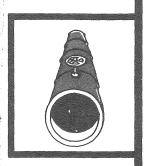


# NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594







NTSB/AAB-88/08



**UNITED STATES GOVERNMENT** 

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# 16.Abstract

This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1987. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.

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### **FOREWORD**

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

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

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

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

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

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

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

Copies of material ordered will be mailed from the Washington business firm that holds the current contract for commercial reproduction of the Board's public files. Billing is also direct to you by the same company.

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## **DEFINITIONS**

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

# Aircraft Accidents

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

# Fatal Injury

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

# Serious Injury

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

# Substantial Damage

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

## **OCCURRENCE**

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

# Gear Collapsed

Collapse of the landing gear due to mechanical failure other than malfunction of the retracting mechanism.

# TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

The type of operating certificate/type of operation refers to the purpose for which the aircraft is being operated at the time of the accident. This type of operating certificate is broken into two categories. These categories are:

# 1. GENERAL AVIATION

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

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

## Personal

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

# **Business**

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

# Corporate/Executive Operations

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

# Instructional Flying

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

# Other Flying

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

# 2. AIR CARRIER

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

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

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

# Powerplant - Loss of Power

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

# PHASE OF OPERATION

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

# CAUSES AND RELATED FACTORS

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

# BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 4

CALENDAR YEAR 1987

File Order Listing - Issue No. 4, 1987

File Number	Aircraft Regist.	Date	Location	Aircı Make 	raft Model	Injury Index	Page
601	5214	061887	NEELYVILLE, MO	GRUMMAN	G-164A	NONE	220
602	1074T	041587	BEN WHEELER, TX	BELL	222	FATAL	314
603	5100Q	042687	FORT WORTH, TX	CESSNA	152	NONE	318
604	6752T	043087	ATHENS, GA	CESSNA	310D	NONE	134
605	6170U	033087	DALTON, GA	BEECH	A36	SERIOUS	132
606	2946Y	032887	MANY, LA	PIPER	PA-32-300	NONE	178
607	666TV	031987	AUSTIN, TX	BELL	206B	NONE	310
608	3790A	070787	BURNET, TX	WAYNE HOOKS	CASSUTT II	SERIOUS	332
609	7500K	062687	CHENNEYVILLE, LA	GRUMMAN	G-164B	NONE	182
610	24258	061287	ARLINGTON, TX	CESSNA	152	NONE	326
611	95610	041587	MIDLAND, TX	CESSNA	182Q	MINOR	312
612	1990N	060887	ANKENY, IA	CESSNA	140	NONE	146
613	4219J	060587	DALTON, NE	CESSNA	188C	NONE	242
614	21711	060387	SIGOURNEY, IA	CESSNA	188-B	NONE	144
615	6561S	051087	MIAMI, MO	CESSNA	150H	NONE	218
616	8599L	041787	KIPP, KS	PIPER	PA-25-235	MINOR	170
617	5553P	030587	KIMBALL, NE	PIPER	PA-24-250	NONE	238
618	2114E	042587	POND CREEK, OK	CESSNA	172N	NONE	268
619	159T	071187	SHEEP MOUNTAIN, AK	PIPER	PA-18	SERIOUS	10
620	2447P	061587	THEODORE RIVER, AK	PIPER	PA-22	NONE	8
621	5645D	060787	KENAI, AK	MAULE	M-6	NONE	6
622	733UP	060787	SALCHA, AK	CESSNA	172N	NONE	4
623	713DM	050687	SPARTANBURG, SC	BEECH	E-55	NONE	292
624	5052C	072687	HAPPY VALLEY, AK	BELLANCA	7GCBC	FATAL	14
625	27039	062187	YAKIMA, WA	PIPER	PA-18-135	NONE	370

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626	59104	061587	MERCED, CA	CESSNA	T210L	NONE	102
627	32RM	062287	BISHOP, CA	NORD	3202	NONE	108
628	1177T	062087	S. LAKE TAHOE, CA	CESSNA	TU206C	SERIOUS	106
629	64484	020487	YUMA, AZ	CESSNA	172N	NONE	84
630	3523X	051787	WAGONTIRE, OR	MOONEY	M2OF	NONE	274
631	7732K	051087	SEATTLE, WA	PIPER	PA-20-115	NONE	354
632	503CW	052987	GLENNS FERRY, ID	BEECH	BE18	NONE	148
633	3187D	050987	SLOAN, NV	BELL	206-B	NONE	252
634	297	050787	RENTON, WA	RUTAN	VARI-EZE	MINOR	352
635	2219W	061287	MILTON-FREEWATR, OR	BELL	47G-3B-2	MINOR	280
636	1130B	020187	RIVERSIDE, CA	LUSCOMBE	8A	NONE	88
637	738JV	061887	MALIBU, CA	CESSNA	172N	NONE	104
638	6408	052487	SPARTANBURG, SC	HILLER	UH-12D (H2	FATAL.	294
639	46884	042187	CLARKSVILLE, TN	BELL	UH- 1B	SERIOUS	300
640	68163	052987	TRENTON, KY	CESSNA	152	NONE	176
641	3240Y	042887	GREENVILLE, SC	BEECH	95-B55	NONE	290
642	2387J	062087	MIRAMAR, FL	BEECH	23	FATAL	130
643	218HW	042087	BOWLING GREEN, MO	THORP	T-18	NONE	212
644	2595B	042787	MARSHFIELD, MO	PIPER	PA-38-112	NONE	214
645	3683U	022087	VALLECITO, CA	CESSNA	182G	NONE	92
646	5275V	020887	EL CAJON, CA	CESSNA	T210L	SERIOUS	90
647	58DC	033087	DEMING, NM	PITTS SPECIA	S2C	SERIOUS	248
649	47256	051387	SILETZ, OR	AEROSPATIALE	SA315-D LA	MINOR	272
650	28L <b>M</b>	052087	BELLINGHAM, WA	MEYER	77-1	NONE	356
651	4173F	052987	PROSPECT, OR	CESSNA	172	NONE	276

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652	5832M	053187	ELLENSBURG, WA	AERODYNAMICS	HAWK MKII	NONE	366
653	22225	060387	DAYTON, WA	CESSNA	T210L	NONE	368
654	9232K	060787	AURORA, OR	PIPER	PA28-151	NONE	278
655	115C	060787	MARICOPA, CA	MOONEY	M-18L	SERIOUS	100
656	320HP	032787	CLAREMORE, OK	DEHAVILLAND	DHC-1B-2S5	SERIOUS	266
657	8024L	050887	BUTLER, AL	PIPER	PA-11	MINOR	70
658	4364X	062787	TUCSON, AZ	PIPER	PA-32R-300	NONE	86
659	2856H	062887	AUBERRY, CA	PIPER	PA-28-161	NONE	116
660	9048Q	080587	EL RENO, OK	BEECH	V35B	MINOR	270
661	2092J	072587	OAK GROVE, LA	CESSNA	T188C	NONE	190
662	3239J	070287	RAYVILLE, LA	CESSNA	T188C	NONE	186
663	6330D	022387	SAND SPRINGS, OK	BELL	47G	NONE	262
664	1082Z	022287	NEW BRAUNFELS, TX	BELL	206B	MINOR	308
665	8865S	031487	OLUSKEE, OK	AIR TRACTOR	301	NONE	264
666	53317	050887	MONROE, NC	MOSS TIMOTHY	QUICKSILVE	SERIOUS	224
667	7287V	061587	LOUISE, TX	AERO COMMAND	CALLAIR B-	NONE	328
668	4581E	031287	BASALT, CO	ROCKWELL COM	680FL	SERIOUS	124
670	2346U	072687	CUSTER, SD	CESSNA	_ 172D	NONE	298
674	3950L	071187	MEMPHIS, TN	GROB	G102-111B	FATAL	304
678	38826	080887	REFUGIO, TX	WILLIAM M. B	TERN	MINOR	340
679	345	042687	MIDLAND, TX	CESSNA	182	NONE	320
680	78AS	080287	HEMPSTEAD, TX	BLANIK	L-13	NONE	336
681	49384	060787	BROWNWOOD, TX	CESSNA	152	MINOR	324
682	7494J	081787	STEAMBOAT SPRIN, CO	PIPER	PA-28R-180	NONE	126
683	9676F	041187	SCOFFIELD, UT	HUGHES	269C	NONE	348

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684	3809P	040387	MORGAN, UT	PIPER	PA-22-150	SERIOUS	346
685	91735	040387	LOS ALAMOS, NM	NORTH AMERIC	NAVION	NONE	250
686	4231E	060487	INVER GROVE HTS, MN	AERONCA	11CC	NONE	208
687	8231D	053087	PLYMOUTH, IN	PIPER	PA-34-200T	NONE	164
688	761ED	050687	GOBLES, MI	CESSNA	A 152	MINOR	206
689	49752	050587	FOOTVILLE, WI	CESSNA	152	NONE	376
690	6401H	050287	EVANSVILLE, IN	BEECH	58P	NONE	160
691	23781	043087	KENTLAND, IN	PIPER	PA-38-112	NONE	158
692	51881	042487	TERRE HAUTE, IN	CESSNA	172P	SERIOUS	156
693	5093V	042487	SUPERIOR, WI	CESSNA	172XP	NONE	374
694	4857B	041387	MARINE CITY, MI	CESSNA	152	MINOR	202
695	9796K	052287	HUNTERSVILLE, NC	STINSON	108-2	SERIOUS	226
696	9180F	052787	HAWESVILLE, KY	HUGHES	369HS	MINOR	174
697	6921E	090587	ANCHORAGE, AK	CESSNA	175A	SERIOUS	32
698	8507E	082487	CENTRAL, AK	CHAMPION	7GC	NONE	16
699	4302M	083187	KUSKALANA PASS, AK	PIPER	PA-12	NONE	20
700	2764F	081287	NEW IBERIA, LA	BELL	206L-1	NONE	192
701	42128	090287	KAHLITNA GLAC, AK	PIPER	J3C-65	NONE	26
702	7571M	090187	YELLOW JACKET, AK	CESSNA	175	NONE	22
703	1217L	071987	KENAI, AK	LAKE	LA-4-200	MINOR	12
704	7233K	090287	KWETHLUK, AK	PIPER	PA-18	NONE	24
705	4451M	090387	GLENNALLEN, AK	PIPER	PA-12	NONE	28
706	9775D	082987	HIGH LAKE, AK	PIPER	PA-18	NONE	18
707	97193	051687	LANSING, IL	CESSNA	172P	SERIOUS	152
708	2224N	050987	LEBANON, IN	CESSNA	120	NONE	162

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710	731YU	052187	LAKE VILLAGE, AR	CESSNA	A188B	FATAL	80
711	2847P	041287	NIXA, MO	LAKE	LA-4-200	FATAL	210
712	7310N	071887	SWIFTOWN, MS	AIR TRACTOR	AT-301	MINOR	222
713	89201	082787	MACCLESFIELD, NC	PIPER	PA-25-235	NONE	234
714	4549Q	031787	WALLA WALLA, WA	CESSNA	402A	NONE	350
715	4628G	071287	CORONA, CA	EIPPER	QUICKSILVE	SERIOUS	122
716	5000Y	081087	EUGENE ISLAND, GM	BELL	206L-1	MINOR	138
717	6287G	080987	MANSFIELD, TX	CESSNA	150K	NONE	342
718	64935	071987	GRAHAM, TX	CESSNA	152	NONE	334
719	1153J	060687	FT.WORTH, TX	ROCKWELL	COMMANDER	NONE	322
720	55889	042887	MINDEN, LA	LAW	OSPREY-2	NONE	180
721	28846	042587	EAGLE LAKE, TX	GRUMMAN	AA-5B	FATAL	316
723	48918	012387	SIMSBURY, CT	CESSNA	152	NONE	128
724	2500F	062787	MONAHANS, TX	CHAMPION	7ECA	FATAL	330
725	6497N	020687	DIBOLL, TX	CESSNA	210N	FATAL	306
726	9193G	020487	DUANE SBURG, NY	CESSNA	172N	NONE	256
727	5609ป	050787	HARPER, KS	CESSNA	188	SERIOUS	172
728	100UA	082387	VEGA BAJA, PR	GRUMMAN AMER	AA-5	NONE	286
729	8366	042987	TULARE, CA	GRUMMAN	G-164A	NONE	98
730	6895ป	081987	BRIDGEPORT, TX	PIPER	PA-28-181	MINOR	344
731	9778	070787	LACASSINE, LA	GRUMMAN	G-164A	NONE	188
732	532X	062887	ST.FRANCISVILLE, LA	AIR COMMAND	532	FATAL	184
733	80116	020187	LAWRENCE, MA	CESSNA	172	NONE	200
734	7653S	020187	ROCKAWAY, NJ	BELLANCA	8GCBC	NONE	246

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735	753D	051987	BIRMINGHAM, AL	BEECH	B100	FATAL	72
736	2988V	050987	AVON, OH	BEECH	35	FATAL	260
737	52362	062487	FT. WAYNE, IN	CESSNA	172P	NONE	168
738	94739	062087	WAUKEGAN, IL	CESSNA	152	MINOR	154
739	91927	061287	LAKE VILLAGE, IN	CESSNA	182 <b>M</b>	NONE	166
740	4691G	061287	PRAIRIE DUCHIEN, WI	CESSNA	172N	NONE	380
741	1402B	060787	DODGEVILLE, WI	LUSCOMBE	8 <u>E</u>	MINOR	378
742	60023	050387	DETROIT, MI	CESSNA	150J	NONE	204
743	4200J	030887	GENOA, IL	PIPER	PA-28-140	MINOR	150
744	908B	070887	HUNTSVILLE, AL	BELL	47D1	NONE	76
745	1511A	060687	KANNAPOLIS, NC	BALLOON WORK	FIREFLY 7	FATAL	232
746	13PH	042587	SUMTER, SC	SPARTAN	7W	NONE	288
747	88987	042187	BAY MINETTE, AL	BELL	204	NONE	68
748	4275F	082587	BAXLEY, GA	CESSNA	172	NONE	136
749	6094Z	083087	MYRTLE BEACH, SC	PIPER	PA-25	MINOR	296
750	38CD	090687	ENTERPRISE, AL	BELL	47G3B1	NONE	78
751	49769	012987	TAUNTON, MA	CESSNA	152	NONE	198
752	10VF	012487	BOYERTOWN, PA	CESSNA	152	MINOR	284
753	5171B	012187	ORANGE, MA	CESSNA	152	NONE	196
754	2430G	011787	RANDOLPH, NH	PIPER	PA-38-112	SERIOUS	244
755	6717G	011687	MONTGOMERY, NY	CESSNA	150	NONE	254
756	5571C	010987	MARSTON MILLS, MA	CESSNA	170A	MINOR	194
757	75JL	062787	WATSONVILLE, CA	RAND	KR-2	MINOR	110
759	6400Z	080587	LUBBOCK, TX	PIPER	PA-25	NONE	338
760	1265A	090787	GOLD KING, AK	PIPER	PA-18	NONE	40

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762	8CK	090687	TALKEETNA, AK	CHAMPION	7GCBC	NONE	. 36
763	93018	090587	WASILLA, AK	CESSNA	185F	NONE	30
764	4471A	092687	BELUGA LAKE, AK	PIPER	PA-18	NONE	62
765	9240A	092087	MELOZITNA RIVER, AK	CESSNA	170A	NONE	60
766	50AA	092087	BELUGA RIVER, AK	INTERSTATE	S-1B2	NONE	58
767	7051	091787	SPARREVOHN, AK	PIPER	PA-18	NONE	56
768	9350D	091687	WINDY RIDGE, AK	PIPER	PA-18A	SERIOUS	54
769	3446	092687	WHITE MOUNTAIN, AK	CHAMPION	AERONCA TL	NONE	64
770	5373H	100187	FAIRBANKS, AK	PIPER	PA~16	NONE	66
771	3410D	091487	SKWENTNA, AK	CESSNA	170B	NONE	44
772	82171	091487	ISLAND LAKE, AK	AERONCA	7AC	MINOR	48
773	5656Y	091487	STONEY RIVER, AK	PIPER	PA-18-150	NONE	50
774	3686T	091487	KUSKATAN RIVER, AK	TAYLORCRAFT	F-19	SERIOUS	46
775	2192R	091187	ANCHORAGE, AK	CESSNA	182	NONE	42
776	8510C	090787	IOWA RIDGE, AK	PIPER	PA-22-135	MINOR	38
777	3666N	091587	VALDEZ, AK	PIPER	PA-12	NONE	52
778	8046K	070887	UNION CITY, TN	GULFSTREAM-S	G164B-600	MINOR	302
779	22553	060187	ANDALUSIA, AL	CESSNA	150H	NONE	74
780	8543A	052387	SPARTA, NC	CONSLDT ARNT	LAKE LA-4-	MINOR	228
781	1696T	052787	ERWIN, NC	PIPER	PA-28-140	NONE	230
782	88177	040787	BERTHOLD, ND	BELLANCA	7GCBC	FATAL	236
783	CFCLL	051787	YAKUTAT, AK	PIPER	PA-18-150	NONE	2
784	5711A	052487	RITZVILLE, WA	CESSNA	172	FATAL	358
784	44726	052487	RITZVILLE, WA	PIPER	PA-28-180	FATAL	360

File Order Listing - Issue No. 4, 1987

File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury In <b>de</b> x	Page
785	7352X	062387	WHITE CITY, OR	CESSNA	150B	NONE	282
786	3693X	052887	WALLA WALLA, WA	AYERS	S2R	NONE	364
787	3768X	052487	ALDERWOOD MANOR, WA	AERO COMMAND	AC-100	MINOR	362
788	82AT	042587	WILLOUGHBY, OH	CESSNA	500	NONE	258
790	37292	062687	SPOKANE, WA	BEECH	77	FATAL	372
791	67751	042087	MARION, IA	CESSNA	152	FATAL	140
792	4891H	042887	GERALD, MO	ROTORWAY	EXECUTIVE	NONE	216
793	1145Q	042587	VALLEY, NE	PIPER	PA-28-181	FATAL	240
794	44626	042187	OGDEN, IA	PIPER	PA-32-300	FATAL	142
795	9711R	042787	MONTEREY, CA	BEECH	95-55	SERIOUS	96
796	3835G	042287	TEMECULA, CA	CESSNA	TU206B	MINOR	94
797	1 1HU	062787	MOJAVE, CA	BELL	H-13	NONE	114
798	3811V	070887	CAMERON PARK, CA	CESSNA	150M	NONE	120
799	8273P	070487	HURON, CA	PIPER	PA-28-181	NONE	118
800	5161M	062787	BROWNSVILLE, CA	BEECH	C23	NONE	112

# AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 4 OF 1987 ACCIDENTS

Basic Information	- NONE (OFNEDA)	41/T47T0N)	A : C : D -			<b>.</b>	•	
Type Operating Certificat	e-NUNE (GENERAL	AVIAIIUN)	Aircraft Da SUBSTANTIA		Fatal	Injur Serious		None
Type of Operation	-PERSONAL		Fire	Crew		0		1
Flight Conducted Under			NONE	Pass		Ö	Ö	1
Accident Occurred During								
-Aircraft Information								
Make/Model - PIPER PA-	18-150			NG 0-320-2A		Installed/A		
Landing Gear - FLOAT						l Warning S	System - NO	כ
Max Gross Wt - 1750				OCATING-CARBUR	ETOR			
No. of Seats - 2		Rated Powe	er – 150	HP				
-Environment/Operations Info	rmation							
Weather Data		Itinerary				Proximity		
Wx Briefing - UNK/NR		Last Depart			OFF AI	RPORT/STRIP	•	
Method - UNK/NR		HAINES, AK			4 : D			
Completeness - UNK/NR		Destination			Airport Da	ata		
Basic Weather - VMC Wind Dir/Speed- CALM		YAKUTAT,A	ık.		Dumino	Ident -	N/A	
Visibility - 40.0	CM	ATC/Airspace				Lth/Wid -	•	
Lowest Sky/Clouds -		Type of Fli	ah+ Dlan - NO	NE		Surface -		
Lowest Sky/Crodds Lowest Ceiling -			earance - NO			Status -		м
Obstructions to Vision-			ndg - FU		Kullway	Jiaius	WATER CAL	_1*1
Precipitation -		Type Apelly E	inag 10	LL 3101				
Condition of Light -								
-Personnel Information Pilot-In-Command		Age - UNK/NR	Med	ical Certifica	te - UNK/NI	2		
Certificate(s)/Rating(s)		Biennial Flight R						
PRIVATE		Current	- UNK/NR	Total - Ul			Hrs - UN	C/NR
SE LAND		Months Since	- UNK/NR	Make/Model - U	NK/NR	Last 30	Davs- UN	K/NR
		Aircraft Type		Instrument- U	NK/NR	Last 90	Days- UN	K/NR
		• •	·	Multi-Eng - U	NK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s)	- NONE							
Namatina								
-Narrative	A MUDEV DIVER	THE DILOT DID NO	T CEE A CAND	DAD THE ATROD	AET CTOUCK	THE CAND		
E TAXIING, AFTER LANDING ON AND THE AIRCRAFT THEN NOSED								

File No. - 783 5/17/87 YAKUTAT,AK A/C Reg. No. CFCLL Time (Lc1) - 1700 ADT

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

Finding(s)

1. TERRAIN CONDITION - WATER,GLASSY
2. TERRAIN CONDITION - SAND BAR
3. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND

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

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GEN	NERAL AVIATION) Air	craft Damage		I	njuries	
Type open doning our trivious and the terms		BSTANTIAL	Fat	tal Serio	us Minor	None
Type of Operation -PERSONAL	Fir				0	1
Flight Conducted Under -14 CFR 9 Accident Occurred During -TAKEOFF	I NO	INE	Pass	0 0	0	2
Accident occurred buring -TAKEOFF			<b></b>			
Aircraft Information						
Make/Model - CESSNA 172N		- LYCOMING 0-320-	H2AD		ed/Activated	
Landing Gear - TAILWHEEL-ALL FIXED				Stall Wa	rning System	- YES
Max Gross Wt - 2300 No. of Seats - 4	Engine Type Rated Power	- RECIPROCATING-CA	AKBUKETUK			
No. 01 Seats 4	Rated Fower					
Environment/Operations Information						
Weather Data	Itinerary			ort Proximi		
Wx Briefing - NO RECORD OF BRIEF		oint	ان.	F AIRPORT/S	TRIP	
Method - N/A Completeness - N/A	SALCHA,AK Destination		Ainn	ant Doto		
Basic Weather - VMC	FAIRBANKS, AK		Атгро	ort Data		
Wind Dir/Speed- 030	TAIRDANNS, AR		Rı	unway Ident	- N/A	
Visibility - 40.0 SM	ATC/Airspace			unway Lth/Wi		
Lowest Sky/Clouds - 10000 FT S		Plan - NONE	Ru	unway Surfac	e - GRAVEL	
Lowest Ceiling - NONE	Type of Clearand		Ru	ınway Status	- ROUGH	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information	4.00	Madical Cant	:	ALTD MEDICA	L WATVEDS /LITM	* T
<pre>Pilot-In-Command   Certificate(s)/Rating(s)</pre>	Age - 40 Biennial Flight Review	Medical Cert	Flight Tir		L-MAIVERS/LIM	111
PRIVATE	Current - YE	S Total	- 162	Las	t 24 Hrs -	1
SE LAND		Make/Mode	162	Las	t 30 Days- UN t 90 Days- orcraft - UN	K/NR
	Months Since - 1 Aircraft Type - C-	172N Instrume	nt- 3	Las	t 90 Days-	18
		Multi-Eng	g - UNK/NR	Rote	orcraft - UN	IK/NR
Instrument Rating(s) - NONE						
Narrative PILOT WAS INDECISIVE DURING HIS ATTEMA	OTED TAKEDEE HE EIDST ELEG	TED TO AROUT THE I	FFORT THE	N CHANGED H	TS	
AND ADDED FULL POWER TO CONTINUE THE					1.5	

6/07/87 SALCHA, AK A/C Reg. No. N733UP Time (Lcl) - 1800 ADT File No. - 622 Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INACCURATE - PILOT IN COMMAND IMPROPER USE OF PROCEDURE - PILOT IN COMMAND 3. TERRAIN CONDITION - ROUGH/UNEVEN 4. ABORT - NOT ATTAINED - PILOT IN COMMAND 5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 6. STALL - NOT CORRECTED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6 Factor(s) relating to this accident is/are finding(s) 1,2,3,4

sic Information								
Type Operating Certificate-NONE (GENERA		Aircraft Damage SUBSTANTIAL		Fatal	•	njuries ous Minor No		
Type of Operation -PERSONAL	=	re re	Crew	0	0	MilliOr.	None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		ONE	Pass	Ō	Ō	Ö	1	
Accident Occurred During -LANDING								
rcraft Information								
Make/Model - MAULE M-6	Eng Make/Model Number Engines	- LYCOMING IO-54	10		Installed/A tall Warnin			
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2500		- RECIP-FUEL INC	IECTED	5	tari warmin	ig System	- 153	
No. of Seats - 4	Rated Power		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
vironment/Operations Information								
ather Data	Itinerary				Proximity			
Wx Briefing - FSS	Last Departure	Point		ON AIR	PORT			
Method - TELEPHONE Completeness - UNK/NR	ANCHORAGE, AK Destination			Airport Da	2+2			
Basic Weather - VMC	KENAI, AK			KENAI				
Wind Dir/Speed- 090/012 KTS	NEIVAL, AN					01		
Visibility - 30.0 SM	ATC/Airspace				Lth/Wid -		150	
Lowest Sky/Clouds - 3500 FT SCA					Surface -			
Lowest Ceiling - 6000 FT BROW			TTERN	Runway	Status -	DRY		
Obstructions to Vision- NONE Precipitation - NONE	Type Apcn/Lnag	- TRAFFIC PA FULL STOP	ALIERN					
Condition of Light - DAYLIGHT		TOLL STOP						
rsonnel Information								
ilot-In-Command	Age - 37	Medical Cer				WAIVERS/	LIMIT	
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Revie Current - Y	W Total	Fligh	it Time (H	ours)	Una -	4	
SE LAND	Months Since - 2	ES Total 2 Make/Mo -6 Instrum	ndel-	227	Last 24 Last 30 Last 90	nis - Davs- IIN	k/NR	
SE LAND	Aircraft Type - M	-6 Instrum	nent-	4	Last 90	Days ON	33	
Instrument Rating(s) - NONE	Aviolate Type	, G 1110 C1 a		·	2001 00	Juyo		
rative								
							_	

File No. - 621 6/07/87 KENAI,AK A/C Reg. No. N5645D Time (Lc1) - 1547 ADT

Occurrence #1
Phase of Operation

LOSS OF CONTROL - ON GROUND

e of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND

- 2. IN-FLIGHT PLANNING/DECISION INACCURATE PILOT IN COMMAND
- 3. GO-AROUND NOT PERFORMED PILOT IN COMMAND
- 4. GROUND LOOP/SWERVE NOT CORRECTED PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

Basic Information						
Type Operating Certificate-NONE (GENERA		t Damage	F-4-1	Injuri		<b>N</b> I
Type of Operation -PERSONAL	SUBSTA Fire	VIIAL Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass	-	0	0	3
Accident Occurred During -TAKEOFF	NONE		Ŭ	Ü	ŭ	J
Aircraft Information				,		
Make/Model - PIPER PA-22	Eng Make/Model - LY			[nstalled/Ad		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warning	g System	- NO
Max Gross Wt - 1950 No. of Seats - 4	Engine Type - RE Rated Power -		ETUR			
	Rated Power -	150 HP				
Environment/Operations Information Weather Data	Itinerary		Airport F	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•			RPORT/STRIP		
Method - N/A	THEODORE RIVER, AK					
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	ANCHORAGE, AK					
Wind Dir/Speed- 270/002 KTS					N/A	
Visibility - 25.0 SM	ATC/Airspace			Lth/Wid -		18
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan			Surface -		
Lowest Ceiling - 5000 FT OVER Obstructions to Vision- NONE	CAST Type of Clearance Type Apch/Lndg	- NONE - NONE	Runway	Status -	DRY	
Precipitation - NONE	Type Apch/Endg	NONE				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 28	Medical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (Ho	ours)		_
PRIVATE	Current - NO	Total - Make/Model-	1/5	Last 24 Last 30	Hrs -	
SE LAND	Months Since - UNK/NR Aircraft Type - UNK/NR	·		Last 30	Days- UN	20
	ATTCTATE Type ONK/NK	Multi-Eng - U			aft - UN	
Instrument Rating(s) - NONE						
Narrative PRIVATE PILOT ELECTED TO ABORT THE TAKEOF D GOING INTO BRUSH AND SMALL TREES. HE SA FOOT GRAVEL SECTION OF THE ROAD. THE BRAI	ID HE DECIDED AGAINST THE T	AKEOFF AT ABOUT TH	E MID-POIN	IN THE		

File No. - 620 6/15/87 THEODORE RIVER, AK A/C Reg. No. N2447P Time (Lcl) - 2130 ADT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND 2. TERRAIN CONDITION - LOOSE GRAVEL/SANDY 3. ABORT ABOVE V1 - DELAYED - PILOT IN COMMAND 4. BRAKES(NORMAL) - ATTEMPTED - PILOT IN COMMAND 5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 6. TERRAIN CONDITION - HIGH VEGETATION ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 3,5

-Basic Information	THERAL AVIATION)	Administration Design			<b>Y</b>		
Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damag SUBSTANTIAL		atal	Injuri Serious		None
Type of Operation -BUSINES	5	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR		NONE	Pass	Ō	1	1	Ō
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - PIPER PA-18		/Model - LYCOMING			nstalled/Ac		
Landing Gear - TAILWHEEL-ALL FIXE		ngines - 1			all Warning	g System ·	- NO
Max Gross Wt - 1750	Engine T	, ·	TING-CARBURETOR	}			
No. of Seats - 2	Rated Po	wer - 150 HI	, 				
Environment/Operations Information				D			
Weather Data Wx Briefing - NO RECORD OF BRI	Itinerary EFING Last Depa	ntuna Daint		ON AIRS	roximity		
Wx Briefing - NO RECORD OF BRI Method - N/A		KA GAL,AK		UN AIKS	IRIP		
Completeness - N/A	Destination	•	Δir	port Da	ta		
Basic Weather - UNK/NR		T. LODGE,AK	7.1	•	OUNTAIN		
Wind Dir/Speed- 240/007 KTS				-		22	
Visibility - UNK/NR	ATC/Airspace	e		Runway	Lth/Wid -	2200/	50
Lowest Sky/Clouds - UNK/NR		light Plan - NONE		Runway	Surface -	GRAVEL	
	OVERCAST Type of C			Runway	Status -	DRY	
Obstructions to Vision- FOG	Type Apch	/Lndg - TRAFI					
Precipitation - NONE		FULL	STOP				
Condition of Light - DAYLIGHT			·				
Personnel Information					_		
Pilot-In-Command			al Certificate				
Certificate(s)/Rating(s)	Biennial Flight		Flight T	ıme (но '2		Line	
COMMERCIAL,CFI SE LAND,ME LAND	Current Months Since		otal - 87 ake/Model- 3		Last 24 Last 30	Hrs -	
SE LAND, ME LAND		e - 8					
	All'Clart Ty	pe - C-17O 11	ılti-Ena - 2	).J		uays- aft - UNI	
			arti Liig 2	. •	NO COT CT C	., .	14, 1414
Instrument Rating(s) - AIRPLA	NE						
-Narrative							
E PILOT AND HIS TWO PASSENGERS TOOK OF AIRCRAFT THAT HAD CRASHED THERE EARLI STINATION AIRSTRIP LOCATED IN A NEARBY	R. WEATHER CONDITIONS	S WERE DETERIORAT:	NG AS THEY APPR	OACHED	THEIR		
SIBILITY AS BETWEEN 1/2 AND 3 MILES. T							
RRAIN SURROUNDING THE AIRSTRIP AND THA	T HE THADVEDTENTLY ST	ALLED THE ATDODAET	WHILE THIDNING	FROM DO	WNWTND TO		

File No. - 619 7/11/87 SHEEP MOUNTAIN, AK A/C Reg. No. N159T Time (Lc1) - 1945 ADT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND 3. TERRAIN CONDITION - MOUNTAINOUS/HILLY 4. ALTITUDE - IMPROPER - PILOT IN COMMAND 5. JUDGEMENT - POOR - PILOT IN COMMAND 6. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND 7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraf	t Damage		Inju	rias	
Type operating certificate NONE (GENER	SUBSTA		Fatal			None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	2	0
Accident Occurred During -TAKEOFF						
-Aircraft Information						
Make/Model - LAKE LA-4-200	Eng Make/Model - LY				Activated	
Landing Gear - AMPHIBIAN	Number Engines - 1		S	tall Warni	ng System	- YES
Max Gross Wt - 2690 No. of Seats - 4	Engine Type - RE Rated Power -					
NO. 01 Seats = 4	rated rower					
-Environment/Operations Information	***					
Weather Data Wx Briefing - NO RECORD OF BRIEFIN	Itinerary G Last Departure Point			Proximity RPORT/STRI	D	
Method - N/A	KENAI.AK		OFF AI	RPURI/SIRI	P	
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	KENAI PENINSULA,AK		SNAG L			
Wind Dir/Speed- 315/008 KTS					- N/A	
Visibility - 60.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg		Runway	Status	- WATER -	CHUPPY
Precipitation - NONE	Type Apcil/ Ling	- NOINE				
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 37	Medical Certifica			O WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H	ours)		
PRIVATE	Current - YES	Total -	3000	Last 2	4 Hrs -	1
SE LAND, SE SEA	Months Since - 2 Aircraft Type - LA4200	Total - Make/Model- Instrument-	28 10	Last 3	O Days - UN	K/NK 38
	ATTOTATE Type - LA4200	This if dillerit	10	Last	O Days	38
Instrument Rating(s) - NONE		•				
-Narrative						<b></b>
PILOT-IN-COMMAND OF THE AMPHIBIOUS AIRPL	ANE APPLIED INADEQUATE TECHN	IQUE DURING THE TA	KEOFF ATTE	MPT AND		
POUNDED THE PROBLEM BY DELAYING ABORTING	THE TAKEOFF. HE CHANGED HIS	MIND TWICE BEFORE	FLYING/SKI	DDING INTO	TREES.	

