - 		
Basic Information Type Operating Certificate-NONE (GEN		ircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		ire NONE	Crew Pass	0 0	0 0	0 0	1 0
Aircraft Information Make/Model - CESSNA 172E Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Number Engines	- RECIPROCATIN		S	Installed/A tall Warnin		
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEF		Point		ON AIR	STRIP		
Method - N/A	BROOKLET,GA				- + -		
Completeness - N/A Basic Weather - VMC	Destination LOCAL			Airport D	ata		
Wind Dir/Speed- 090/013 KTS	LUCAL			Bubuch	Ident -	07	
Visibility - 6.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 25000 FT S		Rian - NONE			Surface -		
Lowest Ceiling - NONE	Type of Clearar					DRY	KI .
Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT		- TRAFFIC	PATTERN	Kanway	512105	DRT	
Personnel Information							
Pilot-In-Command	Age - 42				MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Revie			t Time (H			
PRIVATE		ES Total					0
SE LAND	Months Since -	15 Make/I	Model-	217	Last 30	Days- UN	
	Aircraft Type - l	JNK/NR Instr	ument-	67	Last 90	Davs-	13

Instrument Rating(s) - NONE

----Narrative----

THE ACFT STRUCK POWER LINES AND SEVERED THE NOSE GEAR DURING LANDING. WHEN THE NOSE WAS LOWERED TO GROUND ON LANDING ROLL ACFT NOSED OVER INVERTED. ACFT WAS BEING DELIVERED TO MECHANICS NEW AIRSTRIP FOR ANNUAL INSPECTION. THE PLT WAS UNAWARE OF POWER LINES WHICH WERE NOT MARKED. MARKERS HAVE SINCE BEEN ORDERED BY AIRSTRIP OWNER TO BE INSTALLED BY POWER COMPANY UPON RECEIPT.

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File No 3	96 6/29/87	DENMARK, GA	A/C Reg. No. N7734U	Time (Lc1) - 1930 EDT	
	IN FLIGHT COLLIS APPROACH - VFR P	ION WITH OBJECT Attern - Final Approa	сн		
Finding(s) 1. OBJECT - WIRE,T 2. LANDING GEAR,NO 3. LANDING GEAR,NO	SE GEAR - OVERLOAD	DN			
Occurrence #2 Phase of Operation	NOSE OVER LANDING - ROLL				
Probable Cause					

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

Basic Information		Damage		Trad		
Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft SUBSTAN		Fatal	Serious	uries Minor	None
Type of Operation -PERSONAL	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pass	0	0	0	0
Aircraft Information						
Make/Model - SCHLEICHER K8B	Eng Make/Model - N/A				•	d - NO -N/
Landing Gear - HULL	Number Engines - N/A		S	tall Warn	ing Syste	m – UNK/NR
Max Gross Wt - 684	Engine Type - N/A					
No. of Seats - 1	Rated Power - N/A					
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Point		ON AIR	PORT		
Method - UNK/NR	SAME AS ACC/INC					
Completeness - WEATHER NOT PERTINENT	Destination		Airport D			-
Basic Weather - VMC Wind Dir/Speed- VARIABLE	LOCAL			WALTON C		l
Visibility - 5.0 SM	ATC/Airspace		•	Ident Lth/Wid	- 03	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE	•	Surface		
Lowest Ceiling - NONE	Type of Clearance -			Status	- DRY	IUKF
Obstructions to Vision- NONE	Type Apch/Lndg -		Kunway	Status	DRI	
Precipitation - NONE	Type Apen/Endg	IRATI TO TATTERN				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 27	Medical Certifica	te - VALID	MEDICAL-	WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			
PRIVATE	Current - YES	Total -			24 Hrs -	1
SE LAND	Months Since - 18	Make/Model-			30 Days- I	
GLIDER	Aircraft Type - UNK/NR	Instrument-	0	Last	90 Days-	12
Instrument Rating(s) - NONE						

THE PRIVATE PLT WAS ON HIS FIRST FLT OF THE DAY IN A GLIDER THAT HE HAD NOT FLOWN RECENTLY. HE REPORTED THE TAKEOFF, TOW AND TRAFFIC PATTERN AS NORMAL. HE USED THE SPOILERS SPARINGLY UNTIL HE TURNED FINAL. HE WAS MOST SURPRISED, HE SAID, WHEN ONE OF THE ACFT'S WINGS CONTACTED A SMALL TREE JUST PRIOR TO TOUCH DOWN. HIS REPORT SHOWS THAT THE IMPACT WITH THE TREE WAS 525 FT SHORT OF THE END OF THE PARALLEL ASPHALT RWY. ALSO SHOWN ON HIS REPORT IS HIS INTENDED GROUND TRACK WHICH IS SHOWN WEST (LEFT) OF THE RWY CENTER LINE. THE LEFT WING OF THE GLIDER HIT THE TREE. THE ARPT DIAGRAM FOUND IN THE 1987 GEORGIA ARPT DIRECTORY DOES NOT SHOW THE GRASS RWY. ANOTHER GLIDER CLUB OPERATING AT THE ARPT HAD, REPORTEDLY, DISTRIBUTED A DIAGRAM SHOWING THE GRASS RWY STARTING EVEN WITH THE END OF THE PAVED O3 RWY. THERE WERE NO MARKINGS TO SHOW THE CENTER LINE OR THE END OF THE GRASS RWY.

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7/12/87 A/C Reg. No. N7624 Time (Lc1) - 1335 EDT File No. - 398 MONROE, GA UNDERSHOOT Occurrence #1 Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND 3. TERRAIN CONDITION - BERM 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND 5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND 6. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND 7. UNSAFE/HAZARDOUS CONDITION WARNING - INADEQUATE - AIRPORT PERSONNEL Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 8. OBJECT - TREE(S) Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED Finding(s) 9. TERRAIN CONDITION - BERM ----Probable Cause----

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

Basic Information Type Operating Certificate-AIR CARRIER	- FLAG/DOMESTIC	Aircraft	Damage			Iniu	ries	
Name of Carrier -MID PACIFIC	ATRIINES, INC	NONE	Damage		Fatal	Serious		None
Type of Operation -SCHEDULED, IN	TL, PASSENGER	Fire		Crew		0	0	4
Flight Conducted Under -14 CFR 121		NONE		Pass	0	1	3	35
Accident Occurred During -TAKEOFF								
Aircraft Information								
Make/Model - NIHON YS-11A	Eng Make/M		LS-ROYCE	MK-542-1		Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng					Stall Warni	ng System	- NO
Max Gross Wt - 51800 No. of Seats - 60	Engine Typ Rated Powe		966 HP					
No. of Seats - 60	Rated Powe	P - 2	900 HP					
Environment/Operations Information	.				• • • • • • •			
Weather Data Wx Briefing - COMPANY	Itinerary Last Depart	una Daint			Airport ON AI	Proximity		
Wx Briefing - COMPANY Method - TELETYPE	SAME AS A				UN AI	RPURI		
Completeness - WEATHER NOT PERTINENT					Airport	Data		
Basic Weather - VMC	LIHUE,HI				•	ULU INT'L		
Wind Dir/Speed- 070/010 KTS						y Ident	- 08L	
Visibility - 25.0 SM	ATC/Airspace					y Lth/Wid	- 12360/	150
Lowest Sky/Clouds - SCATTERED	Type of Fli	ght Plan -	IFR		Runwa	y Surface	- ASPHALT	
Lowest Ceiling - NONE	Type of Cle				Runwa	y Status	- DRY	
Obstructions to Vision- NONE	Type Apch/L	.ndg -	NONE					
Precipitation - NONE								
Condition of Light - DAYLIGHT								
Personnel Information								(
Pilot-In-Command	Age - 36 Biennial Flight R		Medical (D MEDICAL-N	WAIVERS	/LIMII
Certificate(s)/Rating(s) ATP,CFI	Current	- YES	Total		ht Time (5500		24 Hrs -	4
ME LAND	Months Since	- 1	Make/		3000		BO Davs-	80
MELAND	Aircraft Type			rument-			0 Days-	150
				i-Eng -				
Instrument Rating(s) - AIRPLANE								•
-Narrative ING THE TAKEOFF GROUND RUN APPROACHING V1/								

PASSENGER WAS SERIOUSLY INJURED. INSPECTION REVEALED THAT THE CHAFING ON THE FIRE SENSING ELEMENT OUTER TUBE AGAINST THE ENGINE THERMOCOUPLE FUNCTION BOX CREATED A CHANGE IN CAPACITANCE WITHIN THE ELEMENT SUFFICIENT ENOUGH TO ENERGIZE THE FIRE WARNING CIRCUITS. THE WAS NO FIRE. ONE PASSENGER SUFFERED A FRACTURED ANKLE DURING THE EVACTUATION.

 File No. - 327
 4/10/87
 HONOLULU,HI
 A/C Reg. No. N118MP
 Time (Lcl) - 0806 HST

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

 Finding(s)
 1. FIRE WARNING SYSTEM, POWERPLANT - CHAFED
 2. FIRE WARNING SYSTEM, POWERPLANT - FALSE INDICATION
 3. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND

 4. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - FLIGHT ATTENDANT
 ----Probable Cause---

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

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

Basic Information				T •		
Type Operating Certificate-NONE (GENERAL		aft Damage	Fatal		uries Minor	Nama
Type of Operation -BUSINESS	SUBS Fire	TANTIAL Cre		0 Ser 1005	i Minor	None O
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91		Pas		0	2	0
Accident Occurred During -APPROACH	NONL	ras	5 U	U	2	Ū
Aircraft Information						
Make/Model - BEECH A-36		CONTINENTAL IO-520-			/Activated	
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -			itall Warn	ning System	- YES
Max Gross Wt - 3650		RECIP-FUEL INJECTED				
No. of Seats - 6	Rated Power -	285 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NWS	Last Departure Poi	nt	OFF AI	RPORT/STR	IP	
Method - TELEPHONE	CHAMPAIGN, IL					
Completeness - FULL	Destination		Airport D			
Basic Weather - VMC	CORNING, IA		CORNIN			
Wind Dir/Speed- 090/007 KTS	- 4			Ident		
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - 1300 FT	Type of Flight Pla			Surface		
	CAST Type of Clearance			Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- IRAFFIC PAILERN				
Precipitation - NONE						
Condition of Light - NIGHT(DARK)						
Personnel Information				MEDIO		
Pilot-In-Command	Age - 39				WAIVERS/LIN	111
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H			
PRIVATE	Current - YES	Total -			24 Hrs -	4
SE LAND	Months Since - 6 Aircraft Type - A-36	Make/Model- Instrument-			30 Days- UM 90 Days-	
	Allechart Type - A-36	Instrument-	164	Lasi	90 Days-	17
Instrument Rating(s) - AIRPLANE						

THE FLT HAD PROGRESSED NORMALLY FROM CHAMPAGNE, IL. THE IFR FLT PLAN WAS CANCELLED AT LAMONI VOR AND THE FLT PROCEEDED VFR. ON FINAL APPROACH TO RWY 17, APRX 1 MILE FROM THE RWY, THE ALTIMETER SUDDENLY UNWOUND AND THE ACFT STRUCK TREES. THE ALTIMETER HAD FUNCTIONED NORMALLY UP TO THAT POINT. POST ACCIDENT INSPECTION OF THE ALTIMETER SHOWED BINDING OF THE 100 FOOT NEEDLE AT THE TANG. ONLY SLOW MOVEMENT OF THE NEEDLE PRODUCED A SIGNIFICANT PROBLEM IN BINDING. THE TESTING OF THE ALTIMETER PRODUCED A SIMILAR MALFUNCTION TO THAT EXPERIENCED BY THE PLT DURING THE APPROACH. THE LIGHTS OF THE ARPT WERE FUNCTIONING PROPERLY DURING THE APPROACH.

1/16/87 A/C Reg. No. N7688N Time (Lc1) - 2145 CST File No. - 311 CORNING, IA Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION APPROACH - VFR PATTERN - FINAL APPROACH Phase of Operation Finding(s) 1. FLIGHT/NAV INSTRUMENTS, ALTIMETER - BINDING(MECHANICAL) 2. MAINTENANCE, ADJUSTMENT - INADEQUATE - OTHER MAINTENANCE PSNL Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 3. OBJECT - TREE(S) 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND 5. VISUAL LOOKOUT - 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) 4,5

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERA		aft Damage			Injur	ies	
Type operating der till leate none (denekk		ROYED	F	atal			None
Type of Operation -INSTRUCTIONA			Crew	0	0		2
Flight Conducted Under -14 CFR 91	NONE		Pass	0	0	0	0
Accident Occurred During -TAKEOFF							
-Aircraft Information							
Make/Model - CESSNA 172	Eng Make/Model -	LYCOMING 0-320		ELT	Installed/A		
Landing Gear - TRICYCLE-FIXED				S	tall Warnir	ng System	- YES
Max Gross Wt - 2200	Engine Type -		RBUREFOR				
No. of Seats - 4	Rated Power -	150 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING		nt	I	OFF AI	RPORT/STRIP	,	
Method - N/A Completeness - N/A	SAME AS ACC/INC Destination		Ain	port Da	. . .		
Basic Weather - VMC	LOCAL				RAHLF'S FAR		
Wind Dir/Speed- 360/005 KTS	EUCAL					27	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	n - NONE			Surface -		RF
Lowest Ceiling - NONE	Type of Clearance				Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE		,			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 42					WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight T				
COMMERCIAL, CFI	Current - YES Months Since - 4	Total Make/Mode	- 230	9	Last 24	Hrs -) Davs- UN	
SE LAND, ME LAND	Months Since - 4 Aircraft Type - C-15		1- 610 t- 16	4	Last 30) Days- UNA) Days-	
	Amenant Type - C-15	Multi-Eng	- 13	4 0	Rotorce	aft - UNI	
			10	0	Ko tor er		
Instrument Rating(s) - AIRPLANE							
GRASS RUNWAY WAS 1300 FEET LONG. THE WIND	WAS 90 DECREES CROSS AT	5 KNOTS GUSTS T	0 20 KTS	THE	INSTRUCTOR		

A/C Reg. No. N79179 Time (Lc1) - 1410 CDT File No. - 285 4/05/87 MUSCATINE, IA _____ Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI) 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE 4. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND(CFI) 5. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S) 6. OBJECT - FENCE _____ IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 Phase of Operation DESCENT - EMERGENCY _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 2,4

File No 371 5/18/87 FORES	ST CITY,IA	A/C Reg. No	. N3767J	T	ime (Lcl) -	1900 CDT	
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	AL AVIATION)	Aircraft Dama SUBSTANTIAL Fire NONE	ge Crew Pass	Fatal O O	Injur Serious O O		None 1 O
Aircraft Information Make/Model - CESSNA 150G Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2			ATING-CARBURE	S	Installed/A tall Warnir		
Weather Data Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 300/015 KTS Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS Destinatio LOCAL ATC/Airspac Type of F Type of C			OFF AI Airport D Runway Runway Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A DIRT DRY	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Biennial Flight Current	Review -YES T e - 7 M		t Time (H 117 117	ours) Last 24 Last 30	Hrs - UN	

Instrument Rating(s) - NONE

----Narrative----

AFTER REACHING A CRUISE ALT OF 1000 FT AGL, THE PLT NOTICED A LACK OF OIL PRESSURE. HE ELECTED TO MAKE A PRECAUTIONARY LANDING IN AN UNPLOWED SOFT FIELD. THE PLT THEN REDUCED PWR TO IDLE AND SET UP FOR THE LANDING. DURING THE LANDING ROLL THE ACFT NOSED OVER. POST ACCIDENT INSPECTION REVEALED A BREAK IN THE OIL LINE.

File No 3	71 5/18/87	FOREST CITY,IA	A/C Reg. No. N3767J	Time (Lc1) - 1900 CDT
Occurrence #1 Phase of Operation		NT/SYSTEM FAILURE/MAL	FUNCTION	
Finding(s) 1. ENGINE INSTRUME 2. LUBRICATING SYS				
Occurrence #2 Phase of Operation				·
Occurrence #3 Phase of Operation	NOSE OVER LANDING - ROLL			
Finding(s) 3. TERRAIN CONDITI	ON - SOFT			
Probable Cause				
The National Transpo is/are finding(s) 2,		nd determines that th	e Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is	/are finding(s) 1		

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 324 1/25/87 LANSI	·····	A/C Reg. No. N4			ime (Lc1)		
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Inju Serious		None
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91	-	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	0
Aircraft Information Make/Model - CESSNA 152	Ene Noke/No		25-1-00	 Е! Т	Installed/	A at ive to d	- VES /VE
Landing Gear - TRICYCLE-FIXED	Number Engi	del - LYCOMING 0-2 pes - 1	35-L2C		tall Warni		
Max Gross Wt - 1670		- RECIPROCATIN	IG-CARBURE		an warm	ig system	125
No. of Seats - 2		- 110 HP					
Environment/Operations Information Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departu	re Point		ON AIR			
Method - N/A	SAME AS AC						
Completeness - N/A	Destination	0, 110		Airport D	ata		
Basic Weather - VMC	LOCAL				G MUNICIPA	L	
Wind Dir/Speed- 360/008 KTS						- 27	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid	- 2432/	75
Lowest Sky/Clouds - CLEAR		ht Plan - NONE		-	Surface		
Lowest Ceiling - NONE		rance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE		dg - GO AROUN	ID	-			
Precipitation - NONE		-					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 31	Medical C	ertificat	e - VALID	MEDICAL-N	D WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re			t Time (H			
STUDENT	Current		-			4 Hrs -	1
- ·	Months Since	•			Last 3		K/NR
	Aircraft Type		ument-			0 Days-	

Instrument Rating(s) - NONE

----Narrative----

DURING SECOND TOUCH & GO LANDING, PLT ENCOUNTERED A CROSSWIND. WHILE ATTEMPTING A GO-AROUND, AFTER BOUNCING THREE TIMES, THE ACFT DRIFTED TO THE LEFT. THE ACFT COLLIDED WITH A SNOWBANK AND NOSED OVER.

GROUND HDOWN			
POOR - PILOT IN COMMAND AND - PILOT IN COMMAND			
WITH TERRAIN HDOWN			
	VITH TERRAIN	VITH TERRAIN	 VITH TERRAIN

is/are finding(s) 2,4

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No. - 319 1/25/87 WEST MIDDLETON.IN A/C Reg. No. N6179Q Time (Lcl) - 1630 EST ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries SUBSTANTIAL Fatal Serious Minor None Fire Type of Operation -PERSONAL Crew 0 0 0 1 0 0 0 Flight Conducted Under -14 CFR 91 NONE Pass 1 Accident Occurred During -LANDING _____ ----Aircraft Information----ELT Installed/Activated - YES-UNK/NR Make/Model - CESSNA 152II Eng Make/Model - LYCOMING 0-235-L2C Number Engines - 1 Landing Gear - TRICYCLE-FIXED Stall Warning System - YES Max Gross Wt - 1670 Engine Type - RECIPROCATING-CARBURETOR No. of Seats -2 Rated Power - 110 HP ----Environment/Operations Information----Weather Data Itinerary Airport Proximity - NO RECORD OF BRIEFING Wx Briefing Last Departure Point ON AIRPORT Method - N/A KOKOMO,IN Completeness - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC GLENNDALE Wind Dir/Speed- 045/011 KTS Runway Ident - 36 Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 2048/ 110 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - UNK/NR Type Apch/Lndg - FULL STOP Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT _____ ----Personnel Information----Pilot-In-Command Aae -34 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - UNK/NR Total - 81 Last 24 Hrs - UNK/NR PRIVATE Months Since - UNK/NRMake/Model-57Last 30 Days- UNK/NRAircraft Type - UNK/NRInstrument-2Last 90 Days-7 SE LAND Instrument Rating(s) - NONE

----Narrative----

DURING THE LANDING ROLL THE LEFT MAIN GEAR STRUCK A SNOWBANK. THE NOSE WHEEL THEN GOT CAUGHT IN SNOW AND THE ACFT TIPPED UP ON THE PROP AND LEFT WING.

File No. - 319 1/25/87 A/C Reg. No. N6179Q Time (Lc1) - 1630 EST WEST MIDDLETON, IN _ _ _ _ _ _ _ _ _ _ _ _ Occurrence #1 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - SNOWBANK 2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. 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) 2,3,4

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

1

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

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Basic Information		Demons		Tanànan	·	
Type Operating Certificate-NONE (GENER)	AL AVIATION) Aircraft DESTROY		Injuries Fatal Serious Minor None			
Type of Operation -PERSONAL	Fire	Crew		0	M1101 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass	ő	0	ő	0
Accident Occurred During -DESCENT	None	1435	Ũ	Ŭ	Ũ	Ũ
Aircraft Information						
Make/Model - ENSTROM F-28A	Eng Make/Model - LYC	OMING HIO-360-C1B		[nstalled/Ac		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		S	tall Warning	g System	- NO
Max Gross Wt - 2150	Engine Type - REC					
No. of Seats - 3	Rated Power -	205 HP 				
Environment/Operations Information	T • 1 · · · · · · · ·					
Weather Data	Itinerary			Proximity RPORT/STRIP		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	G Last Departure Point PARAGON,IN		UFF AII	RPURI/SIRIP		
Completeness ~ N/A	Destination		Airport Da	+-		
Basic Weather - VMC	SAME AS ACC/INC		Amport Da	ata		
Wind Dir/Speed- 290/017 KTS	SAME AS ACC/ INC		Runway	Ident -	N/A	
Visibility - 5.0 SM	ATC/Airspace				N/A	
Lowest Sky/Clouds - 2200 FT	Type of Flight Plan -					
	KEN Type of Clearance -				N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -		,			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						T T
Pilot-In-Command						11
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - YES	Total -		Last 24		0
SE LAND	Months Since - 15	Make/Model-		Last 24 Last 30		2
JE LAIND	Aircraft Type - UNK/NR	Instrument-	40 0	Last 90		2 7
		motrament	0	Rotorcra		46
Instrument Rating(s) - NONE						

WHILE LANDING TO THE EAST THE PLT WAS BLINDED BY THE SUN AND THE ACFT STRUCK TELEPHONE WIRES.

File No. - 318 1/31/87 MARTINSVILLE, IN A/C Reg. No. N9257 Time (Lc1) - 0945 EST _____ Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. LIGHT CONDITION - SUNGLARE 2. VISUAL LOOKOUT - POOR - PILOT IN COMMAND 3. OBJECT - WIRE, TRANSMISSION Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ---------Probable Cause----

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

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

Basic Information								
Type Operating Certificate-NONE (GENERAL AVIATION)		ft Damage		Injuries				
		ANTIAL	Fatal		Minor O	None		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	NONE		rew O ass O	0	0	1		
Accident Occurred During -LANDING	NONE	F	ass U	0	0	I		
Aircraft Information								
Make/Model - CESSNA 172P	Eng Make/Model - I			Installed/A				
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall Warnin	ng System	- YES		
Max Gross Wt - 2400	Engine Type - I		BURETOR					
No. of Seats - 4	Rated Power -	160 HP						
Environment/Operations Information								
Weather Data	Itinerary		Airport	Proximity				
Wx Briefing - NO RECORD OF BRIEFING	•	nt	ON AI	RPORT				
Method - N/A	FT. WAYNE,IN							
Completeness ~ N/A	Destination		Airport					
Basic Weather - VMC	LOCAL			NGTON MUNICI				
Wind Dir/Speed- 310/008 KTS				,	- 27			
Visibility - 10.0 SM Lowest Sky/Clouds - 25000 FT SCAT	ATC/Airspace	NONE		y Lth/Wid -		75		
Lowest Sky/clouds - 25000 FI SCAT Lowest Ceiling - NONE	Type of Clearance			y Surface -				
Obstructions to Vision- NONE	Type Apch/Lndg		Runwa	y Status -	DRY			
Precipitation ~ NONE	Type Apch/ Endg	- TOUCH AND GU						
Condition of Light - DUSK								
Pilot-In-Command	Age - 28	Medical Certif	icate - VALI	D MEDICAL-WA	TVERS/ITM	тт		
Certificate(s)/Rating(s)	Biennial Flight Review	F	light Time (TYENS/ EIN	± 1		
PRIVATE	Current - YES		- 131		Hrs -	0		
SE LAND	Months Since - 15	Make/Model		Last 30				
	Aircraft Type - UNK/M	IR Instrument				4		
				Rotorcr	aft -	1		

----Narrative----

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WHILE EXECUTING A TOUCH & GO LANDING, THE PLT REPORTS THAT DURING THE TAKEOFF PHASE SHE WAS SLIGHTLY LEFT AND TRIED TO CORRECT TO THE RIGHT WHEN THE LEFT WHEEL CAUGHT IN SNOW AND THE ACFT PULLED OFF THE RWY TO THE LEFT. THE ACFT FLIPPED OVER AND CAME TO REST INVERTED ABOUT 10 FEET LEFT OF THE RWY.

File No 3	26 2/04/87	HUNTINGTON, IN	A/C Reg. No. N62503	Time (Lcl) - 1815 EST
Occurrence #1 Phase of Operation		- ON GROUND		
Finding(s) 1. PROPER ALIGNMEN 2. DIRECTIONAL CON		N COMMAND NED - PILOT IN COMMAND	· · · · · · · · · · · · · · · · · · ·	
	ON GROUND COLLIS Landing - Roll	ION WITH TERRAIN		
Finding(s) 3. TERRAIN CONDITIO	DN - SNOWBANK			
Probable Cause				

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.2

Basic Information		rcraft Damage		Iniun	inc			
Type Operating Certificate-AGRICULTURAL AIRCRAFT		JBSTANTIAL	Fatal	Injuries Fatal Serious Minor Non				
Type of Operation -AERIAL APPL	-		Crew 0	0	0	1		
Flight Conducted Under -14 CFR 137			Pass 0	õ	õ	Ö		
Accident Occurred During -LANDING				Ū	Ũ	Ū		
Aircraft Information								
Make/Model - EAGLE DW-1	Eng Make/Model	- LYCOMING IO-540-	M1B5D ELT	Installed/A	ctivated	- NO -N/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines			Stall Warnin	ig System	- UNK/NR		
Max Gross Wt - 5400		- RECIP-FUEL INJEC	TED					
No. of Seats - 1	Rated Power	- 300 HP						
Environment/Operations Information								
Weather Data	Itinerary		Airport	Proximity				
Wx Briefing - NO RECORD OF BRIEFING Last Departs		Point		RPORT/STRIP	•			
Method - N/A	SAME AS ACC/I			···· ··· , - ·····				
Completeness - N/A	Destination		Airport [Data				
Basic Weather - VMC	LOCAL		•					
Wind Dir/Speed- 360/002 KTS			Runway	/Ident -	N/A			
Visibility - 20.0 SM	ATC/Airspace		Runway	/Lth/Wid -	N/A			
Lowest Sky/Clouds - CLEAR	Type of Flight I	Plan - NONE	Runway	/ Surface -	DIRT			
Lowest Ceiling - NONE	Type of Clearan	e - NONE	Runway	/ Status -	DRY			
Obstructions to Vision- NONE	Type Apch/Lndg							
Precipitation - NONE		PRECAUTIONAR	Y LANDING					
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 23		ficate - VALID	MEDICAL-NO	WAIVERS/	/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time (H					
COMMERCIAL		ES Total				8		
SE LAND	Months Since - 23	3 Make/Mode	1- 485	Last 30) Days- UN	NK/NR		
	Aircraft Type - 19	52 Instrumen	+- 27	196+ 90) Davs-	95		

----Narrative----

THE PLT WAS SPRAYING 2/4/D WHEN ONE SPRAY NOZZLE STUCK OPEN. RATHER THAN KILL ALFALFA AND TREES DURING THE TURNAROUNDS, THE PLT ELECTED TO LAND ON A DIRT ROAD AND REPAIR THE NOZZLE. HE MISJUDGED THE WIDTH OF THE ROAD AND ON TOUCHDOWN, THE RIGHT WING TOUCHED DOWN ON TOP OF A FENCE. THE PLT MOVED THE ACFT TO THE LEFT TO GET OFF THE FENCE AND THE LEFT WHEEL WENT OFF THE ROAD INTO SOFT DIRT. THE ACFT FLIPPED FORWARD TO THE INVERTED POSITION.

File No 3	67 4/23/87	LINCOLN,KS	A/C Reg. No. N8802B	Time (Lc1) - 1700 CDT
Occurrence #1 Phase of Operation				
Finding(s) 1. OBJECT - FENCE 2. UNSUITABLE TE 3. CLEARANCE - NOT	RRAIN - SELECTED - POSSIBLE - PILOT			
Occurrence #2 Phase of Operation				
Finding(s) 4. TERRAIN CONDITI	ON - SOFT			
Probable Cause				
The National Transpo is/are finding(s) 2	rtation Safety Boa	rd determines that th	ne Probable Cause(s) of this accide	ent

1

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information							
Type Operating Certificate-AGRICULTURAL	AIRCRAFT Ai	rcraft Damage			Injur	ies	
	S	UBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -AERIAL APPLI(re	Crew	0	0	0	1
Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING	N	ONE	Pass	0	0	0	0
Aircraft Information							
Make/Model - CESSNA 188	Eng Make/Model		10-520-D		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines			5	tall Warnir	ng Syste	m - UNK/N
Max Gross Wt - 3300	Engine Type		INJECTED				
No. of Seats - 1	Rated Power	- 300 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure	Point			RPORT/STRIP	>	
Method - N/A	OSAGE CITY KS						
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL			·			
Wind Dir/Speed- 135/006 KTS				Runway	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace			Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE		Runway	Surface -	DIRT	
Lowest Ceiling - NONE	Type of Clearan			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED L	LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
	Age - 28	Medical (Certifica	te - VALID	MEDICAL-NO	WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Age - 28 Biennial Flight Revie	W		nt Time (H			-,
COMMERCIAL	Current - Y	ES Total				Hrs -	10
SE LAND	Months Since -						
	Aircraft Type - U			0			•
						-	

----Narrative----

THE ACFT WAS RETURNING FROM AN AERIAL APPLICATION FLT WHEN THE FUEL LINE TO THE FUEL FILTER DISCONNECTED. DURING THE FORCED LANDING, THE ACFT RAN INTO A FENCE. THE ENG HAD BEEN INSTALLED 100 FLT HRS PRIOR TO THE ACCIDENT.

Brief	of	Accident	(Continued)
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File No 37	70 5/01/87 OTTAWA,KS	A/C Reg. No. N9858V	Time (Lcl) - 1320 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - MECH FAILURE CRUISE - NORMAL	/MALFUNCTION	
Finding(s) 1. FUEL SYSTEM,LINE 2. MAINTENANCE,IN	- DISCONNECTED ISPECTION OF AIRCRAFT - INADEQUATE -	COMPANY MAINTENANCE PSNL	
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
inding(s) 3. OBJECT - FENCE			
Probable Cause			

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

File No 368 5/02/87 MEADE,KS		eg. No. N38687	Т	ime (Lcl) ·	- 1815 CDT	
-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf SUBSTA	t Damage NTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE		0 0	0 0	1 1	0 0
-Aircraft Information Make/Model - PIPER PA-11 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 2	Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power -	CIPROCATING-CARBURE	S	Installed// tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point SAME AS ACC/INC		Airport ON AIR	Proximity PORT		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/005 KTS	Destination LOCAL		Airport D MUNICI Runway	PAL	- 17	
Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	Runway	Lth/Wid · Surface · Status ·		50
	Age - 24	Medical Certificat			WAIVERS/	LIMIT
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - YES	Fligh Total -	nt Time (H		1 Hrs -	2
SE LAND	Months Since - 10			Last 30	Days- UN	
	Aircraft Type - C-172) Days-	19

Instrument Rating(s) - NONE

----Narrative----

AFTER TAKEOFF, THE ENGINE STARTED LOSING POWER. DURING THE TURN TOWARD A LANDING AREA, THE AIRPLANE STALLED, HIT THE GROUND TO THE RIGHT OF THE RUNWAY AND FLIPPED FORWARD TO THE INVERTED POSITION. A PARTIAL TEAR DOWN INSPECTION REVEALED THAT THE INTAKE VALVE ON THE NUMBER THREE CYLINDER HAD BEEN STICKING.

5/02/87 File No. - 368 MEADE.KS A/C Reg. No. N38687 Time (Lcl) - 1815 CDT Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. ENGINE ASSEMBLY, VALVE - FAILURE, PARTIAL 2. ENGINE ASSEMBLY, VALVE - JAMMED Occurrence #2 FORCED LANDING Phase of Operation TAKEOFF - INITIAL CLIMB Occurrence #3 LOSS OF CONTROL - IN FLIGHT Phase of Operation DESCENT Finding(s) 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 4. STALL Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN _____ ------Occurrence #5 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN

Brief of Accident (Continued)

----Probable Cause----

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

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File No 343 4/05/87 PADU	CAH,KY A/C	Reg. No. N6141S	Τ	ime (Lcl) -	1000 CD	Г
-Basic Information						
Type Operating Certificate-NONE (GENER		aft Damage		Injur		
		TANTIAL	Fatal			None
Type of Operation -PERSONAL	Fire				0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	6 O	0	0	0
Accident Occurred During -TAKEOFF						
-Aircraft Information						
Make/Model - AIR & SPACE 18A	Eng Make/Model -	LYCOMING 0-360-A1D	ELT	Installed/Ad	tivated	- NO -N//
Landing Gear - TRICYCLE-FIXED	Number Engines -	1	S	tall Warning	y System	- YES
Max Gross Wt - 1800	Engine Type -	RECIPROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power -	180 HP				
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		nt	ON AIR	-		
Method - N/A	SAME AS ACC/INC		UN AIN			
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL			GTON AIRPAR	,	
Wind Dir/Speed~ 340/008 KTS	ECCAE			Ident -		
Visibility - 25.0 SM	ATC/Airspace			Lth/Wid -		60
Lowest Sky/Clouds - CLEAR	Type of Flight Pla			Surface -		00
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		Kullway	Jialus	DRI	
Precipitation - NONE	Type Apen/Endg	- NONE				
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 59	Medical Certifica	te - VALID	MEDICAL-WA	VERS/LI	ИІТ
Certificate(s)/Rating(s)	Biennial Flight Review	Flic	ht Time (H	ours)		
COMMERCIAL, ATP, CFI	Current - YES	Total -	4035	Last 24	Hrs -	4
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model-	27	Last 30	Days- U	NK/NR
HELICOPTER , GYROPLANE	Months Since - 1 Aircraft Type - 18A	Make/Model- Instrument-	217	Last 90	Days- U	NK/NR
		Multi-Eng -	2318	Rotorcra	aft -	63
AIRSHIP ,4		-				
Instrument Rating(s) - AIRPLANE						
PLT REPORTED THAT HE SPUN THE ROTOR UP T	0 350 RPM IN PREPARATION F	OR A MAXIMUM PERFORM	ANCE TAKED	FF. DURING		
COFF ROLL, THE GYROPLANE EXPERIENCED GROU					TIONS	
ITINUED AND THE RT MAIN LDG GEAR COLLAPSED					10115	
ROPLANE. THE PILOT NOTED THAT SLIGHT BAREL					ISED	
CILANE. THE FILDE NOTED THAT SEIGHT DARLE						
PNG THE TAKENEE POLL THE EAA ADDONIED EL						
RNG THE TAKEOFF ROLL. THE FAA APPROVED FL					JOLDORL 3	
RNG THE TAKEOFF ROLL. THE FAA APPROVED FL R GROUND RESONANCE. THE ACFT OPERATOR REPO NILABLE IN THE EVENT OF GROUND RESONANCE.	RTED THAT THE PLT WAS TAUG	HT TO TAKEOFF IF SUP	FICIENT RO	TOR RPM WAS		

- -

File No. - 343 4/05/87 PADUCAH, KY A/C Reg. No. N6141S Time (Lcl) - 1000 CDT Occurrence #1 MAIN GEAR COLLAPSED Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. TERRAIN CONDITION - ROUGH/UNEVEN 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 3. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND PROCEDURE INADEQUATE, CONDITION(S)/STEP(S) NOT LISTED - MANUFACTURER 4. INADEQUATE CERTIFICATION/APPROVAL, AIRCRAFT - FAA(ORGANIZATION) 5. 6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND 7. LANDING GEAR, MAIN GEAR - OVERLOAD 8. LANDING GEAR.MAIN GEAR - FAILURE.TOTAL Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT Phase of Operation TAKEOFF - GROUND RUN Finding(s) 9. TERRAIN CONDITION - RUNWAY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,6 Factor(s) relating to this accident is/are finding(s) 2,4,5,7,8

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 340 5/19/87 PADUC			No. N6154S		ime (Lcl) -		
-Basic Information Type Operating Certificate-NONE (GENERA		craft Da			Injur	ios	
Type operating centricate-None (General		BSTANTIA		Fatal	Serious		None
Type of Operation -BUSINESS	Fir		- Crew		0	1	0
Flight Conducted Under -14 CFR 91		NE		-	õ	-	õ
Accident Occurred During -LANDING				-	-	U	Ũ
-Aircraft Information							
Make/Model - AIR & SPACE 18A	Eng Make/Model				Installed/#		
Landing Gear - TRICYCLE-FIXED	Number Engines				tall Warnir	ng System	- UNK/NR
Max Gross Wt - 1800	Engine Type	- RECIPR	DCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power						
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•			ON AIR	STRIP		
Method - N/A	SAME AS ACC/IN	C					
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	SAME AS ACC/IN	C			_		
Wind Dir/Speed- UNK/NR					Ident -		
Visibility - UNK/NR	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - UNK/NR	Type of Flight P				Surface -		
Lowest Ceiling - UNK/NR	Type of Clearanc			Runway	Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	~ NO	NE				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information			•				/
Pilot-In-Command	Age - 56		ical Certifica			J WAIVERS,	
Certificate(s)/Rating(s)	Biennial Flight Review	-		ht Time (H			
ATF, GET, FET ENG	Current - YE	S	Total -	25000	Last 24	Hrs - U	
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - UN Aircraft Type - UN	K/NR	Make/Model- U		Last 30) Days- Ul	
HELICOPTER ,GYROPLANE	Aircraft lype - UN	K/NR	Multi-Eng - U		Last 90) Days- Ul raft - Ul	
			Marti-Eng - U	NK/ NK	ROLOPCI	art - U	
Instrument Rating(s) - AIRPLANE,HE	LICOPTER						
E GRYOPLANE HAD BEEN OVERHAULED TO NEW SPEC	TETCATTONS AND WAS MAKE		TOST TEST ELTO			LE ACET	
PERIENCED A SLIGHT LEFT YAW, AND ATTEMPTS T							
E ACFT LANDED IN A YAWED CONDITION. POST AC	CIDENT INSPECTION DEVEN	INCREASE	THE DUDDED CA	RIES HAD R	EEN INCODDE		
DKED UP, RESULTING IN REVERSE RUDDER COMMAN	D	LLD THAT	THE RODDER CA	DELS HAD D	LEN INCORRE		
UNLU UF, KLOULIING IN KEVERSE KUDDER COMMAN	σ.						

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File No. - 340 5/19/87 PADUCAH, KY A/C Reg. No. N6154S Time (Lcl) - 1000 CDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. FLT CONTROL SYST, RUDDER CONTROL - INCORRECT 2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL 3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL 4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND _____ MAIN GEAR COLLAPSED Occurrence #2 Phase of Operation LANDING Finding(s) 6. LANDING GEAR, MAIN GEAR - OVERLOAD 7. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL ----Probable Cause----

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

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Type Operating Certificate-NONE (GENERAL	AVIATION) Aircra	ft Damage		Injur	ies	
		ANTIAL	Fatal		Minor	None
Type of Operation -PERSONAL	Fire	. Cr		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pa	ss O	0	0	1
Make/Model - CESSNA 172	Eng Make/Model - C	ONTINENTAL 0-300-	A ELT	Installed/A	ctivated ·	YES/N
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnin	g System ·	- YES
Max Gross Wt - 2075	Engine Type - R		URETOR			
No. of Seats - 4	Rated Power -	145 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poir	nt	ON AIR	PORT		
Method - N/A	EAST JORDAN, MI					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	SAME AS ACC/INC			VOIX MUNI.		
Wind Dir/Speed- 010/007 KTS					08	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -		75
Lowest Sky/Clouds - CLEAR	Type of Flight Plar			Surface -		
Lowest Ceiling - NONE	Type of Clearance			Status -	SNUW - CH	USIED
Obstructions to Vision- NONE	Type Apch/Lndg		N			
Precipitation - NONE Condition of Light - DAYLIGHT		FULL STOP				
Personnel Information Pilot-In-Command	Age - 47	Medical Certifi				- - -
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (H		IVER5/LIM	
PRIVATE	Current - YES	Total -		Last 24	Hnc -	0
SE LAND						-
SE LAND	Months Since - 16 Aircraft Type - UNK/N	IR Instrument-	42 7	Last 30 Last 90	Days UN	5
	Andrait Type - Unkyn		,		Days	5
Instrument Rating(s) - NONE						

UPON LANDING THE NOSE WHEEL BUCKLED AFTER STRIKING A SNOWBANK AND THE AIRCRAFT FLIPPED OVER. PILOT REPORTED THERE WAS A PROBLEM WITH THE NOSE WHEEL ALTHOUGH INSPECTION OF THE NOSE WHEEL AFTER THE ACCIDENT DID NOT REVEAL ANY MALFUNCTION.

File No 3	33 2/14/87	CHARLEVOIX,MI	A/C Reg. No. N8896B	Time (Lc1) - 1800 EST
Occurrence #1 Phase of Operation		ION WITH TERRAIN		
Finding(s) 1. TERRAIN CONDITI 2. DIRECTIONAL C		AINED - PILOT IN COMMA	ND	
Occurrence #2 Phase of Operation				
Finding(s) 3. LANDING GEAR,NO	SE GEAR - OVERLOAD			
Probable Cause				
The National Transpo is/are finding(s) 2	rtation Safety Boa	rd determines that the	Probable Cause(s) of this accide	ent

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

File No 328 4/19/87 BALDWI	N, MI A/C H	eg. No. N4961C	ا 	Time (LCl) - 1830 EDT				
Basic Information Type Operating Certificate-NONE (GENERAL	. AVIATION) Aircraf SUBSTA	t Damage NTIAL	Fatal	Injur Serious	ies Minor	None		
Type of Operation -PERSONAL	Fire	Crew		1	0	0		
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pass	0	1	0	0		
Aircraft Information Make/Model - NAVION A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2350 No. of Seats - 4	Eng Make/Model - CC Number Engines - 1 Engine Type - RE Rated Power -		S	Installed/A tall Warnin		•		
140. 01 Seats 4		20J HF						
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 011/006 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point BALDWIN,MI Destination MUSKEGON,MI ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	OFF AI Airport D BALDWI Runway Runway Runway	N MUNICIPAL Ident - Lth/Wid - Surface -		75		
Personnel Information	 Aae - 44	Medical Certifica						
	Biennial Flight Review		ht Time (H		WAIVERS/			
PRIVATE	Current - YES	Total -		Last 24	Hrs -	0		
SE LAND	Months Since - 4	Make/Model-	6			8		
	Aircraft Type - C-172	Instrument- Multi-Eng -	27 1	Last 90	Days-	30		

Instrument Rating(s) - NONE

----Narrative----

AFTER BEGINNING A LEVEL OFF AT APRX 6000 FT, THE ACFT ENGINE STOPPED. DURING THE FORCED LANDING THE ACFT CRASHED IN A HEAVILY WOODED AREA APRX 1/2 MILE WEST OF THE ARPT. AN EXAMINATION OF THE WRECKAGE REVEALED THAT BOTH WING TANKS WERE EMPTY AND THE AUXILLIARY TANK CONTAINED ONE GALLON OF FUEL. THE FUEL SELECTOR WAS POSITIONED FOR THE AUXILLIARY TANK, HOWEVER, THE PLT STATED HE SELECTED THIS TANK IN AN ATTEMPT TO RESTART THE ENGINE.

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File No 3	28 4/19/87 BALDWIN,MI	A/C Reg. No. N4961C	Time (Lcl) - 1830 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICA CLIMB - TO CRUISE	L	
Finding(s) 1. FLUID,FUEL - EX 2. FUEL SUPPLY -	INADEQUATE - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH OBJECT DESCENT - EMERGENCY		
inding(s) 3. TERRAIN CONDITI			
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause			

is/are finding(s) 1,2

Basic Information Type Operating Certificate-NON	E (GENERAL AVIATION)	Aircraft Damage			Inju	ries	
		SUBSTANTIAL		Fatal			None
Type of Operation -PER		Fire	Crew	0 0	0	0	. 1
Flight Conducted Under -14		NONE	Pass	0	0	0	່ 5
Accident Occurred During -TAK							
Aircraft Information							
Make/Model - PIPER PA-32-26		/Model - LYCOMING O					
Landing Gear - TRICYCLE-FIXED		ngines - 1			all Warniı	ng System	- YES
Max Gross Wt - 3400		ype - RECIPROCAT	ING-CARBURE	IOR			
No. of Seats - 7	Rated Po	wer - 260 HP					
Environment/Operations Informati							
Weather Data	Itinerary			Airport F			
Wx Briefing - FSS	Last Depa			ON AIRF	ORT		
Method - UNK/NR	SAME AS						
Completeness - WEATHER NOT				Airport Da			
Basic Weather - VMC	DETROIT	, M1		SOUTH #		40	
Wind Dir/Speed- 140/005 KTS Visibility - 15.0 SM	ATC/Airspace				Ident Lth/Wid	- 13	105
Lowest Sky/Clouds - 300	ATC/ATTSPAC				Surface		
Lowest Ceiling - NONE		learance - NONE			Status		UK F
Obstructions to Vision- NONE		Linda - NONE		Kullway	512145	DKI	
Precipitation - NONE		indg none					
Condition of Light - DAYL							
Personnel Information							
Pilot-In-Command	Age - 39	Medical	Certificate	∋ - VALID	MEDICAL-NO	WAIVERS	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flight	t Time (Ho	ours)		
PRIVATE	Current	- YES Tota	al -	258	Last 24	4 Hrs -	0
SE LAND	Months Since	e - 23 Make	e/Model-	57	Last 30	Days- UN	K/NR
1	Aircraft Ty	Review - YES Tota e - 23 Make be - UNK/NR Ins	trument-	44	Last 90) Days-	43
Instrument Rating(s) - NO	NE						
 Narrative							
Narrative PLT STATED THAT FOLLOWING A PREF	LIGHT INSPECTION AND ENGI	NE RUN-UP, HE ATTEM	PTED A SOFT	FIELD TAK	EOFF ON TH	HE 2070	

File No	325 4/20/87	BYRON CENTER,MI	A/C Reg. No. N5593J	Time (Lc1) - 0820 EDT	
Occurrence #1 Phase of Operation	ON GROUND COLL TAKEOFF - GROU	ISION WITH OBJECT			
Finding(s) 1. OBJECT - TREE(
	XCESSIVE - PILOT F - DELAYED - PIL				
Probable Cause-					

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

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Basic Information Type Operating Certificate-NONE (GENERA	AVIATION) Aircra	ft Damage		Injurie	s	
		ANTIAL	Fatal		Minor	None
Type of Operation -INSTRUCTIONA	- Fire	Crew			0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	s · 0	0	0	0
Accident Occurred During -TAKEOFF						
Aircraft Information						
Make/Model - CESSNA 152	Eng Make/Model - L			[nstalled/Act		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warning	System	- YES
Max Gross Wt - 1670	Engine Type - R		RETOR			
No. of Seats - 2	Rated Power -	110 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t	ON AIR	PORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport Da		-	
Basic Weather - VMC Wind Dir/Speed- 280/010 KTS	WILLMAR, MN			FALLS MORRIS		
Visibility - 20.0 SM	ATC/Airspace			Ident - 3 Lth/Wid -		75
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface - A		/5
Lowest Ceiling - UNK/NR	Type of Clearance			Status - D		
Obstructions to Vision- NONE	Type Apch/Lndg		nannay			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age ~ 32	Medical Certifica			'ERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ght Time (He	ours)		
STUDENT	Current - N/A	Total -	43	Last 24 H	irs -	1
	Months Since - N/A	Total - Make/Model- l Instrument- l		Last 30 D	ays- UN	IK/NR
	Aircraft Type - N/A	Multi-Eng - L				
		. Multi-Eng - t	JNK/NR	Rotorcrat	1 - UN	IK/ NR
Instrument Rating(s) - NONE						

A/C Reg. No. N757SX 2/06/87 LITTLE FALLS, MN Time (Lcl) - 1215 CST File No. - 400 _____ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. PROPER ALIGNMENT - POOR - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND 4. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation TAKEOFF - GROUND RUN Finding(s) 5. LANDING GEAR, NOSE GEAR - OVERLOAD 6. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,3

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

File No 299 1/24/87	KANSAS CITY,MO	A/C Keg.	No. N671HA	 	ime (Lcl) -	1630 CSI	
Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Da	mage		Injur	ies	
Type operating certificate NONE (c	ENERGE AVIATION/	SUBSTANTIA		Fatal	Serious		None
Type of Operation -INSTRUC	TIONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR Accident Occurred During -UNKNOWN	91	NONE		õ	õ	õ	ò
Aircraft Information							
Make/Model - CESSNA 150M	Eng Make	Model - CONTIN	IENTAL 0-200-A	ELT	Installed/A	ctivated ·	- YES/N
Landing Gear - TRICYCLE-FIXED	Number Er	ngines – 1			itall Warnin	g System ·	- YES
Max Gross Wt - 1600	Engine Ty	pe - RECIPR	OCATING-CARBURE	TOR			
No. of Seats - 2	Rated Pow	ver - 100) HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - UNK/NR		ture Point		ON AIR	•		
Method - UNK/NR							
Completeness - UNK/NR	Destination	า		Airport D	ata		
Basic Weather - UNK/NR	UNK/NR			RICHAR	D GEBAUR		
Wind Dir/Speed- UNK/NR				Runway	/Ident -	UNK/NR	
Visibility - 10.0 SM	ATC/Airspace	9		Runway	Lth/Wid -	UNK/NR	
Lowest Sky/Clouds - UNK/NR	Type of F	ight Plan - UN	IK/NR	Runway	/ Surface -	UNK/NR	
Lowest Ceiling - UNK/NR	Type of Ci	earance - UN	IK/NR	Runway	/ Status -	UNK/NR	
Obstructions to Vision- UNK/NR	Type Apch/	Lindg - NC	NE				
Precipitation - UNK/NR		-					
Condition of Light - UNK/NR							
Personnel Information							
Pilot-In-Command	Age - UNK/NR	Mec	lical Certificat	e – UNK/N	IR		
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligh	t Time (H	lours)		
UNK/NR	Current	- UNK/NR	Total - UN	IK/NR	Last 24	Hrs - UN	K/NR
	Months Since		Make/Model- UN	IK/NR	Last 30	Days- UN	K/NR
	Aircraft Typ	be - UNK/NR	Instrument- UN	IK/NR	Last 90	Days- UNI	K/NR
			Multi-Eng - UN	IK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE							

----Narrative----

THE STUDENT PLT RPTD COLLIDING WITH A PARKED FUEL TRUCK DURING TAXI ON 1/24/87. INSPECTION OF THE ACFT REVEALED ONLY MINOR LEADING EDGE SKIN DAMAGE TO THE RT WING. THE ACFT WAS RELEASED FOR FURTHER TRNG FLTS. THE ACFT OPERATED FOR MORE THAN A WK WITH NO ONE MENTIONING ANY ADDITIONAL DAMAGE. DURING THE 1ST WK OF FEB THE ACFT OWNER RPTD FINDING ADDITIONAL DAMAGE. THE STU PLT & HIS INSTRUCTOR RE-EXAMINED THE ACFT AND FOUND MORE DAMAGE TO THE RT WING LEADING EDGE AND ALSO A BUCKLED WING SKIN PANEL NEAR THE FLAP JUST OUTBOARD OF THE FUSELAGE. THE STU PLT IS ALSO A CERTIFIED A&P MECHANIC. IT WAS NOT DETERMINED HOW OR WHEN THIS ADDITIONAL DAMAGE WAS SUSTAINED BY THE ACFT.

File No 299	1/24/87	KANSAS CITY,MO	A/C Reg. No. N671HA	Time (Lc1) - 1630 CST
Occurrence #1 UNDE Phase of Operation UNKN	TERMINED		:	
Finding(s) 1. WING,SPAR - BENT 2. UNDETERMINED				
Probable Cause				

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

Basic Information						
Type Operating Certificate-NONE (GENERAL		aft Damage	F	Injur		
Type of Operation -PERSONAL	SUBS Fire	TANTIAL Cre	Fatal w O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91	NONE			0	0	0
Accident Occurred During -LANDING	NONE	ras	53 0	Ū	Ū	Ŭ
Aircraft Information						
Make/Model - BEECH B-35	Eng Make/Model -	CONTINENTAL 10-520E	BA ELT	Installed/A	ctivated	- YES/N
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -			tall Warning	g System	- YES
Max Gross Wt - 3300		RECIP-FUEL INJECTED)			
No. of Seats - 4	Rated Power -	285 HP				
Environment/Operations Information	-					
Veather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poi	nt	ON AIR	PORT		
Method - N/A	GRAIN VALLEY, MO					
Completeness - N/A Basic Weather - VMC	Destination		Airport D			
Wind Dir/Speed- 360/010 KTS	BUTLER, MO		BUTLER		05	
Visibility - 10.0 SM	ATC/Airspace			Ident - Lth/Wid -	35	50
Lowest Sky/Clouds - CLEAR	Type of Flight Pla			Surface -		50
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE		- TRAFFIC PATTERN		Status	DRT	
Precipitation - NONE	Type Apony Endg	FULL STOP	•			
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age ~ 45 Biennial Flight Review	Medical Certific			WAIVERS/	LIMIT
	Biennial Flight Review	Fli	ight Time (H			
PRIVATE	Current - YES	Total -				
SE LAND, ME LAND	Months Since - 11	Make/Model-	3940	Last 30	Days- UN	K/NR
	Aircraft Type - C-21		105	Last 90	Days-	42
		Multi-Eng -	UNK/NR	Rotorcra	aft - UN	K/NR
Instrument Rating(s) - NONE						

THE PIC FLEW A TRAFFIC PATTERN THAT PLACED HIM LANDING LONG TO THE RWY AT BUTLER, MO. THE PIC PERCEIVED AN ENG FAILURE PRIOR TO ATTEMPTING A GO-AROUND AND ACTIVATED THE FUEL BOOST PUMP AND ADVANCED THE THROTTLE. THE PIC RPTD THE ENG FAULTERED AND QUIT. THE PIC WAS THEN FORCED TO LAND THE ACFT OFF AIRPORT. THE ENG IDLE SETTING WAS DETERMINED TO BE SET TOO LOW.

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File No 297	2/18/87 BUTLER,MO	A/C Reg. No. N8827M	Time (Lc1) - 1600 CST
Occurrence #1 OVER Phase of Operation LAND	RUN ING - ROLL		
2. GO-AROUND - DELAYED - 3. FUEL SYSTEM,CARBURETO 4. PERFORMANCE DATA -		AND	
Probable Cause		· · · · · · · · · · · · · · · · · · ·	· · · · · ·
The National Transportation is/are finding(s) 2,5	n Safety Board determines that	the Probable Cause(s) of this accide	ent

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

Basic Information							
Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Dam			Injur		
		SUBSTANTIAL		Fatal			None
Type of Operation -PERSONAL		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	0
Aircraft Information							
Make/Model - BEECH C23		Model - LYCOMIN			Installed/A		
Landing Gear ~ TRICYCLE-FIXED		J · · · 			tall Warnin	ng System	- YES
Max Gross Wt - 2450		be - RECIPRO		ETOR			
No. of Seats - 4	Rated Pow	er - 180	HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN				OFF AI	RPORT/STRIP)	
Method - N/A	GRAIN VA						
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 270/010 KTS						N/A	
Visibility - 3.000 SM	ATC/Airspace		-			N/A	
Lowest Sky/Clouds - 3000 FT		ight Plan - NOM			Surface -		
Lowest Ceiling - 3000 FT OVE				Runway	Status -	WET	
Obstructions to Vision- NONE	Type Apch/	Lndg - FOF	CED LANDING			SOFT	
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information	A	•• - • •					
Pilot-In-Command	Age - 22		cal Certifica			WAIVERS/	LIMII
Certificate(s)/Rating(s)	Biennial Flight			nt Time (H 231		11	
PRIVATE	Current		Total -			Hrs - UNI	
SE LAND	Aircraft Typ		Make/Model- Instrument-) Days- UNI) Days-	
	All Chart Typ		Multi-Eng -	6 4	Last 90	Days-	43
			Marti-Eng -	4			

----Narrative----

THE PLT REPORTED THAT THE PREFLIGHT ENG RUN-UP WAS SATISFACTORY. SHORTLY AFTER TAKEOFF, THE ENG FAULTERED BRIEFLY AND THE PLT ATTEMPTED A LANDING BACK ON THE RWY. UPON ESTABLISHING A POINT TO LAND, THE ENG RESPONDED AND THE ACFT OVERSHOT THE INTENDED LANDING AREA. THE ENG FAULTERED ONCE AGAIN AND THE PLT WAS ABLE TO MAKE A FORCED LANDING IN AN OPEN FIELD JUST OFF THE DEPARTURE END OF THE RWY. INSPECTION OF THE ENG AFTER SEVERAL ATTEMPTS TO DUPLICATE THE ENG MALFUNCTION FAILED TO PROVIDE EVIDENCE THAT WOULD CONCLUSIVELY DETERMINE WHAT CAUSED THE FAILURE.

File No 3	02 3/01/87	GRAIN VALLEY,MO	A/C Reg. No. N6001M	Time (Lc1) - 1015 CST
Occurrence #1 Phase of Operation		. CLIMB		
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation		ICY		
Finding(s) 2. ABORTED TAKEOFF 3. THROTTLE/POWER		IN COMMAND USE OF - PILOT IN COM		
Occurrence #3 Phase of Operation		ON WITH TERRAIN		
Finding(s) 4. TERRAIN CONDITI				
Probable Cause				
The National Transpo is/are finding(s) 1,3		d determines that the	Probable Cause(s) of this accid	ent

PAGE 219

-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircr	aft Damage		Inju	ries	
			Fatal			None
Type of Operation ~INSTRUCTIONA		Cr	Fatal ew O ss O	0	. 1	1
Flight Conducted Under -14 CFR 91	NONE	Pa Pa	ss O	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA 172		LYCOMING 0-320-E2D		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall Warni	ng System	- YES
Max Gross Wt - 2200		RECIPROCATING-CARB	URETOR			
No. of Seats - 4	Rated Power -					
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		int	OFF A]	RPORT/STRI	Р	
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport [Data		
Basic Weather - VMC Wind Dir/Speed- CALM	LOCAL		Bupup	/ Ident	- N/A	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	n - NONE		Surface		
Lowest Ceiling - NONE	Type of Clearance			Status		
Obstructions to Vision- NONE		- FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 21	Medical Certifi	cate - VALIC	MEDICAL-N	O WAIVERS/	'LIMIT
Certificate(s)/Rating(s)	Age - 21 Biennial Flight Review	FI	ight Time (H	lours)		
COMMERCIAL, CFI	Current - YES	Total -	1347	Last 2	4 Hrs -	0
SE LAND, ME LAND	Months Since - 8 Aircraft Type - PA-3	Make/Model-	558	Last 3	0 Days- UN	IK/NR
	Aircraft Type - PA-a	4 Instrument-	100	Last 9	0 Days-	182
·		Multi-Eng -	168			
Instrument Rating(s) - AIRPLANE						
Nonnativo						
-Narrative ACFT WAS BEING USED ON TRAINING FLT WHEN					OFT	
PPED FORWARD TO AN INVERTED POSITION. POST						

File No 3	10 3/02/87	MALDEN, MO	A/C Reg. No. N20362	Time (Lc1) - 0835 CST
Occurrence #1 Phase of Operation	LOSS OF POWER(TO MANEUVERING	TAL) - MECH FAILURI	E/MALFUNCTION	
Finding(s) 1. ENGINE ASSEMBLY	,CONNECTING ROD -			
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation		TOUCHDOWN		
Finding(s) 2. TERRAIN CONDITI				
Probable Cause				
The National Transpo	rtation Safety Boa	rd determines that	the Probable Cause(s) of this accid	dent

is/are finding(s) 1,2

Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft D	amage		Injur	ies	
		SUBSTANTI		Fatal			None
Type of Operation -INSTRUC	TIONAL	Fire	Cre	· •	0		1
Flight Conducted Under -14 CFR		NONE	Pass	s 0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 320E			NENTAL TSI0-520		Installed/#		
Landing Gear - TRICYCLE-RETRACTAB		ngines - 2			Stall Warnir	ng System	- YES
Max Gross Wt - 5200	Engine T		-FUEL INJECTED				
No. of Seats - 6	Rated Po	wer - 28	5 HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRI				ON AI	RPORT		
Method - N/A		OOKOUT,MO					
Completeness ~ N/A	Destinatio	n		Airport			
Basic Weather - VMC	LOCAL				AHAM CLARK		
Wind Dir/Speed- 290/010 KTS						- 29	
Visibility - 10.0 SM	ATC/Airspac				y Lth/Wid -		
Lowest Sky/Clouds - 4000 FT		light Plan - N			y Surface -		
Lowest Ceiling - 4000 FT Obstructions to Vision- NONE			NAFFIC PATTERN	Runwa	y Status -	- DRY	
	Type Apen		ULL STOP				
Precipitation - NONE Condition of Light - DAYLIGHT		r	ULL STOP				
Personnel Information Pilot-In-Command	Age - 26	Me	dical Certifica	ate - VALT	D MEDICAL-NO) WATVERS	/IIMIT
Certificate(s)/Rating(s)	Age - 26 Biennial Flight Current	Review	Flic	aht Time (Hours)		,
COMMERCIAL, CFI	Current	- YES	Total -	1305	Ĺast 24	Hrs -	1
SE LAND, ME LAND	Months Sinc	e - 1		91	Last 30) Days- U	NK/NR
	Aircraft Ty	pe – UNK/NR		51	Last 90) Days-	238
			Multi-Eng -				
Instrument Rating(s) - AIRPLA	NE						
Narrative							
STUDENT PLT LANDED THE ACFT AND ALLO							
ING TO THE RIGHT SIDE OF THE RWY. AT	TEMPTS BY THE STUDENT	AND CET TO CO	RRECT THE SITUA	TION WERE	INEFFECTIVE		

ACCIDENT.

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3/10/87 File No. - 301 POINT LOOKOUT, MO A/C Reg. No. N712SF Time (Lc1) - 1720 CST LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. HYDRAULIC SYSTEM, FITTING - LEAK 2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL 3. HYDRAULIC SYSTEM, RESERVOIR - LOW LEVEL 4. LANDING GEAR, NORMAL BRAKE SYSTEM - ASYMMETRICAL 5. LANDING GEAR, NORMAL BRAKE SYSTEM - DISABLED 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI) 7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND(CFI) _____ Occurrence #2 NOSE GEAR COLLAPSED LANDING - ROLL Phase of Operation _____ Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 8. TERRAIN CONDITION - GROUND 9. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD 10. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, TOTAL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

Brief of Accident (Continued)

is/are finding(s) 1,6,7

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

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National Transportation Safety Board Washington, D.C. 20594

Brief of Accident 3/24/87 HOUSTON, MO A/C Reg. No. N38077 Time (Lcl) - 0130 CST File No. - 284 ---Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries Minor SUBSTANTIAL Fatal Serious Fire 0 0 0 Type of Operation -BUSINESS Crew Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 Accident Occurred During -LANDING ---Aircraft Information----Make/Model - BEECH BE-58 Eng Make/Model - CONTINENTAL IO-520 ELT Installed/Activated - YES/NO Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 2 Stall Warning System - YES Max Gross Wt - 5400 Engine Type - RECIP-FUEL INJECTED No. of Seats -Rated Power - 285 HP 6 _____ Environment/Operations Information---Weather Data Itinerary Airport Proximity - FSS ON AIRPORT Wx Briefing Last Departure Point FT WORTH,TX - UNK/NR Method Completeness - FULL Destination Airport Data - VMC SAME AS ACC/INC MEMORIAL Basic Weather Runway Ident Wind Dir/Speed- UNK/NR - 33 - 5.0 SM ATC/Airspace Runway Lth/Wid - 2400/ Visibility Runway Surface - ASPHALT Lowest Sky/Clouds -UNK/NR Type of Flight Plan - IFR Lowest Ceiling - 1500 FT OVERCAST Type of Clearance - IFR Runway Status - WET - TRAFFIC PATTERN Obstructions to Vision- UNK/NR Type Apch/Lndg FULL STOP Precipitation - RAIN

None

1

1

60

Condition of Light - NIGHT(DARK)

---Personnel Information----Pilot-In-Command 45 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Age -Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - YES Total - 6554 Last 24 Hrs -2 Months Since - 13 Make/Model-Last 30 Days- UNK/NR SE LAND.ME LAND 346 Aircraft Type - UNK/NR 643 Last 90 Da∨s-HELICOPTER Instrument-126 Multi-Eng -3523 Rotorcraft -2088

Instrument Rating(s) - AIRPLANE

----Narrative----

THE AIRPLANE WAS ON AN IFR FLIGHT PLAN AND FIVE MILES FROM THE AIRPORT, THE AIRPLANE BROKE OUT OF THE CLOUDS AND PROCEEDED VFR TO THE AIRPORT. IT WAS A DARK NIGHT AND LIGHT RAIN WAS FALLING. THE PILOT STATED HE FLEW OVER THE AIRPORT TWICE LOOKING FOR A WIND DIRECTION INDICATOR BUT COULD NOT FIND ONE. HE ELECTED TO TOUCH DOWN ON THE END OF THE RUNWAY CLOSEST TO THE TOWN LIGHTS. HE LANDED DOWNWIND AND BY THE TIME HE FOUND OUT THE BRAKING ACTION WAS SO POOR. IT WAS TOO LATE TO MAKE A GO-AROUND AND TOO LATE TO STOP. HE WENT OFF THE END. CROSSED A ROAD, WENT THROUGH A POND AND STOPPED AGAINST SMALL TREES. A CITY OFFICIAL SAID THE RUNWAY IS LIGHTED BUT THE WINDSOCK AND WIND "T" ARE NOT.

File No. - 284 3/24/87 HOUSTON, MO A/C Reg. No. N38077 Time (Lcl) - 0130 CST ____ Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND 3. WEATHER CONDITION - RAIN 4. AIRPORT FACILITIES, WIND DIRECTION INDICATOR - INADEQUATE 5. WIND INFORMATION - INADEQUATE - AIRPORT PERSONNEL 6. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND 7. WRONG RUNWAY - SELECTED - PILDT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 8. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----

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

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 309 3/28/87 FRE	.muiai , MU	A/C Reg. No.		ا 	ime (Lcl) -		
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damag SUBSTANTIAL	e	Fatal	Injur Serious		None
Type of Operation -INSTRUCTIO	NAL	Fire	Crew	0	0		1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	0
Aircraft Information							
Make/Model - CESSNA 150F		e/Model - CONTINENT			•		•
Landing Gear - TRICYCLE-FIXED					tall Warnir	ng System ·	- YES
Max Gross Wt - 1600 No. of Seats - 2	5	Type - RECIPROCA ower - 100 HP		IUR			
	Kaleu F	ower - 100 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Dep	arture Point		OFF AI	RPORT/STRIF	b	
Method - TELEPHONE	WILLOW	SPRINGS,MO					
Completeness - FULL	Destinat	on		Airport D	ata		
Basic Weather - VMC	WEST F	LAINS,MO					
Wind Dir/Speed- 235/008 KTS						- N/A	
Visibility - 15.0 SM	ATC/Airspa				Lth/Wid -		
Lowest Sky/Clouds - 1700 FT SC						- N/A	
		Clearance - NONE			Status -	- N/A	
Obstructions to Vision- NONE	Туре Арс	h/Lndg - PRECA	UTIONARY LAN	DING			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 34	Medica	1 Certificat				тмтт
Certificate(s)/Rating(s)	Biennial Fligh			nt Time (H		/ WAIVERJ/I	
STUDENT	Current		tal -			1 Hrs -	1
	Months Sir		ke/Model-			=	
	Aircraft 1		strument-) Days-	.,

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PILOT GOT OFF COURSE ON THE FIRST LEG OF HIS SOLO CROSS-COUNTRY FLIGHT. HE LANDED AT AN AIRPORT FOR FUEL AND DIRECTIONS, BUT THE AIRPORT WAS DESERTED. WHEN HE DEPARTED FOR A NEARBY AIRPORT, HE COULD NOT FIND THAT AIRPORT. AFTER THE STUDENT PILOT CALLED THEM ON UNICOM, THEY ATTEMPTED TO LOCATE HIS POSITION BY VISUAL REFERENCES AND ALSO SENT AN AIRPLANE TO ASSIST. WHEN THE STUDENT PILOT STARTED HAVING COMMUNICATION PROBLEMS, HE REALIZED HE WAS GOING AWAY FROM THE AIRPORT AND MADE A PRECAUTIONARY LANDING IN A FIELD. HE TOUCHED DOWN LONG, DECIDED AGAINST A GO-AROUND AND WENT THROUGH TWO FENCES AND HIT A TREE.

File No 309	3/28/87 FREMONT,MO	A/C Reg. No. N6978F	Time (Lcl) - 1445 CST	
Occurrence #1 ON GR				
Phase of Operation LANDI				
 BECAME LOST/DISORIENTE 	D - INADVERTENT - PILOT IN COMMA	ND		
TERRAIN CONDITION - NO	NE SUITABLE			
3. TERRAIN CONDITION - HI	GH OBSTRUCTION(S)			
4. TERRAIN CONDITION - RC	UGH/UNEVEN			
5. PRECAUTIONARY LANDIN	G - PERFORMED - PILOT IN COMMAND)		
6. OBJECT - FENCE				
7. OBJECT - TREE(S)				
Probable Cause				

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

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

Type Operating Certificate-NONE (GE	NFRAL AVIATION) Ai	rcraft Damage			Injur	ies	
		ESTROYED	F	atal			None
Type of Operation -UNKNOWN		re	Crew	1	0	0	· 0
Flight Conducted Under ~14 CFR 9		IN GROUND	Pass	0	0	0	0
Accident Occurred During -APPROACH							
Aircraft Information							
Make/Model - PIPER PA-34-200T	Eng Make/Model		TSI0360EBIA				
Landing Gear - TRICYCLE-RETRACTABL			THUSOTED	St	all Warning	g System	- YES
Max Gross Wt - 4570	Engine Type		INJECTED				
No. of Seats - 7	Rated Power	- 200 HP					
-Environment/Operations Information							
Weather Data	Itinerary	D 1		•	Proximity		
Wx Briefing - NO RECORD OF BRIE Method - N/A	FING Last Departure OXFORD,MS	Point		ON AIRF	URI		
Method - N/A Completeness - N/A	DAFURD,MS Destination		·	port Da	+-		
Basic Weather - VMC	UNK/NR		АП		SITY OXFORD		
Wind Dir/Speed- 350/006 KTS	UNR/ NR					09	
Visibility - 54.0 SM	ATC/Airspace				Lth/Wid -		100
Lowest Sky/Clouds - 2100 FT		Plan - NONE			Surface -		
Lowest Ceiling - 10000 FT					Status -		
Obstructions to Vision- HAZE	Type Apch/Lndg	- TRAFFIC	PATTERN				
Precipitation - NONE							
Condition of Light - DUSK							
 -Personnel Information							
Pilot-In-Command	Age - 55	Medical	Certificate ·	· VALID	MEDICAL-WA	IVERS/LI	AIT T
	Biennial Flight Revie		Flight				
Certificate(s)/Rating(s)	Current - L	JNK/NR Tota	1 - 88	10	Last 24		
COMMERCIAL	our one e		/Model- 35	50	Last 30		
	Current - U Months Since - U	JNK/NR Make	,				JK/NR
COMMERCIAL	Months Since - U Aircraft Type - U	JNK/NR Inst	rument- UNK/M	IR	Last 90		
COMMERCIAL		JNK/NR Inst	rument- UNK/M i-Eng - UNK/M	IR IR	Last 90 Rotorcra	aft - U	
COMMERCIAL		JNK/NR Inst	rument- UNK/M	IR IR	Last 90 Rotorcra		
COMMERCIAL SE LAND,ME LAND Instrument Rating(s) - AIRPLAN -Narrative	Aircraft Type - U E	JNK/NR Inst Mult	rument- UNK/M i-Eng - UNK/M	IR 	Rotorcra		
COMMERCIAL SE LAND,ME LAND Instrument Rating(s) - AIRPLAN	Aircraft Type - U E T BELOW THE CREST & JUST S	JNK/NR Inst Mult GHORT OF THE RW	rument- UNK/M i-Eng - UNK/M 	IR IPTING 7	Rotorcra	aft - Ul	

File No. - 221 2/19/87 OXFORD.MS A/C Reg. No. N3571X Time (Lcl) - 1750 CST _____ Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. TERRAIN CONDITION - RISING 2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND З. 4. LIGHT CONDITION - DUSK ----Probable Cause----

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

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

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National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information								
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Da	mage	Injuries				
		SUBSTANTIA				inor None		
Type of Operation -PERSONAL		Fire	Crew	0	1	0	0	
Flight Conducted Under -14 CFR 9 Accident Occurred During -DESCENT	91	NONE	Pass	0	0	0	0	
Aircraft Information	Fuer Males			 с, т				
Make/Model - PIPER PA-24-250 Landing Gear - TRICYCLE-RETRACTABI		/Model - LYCOMI ngines - 1	NG 0-540-AIA5		installed/A tall Warnin		ed - YES-UNK	
Max Gross Wt - 2800			OCATING-CARBURE		tari warnin	y syste	- TES	
No. of Seats - 4	Rated Po		HP					
Environment/Operations Information								
Weather Data	Itinerary			Airport	Proximity			
Wx Briefing - NWS		rture Point OFF AIRPORT/STRIP						
Method - UNK/NR	MIDLAND	•						
Completeness - UNK/NR	Destinatio			Airport Data				
Basic Weather - VMC MERIDI								
Wind Dir/Speed- 210/008 KTS						N/A		
Visibility - 7.0 SM	ATC/Airspac					N/A		
	SCATTERED Type of F					N/A		
Lowest Ceiling - NONE		learance - NC		Runway	Status -	N/A		
Obstructions to Vision- NONE	Type Apch	/Lndg - FC	RCED LANDING					
Precipitation - NONE								
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command			lical Certificat	te - VALID	MEDICAL-NO	WAIVER	RS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligh	nt Time (H	ours)			
PRIVATE	Current	- YES	Total -				8	
SE LAND			Make/Model-					
	Aircraft Ty	pe – UNK/NR	Instrument-	5	Last 90	Days-	61	

----Narrative----

THE PILOT DID NOT ASSURE THE FUEL LEVEL IN THE AIRCRAFT FUEL TANKS PRIOR TO DEPARTURE. DURING THE FLIGHT THE PILOT CANCELED A PLANNED FUEL STOP AND CONTINUED TO HIS DESTINATION. THE ENGINE FAILED DUE TO FUEL EXHAUSTION 2 1/2 MILES SHORT OF THE DESTINATION AND STRUCK A TREE AND THEN THE GROUND DURING THE SUBSEQUENT FORCED LANDING.

File No 2	06 3/14/87 MERIDIAN,MS	A/C Reg. No. N6290P	Time (Lcl) - 1255 CST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANIC DESCENT - NORMAL	AL	
3. IMPROPER US 4. IN-FLIGHT PLANN 5. REFUELING - NOT 6. FUEL SUPPLY - T	HAUSTION NNING/PREPARATION - INADEQUATE - PILO E OF PROCEDURE.COMPLACENCY - PILOT IN ING/DECISION - IMPROPER - PILOT IN CO ATTAINED - PILOT IN COMMAND NADEQUATE - PILOT IN COMMAND	COMMAND MMAND	
Occurrence #2			
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT LANDING - ROLL		
Finding(s) 7. OBJECT - TREE(S)		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause			
The National Transpo is/are finding(s) 2,	rtation Safety Board determines that 3,4,5,6	the Probable Cause(s) of this accide	ent

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

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-Basic Information						
Type Operating Certificate-NONE (GENERAL AVIATION)		ıft Damage		Injur		
		ANTIAL	Fatal			None
Type of Operation -BUSINESS	Fire	Crew		0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pass	0	0	1	0
Aircraft Information						
Make/Model - CESSNA T210N		CONTINENTAL TSIO-52C		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -	ECIP-FUEL INJECTED	5	tall Warnin	ig system	- YES
Max Gross Wt - 3800 No. of Seats - 6	5 11	310 HP				
NO. OF Seals - 6						
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - FSS Last Depart		oint OFF AIRPORT/STRIP				
Method - TELEPHONE	OZARK, AL					
Completeness - WEATHER NOT PERTINEN	T Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		•			
Wind Dir/Speed- CALM			Runway	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - 10000 FT SCA	TTERED Type of Flight Plan	I - IFR	Runway	Surface -	N/A	
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
 Personnel Information						
Pilot-In-Command	Age - 56	Medical Certifica	te - VALID	MEDICAL-WA	TVERS/LTM	ATT
Certificate(s)/Rating(s)	Biennial Flight Review	Flic	ht Time (H			
PRIVATE	Current - YES	Total -			Hrs -	4
SE LAND	Months Since - 18				Days- UN	
	Aircraft Type - ARROW) Days-	
		Multi-Eng -			aft -	2

----Narrative----

DURING FINAL APCH THE ENG QUIT. THE PLT THEN ATTEMPTED TO LAND THE ACFT ON A ROAD, DURING WHICH, IT COLLIDED WITH TREES. INSPECTION OF THE ACFT REVEALED THAT THE ADJUSTING SCREW ON THE ENG DRIVEN FUEL PUMP BACKED OUT APRX 8 TURNS. BENCH TEST OF THE PUMP REVEALED THAT THE FUEL FLOW FROM THE OUTLET WAS HIGHER THAN THE LIMITS SPECIFIED BY THE MANUFACTURER DUE TO THE COUNTER-CLOCKWISE ROTATION OF THE SCREW. ACCORDING TO A FAA INSPECTOR THE ENGINE COULD POSSIBLY QUIT IF THE MIXTURE CONTROL WERE PLACED IN THE FULL RICH POSITION AS IS THE CASE DURING APCH, DUE TO EXCESSIVE FUEL.

File No 2	92 3/21/87 OXFORD,MS	A/C Reg. No. N9504Y	Time (Lcl) - 1630 CST
	LOSS OF POWER(TOTAL) - MECH FAILURE/ APPROACH - VFR PATTERN - FINAL APPRO		
Finding(s) 1. FUEL SYSTEM,PUM	P - PRESSURE EXCESSIVE		
Occurrence #2 Phase of Operation	DESCENT		
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT DESCENT		
Finding(s) 2. OBJECT - TREE(S 3. UNSUITABLE TE) RRAIN - INADVERTENT - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Finding(s) 4. TERRAIN CONDITI	ON - GROUND		
Probable Cause			

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

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Type Operating Certificate-NONE (GENERA		ft Damage ANTIAL	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire NONE	Crew Pass	0	0	0 0	1 1
Aircraft Information Make/Model - CESSNA A150M Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1760 No. of Seats - 2	e ,,		ETOR	Installed/A	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- 190/012 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poin SAME AS ACC/INC Destination ROME,GA ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	Airport ON AI Airport I HAWKII Runwa Runwa Runwa	Proximity RPORT Data NS	16 5386/ ASPHALT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 70 Biennial Flight Review Current - YES Months Since - 20 Aircraft Type - UNK/N	Total - Make/Model-	ht Time (1 605 600 2	Hours) Last 24 Last 30 Last 90	Hrs - Days- UN Days- aft - UN	IK/N R 20
Instrument Rating(s) - NONE 						

File No. - 214 4/01/87 JACKSON, MS A/C Reg. No. N7344A Time (Lcl) - 0900 CST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND 2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND 3. REMOVAL OF CONTROL/GUST LOCK(S) - NOT PERFORMED - PILOT IN COMMAND 4. ELEVATOR - NOT POSSIBLE - PILOT IN COMMAND 5. AILERON - NOT POSSIBLE - PILOT IN COMMAND _____ Occurrence #2 HARD LANDING Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. FLARE - NOT POSSIBLE - PILOT IN COMMAND 7. RECOVERY FROM BOUNCED LANDING - NOT POSSIBLE - PILOT IN COMMAND _____ Occurrence #3 GEAR COLLAPSED Phase of Operation DESCENT - UNCONTROLLED _____ _____ ----Probable Cause----

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

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Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0 0	0 0	0 0	1 O
Aircraft Information Make/Model - CESSNA 177 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2275 No. of Seats - 4	Number E Engine T	/Model - LYCOMING 0-3 ngines - 1 ype - RECIPROCATIN wer - 150 HP		S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 270/009 KTS Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	WALLS,M Destinatio VAZOO C ATC/Airspac Type of F Type of C	n ITY, M S	ANDING	OFF AI Airport D Runway Runway Runway Runway	Ident - Lth/Wid - Surface - Status -	N/A N/A	RF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Biennial Flight Current Months Sinc	Review - YES _ Total	Fligh - 'Model- UN	t Time (H 230 K/NR	Last 24 Last 30	IVERS/LIM Hrs - UN Days- UN Days-	K/NR K/NR

Instrument Rating(s) - NONE

----Narrative----

THE PLT REPORTED THAT DURING CRUISE FLT THE ENG RPM BEGAN TO DROP. HE THEN APPLIED CARB HEAT, HOWEVER, THE ENG THEN QUIT. A FORCED LANDING WAS MADE IN A PASTURE. DURING THE LANDING ROLL, THE ACFT COLLIDED WITH BARBED WIRE AND A FENCE POST. POST CRASH EXAMINATION OF THE ACFT AND AN ENG RUN REVEALED NO EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION.

File No 3	88 4/17/87 PICKENS,MS	A/C Reg. No. N29652	Time (Lcl) - 0915 CDT
Occurrence #1 Phase of Operation			
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
Finding(s) 2. OBJECT - FENCE			
Finding(s)			

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

File No 336 4/22/87 D		/C Reg. No. N3652			ime (Lcl) -		
-Basic Information							
Type Operating Certificate-AGRICULT		craft Damage			Injur		
		BSTANTIAL			Serious		
Type of Operation -AERIAL A		-	Crew	0	0	0	1
Flight Conducted Under -14 CFR 1 Accident Occurred During -LANDING	37 NU	INE	Pass	0	0	0	0
Make/Model - AIRTRACTOR AT301	Eng Make/Model	- P&W R-1340		ELT	Installed/#	ctivated	- NO -N/
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines	- 1		S	tall Warnir	ng System	- UNK/NR
Max Gross Wt - 7050	8 ,1	- RECIPROCATING-0	CARBURET	OR			
No. of Seats - 1	Rated Power	- 600 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIE		oint			RPORT/STRIF	•	
Method - N/A	DUNDEE, MS						
Completeness - N/A	Destination		Δ	irport D	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 280/009 KTS				Runwa∨	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 5000 FT	SCATTERED Type of Flight P	lan - NONE		Runway	Surface -	N/A	
Lowest Ceiling - NONE	Type of Clearanc	e - NONE		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LAND	DING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 26	Medical Cert	tificate	e - VALID	MEDICAL~WA	IVERS/LIM	AIT
Certificate(s)/Rating(s)	Biennial Flight Review	1		: Time (H		-	
COMMERCIAL	Current - YE			770		Hrs -	6
SE LAND, ME LAND	Months Since - 17	Make/Moo	del- UNK	(/NR	Last 30) Days- UN	NK/NR
	Aircraft Type - PA	-23 Instrume	ent-	62	Last 90) Days-	115
		Multi-Er	ng -	26			
	-						
Instrument Rating(s) - AIRPLAN	IE						

----Narrative----

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THE PLT STATED THAT WHEN REVERSING DIRECTION AFTER AN AERIAL APPLICATION MANEUVER THE ENG QUIT. HE THEN LANDED THE ACFT IN A CREEK DUE TO INSUFFICIENT ALTITUDE TO CLEAR TREES THAT WERE IN THE FLIGHT PATH. UPON TOUCHDOWN THE ACFT NOSED OVER AND CAME TO REST INVERTED. INSPECTION OF THE ACFT REVEALED NO EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION. NO DETERMINATION COULD BE MADE AS TO THE REASON FOR THE ENGINE FAILURE.