File No. - 703 7/19/87 KENAI,AK A/C Reg. No. N1217L Time (Lc1) - 1700 ADT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation TAKEOFF - INITIAL CLIMB

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

2. ABORT - DELAYED - PILOT IN COMMAND

----Probable Cause----

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

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

File No 624 7/26/87 HAPPY	VALLEY, AK A/C	Reg. No. N5052C	٦	ime (Lc1)	- 0100 AD	Т
-Basic Information				_		
Type Operating Certificate-NONE (GENERA		aft Damage		Inju		
Time of Occupation DEDCOMAL		ROYED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire		ew 1 iss 1	0	0	0
Accident Occurred During -MANEUVERING	NONE	: Pā	155 1	0	O	0
-Aircraft Information						= - 4.
Make/Model - BELLANCA 7GCBC		LYCOMING 0-320				
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			itall Warni	ng System	- NO
Max Gross Wt - 1650		RECIPROCATING-CARE	SURETOR			
No. of Seats - 2	Rated Power -	150 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - FSS	Last Departure Po	nt	OFF AI	RPORT/STRI	P	
Method - ACFT RADIO	KAVIK,AK		•			
Completeness - PARTIAL,LMTD BY PILOT	Destination		Airport D	ata		
Basic Weather - IMC	FAIRBANKS,AK					
Wind Dir/Speed- CALM			Runway	/ Ident	- N/A	
Visibility - 5.0 SM	ATC/Airspace		Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	ın - VFR	Runway	Surface	- N/A	
Lowest Ceiling - OBSCURED	Type of Clearance	- NONE	Runway	Status	- N/A	
Obstructions to Vision- FOG	Type Apch/Lndg	- NONE	•			
Precipitation - RAIN	, , , , <u>, , , , , , , , , , , , , , , </u>					
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 39	Medical Certifi	cate - VALID	MEDICAL-N	O WATVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (F			
PRIVATE	Cummont	T-4-1	440		4 Hrs -	5
SE LAND	Months Since - 1	Make/Model-	UNK/NR			42
	Months Since - 1 Aircraft Type - 7GCE	C Instrument-	2	Last 9	Davs-	46
			_		, .	
Instrument Rating(s) - NONE						
Namakiya						
-Narrative	FOOT   FVEL	E THE AGOTDENIE OF		EC CTATES		
AIRCRAFT STRUCK THE MOUNTAIN AT THE 4000 T THE WEATHER WAS IFR, LOW CEILING, GROUND						
I IHE WEATHER WAS TER LOW CETLING GROUND	FOG AND THE PREVAILING	VISIBILITY WAS LES	S THAN ONE M	ITLE		

File No. - 624 7/26/87 HAPPY VALLEY, AK A/C Reg. No. N5052C Time (Lcl) - 0100 ADT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation MANEUVERING Finding(s) 1. ALTITUDE - MISJUDGED - PILOT IN COMMAND 2. WEATHER CONDITION - CLOUDS 3. WEATHER CONDITION - FOG 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 5. WEATHER CONDITION - LOW CEILING 6. WEATHER EVALUATION - NOT UNDERSTOOD - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation MANEUVERING ----Probable Cause----

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

File No 698 8/24/87	CENTRAL, AK	A/C Reg. No. N8507	E	Τi	me (Lcl)	- 1330 AD	т
Basic Information Type Operating Certificate-NONE (0		rcraft Damage			Inj	uries	
	S	SUBSTANTIAL	F	atal	Serious	Minor	None
Type of Operation -PERSONA		re	Crew	0	0	0	1
Flight Conducted Under -14 CFR Accident Occurred During -LANDING		IONE	Pass	0	0	0	0
Aircraft Information			_			· · · · · · ·	
Make/Model - CHAMPION 7GC		- LYCOMING 0290D2	3				- YES/YES
Landing Gear - TAILWHEEL-ALL FIXE			* DDUDETOD		all Warn	ing System	n - NU
Max Gross Wt - 1650	Engine Type	- RECIPROCATING-CA	AKBUKETUK				
No. of Seats - 2	Rated Power	- 140 HP					
Environment/Operations Information							
Weather Data	Itinerary				roximity		
Wx Briefing - NWS	Last Departure			ON AIRP	ORT		
Method - TELEPHONE	MANLEY HOT SP	RG, AK					
Completeness - UNK/NR Basic Weather - VMC	Destination			port Da			
Wind Dir/Speed- 175/015 KTS	CENTRAL, AK			CENTRAL	Ident	- 25	
Visibility - 60.0 SM	ATC/Airspace					- 2700/	100
	SCATTERED Type of Flight	Plan - NONE				- GRAVEL	100
Lowest Ceiling - NONE	Type of Clearar			•	Status		
Obstructions to Vision- NONE	Type Apch/Lndg			······································	o ta tab	5111	
Precipitation - NONE	, , , , , , , , , , , , , , , , , , , ,	FULL STOP					
Condition of Light - DAYLIGHT						•	
Personnel Information							
Pilot-In-Command	Age - 34	Medical Cert	ificate -	VALID	MEDICAL-	WAIVERS/LI	MIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Revie Current - Y	•W	Flight T	ime (Ho	urs)		
PRIVATE					Last 2	24 Hrs -	2
SE LAND	Months Since - 1					30 Days- L	INK/NR
	Aircraft Type - U	INK/NR Instrume	nt-	3	Last 9	90 Days-	25
÷							
Instrument Rating(s) - NONE							
Narrative E PILOT STATED THAT HE WAS ATTEMPTING	TO LAND IN CUSTY CROSSWIND	CONDITIONS AND LOS	ST CONTRO	. ne th	F ATDDIA		
E SAID THE ACCIDENT COULD HAVE BEEN AVO NITIATING A GO-AROUND WHEN HE FIRST EXP	IDED BY CHOOSING A DIFFEREN	IT AIRPORT WITH LESS	S CROSSWI	ND, OR	BY	VL -	

File No. - 698 8/24/87 CENTRAL,AK A/C Reg. No. N8507E Time (Lcl) - 1330 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

- 1. WEATHER CONDITION CROSSWIND
- 2. RECOVERY FROM BOUNCED LANDING IMPROPER PILOT IN COMMAND
- 3. GO-AROUND NOT PERFORMED PILOT IN COMMAND
- 4. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 5. GROUND LOOP/SWERVE UNCONTROLLED PILOT IN COMMAND

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 2.4.5$ 

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

File No 706 8/29/87 HIGH	LAKE,AK A/C Reg	J. No. N9775D	Τ	ime (Lc1) -	2000 ADT	• 	
Basic Information							
Type Operating Certificate-NONE (GENER				Injur			
	SUBSTANT		Fatal		Minor	None	
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - PIPER PA-18	Eng Make/Model - UNKN	IOWN UNKNOWN	ELT	Installed/A	ctivated	- YES/YES	
Landing Gear - FLOAT	Number Engines - 1		5	itall Warnir	g System	- NO	
Max Gross Wt - 1760	Engine Type - RECI	PROCATING-CARBUR	ETOR				
No. of Seats - 2	Rated Power - UNK						
Environment/Operations Information	<b>*</b> • • • • • • • • • • • • • • • • • • •			D			
Weather Data	Itinerary			Proximity			
Wx Briefing - NO RECORD OF BRIEFIN			OFF AI	RPORT/STRIP			
Method - N/A	BETHEL, AK						
Completeness - N/A	Destination		Airport D	ata			
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 350/025 KTS			Runway	· Ident -	N/A		
Visibility - 30.0 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 -				N/A		
Obstructions to Vision- NONE		NONE		• • • • • • • • • • • • • • • • • • • •	,		
Precipitation - NONE	Type Apolly chag						
Condition of Light - DAYLIGHT							
Personnel Information					T. (500 / T.)		
Pilot-In-Command		ledical Certifica			IVERS/LIM	11 1	
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (F				
COMMERCIAL	Current - YES	Total -			Hrs - UN		
SE LAND, SE SEA	Months Since - 1			Last 30			
	Aircraft Type - UNK/NR	Instrument-	0	Last 90	Days- UN	IK/NR	
7 1 P-1 (-) NONE							
Instrument Rating(s) - NONE							
Narrative							
E PILOT AND HIS PASSENGER WERE ON A FISHING	G/SIGHT-SEEING FLIGHT WHEN THE	Y ENCOUNTERED WII	NDS ESTIMA	TED AT 35			
OTS BLOWING OVER A MOUNTAIN RIDGE. THE PILO							
PERIENCING A STRONG DOWN DRAFT. A SECOND A							
T HAVE SUFFICIENT ALTITUDE TO CLEAR THE RI							
	TEL EN ENTENENT THE AREA OF	20 2					
PROACH TO THE RIDGE.							

File No. - 706 8/29/87 HIGH LAKE,AK A/C Reg. No. N9775D Time (Lc1) - 2000 ADT

Occurrence #1 ALTITUDE DEVIATION,UNCONTROLLED 
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT

2. ALTITUDE - INADEQUATE - PILOT IN COMMAND

3. TERRAIN CONDITION - MOUNTAINOUS/HILLY

4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

5. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

6. JUDGEMENT - POOR - PILOT IN COMMAND

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

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENERA)	L AVIATION) Aircra	ft Damage		Inju	ries	
· , , po - por a c ,		ANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
·Aircraft Information						
Make/Model - PIPER PA-12		YCOMING 0-320 SERIES		Installed/		
Landing Gear  - TAILWHEEL-ALL FIXED	Number Engines -			tall Warni	ng System	- NO
Max Gross Wt - 1750		ECIPROCATING-CARBURE	ror			
No. of Seats - 3	Rated Power -	150 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	t	OFF AI	RPORT/STRI	Р	
Method - N/A	GULKANA, AK		_			
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		_	<b>-</b>		*
Wind Dir/Speed- CALM	.== (				- N/A	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg	- NUNE - TRAFFIC PATTERN	Runway	Status	- DRY	
	Type Apcn/Lndg	FULL STOP				
Precipitation - NONE Condition of Light - DAYLIGHT		FULL STUP				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command		Medical Certificate	- VAL TD	MEDICAL N	O WATVEDO	/1 TMTT
Certificate(s)/Rating(s)	Age - 36 Biennial Flight Review		t Time (H		O WAIVERS	/ LIMIII
COMMERCIAL	Current - YES	Total -			4 Hrs -	3
SE LAND	Months Since - 14					100
HELICOPTER	Aircraft Type - PA-12		/ /ND	last 0	O Days	379
TIELICOT TER	All Craft Type TA 12	Multi-Eng - UN			raft -	1500
Instrument Rating(s) - AIRPLANE						
-Narrative						
PILOT STATED THAT DURING THE LANDING ROLL	ON THE TUNDRA HE APPLIED	WHEEL BRAKES TOO HARI	CAUSING	THE ATRCR	AFT	

File No. - 699 8/31/87 KUSKALANA PASS,AK A/C Reg. No. N4302M Time (Lc1) - 1300 ADT

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

Finding(s)

1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
3. TERRAIN CONDITION - SOFT
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.4.5

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

File No 702 9/01/87 YELL	DW JACKET,AK	A/C Reg. No. N7	'571 <b>M</b>	Т	ime (Lcl)	- 1130 AD	Г			
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage			Inj	ıries				
		SUBSTANTIAL		Fatal	Serious	Minor	None			
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1			
Flight Conducted Under -14 CFR 91	,	NONE	Pass	0	0	0	1			
Accident Occurred During -LANDING							<del></del>			
Aircraft Information										
Make/Model - CESSNA 175		e/Model - LYCOMING 0-3	860-A1D							
Landing Gear - TRICYCLE-FIXED		Engines - 1			tall Warn	ing System	- YES			
Max Gross Wt - 2350		Type - RECIPROCATIN	IG-CARBURE	TOR						
No. of Seats - 4	Rated P	ower - 180 HP								
Environment/Operations Information				:						
Weather Data	Itinerary			Airport	Proximity					
Wx Briefing - NO RECORD OF BRIEFING	G Last Dep	Last Departure Point			OFF AIRPORT/STRIP					
Method - N/A	TALKEE	TMA,AK								
Completeness - N/A	Destinati	on		Airport D	ata					
Basic Weather - VMC	LOCAL									
Wind Dir/Speed- CALM					Ident					
Visibility - 30.0 SM	ATC/Airspa				Lth/Wid					
Lowest Sky/Clouds - CLEAR		Flight Plan - VFR			Surface					
Lowest Ceiling - BROKEN		Clearance - NONE	0.4.7.7.7.0.11	Runway	Status	- DRY				
Obstructions to Vision- NONE	Type Apc	h/Lndg - TRAFFIC								
Precipitation - NONE		FULL STO	)P							
Condition of Light - DAYLIGHT						<b></b>				
Personnel Information						<u>-</u>	<i>.</i>			
Pilot-In-Command	Age - 45					O WAIVERS	/LIMIT			
Certificate(s)/Rating(s)	Biennial Fligh			t Time (H		NA 11				
PRIVATE	Current	- YES Total	- 'Model-	400		24 Hrs -	1			
SE LAND	Months Sin			20		BO Days-	4			
	Aircraft T	ype - 1/5 Instr	ument-	2	Last	00 Days-	14			
Tactument Dating(a) NONE										
Instrument Rating(s) - NONE			<b></b>							
·Narrative										
HE PILOT STATED HE BOUNCED HARD ON THE GRAV	EL RUNWAY CAUSIN	G HIM TO LOSE DIRECTIO	NAL CONTR	OL AND TH	E AIRPLANI					
SED OVER ON ITS BACK.										

9/01/87 File No. - 702 YELLOW JACKET,AK A/C Reg. No. N7571M Time (Lcl) - 1130 ADT Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN 1. FLARE - IMPROPER - PILOT IN COMMAND 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----

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

File No 704 9/0	02/87 KWETHLUK,AK	A/C Re	A/C Reg. No. N7233K Time (Lc1) - 1305 ADT				
Basic Information Type Operating Certificate	e-NONE (GENERAL AVIATION)			4 6	Injur		
		SUBSTA		Fatal			None
	-AERIAL OBSERVATION	Fire		ew 0	0	0	1
Flight Conducted Under Accident Occurred During	-TAKEOFF		NONE , Pass O				1
Aircraft Information		/					V56 (NO
Make/Model - PIPER PA-1	IB ENG	g Make/Model - LY( mber Engines - 1	JUMING 0-320	ELI	Installed/ <i>l</i> Stall Warnir		
Landing Gear - FLOAT Max Gross Wt - 1760		mber Engines - 1 gine Type - REG			stall Warnin	ng System	- NO
No. of Seats - 2		<b>-</b>	150 HP	SURETUR			
Environment/Operations Infor				Ainment	Description		
Weather Data	Itiner	rary t Departure Point			Proximity [RPORT/STRIF		
Method - N/A	· · · · · · · · · · · · · · · · · · ·			UFF AI	IKPUKI/SIKIP		
Completeness - N/A		ination		Airport [	Data	3	
Basic Weather - VMC		DCAL		A po			
Wind Dir/Speed- 150/015				Runway	/ Ident -	- N/A	
Visibility - 20.0	SM ATC/A	irspace		Runway	/ Lth/Wid -	- N/A	
Lowest Sky/Clouds -		e of Flight Plan <sup>.</sup>			/ Surface -		
Lowest Ceiling -				Runway	/ Status -	- WATER -	CHOPPY
Obstructions to Vision-		e Apch/Lndg	- NONE				
Precipitation - Condition of Light -	RAIN						
				·			
Personnel Information Pilot-In-Command	Age -	55	Medical Certifi	icate - VALIO	MEDICAL-WA	AIVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial F	55 Flight Review	F1	ight Time (F		, ,	
PRIVATE	Currer	nt - YES	Total -	479	Last 24	4 Hrs -	1
SE LAND, SE SEA	Months	s Since - 1 aft Type - PA-18	Make/Model-	479	Last 30	Days- UN	K/NR
	Aircra	aft Type - PA-18	Instrument-	0	Last 90	Days-	7
Instrument Rating(s)	- NONE						
					· · · ·		
E PILOT STATED THAT HE WAS FLY RSPEED INDICATOR WAS NOT WORKI	NG. HE LANDED ON A LAKE	IN GUSTY WIND COM	NDITIONS TO CORP	RECT THE PROE	BLEM. DURING	G	
ENSUING TAKEOFF ATTEMPT, A G AIRPLANE TO NOSE OVER. PILOT HELP SEARCH FOR FELLOW PILOT.	STATED HE WOULD NOT HAV					<b>v</b> G	

9/02/87 File No. - 704 KWETHLUK, AK A/C Reg. No. N7233K Time (Lc1) - 1305 ADT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. WEATHER CONDITION - GUSTS 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND SELF-INDUCED PRESSURE - PILOT IN COMMAND 4. JUDGEMENT - POOR - PILOT IN COMMAND NOSE OVER Occurrence #2 Phase of Operation TAKEOFF - GROUND RUN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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

File No 701 9/02/87 KAHLI	TNA GLAC,AK	21 <b>28</b> 	Time (Lcl) - 1145 ADT				
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage			Injur		
		SUBSTANTIAL			Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew		0 .	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	О	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - PIPER J3C-65		el - CONTINENTAL (	C85-8-F				
Landing Gear - FLOAT	Number Engin				tall Warnin	g System	- NO
Max Gross Wt - 1220		- RECIPROCATING	G-CARBURE	TOR			
No. of Seats - 2	Rated Power	- 85 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING				OFF AI	RPORT/STRIP		
Method - N/A	SAME AS ACC	/INC					
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- CALM					Ident -		
Visibility - 40.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR		t Plan - NONE			Surface -		
Lowest Ceiling - NONE	Type of Clear		DATTERN	Runway	Status -	WATER-CA	LM
Obstructions to Vision- NONE	Type Apch/Lnd	g - TRAFFIC F FULL STOR					
Precipitation - NONE Condition of Light - DAYLIGHT		FULL STUP	Ρ				
Condition of Light - DAYLIGHT							
-Personnel Information						/	
Pilot-In-Command	Age - 70				MEDICAL-WA	IVERS/LIM	111
Certificate(s)/Rating(s)	Biennial Flight Rev		Filgh -	t Time (H		l lm m	^
PRIVATE SE LAND,SE SEA	Current - Months Since -			1289	Last 24	Ars -	2 10
SE LAND, SE SEA	Aircraft Type -		ument-	1209	Last 30 Last 90	Days	23
	Africiant Type -	0-5 Instru	umerrt -	4	Last 90	Days	23
Instrument Rating(s) - NONE							
Managetta							
-Narrative	HE LOCK DIRECTIONS	CONTROL OF THE A	IDODACT O	AUGING TU	E DIANE TO		
PILOT STATED AFTER TOUCHDOWN ON THE LAKE,			IRCRAFT C	AUSING IH	E PLANE IU		
SE OVER ON ITS BACK AND THE AIRCRAFT SANK I	N 20 IU 25 FEEL UF W	AIEK.		a.			