File No 3	36 4/22/87 DUNDEE,MS	A/C Reg. No. N3652B	Time (Lcl) - 1530 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER MANEUVERING - TURN TO REVERSE DIRECTION		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
Finding(s) 2. TERRAIN CONDITI	ON - WATER,GLASSY		
Occurrence #4 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
Probable Cause			
The National Transpo is/are finding(s) 1	rtation Safety Board determines that the Pro	obable Cause(s) of this accide	ent

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERA	AVIATION) Airce	raft Damage		Injur	ies	
		STANTIAL	Fatal			None
Type of Operation -PERSONAL	Fire	C	Crew O	0	0	1
Flight Conducted Under -14 CFR 91	NONE	E P	ass 0	ō	0	0
Accident Occurred During -LANDING						
-Aircraft Information	·					
Make/Model - BELL 47G-2		LYCOMING VO-435-A		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnin	g System	- NO
Max Gross Wt - 2450	3 71	RECIPROCATING-CAR	BURETOR			
No. of Seats - 3	Rated Power -	260 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		int	ON AIR	STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	LOCAL		ROLLAN			
Wind Dir/Speed- 050/010 KTS	ATC /A improve					
Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Pla			Lth/Wid - Surface -		DE
Lowest Ceiling - NONE	Type of Clearance				DRY	ĸſ
Obstructions to Vision- HAZE	Type Apch/Lndg		Kuliway	Status	DRT	
Precipitation - NONE	Type Apen/ Ling	TOLL STOP				
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 43	Medical Certif			IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review		light Time (H			
COMMERCIAL	Current - YES	Total	- 8850	Last 24	Hrs -	, 3 ,
SE LAND, ME LAND	Months Since - 2 Aircraft Type - 47	Make/Model	- 38	Last 30	Days- UN	K/NR
HELICOPTER	Aircraft Type - 47	Instrument	- 38 - 55 - 10	Last 90	Days-	56
		Multi-Eng	- 10	Rotorcr	att -	38
Instrument Rating(s) - AIRPLANE						

LANDED HARD, ROLLED OVER, AFTER WHICH, THE MAIN ROTOR BLADES STOPPED ROTATING AFTER CONTACT WITH THE GROUND.

PAGE 240

File No. - 244 4/25/87 ROLLING FORK, MS A/C Reg. No. N2O2CH Time (Lcl) - 1013 CDT LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation LANDING Finding(s) 1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND 2. 3. WEATHER CONDITION ~ TAILWIND 4. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND 5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND _____ _____ Occurrence #2 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. DESCENT - UNCONTROLLED - PILOT IN COMMAND 7. WRONG RUNWAY - SELECTED - PILOT IN COMMAND _____ ROLL OVER Occurrence #3 Phase of Operation LANDING - FLARE/TOUCHDOWN _____ _____ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ Occurrence #4 PROPELLER/ROTOR CONTACT Phase of Operation LANDING - FLARE/TOUCHDOWN _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,4,5,6,7

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

File No 259 1/07/8	7 MILES CITY, MT	A/C Reg. No. N5713	з т	ime (Lcl) -	1359 MST	
Basic Information Type Operating Certificate-ON Name of Carrier -CO Type of Operation -NO Flight Conducted Under -14 Accident Occurred During -DE	RPORATE AIR N SCHED,DOMESTIC,PASSENGER CFR 135	Aircraft Damage SUBSTANTIAL Fire NONE	Fatal Crew O Pass O	Injur Serious 1 O	ies Minor O 1	None O 4
Aircraft Information Make/Model - AERO COMMANDE Landing Gear - TRICYCLE-RETR Max Gross Wt - 10300 No. of Seats - 7		e – TURBOPROP		Installed/Ad tall Warning		
Environment/Operations Informat Weather Data Wx Briefing - FSS Method - IN PERSON Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 140/004 KTS Visibility750 SM Lowest Sky/Clouds - UNK Lowest Ceiling - 44 Obstructions to Vision- NON Precipitation - NON Condition of Light - DAY	Itinerary Last Departu BILLINGS,M Destination MILES CITY ATC/Airspace /NR Type of Flig 00 FT OBSCURED Type of Clea E Type Apch/Ln E	IT 7,MT ght Plan - VFR grance - IFR	ON AIR Airport D WILEY Runway Runway Runway		5783/ ASPHALT	100
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	Months Since Aircraft Type	eview - YES Total - 3 Make/Mod	el- 45 nt- 344	ours) Last 24 Last 30 Last 90	Hrs - UN Days-	65 186
Instrument Rating(s) - A	IRPLANE				_	
THE PLT OF THE NONSCHEDULED DOMESTIC CITY, MT. THE PLT SAID HE TURNED ON FAF HE ENGAGED THE APCH MODE. AFTER WHEN HE REACHED THE MAP THE PLT STA SEAT, REPORTED THE RWY IN SIGHT. THE LANDING. THE ACFT NOSE PITCHED UP AN SKIDDED OFF THE RWY.	THE AUTOPILOT AND AFTER TURN CROSSING THE FAF THE PLT DES RTED TO MAKE A MISSED APCH BU E PLT SAID HE SAW THE RWY AND	IING INBOUND FROM THE CENDED TO MDA AND ENG IT A PAX, SEATED NEXT RETARDED THE THROTTL	PROCEDURE TURN AGED THE ALT HO TO HIM IN THE C ES IN ORDER TO	TOWARDS THE LD MODE. OPILOT'S DESCEND FOR		

.

File No. - 259 1/07/87 MILES CITY, MT A/C Reg. No. N57133 Time (Lcl) - 1359 MST _____ _____ Occurrence #1 ABRUPT MANEUVER Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR) Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. AUTOPILOT - IMPROPER USE OF - PILOT IN COMMAND 3. WEATHER CONDITION - OBSCURATION 4. THROTTLE/POWER CONTROL - REDUCED - PILOT IN COMMAND 5. WEATHER CONDITION - FOG Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR) Finding(s) 6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. TERRAIN CONDITION - RUNWAY _____ ----Probable Cause----

Brief of Accident (Continued)

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

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-Basic Information					- .		
Type Operating Certificate-ON-DEM		Aircraft Dama	ge			ries	
Name of Carrier -BIGHOR	N AIRWAYS, INC.	MINOR		Fatal	Serious		
Type of Operation -NON SC Flight Conducted Under -14 CFR	HED, DOMESTIC, CARGO	Fire	Crew	0	0	0	
Accident Occurred During -TAXI	135	NONE	Pass Other	0 0	0 0	0 0	-
Aircraft Information							
Make/Model - PIPER PA-31-350		'Model - LYCOMING	IO-540				ed - YES/N
Landing Gear - TRICYCLE-RETRACTA		ngines - 2		S	tall Warni	ng Syste	em ~ YES
Max Gross Wt - 7000		pe - RECIP-FU					
No. of Seats - 2	Rated Pow	ver - 350 H	Р				
Environment/Operations Information-							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Depar	ture Point		ON AIR	PORT		
Method ~ TELEPHONE	MISSOULA	, MT					
Completeness - FULL	Destination	1		Airport D	ata		
Basic Weather - VMC	HELENA, M	IT		MISSOU	LA		
Wind Dir/Speed- 320/003 KTS				Runway	Ident	- UNK/N	R
Visibility - 4.000 SM	ATC/Airspace	•		Runway	Lth/₩id	- UNK/N	R
Lowest Sky/Clouds - 1000 F	T SCATTERED Type of F1	ight Plan - IFR			Surface	- UNK/N	R
Lowest Ceiling - 1600 F	T OVERCAST Type of C1	earance - IFR		Runway	Status	- UNK/N	R
Obstructions to Vision- FOG	Type Apch/	'Lndg - NONE					
Precipitation - SNOW							
Condition of Light - NIGHT(D	ARK)						
Pilot-In-Command	Age - 28	Medic	al Certificat	e - VALTD	MEDICAL-W	ATVERS/	IIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligh	nt Time (H	ours)		
COMMERCIAL	Current	- YES T	al Certificat Fligh otal -	2572	- Ĺast 2	4 Hrs -	3
SE LAND, ME LAND	Months Since	e – 4 M	ake/Model-	224	Last 3	0 Days-	
	Aircraft Tv	be - PA31350 I	nstrument-	440	Last 9	0 Days-	
		M	ulti-Eng -	2301		·····, -	
			5				

----Narrative----

THE PLT OF THE PIPER NAVAJO WAS TAXIING TO THE ACTIVE RWY FOR AN IFR DEPARTURE, DIRECTED HIS ATTENTION TO THE DEPARTURE PROCEDURE CHART IN THE COCKPIT, AND COLLIDED WITH THE TAIL OF A SWEARINGEN ACFT HOLDING SHORT OF THE RWY AWAITING TAKEOFF CLEARANCE.

File No 275	3/18/87 MISSOULA,MT	A/C Reg. No. N3529W	Time (Lcl) - 2140 MST	
Occurrence #1 ON GF Phase of Operation TAXI	ROUND COLLISION WITH OBJECT - TO TAKEOFF			
Finding(s) 1. OBJECT - AIRCRAFT PARK 2. VISUAL LOOKOUT - NOT 3. CLEARANCE - NOT MAINTA	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

National Transportation Safety Board Washington, D.C. 20594

File No 275 3/18/87 MISS	OULA,MT	A/C Reg. No.	N124AV	Т	ime (Lcl) -	2140 MS	Τ
Basic Information							
Type Operating Certificate-COMMUTER		Aircraft Damag	e		Injur		
Name of Carrier -BIG SKY AIR Type of Operation -SCHEDULED,D Flight Conducted Under -14 CFR 135	LINES	SUBSTANTIAL	_	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED,D	OMESTIC, PASSENGER	Fire	Crew		0	0	2
		NONE	Pass		0	0	7
Accident Occurred During -STANDING			Othe	r 0	0	0	1
Aircraft Information							
Make/Model - SWEARINGEN SA-226TC	Eng Make/Mo	odel - GARRETT T	PE331-10UA	ELT	Installed/#	ctivated	- YES/NC
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng			S	tall Warnir	ng System	- YES
Max Gross Wt - 12500		e - TURBOPROP					
No. of Seats - 22	Rated Power	~ - 900 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Departu	ure Point		ON AIR	-		
Method - TELEPHONE	MISSOULA,	ЧТ					
Completeness - FULL	Destination			Airport D	ata		
Basic Weather - VMC	GREAT FAL	_S,MT		MISSOU			
Wind Dir/Speed~ 320/003 KTS						UNK/NR	
Visibility - 4.000 SM	ATC/Airspace				'Lth/Wid -		
Lowest Sky/Clouds - 1000 FT SCA					Surface -		
Lowest Ceiling - 1600 FT OVE				Runway	Status -	UNK/NR	
Obstructions to Vision- FOG	Type Apch/L	ndg - NONE					
Precipitation - SNOW Condition of Light - NIGHT(DARK)							
Personnel Information							
Pilot-In-Command			1 Certifica) WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re			nt Time (H			
ATP, CFI	Current Months Since		tal -				5 NIZ /ND
SE LAND, ME LAND	Aircraft Type		ke/Model- strument-) Days- U) Days-	
	Allerant Type		lti-Eng -		Last 90	Juays-	270
		NG.	L. L. g				
Instrument Rating(s) - AIRPLANE							

DEPARTURE PROCEDURE CHART IN THE COCKPIT, AND COLLIDED WITH THE TAIL OF A SWEARINGEN ACFT HOLDING SHORT OF THE RWY AWAITING TAKEOFF CLEARANCE.

 File No. - 275
 3/18/87
 MISSOULA,MT
 A/C Reg. No. N124AV
 Time (Lcl) - 2140 MST

 Occurrence #1
 ON GROUND COLLISION WITH OBJECT
 Phase of Operation
 STANDING - ENGINE(S) OPERATING

 Finding(s)
 1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
 2. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

 3. OBJECT - AIRCRAFT MOVING ON GROUND
 ----Probable Cause--- The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,2

File No 312 4/04/87 BELGR	ADE,MT A/C Reg	I. No. N5084N	т	ime (Lcl) -	1700 MST	
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft SUBSTANI		Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew	0	0	0	1 0
-Aircraft Information Make/Model - BOEING A75L3 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2700 No. of Seats - 2	Eng Make/Model - P&W Number Engines - 1 Engine Type - RECI Rated Power - 2	PROCATING-CARBURE	S	Installed/A tall Warnin		
	SAME AS ACC/INC Destination LOCAL ATC/Airspace BKN Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE NONE	ON AIR Airport D GALLAT Runway Runway Runway	ata IN Ident - Lth/Wid - Surface -		150
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 53 M Biennial Flight Review Current - YES Months Since - UNK/NR Aircraft Type - UNK/NR	ledical Certificat Fligh Total - Make/Model- Instrument-	t Time (H	ours)	Hne -	2

----Narrative----

THE PLT REPORT THAT HE WAS LANDING ON A 9000 X 150 FT ASPHALT RWY. THE WIND WAS NEARLY DOWN THE RWY AT 4 TO 9 KTS. IN A TELEPHONE INTERVIEW 2 DAYS AFTER THE ACCIDENT THE PLT REPORTED THAT HE WAS MAKING A "WHEELS" LANDING. HE SAID WHEN THE MAIN GEAR WAS ABOUT 1 FT ABOVE THE RWY WHEN THE TAIL ROSE SUDDENLY AND THE ACFT FLIPPED END OVER END COMING TO REST INVERTED ON THE RWY CENTERLINE. HE SAID EXAMINATION OF THE RWY SURFACE AFTER THE ACCIDENT DID NOT REVEAL ANY SKID MARKS. HE ALSO SAID HE DID NOT ENCOUNTER ANY TURBULENCE OR X-WIND.

File No 312	4/04/87 BELGRADE,MT	A/C Reg. No. N5084N	Time (Lc1) - 1700 MST
	OVER ING - FLARE/TOUCHDOWN		
Finding(s) 1. ELEVATOR - IMPROPER U	SE 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

-Basic Information Type Operating Certific	cate-NONE (GENER	AI AVIATION) A f	ircraft Damage			Ini	uries	
			SUBSTANTIAL		Fatal	-		None
Type of Operation	-PERSONAL	Fi	ire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	٨	NONE	Pass	0	0	0	2
Accident Occurred Durin								
-Aircraft Information								- • -
	PA-22-150		1 - LYCOMING 0-320				/Activated	
Landing Gear - TRICYCL		Number Engines				tall Warn	ing System	- NO
Max Gross Wt - 1600			- RECIPROCATING	-CARBURET	OR			
No. of Seats - 4		Rated Power	- 150 HP					
-Environment/Operations Ir	nformation							
Weather Data	·	Itinerary				Proximity		
Wx Briefing - NWS	5	Last Departure	Point		OFF AI	RPORT/STR	IP	
Method - IN PE		RED LODGE,MT				- 4 -		
Completeness - FULL		Destination		P	Airport Da	ата		
Basic Weather - VMC		HELENA, MT			D	Ident	- N/A	
Wind Dir/Speed- CALM		ATC/Airspace				Lth/Wid		
Visibility - 50.		N BKN Type of Flight					- GRASS/TU	DE
	- NONE	Type of Clearar				Status		KT.
Obstructions to Visio			- FORCED LAI		Runway	Status		
	- NONE	Type Apch/ Ling	- FURCED LAI	ND ING				
Condition of Light								
Condition of Light								
Personnel Information		100 - 10	Nedical Co	ntificato		MEDICAL -	NO WATVERS /	
 Personnel Information Pilot-In-Command	-	Age - 42 Rieppial Elight Povis					NO WAIVERS/	LIMIT
Personnel Information Pilot-In-Command Certificate(s)/Rating	-	Biennial Flight Revie	ew	Flight	t Time (H	ours)		
Personnel Information Pilot-In-Command Certificate(s)/Rating COMMERCIAL,CFI	-	Biennial Flight Revie Current - Y	ew YES Total	Flight - 2	t Time (H 2500	ours) Last	24 Hrs -	3
Personnel Information Pilot-In-Command Certificate(s)/Rating	-	Biennial Flight Revie Current - Y Months Since - L	ew YES Total UNK/NR Make/Ma	Flight - 2 odel-	t Time (H 2500 100	ours) Last Last	24 Hrs - 30 Days- UN	3 K/NR
Personnel Information Pilot-In-Command Certificate(s)/Rating COMMERCIAL,CFI	-	Biennial Flight Revie Current - Y	ew YES Total UNK/NR Make/Ma	Flight - 2 odel-	t Time (H 2500 100	ours) Last Last	24 Hrs -	3

File No 3	91 7/05/87	RED LODGE,MT	A/C Reg. No. N5858D	Time (Lcl) - 1040 MDT
Occurrence #1 Phase of Operation		POWER(TOTAL) - NON-MECH	ANICAL	
Finding(s) 1. FLUID,FUEL - ST 2. FUEL TANK SEL		IMPROPER - PILOT IN CON	IMAND	
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation		SION WITH TERRAIN/WATER		
Finding(s) 3. TERRAIN CONDITI 4. LANDING GEAR -				
Probable Cause				
The National Transpo is/are finding(s) 1,		ard determines that the	e Probable Cause(s) of this accid	lent

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA)	L AVIATION) Aircr	aft Damage		Injuries			
	SUBS	STANTIAL		Fatal			None
Type of Operation -INSTRUCTIONA			Crew	0	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 150	Eng Make/Model -				Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -				tall Warnir	ng 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				Proximity		
Wx Briefing - FSS	Last Departure Poi	int		OFF AI	RPORT/STRIF	2	
Method - TELEPHONE	DARLINGTON, SC				- + -		
Completeness - PARTIAL, LMTD BY FCSTR			А	irport D	ata		
Basic Weather - IMC Wind Dir/Speed-	BURLINGTON, NC			Buowow	Ident -	- N/A	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	an - VEP			Surface -	•	
Lowest Ceiling - NONE	Type of Clearance				Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		-IN			••••	
Precipitation - NONE		PRECAUTI	ONARY LAND	ING			
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 22 Biennial Flight Review Current - N/A	Medical C			MEDICAL-NO) WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight	Time (H	lours)		
STUDENT		Total		44	Last 24 Last 30 Last 90	1 Hrs -	4
	Months Since - N/A	Make/	MODEI-	42	Last 30	Days- UN	
	Aircraft Type - N/A	Instr	i-Eng - UNK		Last 90	raft - UN	
		MUILI	I-ENG - UNK	/ NR	RULUPCI	alt - UN	
Instrument Rating(s) - NONE							
•••••••••••••••••••••••••••••••••••••••							
-Narrative							
ING A SUPERVISED SOLO CROSSCOUNTRY FLIGHT, ATE HIS CHECK POINT. AFTER ATTEMPTING TO C							

File No. - 228 5/16/87 CHINA GROVE,NC A/C Reg. No. N704EA Time (Lcl) - 1730 EDT _____ Occurrence #1 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. TERRAIN CONDITION - SOFT 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 5. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND 6. VFR PROCEDURES - NOT FOLLOWED - PILOT IN COMMAND 7. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND 8. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND _____ ----Probable Cause----

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

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

Type Operating Certificate-AGRICULTL	JRAL AIRCRAFT	Aircraft	t Damage		Inju	uries	
		DESTROY	'ED Cr Pa	Fatal	Serious	Minor	None
Type of Operation -AERIAL AF Flight Conducted Under -14 CFR 13	PLICATION	NONE	Un Pa	ew U	0	0	1
Accident Occurred During -TAKEOFF	,,						
-Aircraft Information							
Make/Model - GRUMMAN G-164B	Eng	Make/Model - P&W					
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 5200	NUM	ber Engines - 1 ine Type - RE(Stall Warn	ing System	1 - NU .
No. of Seats - 1		ed Power -		OKLIOK			
-Environment/Operations Information					. Da ovi mi to		
Weather Data Wx Briefing - NO RECORD OF BRIEF	Itiner	Departure Point			t Proximity AIRPORT/STR:		
Method - N/A	SA	ME AS ACC/INC			AIRFORT/ STR.		
Completeness - N/A	Desti	nation		Airport	Data		
	SA	ME AS ACC/INC		·			
Wind Dir/Speed- 240/018 KTS					ay Ident		
Visibility - 10.0 SM Lowest Sky/Clouds - 4000 FT S	AIC/A1	rspace	NONE		ay Lth/Wid ay Surface		
Lowest Ceiling - NONE	Tvpe	of Clearance	- NONE		ay Status		
Obstructions to Vision- NONE	Type	Apch/Lndg	NONE		ay oracio	,	
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command		57	Medical Certifi	cate - VAL		WATVERS/IT	мтт
Certificate(s)/Rating(s)	Biennial F	57 light Review	F1	ight Time	(Hours)	MAIVER5/EI	
COMMERCIAL	Curren	t - YES	Total -	7215	Last :	24 Hrs - L	JNK/NR
SE LAND	Months	Since - 3 ft Type - C-172	Make/Model-	999	Last :	30 Days- U	JNK/NR
	Aircra	ft Type - C-172	Instrument-	25	Last	90 Days-	82
Instrument Rating(s) - AIRPLAN	5						
-Narrative							
PLT HAD JUST LOADED THE HOPPER WITH DY	LOX CHEMICAL.		ME AIRBORNE, THE NG THE WINGS AND				

File No 3	41 5/18/87	BEAUFORT, NC	A/C Reg. No. N3628Z	Time (Lcl) - 1500 EDT
Occurrence #1 Phase of Operation				
	ON - ATTEMPTED - P	ILOT IN COMMAND - INADEQUATE - PILOT	IN COMMAND	
Occurrence #2 Phase of Operation				· · · · · · · · · · · · · · · · · · ·
Finding(s) 4. TERRAIN CONDITI	DN - GROUND			
Probable Cause				

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

Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries SUBSTANTIAL Fatal Serious Minor Type of Operation -BUSINESS Fire Crew O O O Type of Operation -BUSINESS Fire Crew O O O O Flight Conducted Under -14 CFR 91 NONE Pass O 1 1 Accident Occurred During -APPROACH NONE Pass O 1 1 -Aircraft Information Make/Model - CESSNA T210N Eng Make/Model - CONTINENTAL TSIO-520-R ELT Installed/Activated - Y Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Stall Warning System - Y Max Gross Wt - 3800 Engine Type - RECIP-FUEL INJECTED Stall Warning System - Y No. of Seats - 6 Rated Power - 310 HP - -	File No 315 2/20/87 WEST FAR	A/C Re	g. No. N9499Y		Time (Lcl) - 1345 MST			
Flight Conducted Under-14 CFR 91NONEPass011Accident Occurred During-APPROACH-APPROACH11-Aircraft InformationMake/Model- CESSNA T210NEng Make/Model- CONTINENTAL TSI0-520-RELT Installed/Activated - YMake/Model- CESSNA T210NEng Make/Model- CONTINENTAL TSI0-520-RELT Installed/Activated - YMake/Model- CESSNA T210NEng Make/Model- CONTINENTAL TSI0-520-RELT Installed/Activated - YMax Gross Wt- 3800Engine Type- RECIP-FUEL INJECTEDStall Warning System - YMax Gross Wt- 3800Engine Type- RECIP-FUEL INJECTEDNo. of Seats- 6Rated Power- 310 HPEnvironment/Operations InformationItineraryAirport ProximityWe Briefing- FSSLast Departure PointON AIRPORTMethod- TELEPHONEBUFFALO,MNAirport DataCompleteness- FULLDestinationAirport DataBasic Weather- VMCFARGO,NDWEST FARGO		VIATION)	SUBSTAN	TIAL		Serious	Minor	None
Make/Model- CESSNA T210NEng Make/Model- CONTINENTAL TSID-520-RELT Installed/Activated - YLanding Gear- TRICYCLE-RETRACTABLENumber Engines - 1Stall Warning System - YMax Gross Wt- 3800Engine Type- RECIP-FUEL INJECTEDNo. of Seats-6Rated PowerEnvironment/Operations InformationItineraryAirport ProximityWe ather DataItineraryAirport ProximityWx Briefing- FSSLast Departure PointON AIRPORTMethod- TELEPHONEBUFFALD,MNDestinationAirport DataCompleteness- FULLDestinationAirport DataBasic Weather- VMCFARGO,NDWEST FARGO	Flight Conducted Under -14 CFR 91					0 1	0 1	1 0
Weather DataItineraryAirport ProximityWx Briefing- FSSLast Departure PointON AIRPORTMethod- TELEPHONEBUFFALO,MNDestinationAirport DataCompleteness- FULLDestinationAirport DataBasic Weather- VMCFARGO,NDWEST FARGO	Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3800	Number Eng Engine Typ	ines - 1 e - REC	IP-FUEL INJECTI				
Method- TELEPHONEBUFFALO,MNCompleteness - FULLDestinationAirport DataBasic Weather - VMCFARGO,NDWEST FARGO			ure Point					
	Method - TELEPHONE	BUFFALO,M						
		FARGO, ND					- 17	
Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 3830/ 147 Lowest Sky/Clouds - UNK/NR Type of Flight Plan - VFR/IFR Runway Surface - ASPHALT Lowest Ceiling - 2100 FT OVERCAST Type of Clearance - IFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT	Visibility - 15.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 2100 FT OVERCAS Obstructions to Vision- NONE Precipitation - NONE	Type of Fli T Type of Cle	arance -	IFR TRAFFIC PATTE	Runwa Runwa Runwa	ay Lth/Wid ay Surface	- ASPHALT	147
							AIVERS/LI	MIT
Pilot-In-Command . Age - 64 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	Certificate(s)/Rating(s) Bi PRIVATE						4 Hrs -	2
Pilot-In-Command Age - 64 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	SE LAND		- 1	Make/Model Instrument	- 468	Last 3	0 Days- U 0 Days-	_

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT WAS OBSERVED FLYING LOW AND SLOW ON FINAL APPROACH TO WEST FARGO ARPT. THE ACFT CONTINUED FLT TO THE GROUND, HIT HARD, BOUNCED AND THEN FLEW CLOSE TO THE GROUND IN A LARGE SWEEPING ARC UNTIL THE LEFT WING TIP TOUCHED THE GROUND. THE ACFT SUBSEQUENTLY HIT A ROAD EMBANKMENT AND CAME TO REST IN A FARMERS FIELD A SHORT DISTANCE AWAY. ICE WAS FOUND ON THE ACFT AND GROUND NEAR THE ACFT APRX 1/2 HOUR AFTER THE ACCIDENT.

File No. - 315 2/20/87 WEST FARGO, ND A/C Reg. No. N9499Y Time (Lc1) - 1345 MST Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WING - ICE 2. IN-FLIGHT PLANNING/DECISION - MISJUDGED - PILOT IN COMMAND 3. STALL - UNCONTROLLED - PILOT IN COMMAND 4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND _____ Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - ROLL Finding(s) 5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 6. LANDING GEAR - SEPARATION _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Brief of Accident (Continued)

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information					Turkiya		
Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injuries Fatal Serious Minor		
Type of Operation -BUSINESS		Fire	Cre				
Flight Conducted Under -14 CFR 91		NONE	Pas	-	õ	õ	2
Accident Occurred During -LANDING				- •	·	-	-
 -Aircraft Information							
Make/Model - BEECH 58			NENTAL IO 520		[nstalled/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engi				tall Warnin	g Syste	m - YES
Max Gross Wt - 5400			FUEL INJECTED				
No. of Seats - 6	Rated Power	- 28	5 HP 				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Departu	re Point		ON AIR	PORT		
Method - TELEPHONE Completeness - FULL	FARGO,ND Destination			Airport Da	. + .		
Basic Weather - VMC	SPEARFISH,	<u>د</u>			CK MUNICIPA		
Wind Dir/Speed- 080/004 KTS	SFEARTISH,	30				13	
Visibility - 12.0 SM	ATC/Airspace				Lth/Wid -		150
Lowest Sky/Clouds - 25000 FT THI		ht Plan - N	DNE		Surface -		
Lowest Ceiling - NONE	Type of Clea				Status -		•
Obstructions to Vision- NONE	Type Apch/Ln	dg - Ti	RAFFIC PATTERN	- ,			
Precipitation - NONE		PI	RECAUTIONARY L	ANDING			
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 41	Me	dical Certific			IVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Fl [*] ight Re	view		ght Time (H			
COMMERCIAL	Current	- YES	Total -				
SE LAND, ME LAND	Months Since Aircraft Type	- 6	Make/Model- Instrument-	85	Last 30	Days-	
	Aircraft Type	- 1/2	Instrument- Multi-Eng -	210 2149	Last 90	Days-	UNK/NR
Instrument Rating(s) - AIRPLANE							

PRIOR TO LANDING, THE PLT TURNED ON ELECTRICAL PWR TO LOWER THE LANDING GEAR BY NORMAL PROCEDURES. HE ASSUMED THAT THE GEAR WAS DOWN AND LOCKED BUT DID NOT HAVE A POSITIVE INDICATION. THE PLT DID NOT USE THE HAND CRANK TO VERIFY THAT THE GEAR WAS LOCKED. THE GEAR COLLAPSED ON TOUCHDOWN.

File No. - 272 3/06/87 A/C Reg. No. N9025V BISMARCK, ND Time (Lc1) - 0900 CST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. ELECTRICAL SYSTEM, BATTERY - OVERTEMPERATURE 2. UNDETERMINED Occurrence #2 COMPLETE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. GEAR DOWN AND LOCKED - NOT OBTAINED - PILOT IN COMMAND 4. UNSAFE/HAZARDOUS CONDITION WARNING - NOT IDENTIFIED - PILOT IN COMMAND 5. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND ----Probable Cause----

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

Basic Information Type Operating Certificate-NONE (GENER.	AL AVIATION)	Aircraft Damage			Inju	ries	
	,	SUBSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING			Other	0	0	1	1
Aircraft Information							
Make/Model - AERO COMMANDER 100-180		el - LYCOMING 0-30	50-A2F		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engin				tall Warni	ng Syster	n - YES
Max Gross Wt - 2450		- RECIPROCATING	-CARBORE 10	ĸ			
No. of Seats - 4	Rated Power	- 180 HP					
Environment/Operations Information							
Weather Data	Itinerary		A		Proximity		
Wx Briefing - NO RECORD OF BRIEFING				ON AIR	PORI		
Method - N/A Completeness - N/A	SAME AS ACC Destination	/INC	A -	rport Da	-+-		
Basic Weather - VMC	LOCAL		AI	CANDO	ala		
Wind Dir/Speed- CALM	EDEAL				Ident	- 12	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid		65
Lowest Sky/Clouds - CLEAR	Type of Fligh	t Plan - NONE			Surface		
Lowest Ceiling - NONE	Type of Clear	ance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lnd	g - STRAIGHT	-IN				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 30		ertificate			D WAIVERS	5/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev		0	Time (H	ours) Last 24 Hrs - UNK/NR		
STUDENT		N/A Total		49			
	Months Since - Aircraft Type -		Model- ument- UNK/	49 ND		0 Days- l 0 Days- l	
	Allerant Type -		-Eng - UNK/			raft - l	
		Marti	Eng ONK/	INK .	ROLUPC	ant - t	JINK/ INK
Instrument Rating(s) - NONE							•

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File No. - 250 4/06/87 CANDO, ND A/C Reg. No. N4069X Time (Lc1) - 0930 CDT -----_____ Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING Finding(s) 1. GO-AROUND - DELAYED - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND 3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND 4. STALL - INADVERTENT - PILOT IN COMMAND 5. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND 6. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND 7. VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE 8. PROCEDURES/DIRECTIVES - IMPROPER - DRIVER OF VEHICLE _____ _____ Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 9. OBJECT - VEHICLE 10. OTHER AIRPORT/RUNWAY MAINTENANCE - UNCONTROLLED - AIRPORT PERSONNEL _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1.2.4.5.6.7.8.10

File No. - 273 4/16/87 ARGUSVILLE.ND A/C Rea. No. N63915 Time (Lcl) - 1600 CDT _____ ---------Basic Information----Type Operating Certificate-AGRICULTURAL AIRCRAFT Aircraft Damage Injuries SUBSTANTIAL Minor Fatal Serious None Type of Operation -AERIAL APPLICATION Fire Crew 0 0 1 0 0 Flight Conducted Under -14 CFR 137 NONE Pass 0 0 0 Accident Occurred During -DESCENT ____ ----Aircraft Information----Make/Model - BOEING A75N1 Eng Make/Model - P & W R985AN1 ELT Installed/Activated - NO -N/A Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - NO Max Gross Wt - 3250 Engine Type - RECIPROCATING-CARBURETOR No. of Seats -2 Rated Power -450 HP -Environment/Operations Information----Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP ARGUSVILLE, ND Method - N/A Completeness - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed- 300/019 KTS Runway Ident - N/A Runway Lth/Wid - N/A Visibility - 20.0 SM ATC/Airspace Lowest Sky/Clouds -UNK/NR Type of Flight Plan - NONE Runway Surface - N/A - 25000 FT OVERCAST Type of Clearance - NONE Runway Status - N/A Lowest Ceiling Obstructions to Vision- NONE Type Apch/Lnda - NONE Precipitation - NONE Condition of Light - DAYLIGHT ---Personnel Information----Pilot-In-Command Aqe -26 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) 367 COMMERCIAL Current - YES Total -Last 24 Hrs -4 SE LAND Months Since - 21 Make/Model-53 Last 30 Davs- UNK/NR Aircraft Type - UNK/NR Instrument-13 Last 90 Davs-16 Instrument Rating(s) - NONE ----Narrative----

THE PLT TOOK OFF WITH A LOAD OF 46-0-0 FERTILIZER AND PROCEEDED TO THE FIELD TO BE TREATED. THE PLT SAID WHEN HE ARRIVED HIS FLAGGER WAS NOT IN POSITION SO HE INITIATED A GOAROUND. WHEN THE PLT HAD TURNED 90 DEG ONTO THE X-WIND LEG THE ACFT STALLED. THE PLT INITIATED RECOVERY BUT NOT IN TIME TO AVOID COLLIDING WITH THE GROUND. THE PLT RECEIVED MINOR INJURIES. WINDS WERE REPORTED TO BE 300 DEG AT 19 KTS WITH GUSTS TO 26 KTS.

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File No 2	73 4/16/87 ARGUSVILLE,	ND A/C Reg. No. N63915	Time (Lc1) - 1600 CDT
	LOSS OF CONTROL - IN FLIGHT MANEUVERING - AERIAL APPLICAT	ION	
 WEATHER CONDITI REMEDIAL ACTI 	ERTENT - PILOT IN COMMAND	ND	۰ ۰
	IN FLIGHT COLLISION WITH TERR DESCENT - UNCONTROLLED	AIN	
Probable Cause			
The National Transpo is/are finding(s) 2	rtation Safety Board determines	that the Probable Cause(s) of this	accident

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

File No 281 2/22/87 VENAN	GO,NE A/C F	eg. No. N9498D	Т	Time (Lc1) - 1630 MST				
-Basic Information Type Operating Certificate-NONE (GENERAL		t Damage		Injur				
	DESTRO		Fatal			None		
Type of Operation -PERSONAL	Fire	Crew	1	1	0	0		
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NUNE	Pass	0	0	0	0		
Aircraft Information								
Make/Model - PIPER PA-18	Eng Make/Model - CC	NTINENTAL C-90-12F	ELT	Installed/A	ctivated -	- YES/NO		
Landing Gear ~ TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warnin	g System -	- YES		
Max Gross Wt - 1500	Engine Type - RE		TOR					
No. of Seats - 2	Rated Power -	90 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- 170/009 KTS			Runway	Ident -	N/A			
Visibility - 15.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A			
Lowest Sky/Clouds - 25000 FT SCAT	TERED Type of Flight Plan	- NONE	Runway	Surface -	N/A			
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status -	N/A			
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE						
Precipitation - NONE								
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 27	Medical Certificat	e - VALID	MEDICAL-WA	IVERS/LIMI	(T		
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (H					
PRIVATE		Total -	400	Last 24	Hrs - UNK	K/NR		
SE LAND	Months Since - 10	Make/Model- UN	IK/NR	Last 30	Days- UNK	K/NR		
	Aircraft Type - UNK/NF	Instrument- UN	IK/NR	Last 90	Days-			
	Current - YES Months Since - 10 Aircraft Type - UNK/NF	Multi-Eng - UN	IK/NR	Rotorcr	aft [®] - UNK	K/NR		
Instrument Rating(s) - NONE								

A WITNESS SAW THE AIRPLANE FLY OVER HIS PROPERTY FROM THE NORTH TO THE SOUTH AND HE WAVED TO THE PILOTS. THE AIRPLANE THEN CAME BACK TOWARD THE NORTH AT A LOW ALTITUDE AND WHEN THE WITNESS HEARD THE POWER BEING APPLIED, THE LEFT WING DROPPED AND ALMOST INSTANTLY, HE HEARD THE AIRPLANE IMPACT THE GROUND. THE WITNESS DID NOT SEE THE ACTUAL IMPACT.

File No. - 281 2/22/87 VENANGO, NE A/C Reg. No. N9498D Time (Lc1) - 1630 MST ------LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation MANEUVERING Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. LOW PASS - INTENTIONAL - PILOT IN COMMAND 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND _____ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED _____ _____ ----Probable Cause----

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

asic Information								
Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft D	amage	Injuries				
		SUBSTANTI	AL	Fatal	Serious	Mino	r None	
Type of Operation -PERSONAL		Fire	Crew	/ 0	0	0	1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	s 0	0	0	1	
ircraft Information								
Make/Model - FORNEY ERCOUPE			NENTAL C90-12F		Installed/A			
Landing Gear - TRICYCLE-FIXED	Number Eng				tall Warnin	g Syst	em - NO	
Max Gross Wt - 1400			ROCATING-CARBUR	RETOR				
No. of Seats - 2	Rated Powe	r - 9	O HP					
nvironment/Operations Information								
leather Data	Itinerary			Airport	Proximity			
Wx Briefing - NO RECORD OF BRIEFIN		ure Point			RPORT/STRIP			
Method - N/A	SAME AS A			OTT AT				
Completeness - N/A	Destination	00, 110		Airport D	ata			
Basic Weather - VMC	LOCAL			A tipe to				
Wind Dir/Speed- 135/015 KTS	2007.2			Runwa∨	Ident -	N/A		
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -			
Lowest Sky/Clouds - CLEAR	Type of Fli	aht Plan - N	ONE		Surface -			
Lowest Ceiling - NONE	Type of Cle	0			Status -			
Obstructions to Vision- NONE			ORCED LANDING	,				
Precipitation - NONE	51							
Condition of Light - DAYLIGHT								
ersonnel Information								
Pilot-In-Command	Age - 63	Ma	dical Certifica	te - VALID	MEDICAL-WA	TVERS/	тмтт	
Certificate(s)/Rating(s)	Biennial Flight R	eview		ht Time (H		IVLNJ/		
PRIVATE	Current	- YFS	Total -			Hrs -		
SELAND			Make/Model-				•	
	Aircraft Type							
	si ai e type	2		Ť	-201 00	2-90	,	

----Narrative----

THE ANNUAL INSPECTION ON THIS ACFT WAS COMPLETED THE DAY PRIOR TO THIS ACCIDENT. DURING THIS FLT, THE WIRE HOLDING THE FUEL FILTER BOWL IN PLACE CAME LOOSE AND THE BOWL CAME OFF. THE ENG QUIT FROM FUEL STARVATION AND THE PLT MADE A FORCED LANDING IN A PLOWED FIELD. THE NOSE GEAR PARTIALLY COLLAPSED SHORTLY AFTER TOUCHDOWN.