File No. - 701 9/02/87 KAHLITNA GLAC,AK A/C Reg. No. N42128 Time (Lcl) - 1145 ADT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3 Factor(s) relating to this accident is/are finding(s) 4

File No 705 9/03/87 GLENN	ALLEN, AK	A/C Reg	. No. N4451M	Time (Lcl) - 1200 ADT			
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L AVIATION)	Aircraft   SUBSTANT Fire NONE			Injur Serious O O		None 1 0
Aircraft Information Make/Model - PIPER PA-12 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1750 No. of Seats - 2	Eng Make/Mo Number Eng Engine Type Rated Power	ines - 1 e - RECI	MING 0-290-D2 PROCATING-CARBUR 35 HP	S.	Installed/A tall Warnin		
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 170/017 KTS Visibility - 20.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 5000 FT BROK Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	CHISTOCHIN Destination GLENNALLEN ATC/Airspace Type of Flig	NA LDG,AK N,AK ght Plan - I arance - I ndg - :	NONE	Airport Da Runway Runway Runway	RPORT/STŔIP ata Ident - Lth/Wid - Surface -		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,SE SEA	Age - 36 Biennial Flight Re Current Months Since Aircraft Type	eview - YES - 28	Total - Make/Model-	ht Time (Ho 595 167		Days- UN	K/NR
Instrument Rating(s) - NONE							
Narrative THE PILOT RELATED THAT HE RAN OUT OF FUEL ENRI LANDING ON A HIGHWAY, SUBSTANTIALLY DAMAGING MUCH LONGER THAN ANTICIPATED DUE TO STRONG HE CERTIFICATE OR BIENNIAL FLIGHT REVIEW.	THE AIRPLANE. HE SA	ID THAT TH	E ENROUTE PORTIO	N OF HIS F	IGHT TOOK		

File No. - 705 9/03/87 A/C Reg. No. N4451M Time (Lcl) - 1200 ADT GLENNALLEN, AK IN FLIGHT ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. WEATHER CONDITION - TURBULENCE LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Occurrence #2 Phase of Operation CRUISE - NORMAL Finding(s) 3. FLUID.FUEL - EXHAUSTION 4. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND 5. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND 6. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND FORCED LANDING Occurrence #3 Phase of Operation DESCENT - EMERGENCY MAIN GEAR COLLAPSED Occurrence #4 Phase of Operation LANDING - ROLL Finding(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) 3,4,5,6

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

Basic Information							
Type Operating Certificate-NONE (	ENERAL AVIATION)	Aircraft Damage			Injur		
Type of Operation -PERSONA		SUBSTANTIAL Fire	C==	Fatal O	Serious	Minor	None
Type of Operation -PERSONA Flight Conducted Under -14 CFR	L Q1	NONE	Crew Pass	-	0	0	1
Accident Occurred During -LANDING		140145	F & 33	0.	U	O	'
Aircraft Information							
Make/Model - CESSNA 185F		Model - CONTINENTAL	IO-520-D	ELT	Installed/Ad	ctivated	- YES/N
Landing Gear - TAILWHEEL-ALL FIXE		ngines - 1		S	tall Warning	g.System	- YES
Max Gross Wt - 3350		pe - RECIP-FUEL	INJECTED				
No. of Seats - 4	Rated Poi	ver - 300 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRI	•	ture Point		ON AIR	STRIP		
Method - N/A	FAREWELI						
Completeness - N/A	Destination	1		Airport D			
Basic Weather - VMC	LOCAL			_	E AIRSTRIP		
Wind Dir/Speed- CALM	/					UNK/NR	
Visibility - 40.0 SM	ATC/Airspace				Lth/Wid -		
	SCATTERED Type of F				Surface -		RF
Lowest Ceiling - NONE		earance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch	'Lndg - FULL ST	UP				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information	A	Madian 1	O+: 6:		MEDICAL NO	WATVEDC /	
Pilot-In-Command- Certificate(s)/Rating(s)				te - VALID nt Time (H	MEDICAL-NO	WAIVERS/	LIMII
PRIVATE	Biennial Flight Current		1 -		Last 24	Una	1
SE LAND					Last 24 Last 30		
SL LAND	Aircraft Typ	e - 185 Inst	rument-	3	Last 90	Days-	25
	Anciarcity	Je 105 Illat	r dillerit	3	Last 90	Days	25
Instrument Rating(s) - NONE							
Nonnotivo							
Narrative PILOT STATED THAT AFTER ROLLOUT ON T	THE COASS DUNINAY HE I	OCT DIDECTIONAL CONT	DOL: CARCT	IC THE DIA	NE TO COOLING	`	

File No 76	9/05/87	WASILLA,AK	A/C Reg. No. N9301	8 Time (Lcl) - 1800 ADT	
Occurrence #1 Phase of Operation	A:IRFRAME/COMPONEN	NT/SYSTEM FAILURE/	MALFUNCTION		
Finding(s) 1. LANDING GEAR,TIR	E - FAILURE, TOTAL				
Occurrence #2 Phase of Operation		ON GROUND			
Finding(s) 2. DIRECTIONAL CONT 3. GROUND LOOP/SWER					
Occurrence #3 Phase of Operation		ON WITH TERRAIN/W	ATER		
Finding(s) 4. TERRAIN CONDITION					
Probable Cause					
The National Transporis/are finding(s) 1,2		rd determines that	the Probable Cause(s) of thi	s accident	
Factor(s) relating to	this accident is,	are finding(s) 4			

File No 697 9/05/87	ANCHORAGE,AK A/C Re	A/C Reg. No. N6921E Time (Lc1) - 1738 ADT				
-Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION) Aircraft	Damage		Injur	ies	
Type operating certificate None (di	SUBSTAN		Fatal	Serious	Minor	None
Type of Operation -PERSONA		Crew	0	1	0	0
Flight Conducted Under -14 CFR		Pass	Ö	i	Ô	Ö
Accident Occurred During -TAKEOFF	· · · · · · · · · · · · · · · · · · ·			· 		
-Aircraft Information						
Make/Model - CESSNA 175A	Eng Make/Model - CON	TINENTAL 0-470-R		Installed/A		
Landing Gear - FLOAT	Number Engines - 1			tall Warnir	ng Syst <b>em</b>	- YES
Max Gross Wt - 2450		IPROCATING-CARBURE	TOR			
No. of Seats - 4	Rated Power -	230 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NWS	Last Departure Point		OFF AI	RPORT/STRIP	•	
Method - UNK/NR	ANCHORAGE, AK					
Completeness - UNK/NR	Destination		Airport D	ata		
Basic Weather - VMC	BELVOA LAKE,AK					
Wind Dir/Speed- 130/010 KTS					N/A	
Visibility - 60.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 20000 FT			•	Surface -	•	
	OVERCAST Type of Clearance -		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command		Medical Certificat			IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (H			
COMMERCIAL	Current - YES	Total -		Last 24		1
SE LAND, SE SEA	Months Since - 16 Aircraft Type - C-175	Make/Model-		Last 30		15
	Aircraft Type - C-175	Instrument-	65	Last 90	Days-	30
Instrument Rating(s) - AIRPLA	NE					
-Narrative						
ACFT CONTACTED A ROW OF TREES AND CR						
OWNDRAFT WAS ENCOUNTERED AFTER ESTABL						
NDRAFT WAS ENCOUNTERED AND THE PILOT	CONTINUED FLYING THE ACFT JUST AB	OVE STALL SPEED. T	HE AIRCRA	FT CLEARED		
INITIAL GROUP OF TREES AFTER WHICH IT	CONTACTED THE TOPS OF TWO PINE T	REES WHICH WERE AF	RX 78 FT	TALL. THE		
T THEN STALLED AND DESCENDED TO IMPAC						

9/05/87 File No. - 697 ANCHORAGE, AK A/C Reg. No. N6921E Time (Lcl) - 1738 ADT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - DOWNDRAFT 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND IN FLIGHT COLLISION WITH OBJECT Occurrence #2 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 4. OBJECT - TREE(S) Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation TAKEOFF - INITIAL CLIMB ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3 Factor(s) relating to this accident is/are finding(s) 1,4

-Basic Information						
Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf SUBSTA	t Damage	Eata!	Injur Serious	ies Minor	None
Type of Operation -PERSONAL	Fire	Cre		Ser rous	MILLIOI.	None 1
Flight Conducted Under -14 CFR 91	NONE	Pas	_	0	0	1
Accident Occurred During -LANDING	None	. 40	,,,	ŭ	Ü	·
Aircraft Information						
Make/Model - PIPER PA-18	Eng Make/Model - LY			Installed/A		
Landing Gear - FLOAT	Number Engines - 1			Stall Warnin	g System	- NO
Max Gross Wt ~ 1750	Engine Type - RE		IRETUR			
No. of Seats - 2	Rated Power -	150 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF A	RPORT/STRIP		
Method - N/A Completeness - N/A	SAME AS ACC/INC Destination		Airport D	12+2		
Basic Weather - VMC	SAME AS ACC/INC		Airport	ata		
Wind Dir/Speed- CALM	SAME AS ACC/INC		Runway	/ Ident -	N/A	
Visibility - 100.0 SM	ATC/Airspace			/ Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 46	Medical Certific			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (F		11	•
PRIVATE	Current - YES	Total - Make/Model-	4061 4061	Last 24	Hrs -	2 2
SE LAND, SE SEA	Months Since - 2 Aircraft Type - PA-18	Instrument-	HINK /ND	Last 30 Last 90 Rotorcr	Days-	2
	All Clart Type FA 18	Multi-Eng -	UNK/NR	Rotorcr	aft - UN	IK /NR
		Maj Ci Eng	ONEX / NEX	ROTOLCI	a	1111
Instrument Rating(s) - NONE /						
PILOT STATED THAT HE JUST LIFTED OFF THE	LAKE WHEN THE ENGINE QUIT.	THE AIRCRAFT STAL	LED AND CRA	SHED INTO		
LAKE. THE PILOT STATED THAT HE JUST RAN O		-				

File No 7	61 9/06/87	TANANA,AK	A/C Reg. No. N4136E	Time (Lc1) - 1430 ADT
Occurrence #1 Phase of Operation	LOSS OF ENGINE F	POWER(TOTAL) - NON-M NL CLIMB	IECHANICAL	
Finding(s) 1. FLUID,FUEL - EX 2. PREFLIGHT PLANN 3. FUEL SUPPLY - II	ING/PREPARATION -	INADEQUATE - PILOT IN COMMAND	IN COMMAND	·
Occurrence #2 Phase of Operation				
Finding(s) 4. AIRSPEED - NOT   5. STALL/MUSH - IN				
Occurrence #3 Phase of Operation			TER	
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 762 9/06/87	TALKEETNA, AK	A/C Reg. No. N8CK		Time (Lcl) - 1430 ADT			
Basic Information Type Operating Certificate-NONE (	GENERAL AVIATION)	Aircraft D	amage		Inju	ries	
		SUBSTANTI	AL	Fatal	Serious	Minor	None
Type of Operation -PERSON		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOF	+ 						
Aircraft Information							
Make/Model - CHAMPION 7GCBC			IING 0-320-A2B		Installed/		
Landing Gear - TAILWHEEL-ALL FIX		Engines - 1			tall Warni	ng System	- NO
Max Gross Wt - 1650	Engine		ROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated P	ower - 15	60 HP				
Environment/Operations Information-							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BR		arture Point		OFF AI	RPORT/STRI	P	
Method - N/A		S ACC/INC					
Completeness - N/A	Destinati			Airport Da	ata		
Basic Weather - VMC	TALKEE	INA, AK		_	<b>-</b>		
Wind Dir/Speed- CALM	470/4					- N/A	
Visibility - 5.0 SM	ATC/Airspa		IONIE		Lth/Wid		
Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 4000 F	TOVERCAST Type of	Flight Plan - N			Surface Status		
Obstructions to Vision- NONE		h/Lndg - N		Rullway	Status	SNOW - I	אם כ
Precipitation - DRIZZLE		il/ Lilidg	ONE			3140#	JK I
Condition of Light - DAYLIGH	Т						
-Personnel Information Pilot-In-Command	Age - 38	Me	edical Certifica	te - EXPIR	ED		
<pre>Certificate(s)/Rating(s)</pre>	Biennial Fligh	t Review	Flig	ht Time (H	ours)		
PRIVATE	Current	- UNK/NR	Total -	826	Last 2	4 Hrs -	4
SE LAND			Make/Model-		Last 3		NK/NR
	Aircraft T	ype - UNK/NR	Instrument-	0	Last 9	O Days-	29
Instrument Rating(s) - NONE							
Narrative E PILOT ATTEMPTED TO TAKE OFF FROM AN	HINTMODOVED SITE WHILE	F THE INSIDE OF	THE ATDDIANE C	WINDOWS W	-DF		
RTIALLY OBSCURED WITH CONDENSATION. T						ND	
CAME PREMATURELY AIRBORNE. THE PILOT						10	

File No 7	62 9/06/87	TALKEETNA, AK	A/C Reg. No. N8CK	Time (Lc1) - 1430 ADT
Occurrence #1 Phase of Operation		ION WITH TERRAIN/WATE RUN	R	
	NNING/PREPARATION OMPARTMENT WINDOW/	- INADEQUATE - PILOT WINDSHIELD - DIRTY(FO PILOT IN COMMAND		
Occurrence #2 Phase of Operation				
Finding(s) 5. LIFT-OFF - INAD	VERTENT - PILOT IN	COMMAND		
Occurrence #3 Phase of Operation		ION WITH TERRAIN/WATE L CLIMB	R	
Probable Cause				
The National Transpois/are finding(s) 2,		rd determines that th	ne Probable Cause(s) of this ac	cident
Factor(s) relating t	o this accident is	/are finding(s) 1		

Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraí	t Damage		Injur	ies	
	SUBSTA		Fatal			None
Type of Operation -PERSONAL	Fire	Cre		0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pas	s 0	0	0	0
Accident Occurred During -TAKEOFF						
Aircraft Information						
Make/Model - PIPER PA-22-135	Eng Make/Mode1 - L			Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warnir	ng System ·	- NO
Max Gross Wt - 1950	3 7.	CIPROCATING-CARBU	RETOR			
No. of Seats - 4	Rated Power -	135 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t	OFF AI	RPORT/STRIF	•	
Method - N/A	IOWA RIDGE, AK					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	DELTA JUNCTION, AK		_			
Wind Dir/Speed- 180/070 KTS	ATO (A.)				- N/A	
Visibility - 60.0 SM	ATC/Airspace	NONE		Lth/Wid		
Lowest Sky/Clouds - UNK/NR Lowest Ceiling - UNK/NR	Type of Flight Plan Type of Clearance			Surface - Status -		
Obstructions to Vision- NONE	Type of Crearance Type Apch/Lndg		Runway	Status .	ROUGH	
		- NONE				
Precipitation - NONE Condition of Light - NIGHT(BRIGHT)						
-Personnel Information Pilot-In-Command	Age - 39	Medical Certific	ate - EXPIR	ED		
<pre>Certificate(s)/Rating(s)</pre>			ght Time (H			
PRIVATE	Biennial Flight Review Current - YES	Total ~	216	Last 24	Hrs -	1
SE LAND	Months Since - 8	Make/Model-	11	Last 30	Days- UN	C/NR
	Months Since - 8 Aircraft Type - PA-20	Instrument-	<b>O</b> :	Last 90	Days-	23
Instrument Rating(s) - NONE						
Narrative	NITING CAMP BY STRONG WITHOU	ECTIMATED AT 30	OO MOU UT	C ATOD! 4::5		
PILOT WAS AWAKENED IN THE NIGHT AT HIS HU					-	
E LOOSE AT ITS TIE-DOWN AND HE ELECTED TO	ATED THE TURBULENCE LEVEL A		AFIER TAKE	OLL HE FORI		

File No	776 9/07/87 	IOWA RIDGE,AK	A/C Reg. No. N8510C	Time (Lc1) - 0400 ADT
Occurrence #1 Phase of Operation				
<ol> <li>TERRAIN CONDIT</li> <li>WEATHER CONDIT</li> </ol>		HILLY	T IN COMMAND	
Occurrence #2 Phase of Operation		SION WITH TERRAIN/WATER	2	
Finding(s) 5. COMPENSATION F	OR WIND CONDITIONS	- NOT POSSIBLE - PILOT	IN COMMAND	
Probable Cause-				
The National Transposis/are finding(s) 4		ard determines that the	e Probable Cause(s) of this acci	dent
Factor(s) relating	to this accident is	a/are finding(s) 1,2,3		

File No 760 9/07/87 GOLD	KING,AK A/C	Reg. No. N1265A	•	Time (Lcl) -	1000 ADT	
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	ft Damage		Injur	ies	
	SUBST	ANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	C	rew O	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pa	ass O	0	0	0
Accident Occurred During -TAKEOFF						
Aircraft Information						
Make/Model - PIPER PA-18	Eng Make/Model - L			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			Stall Warnin	g System	- NO
Max Gross Wt - 1750	Engine Type - R		BURETOR			
No. of Seats - 2	Rated Power -	150 HP		<b></b>		
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t	OFF A	IRPORT/STRIP		
Method - N/A	SAME AS ACC/INC		4	D - 4 -		
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport	Data TE STRIP		
Wind Dir/Speed- 230/010 KTS	LUCAL				N/A	
Visibility - 50.0 SM	ATC/Airspace			y Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		y Surface -		
Lowest Ceiling - NONE	Type of Clearance			v Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE		,		
Precipitation - NONE	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 44	Medical Certif	icate - VALII	D MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		light Time (I		·	
PRIVATE	Current - YES	Total	- 700	Last 24	Hrs -	3
SE LAND	Months Since - 5	Make/Model	- 700	Last 30	Days-	15
	Aircraft Type - PA-18	Instrument	- UNK/NR	Last 90	Days-	50
		Multi-Eng	- UNK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE						
Managetter						
-Narrative PILOT STATED THAT DURING THE TAKE OFF ROL	HE LOST DIRECTIONAL CONT.	OOL OF THE ATDOD	AET CALISTNO	THE ATDODACT		
EXIT THE STRIP INTO A ROW OF TREES.	L HE LUST DIRECTIONAL CONT	COL OF THE ATRON	AFI CAUSING	INE AIKCKAFI		
EALL THE STRIP INTO A ROW OF TREES.						