File No. - 358 4/24/87 OMAHA, NE A/C Reg. No. N7515C Time (Lcl) - 1800 CDT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation DESCENT - EMERGENCY Finding(s) 1. FUEL SYSTEM, FILTER - SEPARATION 2. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL 3. FLUID, FUEL - STARVATION Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - ROUGH/UNEVEN _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Brief of Accident (Continued)

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

Basic Information						T '				
Type Operating Certificate-ON-DEMAND AIR TAXI Name of Carrier -WAYNE SOUTH			Aircraft Damage DESTROYED			Injuries Fatal Serious Minor None				
Type of Operation -NON SCHED.D	MESTIC.CARGO	Fire		Crew	1		0		0	
Type of Operation -NON SCHED,D(\$ light Conducted Under -14 CFR 135		ON GRO	UND	Pass	Ó	Ō	Ō		0	
Accident Occurred During -MANEUVERING										
Aircraft Information										
			del - CONTINENTAL TSIO-520			~R ELT Installed/Activated - YES-UNK/ Stall Warning System - YES				
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng				S	tall Warr	ning Syst	em - YES		
Max Gross Wt - 3800 No. of Seats - 4	Engine Typ Rated Powe			INJECTED						
Environment/Operations Information Weather Data	Itinerary				Ainpont	Brovinity				
Wx Briefing - FSS							Airport Proximity OFF AIRPORT/STRIP			
Method - UNK/NR	ALBUQUERG				0/1 41					
Completeness - UNK/NR	Destination	,			Airport Data					
Basic Weather - IMC	TUCUMCARI	, NM			•					
Wind Dir/Speed- 280/038 KTS						Ident				
Visibility - 4.000 SM	ATC/Airspace					Lth/Wid				
Lowest Sky/Clouds - UNK/NR	Type of Fli					Surface				
Lowest Ceiling - OBSCURED	Type of Cle				Runway	Status	- N/A			
Obstructions to Vision- BLOWING DUST Precipitation - NONE	Type Apch/L	nag	- NUNE							
Condition of Light - DAYLIGHT										
Personnel Information Pilot-In-Command	Age - 24		Medical	Contificat		MEDICAL-	WATVERS /			
Certificate(s)/Rating(s)	Biennial Flight R	eview	riew Fli YES Total -			te - VALID MEDICAL-WAIVERS/LIMIT ht Time (Hours)				
COMMERCIAL, CFI	Current	- YES	Tota	1 -	1571	Last	24 Hrs -	.3		
SE LAND, ME LAND	Months Since	- 1	Make	/Model-	1571	Last	30 Days-			
	Aircraft Type	- UNK/NR	Inst	rument-		Last	90 Days-	88		
,			Mult	i-Eng -	43					
Instrument Rating(s) - AIRPLANE										
······································										
Narrative	IONAL ARPT DURING T									

A/C Reg. No. N6577B File No. - 239 1/05/87 ALBUQERQUE, NM Time (Lcl) - 1302 MST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CLIMB Finding(s) 1. WEATHER CONDITION - HIGH WIND 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND з. IMPROPER USE OF PROCEDURE, PRESSURE - PILOT IN COMMAND 4. WEATHER CONDITION - TURBULENCE 5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, COMPANY-INDUCED PRESSURE - COMPANY/OPERATOR MGMT 6. 7. WEATHER CONDITION - OBSCURATION Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING Finding(s) 8. TERRAIN CONDITION - MOUNTAINOUS/HILLY ----Probable Cause----

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

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

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Brief of Accident

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-Basic Information Type Operating Certificate-NONE (GENERA		aft Damage		Injur	ies	
Type operating out threate none (denergy	DESTR		Fatal	•		None
Type of Operation -PERSONAL	Fire	Crev		0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	•	õ	õ	õ
Accident Occurred During -DESCENT				-	-	-
-Aircraft Information						
Make/Model - AMERICAN AEROLIGHTS FAL	CON C Eng Make/Model - F Number Engines -	ROTAX 503	ELT I	nstalled/A		
				all Warnin	g System	- NO
Max Gross Wt - 526		ECIPROCATING-CARBUR	RETOR			
No. of Seats - 1	Rated Power -	45 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport P			
Wx Briefing - NO RECORD OF BRIEFING		nt	ON AIRF	ORT		
Method - N/A	ALBUQUERQUE, NM					
Completeness - N/A	Destination		Airport Da			
Basic Weather - VMC	LOCAL		CORONAD			
Wind Dir/Speed- 190/004 KTS					21	~ ~
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -		50
Lowest Sky/Clouds - CLEAR	Type of Flight Plar	n - NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	SNUW - W	El
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information	A	Madiaal Cantifia		ص		
Pilot-In-Command	Age - 34 Biennial Flight Review Current - N/A	Medical Certifica Flic				
Certificate(s)/Rating(s) STUDENT	Current - N/A	Total -			Hnc -	0
STUDENT	Months Since - N/A		278	Last 24	Hrs -	3
	Aircraft Type - N/A	Make/Model- Instrument- l			Days-	15
	All chart Type - N/A	Multi-Eng - l		Rotorcr		
		Multi-Eng - t	JNK/ NR	ROLOPER	art - UN	K/ NK
Instrument Rating(s) - NONE						

File No 2	70 1/18/87	ALBUQUERQUE, NM	A/C Reg. No. N918AA	Time (Lc1) - 1530 MST
Occurrence #1 Phase of Operation		- IN FLIGHT		
3. STALL/SPIN - IN 4. REMEDIAL ACTION	E OF PROCEDURE,OVE ADVERTENT - PILOT - NOT PERFORMED -	R CONFIDENCE IN AIRCRAF IN COMMAND	T'S ABILITY - PILOT IN COMMAND	
Occurrence #2 Phase of Operation				
Probable Cause				
The National Transpo is/are finding(s) 1,	-	rd determines that the	Probable Cause(s) of this accide	nt

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

Brief of Accident

File No 240 1/20/87 TAOS,	S,NM A/C Reg. No. N6321X			T	ime (Lcl) -	1811 MST		
Basic Information Type Operating Certificate-NONE (GENERA		AVIATION) Aircraft Dámage SUBSTANTIAL			Injuries Fatal Serious Minor			
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	Fir NO	e NE	Crew Pass	0 0	0 0	0 0	1 0	
Aircraft Information Make/Model - BEECH A36 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3600 No. of Seats - 6	Number Engines Engine Type	- CONTINENTAL I(- 1 - RECIP-FUEL IN - 285 HP			Installed/4 tall Warnir			
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(BRIGHT)	Itinerary Last Departure P NORMAN,OK Destination TAOS,NM ATC/Airspace Type of Flight P Type of Clearanc Type Apch/Lndg	lan - VFR/IFR e - SPECIAL IF	ĒR	ON AIR Airport D TAOS M Runway Runway Runway	ata INICIPAL Ident - Lth/Wid - Surface -	22 5800/ ASPHALT DRY	75	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND	Age - 56 Biennial Flight Review Current - YE Months Since - 7 Aircraft Type - C-	S Total Make/Mo 90 Instrum	Fligh - odel- ment-	t Time (H 3880 25	ours) Last 24	Hrs - Days- UN	3	

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT WAS MAKING A NIGHT VFR LANDING APPROACH TO RWY 22 AT TAOS, NEW MEXICO, WHEN THE ACFT STRUCK SOME HIGH VOLTAGE POWER TRANSMISSION LINES RUNNING PERPENDICULAR TO THE RWY. THE PLT WAS ABLE TO MAINTAIN CONTROL OF THE ACFT AND LANDED IT SUCCESSFULLY. THE ACFT WAS SUBSTANTIALLY DAMAGED, HOWEVER, THE PLT WAS NOT INJURED.

File No 2	40 1/20/87	TAOS, NM	A/C Reg. No. N6321X	Time (Lcl) - 1811 MST
······································				
Occurrence #1 Phase of Operation	IN FLIGHT COLLIS APPROACH - VFR P	ATTERN - FINAL APPROACH		
Finding(s) 1. OBJECT - WIRE,T	RANSMISSION			

2. ALTITUDE - 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

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Brief of Accident

Basic Information Type Operating Certificate-NONE (6	SENERAL AVIATION)	Aircra	ft Damage			Injur	ies	
			ANTIAL		Fatal	•	Minor	None
Type of Operation -INSTRUC		Fire		Crew	0	0	0	1
Flight Conducted Under -14 CFR	91	NONE		Pass	0	0	0	0
Accident Occurred During -TAXI								
Aircraft Information								
Make/Model - CESSNA 172B			ONTINENTAL	0-300-D		Installed/A		
Landing Gear - TRICYCLE-FIXED		ngines -				tall Warnin	g System	- YES
Max Gross Wt - 2200	Engine Ty	•	ECIPROCATIO	NG-CARBURE	TOR			
No. of Seats - 4	Rated Pov	ver -	145 HP					
Environment/Operations Information								
Weather Data	Itinerary					Proximity		
Wx Briefing - FSS	Last Depar		t		ON AIR	PORT		
Method - TELEPHONE	SAME AS							
Completeness - FULL	Destination				Airport D			
Basic Weather - VMC	PLAINVIE	EW,TX				L INDUSTRIA		
Wind Dir/Speed- 310/022 KTS							30	
Visibility - 40.0 SM	ATC/Airspace					Lth/Wid -		200
Lowest Sky/Clouds - CLEAR	Type of Fi					Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Cl Type Apch/				Runway	Status -	DRY	
Precipitation - NONE	Type Apch/	Lhag	- NONE					
Condition of Light - DAYLIGHT								
Personnel Information Pilot-In-Command	Age - 32		Medical (°ertificat		MEDICAL-NO	WATVERS/	ITMTT
Certificate(s)/Rating(s)	Biennial Flight				it Time (H		WAIVER5/	
STUDENT	Current	- N/A		1 -		Last 24	Hrs -	1
• • • • • • • • • • • • • • • • • • • •	Months Since				35	Last 30		-
	Aircraft Typ			rument-	0		,	
Instrument Rating(s) - NONE Narrative ENT PLT OBTAINED WX BRIEFING FROM FC TO ROSWELL, NM, VIA HOBBS, NM,. PLT	IRT WORTH FSS AND FILED) VFR FLT I	PLAN FOR X		LT FROM P			

File No. - 233 1/24/87 Time (Lcl) - 1141 MST ROSWELL, NM A/C Reg. No. N8224X _____ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAXI - TO TAKEOFF Finding(s) 1. WEATHER CONDITION - HIGH WIND 2. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND З. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND 4. WEATHER CONDITION - GUSTS 5. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND 6. IMPROPER DECISION, QUALIFICATION - FLIGHT INSTRUCTOR (ON GROUND) 7. WIND INFORMATION - NOT IDENTIFIED - PILOT IN COMMAND _____ Occurrence #2 NOSE OVER Phase of Operation TAXI - TO TAKEOFF

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

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

Brief of Accident

Basic Information Type Operating Certificate-ON-DEMAND	AIR TAXI	Aircraft	Damage		In	juries	
		SUBSTANT		Fata	al Seriou		n None
Type of Operation -PERSONAL		Fire	Cr		0 0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pa	ss () 0	1	3
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - PIPER PA-28-181			MING 0-360-A4M		ELT Installe		
Landing Gear - TRICYCLE-FIXED	Number Eng				Stall War	ning Syste	∋m − YES
Max Gross Wt - 2450			PROCATING-CARB	URETOR			
No. of Seats - 4	Rated Powe	r - 1	80 HP				
Environment/Operations Information							
Weather Data Itinerary					ort Proximit		
Wx Briefing - FSS	Last Depart	ure Point		OFF	<pre>AIRPORT/ST</pre>	RIP	
Method - TELEPHONE	LAMAR, CO						
Completeness - FULL	Destination			Airpor	rt Data		
Basic Weather - IMC	TAOS, NM			-	÷		
Wind Dir/Speed- 240/003 KTS Visibility - 1.000 SM	ATC/Airspace				nway Ident nway Lth/Wid		
	ART OBS Type of Fli	abt Dlan -			nway Lth/wid nway Surface		
Lowest Ceiling - OVERCAST	Type of Cle				way Surface way Status		
Obstructions to Vision- FOG			FORCED LANDING		lway status	- IN/ A	
Precipitation - SNOW		nag	TORCED LANDING				
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 43	M	edical Certifi	cate - V/	NITO MEDICAL	-WATVERS/I	тмтт
Certificate(s)/Rating(s)	Biennial Flight R				e (Hours)		
PRIVATE	Current	- YES	Total -		•	24 Hrs -	11
SE LAND	Months Since					30 Days-	
	Aircraft Type	- 152	Make/Model- Instrument-	15	Last	90 Days-	59
Instrument Rating(s) - NONE							
Narrative							
NON-INSTRUMENT RATED PLT INADVERTENTLY							

File No. - 274 1/31/87 TAOS, NM A/C Reg. No. N6913L Time (Lcl) - 1210 MST _____ Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - SNOW 2. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND 3. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND 4. WEATHER CONDITION - FOG Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND 6. TERRAIN CONDITION - ROUGH/UNEVEN _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

Brief of Accident

File No 237 2/16/87 CARRIZC	A/C Reg	. No. N1741F		Time (Lcl) - 1630 MST			
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft SUBSTANT		Injuries Fatal Serious Minor				
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	Crew	0	0	1	0	
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	NONE	Pass	0	0	0	0	
Aircraft Information Make/Model - CESSNA 172H	Eng Make/Model - CONT		сь т	Installed/A	otivatod	- VEC/V	
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	INENTAL 0-300-D		tall Warnir			
Max Gross Wt - 2150	Engine Type - RECI	PROCATING-CARBURE			ig system	125	
No. of Seats - 4	Rated Power - 1						
Environment/Operations Information							
Veather Data	Itinerary			Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRIP	•		
Method - N/A	CARRIZOZO, NM						
Completeness - N/A Basic Weather - IMC	Destination ALBUQUERQUE,NM		Airport D	ата			
Wind Dir/Speed- CALM	ALBOQUERQUE, NM		Punway	Ident -	N/A		
Visibility - 1.000 SM	ATC/Airspace				N/A		
Lowest Sky/Clouds ~ PART OBS	Type of Flight Plan -	NONE			N/A		
Lowest Ceiling - 4000 FT BROKEN					N/A		
Obstructions to Vision- FOG	Type Apch/Lndg -	NONE					
Precipitation - SNOW SHOWER							
Condition of Light - DAYLIGHT							
Personnel Information							
		ledical Certificat			IVERS/LIM	IT	
	iennial Flight Review		t Time (H		11mm 11mm		
PRIVATE SE LAND	Current - YES Months Since - 18	Total - Maka/Madal-		Last 24		-	
JE LANU	Aircraft Type - UNK/NR	Make/Model-	44 0	Last 30) Days-) Days-	2 15	
	A TOTATE TYPE - UNK/NR	THS trument-	∠	Last 90	uays-	15	

Instrument Rating(s) - NONE

----Narrative----

THE ACFT ENTERED CLOUDS OVER MOUNTAINOUS TERRAIN. THE PLT'S NEXT VISUAL CONTACT WAS A MOUNTAIN IN HIS FLT PATH. DURING MANEUVERING TO AVOID A CRASH THE ACFT STRUCK ROUGH TERRAIN AND NOSED OVER.

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File No 2	37 2/16/87	CARRIZOZO,NM	A/C Reg. No. N1741F	Time (Lc1) - 1630 MST
Occurrence #1 Phase of Operation		TER WITH WEATHER		
3. IMPROPER US 4. PREFLIGHT BRIEF	TO IMC - INADVERTE E OF PROCEDURE,LAC ING SERVICE - NOT	NT - PILOT IN COMMAN K OF RECENT INSTRUME OBTAINED - PILOT IN D - PILOT IN COMMAND	NT TIME - PILOT IN COMMAND COMMAND	
Occurrence #2 Phase of Operation		ION WITH TERRAIN		
Finding(s) 6. TERRAIN CONDITI	DN - MOUNTAINOUS/H	ILLY		
Probable Cause				
The National Transpo is/are finding(s) 2,		rd determines that t	he Probable Cause(s) of this accid	ent

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

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Brief of Accident

asic Information									
Type Operating Certificate-ON-DEMAND A	IR TAXI	Aircraft D	amage		Injur	ies			
		SUBSTANTI		Fatal	Serious	Minor			
Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91	AL	Fire	Crew		0	0	1		
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI		NONE	Pass	0	0	0	0		
Aircraft Information									
Make/Model - CESSNA 152	•	ke/Model - LYCOM			Installed/A				
Landing Gear ~ TRICYCLE-FIXED				-	tall Warnin	ig System	- YES		
Max Gross Wt - 1670		Type - RECIP		TOR					
No. of Seats - 2	Rated	Power - 11	о нр						
Environment/Operations Information									
Veather Data	Itinerary	,		Airport	Proximity				
Wx Briefing - FSS		parture Point		ON AIR					
Method - TELEPHONE	HOBBS	•							
Completeness - UNK/NR	Destinat	ion		Airport D	ata				
Basic Weather - VMC	SAME	AS ACC/INC		CAVERN	CITY				
Wind Dir/Speed- 220/024 KTS				Runway	Ident -	21			
Visibility - 50.0 SM	ATC/Airsp	ace		Runway	Lth/Wid -	7854/	150		
Lowest Sky/Clouds ~ CLEAR		Flight Plan - N			Surface -				
Lowest Ceiling - NONE		Clearance - N		Runway	Status -	DRY			
Obstructions to Vision- NONE	Туре Ар	ch/Lndg - T							
Precipitation - NONE		F	ULL STOP						
Condition of Light - DAYLIGHT									
Personnel Information									
Pilot-In-Command	Age - 20	Ме	dical Certificat	te - VALID	MEDICAL-WA	IVERS/LIM	1I T		
Certificate(s)/Rating(s)	Biennial Flig	ht Review	Fligh	nt Time (H	ours)				
STUDENT		- N/A							
	Months Si	nce - N/A	Make/Model-	19	Last 30	Days- UN	JK/N R		
	Aircraft	Type - N/A	Instrument-	0	Last 90	Days-	19		

----Narrative----

THE STUDENT PLT WAS ON A SOLO X-COUNTRY AND LANDED AT AN INTERMEDIATE ARPT. THE ACFT WAS TAXIING FROM LANDING WITH A 24 KT TAILWIND. A STRONG GUST OF WIND HIT THE ACFT AND IT NOSED OVER.

3/22/87 CARLSBAD, NM A/C Reg. No. N6285Q File No. - 393 Time (Lcl) - 1150 MST ----------Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER Phase of Operation TAXI - FROM LANDING Finding(s) 1. WEATHER CONDITION - TAILWIND 2. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND З. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 2,3

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

Brief of Accident

Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircraft	Damage		Injur	ies	
	SUBSTAN	-	Fatal			None
Type of Operation -POSITIONING	Fire			0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	6 0	0	0	0
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - AERO COMMANDER S-2D	Eng Make/Model - P&W			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warnin	g System	- NO
Max Gross Wt - 6000	Engine Type - REC		RETOR			
No. of Seats - 1	Rated Power -	600 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	• • • • • • •		OFF AI	RPORT/STRIP		
Method - N/A	DEMING, NM					•
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		D	T -1		
Wind Dir/Speed- 220/005 KTS Visibility - 40.0 SM	ATC/Airspace				N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -			•	N/A ASPHALT	
Lowest Ceiling - NONE	Type of Clearance -				DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -		Runway	Status	DRT	
Precipitation - NONE	Type Apen/Endg	STRAIGHT IN				
Condition of Light - DAWN						
Personnel Information						
Pilot-In-Command	Age - 53	Medical Certifica	ate - VALID	MEDICAL-WA	IVERS/LI	MIT .
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	Flig	ght Time (H			
COMMERCIAL	Current - YES	Total -	14720			
SE LAND	Months Since - 0	Make/Model-	5000	Last 30		
HELICOPTER	Aircraft Type - UNK/NR		140	Last 90		
		Multi-Eng -	172	Rotorcr	aft -	405
Instrument Rating(s) - NONE						
Instrument Rating(s) - NONE	Aircraft Type - UNK/NR	Multi-Eng -	172	Last 90 Rotorcr	Days- aft -	

THE PLT SAID HE SUSTAINED MINOR INJURIES. THE ACFT WAS SUBSTANTIALLY DAMAGED.

THEN A DOUBLE TRANSFORMER POLE. THE ACFT CARTWHEELED AND CRASHED IN AN ADJOINING FIELD, COMING TO REST INVERTED.

File No. - 249 4/17/87 A/C Reg. No. N1714S Time (Lc1) - 0550 MDT COLUMBUS, NM Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 3. LANDING LIGHT - LACK OF 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. OBJECT - WIRE, TRANSMISSION 6. GO-AROUND - ATTEMPTED - PILOT IN COMMAND 7. OBJECT - UTILITY POLE 8. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND 9. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - IMPROPER - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND 10. 11. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND _____ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 12. TERRAIN CONDITION - OPEN FIELD _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,8,9,11

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

Brief of Accident

File No 392 6/27/87 DEMI	NG,NM A/CR	eg. No. N6124T	Time (Lcl) - 1135 MDT			
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraf SUBSTA	t Damage NTIAL	Injuries Fatal Serious Minor			
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0	0	0	None 1 2
Aircraft Information Make/Model - CESSNA 182RG Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3200 No. of Seats - 4			S	Installed// tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 050/005 KTS Visibility - 50.0 SM Lowest Sky/Clouds - 10000 FT THI Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point ADDISON Destination SAME AS ACC/INC ATC/Airspace N BKN Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	ON AIR Airport D DEMING Runway Runway Runway	ata Ident - Lth/Wid - Surface -		60
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 42 Biennial Flight Review Current - YES Months Since - 9 Aircraft Type - UNK/NR	Total - Make/Model-	nt Time (H 536 9	ours) Last 24 Last 30		4

Instrument Rating(s) - NONE _____

----Narrative----

DURING THE LANDING FLARE THE PLT REPORTED HE FLARED LATE AND THE ACFT BOUNCED AND PORPOISED. THE PLT COMMENTED AND THE PLT RATED PASSENGER IN THE RIGHT SEAT MISINTERPRETED THE COMMENT AS A REQUEST FOR ASSISTANCE. WITH TWO PEOPLE CONFLICTING ON THE CONTROLS A LOSS OF CONTROL OCCURRED. THE ACFT DEPARTED THE RWY, STRUCK A YUCCA PLANT WITH THE WING TIP. THE ACFT SPUN AROUND AND THE MAIN LANDING GEAR FAILED. THE ACFT SLID TO A STOP PARTIALLY ON THE RWY.

File No. - 392 6/27/87 DEMING, NM A/C Reg. No. N6124T Time (Lc1) - 1135 MDT _____ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. FLARE - MISJUDGED - PILOT IN COMMAND 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 3. RECOVERY FROM BOUNCED LANDING - POOR - PILOT IN COMMAND 4. CONTROL INTERFERENCE - INADVERTENT - PASSENGER 5. COMMUNICATIONS - INATTENTIVE - PASSENGER _____ _____ ON GROUND COLLISION WITH TERRAIN Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - HIGH VEGETATION -----Occurrence #3 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Findina(s) 7. LANDING GEAR, MAIN GEAR - OVERLOAD 8. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

Brief of Accident

Basic Information										
Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage	Aircraft Damage			Injuries				
~		SUBSTANTIAL	_	Fatal	Serious					
Type of Operation -PERSO Flight Conducted Under -14 CF		Fire NONE	Crew	0	0	0	1			
Accident Occurred During -LANDI		NUNE	Pass	0	0	0	0			
Aircraft Information										
Make/Model - CESSNA 150		/Model - CONTINENTAL	0-200-A		[nstalled/Ac					
Landing Gear - TRICYCLE-FIXED		ngines - 1			tall Warning	g Syste	em – UNK/NF			
Max Gross Wt - 1500		ype - RECIPROCATIN	IG-CARBURE	TOR						
No. of Seats - 2	Rated Po	wer - 100 HP								
Environment/Operations Information										
Weather Data	Itinerary				Proximity					
Wx Briefing - UNK/NR	•	rture Point		ON AIR	PORT					
Method - UNK/NR	LAS VEG									
Completeness - UNK/NR Basic Weather - VMC	Destinatio LOCAL	n	,	Airport Da	ATA LAS VEGAN A:					
Wind Dir/Speed- 100/008 KTS	LUCAL					07	1.			
Visibility - 40.0 SM	ATC/Airspac	8			Lth/Wid -	-	100			
	FT SCATTERED Type of F				Surface -					
Lowest Ceiling - NONE		learance - NONE				DRY				
Obstructions to Vision- NONE		/Lnda - FULL STO)P		010100					
Precipitation - NONE	51	,								
Condition of Light - DAYLIG	HT									
Personnel Information										
Pilot-In-Command	Age - 32				MEDICAL-NO	WAIVER	S/LIMIT			
Certificate(s)/Rating(s)	Biennial Flight			t Time (H						
STUDENT	Current	- N/A Total		23						
	Months Sinc		Model-							
	Aircraft Ty	pe - N/A Instr	rument-	0	Last 90	Days-	13			
Instrument Rating(s) - NONE										

DURING LANDING A GUST OF WIND OCCURRED FROM THE RIGHT. THE STUDENT PILOT WAS NOT ABLE TO CORRECT FOR THE WIND AND LOST CONTROL OF THE AIRCRAFT. THE AIRCRAFT VEERED TO THE LEFT OF THE RUNWAY ONTO ROUGH TERRAIN AND THEN NOSED OVER INVERTED.

3/18/87 LAS VEGAS, NV Time (Lcl) - 0850 PST File No. - 258 A/C Reg. No. N457AF _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - GUSTS 2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF FACILITY, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND З. 4. WEATHER CONDITION - CROSSWIND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN _____ Occurrence #3 NOSE OVER -Phase of Operation LANDING - FLARE/TOUCHDOWN _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA	AVIATION) Aircraf	t Damage		Injur	ies	
Type operating out throate hold (achema	SUBSTA	5	Fatal			None
Type of Operation -PERSONAL	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 172-M	Eng Make/Model - LY					
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnin	g System ·	- YES
Max Gross Wt - 2300	Engine Type - RE		ETOR			
No. of Seats - 4	Rated Power -					
Environment/Operations Information	-					
Weather Data	Itinerary		Airport F ON AIRS			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point ITHACA,NY		UN AIR:	SIRIP		
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	SAME AS ACC/INC		TRI-CIT			
Wind Dir/Speed- 330/008 KTS	0				21	
Visibility - 40.0 SM	ATC/Airspace			Lth/Wid -		75
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runway	Surface -	ASPHALT	
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	420 - 25	Modical Contifica		MEDICAL-WA		τ -
Certificate(s)/Rating(s)	Age - 25 Biennial Flight Review	Flio	ht Time (Ho	MEDICAL WA	IVERS/EIM.	11
COMMERCIAL,CFI	Current - YES	Total -	523	Last 24	Hrs -	2
SE LAND					Days- UN	
	Months Since - UNK/NR Aircraft Type - UNK/NR	Instrument-	125	Last 90	Days-	
		Multi-Eng - U	NK/NR	Rotorcr	aft - UN	
Instrument Rating(s) - AIRPLANE						
 Narrative						

NOTED THAT ALL WHEELS ROTATED FREELY AND THE NOSEWHEEL STRUT WAS EXTENDED AND LOCKED WITH WEIGHT OFF THE NOSEWHEEL.

File No. - 252 2/17/87 ENDICOTT,NY A/C Reg. No. N80583 Time (Lc1) - 1530 EST _____ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - SNOWBANK 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4. WEATHER CONDITION - CROSSWIND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 6. 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) 2,5,6

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

Brief of Accident

.

Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION) A	ircraft Damage			Injur	ies	
		SUBSTANTIAL		Fatal			None
Type of Operation -EXECUTIV		ire	Crew		0	1	0
Flight Conducted Under -14 CFR 9	1 (ON GROUND	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 414		I - CONTINENTAL	TSI0520N	ELT 1	[nstalled/#	ctivate	d - YES/Y
Landing Gear - TRICYCLE-RETRACTABL				St	tall Warnir	ng Syste	m - YES
Max Gross Wt ~ 6350		- RECIP-FUEL	INJECTED				
No. of Seats - 7	Rated Power						
Environment/Operations Information	-						
Weather Data	Itinerary			Airport F			
Wx Briefing ~ FSS	Last Departure	Point		OFF AIF	RPORT/STRIF	>	
Method - TELEPHONE	COLUMBUS,OH						
Completeness - UNK/NR	Destination			Airport Da	ata		
Basic Weather - VMC	SAME AS ACC/	INC		-	-		
Wind Dir/Speed- 060/008 KTS Visibility - 10.0 SM						· 05	75
Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight				Lth/Wid - Surface -		
Lowest Ceiling - 25000 FT E					Status -		1
Obstructions to Vision- NONE	Type Apch/Lndg		IT – TN	Kullway	Status	DRI	
Precipitation - NONE	Type Apen, Endg	FORCED					
Condition of Light - DAYLIGHT		1 OKO2D	EARDERING				
Personnel Information							
Pilot-In-Command	Age - 35	Medical	Certifica	te - VALID	MEDICAL-NO	WAIVER:	S/LIMIT
Certificate(s)/Rating(s)	Age - 35 Biennial Flight Revie	ew	Flig	ht Time (Ho	ours)		
COMMERCIAL, CFI				6144			
SE LAND, ME LAND	Months Since -			1025			
	Aircraft Type - 4	414 Inst	rument-	702	Last 90) Days-	251
		Muit	i-Eng -	2689			
Instrument Rating(s) - AIRPLAN	E						

THE RUNWAY AFTER PULLING UP TO AVOID A COLLISION WITH AN AUTOMOBILE ON THE ROAD OF INTENDED LNDG. THE WRECKAGE EXAMINATION FAILED TO DISCLOSE ANY AIRCRAFT PROBLEMS. THE EXACT REASON FOR THE DUAL ENGINE FAILURE WAS NOT DETERMINED.

File No 2	03 1/04/87	GALLIPOLIS,OH	A/C Reg. No. N345TR	Time (Lc1) - 1803 EST
Occurrence #1 Phase of Operation	LOSS OF POWER(TO APPROACH - VFR P	ITAL) - NON-MECHANICAL ATTERN - DOWNWIND		
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation		ATTERN - BASE TURN		
3. CHECKLIST - NOT	USED - PILOT IN C	MED - PILOT IN COMMAND OMMAND DEQUATE - PILOT IN COM		
Occurrence #3 Phase of Operation				
Finding(s) 5. OBJECT - OBJECT 6. AIRCRAFT HAND				
Probable Cause				
Probable Cause	 rtation Safety Boa		Probable Cause(s) of this accid	dent

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

Brief of Accident

File No 395 3/22/87 BELLE	FONTAINE, OH A/C R	eg. No. N90398	Time (Lc1) - 1030 EST					
Basic Information Type Operating Certificate-NONE (GENERA		CON) Aircraft Damage SUBSTANTIAL			Injuries Fatal Serious Minor			
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE		0 0	0 0	0 0	1 0		
Aircraft Information Make/Model - CHAMPION 7FC Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1500 No. of Seats - 3	Eng Make/Model - CO Number Engines - 1 Engine Type - RE 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 - 10.0 SM Lowest Sky/Clouds - 25000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/INC Destination LOCAL ATC/Airspace	- NONE - NONE	ON AIR Airport D BELLEF Runway Runway Runway	ata ONTAINE MUN Ident - Lth/Wid - Surface -	04 4400/	65		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 41 Biennial Flight Review Current - YES Months Since - 7	Total -	t Time (H 93	ours) Last 24	Hrs -	/LIMIT 4 6		

Instrument Rating(s) - NONE

----Narrative----

THE ACFT WAS LANDED ON RWY 04 WITH THE WIND FROM THE EAST AT EIGHT KTS. THE FLIGHT WAS THE FIRST SOLO IN A TAIL WHEEL EQUIPPED ACFT FOR THE PLT. HE HAD OBTAINED NO FORMAL INSTRUCTION IN A TAIL WHEEL ACFT BUT HAD FLOWN WITH A FRIEND. ON LANDING THE ACFT BOUNCED, TOUCHED DOWN AGAIN, AND YAWED RIGHT. THE ACFT RAN OFF THE RWY RIGHT SIDE AND COLLIDED WITH TREE. TO PREVENT THE ACCIDENT THE PLT RECOMMENDED OBTAINING ADDITIONAL TRAINING.

File No 3	95 3/22/87	BELLEFONTAINE, OH	A/C Reg. No. N90398	Time (Lcl) - 1030 EST	
Occurrence #1 Phase of Operation	ON GROUND COLLIS LANDING - ROLL	ION WITH OBJECT			
Finding(s)					

1. OBJECT - TREE(S)

2. IMPROPER USE OF PROCEDURE, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Dama	ae		Injur	ies	
·) / · · · · · · · · · · · · · · · · · ·		SUBSTANTIAL	0	Fatal			None
Type of Operation -PERSONA		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 177		/Model - LYCOMING			Installed/A		
Landing Gear - TRICYCLE-FIXED		ngines – 1			tall Warning	g System	- YES
Max Gross Wt - 2275		/pe - RECIPROC		OR			
No. of Seats - 4	Rated Poi	ver - 150 H	P 				
Environment/Operations Information			~				
Weather Data	Itinerary				proximity		
Wx Briefing - NWS	Last Depar			OFF AI	RPORT/STRIP		
Method - ACFT RADIO	XENIA, OF						
Completeness - UNK/NR Basic Weather - VMC	Destination LOCAL	1	A	irport Da			
Wind Dir/Speed- CALM	LUCAL				ILLE AIR PAU Ident -	<k 09</k 	
Visibility - 15.0 SM	ATC/Airspace	2		-	Lth/Wid -	-	30
Lowest Sky/Clouds - 3500 FT					Surface -		30
Lowest Ceiling - NONE	Type of C	learance - NONE			Status -		
Obstructions to Vision- NONE	Type Apch,	Lndg - FORC	ED LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 55		al Certificate			IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight			Time (Ho			
ATP,CFI SE LAND,ME LAND	Months Since	- YES T	otal - 6	386	Last 24	Hrs -	1
SE LAND, ME LAND	Aircraft Ty	= - / M ⊳o - UNK∕ND T	ake/Model- UNK nstrument-	/ NK 721	Last 30	Days- UN	30
	Affectate ty		ulti-Eng - 1		Last 90	Days-	30
Instrument Rating(s) - AIRPLA	NE						
·							
Narrative PLT REPORTED A PARTIAL PWR LOSS AT A						TOUT	
FLI KLFUKILU A FAKIIAL FWK LUSS AL A	DODI JUTI AGL DURING		CIDENT INSPECT				

File No. - 363 4/18/87 BROOKVILLE,OH A/C Reg. No. N2356Y Time (Lc1) - 1530 EDT Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation DESCENT - EMERGENCY Finding(s) 1. FLUID, FUEL - WATER 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND _____ -----Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ _____ Occurrence #3 HARD LANDING Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - SOFT ----Probable Cause----

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

Brief of Accident

File No 293 4/22/87 YOUNG	STOWN,OH	A/C Reg.	No. N79RR	T 	ime (Lc1) - 	1440 ED1	- 	
Basic Information Type Operating Certificate-ON-DEMAND AI	R TAXI	Aircraft D			Injuries			
Turne of Organition		SUBSTANTI Fire	AL Cre	Fatal w O	Serious O	Minor O	None	
Type of Operation -POSITIONING Flight Conducted Under -14 CFR 91		NONE	Pas		0	0	1	
Accident Occurred During -HOVER		NONE	143	5 0	Ū	Ŭ	•	
-Aircraft Information								
Make/Model - BELL B-206-1		(e/Model - ALLIS	DN 250-C-28		Installed/A			
Landing Gear - TRICYCLE-FIXED		Engines - 1		S	tall Warnin	g System	- NO	
Max Gross Wt - 4050		Type ~ TURBO						
No. of Seats - 7	Rated F	ower - 43	5 HP					
-Environment/Operations Information								
Weather Data	Itinerary				Proximity			
Wx Briefing ~ NO RECORD OF BRIEFING		parture Point		ON AIR	PORT			
Method - N/A Completeness - N/A	Destinat	STOWN, OH		Ainmont D	a t a			
Basic Weather - VMC		AS ACC/INC		Airport D	ala			
Wind Dir/Speed- 360/007 KTS	JAME /	AS ACC/INC		Punway	Ident -	N/A		
Visibility - 7.0 SM	ATC/Airspa	ace				N/A		
Lowest Sky/Clouds - CLEAR	Type of	Flight Plan - N	ONE		Surface -			
Lowest Ceiling - NONE	Type of	Clearance - N	ONE		Status -			
Obstructions to Vision- NONE	Type Apo	h/Lndg - N	ONE	,				
Precipitation - NONE								
Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command	Age - 33	Me	dical Certific			IVERS/LIN	IIT	
Certificate(s)/Rating(s)	Biennial Flig	nt Review	Fli	ght Time (H				
COMMERCIAL	Current	- YES nce - 6	iotal -	3423	Last 24		1	
	Months Si	nce - 6	Make/Model-	1300	Last 30	Days-	35	
HELICOPTER	Aircraft	ype - B-206 B	instrument-	8/	Last 90		99 3423	
					KULUPCP	art -	3423	
Instrument Rating(s) - HELICOPTER								

THE AIRFRAME FOLLOWING THE COLLISION. THERE WERE NO POSTIMPACT MECHANICAL MALFUNCTIONS/FAILURES.

File No 293	4/22/87 YOUNGSTOWN,	OH A/C Reg. No	. N79RR Time	e (Lc1) - 1440 EDT
	I FLIGHT COLLISION WITH OBJE VER	ст		
Finding(s) 1. OBJECT - UTILITY PC 2. VISUAL LOOKOUT - 3. CLEARANCE - MISJUDG	INADEQUATE - PILOT IN COMMA	ND		
Probable Cause				

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

Brief of Accident

		A/C Reg. No. N76ND			Time (Lcl) - 1700 CST				
-Basic Information Type Operating Certificate-NONE (GENERA		raft Damage STANTIAL		Injuries Fatal Serious Minor M					
Type of Operation -PERSONAL	Fire	-	Crew	0	0	0	1		
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		E	Pass	ō	ō	Ō	4		
-Aircraft Information									
Make/Model - PIPER PA-31 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6500	Eng Make/Model - Number Engines - Engine Type -	2 RECIP-FUEL INJEC			[nstalled/A tall Warnin		- YES-UNK/ - YES		
No. of Seats - 7	Rated Power -	270 HP							
-Environment/Operations Information									
Weather Data	Itinerary		A		Proximity				
Wx Briefing - FSS	Last Departure Po	int		OFF AIF	RPORT/STRIP				
Method - TELEPHONE	FARGO, ND								
Completeness - UNK/NR Basic Weather - VMC	Destination ENID,OK		A 1 I	rport Da	ata D MUNICIPAL				
Wind Dir/Speed- 170/014 KTS	ENID, UK			Runway	-	N/A			
Visibility - 7.0 SM	ATC/Airspace					N/A N/A			
Lowest Sky/Clouds - 12000 FT SCAT		an - IFR				N/A			
	CAST Type of Clearance					N/A			
Obstructions to Vision- NONE	Type Apch/Lndg			, carmay	otatao	.,,,,			
Precipitation - NONE		FORCED LANDI							
Condition of Light - DAYLIGHT									
-Personnel Information									
Pilot-In-Command	Age - 23	Medical Certi	ificate ·	- VALID	MEDICAL-WA	IVERS/LI	MIT		
Certificate(s)/Rating(s)	Biennial Flight Review		Flight '	Time (Ho	ours)				
COMMERCIAL, CFI	Current - YES			62	Last 24		6		
SE LAND, ME LAND	Months Since - 3		∋1-	6	Last 30				
	Aircraft Type - UNK	/NR Instrumer	nt~ '	71	Last 90		66		
		Multi-Eng	g - 1:	31	Rotorcr	aft -	1		
Instrument Rating(s) - AIRPLANE									

THE ACFT EXPERIENCED A DOUBLE ENG FAILURE AS A RESULT OF FUEL EXHAUSTION DURING DESCENT TO THE DESTINATION APRT. THE PLT ATTEMPTED TO DIVERT TO A NEARBY ARPT DURING THE DESCENT, BUT BOTH ENGS QUIT BEFORE HE HAD THE RWY ASSURED. THE SUBSEQUENT ATTEMPTED FORCED LANDING RESULTED IN SUBSTANTIAL DAMAGE WHEN THE LEFT ENG RESTARTED DURING THE FLARE AND SPUN THE ACFT AROUND TO THE RIGHT. THE RIGHT WING TIP STRUCK THE GROUND, YAWING THE ACFT ON TOUCHDOWN. ALL 3 LANDING GEAR COLLAPSED AS A RESULT OF SIDE LOADS. THE PLT STATED THAT ADVERSE WINDS ALOFT EXTENDED THE FLT AND PREVENTED HIM FROM ARRIVING AT THE DESTINATION ARPT AND THAT WHEN HE BECAME AWARE OF THE CRITICAL FUEL STATE, IT WAS TOO LATE.

Time (Lcl) - 1700 CST File No. - 356 1/28/87 MEDFORD, OK A/C Reg. No. N76ND Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation DESCENT - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. WEATHER CONDITION - UNFAVORABLE WIND 3. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND 4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 5. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Findina(s) 6. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND 7. PROPELLER FEATHERING - NOT ATTAINED - PILOT IN COMMAND Occurrence #3 COMPLETE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 8. LANDING GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,3,5,8

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

• .

Brief of Accident

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Basic Information Type Operating Certificate-AGRICULTURA		inonaft Domogo			Toiun		
Type operating centrincate-Addicolloca		ircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -AERIAL APPI		ire	Crew	0		0	0
Type of Operation -AERIAL APPL Flight Conducted Under -14 CFR 137	1	NONE	Pass	õ	o O	õ	õ
Accident Occurred During -LANDING				-	-	-	-
Aircraft Information							
Make/Model - AIR TRACTOR AT-302	Eng Make/Mode	I - LYCOMING LTP10	01~600A1				
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines			St	all Warning	g System	- YES
Max Gross Wt - 5000	Engine Type						
No. of Seats - 1	Rated Power						
Environment/Operations Information	_						
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEFIN		Point		OFF AIR	PORT/STRIP		
Method - N/A	EAKLY, OK						
Completeness - N/A Basic Weather - VMC	Destination LOCAL			Airport Da	ita		
Wind Dir/Speed- VARIABLE	LUCAL			Bunkov	Ident -	N/A	
Visibility - UNK/NR	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan = NONE			Surface -		
Lowest Ceiling - NONE	Type of Clearar				Status -		
Obstructions to Vision- NONE		- FORCED LAN		Kanway	Julus	WC1	
Precipitation - NONE	i ype Apelly Ellag	POROED ER	Ding				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 42	Medical Cer	rtificat	e - NON-VA	LID MEDICA	L	
Certificate(s)/Rating(s)			Fligh	t Time (Ho	urs)		
COMMERCIAL	Biennial Flight Revie Current - \ Months Since -	ES Total		6200	Last 24		2
SE LAND	Months Since -	15 Make/Mo	odel-	800	Last 30		8
	Aircraft Type - \	/35 Instrum	ment-	30	Last 90		50
					Rotorcra	aft -	10
Instrument Rating(s) - NONE							

ENGINE FAILING COMPLETELY. DURING AN ATTEMPT TO TURN INTO THE WIND FOR AN EMERGENCY LANDING THE LEFT WING TIP STRUCK THE GROUND AND THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE.