File No 76	9/07/87	GOLD KING,AK	A/C Reg. No. N1265A	Time (Lcl) - 1000 ADT
Occurrence #1 Phase of Operation				
		NED - PILOT IN COMMAND	ND	
Occurrence #2 Phase of Operation				
Finding(s) 3. OBJECT - TREE(S				
Probable Cause				
The National Transports/are finding(s) 1,2		rd determines that t	he Probable Cause(s) of this accide	ent

-Basic Information Type Operating Certificate—NONE (GENERAL AVIATION) Aircraft Damage Type of Operation -PERSONAL Fire Crew 0 0 0 0 Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 182 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2950 No. of Seats - 4 Rated Power - 235 HP Environment/Operations Information Wather Data Wax Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility- Landing Cear - CLEAR Visibility- Last Departure Point Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility- Lowest Sky/Clouds - CLEAR LOWEST Sky/Clouds - CLEAR LOWEST Sky/Clouds - CLEAR LOWEST Sky/Clouds - CLEAR Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE  Certificate(s)/Rating(s)  Biennial Flight Review Flight Time (Hours) Aircraft Damage Injuries SUBSTANTIAL Fatal Serious Minor O 0 0 O 0 O 0 O 0 O 0 O 0 O 0 O 0 O 0 O	Time (Lc1) - 1900 ADT			
Type of Operation -PERSONAL Fire Crew 0 0 0 0 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -LANDING NONE Pass 0 0 0 0 Accident Occurred During -LANDING NONE Pass 0 0 0 0 Accident Occurred During -LANDING NONE Pass 0 0 0 0 Accident Occurred During -LANDING Pass 0 0 0 0 Accident Occurred During -LANDING Pass 0 0 0 0 Accident Occurred During -LANDING Pass 0 0 0 0 Accident Occurred During -LANDING Pass 0 0 0 0 Accident Occurred During -LANDING Pass 0 0 0 0 Accident Occurred During -LANDING Pass 0 0 0 0 Accident Occurred During -LANDING Pass 0 0 0 0 Accident Occurred During -LANDING Pass 0 0 0 0 Accident Occurred During -LANDING Pass 0 0 0 0 Accident Occurred During -LANDING Pass 0 0 0 0 Accident Occurred During -LANDING Pass 0 0 0 0 Accident Occurred During -LANDING Pass 0 0 0 0 Accident Occurred During -LANDING Pass 0 0 0 0 Accident Occurred During -LANDING Pass 0 0 0 0 Accident Occurred During -LANDING Pass 0 0 0 0 Accident Occurred During -LANDING Pass 0 0 0 0 Accident Occurred During -LANDING Pass 0 0 0 0 Accident Occurred Pass 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				
Type of Operation -PERSONAL Fire Crew 0 0 0 0 FIGURE 1 NONE Pass 0 0 0 0 0 FIGURE 1 NONE Pass 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				
Flight Conducted Under -14 CFR 91	None			
Accident Occurred During -LANDING  -Aircraft Information Make/Model - CESSNA 182	1			
-Aircraft Information  Make/Model - CESSNA 182	ı			
Make/Model - CESSNA 182 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2950 No. of Seats - 4  Engine Type - RECIPROCATING-CARBURETOR Rated Power - 235 HP  -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - 6000 FT OVERCAST Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND, SE SEA  Instrument Rating(s) - NONE  Rated Power - 235 HP  Rated Power - 235 HP  Rated Power - 235 HP  Airport Proximity OFF AIRPORT/STRIP SAME AS ACC/INC Destination OFF AIRPORT/STRIP SAME AS ACC/INC Destination OFF AIRPORT/STRIP Airport Proximity OFF AIRPORT/STRIP Airport Data  Airport Droximity OFF AIRPORT/STRIP  Airport Proximity OF				
Landing Gear - TRICYCLE-FIXED	VECA			
Max Gross Wt - 2950  No. of Seats - 4  Figine Type - RECIPROCATING-CARBURETOR Rated Power - 235 HP  Finite Type - RECIPROCATING-CARBURETOR Rated Power - 235 HP  Finite Type - RECIPROCATING-CARBURETOR Rated Power - 235 HP  Finite Type - RECIPROCATING-CARBURETOR Rated Power - 235 HP  Finite Type - RECIPROCATING-CARBURETOR Rated Power - 235 HP  Airport Proximity OFF AIRPORT/STRIP SAME AS ACC/INC SAME AS ACC/INC Destination				
No. of Seats - 4	- 163			
Weather Data We Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - 6000 FT OVERCAST Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 49 Certificate(s)/Rating(s) PRIVATE Current - YES SE LAND, SE SEA  Itinerary Last Departure Point SAME AS ACC/INC Destination - NOH Airport Proximity OFF AIRPORT/STRIP Airport Proximity OFF AIRPORT/STRIP OFF AIRPORT/STRIP OFF AIRPORT/STRIP Airport Proximity OFF AIRPORT/STRIP OFF AIRPORT/ST				
Weather Data  We Briefing - NO RECORD OF BRIEFING Method - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- CALM  Visibility - 20.0 SM  Lowest Sky/Clouds - CLEAR  Lowest Ceiling - 6000 FT OVERCAST  Obstructions to Vision- NONE  Precipitation - NONE  Condition of Light - DAYLIGHT  -Personnel Information  Pilot-In-Command Age - 49  Certificate(s)/Rating(s)  PRIVATE Current - YES  SE LAND, SE SEA  Instrument Rating(s) - NONE  Instrument Rating(s) - NONE  Issue Departure Point  SAME AS ACC/INC  Destination - SAME AS ACC/INC  Destination - NONE  Runway Ident - N/A  Runway Ident - N/A  Runway Surface - GRAVEL  Runway Surface - GRAVEL  Type of Clearance - NONE  Type Apch/Lndg - NONE  Medical Certificate - EXPIRED  Flight Time (Hours)  Total - 700 Last 24 Hrs - SE LAND, SE SEA  Months Since - 1 Make/Model - 45 Last 30 Days-  Aircraft Type - C-182 Instrument - 2 Last 90 Days-				
Method - N/A Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL  Wind Dir/Speed- CALM Visibility - 20.0 SM ATC/Airspace Runway Ident - N/A  Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - 700  Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRAVEL  Lowest Ceiling - 6000 FT OVERCAST Type of Clearance - NONE Runway Status - SOFT  Obstructions to Vision- NONE Type Apch/Lndg - NONE  Precipitation - NONE  Condition of Light - DAYLIGHT Personnel Information  Pilot-In-Command Age - 49 Medical Certificate - EXPIRED  Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  PRIVATE Current - YES Total - 700 Last 24 Hrs -  SE LAND, SE SEA Months Since - 1 Make/Model - 45 Last 30 Days-  Aircraft Type - C-182 Instrument - 2 Last 90 Days-				
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 20.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Lowest Ceiling - 6000 FT OVERCAST Obstructions to Vision- Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND, SE SEA  Instrument Rating(s) - NONE  Destination LOCAL  Runway Ident - N/A Runway Lth/Wid - 700 Runway Surface - GRAVEL Runway Status - SOFT ONNE Runway Status - SOFT ON				
Basic Weather - VMC				
Wind Dir/Speed- CALM Visibility - 20.0 SM ATC/Airspace Runway Ident - N/A Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - 700 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRAVEL Lowest Ceiling - 6000 FT OVERCAST Type of Clearance - NONE Runway Status - SOFT Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 49 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 700 Last 24 Hrs - SE LAND, SE SEA Months Since - 1 Make/Model- 45 Last 30 Days- Aircraft Type - C-182 Instrument - 2 Last 90 Days-  Instrument Rating(s) - NONE				
Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - 700 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRAVEL Lowest Ceiling - 6000 FT OVERCAST Type of Clearance - NONE Runway Status - SOFT Obstructions to Vision- NONE				
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRAVEL Lowest Ceiling - 6000 FT OVERCAST Type of Clearance - NONE Runway Status - SOFT Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 49 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 700 Last 24 Hrs - SE LAND, SE SEA Months Since - 1 Make/Model- 45 Last 30 Days- Aircraft Type - C-182 Instrument- 2 Last 90 Days-  Instrument Rating(s) - NONE				
Lowest Ceiling - 6000 FT OVERCAST Type of Clearance - NONE Runway Status - SOFT Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 49 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 700 Last 24 Hrs - SE LAND,SE SEA Months Since - 1 Make/Model- 45 Last 30 Days- Aircraft Type - C-182 Instrument 2 Last 90 Days-  Instrument Rating(s) - NONE				
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 49 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 700 Last 24 Hrs - SE LAND, SE SEA Months Since - 1 Make/Model - 45 Last 30 Days- Aircraft Type - C-182 Instrument - 2 Last 90 Days-  Instrument Rating(s) - NONE				
Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 49 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 700 Last 24 Hrs - SE LAND, SE SEA Months Since - 1 Make/Model - 45 Last 30 Days- Aircraft Type - C-182 Instrument - 2 Last 90 Days-  Instrument Rating(s) - NONE				
Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command				
Pilot-In-Command Age - 49 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 700 Last 24 Hrs - SE LAND,SE SEA Months Since - 1 Make/Model - 45 Last 30 Days- Aircraft Type - C-182 Instrument - 2 Last 90 Days-  Instrument Rating(s) - NONE				
Pilot-In-Command Age - 49 Medical Certificate - EXPIRED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 700 Last 24 Hrs - SE LAND,SE SEA Months Since - 1 Make/Model - 45 Last 30 Days- Aircraft Type - C-182 Instrument - 2 Last 90 Days-  Instrument Rating(s) - NONE				
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 700 Last 24 Hrs - SE LAND,SE SEA Months Since - 1 Make/Model - 45 Last 30 Days- Aircraft Type - C-182 Instrument - 2 Last 90 Days-  Instrument Rating(s) - NONE				
SE LAND, SE SEA Months Since - 1 Make/Model- 45 Last 30 Days- Aircraft Type - C-182 Instrument- 2 Last 90 Days- Instrument Rating(s) - NONE				
Instrument Rating(s) - NONE	1			
Instrument Rating(s) - NONE	10			
	45			
-Narrative				
PILOT STATED THAT AFTER TOUCHDOWN ON THE GRAVEL BAR HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE				
CRAFT TO NOSE OVER ON ITS BACK. HE ALSO INDICATED THAT THE STRIP WAS SOFT AND THE NOSE WHEEL DUG IN AFTER TOUCHDOWN.				

File No. - 775 9/11/87 ANCHORAGE, AK A/C Reg. No. N2192R Time (Lc1) - 1900 ADT LOSS OF CONTROL - ON GROUND Occurrence #1 LANDING - ROLL Phase of Operation Finding(s) 1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY 2. TERRAIN CONDITION - SOFT 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND NOSE OVER Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 4. LANDING GEAR, NOSE GEAR - OVERLOAD 5. LANDING GEAR, NOSE GEAR - SEPARATION ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

-Basic Information		A in an a Cl. Damana			<b>T</b> /.		
Type Operating Certificate-NONE (GENERA	L AVIAIION)	Aircraft Damage SUBSTANTIAL		Fatal	Inju Serious	uries Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF							
-Aircraft Information							_
Make/Model - CESSNA 170B		del - CONTINENTAL					
Landing Gear - TAILWHEEL-ALL FIXED	Number Engir				tall Warn	ing System	- YES
Max Gross Wt - 2200	Engine Type Rated Power	- RECIPROCATI	NG-CARBURE	IUR			
No. of Seats - 4	Rated Power	- 145 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING		re Point		ON AIF	STRIP		
Method - N/A	WILLOW, AK			A			
Completeness - N/A Basic Weather - VMC	Destination SAME AS ACC	/TNC		Airport [	ε STRIP		
Wind Dir/Speed- CALM	SAME AS ACC	Z/ INC			Ident	- 09	
Visibility - 35.0 SM	ATC/Airspace				Lth/Wid		LINK/ND
Lowest Sky/Clouds - CLEAR		nt Plan - NONE			Surface		ONN/ NN
Lowest Ceiling - NONE		rance - NONE			Status		
Obstructions to Vision- NONE	Type Apch/Lnd				o ta tao	30	
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 44	Medical			MEDICAL-	NO WAIVERS	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Rev			nt Time (F	lours)		
PRIVATE			1 -	360		24 Hrs -	2
SE LAND	Months Since	- 13 <b>M</b> ake - C- <b>1</b> 70 Inst	/Model-	360	Last	30 Days-	10
	Aircraft Type	- C-170 Inst	rument-	2	Last	90 Days-	26
Instrument Rating(s) - NONE							
Nama + 2							
-Narrative PILOT STATED THAT DURING THE TAKE OFF ROL	L HE LOST DIRECTION	N CONTROL OF THE	ATDCDACT	CALISTNO	HE ATRODA	ET	
	ATE STRIP WAS NEW A						

File No. - 771 9/14/87 SKWENTNA, AK A/C Reg. No. N3410D Time (Lc1) - 2000 ADT LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. TERRAIN CONDITION - SOFT 2. TERRAIN CONDITION - WET 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 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) 3 Factor(s) relating to this accident is/are finding(s) 1,2

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Injuri	es	
	SUBSTA		Fatal			None
Type of Operation -PERSONAL	Fire	Crew	0	1	O	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pass	0	0	1	0
Aircraft Information Make/Model - TAYLORCRAFT F-19	Eng Make/Model - Co	ONTINENTAL 0-200-A	ELT 1	Installed/Ac	tivated .	- VEC/VE
Landing Gear - FLOAT	Number Engines -			tall Warning		
Max Gross Wt - 1500		ECIPROCATING-CARBURE		carr warming	, system	110
No. of Seats - 2	<b>9</b>	100 HP				
Environment/Operations Information						
Weather Data .	Itinerary		Airport 6	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		_		RPORT/STRIP		
Method - N/A	SAME AS ACC/INC			,		
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	SAME AS ACC/INC					
Wind Dir/Speed- CALM					N/A	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg		Runway	Status -	N/A	
Precipitation - NONE	Type Apcil/ Liliag	- NONE				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - UNK/NR	Medical Certificat	e - NO MEI	DICAL		
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		t Time (Ho			
NONE	Current - N/A	Total - UN	K/NR	Last 24	Hrs - UN	
	Months Since - N/A	Make/Model- UN	K/NR	Last 30	Days- UN	K/NR
	Aircraft Type - N/A	Make/Model- UN Instrument- UN Multi-Eng - UN	K/NR	Last 90	Days- UN	K/NR
		Multi-Eng - UN	K/NR	Rotorcra	ift - UNI	K/NR
Instrument Rating(s) - NONE						
·Narrative						
PILOT STATED THAT HE WAS MANEUVERING THE	AIRCRAFT AT APPROXIMATELY 4	LOO FEET MSI WHEN HE	STALLED	THE ATRORAGE	-	
SPUN DOWN UNTIL STRIKING THE TREES. AT TH						

File No 7	74 9/14/87	KUSKATAN RIVER,AK	A/C Reg. No. N3686T	Time (Lc1) - 1100 ADT
Occurrence #1 Phase of Operation		- IN FLIGHT		
Finding(s) 1. AIRSPEED - NOT 2. STALL/SPIN - IN				
Occurrence #2 Phase of Operation		ION WITH TERRAIN/WATER ROLLED		
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that the P	robable Cause(s) of this accid	ient

File No 772 9/14/8	7 ISLAND LAKE,AK	A/C Reg. No. Na	82171 	Time (Lc1)	- 1130 AD	T 
Basic Information	NE (OENEDAL AVIATION)	Administration Devices		<b>*</b> · · • · ·		
Type Operating Certificate-NO	NE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Inju Serious		None
Type of Operation -PE	RSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14		NONE	Pass 0	ŏ	1	ŏ
Accident Occurred During -TA	KEOFF					
Aircraft Information						
Make/Model - AERONCA 7AC		e/Model - LYCOMING 0-2				
Landing Gear - FLOAT				Stall Warni	ng System	- NO
Max Gross Wt - 1650		ype - RECIPROCATIN	NG-CARBURETOR			
No. of Seats - 2	Rated Po	ower - 115 HP				
Environment/Operations Informat						
Weather Data	Itinerary			t Proximity	_	
Wx Briefing - NO RECORD O		rture Point	OFF	AIRPORT/STRI	Р	
Method - N/A	SAME AS	•				
Completeness - N/A	Destinatio		Airport	Data		
Basic Weather - VMC	SAME AS	ACC/INC	B	a. Talana	<b>NI</b> / A	
Wind Dir/Speed- CALM	ATO /A:			ay Ident		
Visibility - 60.0 SM				ay Lth/Wid		
Lowest Sky/Clouds - 40	OO FI SCALLERED Type of F	light Plan - NUNE		ay Surface		
Lowest Ceiling - NON		rearance - NUNE	Runw	ay Status	- N/A	
Obstructions to Vision- NON		ı/Lndg - NONE				
Precipitation - NON						
Condition of Light - DAY	L1GH  					
Personnel Information				1050		
Pilot-In-Command	Age - 43		Certificate - EXP			
Certificate(s)/Rating(s)	Biennial Flight		Flight Time		4 11	
PRIVATE	Current	- YES Total	1 - 1500		4 Hrs -	1
SE LAND	Months Sind	e - 47 Make/ pe - 7AL Instr	/Model- 141	Last 30 Last 90	Days-	10 25
	Aircraft ly	pe - /AL Instr	rument- 0	Last 9	J Days-	25
Instrument Rating(s) - N	ONE					
Narrative						
PILOT STATED THAT DURING THE IN		T LOST POWER, STALLED	D, AND CRASHED IN	TO A ROW OF '	TREES	
THE LAKE. THE PILOT ALSO STATE						

File No 7	72 9/14/87	ISLAND LAKE,AK	A/C Reg. No. N82171	Time (Lc1) - 1130 ADT
Occurrence #1 Phase of Operation		DWER(PARTIAL) - NON-ME _ CLIMB	CHANICAL	
Finding(s) 1. FLUID,FUEL - CO 2. AIRCRAFT PREF		- PILOT IN COMMAND		
Occurrence #2 Phase of Operation				
Finding(s) 3. AIRSPEED - NOT 4. STALL/MUSH - IN				
Occurrence #3 Phase of Operation	IN FLIGHT COLLIS TAKEOFF - INITIA	ION WITH OBJECT CLIMB		
Finding(s) 5. OBJECT - TREE(S				
Probable Cause		·		
The National Transpois/are finding(s) 1,		rd determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is	are finding(s) 5		

File No 773 9/	14/87 STONEY	RIVER, AK A/C	Reg. No. N5656Y	•	Time (Lc1	) - 1400 AD	Т
-Basic Information Type Operating Certificate	e-NONE (GENERAL	AVIATION) Aircr	aft Damage		In	juries	
-	·		TANTIAL	Fata	1 Seriou	s Minor	None
Type of Operation	-PERSONAL	Fire		Crew O	0	0	1
Flight Conducted Under		NONE	ſ	Pass 0	0	0	1
Accident Occurred During	-TAKEOFF						
-Aircraft Information							•
Make/Model - PIPER PA-	-	Eng Make/Model -		ERIES E	LT Installe		
Landing Gear - TAILWHEEL	-ALL FIXED	Number Engines -			Stall War	ning System	- NO
Max Gross Wt - 1750		Engine Type -		RBURETOR			
No. of Seats - 2		Rated Power -	150 HP				
-Environment/Operations Info	rmation						
Weather Data		Itinerary			rt Proximit		
	RD OF BRIEFING	Last Departure Poi	nt	OFF	AIRPORT/ST	RIP	
Method - N/A		SAME AS ACC/INC			_		
Completeness - N/A		Destination		Airpor	t Data		
Basic Weather - VMC		SAME AS ACC/INC		_			
Wind Dir/Speed- CALM	CM	ATO /A :			way Ident		
Visibility - 40.0		ATC/Airspace	NONE		way Lth/Wid		
Lowest Sky/Clouds - Lowest Ceiling -	CLEAR	Type of Flight Pla AST Type of Clearance			way Surface way Status		
Obstructions to Vision-		Type Of Creamance Type Apch/Lndg		Run	way Status	- N/A	
Precipitation -		Type Apch/ Lhdg	- NOINE				
Condition of Light -							
-Personnel Information Pilot-In-Command	,	Nge - 30	Medical Certif	Ficate - VA	I TO MEDICAL	-NO WATVEDS	/  TMTT
Certificate(s)/Rating(s)		Biennial Flight Review		flight Time		NO WAIVERS	/ LIMIT
PRIVATE	,	Current - YES	Total			24 Hrs -	3
SE LAND		Months Since - 17	Make/Mode				10
JE EARD		Months Since - 17 Aircraft Type - PA-1	8 Instrumen	t- 11	Last	90 Days-	35
		with a territory and the terri	2110 (1 411011		245 (	30 54,5	
Instrument Rating(s)	- NONE						
-Narrative							
PILOT STATED THAT DURING TH	F INITIAL CLIMBO	OUT HE LOST DIRECTIONAL	CONTROL OF THE A	IRCRAFT- ST	ALLED AND		
SHED ON THE GRAVEL BAR. PLT			CONTROL OF THE A.	INCHAIT, ST	TELED AND		