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File No. - 379 2/11/87 COLONY, OK A/C Reg. No. N8864S Time (Lc1) - 1615 CST ----------Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. ENGINE ASSEMBLY, BEARING - DISINTEGRATED 2. TURBOSHAFT ENGINE, GAS GENERATOR - FAILURE, TOTAL _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 3. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND 4. LOAD JETTISON - PERFORMED - PILOT IN COMMAND _____ _____ Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING Finding(s) 5. TERRAIN CONDITION - WET ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,2

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA		Aircraft Da	ma 0.0		Inju	nios	
Type operating certificate none (deneka	L AVIATION)	SUBSTANTIA		Fatal			None
Type of Operation -PERSONAL		Fire	- Crew		0		1
Flight Conducted Under -14 CFR 91		NONE	Pass		0	0	3
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - PIPER PA-32RT-300			NG IO-540-K1G5		Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng			S	tall Warnin	ng System	- YES
Max Gross Wt - 3600 No. of Seats - 7		e - RECIP- r300	FUEL INJECTED				
			пр 				
Environment/Operations Information	T 4 3 4 5 4 5 4 5 5 5 5 5 5 5 5 5 5			• • • • •			
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Depart	una Baint		AIR ON AIR	Proximity		
Method - N/A	JACKSON, M			UN AIR	PURI		
Completeness - N/A	Destination	5		Airport D	ata		
Basic Weather - VMC	LAVERNE, O	к		LAVERN			
Wind Dir/Speed- 350/040 KTS						- 17	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid ·		JNK/NR
Lowest Sky/Clouds - CLEAR		ght Plan - NO			Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE		arance - NO	NE AFFIC PATTERN	Runway	Status -	- DRY	
Precipitation - NONE	Type Apch/L		LL STOP				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 39		ical Certifica) WAIVERS/	'LIMIT
Certificate(s)/Rating(s)	Biennial Flight R			ht Time (H			
COMMERCIAL SE LAND,ME LAND	Current Months Since	- YES	Total - Make/Model-	1163	Last 24	Hrs -	9
SE LAND, ME LAND	Aircraft Type		Instrument-	250	Last 30 Last 90) Days- Ur	1K/NR 25
	Anciart Type		Multi-Eng -		Last St) Days	25
Instrument Rating(s) - AIRPLANE							
Narrative NG A DOWNWIND LANDING, THE AIRCRAFT RAN O							
IDDY FIELD, SUBSTANTIALLY DAMAGING THE AIRCRAFT RAN D							

File No. - 267 4/01/87 LAVERNE, OK A/C Reg. No. N31681 Time (Lcl) - 1430 CST _____ Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND _____ Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 4. OBJECT - FENCE Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - GROUND 6. TERRAIN CONDITION - SOFT _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Brief of Accident (Continued)

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

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Brief of Accident

Type Operating Certificate-NONE (GE	NERAL AVIATION) A	rcraft Damage			Injur	ies	
		UBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -STOLEN Flight Conducted Under -14 CFR 9		ire IONE	Crew Pass	0	0	0	1 3
Accident Occurred During -TAXI	ין	IUNE	Pass	0	0	0	3
vircraft Information							
Make/Model - CESSNA 402B		- CONTINENTAL	. TSI0-520		Installed/A		
Landing Gear - TRICYCLE-RETRACTABL			THUEATER	S	tall Warnin	g System	- YES
Max Gross Wt - 6300	Engine Type Rated Power		INJECTED				
No. of Seats - 10		- 300 HP					
nvironment/Operations Information Weather Data	- Itinerary			Ainnont	Proximity		
Wx Briefing - NO RECORD OF BRIE	,	Point		ON AIR			
Method - N/A	SAME AS ACC/1			ON AIR	OKT		
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	SAME AS ACC/1	NC		ALTUS			
Wind Dir/Speed- 120/008 KTS				Runway	Ident -	UNK/NR	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -	•	
Lowest Sky/Clouds - 25000 FT	SCATTERED Type of Flight	Plan - NONE			Surface -		
	Type of Clearar			Runway	Status -	UNK/NR	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	-					
Condition of Light - NIGHT(DAR	K)						
Personnel Information Pilot-In-Command	Age - 17	Modical	Certificat	o – UNK/N	D		
Certificate(s)/Rating(s)	Biennial Flight Revie			t Time (H			
NONE	Current - N	I/A Tota				Hrs - UN	K/NR
	Months Since - N	I/A Make	/Model- UN	K/NR	Last 24 Last 30	Days- UN	K/NR
	Aircraft Type - N		rument- UN		Last 90		
		Mult	i-Eng - UN	K/NR	Rotorcra	aft - UN	K/NR
Instrument Rating(s) - NONE							
larrative							
	S FRIENDS ATTEMPTED TO STE	AL THE ARCET.	AFTER THE	ENGINES W	ERE STARTED	POWER	
YEAR OLD NON RATED PILOT AND 3 OF HI							

Brief of Accident (Continued) File No. - 277 4/03/87 ALTUS,OK A/C Reg. No. N402BC Time (Lcl) - 2100 CST _____ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAXI Finding(s) 1. STOLEN AIRCRAFT/UNAUTHORIZED USE - ATTEMPTED - UNQUALIFIED PERSON 2. THROTTLE/POWER CONTROL - EXCESSIVE - UNQUALIFIED PERSON 3. DIRECTIONAL CONTROL - NOT MAINTAINED - UNQUALIFIED PERSON _____ _____ Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation TAXI Finding(s) 4. OBJECT ~ BUILDING(NONRESIDENTIAL) _____ Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAXI Finding(s) 5. TERRAIN CONDITION - ROUGH/UNEVEN _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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

-Basic Information		TTO()				- .		
Type Operating Certificate-NON	E (GENERAL AVIA		Aircraft Damage SUBSTANTIAL			Injur Serious		None
	TRUCTIONAL	Fire		Crew	Fatal O	0	0	2
Flight Conducted Under -14 Accident Occurred During -TAK		NONE		Pass	0	0	0	1
Aircraft Information								
Make/Model - MOONEY M2OJ Landing Gear - TRICYCLE-RETRA	CTABLE	Eng Make/Model - L Number Engines -		D-360-A1B6D		[nstalled/# tall Warnir		
Max Gross Wt - 2740	o mbee	Engine Type - F		INJECTED	5		ig system	125
No. of Seats - 4		Rated Power -	200 HP					
-Environment/Operations Informati	on							
Weather Data	I	tinerary			Airport F			
Wx Briefing - FSS		Last Departure Poir	nt		ON AIRF	PORT		
Method - TELEPHONE Completeness - UNK/NR		SAME AS ACC/INC Destination			Airport Da	**		
Basic Weather - VMC						E CATFISH		
Wind Dir/Speed- 170/014 KTS		AREINGTON, IX				Ident -	• 17	
Visibility - 15.0 SM	А	TC/Airspace				Lth/Wid -		60
		Type of Flight Plar	n - NONE		Runway	Surface -	- GRASS/TL	RF
Lowest Ceiling ~ NONE		Type of Clearance			Runway	Status -	• WET	
Obstructions to Vision- NONE		Type Apch/Lndg	- NONE					
Precipitation - NONE								
Condition of Light - DAYL	IGHI 							
Personnel Information Pilot-In-Command	Aae -	26	Modical	Certificate				TMTT
Certificate(s)/Rating(s)	J	ial Flight Review	Mearear		t Time (Ho		WAIVERS/	
COMMERCIAL, CFI	С	urrent - YES	Tota	al -	535		Hrs -	3
SE LAND, ME LAND		lonths Since - 2		e/Model-) Days- UN	IK/NR
	А	ircraft Type - UNK/N		rument- i-Eng -		Last 90) Days-	161
Instrument Rating(s) - AI	RPLANE							
Noppotivo								
Narrative PLT ATTEMPTED TAKEOFF FROM THE 2						DWV WAS SO)CT	
FLI AIICMFIED JAKEUFF FRUM IME 2						DIRECTIONA		

File No. - 316 5/25/87 Time (Lcl) - 1800 CDT MARIETTA,OK A/C Reg. No. N4787H -----_ _ _ _ _ _ _ _ _ _ _ LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation TAKEOFF Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN 3. INSTRUCTIONS, WRITTEN/VERBAL - IMPROPER - PILOT IN COMMAND(CFI) 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI) 5. CLIMB - NOT ATTAINED - DUAL STUDENT _____ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF Finding(s) 6. TERRAIN CONDITION - GROUND _____ _____ ----Probable Cause----

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

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

Basic Information		<u></u>			. .			
Type Operating Certificate-NONE (GENER		Aircraft Damage			Injuries			
Type of Openation - INSTRUCTION		BSTANTIAL	Crew	Fatal O	Serious O	Minor O	None 1	
Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91	NO	-	Pass	0	0	0	0	
Accident Occurred During -LANDING	NO	NL .	rass	Ū	Ū	Ū	Ū	
-Aircraft Information								
Make/Mode1 - CESSNA 152		- LYCOMING 0-235-	·L2C		installed/A			
Landing Gear - TRICYCLE-FIXED	3				all Warnir	ng System –	YES	
Max Gross Wt - 1700	3 ,	- RECIPROCATING-C	CARBURE	FOR				
No. of Seats - 2	Rated Power	- 110 HP						
-Environment/Operations Information	.					÷		
Weather Data	Itinerary	- •		Airport F				
Wx Briefing - FSS Method - TELEPHONE	Last Departure P	סוחד		UFF AIR	PORT/STRIP	,		
Completeness - FULL	AUBURN,WA Destination		•	Airport Da	+-			
Basic Weather - VMC	CORVALLIS, OR		,		lla			
Wind Dir/Speed- 120/005 KTS	CORVALE13, OR			Runway	Ident -	N/A		
Visibility - 15.0 SM	ATC/Airspace					· N/A		
Lowest Sky/Clouds - 4000 FT SCA		lan - VFR				GRASS/TUP	RE	
Lowest Ceiling - 6000 FT BRC						WET		
Obstructions to Vision- NONE	Type Apch/Lndg		DING	-				
Precipitation - RAIN								
Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command	Age - 34	Medical Cert				WAIVERS/L	IMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Tatal		t Time (Ho			c	
STUDENT	Current - N/ Months Since - N/ Aircraft Type - N/	A IOTAI A Noko/Mee	-	62	Last 24	HITS - N Dava- UNK	6	
	Ainenaft Type - N/	A Make/Moc	101- 10+-	01		Days-UNr	20	
	Anchart Type - N/		=====	I	Last st	Days-	25	
Instrument Rating(s) - NONE								

PILOTS CERTIFICATE. PRIOR TO REACHING THE HOME AIRPORT, THE STUDENTS INSTRUCTOR TALKED TO HIM FROM THE GROUND AND ADVISED THE STUDENT NOT TO LAND, BUT RATHER CONTINUE ON TO ANOTHER AIRPORT AND THEN TO RETURN AS THE STUDENT NEEDED A LITTLE MORE TIME IN THE AIR. SMALL RAIN SHOWERS WERE PRESENT AND THE STUDENT PILOT MADE SOME COURSE DEVIATIONS. THE PILOT WAS SOUTH OF THE DESTINATION AIRPORT WHEN THE ENGINE QUIT DUE TO LACK OF FUEL. DURING FORCED LANDING ONTO WET GRASS THE AIRCRAFT NOSED OVER INVERTED.

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Brief of Accident (Continued) Time (Lcl) - 1700 PST File No. - 296 3/08/87 COBURG, OR A/C Reg. No. N68747 LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation CRUISE Finding(s) 1. WEATHER CONDITION - RAIN 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, EXCESSIVE WORKLOAD (TASK OVERLOAD) - PILOT IN COMMAND 3. FLUID.FUEL - EXHAUSTION 4. BECAME LOST/DISORIENTED 5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND 6. IN-FLIGHT PLANNING/DECISION - MISJUDGED - PILOT IN COMMAND 7. SUPERVISION - POOR - FLIGHT INSTRUCTOR(ON GROUND) Occurrence #2 FORCED LANDING Phase of Operation LANDING _____ Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 8. TERRAIN CONDITION - SOFT 9. TERRAIN CONDITION - WET ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 3,4,5,6,7

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

Basic Information							
Type Operating Certificate-NONE (GENERA		rcraft Damage UBSTANTIAL		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL		re	Crew	6 Fatar 0	0	MINOP O	1
Flight Conducted Under -14 CFR 91	N	ONE	Pass	Ó	Ō	Ō	1
Accident Occurred During -LANDING							
Aircraft Information	· · · · · · · · · · · · · · · · · · ·				· · · ·		
Make/Model - BELLANCA 17-30	Eng Make/Model		IO-520-D		nstalled/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines			St	all Warnin	g System ·	- YES
Max Gross Wt - 3325 No. of Seats - 4	Engine Type Rated Power		INCECTED				
Environment/Operations Information	Thingpon			Ainmont C			
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure	Point		Airport P	PORT/STRIP		
Method - N/A	MEDFORD, OR	Form		UPI AIR	FORT/ STRIP		
Completeness - N/A	Destination			Airport Da	ita		
Basic Weather - VMC	KLAMATH FALLS	, OR		MEDFORD			
Wind Dir/Speed- CALM				Runway	Ident -	N/A	
Visibility - 30.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight				Surface -		
Lowest Ceiling - NONE	Type of Clearar			Runway	Status -		
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	- FURCED	LANDING			HIGH VEG	ETATION
Condition of Light - DAYLIGHT							
-Personne: Information Pilot-In-Command	Age - 41	Modical	Contificat		MEDICAL-NO		ТМТТ
Certificate(s)/Rating(s)	Biennial Flight Revie			it Time (Ho		WAIVER5/1	
PRIVATE	Current - Y		.1 -	•		Hrs -	1
SE LAND, ME LAND	Months Since -	2 Make	/Model-	17	Last 30	Days- UN	
	Aircraft Type - L		rument-		Last 90		
		Mult	i-Eng -	109	Rotorcr	aft - UN	
Instrument Rating(s) - AIRPLANE							
Nonnotivo							
-Narrative DTAL AND SUDDEN LOSS OF POWER OCCURRED AT	ABOUT 3 500 FEET MSL F						
REE TURN BACK TO THE AIRPORT. SINCE AN UND							

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File No. - 265 3/27/87 MEDFORD, OR A/C Reg. No. N4878V Time (Lc1) - 1403 PDT Occurrence #1 LOSS OF POWER Phase of Operation CLIMB - TO CRUISE Finding(s) 1. UNDETERMINED _____ Occurrence #2 FORCED LANDING Phase of Operation LANDING -------_____ Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 2. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S) ______ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

Brief of Accident (Continued)

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

is/are finding(s) 1

Basic Information Type Operating Certificate-NONE (GEN	VERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9 Accident Occurred During -DESCENT	1	Fire NONE	Crew Pass	0	0 0	0 0	2 1
-Aircraft Information Make/Model - PIPER PA-28-140 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Number En	Model - LYCOMING 0-3 gines - 1 pe - RECIPROCATIN er - 150 HP		S	Installed/A tall Warnin		•
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 290/005 KTS Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Depan AURORA,O Destination NEWBURG, ATC/Airspace Type of Fl	OR ight Plan - NONE earance - NONE	D	ON AIR Airport D SPORTS Runway Runway Runway	ata MAN Ident - Lth/Wid - Surface -	- 34 - 2800/ - ASPHALT - DRY	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 38 Biennial Flight Current Months Since Aircraft Typ	Review - N/A Total - N/A Make/ - N/A Instr	Fligh	t Time (H 17 K/NR K/NR	Last 24 Last 30 Last 90) WAIVERS Hrs - U) Days- U) Days- U raft - U	NK/NR NK/NR NK/NR

Instrument Rating(s) - NONE

----Narrative----

SEATED AT THE CONTROLS IN THE LEFT FRONT SEAT WAS A PLT WHO HAD NOT FLOWN IN TEN YEARS. SEATED IN THE RIGHT FRONT SEAT WAS THE OWNER/STUDENT PLT. THE PURPOSE OF THE FLT ACCORDING TO THE PLT, WAS TO FAMILIARIZE THE PLT WITH THE ACFT SO THAT THE PLT COULD BECOME CURRENT AND QUALIFY FOR HIS BIENNIAL FLT REVIEW. ACCORDING TO THE OWNER, THE PLT HAD JUST AGREED TO PURCHASE THE ACFT. THE ACFT WAS LANDED WITH EXCESS AIRSPEED AND A HARD BOUNCED LANDING OCCURRED. A LOSS OF CONTROL WAS IMMINENT. THE PLT REQUESTED THE OWNER/STUDENT TO TAKE COMMAND OF THE ACFT. THE STUDENT PLT TOOK CONTROL OF THE ACFT AND ELECTED TO GO-AROUND. DURING THE ATTEMPTED GO-AROUND THE STUDENT PLT RAISED THE NOSE OF THE ACFT TOO HIGH RESULTING IN A LOSS OF AIRSPEED WITH A HIGH ANGLE OF ATTACK. A DEPARTURE STALL RESULTED WITH THE ACFT STRIKING THE GROUND OFF THE DEPARTURE END OF RWY 34.

File No 383	3/28/87 NEWBERG,OR	A/C Reg.	No. N4298T	Time (Lcl) - 1140 PST
Occurrence #1 HARE Phase of Operation LANE				
Finding(s) 1. AIRSPEED - EXCESSIVE 2. FLARE - PREMATURE - L 3. RECOVERY FROM BOUNCED	• • • • • •	ALIFIED PERSON		
Occurrence #2 LOSS Phase of Operation APPR				
Finding(s) 4. STALL - INADVERTENT - 5. AIRCRAFT HANDLING - 1	- PILOT IN COMMAND IMPROPER - PILOT IN COMMAND			
Probable Cause	· · · · · · · · · · · · · · · · · · ·			

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

Basic Information Type Operating Certificate-NONE (GENER		t Damage		Iniu	ries	
Type operating certificate None (dener	SUBSTA		Fatal	Serious		None
Type of Operation -INSTRUCTION		Crew		1		0
Flight Conducted Under -14 CFR 91	NONE	Pass		0	0	0
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - CESSNA 337E	Eng Make/Model - CO				Activated	
Landing Gear - TRICYCLE-RETRACTABLE			S	tall Warni	ng System	-YES
Max Gross Wt - 4630	Engine Type - RE					
No. of Seats - 6	Rated Power -	210 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN			OFF AI	RPORT/STRI	Р	
Method - N/A	PONCE, PR			- 4 -		
Completeness - N/A Basic Weather - VMC	Destination		Airport D	ata		
Wind Dir/Speed- 190/004 KTS	SAN JUAN, PR		Dupus	Ident	- N/A	
Visibility - 13.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - 1500 FT SCA				Surface		
Lowest Ceiling - 4500 FT BR					- WATER-CA	м
Obstructions to Vision- NONE	Type Apch/Lndg	~ TRAFFIC PATTERN		514140	WATER OA	
Precipitation - NONE	., Fe Fe , E					
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 61	Medical Certifica		MEDICAL-W		тт
Certificate(s)/Rating(s)	Age - 61 Biennial Flight Review	Flig	ht Timo (U	oune)	ATTERS/ CIM	
PRIVATE	Current - UNK/NR	Total -	312	Last 2	4 Hrs -	2
SE LAND	Months Since - UNK/NR	Make/Model-		Lasis	O Days- UN	
	Aircraft Type - UNK/NR		0	Last 9	O Days-	6
		Multi-Eng -				
Instrument Rating(s) - NONE						
Narrative E PLT STATED THAT DURING THE BASE LEG WITH				D 1 1 1 1 1 1 1 1 1 1		
E DET STATEN THAT NUDING THE DAGE LEG WITL	I 773 FLARS LOWERED THE ACET.	ENTERED AN UNCONTR	ULLED (FFT	BANK, CON	11801	

PAGE 314

File No 🤇	890 5/08/87	SAN JUAN, PR	A/C Reg. No. N1253M	Time (Lc1) - 1805 AST
Occurrence #1 Phase of Operation			х.	
Finding(s) 1. UNDETERMINED 2. STALL/SPIN - IN	NADVERTENT - PILOT	IN COMMAND		
Occurrence #2 Phase of Operation				
Finding(s) 3. TERRAIN CONDIT:	ON - WATER,GLASSY			
Probable Cause-				· · · · · · · · · · · · · · · · · · ·
	ortation Safety Boa	rd determines that t	ne Probable Cause(s) of this accide	ent

is/are finding(s) 1,2

-Basic Information							
Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damage			Injur		
		DESTROYED	0	Fatal			None
Type of Operation -INSTRUCTI Flight Conducted Under -14 CFR 91		Fire NONE	Crew Pass	0	0	0	1 0
Accident Occurred During -LANDING		NUNE	Fass	0	U	U	0
-Aircraft Information							
Make/Model - CESSNA 172M		/Model - LYCOMING O			nstalled/A		
Landing Gear - TRICYCLE-FIXED				S1	all Warnin:	g System	- YES
Max Gross Wt - 2300 No. of Seats - 4	Rated Po	ype - RECIPROCAT wer - 150 HP	ING-CARBURE	IOR			
NO. OF Seats - 4	Rated Po	wer - 150 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - FSS		rture Point		ON AIRF	PORT		
Method - TELEPHONE	FLORENC						
Completeness - FULL Basic Weather - VMC	Destinatio			Airport Da		~ • •	
Wind Dir/Speed- 030/010 KTS	SAME AS	ACC/INC			LLE MUNICI Ident -	20	
Visibility - 7.0 SM	ATC/Airspac	0			Lth/Wid -		75
Lowest Sky/Clouds - UNK/NR		light Plan - NONE			Surface -		/5
Lowest Ceiling - 10000 FT 0				-	Status -		
Obstructions to Vision- NONE		/Lndg - TRAFFI	C PATTERN	,			
Precipitation - NONE		FULL S	ТОР				
Condition of Light - DAYLIGHT							
 -Personnel Information							
Pilot-In-Command	Age - 44	Medical	Certificat	e - VALID	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Age - 44 Biennial Flight	Review		t Time (Ho	ours)		
STUDENT	Current	- N/A Tot	al -		Last 24		3
			e/Model-				
	Aircraft Ty	pe - N/A Ins	trument-	0	Last 90	Days-	26
Instrument Rating(s) - NONE							

THE STUDENT PLT MADE TWO GO-AROUNDS BEFORE STARTING HIS THIRD LANDING ATTEMPT WITH A VARIABLE WIND. AFTER TOUCHDOWN THE ACFT VEERED TO THE RIGHT AND DEPARTED THE RWY. THE PLT APPLIED POWER IN AN ATTEMPT TO TAKE-OFF BUT THE NOSE WHEEL HIT A HOLE AND THE ACFT NOSED OVER.

File No 349	1/04/87 HARTSVILLE,SC	A/C Reg. No. N70493	Time (Lcl) - 1500 EST	
	DSS OF CONTROL - ON GROUND ANDING - ROLL			
	- CROSSWIND ROL - NOT MAINTAINED - PILOT IN COMM. - UNCONTROLLED - PILOT IN COMMAND	AND		
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-AIR CARRI	FP - FLAG/DOMESTIC	Aircraft Da	mage		Ini	uries	
Name of Carrier -ATLANTIS		SUBSTANTIA		Fatal			None
Type of Operation -SCHEDULED	DOMESTIC. PASSENGER	Fire	Cre		0	0	2
Flight Conducted Under -14 CFR 13		ON GROUND			õ	õ	5
Accident Occurred During -LANDING	-					-	_
Aircraft Information							
Make/Model - SWEARINGEN SA-226TC			T TPE-331-10			/Activated	
Landing Gear - TRICYCLE-RETRACTABLE				S	tall Warn	ing System	- YES
Max Gross Wt - 12500		e – TURBOR					
No. of Seats - 22	Rated Power	- 84() HP				
Environment/Operations Information					_		
Weather Data	Itinerary				Proximity		
W× Briefing - NO RECORD OF BRIEF	•			ON AIR	PORT		
Method - N/A	MYRTLE BEA	CH,SC					
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC	FLORENCE,	SC .		FLOREN		00	
Wind Dir/Speed- 060/009 KTS					Ident	- 36	450
Visibility - 7.0 SM Lowest Sky/Clouds - 6000 FT 1	ATC/Airspace		· D			- 6001/ - ASPHALT	150
Lowest Ceiling - 20000 FT (Status		
Obstructions to Vision- NONE	Type Apch/Lr			Runway	Status	- DRT	
Precipitation - NONE		iug 5	KAIGHI IN				
Condition of Light - NIGHT(DARK							
	• • • • • • • • • • • • • • • • • • • •						
Personnel Information Pilot-In-Command	Age - 53	Mo	lical Certific				M T T
Certificate(s)/Rating(s)	Biennial Flight Re	Met aviow		ght Time (F		WAIVERS/EI	471
ATP		- YES	Total -			24 Hrs -	7
SE LAND, ME LAND	Months Since		Make/Model-			30 Days- U	
JE EAND, ME EAND	Aircraft Type	- 54-226	Instrument-	1200		90 Days-	
	, An chart Type	JA 220	Multi-Eng -		Last	50 Days	121
Instrument Rating(s) - AIRPLANE	E						
Instrument Rating(s) - AIRPLANE 							
RING THE FINAL LEG OF A DOMESTIC SCHEDUL F RETRACTED POSITION THE CAPTAIN COULD		. GEAN JELEO	ANDING CHECKI	IST". THE C	0-PILAT W	AS	
E RETRACTED POSITION. THE CAPTAIN COULD	NOT RECALL PEACING THE	HE "BEFORE I				22	
E RETRACTED POSITION. THE CAPTAIN COULD E CO-PILOT COULD NOT REMEMBER CALLING FO	DR "GEAR DOWN" DURING T						
E RETRACTED POSITION. THE CAPTAIN COULD E CO-PILOT COULD NOT REMEMBER CALLING FO YING THE LEG AND THE CAPTAIN WAS PERFORM	DR "GEAR DOWN" DURING T AING THE CO-PILOT FUNCT	IONS. AS TH	E PROPELLERS C	AME IN CONT	ACT WITH	THE	
E RETRACTED POSITION. THE CAPTAIN COULD E CO-PILOT COULD NOT REMEMBER CALLING FO	DR "GEAR DOWN" DURING 1 MING THE CO-PILOT FUNCT .ER BLADE SEPARATED AND	IONS. AS THE PENETRATED	E PROPELLERS C THE FUSELAGE	AME IN CONT AT ROW 2, S	ACT WITH EAT "B".	THE THERE	

2/05/87 A/C Reg. No. N1013G File No. - 238 FLORENCE, SC Time (Lcl) - 1915 EST IN FLIGHT COLLISION WITH TERRAIN Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. LIGHT CONDITION - DARK NIGHT CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND З. 4. CHECKLIST ~ NOT FOLLOWED - COPILOT 5. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND 6. CREW/GROUP COORDINATION - POOR - PILOT IN COMMAND 7. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND 8. WHEELS UP LANDING - INADVERTENT - COPILOT ----Probable Cause----

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

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information						
Type Operating Certificate-NONE (GENERAL A	VIATION) Aircraf	t Damage		Inju	ries	
	SUBSTA	2	Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	<i>i</i> 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	5 O	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - MOONEY M2OF	Eng Make/Model - LY	COMING ID-360	ELT	Installed/	Activated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		S	tall Warni	ng System	- YES
Max Gross Wt - 2740	Engine Type - RE					
No. of Seats - 4	Rated Power -	200 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRI	D	
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	COLUMBIA, SC			ELD COMPAN		
Wind Dir/Speed- 180/009 KTS					- 22	
Visibility - 15.0 SM Lowest Sky/Clouds - 12000 FT	ATC/Airspace			Lth/Wid	•	75
Lowest Ceiling - 12000 FT BROKEN	Type of Flight Plan Type of Clearance			-	- DIRT - HIGH VE	
Obstructions to Vision- NONE	Type Apch/Lndg		Kullway	Status	DRY	GETATION
Precipitation - NONE	Type Apeny Endg	FORCED LANDING			DKT	
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command Ag	e - 39	Medical Certifica	ate - VALID	MEDICAL-N	WAIVERS	/LIMIT
Certificate(s)/Rating(s) Bi	ennial Flight Review		ght Time (H			
PRIVATE	Current - YES	Total -			4 Hrs -	0
SE LAND	Months Since - 9	Make/Model-	630	Last 30) Days- U	NK/NR
	Aircraft Type - UNK/NR	Instrument-	0	Last 90	Days-	40

Instrument Rating(s) - NONE

----Narrative----

THE ACFT HIT A DITCH DURING A FORCED LANDING AFTER A POWER LOSS ON TAKEOFF. THE ACFT HAD RECEIVED ANNUAL INSPECTION DURING WHICH NO CONTAMINATION OF THE FUEL SYSTEM WAS FOUND. THE ACFT WAS PARKED OUTSIDE, IN THE RAIN, TO AWAIT THE OWNER'S PICKUP. THE FUEL SUMPS WERE NOT CHECKED BEFORE TAKEOFF. DURING POST ACCIDENT INSPECTION THE LEFT FUEL CAP WAS FOUND COCKED. WATER WAS FOUND IN THE LEFT FUEL TANK AND GASCOLATOR AFTER THE ACCIDENT.

Time (Lcl) - 1630 EST File No. - 365 3/26/87 A/C Reg. No. N6990V WINNSBORO,SC Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - CONTAMINATION 2. FLUID, FUEL - WATER 3. FUEL SYSTEM, CAP - LOOSE 4. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL 5. AIRCRAFT PREFLIGHT - 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) 6. TERRAIN CONDITION - DITCH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

File No 227 4/12/87 RIDGE	LAND, SC A/C	Reg. No. N9563V	Т	Time (Lcl) - 1515 EDT				
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL		aft Damage ROYED	Fatal rew O					
Flight Conducted Under -14 CFR 91 Accident Occurred During -STANDING			iss O	0 0	0 0	1 0		
Aircraft Information Make/Model - CESSNA 172 M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Eng Make/Model - I Number Engines - Engine Type - I Rated Power -	1 RECIPROCATING-CARE	S	Installed/A tall Warnir		•		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 235/010 KTS Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poin SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	n - NONE - NONE	ON AIR Airport D RIDGEL Runway Runway Runway Runway Runway	ata AND MUNICIP Ident - Lth/Wid - Surface -	21 3100/			
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 30 Biennial Flight Review Current - YES Months Since - 3 Aircraft Type - 152	F1 Total -	ight Time (H 55 5	ours) Last 24 Last 30	Hrs - U	INK/NR INK/NR		

Instrument Rating(s) - NONE

----Narrative----

THE PLT WAS PRACTICING T/O & LDGS. DURING THE 2ND LDG, THE PLT REPTD RETARDING THROTTLE TO IDLE AND ENG DYING DURING ROLL-OUT. A RESTART WAS ACCOMPLISHED AND ANOTHER T/O COMP. AGAIN DURING LDG. ENG STOPPED DURING ROLL OUT. THIS TIME, THE RESTART ATTEMPT WAS NOT SUCCESSFUL. AFTER A PERIOD OF CRANKING, DURING WHICH THE THROTTLE WAS PUMPED AT LEAST ONCE, THE PLT NOTED SMOKE & FUMES FROM BEHIND INST PANLE. HE TURNED OFF ELEC EQUIP AND GOT OUT OF ACFT. HE NOTED FIRE AROUND NOSE STRUT AND THEN REPTD TURNING OFF FUEL SEL VALVE. HE WAS UNABLE TO EXT. FIRE AND ACFT WAS DESTROYED.

A/C Reg. No. N9563V Time (Lc1) - 1515 EDT File No. - 227 4/12/87 RIDGELAND, SC _____ Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation LANDING - ROLL Finding(s) 1. UNDETERMINED _____ Occurrence #2 FIRE/EXPLOSION Phase of Operation STANDING 2. PLANNING-DECISION - POOR - PILOT IN COMMAND 3. JUDGEMENT - POOR - PILOT IN COMMAND 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND _____ ----Probable Cause----

Brief of Accident (Continued)

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERA	I AVIATION) Aircr	aft Damage		Injur	ies	
	SUBS	TANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	TANTIAL	rew O	0 0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE	P	ass O			0
Make/Model - MOONEY M2OC	Eng Make/Model -					
Landing Gear ~ TRICYCLE-RETRACTABLE				tall Warnin	g System	- YES
Max Gross Wt - 2575	Engine Type -		BURETOR			
No. of Seats - 4	Rated Power -	180 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poi SAME AS ACC/INC	nt	UFF AI	RPÓRT/STRIP		
Completeness ~ N/A	Destination		Airport D	ata		
Basic Weather - VMC	MOBRIDGE, SD		Anport b	utu		
Wind Dir/Speed- CALM	······································		Runway	Ident -	N/A	
Visibility - 12.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	n - NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	- NUNE				
Condition of Light - NIGHT(DARK)						
-Personnel Information						
Pilot-In-Command	Age - 50 Biennial Flight Review	Medical Certif	icate - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	F	light Time (F	ours)		
PRIVATE	Current - YES	Total	- 2658	Last 24	Hrs - UN	K/NR
SE LAND	Months Since - 17 Aircraft Type - UNK/	Make/Model	- 221 - UNIZ/ND	Last 30	Days- UN	K/NR
	All chaft Type - UNK/	NK Instrument Multi-Eng	- UNK/NR	Potorcr	aft - UN	
		Martin Eng		KO COT CIT		
Instrument Rating(s) - NONE						
-Narrative						
ER NORMAL TAKEOFF, THE ACFT CONTACTED THE	TERRAIN THEN CONTINUED ON	UNTIL IT CAME TO	REST APRX 35	O' FROM THE		
TIAL IMPACT POINT. THE LANDING GEAR HAD BE						

 File No. - 303
 2/10/87
 EUREKA,SD
 A/C Reg. No. N3451X
 Time (Lc1) - 2000 CST

 Occurrence #1
 IN FLIGHT COLLISION WITH TERRAIN

 Phase of Operation
 TAKEOFF - INITIAL CLIMB

 Finding(s)
 1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

 2. LIGHT CONDITION - NIGHT
 3. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND

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

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damag			Injur	ios	
Type operating certificate None (den	ERAL 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							
Make/Model - CESSNA 310P		del - CONTINENT	AL I0-470-U0		installed/A		
Landing Gear - TRICYCLE-RETRACTABLE				St	all Warning	g System	- YES
Max Gross Wt - 5400		e - RECIP-FUE					
No. of Seats - 6	Rated Power	~ 260 HP					
Environment/Operations Information							
Weather Data	Itinerary	-			roximity		
Wx Briefing - FSS Method - TELEPHONE	Last Departu			OFF AIF	PORT/STRIP		
	LAFAYETTE,	LA					
Completeness - FULL Basic Weather - VMC	Destination MEMPHIS,TM	1	А	irport Da	ιτα 5 INT'L		
Wind Dir/Speed- 060/008 KTS	MEMPHIS, IN	1				36L	
Visibility - 4.000 SM	ATC/Airspace				Lth/Wid -		150
Lowest Sky/Clouds - 500 FT S		uht Plan - IFR			Surface -		
Lowest Ceiling - 2300 FT 0					Status -		
Obstructions to Vision- FOG		nda - ILS-C	OMPLETE		012120		
Precipitation - RAIN							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 39		1 Certificate			IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Re			Time (Ho			
PRIVATE	Current		tal -	385	Last 24	Hrs - UN	
SE LAND, ME LAND	Months Since	- UNK/NR Ma	ke/Model- UNK strument- UNK	/NR	Last 30	Days- UN	
	Aircraft Type					Days- UN	
		Mu	lti-Eng - UNK	/NR	Rotorcra	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE							
·							
Narrative PLT REPORTED AN ENGINE PROBLEM INSIDE						_	

IN WHAT WAS DESCRIBED AS AN UNCONTROLLED DESCENT.

Time (Lc1) - 1436 CST File No. - 351 1/24/87 MEMPHIS, TN A/C Reg. No. N5814M -----_____ _____ Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR) Finding(s) 1. UNDETERMINED _____ ------Occurrence #2 FORCED LANDING Phase of Operation DESCENT Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 2. TERRAIN CONDITION - GROUND 3. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND ----Probable Cause----

Brief of Accident (Continued)

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

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Brief of Accident

Basic Information Type Operating Certificate-ON-DEMAND	ΔΤΡ ΤΛΧΤ	Aircraft Da	ma0e		Injur	ios	
Type operating certificate on beinging		DESTROYED	liage	Fatal			None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	; O	0	0	0
Accident Occurred During -APPROACH							
Aircraft Information	_						
Make/Model - PIPER PA-32RT-300			NG I0-540-K1G5				
Landing Gear - TRICYCLE-RETRACTABLE				S	tall Warnin	g System	- YES
Max Gross Wt - 3600 .			FUEL INJECTED				
No. of Seats - 7	Rated Power	- 300	HP 				
Environment/Operations Information					_		
Weather Data	Itinerary	nn Daint			Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Departu LEBANON,TN			ON AIR	PURI		
Method - TELEPHONE Completeness - UNK/NR	Destination			Airport D	a+a		
Basic Weather - IMC	SAME AS AC			•	LLE METROPO	ΙΤΤΑΝ	
Wind Dir/Speed- 320/005 KTS	36ME 43 40	0, 110				02L	
Visibility - 1.250 SM	ATC/Airspace				Lth/Wid -		150
Lowest Sky/Clouds - UNK/NR	Type of Flig	ht Plan - IF	R		Surface -		
Lowest Ceiling - 300 FT 0	VERCAST Type of Clea			Runway	Status -	WET	
Obstructions to Vision- FOG	Type Apch/Ln						
Precipitation - DRIZZLE		FU	LL STOP				
Condition of Light - DUSK							
Personnel Information							
Pilot-In-Command	Age - 34		ical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s) ATP	Biennial Flight Re Current	VIEW	Total -	ht Time (H	ours)	Hrs - UN	
SE LAND, ME LAND	Months Since	- 165	Make/Model-			Days- UN	
SE LAND, ME LAND	Aircraft Type		Tostrument-	1110	Last 90	Days UN Days-	
	Anciart Type		Instrument- Multi-Eng -	3434	Rotorce	aft -	
			Marti Eng	0101		ui c	I
Instrument Rating(s) - AIRPLANE							
Narrative							
PLT REPORTED THAT HE CONDUCTED AN ILS	APPCH BEHIND MIXED JET	AND TURBOPR	DP TRAFFIC: TH	E ACET ENC	OUNTERED		
EXTREME DOWNDRAFT" WHILE ON APPCH AND	THE ACFT VERTICAL SPEE	D WENT FROM	ABOUT 500 FPM	TO ABOUT 1	200 FPM.		
						n 10	
TTEMPTED TO RECOVER BY ADDING FULL POW	ER, INCREASING FILCH,	AND REDUCTING	THE FEAL SET	THU LINOW E	O DEGREES I	0,10,	

10 MINUTES AHEAD REPORTED EXPERIENCING "LOTS OF RIME ICE". THE PA-32RT-300 POH STATES THAT THE FLAPS SHOULD BE SLOWLY RETRACTED ONLY WHEN A POSITIVE CLIMB RATE IS ESTABLISHED WHEN INITIATING A GO-AROUND FROM A LDG APPCH.

REPORTED THAT ABOUT 20 MINUTES OF THE 30 MINUTE FLT HAD BEEN IN THE CLOUDS. AN AIR CARRIER FLT THAT LANDED ABOUT

File No. - 289 2/18/87 NASHVILLE, TN A/C Reg. No. N31590 Time (Lcl) - 1915 CST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - ICING CONDITIONS 2. PREFLIGHT BRIEFING SERVICE - INADEQUATE - PILOT IN COMMAND 3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND 4. WING - ICE 5. STABILIZER - ICE ------Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR) Finding(s) 6. OBJECT - APPROACH LIGHT/NAVAID 7. STALL/MUSH 8. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 9. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED - - -----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,7

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

Basic Information							
Type Operating Certificate-NONE (GEN	NERAL AVIATION)	Aircraft Dam	age		Injur		
		DESTROYED			Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9		Fire	Crew	1	0 0	0	0
Flight Conducted Under -14 CFR 9 Accident Occurred During -CRUISE	1	NONE	Pass	1	0	0	0
vircraft Information							
Make/Model - CESSNA 182P	Eng Make	e/Model - CONTINE	NTAL 0-470-S	ELT	Installed/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number	Engines - 1		S	tall Warnin	g System	- YES
Max Gross Wt - 2950		Type - RECIPRO		TOR			
No. of Seats - 4	Rated P	ower - 230	HP				
Invironment/Operations Information					D		
leather Data	Itinerary				Proximity		
Wx Briefing - FSS Method - TELEPHONE	BARDST	arture Point		UFF AI	RPORT/STRIP		
Completeness - FULL	Destinatio	•		Airport D	a+a		
Basic Weather - IMC		EDALE, TN		A Inport D	ata		
Wind Dir/Speed- 150/004 KTS	COLLEG	EDALL, IN		Runway	Ident -	N/A	
Visibility - 3.000 SM	ATC/Airspa	~_			Lth/Wid -		
Lowest Sky/Clouds -			F		Surface -		
Lowest Ceiling - 1200 FT (Status -		
Obstructions to Vision- FOG					•••••	,	
Precipitation - RAIN		,	-				
Condition of Light - NIGHT(DAR	()						
Personnel Information							
Pilot-In-Command	Age - 51	Medi t Review - YES	cal Certificat	e - VALID	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Fligh	t Review	Fligh	t Time (H	ours)		
PRIVATE	Current	- YES	Total -	361	Last 24	Hrs -	2
SE LAND	Months Sin	ce - UNK/NR ype - C-182	Make/Model-	92	Last 30	Days-	2
	Aircraft T	ype - C-182	instrument-	5	Last 90	Days-	2

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

----Narrative----

THE RENTAL ACFT COLLIDED WITH THE TOP OF A MOUNTAIN AT SUBSTANTIAL AIRSPEED IN LEVEL FLT. VFR FLT WAS NOT RECOMMENDED BY FSS DUE TO LOW CEILINGS, RAIN AND FOG. NO FLT PLAN WAS FILED. THE PLT HAD NOT LOGGED A FLT FOR A FIVE MONTH PERIOD PRIOR TO THE ACCIDENT. THE CFI STATED THAT THE PLT DID NOT EXCEL IN ANY AREA OF HIS FLYING SKILLS DURING A BFR FLT THE DAY BEFORE THE ACCIDENT. THERE WAS NO INDICATION OF MECHANICAL OR STRUCTURAL FAILURE OR MALFUNCTION PRIOR TO THE IMPACT. THE ACFT HAS BEEN OVERDUE AND MISSING FOR THREE DAYS.