File No 7	73 9/14/8	7 STONEY RIVER,AK	A/C Reg. No. N5656Y	Time (Lc1) - 1400 ADT
Occurrence #1 Phase of Operation	LOSS OF CONTR TAKEOFF - INI			
Finding(s) 1. AIRSPEED - NOT 2. STALL/MUSH - IN				
Occurrence #2 Phase of Operation				
Probable Cause				
The National Transpo	rtation Safety	Board determines that the F	Probable Cause(s) of this accid	ent

is/are finding(s) 1,2

File No 777 9/15/87 \	/ALDEZ,AK A/C F	A/C Reg. No. N3666N			1700 ADT	Time (Lcl) - 1700 ADT			
-Basic Information Type Operating Certificate-NONE (GB	ENERAL AVIATION) Aircraí	t Damage		Injur	ies				
	SUBSTA	NTIAL	Fatal	Serious	Minor	None			
Type of Operation -PERSONAL		Crew	0	0	0	1			
Flight Conducted Under -14 CFR 9	91 NONE	Pass	0	0	0	0			
Accident Occurred During -LANDING									
-Aircraft Information									
Make/Model - PIPER PA-12		ng Make/Model - LYCOMING 0-320-A							
Landing Gear - TAILWHEEL-ALL FIXED									
Max Gross Wt - 1750	Engine Type - RE	ne Type - RECIPROCATING-CARBURETOR							
No. of Seats - 2	Rated Power ~	150 HP							
-Environment/Operations Information	·-								
Weather Data	Itinerary	Airport Proximity							
Wx Briefing - NO RECORD OF BRIE	FING Last Departure Point	Last Departure Point OFF AIRPORT/STRIP							
Method - N/A	VALDEZ, AK								
Completeness - N/A	Destination		Airport Data						
Basic Weather - VMC	SAME AS ACC/INC								
Wind Dir/Speed- UNK/NR					N/A				
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -					
	SCATTERED Type of Flight Plan			Surface -					
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -					
Obstructions to Vision- NONE	Type Apch/Lndg				HOLES				
Precipitation - NONE		FULL STOP							
Condition of Light - DAYLIGHT									
-Personnel Information Pilot-In-Command	Age - 39	Medical Certificat	- VALTE	MEDICAL-NO	WATVEDS/	ITMIT			
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)							
PRIVATE	Cummont	Total			Hrs -	6			
SE LAND	Months Since - 6 Aircraft Type - PA-12	Make/Model- UN	IK/NR	Last 30	Davs- UN	K/NR			
	Aircraft Type - PA-12	Make/Model- UN Instrument- UN	IK/NR	Last 90	Days-	347			
		Multi-Eng - UN	IK/NR	Rotorcr	aft <sup>°</sup> - UN				
Instrument Rating(s) - NONE									
-Narrative					_				
PILOT STATED THAT HE WAS LANDING AT A		WHEN THE MAIN GEAR	HIT A HOL	E DURING TH	Ł				
DING ROLL AND THE AIRCRAFT NOSED OVER.									
·									

File No. - 777 9/15/87 VALDEZ,AK A/C Reg. No. N3666N Time (Lc1) - 1700 ADT

Occurrence #1 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-----Probable Cause---
The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 2

File No 768 9/16/87 WINDY	RIDGE,AK A/C F	Reg. No. N9350D	T	ime (Lcl) -	0700 AD	Γ
	L AVIATION) Aircrat	t Damage		Injuries		
	SUBSTA	NTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0	0
Accident Occurred During -TAKEOFF						
Aircraft Information						
Make/Model - PIPER PA-18A	Eng Make/Model - Li	COMING 0-320 SERIE	S ELT	Installed/A	ctivated	- YES/Y
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -	1	S	tall Warnir	ng System	- NO
Max Gross Wt - 1750	Engine Type - RE	CIPROCATING-CARBUR				
No. of Seats - 2	Rated Power -	150 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	•		RPORT/STRIF	)	
Method - N/A	SAME AS ACC/INC		•	•		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		•			
Wind Dir/Speed- CALM			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 -	GRAVEL	
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE	_			
Precipitation - NONE	,, , , ,					
Condition of Light - DAWN						
Pilot-In-Command	Age - 52	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS,	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Fligh	nt Time (H	lours)		
PRIVATE	Current - YES	Total -	1707	Last 24	Hrs -	1
SE LAND, SE SEA	Months Since - 12	Make/Model-	1707	Last 30	Days-	20
	Aircraft Type - PA-18	Instrument-	12	Last 90	Days-	49
Instrument Rating(s) - NONE						
Narrative						
E PILOT STATED THAT HE HAD JUST LIFTED OFF	FROM THE GRAVEL BAR HEN HE	STALLED THE AIRCRA	T AND CRA	SHED.		

File No 7	68 9/16/87 	WINDY RIDGE, AK	A/C Reg. No. N9350D	Time (Lc1) - 0700 ADT
Occurrence #1 Phase of Operation	LOSS OF CONTROL			
1. AIRSPEED - NOT 2. STALL - INADVER	MAINTAINED - PILO	T IN COMMAND		
Occurrence #2	IN FLIGHT COLLI	SION WITH TERRAIN/WATER		
Phase of Operation	TAKEOFF - INITI	AL CLIMB		
Probable Cause				

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

File No 767 9/17/8	7 SPARREVOHN, AK	A/C Rec	g. No. N7051		Time (Lc1) -	1500 ADT	
Basic Information Type Operating Certificate-NO	NE (GENERAL AVIATION)	Aircraft			Injur		
		SUBSTANT	TIAL	Fatal	Serious	Minor	None
, , , , , , , , , , , , , , , , , , , ,	BLIC USE	Fire	Cre		0	0	1
Flight Conducted Under -14 Accident Occurred During ~TA		NONE	Pas	ss 0	0	0	0
Make/Model - PIPER PA-18	Ena Ma	ake/Model - LYCC	MING 0-320 SER	ES ELT	Installed/A	ctivated	- YES/YE
Landing Gear - TAILWHEEL-ALL		r Engines - 1	5 525 52		Stall Warnin		
Max Gross Wt - 1750			PROCATING-CARBU			3 -,	
No. of Seats - 2	Rated	• •	160 HP				
Environment/Operations Informat							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF		eparture Point		OFF A	IRPORT/STRIP		
Method - N/A		AS ACC/INC					
Completeness - N/A	Destina <sup>.</sup>			Airport	Data		
Basic Weather - VMC		RATH,AK					
Wind Dir/Speed- 020/010 KTS						N/A	
Visibility - 80.0 SM					,	N/A	
Lowest Sky/Clouds - CLE		f Flight Plan -			y Surface -	•	
Lowest Ceiling - NONE		f Clearance -		Runwa	y Status -	N/A	
Obstructions to Vision- NONE	,, ,	och/Lndg -	NONE				
Precipitation - NONE							
Condition of Light - DAYI	LIGHT 						
Personnel Information Pilot-In-Command	Age - 40	A	Medical Certific	sate - VALT	D MEDICAL-NO	WATVEDS/	TMIT
Certificate(s)/Rating(s)		aht Review		ight Time (		WAIVER5/	
COMMERCIAL	Current	- YES	Total -		Last 24	Hrs -	2
SE LAND, SE SEA		ince - 4	Make/Model-			Da∨s- UN	
SE EARD, SE SEA		Type - PA-18	Instrument-		Last 90		200
	,,,, 5, 2, 0	.,,,,	Multi-Eng -		2-00	24,5	200
Instrument Rating(s) - NO	DNE						
Instrument Rating(s) - No		,,	Multi-Eng -	20		•	

File No. - 767 9/17/87 SPARREVOHN,AK A/C Reg. No. N7051 Time (Lc1) - 1500 ADT

Occurrence #1
Phase of Operation

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

### Finding(s)

- 1. OBJECT TREE(S)
- 2. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 3. ABORTED TAKEOFF NOT PERFORMED PILOT IN COMMAND
- 4. TERRAIN CONDITION ROUGH/UNEVEN

----Probable Cause----

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

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

SUBSTAI	t Damage		[njuries	
= · · ·	UTTAI			
Fire NONE	Crew Pass		0	None 1 0
Number Engines - 1 Engine Type - REG	CIPROCATING-CARBURETO	Stall Wa		
Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance	- NONE - NONE	Runway Ident Runway Lth/Wi Runway Surfac	id - N/A ce - WATER	LM
ge - 47 liennial Flight Review Current - YES Months Since - 28 Aircraft Type - S1B2	Flight Total - UNK/ Make/Model- UNK/ Instrument- UNK/	Time (Hours) 'NR Las 'NR Las 'NR Las	st 24 Hrs - st 30 Days- UN st 90 Days-	1 K/NR 30
	Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -  Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL  ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg  ge - 47 iennial Flight Review Current - YES Months Since - 28	Eng Make/Model - LYCOMING O-320 SERIES Number Engines - 1 Engine Type - RECIPROCATING-CARBURETO Rated Power - 150 HP  Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL  ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE  Ge - 47 Medical Certificate Current - YES Total - UNK/ Months Since - 28 Make/Model - UNK/ Aircraft Type - S1B2 Instrument - UNK/	Eng Make/Model - LYCOMING O-320 SERIES ELT Install Number Engines - 1 Stall Water Engine Type - RECIPROCATING-CARBURETOR Rated Power - 150 HP  Itinerary Airport Proximal OFF AIRPORT/STAIR AIRPORT/ST	Eng Make/Model - LYCOMING O-320 SERIES ELT Installed/Activated Number Engines - 1 Stall Warning System Engine Type - RECIPROCATING-CARBURETOR Rated Power - 150 HP  Itinerary

File No. - 766 9/20/87 BELUGA RIVER,AK A/C Reg. No. N5OAA Time (Lcl) - 1200 ADT

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

Finding(s)

- 1. TERRAIN CONDITION RISING
- 2. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 3. GO-AROUND DELAYED PILOT IN COMMAND

----Probable Cause----

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

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

File No 765 9/20/87 MELUBasic Information		A/C Reg. No			ime (Lc1) -		
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Dama			Injur		
T		SUBSTANTIAL		Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE	Crew Pass	_	0	0	1
Accident Occurred During -TAKEOFF		NONE	rass		U	O	'
Aircraft Information							
Make/Model - CESSNA 170A		Model - CONTINEN	ITAL C-145-2		[nstalled/A		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2200	Number Eng Engine Typ		ATING-CARBURI		tall Warnir	ig System	- YES
No. of Seats - 4	Rated Powe						
Environment/Operations Information							
Weather Data	Itinerary	<b>D</b> . 1			Proximity		
Wx Briefing - NO RECORD OF BRIEFII Method - N/A	NG Last Depart SAME AS A			UFF AT	RPORT/STRIP	•	
Completeness - N/A	Destination	ICC/ INC		Airport Da	a+a		
Basic Weather - VMC	FAIRBANKS	5. AK		SANDBA			
Wind Dir/Speed- 180/008 KTS		,,				N/A	
Visibility - 3.000 SM	ATC/Airspace			Runway	Lth/Wid -	1700	
Lowest Sky/Clouds - UNK/NR		ght Plan - NONE			Surface -		
Lowest Ceiling - 1000 FT OV				Runway	Status -	N/A	
Obstructions to Vision- HAZE	Type Apch/l	.ndg - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 37 Biennial Flight F	Medic	al Certifica			waivers/l	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight F	Review		nt Time (Ho			
PRIVATE	Current		otal -	350	Last 24 Last 30	Hrs -	1
SE LAND	Months Since	- UNK/NR M - UNK/NR I	nake/Model-	350	Last 30	Days- UNF	55
	дігстатт туре	e - UNK/NK I	nstrument-	U	Last 90	Days-	ວວ
Instrument Rating(s) - NONE							
Narrative	CAMPBAR OF SET TO	IE	DUDTNO THE				
PILOT ATTEMPTED TO TAKEOFF FROM A RIVER LANDING GEAR TIRE ENTERED THE WATER ANI AND INCURRED SUBSTANTIAL DAMAGE.						:D	
AND INCORRED SUBSTANTIAL DAMAGE.							

File No. - 765 9/20/87 MELOZITNA RIVER,AK A/C Reg. No. N9240A Time (Lcl) - 1700 ADT

Occurrence #1
Phase of Operation

LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

### Finding(s)

- 1. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 2. TERRAIN CONDITION SAND BAR
- 3. TERRAIN CONDITION WATER

Occurrence #2 NOSE OVER

Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

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

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

File No 764 9/26/87 BELUGA	A LAKE,AK A/C Reg. No. N447		T	0800 AD1	Γ			
-Basic Information Type Operating Certificate-NONE (GENERA)	L AVIATION) Aircr		Injuries					
, , , , , , , , , , , , , , , , , , ,		TANTIAL	Fatal	Serious	Minor	None		
Type of Operation -PERSONAL	Fire	Cr	ew O	0	0	1		
Flight Conducted Under -14 CFR 91	NONE	Pa	ss 0	0	0	1		
Accident Occurred During -MANEUVERING								
-Aircraft Information								
Make/Model - PIPER PA-18		LYCOMING O-320 SER		Installed/Ad				
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			itall Warning	g System	- NO		
Max Gross Wt - 1750		RECIPROCATING-CARB	URETOR					
No. of Seats - 2	Rated Power -	150 HP						
-Environment/Operations Information								
Weather Data	Itinerary			Proximity				
Wx Briefing - NO RECORD OF BRIEFING		OFF AIRPORT/STRIP						
Method - N/A	SAME AS ACC/INC							
Completeness - N/A	Destination		Airport [	t Data				
Basic Weather - VMC	LOCAL				_			
Wind Dir/Speed- 310/010 KTS					N/A			
Visibility - 100.0 SM	ATC/Airspace			Lth/Wid -				
Lowest Sky/Clouds - CLEAR	Type of Flight Pla			Surface -				
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	N/A			
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE						
Precipitation - NONE								
Condition of Light - DAYLIGHT								
-Personnel Information			: 					
Pilot-In-Command	Age - 27				IVERS/LIM	MIT		
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (F	·		_		
PRIVATE	Current - YES			Last 24		1		
SE LAND, SE SEA	Months Since - 10 Aircraft Type - PA-1:	Make/Model-	310	Last 30	Days-	15		
	Aircraft Type - PA-1	8 Instrument-	O	Last 90	Days-	30		
Instrument Rating(s) - NONE								
Instrument Rating(s) - NONE					<del>-</del>			

9/26/87 A/C Reg. No. N4471A Time (Lc1) - 0800 ADT File No. - 764 BELUGA LAKE, AK LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation MANEUVERING Finding(s) 1. LOW PASS - INTENTIONAL - PILOT IN COMMAND 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 3. WEATHER CONDITION - GUSTS Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation MANEUVERING Finding(s) 4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4 Factor(s) relating to this accident is/are finding(s) 3

Type Operating Certificate-NONE (GENER		ft Damage		Injur		
Torre of Original Control		ANTIAL	Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	Crew Pass	_	0	0	1
Accident Occurred During -LANDING	NONE	rass	O	U	U	'
Aircraft Information						
Make/Model - CHAMPION AERONCA TL Landing Gear - TAILWHEEL-ALL FIXED		ONTINENTAL A-75 1				
Max Gross Wt - 1220	Number Engines -	ı ECIPROCATING-CARBURI	3 5 TOD	tall Warning	g System	- NU
No. of Seats - 2	Rated Power -					
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		t	OFF AI	RPORT/STRIP		
Method - N/A Completeness - N/A	SAME AS ACC/INC Destination		4 D			
Basic Weather - VMC	LOCAL		Airport D	ата		
Wind Dir/Speed- CALM	LOCAL		Runway	Ident -	N/A	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg					
Precipitation - NONE		FULL STOP				
Condition of Light - DAWN	·					
Personnel Information Pilot-In-Command	Age - 36	Medical Certifica	to - VALID	MEDICAL -WA	TVEDS/ITM	IT T
Certificate(s)/Rating(s)	Biennial Flight Review	Flia	nt Time (H		IVERS/ EIN	
PRIVATE	Current - YES	Total -		Last 24	Hrs -	1
SE LAND			19	Last 30	Days-	25
	Aircraft Type - TL	Instrument-	101	Last 90	Days-	<b>6</b> 9
Instrument Rating(s) - AIRPLANE						
Narrative						
PILOT STATED UPON TOUCHDOWN THE AIRPLANE	ROUNCED AND COOLING COPED	THE ACET HAD BEEN I	NNDED ON A	CDAVEL BAD	AND	
LANDING AREA WAS LOOSE GRAVEL AND ROCKS.					AIND	

Time (Lcl) - 1100 ADT File No. - 769 9/26/87 WHITE MOUNTAIN, AK A/C Reg. No. N3446 Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. FLARE - NOT ATTAINED - PILOT IN COMMAND 2. GROUND LOOP/SWERVE - NOT IDENTIFIED - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND 4. TERRAIN CONDITION - LOOSE GRAVEL/SANDY 5. TERRAIN CONDITION - SOFT Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3 Factor(s) relating to this accident is/are finding(s) 4,5

File No 770 10/01/87 FAIR	BANKS,AK 	A/C Reg. No	Time (Lcl) - 1100 ADT				
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Dama	Injuries				
		SUBSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE	Crew Pass	0	0	0	1
				0	0	0	0
Accident Occurred During -TAKEOFF							
Aircraft Information							
Make/Model - PIPER PA-16		odel – LYCOMIN			Installed/		
Landing Gear - TAILWHEEL-ALL FIXED		ines - 1			tall Warni	ng System	- NO
Max Gross Wt - 1650		e - RECIPRO		TOR			
No. of Seats - 2	Rated Powe	r - 115	⊣P 				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	ure Point		ON AIR	PORT			
Method - N/A	SAME AS A	CC/INC					
Completeness - N/A			Airport D	ata			
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 050/006 KTS					Ident		
Visibility - 80.0 SM	ATC/Airspace				Lth/Wid		150
Lowest Sky/Clouds - 1000 FT SCA				Runway	Surface	- ASPHALT	
Lowest Ceiling - NONE		arance - NON		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/L	ndg - NON	E				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 30		cal Certificat			O WAIVERS,	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight R		Fligh	t Time (H			
PRIVATE	Current	- YES	Total -			4 Hrs -	1
SE LAND	Months Since Aircraft Type	- 1	Make/Model-	50	Last 3 Last 9	O Days-	1
	Aircraft Type	- PA-16	Instrument-	0	Last 9	O Days-	1
Instrument Rating(s) - NONE							
Narrative							
E PLT STATED THAT DURING TKOF ROLL HE LOST	DIRECTIONAL CTI OF	THE ACET WHICH	4 CAUSED IT TO	EXIT THE	PWV IT T	HEN	
RUCK A RWY LIGHT AND NOSED OVER.	DIRECTIONAL OF U	THE MOLIT WILLOW	. 545365 11 10	CATT THE			

File No 7	70 10/01/87	FAIRBANKS, AK	A/C Reg. No. N5373H	Time (Lc1) - 1100 ADT
Occurrence #1 Phase of Operation				
Finding(s) 1. DIRECTIONAL CON 2. GROUND LOOP/SWE		NED - PILOT IN COMMANI - PILOT IN COMMAND	D	
Occurrence #2 Phase of Operation		RUN -		
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that the	e Probable Cause(s) of this accide	nt

File No 747 4/21/87 BAY M	A/C Reg. No.	Time (Lc1) - 0930 CDT					
Basic Information							
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage			Injur		
		DESTROYED		Fatal			None
Type of Operation -OTHER WORK U	SE	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 133		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - BELL 204	Eng Make/M	odel - LYCOMING T	-53-L-11	ELT :	[nstalled/A	ctivated	~ YES/N
Landing Gear - SKID	Number Eng				tall Warnir		
Max Gross Wt - 7500		e - TURBOSHAFT		· ·		.5 0,000	
No. of Seats - 2	Rated Powe						
Weather Data	Itinerary			Airport (	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	ure Point			RPORT/STRIP			
Method - N/A	SAME AS A			OFF AIR	KPUKI/SIKIP		
·		CC/ INC					
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- CALM						N/A	
Visibility – 20.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Fli	ght Plan - NONE		Runway	Surface -	WATER	
Lowest Ceiling - NONE	Type of Cle	arance - NONE	•	Runway	Status -	WATER -	CHOPPY
Obstructions to Vision- NONE	Type Apch/L	ndg - STRAIG	HT-IN				
Precipitation - NONE		FORCED	LANDING				
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 40	Medical	Certificat	e - VALID	MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight R	eview	Fliah	t Time (Ho	ours)		
COMMERCIAL	Current		al - 1		Ĺast 24	Hrs - U	NK/NR
SE LAND	Months Since	- 4 Mak	e/Model-	3500	Last 30	Davs- U	NK/NR
HELICOPTER	Aircraft Type	- 204 Ins	trument- IIN	/ / NID	125+ 90	Days-	270
TIELICOT TER	All clair Type	204 III3	e/Model- trument- UN ti-Eng - UN	Z/ND	Potonon	. 24 - 11	NIZ / NID
		Mui	CI Eng - UN	X/ INK	ROTOFCI	ait U	INN/ INN
Instrument Rating(s) - HELICOPTER							
	DEDIENCED A COMPLE	TE ENGINE EATLINE	CHODELY AS	ATT.	A DIO	KILID	
RING A LOGGING OPERATION, THE HELICOPTER EX						KUP.	
PILOT ENTERED AN AUTOROTATIVE GLIDE. THE							
SCLOSED THAT THE COMPRESSOR TURBINE HAD SHI			STIION WHIC	H CAUSED	THE POWER		
ILURE. THE ENGINE HAD ABOUT 980 HOURS SINCE	IT'S LAST OVERHAU	L.					

File No 74	4/21/87	BAY MINETTE,AL	A/C Reg. N	o. N88987	Time (Lcl) -	0930 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TO	TAL) - MECH FAILURE/MA	LFUNCTION			
Finding(s) 1. COMPRESSOR ASSEM	MBLY - FAILURE,TOT	AL				
Occurrence #2 Phase of Operation		TOUCHDOWN				
Finding(s) 2. AUTOROTATION - 1	INITIATED - PILOT	IN COMMAND				
Occurrence #3 Phase of Operation		TOUCHDOWN				
Finding(s) 3. TERRAIN CONDITIO	ON - WET					· 
Probable Cause	- <del>-</del>					

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

is/are finding(s) 1

Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage			Injur	ies	
· , , , , , , , , , , , , , , , , , , ,	2	SUBSTANTIAL	F	atal	Serious	Minor	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 -DESCENT							
Aircraft Information							
Make/Model - PIPER PA-11		Model - CONTINENTAL	C-85				
Landing Gear - TAILWHEEL-ALL FIXED		ngines - 1			tall Warnin	g System	- NO
Max Gross Wt - 1220		/pe ~ RECIPROCATI	NG-CARBURETOR	₹			
No. of Seats - 2	Rated Po	ver - 85 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFI		ture Point		ON AIR	ואטי		
Method - N/A	SAME AS	•					
Completeness - N/A Basic Weather - VMC	Destination LOCAL	1	Alr	port Da			
Wind Dir/Speed- 060/008 KTS	LUCAL					29	
Visibility - 6.0 SM	ATC/Airspace				Lth/Wid -		80
	ATTERED Type of F				Surface ~		50
Lowest Ceiling - NONE	Type of C	earance - NONE				UNK/NR	
Obstructions to Vision- HAZE	Type Apch			,	0		
Precipitation - NONE	. , , , , , , , , , , , , , , , , , , ,						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 25		Certificate -			WAIVERS/	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight		Flight 1				
STUDENT	Current		1 - 3	39	Last 24	Hrs -	, 2
	Months Since	e - N/A Make	/Model- 2 rument- UNK/N	25	Last 30	Days- UN	NK/NR
	Aircraft Typ						
		Mult	i-Eng - UNK/N	NK	Rotorcr	aft ~ UN	IK/NR
Instrument Rating(s) - NONE							
Nonnetive							
Narrative STUDENT PLT REPORTED THAT A GUST OF WIN			ODTIV 45750 3	FALCEDEE	AT ADOUT 4	~~	

5/08/87 BUTLER, AL A/C Reg. No. N8024L Time (Lcl) - 1545 CDT File No. - 657 Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 2. STALL - INADVERTENT - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4 Factor(s) relating to this accident is/are finding(s) 3

File No 735 5/19/87 BIRMIN	NGHAM, AL	A/C Reg.	No. N753D		ime (Lcl) -	0625 CD	)T
Basic Information Type Operating Certificate-ON-DEMAND AIR Name of Carrier -JETCO, INC. Type of Operation -NON SCHED,DON Flight Conducted Under -14 CFR 135 Accident Occurred During -STANDING	R TAXI MESTIC,PASSENGER	Aircraft D MINOR Fire NONE	amage Cre Pas: Oth	s 0	Injur Serious O O	ies Minor O O	None 1 0 0
Aircraft Information Make/Model - BEECH B100 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 10600 No. of Seats - 11	Number Eng Engine Typ				Installed/A Stall Warnin		
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - WEATHER NOT PERTINENT Basic Weather - IMC Wind Dir/Speed- 150/004 KTS Visibility - 2.000 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 500 FT OVERCE Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAWN	MOBILE,AL ATC/Airspace Type of Fli	ght Plan - I arance - I	FR	ON AIR Airport [ BIRMIN Runway Runway Runway	)ata NGHAM MUNICI	UNK/NR UNK/NR UNK/NR	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP,CFI SE LAND,ME LAND	Age - 48 Biennial Flight R Current Months Since Aircraft Type	Review - YES	Total -	ght Time (F 15669 227 2154	lours) Last 24	Hrs - L Days- L	JNK/NR JNK/NR
Instrument Rating(s) - AIRPLANE							
THE LINEMAN WALKED INTO THE PROP ARC OF THE OF GROUND POWER UNIT (GPU) CABLE FROM THE RT ENGIREAR, BUT WALKED FORWARD INTO THE PROP ARC AFTOPS ON THIS ACFT DIRECTED PERSONNEL TO APPROACTHE LINEMAN HAD PERFORMED GPU DISCONNECT PROCEOCCASIONS. TOXICOLOGICAL ANALYSIS WAS PERFORME ON NG/ML CARBOXY THC WAS REPORTED TO EXIST IN NG/ML CARBOXY THC ARE "TYPICALLY ASSOCIATED WIMARIJUANA METABOLITES WERE DETECTED IN THE LINEMAN AND THE L	INE NACELLE. THE LEFT DISCONNECT. THE AND DEPART THE EDURES ON THIS ACFED ON BLOOD AND URE THE URINE SAMPLE.	INEMAN INITI HE FBO'S REP NACELLE AREA IT WITHOUT AN INE SAMPLES THE REPORT EE" (OF MARIJ	ALLY APPROACHEI ORTED NORMAL PI FROM THE REAR Y PROBLEM ON SI FROM THE LINEM NOTED THAT LEVI	O THE NACEL ROCEDURE FO . THE PLT F EVERAL PREV AN: A LEVEL ELS OF GREA	LE FROM THE OR GPU DISCO REPORTED THA /IOUS . OF GREATER TTER THAN 50	NNECT T THAN	

File No. - 735 5/19/87 BIRMINGHAM,AL A/C Reg. No. N753D Time (Lc1) - 0625 CDT

Occurrence #1
Phase of Operation

PROPELLER/ROTOR CONTACT

STANDING - ENGINE(S) OPERATING

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - GROUND PERSONNEL

2. PHYSICAL IMPAIRMENT(DRUGS) - GROUND PERSONNEL

3. IMPROPER USE OF PROCEDURE, INATTENTIVE - GROUND PERSONNEL

----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

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File No. - 779
                           6/01/87
                                     ANDALUSIA, AL
                                                              A/C Reg. No. N22553
                                                                                  Time (Lcl) - 1720 CDT
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)
                                                            Aircraft Damage
                                                                                                  Injuries
                                                             SUBSTANTIAL
                                                                                       Fatal
                                                                                               Serious Minor
                                                                                                                   None
     Type of Operation
                             -INSTRUCTIONAL
                                                            Fire
                                                                                Crew
                                                                                       0
                                                                                               Ο
                                                                                                            0
                                                                                                                     2
     Flight Conducted Under -14 CFR 91
                                                             NONE
                                                                                Pass
                                                                                          0
                                                                                                   0
                                                                                                                     0
     Accident Occurred During -LANDING
----Aircraft Information----
     Make/Model - CESSNA 150H
                                                 Eng Make/Model - CONTINENTAL 0-200 A
                                                                                         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
     Wx Briefing
                    - NO RECORD OF BRIEFING
                                                                                       OFF AIRPORT/STRIP
                                              Last Departure Point
       Method
                    - N/A
                                                SAME AS ACC/INC
       Completeness - N/A
                                               Destination
                                                                                     Airport Data
     Basic Weather - VMC
                                                 LOCAL
                                                                                        ANDALUSIAOPP
       Wind Dir/Speed- CALM
                                                                                        Runway Ident
                                                                                                      - 29
       Visibility - 10.0 SM
                                              ATC/Airspace
                                                                                        Runway Lth/Wid - 5000/ 100
       Lowest Sky/Clouds - CLEAR
                                               Type of Flight Plan - NONE
                                                                                        Runway Surface - DIRT
       Lowest Ceiling - NONE
                                               Type of Clearance - NONE
                                                                                        Runway Status - SOFT
       Obstructions to Vision- NONE
                                               Type Apch/Lndg
                                                                   - TRAFFIC PATTERN
       Precipitation - NONE
                                                                     TOUCH AND GO
       Condition of Light - DAYLIGHT
                                                                     FORCED LANDING
----Personnel Information----
    Pilot-In-Command
                                          Age - 32
                                                                    Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
                                                                                Flight Time (Hours)
      Certificate(s)/Rating(s)
                                          Biennial Flight Review
                                           Current - YES
         COMMERCIAL, CFI
                                                                       Total - 1031 Last 24 Hrs -
         SE LAND, ME LAND
                                              Months Since - 3
                                                                                     590
                                                                                               Last 30 Days- UNK/NR
                                                                        Make/Model-

    Aircraft Type - PA32260

                                                                       Instrument- 144
                                                                                               Last 90 Davs-
                                                                        Multi-Eng -
                                                                                     10
         Instrument Rating(s) - AIRPLANE
THE CFI WAS GIVING INSTRUCTION TO A BEGINNING STUDENT. DURING PREFLIGHT HE NOTED THAT THE LT TANK FUEL GAUGE
INDICATED "FULL" WHILE THE RT TANK GAUGE INIDATED "1/2 FULL ". AFTER ABOUT 40 MINUTES OF FLYING THE ENGINE BEGAN TO
RUN ROUGH, DURING CLIMBOUT AFTER A PRACTICE T&G LDG. THE CFI LANDED THE ACFT, LEFT THE ENGINE RUNNING WITH THE
STUDENT HOLDING THE BRAKES, AND VISUALLY INSPECTED THE FUEL SUPPLY; HE OBSERVED A FUEL LEVEL ABOUT "THREE INCHES
IN DEPTH" IN BOTH TANKS. AFTER A RUN-UP, ANOTHER TAKEOFF WAS MADE. AT ABOUT 350 FT AGL, THE ENGINE BEGAN TO RUN
ROUGH AND LOST POWER ALTOGETHER. A LDG WAS SUBSEQUENTLY MADE STRAIGHT AHEAD INTO A FRESHLY-PLOWED FIELD WHERE THE
ACFT NOSED OVER INVERTED. SUBSEQUENT CALCULATIONS INDICATED THAT ABOUT 3 GALLONS OF FUEL REMAINED ON BOARD AT THE
TIME OF THE LAST TAKEOFF, ACCORDING TO THE CFI. TYPE CERTIFICATE DATA FOR THE 150H INDICATES THAT 3.5 GALS OF THE ACFT
TOTAL FUEL CAPCITY IS UNUSABLE.
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6/01/87 A/C Reg. No. N22553 Time (Lc1) - 1720 CDT File No. - 779 ANDALUSIA, AL Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI) 3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND(CFI) 4. JUDGEMENT - POOR - PILOT IN COMMAND(CFI) 5. REFUELING - NOT OBTAINED - PILOT IN COMMAND(CFI) Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 1,2,3,4,5$ Factor(s) relating to this accident is/are finding(s) 6

File No 744 7/08/87 HUNT	SVILLE, AL A	A/C Reg. No. N908B			Time (Lc1) - 1230 CDT				
Basic Information Type Operating Certificate-AGRICULTURA		craft Damage		Fatal	Inju Serious		None		
Type of Operation -AERIAL APPL Flight Conducted Under -14 CFR 137 Accident Occurred During -MANEUVERING	ICATION Fire		Crew Pass	0	0	0	1 0		
Aircraft Information Make/Model - BELL 47D1 Landing Gear - SKID Max Gross Wt - 245O No. of Seats - 1	Eng Make/Model - Number Engines - Engine Type Rated Power -	- 1		S	Installed/ tall Warni				
Environment/Operations Information						<b></b>			
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary G Last Departure Po SAME AS ACC/INO				Proximity RPORT/STRI	P			
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 240/005 KTS	Destination LOCAL		,	Airport D	ata Ident	- N/A			
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid				
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Flight P Type of Clearance Type Apch/Lndg	e - NONE		Runway	Surface Status	- DIRT			
Personnel Information	A 00	Madian 1 Ocu		- VAL TD	MEDION	0 WATVEDO	/ TAGET		
Pilot-In-Command Certificate(s)/Rating(s)	Age - 38 Biennial Flight Review	Medical Cer		e - VALID t Time (H		U WAIVERS	/LIMII		
COMMERCIAL	Current - YES	Total	- (	6550	Last 2	4 Hrs -	7		
HELICOPTER	Current - YES Months Since - 4 Aircraft Type - UNA	Make/Mo K/NR Instrum	del- ent-	700 1000	Last 3 Last 9	O Days- U O Days-	INK/NR 300		
Instrument Rating(s) - HELICOPTER									
Narrative IE AERIAL APPLICATION FLIGHT WAS DISPENSING WERLINES DURING THE PROCEDURE TURNAROUND FOR THE PROCEDURE TO THE TOTAL THE TOTAL TO THE TOTAL THE TOTAL THE TOTAL POWER IN TIME TO PREVENT THE ROTOR BLADES STRUCK THE GROUND.	DLLOWING AN UPWIND SWATH SLATIONAL LIFT AND THE F	RUN, THE PILOT HELICOPTER BEGAN	FAILED TO SET	TO MAINTA	IN PILOT FAIL				

File No. - 744 7/08/87 HUNTSVILLE,AL A/C Reg. No. N908B Time (Lc1) - 1230 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN/WATER MANEUVERING - AERIAL APPLICATION