File No 38	36 2/20/87	CROSSVILLE, TN	A/C Reg. No.	N5824J	Time (Lcl) - 1830 CST
Occurrence #1 Phase of Operation		TER WITH WEATHER			
2. IMPROPER DEC 3. PREFLIGHT BRIEFI 4. WEATHER CONDITIC 5. WEATHER CONDITIC	ISION,IMPROPER RE NG SERVICE - DISR N - LOW CEILING N - RAIN	POOR - PILOT IN COMMA CURRENT TRAINING - PI EGARDED - PILOT IN CO ER - INTENTIONAL - PI	LOT IN COMMAND(CFI) MMAND LOT IN COMMAND		
Occurrence #2 Phase of Operation		ION WITH OBJECT			
Finding(s) 7. OBJECT - TREE(S) 8. CLEARANCE - NO					
Occurrence #3 Phase of Operation		ION WITH TERRAIN			
Finding(s) 9. TERRAIN CONDITIC					
Probable Cause					
The National Transpor is/are finding(s) 6,8		rd determines that th	e Probable Cause(s)	of this acc	ident

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

•

ft Damage ANTIAL YCOMING 0-320- 1 ECIPROCATING-C. 150 HP	Crew Pass 	St	Injur Serious O O Installed/A tall Warnin	Minor 1 0 	None O O
ANTIAL YCOMING 0-320- 1 ECIPROCATING-C.	Crew Pass 	0 0 ELT 1 S1	Serious O O Installed/A	Minor 1 0 	0
YCOMING 0-320- 1 ECIPROCATING-C	Crew Pass 	0 0 ELT 1 S1	O O Installed/A	1 O 	0
YCOMING 0-320- 1 ECIPROCATING-C	Pass 	O ELT J S1	0 Installed/A	0 ctivated	0
1 ECIPROCATING-C		St			
1 ECIPROCATING-C		St			
1 ECIPROCATING-C		St			
ECIPROCATING-C	CARBURETO		tall Warning		
	CARBURETO	R		g System	ı - YES
150 HP					
	A		Proximity		
t		ON AIRF	PORF		
	A 1	rport Da		DIZ	
			BAY SKY PA		
				05	50
- NONE			Lth/Wid - Surface -		
- NONE				DRY	
- TRAFFIC PAT	TEDN	Runway	status -	DRT	
FULL STOP	IIERN				
FULL STOP					
Medical Cert	tificate	- VALID	MEDICAL-NO	WAIVERS	/LIMIT
	•			Hrs -	1
Make/Mod				Days- U	INK/NR
				Days-	25
	Total Make/Moo	Flight Total - Make/Model-	Flight Time (Ho Total - 30 Make/Model- 27	Flight Time (Hours) Total - 30 Last 24 Make/Model- 27 Last 30	Total - 30 Last 24 Hrs - Make/Model- 27 Last 30 Days- U

DURING LDG ROLL ON SOLO INSTRUCTIONAL FLT, STU PLT STATED THAT HE APPLIED HAND BRAKES AND ACFT SWERVED TO THE LEFT. SKID MARKS FOUND AT THE SITE LED FROM NEAR THE RWY CENTERLINE TO A PARKED C-172 STRUCK DURING THE SEQUENCE. SUBSEQUENT INSPECTION OF THE BRAKE SYSTEM FAILED TO DISCLOSE EVIDENCE OF BRAKE MALFUNCTION.

File No. - 223 2/21/87 HIXSON, TN A/C Reg. No. N6767W Time (Lcl) - 1520 EST _____ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND _____ _____ Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 5. OBJECT - AIRCRAFT PARKED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Landing GearTRICYCLE-FIXEDNumber EnginMax Gross Wt1670Engine TypeNo. of Seats2Rated Power-Environment/Operations InformationItineraryWeather DataItineraryWx BriefingNO RECORD OF BRIEFINGLast DepartuMethodN/ASAME AS ACCCompletenessN/ADestinationBasic WeatherVMCLOCALWind Dir/Speed- CALMVisibility10.0Visibility-CLEARType of FlightLowest Sky/Clouds-CLEARType of CleantObstructions to VisionNONEType Apch/LndPrecipitation-NONEType Apch/Lnd	- RECIPROCATING-C/ - 110 HP 	Crew Pass L2C ARBURETOR Airp ON AirpC Ru Ru Ru	ort Proximit AIRPORT rt Data LIVAR-HARDEM nway Ident nway Lth/Wid	O O d/Activated ning System 	- YES	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING -Aircraft Information Make/Model - CESSNA 152 Eng Make/Mode Landing Gear - TRICYCLE-FIXED Number Engine Max Gross Wt - 1670 Engine Type No. of Seats - 2 Rated Power -Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departur Method - N/A SAME AS ACC Completeness - N/A Destination Basic Weather - VMC LOCAL Wind Dir/Speed- CALM Visibility - 10.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Fligh Lowest Ceiling - NONE Type of Clean Obstructions to Vision- NONE Type Apch/Lnc Precipitation - NONE	NONE el - LYCOMING 0-235- es - 1 - RECIPROCATING-C/ - 110 HP e Point /INC t Plan - NONE ance - NONE	Pass L2C ARBURETOR Airp ON AirpC BC Ru Ru Ru	0 0 ELT Installe Stall Ward ort Proximit AIRPORT INT Data ILIVAR-HARDEM nway Ident nway Lth/Wid	O d/Activated ning System y AN - 36 - 4000/	O - YES/YE - YES	
Accident Occurred During -LANDING -Aircraft Information Make/Model - CESSNA 152 Eng Make/Mod Landing Gear - TRICYCLE-FIXED Number Engin Max Gross Wt - 1670 Engine Type No. of Seats - 2 Rated Power -Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departur Method - N/A SAME AS ACC Completeness - N/A Destination Basic Weather - VMC LOCAL Wind Dir/Speed- CALM Visibility - 10.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Fligh Lowest Ceiling - NONE Type of Clean Obstructions to Vision- NONE Type Apch/Lnd Precipitation - NONE Condition of Light - DAYLIGHT	es - 1 - RECIPROCATING-C/ - 110 HP 	L2C ARBURETOR Airp ON Airpo BC Ru Ru	Stall War ort Proximit AIRPORT rt Data LIVAR-HARDEM nway Ident nway Lth/Wid	ning System y AN - 36 - 4000/	- YES	
Make/Model- CESSNA 152Eng Make/ModelLanding Gear- TRICYCLE-FIXEDNumber EngineMax Gross Wt- 1670Engine TypeNo. of Seats- 2Rated Power-Environment/Operations InformationItineraryWeather DataItineraryWx Briefing- NO RECORD OF BRIEFINGLast DepartuMethod- N/ASAME AS ACCCompleteness- N/ADestinationBasic Weather- VMCLOCALWind Dir/Speed- CALMVisibility- 10.0 SMVisibility- 10.0 SMATC/AirspaceLowest Sky/Clouds- CLEARType of FlightObstructions to Vision-NONEType of CleantObstructions to Vision- NONEType Apch/LndPrecipitation- NONEType Apch/LndCondition of Light- DAYLIGHT-	es - 1 - RECIPROCATING-C/ - 110 HP 	ARBURETOR Airp ON Airpc BC Ru Ru Ru	Stall War ort Proximit AIRPORT rt Data LIVAR-HARDEM nway Ident nway Lth/Wid	ning System y AN - 36 - 4000/	- YES	
Landing GearTRICYCLE-FIXEDNumber EnginMax Gross Wt1670Engine TypeNo. of Seats2Rated Power-Environment/Operations InformationItineraryWeather DataItineraryWx BriefingNO RECORD OF BRIEFINGLast DepartuMethodN/ASAME AS ACCCompletenessN/ADestinationBasic WeatherVMCLOCALWind Dir/Speed- CALMVisibility10.0Visibility-CLEARType of FlightLowest Sky/Clouds-CLEARType of CleantObstructions to VisionNONEType Apch/LndPrecipitation-NONEType Apch/Lnd	es - 1 - RECIPROCATING-C/ - 110 HP 	ARBURETOR Airp ON Airpc BC Ru Ru Ru	Stall War ort Proximit AIRPORT rt Data LIVAR-HARDEM nway Ident nway Lth/Wid	ning System y AN - 36 - 4000/	- YES	
Max Gross Wt-1670Engine TypeNo. of Seats-2Rated Power-Environment/Operations InformationItineraryWeather DataItineraryWx Briefing- NO RECORD OF BRIEFINGLast DeparturMethod- N/ASAME AS ACCCompleteness- N/ADestinationBasic Weather- VMCLOCALWind Dir/Speed- CALMVisibility- 10.0Visibility- 10.0SMATC/AirspaceLowest Sky/Clouds- CLEARType of FlightObstructions to Vision-NONEType Apch/LnoPrecipitation- NONEType Apch/LnoCondition of Light- DAYLIGHT-	- RECIPROCATING-C/ - 110 HP 	Airp ON Airpc BC Ru Ru Ru	ort Proximit AIRPORT rt Data LIVAR-HARDEM nway Ident nway Lth/Wid	y AN - 36 - 4000/		
No. of Seats2Rated Power-Environment/Operations Information Weather DataItineraryWeather DataItineraryWx Briefing- NO RECORD OF BRIEFINGLast Departur SAME AS ACC DestinationMethod- N/ASAME AS ACC DestinationBasic Weather- VMCLOCALWind Dir/Speed- CALMLOCALVisibility- 10.0SMATC/AirspaceType of Fligit Lowest Sky/CloudsDostructions to Vision-NONEType of Clean Type Apch/LnoPrecipitation- NONECondition of Light- DAYLIGHT	- 110 HP e Point /INC t Plan - NONE ance - NONE	Airp ON Airpc BC Ru Ru Ru	AIRPORT rt Data LIVAR-HARDEM nway Ident nway Lth/Wid	AN - 36 - 4000/		
Weather DataItineraryWx Briefing- NO RECORD OF BRIEFINGLast DeparturMethod- N/ASAME AS ACCCompleteness- N/ADestinationBasic Weather- VMCLOCALWind Dir/Speed- CALMLOCALVisibility- 10.0 SMATC/AirspaceLowest Sky/Clouds- CLEARType of FlightLowest Ceiling- NONEType of CleanObstructions to VisionNONEType Apch/LndPrecipitation- NONECondition of Light	/INC t Plan - NONE ance - NONE	ON Airpo BC Ru Ru	AIRPORT rt Data LIVAR-HARDEM nway Ident nway Lth/Wid	AN - 36 - 4000/		
Wx Briefing- NO RECORD OF BRIEFINGLast Departure SAME AS ACCMethod- N/ASAME AS ACCCompleteness- N/ADestinationBasic Weather- VMCLOCALWind Dir/Speed-CALMLOCALVisibility- 10.0SMATC/AirspaceLowest Sky/Clouds- CLEARType of FlightLowest Ceiling- NONEType of CleantObstructions to Vision-NONEType Apch/LnotPrecipitation- NONECondition of Light	/INC t Plan - NONE ance - NONE	ON Airpo BC Ru Ru	AIRPORT rt Data LIVAR-HARDEM nway Ident nway Lth/Wid	AN - 36 - 4000/		
Method- N/ASAME AS ACCCompleteness- N/ADestinationBasic Weather- VMCLOCALWind Dir/Speed- CALMLOCALVisibility- 10.0 SMATC/AirspaceLowest Sky/Clouds- CLEARType of FlightLowest Ceiling- NONEType of CleanObstructions to Vision-NONEType Apch/LnotPrecipitation- NONECondition of Light	/INC t Plan - NONE ance - NONE	Airpo BC Ru Ru	rt Data LIVAR-HARDEM nway Ident nway Lth/Wid	- 36 - 4000/		
CompletenessN/ADestinationBasic Weather- VMCLOCALWind Dir/Speed- CALMLOCALVisibility- 10.0 SMATC/AirspaceLowest Sky/Clouds- CLEARType of FlightLowest Ceiling- NONEType of CleanObstructions to Vision- NONEType Apch/LnotPrecipitation- NONECondition of Light- DAYLIGHT	t Plan - NONE ance - NONE	BC Ru Ru	LIVAR-HARDEM nway Ident nway Lth/Wid	- 36 - 4000/		
Basic Weather- VMCLOCALWind Dir/Speed- CALMVisibility- 10.0 SMATC/AirspaceLowest Sky/Clouds- CLEARType of FlightLowest Ceiling- NONEType of CleanObstructions to Vision- NONEType Apch/LnotPrecipitation- NONECondition of Light- DAYLIGHT	ance - NONE	BC Ru Ru	LIVAR-HARDEM nway Ident nway Lth/Wid	- 36 - 4000/		
Wind Dir/Speed- CALM Visibility - 10.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Fligh Lowest Ceiling - NONE Type of Clean Obstructions to Vision- NONE Type Apch/Lnd Precipitation - NONE Condition of Light - DAYLIGHT	ance - NONE	Ru Ru	nway Ident nway Lth/Wid	- 36 - 4000/		
Visibility - 10.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Fligh Lowest Ceiling - NONE Type of Clean Obstructions to Vision- NONE Type Apch/Lnd Precipitation - NONE Condition of Light - DAYLIGHT	ance - NONE	Ru	nway Lth/Wid	- 4000/		
Lowest Ceiling - NONE Type of Clear Obstructions to Vision- NONE Type Apch/Lnd Precipitation - NONE Condition of Light - DAYLIGHT	ance - NONE	Ru	num Cunfage		75	
Obstructions to Vision- NONE Type Apch/Lnd Precipitation - NONE Condition of Light - DAYLIGHT				- ASPHALT		
Precipitation - NONE Condition of Light - DAYLIGHT			nway Status	- UNK/NR		
Condition of Light - DAYLIGHT	TOUCH AND G					
	TOOCH AND GO					
Information						
Pilot-In-Command Age - 37	Medical Cert			-NO WAIVERS/	LIMIT	
Certificate(s)/Rating(s) Biennial Flight Rev			ht Time (Hours)			
STUDENT Current Months Since	N/A Total N/A Make/Mode			24 Hrs - 30 Davs- UN		
Aircraft Type			Last			
		ig - UNK/NR		rcraft - UN		
Instrument Rating(s) - NONE		-				
-Narrative						

File No 261 3/13/87 BOL	IVAR,TN A/C Reg.	No. N25503	Time (Lcl) - 1600 CST
Occurrence #1 LOSS OF CONTROL - ON (Phase of Operation LANDING - ROLL	GROUND		
Finding(s) 1. FLARE - EXCESSIVE - PILOT IN COMMAND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - 3. REMEDIAL ACTION - INADEQUATE - PILOT IN 4. GROUND LOOP/SWERVE - UNCONTROLLED - PIN	N COMMAND		
Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL			
Finding(s) 5. TERRAIN CONDITION - SOFT			
Probable Cause			
The National Transportation Safety Board de is/are finding(s) 2,3,4,5	termines that the Probable Cause	(s) of this accident	

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

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File No. - 286 3/27/87 SHELBYVILLE, TN A/C Reg. No. N654Y Time (Lc1) - 1100 CST ----Basic Information----Type Operating Certificate-AGRICULTURAL AIRCRAFT Aircraft Damage Injuries DESTROYED Fatal Serious Minor None Fire Crew 0 0 Type of Operation -AERIAL APPLICATION 0 1 Flight Conducted Under -14 CFR 137 0 ON GROUND Pass 0 0 0 Accident Occurred During -DESCENT ----Aircraft Information----Eng Make/Model - P&W R-985 Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 152 //2 Make/Model - GRUMMAN G-164 ELT Installed/Activated - NO -N/A Landing Gear - TAILWHEEL-ALL FIXED Stall Warning System - YES Max Gross Wt - 3725 No. of Seats ~ 1 Rated Power - 450 HP ----Environment/Operations Information----Weather Data Itinerary Airport Proximity - NO RECORD OF BRIEFING Last Departure Point Wx Briefing OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC Destination Completeness - N/A Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- CALM Runway Ident - N/A ATC/Airspace Visibility - 25.0 SM Runwav Lth/Wid - N/A Type of Flight Plan - NONE Runway Surface - N/A Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Runway Status - N/A Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT _____ ----Personnel Information----Age - 44 Pilot-In-Command Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Age -44Medical CentificateValid Medication (Hours)Biennial Flight ReviewFlight Time (Hours)Current- YESTotal- 14300Months Since- 12Make/Model-2000Aircraft TypeUNK/NRInstrument-1150Multi-Eng- 3000Rotorcraft- UNK/NR Certificate(s)/Rating(s) COMMERCIAL,ATP SE LAND, ME LAND Instrument Rating(s) - AIRPLANE _____ ----Narrative----THE ACFT WAS BEING OPERATED FROM A DIRT ROAD THAT WAS REPORTEDLY ONLY SLIGHTLY WIDER THAN THE ACFT. THE PLT REPORTED THAT HE HAD JUST COMPLETED A SPRAYING OPERATION AND WAS ABOUT TO PUT OUT SOME FERTILIZER. HE STATED THAT HE INSTALLED THE SPREADER. BUT LEFT THE SPRAY BOOMS AND PUMP ON THE ACFT SINCE HE ONLY HAD 3 LOADS TO PUT OUT. THE SUBSEQUENT TAKEOFF ROLL WAS EXTENDED AND THE RT SPRAY BOOM STRUCK A DIRT BANK ON THE SIDE OF THE ROAD. THE PLT RAISED THE RT WING AND BEGAN TO DUMP THE ACFT'S LOAD OF FERTILIZER. THE AIRPLANE SUBSEQUENTLY BECAME AIRBORNE AND STRUCK SOME BUSHES. DURING THE INITIAL CLIMB, THE LT WING STRUCK A TREE AND THE AIRPLANE NOSED OVER, IMPACTED THE TERRAIN INVERTED. AND CAUGHT FIRE. THE PLT LATER REPORTED TO THE FAA THAT THE ACFT WAS "JUST TOO HEAVY".

File No. - 286 3/27/87 SHELBYVILLE, TN A/C Reg. No. N654Y Time (Lcl) - 1100 CST Occurrence #1 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPLACENCY - PILOT IN COMMAND 2. 3. SPRAY/DUSTING EQUIPMENT - NOT REMOVED 4. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND 5. 6. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - DETERIORATED 7. LOAD JETTISON - INITIATED - PILOT IN COMMAND 8. TERRAIN CONDITION - RISING 9. TERRAIN CONDITION - DIRT BANK _____ _____ Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 10. OBJECT - TREE(S) _____ Occurrence #3 FIRE Phase of Operation OTHER ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,8,9

-Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage			Injuri		
		SUBSTANTIAL			Serious		None
Type of Operation -PERSON	AL	Fire	Crew	0	1 0	0	-
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	0
Accident Occurred During -APPROA	СН						
-Aircraft Information							
Make/Model - CESSNA 172D		del - CONTINENTAL					
Landing Gear - TRICYCLE-FIXED		nes - 1			tall Warning	g Syste	m – YES
Max Gross Wt - 2150		- RECIPROCATI	NG-CARBURE	TOR			
No. of Seats - 4	Rated Power	- 145 HP					
-Environment/Operations Information-							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BR				OFF AI	RPORT/STRIP		
Method - N/A	SAME AS AC	C/INC					
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC	ROCKWOOD, T	N			S. RANCH		
Wind Dir/Speed- 240/010 KTS					Ident -		
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 25000 F Lowest Ceiling - NONE		rance - NONE			Surface - Status -		
Obstructions to Vision- NONE		dg - GO AROUI		Kullway	status -	DRT	
Precipitation - NONE							
Condition of Light - DAYLIGH	т						
-Personnel Information Pilot-In-Command	Age - 37	Medical	Certificat	e - VALID	MEDICAL-WAI	IVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Re	view	Fliah	t Time (H	ours)		
PRIVATE	Age - 37 Biennial Flight Re Current	- YES Tota	1 -	2629	Last 24	Hrs -	UNK/NR
SE LAND	Months Since	- 1 Make	/Model~	643	Last 30	Days-	UNK/NR
	Aircraft Type	- UNK/NR Inst	rument-	14	Last 90	Days-	UNK/NR
		Mult	i-Eng -	12	Last 90 Rotorcra	aft -	2
Instrument Rating(s) - NONE							
-Narrative							
PLT REPORTED THAT THE ACFT ENCOUNTE						ON	
RT FINAL TO HIS PRIVATE AIRSTRIP. TH							

- - -

File No. - 288 4/01/87 OLIVER SPRINGS, TN A/C Reg. No. N2510Y Time (Lcl) - 1751 EST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. WEATHER CONDITION - TURBULENCE 2. WEATHER EVALUATION - POOR - PILOT IN COMMAND _____ Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 3. WEATHER CONDITION - UNFAVORABLE WIND 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND 6. STALL/MUSH ----------Probable Cause----

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

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

SUBSTANTIALFatal Serious Minor NoneType of Operation -PERSONALFatal Serious Minor NoneFight Conducted Under -14 CFR 91NONEPass 0O0O0OOO <th< th=""><th>Basic Information Type Operating Certificate-NONE (GENER</th><th></th><th>raft Damage</th><th></th><th>Injur</th><th>ies</th><th></th></th<>	Basic Information Type Operating Certificate-NONE (GENER		raft Damage		Injur	ies	
Type of Operation-PERSONALFireCrew0001Flight Conducted Under-14 CFR 91NONEPass0002Accident Occurred During-LANDINGAircraft InformationMake/Model- PIPER PA-28R-180Eng Make/Model - LYCOMING IO-360-B1EELT Installed/Activated - YES/TMake/Model- PIPER PA-28R-180Eng Make/Model - LYCOMING IO-360-B1EELT Installed/Activated - YES/TMake/Model- 2500Eng Make/Model - LYCOMING IO-360-B1EELT Installed/Activated - YES/TMax Gross Wt- 2500Eng Make/Model - LYCOMING IO-360-B1EELT Installed/Activated - YES/TMax Gross Wt- 2500Eng Make/Model - LYCOMING IO-360-B1EELT Installed/Activated - YES/TMax Gross Wt- 2500Eng Make/Model - LYCOMING IO-360-B1EELT Installed/Activated - YES/TMax Gross Wt- 2500Eng Make/Model - LYCOMING IO-360-B1EELT Installed/Activated - YES/TMax Gross Wt- 2500Rated Power- 180 HPEnvironment/Operations InformationWeather DataAirport ProximityWs Briefing- FSSLast Departure PointON AIRPORTMethod- FIELEPHONESAME AS ACC/INCLEBANON MUNICIPALMind Dir/Speed180/GO30 KTSSAME AS ACC/INCRunway Ident - 36Visibility- UMK/NRATC/AirspaceRunway Surface - ASPHALTLowest Sky/Clouds- CLEARType of Flight Plan - NONERunway Surface - ASPHALTLowest Sky/Clouds- CLEARType of Clearance - NONE <t< th=""><th>Type operating ber throate none (dener</th><th></th><th></th><th>Fatal</th><th></th><th></th><th>None</th></t<>	Type operating ber throate none (dener			Fatal			None
Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 2 Accident Occurred During -LANDING Accident Occurred During -LANDING 0	Type of Operation -PERSONAL						1
Aircraft Information Make/Model - PIPER PA-28R-180 Landing Gear - TRICVCLE-RETRACTABLE Max Gross Wt - 2500 No. of Seats - 4 Environment/Operations Information Weather Data We thod - TELEPHONE Completeness - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Lowest Ceiling - NONE Dostructions to Vision-NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Aircraft Type - S2 Make/Model - LYCOMING ID-360-B1E Eng Make/Model - DAYLIGHT Distributer - UNK/NR Make/Model - 25 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Make/Model - 25 Last 90 Days- 10 Multi-Eng - 9		NONE	E Pa	iss O	0	0	2
Aircraft Information Make/Model - PIPER PA-28R-180 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2500 No. of Seats - 4 Environment/Operations Information Weather Data Weather Data Wathod - TELEPHONE Gongleteness - UNK/NR Basic Weather - VMC Wisibility - UNK/NR Lowest Ceiling - NONE Lowest Ceiling - NONE Destination Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Aircraft Type - S2 Make/Model - LYCOMING IO-360-B1E ELT Installed/Activated - YES/T Stall Warning System - YES Stall	Accident Occurred During -LANDING						
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2500 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - FSS Wathod - TELEPHONE Gampieteness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 180/030 KTS Visibility - UNK/NR Lowest Ceiling - NONE Lowest Ceiling - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Landing Gear - TREPHONE Cardial Certificate - VALID MEDICAL-WAIVERS/LIMIT Seator Walker Current - YES Multi-Eng - 9 Number Engines - 1 Stall Warning System - YES Stall Warning System	Aircraft Information						
Max Gröss Wt - 2500Engine Type- RECIP-FUEL INJECTEDNo. of Seats - 4Rated Power - 180 HPEnvironment/Operations InformationRated Power - 180 HPWeather DataItineraryWx Briefing - FSSLast Departure PointON AIRPORTMethod - TELEPHONESPARTA, TNCompleteness - UNK/NRDestinationBasic Weather - VMCSAME AS ACC/INCWind Dir/Speed- 180/030 KTSATC/AirspaceVisibility - UNK/NRATC/AirspaceLowest Sky/Clouds - CLEARType of Flight Plan - NONENovest Sky/Clouds - NONEType of Clearance - NONEPrecipitation - NONEType Apch/Lndg - TRAFFIC PATTERNPrecipitation - NONEAge - 52Personnel InformationMedical Certificate - VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewPRIVATECurrent - YESSE LANDAircraft Type - UNK/NRAircraft Type - UNK/NRInstrument- 33Last 90 Days- 10Multi-Eng - 9	•						
No. of Seats -4Rated Power-180 HPEnvironment/Operations Information Weather DataItineraryAirport Proximity ON AIRPORTWx Briefing- FSSLast Departure PointON AIRPORTMethod- TELEPHONESPARTA.TNAirport DataBasic Weather- WMCSAME AS ACC/INCLEBANON MUNICIPAL Runway IdentWind Dir/Speed180/030 KTS- ATC/AirspaceRunway Lth/Wid - 3500/ 75Visibility- UNK/NRATC/AirspaceRunway Sufface - ASPHALT Type of Flight Plan - NONERunway Status - DRYLowest Sky/Clouds- CLEARType of Clearance - NONERunway Status - DRYObsfructions to VisionNONEType Apch/Lndg- TRAFFIC PATTERNPersonnel Information Pilot-In-CommandAge -52Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Current - YESCertificate(s)/Rating(s) PRIVATE SE LANDAge -52Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Gurent - YESMonths Since - UNK/NRAircraft Type - UNK/NRInstrument-33Last 90 Days-Multi-Eng -9	5				Stall Warnin	g System	n - YES
Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - FSS Last 20 AVS-LIMIT Wx Briefing - FSS Ital A CC/INC AIRPORT Method - TELEPHONE SPATA,TN Completeness - UNK/NR Destination Airport Data Basic Weather - VMC SAME AS ACC/INC LEBANDN MUNICIPAL Wind Dir/Speed- 180/030 KTS Type of Flight Plan - NONE Runway Ident - 36 Visibility - UNK/NR ATC/Airspace Runway Lth/Wid - 3500/ 75 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obsfructions to Vision- NONE Type of Clearance - NONE Runway Status - DRY Precipitation - NONE Scheller Prersonnel Information Pilot-In-Command Age - 52 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Review Flight Time (Hours) PRIVATE SE LAND Age - UNK/NR Make/Model - 25 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 33 Last 90 Days- 10 Multi-Eng - 9				D			
Weather Data Itinerary Airport Proximity Wx Briefing - FSS Last Departure Point ON AIRPORT Wethod - TELEPHONE SPARTA,TN On Airport Data Completeness - UNK/NR Destination Airport Data Basic weather - VMC SAME AS ACC/INC LEBANON MUNICIPAL Wind Dir/Speed 180/030 KTS Runway Ident - 36 Visibility - UNK/NR ATC/Airspace Runway Ident - 36 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT Dbsfructions to Vision NONE Type of Clearance - NONE Runway Status - DRY Obsfruction of Light - DAYLIGHT - TRAFFIC PATTERN - TRAFFIC PATTERN - Precipitation - NONE Personnel Information - NONE - SE LAND Age - 52 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - 604 Last 24 Hrs - 4 SE LAND Months Since - UNK/NR Make/Model- 25 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 33<	No. of Seats - 4	Rated Power -	180 HP				
Wx Briefing- FSSLast Departure PointON AIRPORTMethod- TELEPHONESPARTA,TNAirport DataCompleteness- UNK/NRDestinationAirport DataBasic Weather- VMCSAME AS ACC/INCLEBANON MUNICIPALWind Dir/Speed-180/030 KTSRunway Ident- 36Visibility- UNK/NRATC/AirspaceRunway Ident- 36Lowest Sky/Clouds- CLEARType of Flight Plan- NONERunway Status- DRYDostructions to Vision-NONEType of Clearance- NONERunway Status- DRYObstructions of Usion-NONEType Apch/Lndg- TRAFFIC PATTERNPersonnel InformationAge -52Medical Certificate - VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)Current- YESTotal- 604Last 24 Hrs -4SE LANDMonths Since- UNK/NRMake/Model-25Last 30 Days-10Multi-Eng -9	-Environment/Operations Information						
Completeness - UNK/NRDestinationAirport DataBasic Weather - VMCSAME AS ACC/INCLEBANON MUNCIPALWind Dir/Speed- 180/030 KTSSAME AS ACC/INCRunway Ident - 36Wisibility - UNK/NRATC/AirspaceRunway Lth/Wid - 3500/ 75Lowest Sky/Clouds - CLEARType of Flight Plan - NONERunway Surface - ASPHALTLowest Ceiling - NONEType of Clearance - NONERunway Status - DRYObstructions to Vision - NONEType Apch/Lndg - TRAFFIC PATTERNPrecipitation - NONEAge - 52Medical Certificate - VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRVATECurrent - YESTotal - 604Last 24 Hrs - 4SE LANDMonths Since - UNK/NRMake/Model - 25Last 30 Days- 10Multi-Eng - 9Multi-Eng - 9Set and set an							
Completeness - UNK/NRDestinationAirport DataBasic Weather - VMCSAME AS ACC/INCLEBANON MUNCIPALWind Dir/Sped-180/030 KTSSAME AS ACC/INCRunway Ident - 36Visibility - UNK/NRATC/AirspaceRunway Lth/Wid - 3500/ 75Lowest Sky/Clouds - CLEARType of Flight Plan - NONERunway Surface - ASPHALTLowest Ceiling - NONEType of Clearance - NONERunway Status - DRYObstructions to Vision - NONEType Apch/Lndg - TRAFFIC PATTERNPrecipitation - NONEAge - 52Medical Certificate - VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrent - YESTotal - 604Last 24 Hrs - 4SE LANDMonths Since - UNK/NRMake/Model - 25Last 30 Days- 10Multi-Eng - 9Multi-Eng - 9Same As Acc/INCMulti-Eng - 9	Wx Briefing - FSS		int	ON AIF	RPORI		
Basic Weather- VMCSAME AS ACC/INCLEBANON MUNICIPAL Runway Ident- 36Wind Dir/Speed-180/030 KTSATC/AirspaceRunway Ident- 36Visibility- UNK/NRATC/AirspaceRunway Lth/Wid- 3500/75Lowest Sky/Clouds- CLEARType of Flight Plan- NONERunway Surface- ASPHALTLowest Ceiling- NONEType of Clearance- NONERunway Status- DRYObsfructions to VisionNONEType Apch/Lndg- TRAFFIC PATTERNPrecipitation- NONEType Apch/Lndg- TRAFFIC PATTERN-PersonnelInformationPilot-In-CommandAge - 52Medical Certificate - VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)-PRIVATESE LANDCurrent- YESTotal- 604Last 24 Hrs - 4Months Since- UNK/NRMake/Model-25Last 30 Days- UNK/NRMulti-Eng - 9							
Wind Dir/Speed- 180/030 KTSRunway Ident - 36Visibility - UNK/NRATC/AirspaceRunway Lth/Wid - 3500/ 75Lowest Sky/Clouds - CLEARType of Flight Plan - NONERunway Surface - ASPHALTLowest Ceiling - NONEType of Clearance - NONERunway Status - DRYObsfructions to Vision- NONEType of Clearance - NONERunway Status - DRYObsfructions to Vision- NONEType Apch/Lndg - TRAFFIC PATTERNDRYPrecipitation - NONEAge - 52Medical Certificate - VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrent - YESTotal - 604Last 24 Hrs - 4SE LANDMonths Since - UNK/NRMake/Model- 25Last 30 Days- UNK/NRAircraft Type - UNK/NRInstrument- 33Last 90 Days- 10Multi-Eng - 9Set Cartificate - 9Set Cartificate - 9							
Visibility- UNK/NRATC/AirspaceRunway Lth/Wid- 3500/75Lowest Sky/Clouds- CLEARType of Flight Plan- NONERunway Surface- ASPHALTLowest Ceiling- NONEType of Clearance- NONERunway Status- DRYObstructions to VisionNONEType Apch/Lndg- TRAFFIC PATTERNPrecipitation- NONEType Apch/Lndg- TRAFFIC PATTERNPersonnel InformationPilot-In-CommandAge - 52Medical Certificate - VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrent- YESTotal- 604Last 24 Hrs - 4SE LANDMonths Since- UNK/NRMake/Model-25Last 30 Days- UNK/NRAircraft TypeUNK/NRInstrument-33Last 90 Days-10Multi-Eng -9-9		SAME AS ACC/INC					
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 - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 52 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE SE LAND Current - YES Total - 604 Last 24 Hrs - 4 Months Since - UNK/NR Make/Model- 25 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 33 Last 90 Days- 10 Multi-Eng - 9		ATC / Ainspace					75
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 - 52 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 604 Last 24 Hrs - 4 SE LAND Current - YES Total - 604 Last 24 Hrs - 4 Months Since - UNK/NR Make/Model - 25 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 33 Last 90 Days- 10 Multi-Eng - 9							
Obstructions to Vision- NONEType Apch/Lndg- TRAFFIC PATTERNPrecipitation- NONECondition of Light- DAYLIGHTPersonnel InformationAge - 52Medical Certificate - VALID MEDICAL-WAIVERS/LIMITPersonnel InformationAge - 52Medical Certificate - VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrent- YESTotalSE LANDMonths SinceUNK/NRMake/Model-25Last 30 Days-Months Type - UNK/NRInstrument-33Last 90 Days-10Multi-Eng -9							
Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 52 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 604 Last 24 Hrs - 4 SE LAND Months Since - UNK/NR Make/Model - 25 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 33 Last 90 Days - 10 Multi-Eng - 9			- TRAFFIC PATTER		Julu	BRI	
Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 52 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 604 Last 24 Hrs - 4 SE LAND Months Since - UNK/NR Make/Model - 25 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 33 Last 90 Days- 10 Multi-Eng - 9		., ype, 2.1.dg					
Pilot-In-CommandAge -52Medical Certificate - VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrent- YESTotal- 604Last 24 Hrs -4SE LANDMonths Since - UNK/NRMake/Model-25Last 30 Days-UNK/NRAircraft Type - UNK/NRInstrument-33Last 90 Days-10Multi-Eng -99							
PRIVATE Current - YES Total - 604 Last 24 Hrs - 4 SE LAND Months Since - UNK/NR Make/Model- 25 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 33 Last 90 Days- 10 Multi-Eng - 9	-Personnel Information						
PRIVATE Current - YES Total - 604 Last 24 Hrs - 4 SE LAND Months Since - UNK/NR Make/Model- 25 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 33 Last 90 Days- 10 Multi-Eng - 9		Age - 52	Medical Certifi			IVERS/LI	MIT
SE LAND Months Since - UNK/NR Make/Model- 25 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 33 Last 90 Days- 10 Multi-Eng - 9		Biennial Flight Review	FI				
Multi-Eng - 9		Current - YES	Total -				
Multi-Eng - 9	SE LAND		NR Make/Model-	25	Last 30	Days- L	JNK/NR
		Aircraft Type - UNK,	NR Instrument-	33	Last 90	Days-	10
Instrument Rating(s) - NONE			Multi-Eng -	9			
	Instrument Rating(s) - NONE						

CAME TO REST IN A DITCH ON THE SOUTH SIDE OF THE TAXIWAY. THIS ACCIDENT WAS NOT REPORTED UNTIL 9 DAYS LATER.

File No 364	4/04/87 LEBANON, TN	A/C Reg. No. N4974J	Time (Lc1) - 1230 CST	
	ROUND COLLISION WITH TERRAIN ING - ROLL			
	LANDING - INADEQUATE - PILOT IN CO JUDGED - PILOT IN COMMAND	OMMAND		
Probable Cause				

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

Basic Information							
Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage			Injur		• • • •
	• 1	SUBSTANTIAL Fire	Crew	Fatal O	Serious O	Minor O	None 1
Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91	AL	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING		NONE	F 4 5 5	Ū	U	Ū	0
Aircraft Information	,						
Make/Model - CESSNA 172N		del - LYCOMING 0-3	20-H2AD		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engi				tall Warnin	g System	- YES
Max Gross Wt - 2220 No. of Seats - 4	Rated Power	- RECIPROCATIN - 160 HP	G-CARBURE	IUR			
		- 180 HF					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Departu			ON AIR	PORT		
Method - TELEPHONE	GAINSVILLE	,ТХ					
Completeness - FULL	Destination	- /		Airport D			
Basic Weather - VMC	SAME AS AC	C/INC		MEACHA			
Wind Dir/Speed- 340/008 KTS						16L	
Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace				•	7500/	
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE		ht Plan - NONE rance - TRAFFIC	ADVICODY			CONCRETE	-
Obstructions to Vision- NONE		dg - TRAFFIC		Runway	status -	DRT	
Precipitation - NONE	Type Apch/Lh	dg = TRAFFIC	PATTERN				
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 30	Medical C	ertificat		MEDICAL-NO	WATVERS	/I TMTT
Certificate(s)/Rating(s)	Biennial Flight Re			t Time (H		WAIVER5/	LIMIT
STUDENT		- N/A Total			Last 24	Hrs -	3
	Months Since		Model-			Days- UN	NK/NR
	Aircraft Type		ument-		Last 90		28
						-	
Instrument Rating(s) - NONE							

THE NOSE GEAR STRUT DEPRESSED MORE THAN NORMAL FOLLOWING WHAT THE STUDENT PLT THOUGHT WAS A NORMAL TOUCHDOWN AND THE ACFT VEERED OFF THE RWY. AS CONTROL WAS LOST, THE NOSE GEAR TIRE BLEW AND THE ACFT SUBSEQUENTLY STRUCK A VASI LIGHT COLLAPSING THE NOSE GEAR. INVESTIGATION REVEALED THAT THE NOSE GEAR STRUT WAS SERVICED TO 10 PSI INSTEAD OF THE MINIMUM OF 45 PSI THAT WAS REQUIRED BY THE ACFT MAINTENANCE MANUAL.

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File No 35	7 1/21/87	FORT WORTH, TX	A/C Reg. No. N4901G	Time (Lcl) - 1515 CST
Occurrence #1 Phase of Operation		- ON GROUND		
	RVICE OF AIRCRAFT		MPANY MAINTENANCE PSNL ANY MAINTENANCE PSNL	
Occurrence #2 Phase of Operation		ION WITH OBJECT		
inding(s) 4. OBJECT - APPROAC	H LIGHT/NAVAID			
Occurrence #3 Phase of Operation		SED		
Probable Cause				

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

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File No 355 2/01/87 MIDLO	THIAN, TX	A/C Re	g. No. N228BG		т	Time (Lcl) - 1615 CST			
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	F	ircraft SUBSTAN ire NONE	(Crew Pass	Fatal O O	Injur Serious O O	ries Minor C O	None 1 1	
Aircraft Information Make/Model - BURKHART-GROB 103A Landing Gear - HULL Max Gross Wt - 1276 No. of Seats - 2	Eng Make/Mode Number Engine Engine Type Rated Power	es - N/A				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- 225/018 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NDNE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure SAME AS ACC/ Destination LOCAL ATC/Airspace Type of Flight Type of Cleara Type Apch/Lndg	'INC Plan -			ON AIR Airport Da TSA GL Runway Runway Runway Runway	ata IDERPORT Ident - Lth/Wid - Surface -	18 4000 - U GRASS/TU DRY		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE GLIDER	Age - UNK/NR Biennial Flight Rev Current - Months Since - Aircraft Type -	ew YES 10	Medical Certif F Total Make/Model Instrument	light - -	e - UNK/Ni t Time (Ho 403 84 O	ours) Last 24	Days- UN	1 K/NR 11	

Instrument Rating(s) - NONE

----Narrative----

THE ACFT WAS SUBSTANTIALLY DAMAGED WHEN THE LEFT WING STRUCK A 4 INCH DIAMETER POST ON LANDING. THE PLT STATED THAT HE DECIDED THAT DUE TO A CROSSWIND, HE WOULD LAND DIAGONALLY ACROSS THE NORTH/SOUTH RWY THAT WAS MOWED IN THE MIDDLE OF A LARGE OPEN FIELD WHICH SERVED AS A GLIDERPORT. WITH THE EXCEPTION OF THE MOWED STRIP, THE REST OF THE FIELD WAS COVERED WITH HIGH WEEDS THAT OBSTRUCTED THE POST FROM THE PLT'S VISION.

File No 355	2/01/87 MIDLOTHIAN,TX	A/C Reg. No. N228BG	Time (Lcl) - 1615 CST	
Occurrence #1 ON GF Phase of Operation LAND]	ROUND COLLISION WITH OBJECT ING - ROLL			
	T POSSIBLE - PILOT IN COMMAND TE - AIRPORT PERSONNEL IGH VEGETATION			
Probable Cause		· · · · · · · · · · · · · · · · · · ·		

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

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

Brief of Accident A/C Reg. No. N3306R Time (Lcl) - 1200 CST File No. - 279 3/13/87 MIDLAND, TX -----_____ ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries SUBSTANTIAL Fatal Serious Minor None 0 0 0 0 Type of Operation -PERSONAL Fire Crew 0 1 Flight Conducted Under -14 CFR 91 NONE 0 Pass 0 Accident Occurred During -LANDING ---Aircraft Information----Make/Model - CESSNA 185A Eng Make/Model - CONTINENTAL IO-470-F ELT Installed/Activated - YES/NO Number Engines - 1 Stall Warning System - YES Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3200 Engine Type - RECIP-FUEL INJECTED No. of Seats - 6 Rated Power - 260 HP . ----Environment/Operations Information----Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP MIDLAND, TX Method - N/A Destination Airport Data Completeness - N/A Basic Weather - VMC LOCAL WINDHAM RANCH STRIP Wind Dir/Speed- 180/018 KTS Runwav 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 - DIRT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING ROUGH Precipitation - NONE Condition of Light - DAYLIGHT _____ ----Personnel Information----Age - 37 Biennial Flight Review Pilot-In-Command Medical Certificate - EXPIRED Flight Time (Hours) Certificate(s)/Rating(s) Flight Time (Total - UNK/NR Make/Model- UNK/NR Total - UNK/NR Last 24 Hrs - UNK/NR NONE Current - N/A Last 30 Days- UNK/NR Last 30 Days- UNK/NR Last 90 Days- UNK/NR Rotorcraft Months Since - N/A Instrument- UNK/NR Aircraft Type - N/A Multi-Eng - UNK/NR Instrument Rating(s) - NONE ----Narrative----DURING TAKE OFF. THE AIRCRAFTS ENGINE FAILED DUE TO FUEL EXHAUSTION. THE PILOT MADE AN EMERGENCY FORCED LANDING IN A ROUGH UNEVEN FIELD, CAUSING SUBSTANTIAL DAMAGE TO THE LEFT WING SPAR, LEFT MAIN GEAR, AND LEFT ELEVATOR. THE PILOT DID NOT HOLD A CERTIFICATE/RTATING.

Time (Lc1) - 1200 CST File No. - 279 3/13/87 MIDLAND, TX A/C Reg. No. N3306R _____ Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. AIRCRAFT PREFLIGHT - NOT PERFORMED - PILOT IN COMMAND 3. JUDGEMENT - POOR - PILOT IN COMMAND 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND 5. REFUELING - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

Basic Information Type Operating Certificate-NONE (G	FNERAL AVIATION)	Aircraft Dama	ne		Inju	ries	
				Fatal			r None
Type of Operation -PERSONA	L	DESTROYED Fire NONE	Crew	1	0	0	0
Flight Conducted Under -14 CFR		NONE	Pass	2	0	0	0
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - PIPER PA-28-151		lodel - LYCOMING			Installed//		
Landing Gear - TRICYCLE-FIXED	ines – 1			tall Warnin	ng Syst	em - YES	
Max Gross Wt - 2325		e - RECIPROC		TOR			
No. of Seats - 4	Rated Powe	er - 150 H	, 				
Environment/Operations Information							
Veather Data	Itinerary	-			Proximity		
Wx Briefing - NO RECORD OF BRI	ure Point		OFF AI	RPORT/STRIF	•		
Method - N/A							
Completeness - N/A Basic Weather - IMC	TV		Airport Da				
Wind Dir/Speed- 120/010 KTS	, ТХ		KERRVI		- N/A		
Visibility - 8.0 SM				Lth/Wid			
Lowest Sky/Clouds ~ UNK/NR	Type of Fli	ght Plan - NONE			Surface		
Lowest Ceiling - 1000 FT					Status ·		,
Obstructions to Vision- NONE		.ndg - NONE		,			
Precipitation - DRIZZLE		-					
Precipitation - DRIZZLE Condition of Light - NIGHT(DA	RK)						
Personnel Information							
Pilot-In-Command	Age - 45	Medic	al Certificat	e - VALID	MEDICAL-NO) WAIVE	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight R	Review	Fligh	t Time (H	ours)		
PRIVATE	Age - 45 Biennial Flight R Current Months Since Aircraft Type	- YES I	otal -	112	Last 24	Hrs -	
SE LAND	Months Since	- 1 M	ake/Model-	10	Last 30	Days-	3
	Aircraft Type	e = C = 1/2 1	nstrument-	0	Last 90	Days-	60
Instrument Rating(s) - NONE							
Narrative							

A/C Reg. No. N6785F Time (Lcl) - 1915 CST File No. - 375 3/15/87 KERRVILLE,TX Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. LIGHT CONDITION - DARK NIGHT 3. PLANNING-DECISION - POOR - PILOT IN COMMAND 4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 5. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND 6. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND _____ Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation CRUISE - NORMAL Finding(s) 7. AIRSPEED - UNCONTROLLED - PILOT IN COMMAND 8. DESCENT - EXCESSIVE - PILOT IN COMMAND 9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - 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) 6,7,8,9

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

Brief of Accident

Name of Carrier-METRO FLIGHT INC.SUBSINITALFatal SeriousMinorNomeType of Operation-SCHEDULED.DOMESTIC,PASSENGERFireCrew 00003Flight Conducted Under-14 CFR 121NONEPass0008Accident Occurred During-TAKEDFFNONEPass0008-Aircraft InformationMake/Model- ALLISON 501013ELT Installed/Activated - NO -NLanding Gear- RICYCLE-RETRACTABLENumber Engines - 2Stall Warning System - YESMax Gross Wt- 47000Fingine Type- TURBOPROPNo. of Seats- 50Rated Power4500 HP-Environment/Operations InformationUsati Departure PointON AIRPORTWas Briefing- NWSLast Departure PointON AIRPORTMethod- TELETYPEDALLAS,TXDALLAS/FT. WORTHMathod- TELETYPEDALLAS,TXDALLAS/FT. WORTHWind Dir/Speed-270/015 KTSLONGVIEW,TXDALLAS/FT. WORTHWind Dir/Speed-270/015 KTSType of Flight Plan - IFRRunway Lth/Wid - 1138/ 150Lowest Sky/Clouds- UNK/NRType of Flight Plan - IFRRunway Surface - CONCRETEDestructions to Vision-NONEType of Flight Plan - IFRRunway Surface - CONCRETEDestructions to Vision-NONEType Apch/Lndg - NONEFlight Time (Hours)-Condition of Light- NONEType Apch/Lndg - NONE-Precipitation- NONEStall ReviewFlight Time (Hours)Condition	-Basic Information Type Operating Certificate-COM	MUTER		Aircraft Da	mage		Injur	ies	
Type of Operation -SCHEDULED.DOMESTIC.PASSENGER Fire Crew 0 0 0 0 3 Accident Occurred During -TAKEDFF NONE Pass 0 0 0 8 Accident Occurred During -TAKEDFF Pass 0 0 0 0 8 Accident Occurred During -TAKEDFF Pass 0 0 0 0 8 Accident Occurred During -TAKEDFF Pass 0 0 0 0 8 Hard Power Pass 0 0 0 0 8 Hard Power - TRICYCLE-RETRACTABLE Number Engines - 2 Max Gross Wt - 47000 Engine Type - TURBOPROP No. of Seats - 50 Rated Power - 4500 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wt Briefing - NWS Last Departure Point ON AIRPORT Method - TELETYPE DALLAS,TX Runway Ident - 35L Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - 11388/ 150 Lowest Ceiling - 500 FT BROKEN Type of Clearance - IFR Runway Luth/Wid - 11388/ 150 Lowest Ceiling - SOO FT BROKEN Type Apch/Lndg - NONE 'Precipitation - NONE 'Precipitation - NONE 'Precipitation - NONE 'Presonnel Information Pilot-In-Command - Age - 32 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Fight - 127, Last 30 Days - UNK/NR Instrument Rating(s) - AIRPLANE Narrative ROD HIGH TAIRLINES CONVAIR CV-580 ATTEMPTED TAKEOFF FROM RUNWAY 35L AT THE DALLAS/FORT WORTH AIRPORT (DFW)	Name of Carrier -MET	RO FLIGHT INC.				Fatal			None
Accident Occurred During -TAKEOFF -Aircraft Information Make/Model - CONVAIR CV-580 Eng Make/Model - ALLISON 501D13 ELT Installed/Activated - N0 -N Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 2 Stall Warning System - YES Max Gross Wt - 47000 Engine Type - TURBOPROP No. of Seats - 50 Rated Power - 4500 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NWS Last Departure Point ON AIRPORT Method - TELETYPE DALLAS,TX DALLAS,TX Completeness - FULL Destination Airport Data Basic Weather - VMC LONGVIEW,TX DALLAS/FT. WORTH Wind Dir/Speed - 270/015 KTS Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - 11388/ 150 Lowest Ceiling - S000 FT BROKEN Type of Clearance - IFR Runway Status - WET Obstructions to Vision - NONE Condition of Light - NIGHT(DARK)Personnel Information Piot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,AIP Current - YES Total - 8819 Last 24 Hrs - 5 Mater Status - S00 AIRPLANENarrative Rot Flight Time (Hours) Instrument Rating(s) - AIRPLANE	Type of Operation -SCH	EDULED, DOMESTIC	, PASSENGER	Fire	Cr	ew O	0	0	3
-Aircraft Information Make/Model - CONVAIR CV-580 Eng Make/Model - ALLISON 501D13 ELT Installed/Activated - NO -N Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 2 Max Gross Wt - 47000 Engine Type - TURBOPROP No. of Seats - 50 Rated Power - 4500 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Was Briefing - NWS Last Departure Point ON AIRPORT Monthod - TELETYPE DALLAS,TX Completeness - FULL Destination Airport Data Basic Weather - VMC LONGVIEW,TX DALLAS/FT. VORTH Wind Dir/Speed - 270/015 KTS Type of Flight Plan - IFR Runway Lident - 35L Visibility - 20.0 SM ATC/Airspace - IFR Runway Surface - CONCRETE Lowest Csiling - NONE Type of Clearance - IFR Runway Status - WET Precipitation - NONE Type of Clearance - IFR Runway Status - WET Precipitation - NIGHT (DARK) -Personnel Information Piot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT ComMERCIAL,ATP Current - YES Total - 8819 Last 24 Hrs - 5 SE LAND,ME LAND AGe - 7 Make/Model - 1127 Last 30 Days - UNK/NR Instrument Rating(s) - AIRPLANE Naprative RO FLIGHT AIRLINES CONVAIR CV-580 ATTEMPTED TAKEOFF FROM RUNWAY 35L AT THE DALLAS/FORT WORTH AIRPORT (DFW)				NONE	Pa	ss O	0	0	8
Make/Model - CONVAIR CV-580 Eng Make/Model - ALLISON 501D13 ELT Installed/Activated - N0 -N Stall Warning System - YES Max Gross Wt - 47000 Engine Type - TURBDPRDP Max Gross Wt - 47000 Stall Warning System - YES Max Gross Wt - 47000 Engine Type - TURBDPRDP Rated Power - 4500 HP Stall Warning System - YES Environment/Operations Information Weather Data Itinerary Airport Proximity ON AIRPORT ON AIRPORT Westher Data Itinerary Airport Proximity ON AIRPORT ON AIRPORT Wasther Data Itinerary Airport Proximity ON AIRPORT ON AIRPORT Basic Weather - VMC Destination Airport Data Completeness - FULL Destination Airport Proximity UNK/NR Type of Flight Plan - IFR Visibility 20.0 SM ATC/Airspace Runway Surface - CONCRETE Lowest Sky/Clouds - UNK/NR Type of Clearance - IFR Runway Status - WET Obstructions to Vision - NONE Type Apch/Lndg - NONE Precipitation Piot-In-command Age - 32 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Comment Caly Arp - 580 Instrument Wink/NR Aircraft Type - 580 Instrument Rating(s) - AIRPLANE Satur	Accident Occurred During -TAK	EOFF							
Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 2 Max Gross Wt - 47000 Engine Type - TURBOPROP No. of Seats - 50 Attempted Power - 4500 HP 									
Max Gross Wt - 47000 Engine Type - TURBOPROP Rated Power - 4500 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity ON AIRPORT -Environment/Operations Information Weather Data Itinerary Airport Proximity ON AIRPORT Westher Data Itinerary Airport Data Completeness - FULL Destination Airport Data Basic Weather - VMC LONGVIEW,TX DALLAS/FT. WORTH Wind Dir/Speed- 270/015 KTS Runway Ident - 35L Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - 11388/ 150 Lowest Sky/Clouds - UNK/NR Type of Flight Plan - IFR Runway Status - WET Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE -Personnel Information Age - 32 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Condition of Light - NIGHT(DARK) Ste LAND, ME LAND Months Since - 7 Make/Model - 1127 Last 30 Days - UNK/NR -Ste LAND, ME LAND Months Since - 7 Make/Model - 1127 Last 90 Days - 158 Medical Certificate - UNK/NR Last 90 Days - 158 Multi-Eng - UNK/NR Rotorcraft - UNK/NR - Ste LAND, ME LAND Months Since - 7 Make/Model - 1127					N 501D13				
No. of Seats - 50 Rated Power - 4500 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Wr.Briefing - NWS Last Departure Point ON AIRPORT Method - TELETYPE DALLAS, TX ON AIRPORT Basic Weather - VMC LONGVIEW, TX DALLAS/FT. WORTH Wind Dir/Speed- 270/015 KTS LONGVIEW, TX DALLAS/FT. WORTH Wisibility - 20.0 SM ATC/Airspace Runway Ident - 35L Lowest Sky/Clouds - UNK/NR Type of Flight Plan - IFR Runway Surface - CONCRETE Obstructions to Vision- NONE Type of Clearance - IFR Runway Status - WET Obstructions to Vision- NONE Type Apch/Lndg - NONE Flight Time (Hours) Cendition of Light - NIGHT(DARK) Biennial Flight Review Flight Time (Hours) Commercial, ATP Current - YES Total - 8819 Last 24 Hrs - 5 SE LAND, ME LAND Months Since - 7 Make/Model-1 1127 Last 90 Days - UNK/NR Instrument Rating(s) - AIRPLANE Instrument Rating(s) - AIRPLANE Instrument Rating(s) - AIRPLANE		CTABLE					Stall Warnin	g System	- YES
Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NWS Last Departure Point ON AIRPORT Method - TELETYPE DALLAS,TX Completeness - FULL Destination Airport Data Basic Weather - VMC LONGVIEW,TX DALLAS,FT. WORTH Wind Dir/Speed-270/015 KTS Runway Ident - 35L Visibility - 20.0 SM ATC/Airspace Runway Ident - 35L Lowest Sky/Clouds - UNK/NR Type of Flight Plan - IFR Runway Surface - CONCRETE Lowest Sky/Clouds - UNK/NR Type of Clearance - IFR Runway Status - WET ODStructions to Vision NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,ATP Current - YES Total - 8819 Last 24 Hrs - 5 Months Since - 7 Make/Model - 1127 Last 30 Days- UNK/NR Aircraft Type - 580 Instrument- UNK/NR Last 90 Days- 158 Multi-Eng - UNK/NR Rotorcaft - UNK/NR									
Wx Briefing - NWS Last Departure Point ON AIRPORT Method - TELETYPE DALLAS,TX Airport Data Basic Weather - VMC LONGVIEW,TX DALLAS/FT. WORTH Wind Dir/Speed-270/015 KTS DALLAS/FT. WORTH Runway Ident - 35L Visibility - 20.0 SM ATC/Airspace Runway Ident - 35L Lowest Sky/Clouds - UNK/NR Type of Flight Plan - IFR Runway Surface - CONCRETE Lowest Ceiling - 5000 FT BROKEN Type of Clearance - IFR Runway Status - WET Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Type Apch/Lndg - NONE -Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES Total - 8819 Last 24 Hrs - 5 SE LAND,ME LAND Months Since - 7 Make/Model- 1127 Last 30 Days- UNK/NR Aircraft Type - 580 Instrument Rating(s) - AIRPLANE - - - - 58 Narrative - </td <td>No. of Seats - 50</td> <td></td> <td>Rated Power</td> <td>- 4500</td> <td>• HP </td> <td></td> <td></td> <td></td> <td></td>	No. of Seats - 50		Rated Power	- 4500	• HP 				
Wx Briefing - NWS Last Departure Point ON AIRPORT Method - TELETYPE DALLAS,TX Airport Data Basic Weather - VMC LONGVIEW,TX DALLAS/FT. WORTH Wind Dir/Speed-270/015 KTS DALLAS/FT. WORTH Runway Ident - 35L Visibility - 20.0 SM ATC/Airspace Runway Ident - 35L Lowest Sky/Clouds - UNK/NR Type of Flight Plan - IFR Runway Surface - CONCRETE Lowest Ceiling - 5000 FT BROKEN Type of Clearance - IFR Runway Status - WET Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Type Apch/Lndg - NONE -Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES Total - 8819 Last 24 Hrs - 5 SE LAND,ME LAND Months Since - 7 Make/Model- 1127 Last 30 Days- UNK/NR Aircraft Type - 580 Instrument Rating(s) - AIRPLANE - - - - 58 Narrative - </td <td>· · ·</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>_</td> <td></td> <td></td>	· · ·						_		
Method - TELETYPE DALLAS,TX Completeness - FULL Destination Airport Data Basic Weather - WMC LONGVIEW,TX DALLAS/FT. WORTH Wind Dir/Speed- 270/015 KTS Runway Ident - 35L Visibility - 20.0 SM ATC/Airspace Runway Uth/Wid - 11388/ 150 Lowest Sky/Clouds UNK/NR Type of Flight Plan - IFR Runway Surface - CONCRETE Lowest Ceiling - 5000 FT BROKEN Type of Clearance - IFR Runway Status - WET Obstructions to Vision- NONE Type Apch/Lndg - NONE - WET - WET Condition of Light - NIGHT(DARK) - - - WET - - Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - COMMERCIAL,ATP Current - YES Total - 8819 Last 24 Hrs - 5 SE LAND,ME LAND Months Since - 7 Make/Model - 1127 Last 30 Days- UNK/NR Multi-Eng - UNK/NR Notorcraft - UNK/NR <						•	•		
Completeness - FULL Destination Airport Data Basic Weather - VMC LONGVIEW,TX DALLAS/FT. WORTH Wind Dir/Speed- 270/015 KTS Runway Ident - 35L Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - 11388/ 150 Lowest Sky/Clouds - UNK/NR Type of Flight Plan - IFR Runway Surface - CONCRETE Lowest Ceiling - 5000 FT BROKEN Type of Clearance - IFR Runway Status - WET Obstructions to Vision - NONE Type Apch/Lndg - NONE NONE Precipitation - NONE Type Apch/Lndg - NONE - NONE -Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,ATP Current - YES Total - 8819 Last 24 Hrs - 5 SE LAND,ME LAND Months Since - 7 Make/Model - 1127 Last 30 Days- UNK/NR Aircraft Type - 580 Instrument Rating(s) - AIRPLANE Instrument Rating(s) - AIRPLANE				e Point		UN AI	RPORT		
Basic Weather - VMC LONGVIEW,TX DALLAS/FT. WORTH Wind Dir/Speed-270/015 KTS Runway Ident - 35L Wind Dir/Speed-270/015 KTS Runway Ident - 35L Wind Dir/Speed-270/015 KTS Runway Ident - 35L Visibility - 20.0 SM ATC/Airspace Runway Ident - 35L Lowest Sky/Clouds UNK/NR Type of Flight Plan - IFR Runway Surface - CONCRETE Lowest Ceiling - 5000 FT BROKEN Type of Clearance - IFR Runway Status - WET Obstructions to Vision NONE Type Apch/Lndg - NONE - WET Precipitation - NONE Type Apch/Lndg - NONE - Wetrantion Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - S819 Last 24 Hrs - 5 SE LAND,ME LAND Months Since - 7 Make/Model - 1127 Last 30 Days - 158 Multi-Eng - UNK/NR Last 90 Days - 158 Multi-Eng - UNK/NR Rotorcraft - UNK/NR Notroraft - UNK/NR Notroraft - UNK/NR						Ainmont			
Wind Dir/Speed- 270/015 KTS Runway Lident - 35L Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - 11388/ 150 Lowest Sky/Clouds - UNK/NR Type of Flight Plan - IFR Runway Lth/Wid - 11388/ 150 Lowest Ceiling - 5000 FT BROKEN Type of Clearance - IFR Runway Status - WET Obstructions to Vision- NONE Type Apch/Lndg - NONE WET Precipitation - NONE Type Apch/Lndg - NONE WET Condition of Light - NIGHT(DARK) See - 32 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL, ATP Current - YES Total - 8819 Last 24 Hrs - 5 SE LAND, ME LAND Months Since - 7 Make/Model - 1127 Last 90 Days - 158 Multi-Eng - UNK/NR Last 90 Days - 158 Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE - AIRPLANE -									
Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - 11388/ 150 Lowest Sky/Clouds - UNK/NR Type of Flight Plan - IFR Runway Surface - CONCRETE Lowest Ceiling - 5000 FT BROKEN Type of Clearance - IFR Runway Status - WET Obstructions to Vision - NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,ATP Current - YES Total - 8819 Last 24 Hrs - 5 SE LAND, ME LAND Months Since - 7 Make/Model - 1127 Last 30 Days- UNK/NR Aircraft Type - 580 Instrument - UNK/NR Last 90 Days - 158 Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE			LONGVILW, IX					351	
Lowest Ský/Clouds - UNK/NR Type of Flight Plan - IFR Runway Surface - CONCRETE Lowest Ceiling - 5000 FT BROKEN Type of Clearance - IFR Runway Status - WET Obstructions to Vision-NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,ATP Current - YES Total - 8819 Last 24 Hrs - 5 SE LAND,ME LAND Months Since - 7 Make/Model - 1127 Last 30 Days- UNK/NR Aircraft Type - 580 Instrument- UNK/NR Last 90 Days - 158 Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE		۵	TC/Airspace						150
Lowest Ceiling - 5000 FT BROKEN Type of Clearance - IFR Runway Status - WET Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,ATP Current - YES Total - 8819 Last 24 Hrs - 5 SE LAND,ME LAND Months Since - 7 Make/Model- 1127 Last 30 Days- UNK/NR Aircraft Type - 580 Instrument- UNK/NR Last 90 Days- 158 Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE				t Plan - IF	R				
Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 32 Precipitation Age - 32 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL, ATP Current - YES SE LAND, ME LAND Months Since 7 Months Since 7 Make/Model- Instrument Rating(s) - AIRPLANE									
Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,ATP Current - YES Total - 8819 Last 24 Hrs - 5 SE LAND,ME LAND Months Since - 7 Make/Model- 1127 Last 30 Days- UNK/NR Aircraft Type - 580 Instrument- UNK/NR Last 90 Days- 158 Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE Narrative RO FLIGHT AIRLINES CONVAIR CV-580 ATTEMPTED TAKEOFF FROM RUNWAY 35L AT THE DALLAS/FORT WORTH AIRPORT (DFW)							,		
Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,ATP Current - YES Total - 8819 Last 24 Hrs - 5 SE LAND,ME LAND Months Since - 7 Make/Model - 1127 Last 30 Days- UNK/NR Aircraft Type - 580 Instrument- UNK/NR Last 90 Days- 158 Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE Narrative RO FLIGHT AIRLINES CONVAIR CV-580 ATTEMPTED TAKEOFF FROM RUNWAY 35L AT THE DALLAS/FORT WORTH AIRPORT (DFW)	<pre> Precipitation - NONE</pre>			0					
Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,ATP Current - YES Total - 8819 Last 24 Hrs - 5 SE LAND,ME LAND Months Since - 7 Make/Model- 1127 Last 30 Days- UNK/NR Aircraft Type - 580 Instrument- UNK/NR Last 90 Days- 158 Instrument Rating(s) - AIRPLANE	Condition of Light - NIGH	T(DARK)							
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,ATP Current - YES Total - 8819 Last 24 Hrs - 5 SE LAND,ME LAND Months Since - 7 Make/Model- 1127 Last 30 Days- UNK/NR Aircraft Type - 580 Instrument- UNK/NR Last 90 Days- 158 Multi-Eng - UNK/NR Rotorcraft - UNK/NR -Narrative RO Flight Time (Hours) - R0 FLIGHT AIRLINES CONVAIR CV-580 ATTEMPTED TAKEOFF FROM RUNWAY 35L AT THE DALLAS/FORT WORTH AIRPORT (DFW) -	-Personnel Information								
COMMERCIAL, ATP Current - YES Total - 8819 Last 24 Hrs - 5 SE LAND, ME LAND Months Since - 7 Make/Model- 1127 Last 30 Days- UNK/NR Aircraft Type - 580 Instrument- UNK/NR Last 90 Days- 158 Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE -Narrative RO FIGHT AIRLINES CONVAIR CV-580 ATTEMPTED TAKEOFF FROM RUNWAY 35L AT THE DALLAS/FORT WORTH AIRPORT (DFW)								WAIVERS/	LIMIT
Aircraft Type - 580 Instrument- UNK/NR Last 90 Days- 158 Multi-Eng - UNK/NR Rotorcraft - UNK/NR Narrative RO FLIGHT AIRLINES CONVAIR CV-580 ATTEMPTED TAKEOFF FROM RUNWAY 35L AT THE DALLAS/FORT WORTH AIRPORT (DFW)									_
Aircraft Type - 580 Multi-Eng - UNK/NR Instrument Rating(s) - AIRPLANE -Narrative RO FLIGHT AIRLINES CONVAIR CV-580 ATTEMPTED TAKEOFF FROM RUNWAY 35L AT THE DALLAS/FORT WORTH AIRPORT (DFW)					Total -	8819	Last 24	Hrs -	5
Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE Narrative RO FLIGHT AIRLINES CONVAIR CV-580 ATTEMPTED TAKEOFF FROM RUNWAY 35L AT THE DALLAS/FORT WORTH AIRPORT (DFW)	SE LAND, ME LAND					1127	Last 30	Days- UNI	K/NR
Instrument Rating(s) - AIRPLANE -Narrative RO FLIGHT AIRLINES CONVAIR CV-580 ATTEMPTED TAKEOFF FROM RUNWAY 35L AT THE DALLAS/FORT WORTH AIRPORT (DFW)		А	ircraft Type -	580			Last 90	Days-	158
-Narrative RO FLIGHT AIRLINES CONVAIR CV-580 ATTEMPTED TAKEOFF FROM RUNWAY 35L AT THE DALLAS/FORT WORTH AIRPORT (DFW)					Multi-Eng -	UNK/NR	Rotorcr	aft - UNI	K/NR
RO FLIGHT AIRLINES CONVAIR CV-580 ATTEMPTED TAKEOFF FROM RUNWAY 35L AT THE DALLAS/FORT WORTH AIRPORT (DFW)	Instrument Rating(s) - AI	RPLANE							
RO FLIGHT AIRLINES CONVAIR CV-580 ATTEMPTED TAKEOFF FROM RUNWAY 35L AT THE DALLAS/FORT WORTH AIRPORT (DFW)									
		ATTEMPTED TAKE							
H CROSSWINDS EXCEEDING DEMONSTRATED CAPABILITY OF THE AIRCRAFT. THE TAKEOFF ATTEMPT VIOLATED COMPANY LIMITATIONS								TONS	

THE NOSE GEAR TO COLLAPSE. THE NOSE OF THE AIRCRAFT DROPPED AND THE AIRCRAFT CAME TO REST ON A CONNECTING TAXIWAY.

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File No. - 374 3/24/87 DALLAS, TX A/C Reg. No. N73107 Time (Lcl) - 2045 CST _____ _____ ON GROUND ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. WEATHER CONDITION ~ CROSSWIND 2. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 3. 4. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED 5. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND 6. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND 7. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND _____ Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 8. PROPELLER SYSTEM/ACCESSORIES, BLADE - OVERLOAD 9. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 10. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND ____ _____ Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation OTHER Finding(s) 11. TERRAIN CONDITION - SOFT _____ Occurrence #4 NOSE DOWN Phase of Operation TAKEOFF - GROUND RUN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6,7,9,10 Factor(s) relating to this accident is/are finding(s) 1,3,5,11

Brief of Accident

Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Injur	ies	
	SUBSTA	NTIAL	Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Cre		-	1	0
Flight Conducted Under -14 CFR 91	NONE	Pas	s O	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 150H	Eng Make/Model - CO					
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnir	ng System	- YES
Max Gross Wt - 1600	Engine Type - RE		RETOR			
No. of Seats - 2	Rated Power -	100 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•		ON AIR	PORT		
Method - N/A	GLADEWATER, TX					
Completeness - N/A Basic Weather - VMC	Destination		Airport D			
Wind Dir/Speed- 220/010 KTS	PALESTINE, TX			INE MUN Ident -	17	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -		75
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		75
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- HAZE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - UNK/NR Biennial Flight Review	Medical Certifica			IVERS/LIN	IT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ght Time (H			
PRIVATE		Total -				1
SE LAND	Months Since - 23 Aircraft Type - UNK/NR	Make/Model-	124	Last 30) Days- UN	IK/NR
	Alrcraft Type - UNK/NR	Instrument-	0	Last 90) Days-	30
Instrument Rating(s) - NONE						
Narrative						

File No. - 278 3/28/87 PALESTINE.TX A/C Reg. No. N22064 Time (Lc1) - 1030 CST _____ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND 3. WEATHER CONDITION - GUSTS 4. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND ON GROUND COLLISION WITH OBJECT Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 7. OBJECT - TREE(S) · ----Probable Cause----

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

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

Brief of Accident

-Basic Information							
Type Operating Certificate-NONE (GENE		Aircraft Damage			Injur		
		DESTROYED		Fatal		Minor	None
Type of Operation -PERSONAL		Fire	Crew	0		0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		ON GROUND	Pass	0	0	0	0
 -Aircraft Information							
Make/Model - HUNTER EXECUTIVE	Eng Make/Moo	el - ROTORWAY RW1	152	ELT I	[nstalled/A	ctivated	- NO -N/
Landing Gear - SKID		es - 1			tall Warnin	g System	- NO
Max Gross Wt - 1285	Engine Type	- RECIPROCATIN	IG-CARBURE	TOR			
No. of Seats - 2	Rated Power	- 152 HP					
-Environment/Operations Information							
Weather Data	Itinerary	Airport Proximity					
Wx Briefing - NO RECORD OF BRIEFI				ON AIRF	PORT		
Method - N/A	SAME AS ACC	/INC					
Completeness - N/A	Destination			Airport Da			
Basic Weather - VMC Wind Dir/Speed- 230/015 KTS	LOCAL				/HOUSTON Ident -	10	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		100
Lowest Sky/Clouds - 25000 FT SC		+ Plan - NONE			Surface -		
	Type of Clear				Status -		
Obstructions to Vision- NONE	Type Apch/Lnd			Rannay	514145	BRI	
	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
Precipitation - NONE Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 39 Biennial Flight Rev Current -	. Medical C	Certificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev	Tew Tetal	Fligh	t Time (Ho	ours)	1.1	
PRIVATE	Current -	YES IOTAI	Madal	147	Last 24	Hrs -	1
SE LAND	Ainenaft Type -	1 Make/ C-172 Instr	Model-	18		Days	6 9
	Amenant Type -			0	Rotorcr	aft -	30
Instrument Rating(s) - NONE							

THE ACFT WAS BEING TEST FLOWN FOLLOWING THE REPLACEMENT OF A TAIL ROTOR DRIVE BELT. FOLLOWING A GROUND RUN UP AND GROUND TAXI, SEVERAL HOVERING FLTS WERE MADE SUCCESSFULLY. AS THE NON-HELICOPTER RATED PLT WAS HOVERING BACK TO THE PARKING AREA, HE HEARD THE BELT BEGIN SLIPPING AND THE NOSE OF THE HELICOPTER ROTATED TO THE LEFT. APPLICATION OF RIGHT PEDAL DID NOT ARREST THE LEFT YAW AND THE ACFT STRUCK THE GROUND HARD WHILE IN A LEFT YAW WITH THE RIGHT SKID DOWN. FOLLOWING INITIAL IMPACT THE ACFT ROLLED OVER ON ITS LEFT SIDE AND WAS CONSUMED BY A POST IMPACT FIRE WHICH ALSO DESTROYED THE TAIL ROTOR DRIVE BELT.

File No 3	17 4/18/87 ARCOLA,TX	(A/C Reg. No. N9728N	Time (Lcl) - 1015 CDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - IN FLIGHT HOVER	г	
	TEM,TAIL ROTOR DRIVE SHAFT - TEM,TAIL ROTOR DRIVE SHAFT -		
Occurrence #2 Phase of Operation	HARD LANDING LANDING - FLARE/TOUCHDOWN		
4. IMPROPER US		DMMAND DPER INITIAL TRAINING - PILOT IN COMMAND EQUATE TRAINING(EMERGENCY PROCEDURE(S)) -	PILOT IN COMMAND
Occurrence #3	ROLL OVER LANDING - FLARE/TOUCHDOWN		

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 (GENERAL	AVIATION) Aircraft	Damage		Injur	ies	
Type operating ber thirdate hone (denende	SUBSTAN		Fatal			None
Type of Operation -BUSINESS	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA-34-200T	Eng Make/Model - CON	TINENTAL TSIO-360		Installed/A		
Landing Gear – TRICYCLE-RETRACTABLE Max Gross Wt – 4570	Number Engines - 2 Engine Type - REC		5	tall Warnir	ig system	- YES
No. of Seats - 7	Rated Power -					
-Environment/Operations Information	-			– • • • •		
Weather Data	Itinerary		ON AIR	Proximity		
Wx Briefing - FSS Method - UNK/NR	Last Departure Point SAME AS ACC/INC		UN AIR	PURI		
Completeness - WEATHER NOT PERTINENT	Destination		Airport D	ata		
Basic Weather - VMC	LUBBOCK, TX			MUELLER		
Wind Dir/Speed- 140/003 KTS	LOBBOOK, IX			Ident -	• 17	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		150
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan -		Runway	Surface -	ASPHALT	
	N Type of Clearance -	IFR	Runway	Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -					
Precipitation - NONE Condition of Light - DAYLIGHT		PRECAUTIONARY LA	NDING			
-Personnel Information Pilot-In-Command	Age - 58	Medical Certifica	to - EXPIR	FD		
Certificate(s)/Rating(s)	Age - 58 Biennial Flight Review		ht Time (H			
COMMERCIAL	Current - YES	Total -			1 Hrs -	5
SE LAND, ME LAND	Months Since - 20 Aircraft Type - UNK/NR	Make/Model-	175) Days- UN	K/NR
	Aircraft Type - UNK/NR			Last 90) Days-	9
		Multi-Eng -	872			
Instrument Rating(s) - AIRPLANE						
PLT WAS UNABLE TO RETRACT THE LANDING GEAR	AFTER TAKEOFF. THE PIT FIF	CTED TO RETURN TO	THE ARPT	AND PERFORM	Ą	
RECAUTIONARY LANDING. THE TOUCHDOWN WAS NOR						
	INSPECTION 3 FLT HOURS PRI					

File No. - 354 5/22/87 AUSTIN.TX A/C Reg. No. N3980X Time (Lcl) - 1215 CDT Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. LANDING GEAR, MAIN GEAR - INOPERATIVE 2. GEAR RETRACTION - ATTEMPTED - PILOT IN COMMAND 3. GEAR RETRACTION - NOT POSSIBLE - PILOT IN COMMAND 4. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL IMPROPER USE OF PROCEDURE, COMPLACENCY - OTHER MAINTENANCE PSNL 5. 6. MAINTENANCE, INSTALLATION - INADEQUATE - OTHER MAINTENANCE PSNL Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 7. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND 8. LANDING GEAR, MAIN GEAR - UNLOCKED Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 9. TERRAIN CONDITION - RUNWAY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER		anoft Democra		Tanéuan		
Type operating centificate-none (GENER		craft Damage BSTANTIAL	Fatal	Injur Serious	Minor	None
Type of Operation -BUSINESS	Fir		ew O	0	0	1
Flight Conducted Under -14 CFR 91	NO		uss O	õ	õ	O
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - CESSNA 185C	Eng Make/Model	- CONTINENTAL IO-470)-F ELT	Installed/A	ctivated	d - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines			tall Warnin	g Syster	n - YES
Max Gross Wt - 3200		- RECIPROCATING-CARE	URETOR			
No. of Seats - 6	Rated Power	~ 260 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		oint	OFF AI	RPORT/STRIP		
Method - N/A	PROVO,UT		A framework D			
Completeness - N/A Basic Weather - VMC	Destination ST. GEORGE,UT		Airport D	ата		
Wind Dir/Speed- CALM	ST. GEURGE,UT		Bubba	Ident -	N/A	
Visibility - 60.0 SM	ATC/Airspace				N/A N/A	
Lowest Sky/Clouds - 7000 FT SCA		lan - NONE	,	Surface -		г
Lowest Ceiling - NONE	Type of Clearanc				DRY	
Obstructions to Vision- NONE	Type Apch/Lndg			012100	2	
Precipitation - NONE						
Condition of Light - DUSK						
Personnel Information						
Pilot-In-Command	Age - 48	Medical Certifi	cate - VALID	MEDICAL-NO	WAIVERS	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	F1	ight Time (F	lours)		
COMMERCIAL	Biennial Flight Review Current - YE Months Since - 10 Aircraft Type - 18	S Total -	2010 2010 0	Last 24	Hrs - l	
SE LAND	Months Since - 10	Make/Model-	2010	Last 30	Days- l	
	Алгсгатт Туре ~ 18	oc instrument-	. 0	Last 90	Days-	, כ
Instrument Rating(s) - NONE						

DURING NORMAL DESCENT AT SEVEN-THOUSAND FT MSL, ACFT STRUCK A BIRD. THE LEFT WING TIP LEADING EDGE INCURRED A DENT TWENTY-FOUR INCHES LONG AND TWELVE INCHES DEEP. DIRECTIONAL CONTROL BECAME DIFFICULT SO PLT MADE A PRECAUTIONARY LANDING ON HIGHWAY I-15, AND TAXIED TWO MILES TO CEDAR CITY ARPT.

File No. - 232 2/09/87 CEDAR CITY,UT Time (Lc1) - 1640 MST A/C Reg. No. N2691Z _____ Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - NORMAL Finding(s) 1. WING, WINGTIP - BENT 2. DIRECTIONAL CONTROL - INADEQUATE -3. OBJECT - BIRD(S) 4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND _____ FORCED 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) 3

Basic Information							
Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft	•			uries	
		DESTROYE		Fatal	Serious		None
Type of Operation -SIGHTSEE Flight Conducted Under -14 CFR S		Fire ON GROUN	Cr D		2	. 0	0
Accident Occurred During -DESCENT		UN GRUUN	D Pa	55 1	b	0	0
Aircraft Information Make/Model - RAVEN S-77A	Eng Make	/Model - N/A		EL T	Installod	/Activated	- NON/
Landing Gear - N/A	5	ngines - N/A				ing System	•
Max Gross Wt - 2800		vpe - N/A		5		ing system	NO
No. of Seats - UNK/NR	Rated Po						
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Depa	rture Point		OFF AI	RPORT/STR	IP	
Method - TELEPHONE	PARK CI						
Completeness - FULL	Destinatio	n		Airport D	ata		
Basic Weather - VMC	LOCAL			_			
Wind Dir/Speed- 170/014 KTS					Ident	- N/A	
Visibility - 40.0 SM	ATC/Airspac				Lth/Wid		
Lowest Sky/Clouds - 9000 FT Lowest Ceiling - 20000 FT		•			Surface Status	- N/A - N/A	
Obstructions to Vision- NONE			NONE	Runway	Status	- N/A	
Precipitation - NONE	туре хреп	Ling	NONL				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 28		edical Certifi	00+0 - NO ME	DICAL		
Certificate(s)/Rating(s)	Biennial Flight			ight Time (H			
COMMERCIAL	Current	- YES	Total -	-	•	24 Hrs -	2
COMMENCIAL	Months Sinc					30 Days- UN	
		pe - RX7	Instrument-			90 Days -	70

Instrument Rating(s) - NONE

----Narrative----

WHILE ON A COMMERCIAL PAX SIGHTSEEING FLT, THE PLT ALLOWED A NON-RATED STUDENT PLT TO FLY THE BALLOON UNTIL IT NEARLY COLLIDED WITH BUILDINGS. THE PLT TOOK OVER THE CONTROLS AND APPLIED MAXIMUM BURNER HEATING TO AVOID IMPACT WITH THE BUILDINGS, WHICH RESULTED IN RAPID ASCENT TO APPROXIMATELY 3,000 FEET AGL. WINDS AT THAT ALTITUDE BLEW THE BALLOON OUT OF THE SMALL OPEN VALLEY WHERE THE FLTS WERE NORMALLY CONDUCTED. IT CROSSED A RIDGELINE AND WAS FLYING OVER MOUNTAINOUS/HILLY TERRAIN WHERE THE PLT INITIATED A DESCENT FOR LANDING. THE BALLOON IMPACTED TRANSMISSION POWER LINES AT APPROXIMATELY 50 FEET ABOVE THE GROUND. THE GONDOLA WAS SEVERED FROM THE BALLOON BY ELECTRICAL ARCING AND FELL TO THE GROUND. THE NATURAL GAS FUEL TANKS EXPLODED AND BURNED, DESTROYING THE GONDOLA.

Brief o	of .	Accident	(Continued)	
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File No 3	76 3/21/87	PARK CITY,UT	A/C Reg. No. N40968	Time (Lcl) - 1100 MST
Occurrence #1 Phase of Operation		ION WITH OBJECT		
3. WEATHER CONDITI 4. IN-FLIGHT PLA 5. CLEARANCE - NOT	T - INADEQUATE - F ON - UNFAVORABLE W NNING/DECISION - 1 MAINTAINED - PILC	IND MPROPER - PILOT IN C		
Occurrence #2 Phase of Operation				
Probable Cause				
The National Transpo		ard determines that t	he Probable Cause(s) of this accide	ent

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

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

Brief of Accident File No. - 373 5/26/87 OGDEN, UT A/C Reg. No. N48590 Time (Lcl) - 1415 MDT ----Basic Information----Type Operating Certificate-ON-DEMAND AIR TAXI Aircraft Damage Iniuries SUBSTANTIAL Fatal Serious Minor None Type of Operation -INSTRUCTIONAL Fire 0 0 0 Crew 2 Fliaht Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred Durina -LANDING _____ ----Aircraft Information----Make/Model - CESSNA 152 Eng Make/Model - LYCOMING 0-235-L2C ELT Installed/Activated - YES/YES Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 1670 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 110 HP _____ ----Environment/Operations Information----Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A OGDEN, UT Destination Completeness - N/A Airport Data Basic Weather - VMC OGDEN MUNICIPAL LOCAL Wind Dir/Speed- 170/006 KTS Runway Ident - N/A Visibility - 30.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 4500 FT SCATTERED Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - 16000 FT OVERCAST Type of Clearance - NONE Runway Status - WET Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING SOFT Precipitation - NONE Condition of Light - DAYLIGHT ----Personnel Information----Age - 35 Pilot-In-Command Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL, CFI Current - YES Total - 3242 Last 24 Hrs -Make/Model-SE LAND, ME LAND Months Since - 3 600 Last 30 Days- UNK/NR Aircraft Type - PA-44 Instrument-146 Last 90 Davs- 231 Multi-Eng -27 Instrument Rating(s) - AIRPLANE ----Narrative----THE STUDENT PLT & CFI WERE PRACTICING SLOW FLT & STALLS. CARB HEAT WAS APPLIED BEFORE THE START OF EACH STALL SERIES. DURING THE RECOVERY FROM THE LAST STALL THE STUDENT PLT APPLIED ONLY PARTIAL PWR. THE CFI APPLIED FULL PWR & THE ENG BEGAN TO RUN ROUGH. THE CFI THEN INCREASED THE MIXTURE TO FULL RICH. THE ENG RAN BETTER & RPM INCREASED ABOUT 150-200 RPM FOR A SHORT TIME BEFORE IT BEGAN TO RUN ROUGH AGAIN AND THEN QUIT ENTIRELY. THE CFI STATED LATER THAT HE WAS SURPRISED WHEN THE PROP STOPPED AT 75-70 KTS IAS. THE CFI ASSUMED CONTROL OF THE ACFT & MADE A FORCED LNDG IN A MARSHY AREA. THE ACFT WENT THROUGH A FENCE AND NOSED OVER. POST-CRASH EXAM OF THE ACFT REVEALED NOTHING THAT WOULD HAVE

PRECLUDED NORMAL OPERATIONS.

File No. - 373 5/26/87 OGDEN, UT A/C Reg. No. N48590 Time (Lcl) - 1415 MDT ---------Occurrence #1 LOSS OF POWER Phase of Operation MANEUVERING Finding(s) 1. UNDETERMINED _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ ------Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 2. OBJECT - FENCE 3. TERRAIN CONDITION - SOFT 4. TERRAIN CONDITION - WET ----------Probable Cause----

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

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

Brief of Accident (Continued)

File No 257 2/01/87 W	DODBRIDGE, VA	A/C Reg. No. I	N6558L	T -	ime (Lcl) -	1800 EST	
Basic Information Type Operating Certificate-NONE (GEI	VERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious	ies Minor	None
Type of Operation -INSTRUCT Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0 0	0	0 0	2 0
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number En	Model - LYCOMING O gines - 1 be - RECIPROCAT er - 110 HP		St	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - WEATHER NOT PERTII Basic Weather - VMC Wind Dir/Speed- 200/004 KTS Visibility - 20.0 SM Lowest Sky/Clouds - 8000 FT S Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK	Itinerary Last Depar WOODBRID NENT Destination LOCAL ATC/Airspace SCATTERED Type of F1 Type of C10	GE, VA	Ai	ON AIRF rport Da WOODBRI Runway Runway Runway Runway	ata IDGE Ident - Lth/Wid - Surface -	19 2250/ ASPHALT UNK/NR	45
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND GLIDER	Age - 56 Biennial Flight Current Months Since Aircraft Type	Review -YES Tota -12 Make e-UNK/NR Ins	Certificate Flight al - 460 e/Model-UNK/I trument-UNK/I ti-Eng - UNK/I	Time (Ho 52 NR NR	burs) Last 24 Last 30 Last 90	IVERS/LIM Hrs - Days- UN Days- aft - UN	2 K/NR 12

Instrument Rating(s) ~ AIRPLANE

----Narrative----

THE STUDENT WAS ATTEMPTING THE LAST OF 3 FULL STOP LANDINGS. THE LANDING WAS MADE AT MINIMUM AIRSPEED. THE ACFT TOUCHED DOWN LEFT OF THE RWY CENTERLINE WHERE AFTERWARDS THE L MAIN GEAR HIT A SNOWBANK ALONGSIDE THE RWY. A LOSS OF DIRECTIONAL CONTROL OCCURRED AND THE ACFT NOSED DOWN IN THE SNOW. THE STUDENT STATED THAT THE INSPECTION PLATE BEHIND THE RUDDER PEDALS WAS BENT UP AND MAY HAVE INTERFERED WITH HIS L-FOOT AS HE TRIED TO STEER THE ACFT DURING THE LANDING ROLL. THE INSTRUCTOR STATED THAT THE L. MAIN GEAR HIT THE SNOWBANK ABOUT 1 SECOND AFTER TOUCH DOWN. THE STUDENT IS A PRIVATE PILOT; HOWEVER HE WAS RESTRICTED TO STUDENT PRIVILEGES PENDING A FAA MEDICAL FLIGHT BECAUSE OF DEFECTIVE VISION IN HIS LEFT EYE.

File No 2	57 2/01/87 WOODBRIDGE,VA	A/C Reg. No. N6558	L Time (Lcl) - 1800 EST
Occurrence #1 Phase of Operation	LOSS OF CONTROL - ON GROUND LANDING		
	TROL - NOT MAINTAINED - DUAL STUDENT NADEQUATE - PILOT IN COMMAND(CFI)	· · · · · · · · · · · · · · · · · · ·	
Occurrence #2 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
Finding(s) 3. TERRAIN CONDITI	DN - SNOWBANK		
Occurrence #3 Phase of Operation			
Probable Cause			

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

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

Type Operating Certificate-NONE (GENERAL AV Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Mode1 - EAGLE BALLOON C-7 Landing Gear - N/A Max Gross Wt - UNK/NR No. of Seats - UNK/NR Environment/Operations Information Weather Data	IATION) Aircraft MINOR Fire NONE Eng Make/Model - N/A Number Engines - N/A Engine Type - N/A Rated Power - N/A	Crew Pass			0 0 	None 1 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - EAGLE BALLOON C-7 Landing Gear - N/A Max Gross Wt - UNK/NR No. of Seats - UNK/NR Environment/Operations Information Weather Data	NONE Eng Make/Model - N/A Number Engines - N/A Engine Type - N/A	Pass	0 ELT I	1 Installed/Activa	0 	1
Accident Occurred During -LANDING Aircraft Information Make/Model - EAGLE BALLOON C-7 Landing Gear - N/A Max Gross Wt - UNK/NR No. of Seats - UNK/NR Environment/Operations Information Weather Data	Eng Make/Model - N/A Number Engines - N/A Engine Type - N/A		 ELT I	nstalled/Activ	ated -	
Aircraft Information Make/Model - EAGLE BALLOON C-7 Landing Gear - N/A Max Gross Wt - UNK/NR No. of Seats - UNK/NR Environment/Operations Information Weather Data	Number Engines - N/A Engine Type - N/A					
Make/Model - EAGLE BALLOON C-7 Landing Gear - N/A Max Gross Wt - UNK/NR No. of Seats - UNK/NR Environment/Operations Information Weather Data	Number Engines - N/A Engine Type - N/A					
Landing Gear - N/A Max Gross Wt - UNK/NR No. of Seats - UNK/NR Environment/Operations Information Weather Data	Number Engines - N/A Engine Type - N/A					I INIZ /NE
Max Gross Wt - UNK/NR No. of Seats - UNK/NR Environment/Operations Information Weather Data	Engine Type - N/A		Št	all Warnin <mark>g</mark> Sys		
No. of Seats - UNK/NR Environment/Operations Information Weather Data					stem -	UNK/NF
Environment/Operations Information Weather Data	Rated Power - N/A					
Weather Data						
	Itinerary		Airport F	roximity		
Wx Briefing - FSS	Last Departure Point		OFF AIR	PORT/STRIP		
Wx Briefing - FSS Method - TELEPHONE	FINCASTLE, VA					
Completeness - FULL	Destination		Airport Da	ita		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- VARIABLE				Ident - N/A		
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid - N/A		
Lowest Sky/Clouds - SCATTERED	Type of Flight Plan -	NONE		Surface - N/A		
Lowest Ceiling - BROKEN	Type of Clearance -	NUNE	Runway	Status - N/A		
Obstructions to Vision- NONE	Type Apch/Lndg -	STRAIGHT-IN				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command Age	- 60 nnial Flight Review Current - YES	Medical Certificat				
Certificate(s)/Rating(s) Bie	Ourrent VES	Fligh				
COMMERCIAL		Iotal -	101	Last 24 Hrs		
FREE BALLOON	Months Since - 16 Aircraft Type - C-7	Tostoumoot- UN		Last 30 Days	= UNK/	ND
FREE BALLOON		Make/Model- Instrument- UN Multi-Eng - UN	K/NR	Rotorcraft	- UNK/	NR
Instrument Rating(s) - NONE						
Narrative						

ALT ALT 5-10 FT AGL. ONE PASSENGER SUFFERED A FRACTURED PELVIC BONE DURING THE FALL. THE BALLOON THEN TRAVELED APRX

3/4 OF A MILE BEFORE CONTACTING TREES.

 File No. - 332
 3/22/87
 MONTVALE,VA
 A/C Reg. No. N60765
 Time (Lc1) - 0905 EST

 Occurrence #1
 MISCELLANEOUS/OTHER

 Phase of Operation
 LANDING

 Finding(s)
 1. TERRAIN CONDITION - DOWNHILL

 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

 3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

 4. CLIMB - UNCONTROLLED

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

Brief of Accident

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File No 263 1/11/87 BREM	IERTON, WA	A/C Reg. No.	N36339	T 	ime (Lc1) -	1130 PST	
Basic Information Type Operating Certificate-NONE (GENER Type of Operation -PERSONAL	RAL AVIATION)	Aircraft Damage SUBSTANTIAL Fire	Crew	-	0	ies Minor O	None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		NONE	Pass	0	0	0	0
Aircraft Information Make/Model - BELLANCA 7KCAB Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 2	Number Eng	e - RECIP-FUEL		S	Installed/A tall Warnin	g System	- NO
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/010 KTS Visibility - 20.0 SM Lowest Sky/Clouds - 6000 FT SCA Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SEATTLE,W Destination SAME AS A ATC/Airspace TTERED Type of Fli Type of Cle	A CC/INC ght Plan - NONE	C PATTERN	ON AIR Airport D BREMER Runway Runway Runway		6200/ ASPHALT	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND		eview -YES Tot -7 Mak	Fligh al -	t Time (H 112 5		Hrs - Days- UN	2

----Narrative----

PLT WITH LESS THAN 2 HRS AS PIC IN BELLANCA 7KCAB ACFT STALLED ON APPROACH TO RUNWAY. PLT REPORTED WINDS ESTIMATED AT 10 KTS WITH GUSTS TO 15 KTS. ACFT STALLED ABOUT 30 FEET ABOVE RUNWAY AND IMPACTED ON THE NOSE AT ABOUT 30 DEGREE ANGLE.

A/C Reg. No. N36339 Time (Lc1) - 1130 PST File No. - 263 1/11/87 BREMERTON.WA _____ LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 2. STALL з. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED - - -----Probable Cause----

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

Brief of Accident A/C Reg. No. N1815Y 1/12/87 EATONVILLE, WA Time (Lcl) - 1218 PST File No. - 262 ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries DESTROYED Fatal Serious Minor None Type of Operation -PERSONAL Fire Crew 0 0 1 0 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 Accident Occurred During -LANDING _____ ----Aircraft Information----Make/Model - CESSNA 172 Eng Make/Model - CONTINENTAL 0-300 ELT Installed/Activated - YES/YES Stall Warning System - YES Landing Gear - TRICYCLE-FIXED Number Engines - 1 Max Gross Wt -2300 Engine Type - RECIPROCATING-CARBURETOR No. of Seats -Rated Power - 145 HP 4 _____ ----Environment/Operations Information----Airport Proximity Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT - N/A PUYALLUP, WA Method Completeness - N/A Destination Airport Data - VMIC SAME AS ACC/INC SWANSON FIELD Basic Weather Runway Ident - 17 Wind Dir/Speed- 200/020 KTS ATC/Airspace Runway Lth/Wid ~ 1970/ 100 Visibility - 10.0 SM Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Sky/Clouds -Type of Clearance - NONE Runway Status - DRY Lowest Ceiling BROKEN Obstructions to Vision- NONE Type Apch/Lndg - GO AROUND Precipitation - NONE Condition of Light - DAYLIGHT --Personnel Information----Pilot-In-Command Aae -56 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Certificate(s)/Rating(s) Biennial Flight Review 99 STUDENT Current - N/A Total ----Last 24 Hrs -Months Since - N/A Make/Model-99 Last 30 Days- UNK/NR Last 90 Davs-Aircraft Type - N/A Instrument-0 25

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PLT WAS ON APPROACH TO HOME FIELD AFTER A X-C FLIGHT. DURING FINAL, THE PILOT ELECTED TO GO-AROUND DUE TO GUSTY WINDS AND A DOWNDRAFT. THE ACFT STALLED INTO TREES ALONG SIDE THE RUNWAY. INVESTIGATION REVEALED THE FLAPS WERE SET AT 40 DEGREES AND CARBURETOR HEAT WAS FULL ON.

File No 26	52 1/12/87	EATONVILLE,WA	A/C Reg. N	o. N1815Y	Time (Lcl) - 1218 PST
Occurrence #1 Phase of Operation					
Finding(s) 1. WEATHER CONDITIC 2. WEATHER CONDITIC 3. RAISING OF FLA 4. CARBURETOR HEAT 5. FLIGHT MANUALS	DN - GUSTS APS - DELAYED - PI - IMPROPER USE OF	- PILOT IN COMMAND			
Occurrence #2	IN FLIGHT COLLIS APPROACH - GO-AR				

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

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

Brief of Accident

Flight Conducted Under -14 CFR 135 NONE Pass O O Accident Occurred During -LANDING Accident Occurred During -LANDING Pass O O -Aircraft Information Make/Model - CESSNA 182R II Eng Make/Model - CONTINENTAL O-470-U ELT Installed/Activated - V Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - V Max Gross Wt - 3100 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 230 HP	sic Information		Dama ua		T	•	
Accident Occurred During -LANDING -Aircraft Information Make/Model - CESSNA 182R II Eng Make/Model - CONTINENTAL 0-470-U ELT Installed/Activated - Y Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - Y Max Gross Wt - 3100 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 230 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - FSS Last Departure Point OFF AIRPORT/STRIP Method - TELEPHONE YAKIMA,WA Completeness - FULL Destination Airport Data Basic Weather - IMC SPOKANE.WA Wind Dir/Speed - 210/020 KTS Visibility - 5.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - Type of Flight Plan - IFR Runway Surface - GRASS/TURF Lowest Ceiling - 100 FT OBSCURED Type of Clearance - IFR Runway Status - DRY Obstructions to Vision - FOG Type Apch/Lndg - FORCED LANDING ROUGH	Type Uperating Certificate-UN-DEMAND AIR TA	AXI AIRCRATI	: Damage	Fatal			None
Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 182R II Eng Make/Model - CONTINENTAL 0-470-U ELT Installed/Activated - Y Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - Y Max Gross Wt - 3100 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 230 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - FSS Last Departure Point OFF AIRPORT/STRIP Method - TELEPHONE YAKIMA,WA Completeness - FULL Destination Airport Data Basic Weather - IMC SPOKANE,WA Wind Dir/Speed - 210/020 KTS Runway Ident - N/A Lowest Sky/Clouds - Type of Flight Plan - IFR Runway Surface - GRASS/TURF Lowest Ceiling - 100 FT OBSCURED Type of Clearance - IFR Runway Status - DRY Obstructions to Vision - FOG Type Apch/Lndg - FORCED LANDING ROUGH	Type of Openation -NON SCHED DOMEST	TC DASSENGED Eine	Cre				1
Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 182R II Eng Make/Model - CONTINENTAL 0-470-U ELT Installed/Activated - Y Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - Y Max Gross Wt - 3100 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 230 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - FSS Last Departure Point OFF AIRPORT/STRIP Method - TELEPHONE YAKIMA,WA Completeness - FULL Destination Airport Data Basic Weather - IMC SPOKANE,WA Wind Dir/Speed - 210/020 KTS Runway Ident - N/A Lowest Sky/Clouds - Type of Flight Plan - IFR Runway Surface - GRASS/TURF Lowest Ceiling - 100 FT OBSCURED Type of Clearance - IFR Runway Status - DRY Obstructions to Vision - FOG Type Apch/Lndg - FORCED LANDING ROUGH	Elight Conducted Under -14 CER 135	NONE	Pas				2
Make/Model- CESSNA 182R IIEng Make/Model- CONTINENTAL 0-470-UELT Installed/Activated - VLanding Gear- TRICYCLE-FIXEDNumber Engines - 1Stall Warning System - VMax Gross Wt- 3100Engine Type- RECIPROCATING-CARBURETORNo. of Seats- 4Rated Power- 230 HP-Environment/Operations InformationItineraryAirport ProximityWeather DataItineraryAirport ProximityWethod- TELEPHONEYAKIMA,WACompleteness- FULLDestinationMin Dir/Speed- 210/020 KTSSPOKANE,WAVisibility- 5.0SMLowest Sky/Clouds- Type of Flight Plan - IFRRunway Surface - GRASS/TURFLowest Ceiling- 100 FT 0BSCUREDType of Clearance- IFRObstructions to Vision - FOGType Apch/Lndg- FORCED LANDINGROUGH	Accident Occurred During -LANDING					Ū	-
Landing GearTRICYCLE-FIXEDNumber Engines - 1Stall Warning System - YMax Gross Wt3100Engine Type- RECIPROCATING-CARBURETORNo. of Seats-4Rated Power-230 HP-Environment/Operations InformationItineraryAirport ProximityWeather DataItineraryAirport ProximityWethod- TELEPHONEYAKIMA,WACompleteness- FULLDestinationBasic Weather- IMCSPOKANE,WAWind Dir/Speed-210/020 KTSRunway IdentVisibility- 5.0SMATC/AirspaceRunway SurfaceLowest Sky/Clouds-Type of Flight PlanIng- 100 FT OBSCUREDType of ClearanceObstructions to Vision-FOGType Apch/LndgPrecipitation- SNOWROUGH							
Max Gross Wt- 3100Engine Type- RECIPROCATING-CARBURETORNo. of Seats-4Rated Power-230 HP-Environment/Operations InformationItineraryAirport ProximityWeather DataItineraryAirport ProximityWx Briefing- FSSLast Departure PointOFF AIRPORT/STRIPMethod- TELEPHONEYAKIMA,WAAirport DataCompleteness- FULLDestinationAirport DataBasic Weather- IMCSPOKANE,WARunway Ident- N/AWind Dir/Speed-210/020 KTSType of Flight Plan - IFRRunway Surface- GRASS/TURFLowest Sky/Clouds-100 FT OBSCUREDType of Clearance- IFRRunway Status- DRYObstructions to Vision-SNOW-SNOW-SNOW-							
No. of Seats -4Rated Power-230 HP-Environment/Operations Information Weather DataItinerary Last Departure PointAirport Proximity OFF AIRPORT/STRIPWe hod- FSSLast Departure PointOFF AIRPORT/STRIPMethod- TELEPHONEYAKIMA,WAAirport DataCompleteness- FULLDestinationAirport DataBasic Weather- IMCSPOKANE,WARunway Ident- N/AWind Dir/Speed-210/020 KTSRunway Ident- N/AVisibility-5.0 SMATC/AirspaceRunway Lth/WidLowest Sky/Clouds-Type of Flight PlanIFRRunway SurfaceLowest Ceiling-100 FT OBSCUREDType of Clearance- IFRRunway StatusDRYObstructions to Vision-FOGType Apch/Lndg- FORCED LANDINGROUGH	5				tall Warnir	ng Syster	n - YES
-Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - FSS Last Departure Point OFF AIRPORT/STRIP Method - TELEPHONE YAKIMA,WA Completeness - FULL Destination Airport Data Basic Weather - IMC SPOKANE,WA Wind Dir/Speed- 210/020 KTS Runway Ident - N/A Visibility - 5.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - Type of Flight Plan - IFR Runway Surface - GRASS/TURF Lowest Ceiling - 100 FT OBSCURED Type of Clearance - IFR Runway Status - DRY Obstructions to Vision- FOG Type Apch/Lndg - FORCED LANDING ROUGH				RETOR			
Weather DataItineraryAirport ProximityWx Briefing- FSSLast Departure PointOFF AIRPORT/STRIPMethod- TELEPHONEYAKIMA,WAAirport DataCompleteness- FULLDestinationAirport DataBasic Weather- IMCSPOKANE,WARunway Ident- N/AWind Dir/Speed-210/020 KTSRunway Ident- N/AVisibility- 5.0 SMATC/AirspaceRunway Lth/Wid- N/ALowest Sky/Clouds-Type of Flight PlanIFRRunway Surface- GRASS/TURFLowest Ceiling- 100 FT OBSCUREDType of ClearanceIFRRunway Status- DRYObstructions to VisionFOGType Apch/Lndg- FORCED LANDINGROUGH	No. of Seats - 4	Rated Power -	230 HP				
Wx Briefing- FSSLast Departure PointOFF AIRPORT/STRIPMethod- TELEPHONEYAKIMA,WAAirport DataCompleteness- FULLDestinationAirport DataBasic Weather- IMCSPOKANE,WARunway Ident- N/AWind Dir/Speed-210/020 KTSRunway Ident- N/AVisibility- 5.0 SMATC/AirspaceRunway Lth/Wid- N/ALowest Sky/Clouds-Type of Flight PlanIFRRunway Surface- GRASS/TURFLowest Ceiling- 100 FT OBSCUREDType of Clearance- IFRRunway StatusDRYObstructions to Vision-FOGType Apch/Lndg- FORCED LANDINGROUGH	· •						
Method- TELEPHONEYAKIMA,WACompleteness- FULLDestinationAirport DataBasic Weather- IMCSPOKANE,WARunway Ident- N/AWind Dir/Speed- 210/020 KTSRunway Ident- N/AVisibility- 5.0 SMATC/AirspaceRunway Lth/Wid- N/ALowest Sky/CloudsType of Flight PlanIFRRunway Surface- GRASS/TURFLowest Ceiling- 100 FT OBSCUREDType of Clearance- IFRRunway Status- DRYObstructions to VisionFOGType Apch/Lndg- FORCED LANDINGROUGH							
Completeness - FULLDestinationAirport DataBasic Weather - IMCSPOKANE,WARunway Ident - N/AWind Dir/Speed- 210/020 KTSRunway Ident - N/AVisibility - 5.0 SMATC/AirspaceRunway Lth/Wid - N/ALowest Sky/Clouds -Type of Flight Plan - IFRRunway Surface - GRASS/TURFLowest Ceiling - 100 FT OBSCUREDType of Clearance - IFRRunway Status - DRYObstructions to Vision- FOGType Apch/Lndg - FORCED LANDINGROUGH	Wx Briefing - FSS			OFF AII	RPORT/STRIP	,	
Basic Weather- IMCSPOKANE,WAWind Dir/Speed- 210/020 KTSRunway Ident- N/AVisibility- 5.0 SMATC/AirspaceRunway Lth/Wid- N/ALowest Sky/Clouds-Type of Flight PlanIFRRunway Surface- GRASS/TURFLowest Ceiling- 100 FT OBSCUREDType of Clearance- IFRRunway Status- DRYObstructions to Vision- 5NOWType Apch/Lndg- FORCED LANDINGROUGH	Method - IELEPHUNE			Ainmont D	-+-		
Wind Dir/Speed- 210/020 KTSRunway Ident- N/AVisibility- 5.0 SMATC/AirspaceRunway Lth/Wid- N/ALowest Sky/Clouds-Type of Flight Plan- IFRRunway Surface- GRASS/TURFLowest Ceiling- 100 FT OBSCUREDType of Clearance- IFRRunway Status- DRYObstructions to Vision- FOGType Apch/Lndg- FORCED LANDINGROUGH				Ampoint Da	ata		
Visibility - 5.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - Type of Flight Plan - IFR Runway Surface - GRASS/TURF Lowest Ceiling - 100 FT OBSCURED Type of Clearance - IFR Runway Status - DRY Obstructions to Vision- FOG Type Apch/Lndg - FORCED LANDING ROUGH Precipitation - SNOW		SFORANE, WA		Punway	Ident -	N/A	
Lowest Sky/Clouds - Type of Flight Plan - IFR Runway Surface - GRASS/TURF Lowest Ceiling - 100 FT OBSCURED Type of Clearance - IFR Runway Status - DRY Obstructions to Vision-FOG Type Apch/Lndg - FORCED LANDING ROUGH Precipitation - SNOW		ATC/Airspace					
Lowest Ceiling - 100 FT OBSCURED Type of Clearance - IFR Runway Status - DRY Obstructions to Vision- FOG Type Apch/Lndg - FORCED LANDING ROUGH Precipitation - SNOW			TFR				TURF
Obstructions to Vision-FOG Type Apch/Lndg - FORCED LANDING ROUGH Precipitation - SNOW							
Precipitation - SNOW Condition of Light - DAYLIGHT							
Condition of Light - DAYLIGHT	Precipitation - SNOW						
	Condition of Light - DAYLIGHT						
-Personnel Information							
Pilot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	ilot-In-Command Age	e - 31	Medical Certific	ate - VALID	MEDICAL-WA	IVERS/L	[MIT
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	Certificate(s)/Rating(s) Bie						
ATP,CFI Current - YES Total - 1608 Last 24 Hrs -		Current - YES	Total -	1608	Last 24	Hrs -	3
SE LAND,ME LAND Months Since - 1 Make/Model- 215 Last 30 Days- UNK/I Aircraft Type - UNK/NR Instrument- 117 Last 90 Days- 1	SE LAND, ME LAND	Months Since - 1	Make/Model-	215	Last 30) Days- l	JNK/NR
Aircraft Type - UNK/NR Instrument- 117 Last 90 Days- 19 Multi-Eng - 44		Aircraft Type - UNK/NR	Instrument- Multi-Eng -	117 44	Last 90) Days-	153
Instrument Rating(s) - AIRPLANE	Instrument Rating(s) - AIRPLANE						

ACFT NOT EQUIPPED FOR DEICE. STRUCTURAL ICE ACCRETION DURING APPROACH AND CLIMB-OUT FOLLOWING MISSED APPROACH DEGRADED ACFT PERFORMANCE SO THAT CLIMB TO ASSIGNED ALT/VFR CONDITIONS NOT POSSIBLE. ACFT CONTINUED TO ACCUMULATE ICE IN IMC, EVENTUALLY FORCING DESCENT TO GROUND CONTACT.

File No. - 207 1/24/87 SPOKANE, WA A/C Reg. No. N9322X Time (Lcl) - 1543 PST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation APPROACH Finding(s) 1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 3. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND 4. WEATHER CONDITION - FOG 5. WEATHER CONDITION - SNOW 6. WING - ICE 7. MISSED APPROACH - PERFORMED - PILOT IN COMMAND _____ _____ FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY Finding(s) 8. AIRCRAFT PERFORMANCE - DETERIORATED Occurrence #3 HARD LANDING Phase of Operation LANDING Finding(s) 9. AIRCRAFT PERFORMANCE, LANDING CAPABILITY - DETERIORATED 10. TERRAIN CONDITION - ROUGH/UNEVEN _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,8,9

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

Brief of Accident

File No. - 266 3/19/87 LOPEZ ISLAND.WA A/C Reg. No. N64728 Time (Lc1) - 0830 PST ---Basic Information----Type Operating Certificate-ON-DEMAND AIR TAXI Aircraft Damage Injuries Name of Carrier-PETER CLELANDSUBSTANTIALType of Operation-NON SCHED,DOMESTIC,PASSENGERFire SUBSTANTIAL Fatal Serious Minor None Crew 0 0 0 1 Flight Conducted Under -14 CFR 135 NONE Pass 0 0 0 2 Accident Occurred During -LANDING _____ --Aircraft Information----ELT Installed/Activated - YES/YES Make/Model - CESSNA 172 Eng Make/Model - LYCOMING 0-320-H2AD Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2300 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 150 HP _____ _____ ----Environment/Operations Information----Weather Data Itinerary Airport Proximity Wx Briefing - UNK/NR OFF AIRPORT/STRIP Last Departure Point Method - UNK/NR OAK HARBOR, WA Completeness - UNK/NR Destination Airport Data Basic Weather - VMC FRIDAY HARBOR, WA Wind Dir/Speed- CALM Runway Ident - N/A ATC/Airspace Runway Lth/Wid - N/A Visibility - 15.0 SM Runway Surface - GRASS/TURF Lowest Sky/Clouds - 5000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - WET Type Apch/Lndg - FORCED LANDING Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT _____ ----Personnel Information----Pilot-In-Command Age - 45 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES Total - 6099 Last 24 Hrs -ATP.CFI 2 Make/Model-492Last 30 Days- UNK/NRInstrument-700Last 90 Days-26 SE LAND, ME LAND, SE SEA Months Since - 21 Aircraft Type - UNK/NR Instrument- 700 Multi-Eng - 2206 Instrument Rating(s) - AIRPLANE ----Narrative----DURING CRUISE THE ACFT ENGINE QUIT DUE TO FUEL EXHAUSTION. THE PILOT NEGLECTED TO VISUALLY CHECK THE FUEL TANKS PRIOR TO DEPARTURE, BUT RATHER RELIED ON FUEL GAUGES AND HIS OWN ESTIMATION THAT ENOUGH FUEL WOULD BE REMAINING TO COMPLETE THE FLIGHT. DURING FORCED LANDING ONTO A FIELD A COW CROSSED THE LANDING AREA. THE PILOT RAISED THE NOSE

OF THE AIRCRAFT IN ORDER TO AVOID STRIKING THE COW. THE ACFT THEN HIT THE GROUND NOSE FIRST.

Brief of Accident (Continued) LOPEZ ISLAND, WA File No. - 266 3/19/87 A/C Reg. No. N64728 Time (Lc1) - 0830 PST _____ Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 3. REFUELING - DISREGARDED - PILOT IN COMMAND 4. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING -------Occurrence #3 HARD LANDING Phase of Operation LANDING Finding(s) 5. OBJECT - ANIMAL(S) 6. PULL-UP - INITIATED - PILOT IN COMMAND 7. FLARE - NOT POSSIBLE - PILOT IN COMMAND Occurrence #4 NOSE GEAR COLLAPSED Phase of Operation LANDING ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 2,3,4,5,7

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

Brief of Accident

-Basic Information						
Type Operating Certificate-ON-DEMAND AIR	TAXI Aircraft	Damage		Injur	ies	
	SUBSTAN		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	-	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	2
Make/Model - CESSNA 172P	Eng Make/Model - LYC	OMING 0-320-D2J		[nstalled/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnin	g Syster	m - YES
Max Gross Wt - 2400	Engine Type - REC		ETOR			
No. of Seats - 4	Rated Power -	160 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport I	Proximity		
Wx Briefing - FSS	Last Departure Point		ON AIR	PORT		
Method - TELEPHONE	SEATTLE, WA					
Completeness - FULL	Destination		Airport Da	ata		
Basic Weather - VMC	LOCAL		HARVEY			
Wind Dir/Speed- 360/011 KTS					14	•
Visibility – 30.0 SM Lowest Sky/Clouds – 1800 FT	ATC/Airspace	NONE		•	2650/	
Lowest Ceiling - 1800 FT BROKEN	Type of Flight Plan - Type of Clearance -		•	Surface -	DRY	1
Obstructions to Vision- NONE	Type Apch/Lndg -		Runway	Status -	DRT	
Precipitation ~ NONE	Type Aperly Endg	TOLL STOP				
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command A	qe - 32	Medical Certifica				
	iennial Flight Review		ht Time (He		WAIVER.	3/ [] []
COMMERCIAL	Current - YES		3700	Last 24	Hrs - I	JNK/NR
SE LAND, ME LAND	Months Since - 1					
·	Aircraft Type - UNK/NR	Instrument-		Last 90		
		Multi-Eng -			-	
Instrument Rating(s) - AIRPLANE						

THE PILOT INITIATED A LANDING ON A 2650 FT LONG RUNWAY IN A 11-18 KNOT QUARTERING TAILWIND CONDITION. HE FLEW THE FINAL APPROACH TOO FAST AND FLARED PREMATURELY. THE ACFT FLOATED DOWN THE RWY, LANDED HARD AND BOUNCED TWICE. THE PLT LOST CONTROL AND THE ACFT DEPARTED THE SIDE OF THE RWY. THE LEFT WING WAS SUBSTANTIALLY DAMAGED ON IMPACT WITH A POLE ON THE SIDE OF THE RWY.

File No. - 384 6/05/87 Time (Lcl) - 1730 PDT SNOHOMISH, WA A/C Reg. No. N65994 Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 2. WEATHER CONDITION - TAILWIND 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 4. PROPER TOUCHDOWN POINT - NOT USED - PILOT IN COMMAND 5. FLARE - PREMATURE - PILOT IN COMMAND 6. RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND 7. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND _____ _____ Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 8. WEATHER CONDITION - UTILITY POLE ----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 399 2/05/87 DODGEV	ILLE,WI A/C	Reg. No. N86079	T 	ime (Lc1) -	1430 CS	ST
Basic Information Type Operating Certificate-NONE (GENERAL		aft Damage TANTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL	Fire	Cre		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI		Pas		õ	0	. 1
-Aircraft Information						
Make/Model - AERONCA 11AC Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Model - Number Engines -	CONTINENTAL A-65-8		Installed/A tall Warnir		•
Max Gross Wt - 1250		RECIPROCATING-CARB			ig system	
No. of Seats - 2	J ,.	65 HP				
Environment/Operations Information Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poi	nt	ON AIR			
Method ~ N/A	HARTFORD, WI					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		DOGEVI	LLE MUNICIP		
Wind Dir/Speed- 270/012 KTS					12	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -	•	
Lowest Sky/Clouds - CLEAR	Type of Flight Pla			Surface -		Г
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	DRY	
Obstructions to Vision- HAZE	Type Apch/Lndg	- FULL STOP				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
	Age - 33	Medical Certifi			IVERS/LI	IMIT
	Biennial Flight Review	Fl	ight Time (H			
PRIVATE	Current - YES					0
SE LAND, SE SEA	Months Since - 2					
	Aircraft Type - UNK/	NR Instrument-	3	Last 90) Days-	67
Instrument Rating(s) - NONE						

WHILE TAXIING AFTER LANDING ON RUNWAY 12, A TAILWIND WAS ENCOUNTERED. THE ACFT SPUN AROUND, SLID BACKWARDS OFF THE RWY, DOWN A STEEP EMBANKMENT AND STRUCK A LARGE ROCK. THE PLT REPORTED WINDS FROM 270 DEGREES AT 12 KNOTS GUSTING TO 18 KNOTS.

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File No 39	9 2/05/87	DODGEVILLE,WI	A/C Reg. No. N8	36079 Time	(Lcl) - 1430 CST
ccurrence #1 hase of Operation					
inding(s) 1. WEATHER CONDITIO 2. COMPENSATION F 3. AIRCRAFT HANDLIN	OR WIND CONDITIONS	5 - INADEQUATE - PILOT OT IN COMMAND	IN COMMAND		
ccurrence #2 hase of Operation		· · · · · ·			
inding(s) 4. TERRAIN CONDITIO 5. OBJECT - OBJECT	N - DOWNHILL				

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

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

Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Airc	Aircraft Damage		Injuries				
		TROYED	Fatal		Minor	None		
Type of Operation -PERSONAL	Fire		Crew O	1	0	0		
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NON	E F	Pass 0	0	0	0		
Aircraft Information								
	Make/Model - CHAMPION 7GCBC Eng Make/Model - LYCOMING 0-320-A2B							
Landing Gear - TAILWHEEL-ALL FIXED		Number Engines - 1 Stall Warning System - YES Engine Type - RECIPROCATING-CARBURETOR						
Max Gross Wt - 1650			ROKFLOK					
No. of Seats - 2	Rated Power -	150 HP						
Environment/Operations Information								
Weather Data	Itinerary	Airport Proximity						
Wx Briefing - NO RECORD OF BRIEFI	•	OFF A	IRPORT/STRIP					
Method - N/A	SAME AS ACC/INC			_				
Completeness - N/A	Destination	Airport	Data					
Basic Weather - VMC	LOCAL		D	Talaurt	07			
Wind Dir/Speed- CALM			Runway Ident - 27 Runway Lth (Widen - 1000					
Visibility - 60.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace			Runway Lth/Wid - 1000 Runway Surface - GRASS/TURF				
Lowest Ceiling - NONE		Type of Flight Plan - NONE Type of Clearance - NONE			Runway Status - WET			
Obstructions to Vision- NONE	Type Apch/Lndg		Kuriwa	y status -	SOFT			
Precipitation - NONE	Type Apch/Endg	- NONE			3011			
Condition of Light - DAYLIGHT								
Personnel Information					~~~~			
Pilot-In-Command	Age - 58	ficate - VALI	D MEDICAL-NC	WAIVERS,	/LIMIT			
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (Hours)					
PRIVATE	Current - NO	Total	- 200	Last 24	Hrs - U	NK/NR		
SE LAND	Months Since - 29 Aircraft Type - UNK	Make/Model	1~ 200	Last 30	Days- U	NK/NR		
	Aircraft Type - UNK	/NR Instrument	t- 0	Last 90	Days-	6		
Instrument Rating(s) - NONE								

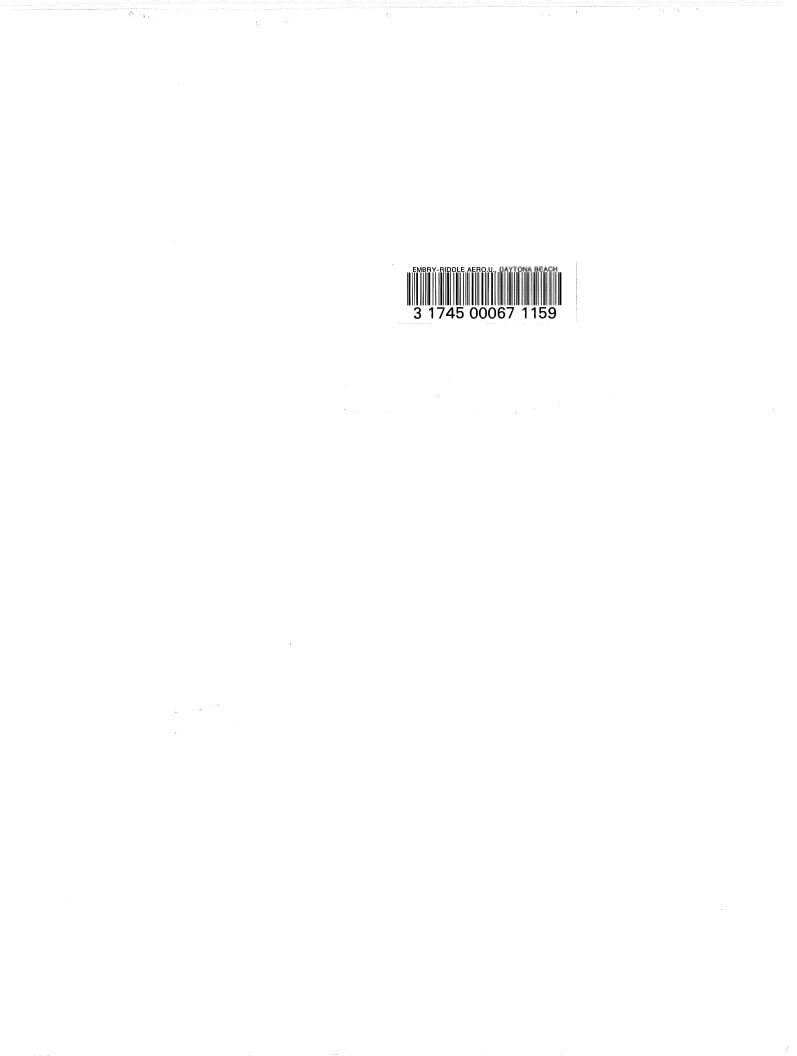
THE PLT WAS USING A PASTURE FOR TAKEOFF. THE WINDS WERE CALM AND THE TAKEOFF RUN WAS SLIGHTLY UPHILL. THERE WAS A LOW SPOT IN THE PASTURE WHICH WAS SOFT FROM MELTING SNOW. THE ACFT DID NOT REACH TAKEOFF SPEED BEFORE REACHING THE END OF THE PASTURE. DURING THE OVERRUN, THE ACFT CONTACTED A ROCK AND FLIPPED OVER.

Brief of Accident (Continued)							
File No 3	313 4/03/87	ROCK ROVER,WY	A/C Reg. No. N1653G	Time (Lc1) - 1630 MST			
Occurrence #1 Phase of Operation		RUN					
Finding(s) 1. TERRAIN CONDITI 2. TERRAIN CONDITI 3. TERRAIN CONDITI 4. UNSUITABLE TE	ON - SOFT	PILOT IN COMMAND					
Occurrence #2 Phase of Operation							
Finding(s) 5. TERRAIN CONDITI 6. ABORT - NOT P	ON - ROUGH/UNEVEN PERFORMED - PILOT I	N COMMAND					
Occurrence #3 Phase of Operation		RUN					
Probable Cause							

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4.6

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

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