#### Finding(s)

- 1. AIRSPEED NOT MAINTAINED PILOT IN COMMAND
- 2. REMEDIAL ACTION DELAYED PILOT IN COMMAND

----Probable Cause----

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

File No 750	9/06/87 ENTER	RPRISE,AL	A/C Reg.	No. N38CD	8CD Time (Lc1) - 1840 CDT			D Time (Lc1) - 1840 C		
-Basic Information Type Operating Certifica	ate-NONE (GENERA	AL AVIATION)	Aircraft Da			Injur				
			SUBSTANTIA		Fatal	Serious	Minor	None		
Type of Operation	-INSTRUCTION	AL .	Fire	Cre	_	0	0	2		
Flight Conducted Under Accident Occurred During			NONE	Pas	s 0	0	0	0		
Make/Model - BELL 470	33B1	Eng Make/Mod	del - LYCOMI	NG VO-435-A1F	ELT	Installed/A	Activated	- NO -N		
Landing Gear - SKID		Number Engi		100 771		tall Warnin				
Max Gross Wt - UNK/NR				OCATING-CARBU			.g 0,010			
No. of Seats - 2		Rated Power		HP						
-Environment/Operations In	formation									
Weather Data		Itinerary			Airport	Proximity				
Wx Briefing - NO REG	CORD OF BRIEFING	Last Departu	re Point		ON AIR	PORT				
Method - N/A		OZARK,AL								
Completeness - N/A		Destination			Airport D	ata				
Basic Weather - VMC		OZARK,AL			ENTERP	RISE AIRPOR	₹T			
Wind Dir/Speed- 120/0							- 05			
Visibility - 10.0		ATC/Airspace				Lth/Wid -				
Lowest Sky/Clouds -		TERED Type of Flig				Surface ·		RF		
	- NONE	Type of Clea			Runway	Status -	- DRY			
Obstructions to Vision		Type Apch/Ln	_	RAIGHT-IN						
· · · · · · · · · · · · · · · · · ·	- NONE		SI	MULATED FORCE	LANDING					
Condition of Light	- DAYLIGHI									
-Personnel Information										
Pilot-In-Command	- \	Age - 41		lical Certifica			) WAIVERS/	LIMII		
Certificate(s)/Rating(s	5)	Biennial Flight Re			ght Time (H		Line	4		
ME LAND, SE SEA		Months Since	- YES . - 3	Make/Model-	65		l Hrs - ) Days- UNI	4 Z/ND		
ME LAND, SE SEA HELICOPTER		Aircraft Type		Instrument-	0	Last 90		200		
HELIOOF TER		All Clair Type	UNK/ NK	Tris ci dilleric		Last 90	Days	200		
Instrument Rating(s	) - UNK/NR									
	THE AUTOROTATIO	ON PROFILE WAS WAS N	OT THE SAME	AS THE PREVIOU	JS SUCCESSF	UL AUTOROTA	TION.	<b></b>		

File No. - 750 9/06/87 ENTERPRISE, AL A/C Reg. No. N38CD Time (Lc1) - 1840 CDT Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. AUTOROTATION - ATTEMPTED - DUAL STUDENT 2. ROTOR RPM - NOT MAINTAINED - DUAL STUDENT 3. THROTTLE/POWER CONTROL - DELAYED - DUAL STUDENT 4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI) FATIGUE(FLIGHT AND GROUND SCHEDULE) - PILOT IN COMMAND(CFI) ----Probable Cause----

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

Type of Operation -AERIAL APPLICATI Flight Conducted Under -14 CFR 137 Accident Occurred During -MANEUVERING  Aircraft Information Make/Model - CESSNA A188B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4200 No. of Seats - 1  Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC	DESTRO Fire ON GRO  Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power -  Itinerary Last Departure Point LAKE VILLAGE,AR	Cr Pa Pa NTINENTAL 10520D CIP-FUEL INJECTE 300 HP	D-32 ELT S ED Airport	O O Installed/A tall Warnir	0 0 .ctivated	
Flight Conducted Under -14 CFR 137 Accident Occurred During -MANEUVERING  Aircraft Information Make/Model - CESSNA A188B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4200 No. of Seats - 1  Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	ON GRO  Eng Make/Model - CC Number Engines - 1 Engine Type - RE Rated Power -  Itinerary Last Departure Point	UND Pa	ass O 	O Installed/A tall Warnir	0 	O  - NO -N
Accident Occurred During -MANEUVERING  Aircraft Information Make/Model - CESSNA A188B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4200 No. of Seats - 1  Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	Eng Make/Model - CC Number Engines - 1 Engine Type - RE Rated Power - Itinerary Last Departure Point	NTINENTAL IO520D CIP-FUEL INJECTE 300 HP	D-32 ELT S ED Airport	Installed/A tall Warnir	ctivated	 - NO -N
Aircraft Information Make/Model - CESSNA A188B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4200 No. of Seats - 1	Number Engines - 1 Engine Type - RE Rated Power -  Itinerary Last Departure Point	CIP-FUEL INJECTE 300 HP	S D  Airport	tall Warnir		
Landing Gear - TAILWHEEL-ALL FIXED  Max Gross Wt - 4200  No. of Seats - 1  Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING  Method - N/A  Completeness - N/A	Number Engines - 1 Engine Type - RE Rated Power -  Itinerary Last Departure Point	CIP-FUEL INJECTE 300 HP	S D  Airport	tall Warnir		
Max Gross Wt - 4200 No. of Seats - 1  Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	Engine Type - RE Rated Power Itinerary Last Departure Point	CIP-FUEL INJECTE 300 HP	D  Airport		ng System	- YES
No. of Seats - 1  Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	Rated Power Itinerary Last Departure Point	300 HP	Airport	Provimity		
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	Last Départure Point			Provimity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	Last Départure Point			Drovimity		
Method - N/A Completeness - N/A						
Completeness - N/A	LAKE VILLAGE.AR		OFF AI	RPORT/STRIP	•	
	•		Admonat D	-+-		
	Destination LOCAL		Airport D	ата		
Wind Dir/Speed- CALM	LUCAL		Runway	Ident -	N/A	
Visibility - 5.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Skv/Clouds - UNK/NR SCATTERE	D Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - BROKEN	Type of Clearance	- NONE	Runway	Status -	DRY	
Obstructions to Vision- HAZE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information	40	Madianl Contifi	anto - VALTO	MEDICAL - NO	WATVEDS	/: TMTT
	e - 19 ennial Flight Review	Medical Certifi	ight Time (H		WAIVERS,	LIMII
COMMERCIAL	Current - YES	Total -	437	Last 24	Hrs -	4
SE LAND	Current - YES Months Since - 4	Make/Model-	150	Last 30	Days-	60
	Aircraft Type - PA-34	Instrument-	10			160
Instrument Rating(s) - AIRPLANE						
Narrative R COMPLETING SEVERAL SPARY SWATHS, THE PILOT	RECAN ANOTHER TURN FOR	ANOTHED CDDAV CH	A WITCHE	CC CTATED		
DURING THIS RIGHT TURN, THE AIRCRAFT INITIAT						
BURNED. EXAMINATION FOUND NO MECHANICAL PROB						

File No. - 710 5/21/87 LAKE VILLAGE, AR A/C Reg. No. N731YU Time (Lcl) - 1115 CDT Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. UNDETERMINED Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - UNCONTROLLED Finding(s) 2. STALL - INADVERTENT - PILOT IN COMMAND 3. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1

File No 709 7/10/87 HAZENBasic Information		Reg. No. N7705Z	Time (Lcl) - 1945 CST					
Type Operating Certificate-NONE (GENERA		aft Damage ROYED	Fatal	Injur Serious		None		
Type of Operation -AERIAL APPLI Flight Conducted Under -14 CFR 137 Accident Occurred During -DESCENT		Crew		1 0 .	0	0		
-Aircraft Information Make/Model - PIPER PA-25-235 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2900 No. of Seats - 1	Number Engines -	LYCOMING 0-540-B2B5 1 RECIPROCATING-CARBUR 235 HP	S ETOR	Installed/Adtall Warning	g System	- YES		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	Itinerary Last Departure Poi HAZEN,AR Destination	nt	Airport	Proximity RPORT/STRIP				
Basic Weather - VMC Wind Dir/Speed- 005 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	HAZEN,AR  ATC/Airspace Type of Flight Pla Type of Clearance Type Apch/Lndg	- NONE	Runway Runway Runway	Ident - Lth/Wid - Surface -				
Personnel Information		Madical Cartifica		MEDICAL WAS				
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 24 Biennial Flight Review Current - YES Months Since - 8 Aircraft Type - 150	Total - Make/Model-	ht Time (H	ours)	•			
Instrument Rating(s) - NONE								
-Narrative PILOT STATED TO A WITNESS THAT AFTER COMI NE STALLED AND THE RIGHT WING STRUCK A TEL T WING/NOSE DOWN, BOUNCED, AND THEN FLIPPE	EPHONE WIRE WHICH CAUSED							

File No. - 709 7/10/87 HAZEN, AR A/C Reg. No. N7705Z Time (Lcl) - 1945 CST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - UNCONTROLLED Finding(s) 2. OBJECT - WIRE, TRANSMISSION Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED Finding(s) 3. TERRAIN CONDITION - ROADWAY/HIGHWAY ----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

	A/C Reg. No. N64484			Time (Lcl) - 1420 MST					
ATION) Aircraft Dama	ge	Fatal	Injur		None				
	Crew				1				
		_	-	-	Ö				
NONE	1 435	J	J	Ŭ	Ü				
Eng Make/Model - LYCOMING	0-360	ELT	Installed/A	ctivated	- YES/YES				
Number Engines - 1		S	tall Warnir	na System	- YES				
Engine Type - RECIPROC	ATING-CARBURET								
J.,	Р								
Itinerary		Airport	Proximity						
Last Departure Point		ON AIR	PORT						
YUMA,AZ		•							
Destination	Δ.	irport D	ata						
GLENDALE, AZ		•							
•		Runwav	Ident -	- 08					
ATC/Airspace		-			150				
		•	•	•	•				
			Jiaias	D					
Type Apolly Ellag									
47 Madia	-1 0+:6:+		MEDICAL WA	TVEDC /L TM					
- 4/ Medic				ILVER2/ LIM	11				
					1				
	•				32				
				•	44				
М	ulti-Eng - UNK	(/NR	Rotorcr	raft - UN	K/NR				
	Number Engines - 1 Engine Type - RECIPROC Rated Power - 180 H  Itinerary Last Departure Point YUMA, AZ Destination GLENDALE, AZ  ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Type Apch/Lndg - NONE  Type Apch/Lndg - NONE  Medic Current - YES T Months Since - 14 M Aircraft Type - C-172 I	Fire NONE Crew Pass  Eng Make/Model - LYCOMING 0-360 Number Engines - 1 Engine Type - RECIPROCATING-CARBURET Rated Power - 180 HP  Itinerary Last Departure Point YUMA, AZ Destination A GLENDALE, AZ  ATC/Airspace D Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE  Type Apch/Lndg - NONE  - 47 Medical Certificate Nonial Flight Review Current - YES Total - Months Since - 14 Make/Model- Aircraft Type - C-172 Instrument- UNK	Fire Crew O NONE Pass O  Eng Make/Model - LYCOMING O-360 ELT Number Engines - 1 S Engine Type - RECIPROCATING-CARBURETOR Rated Power - 180 HP  Itinerary Airport Last Departure Point ON AIR YUMA, AZ Destination Airport D GLENDALE, AZ YUMA M Runway ATC/Airspace Runway Type of Clearance - NONE Runway Type Apch/Lndg - NONE  Tonial Flight Review Current - YES Total - 471 Months Since - 14 Make/Model - 467	Fire NONE Pass 0 0 0  Ronne Pass 0 0 0  Eng Make/Model - LYCOMING 0-360 ELT Installed/A Number Engines - 1 Stall Warning Engine Type - RECIPROCATING-CARBURETOR Rated Power - 180 HP  Itinerary Airport Proximity Last Departure Point YUMA, AZ Destination Airport Data GLENDALE, AZ YUMA MCAS Runway Ident - ATC/Airspace Runway Lth/Wid - ATC/Airspace Runway Surface - Type of Flight Plan - NONE Runway Surface - Type of Clearance - NONE Runway Status - Type Apch/Lndg - NONE  - 47 Medical Certificate - VALID MEDICAL-WART - APPROVED	Fire Crew 0 0 0 0 NONE Pass 0 0 0 0 NONE Pass 0 0 0 0  Eng Make/Model - LYCOMING 0-360 ELT Installed/Activated Stall Warning System Engine Type - RECIPROCATING-CARBURETOR Rated Power - 180 HP  Itinerary Airport Proximity Last Departure Point YUMA, AZ Destination GLENDALE, AZ ATC/Airspace ATC/Airspace Runway Ident - 08 ATC/Airspace Runway Lth/Wid - 6145/ O Type of Flight Plan - NONE Runway Surface - ASPHALT Type of Clearance - NONE Runway Status - DRY Type Apch/Lndg - NONE  - 47 Medical Certificate - VALID MEDICAL-WAIVERS/LIM Total Flight Review Flight Time (Hours) Current - YES Total - 471 Last 24 Hrs - Months Since - 14 Make/Model - 467 Last 30 Days- Aircraft Type - C-172 Instrument - UNK/NR Last 90 Days-				

File No. - 629 2/04/87 YUMA.AZ A/C Reg. No. N64484 Time (Lc1) - 1420 MST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. WIND INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND 3. WEATHER CONDITION - HIGH WIND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. JUDGEMENT - POOR - PILOT IN COMMAND Occurrence #2 Phase of Operation Finding(s) 6. GROUND LOOP/SWERVE - PERFORMED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5 Factor(s) relating to this accident is/are finding(s) 1,3,6

Basic Information Type Operating Certificate-NONE (GENERAL AV Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	/IATION) Aircraft SUBSTÄN Fire NONE		Fatal O O	Injur Serious O O		None 1 O
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		i	_	-		
Accident Occurred During -LANDING	NUNE	rass	U	U	U	
Aircraft Information						
Make/Model - PIPER PA-32R-300	, Eng Make/Model - LYC	COMING TIO-540KIA5		stalled/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		Sta	ll Warnin	g System	- YES
Max Gross Wt - 3400	Engine Type - REC					
No. of Seats - 2	Rated Power -	300 HP				
Environment/Operations Information						
Weather Data	Itinerary	0	Airport Pr			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AIRP	ORT/STRIP		
Method - N/A	TUCSON, AZ					
Completeness - N/A	Destination		Airport Dat			
Basic Weather - VMC	SCOTTSDALE, AZ		AVRA VAL			
Wind Dir/Speed- 310/004 KTS	. = - /		Runway I		30	
Visibility - 50.0 SM	ATC/Airspace	110115		th/Wid -		75
	D Type of Flight Plan -			urface -		
Lowest Ceiling - NONE	Type of Clearance		Runway S	tatus -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	TRAFFIC PATTERN				
Precipitation - NONE Condition of Light - DAYLIGHT		FULL STOP				
Personnel Information Pilot-In-Command Age	9 - 45	Medical Certificat	to - VALID M	IEDICAL -NO	WATVEDS	'
	ennial Flight Review		nt Time (Hou		WAIVERS/	CIMI
COMMERCIAL, CFI	Current - YES	Total -		Last 24	Hre -	2
SE LAND, ME LAND, SE SEA				Last 30		15
SE EAND, ME EAND, SE SEA	Months Since - 4 Aircraft Type - C-177	Instrument-		Last 90	Days-	49
	All clair Type C 177	Multi-Eng -		2431 30	Days	73
Instrument Rating(s) - AIRPLANE						

File No 6	58 6/27/87 	TUCSON, AZ	A/C Reg. I	No. N4364X	Time (Lcl) - 1545 MDT
Occurrence #1 Phase of Operation		NT/SYSTEM FAILURE/MAI NTTERN - DOWNWIND	FUNCTION		
Finding(s) 1. LANDING GEAR,GE	AR LOCKING MECHANIS	M - UNDETERMINED			
Occurrence #2 Phase of Operation		TAL) - NON-MECHANICA ATTERN - FINAL APPRO			
	ROLS - IMPROPER USE DURE - IMPROPER - F				
Occurrence #3 Phase of Operation	FORCED LANDING DESCENT - EMERGEN	ICY			
5. REMEDIAL ACTION	- DELAYED - PILOT				
Occurrence #4 Phase of Operation					
Finding(s) 6. TERRAIN CONDITI					
Probable Cause				· · · · · · · · · · · · · · · · · · ·	
The National Transpois/are finding(s) 2,		d determines that th	ne Probable Cause(s	s) of this accid	dent
Factor(s) relating t	o this accident is/	are finding(s) 1,4,	5,6		

File No 636 2/01/87 RIVE	RSIDE,CA A/C R	eg. No. N1130B	T 	ime (Lc1) -	1043 PST	
Basic Information Type Operating Certificate-NONE (GENER	AL 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	Crew Pass	-	0	o 0	1 O
Aircraft Information						
Make/Model - LUSCOMBE 8A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1200 No. of Seats - 2	Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power -		S	Installed/Aditall Warning		
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	Itinerary IG Last Departure Point RIVERSIDE,CA		Airport ON AIR	Proximity PORT		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM	Destination LOCAL		Airport D FLABOE Runway	1	24	
Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg		Runway	Lth/Wid - Surface - Status -		50
Personnel Information						
<pre>Pilot-In-Command   Certificate(s)/Rating(s)</pre>	Age - 28 Biennial Flight Review	Medical Certifica	te - EXPIR ht Time (F			
STUDENT	Current - N/A Months Since - N/A	Total - Make/Model- Instrument-	189 134	•	Hrs - UN Days- Days- UN	3
	Aircraft Type - N/A				,	0
	Aircraft Type - N/A	Multi-eng -	0	Rotorcra	aft -	U
Instrument Rating(s) - NONE	Aircraft Type - N/A		0	Rotorcra	aft -	U

Time (Lc1) - 1043 PST File No. - 636 2/01/87 RIVERSIDE, CA A/C Reg. No. N1130B Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. FLT CONTROL SYST, RUDDER CONTROL - FAILURE, TOTAL 2. PROPER ALIGNMENT - NOT POSSIBLE - PILOT IN COMMAND Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

File No 646 2/08/87 EL C	AJON, CA	A/C Reg.	No. N5275V	7	Time (Lc1)	- 1235 PS	r
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Da NONE	mage	Fatal	Inj Serious	uries Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	Ö	Õ	Ö	Ó
Accident Occurred During -STANDING			Other	0	1	0	0
Aircraft Information							
Make/Model - CESSNA T210L	Eng Make/N	Model – CONTIN	ENTAL TSIO-520H	ELT	Installed	/Activated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number Eng	gines - 1		5	Stall Warn	ing System	- YES
Max Gross Wt - 3400	Engine Typ	oe - RECIP-	FUEL INJECTED				
No. of Seats - 6	Rated Powe	er - 285	HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	•			ON AIF	RPORT		
Method - N/A	EL CAJON,	, CA					
Completeness - N/A	Destination		Į.	lirport [	ata		
Basic Weather - VMC	LOCAL			GILLES	SPIE		
Wind Dir/Speed- 250/010 KTS					/ Ident	- UNK/NR	
Visibility - 77.0 SM	ATC/Airspace				/ Lth/Wid		
Lowest Sky/Clouds - 18000 FT SCA					/ Surface		
Lowest Ceiling - 25000 FT BRO		earance - NO		Runway	/ Status	- UNK/NR	
Obstructions to Vision- NONE	Type Apch/l	_ndg - NO	NE				
Precipitation - NONE							
Condition of Light - DAYLIGHT				<b></b>			
Personnel Information							
Pilot-In-Command	Age - 39		ical Certificate			NO WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight F			Time (F			4
PRIVATE	Current	- UNK/NR		290		24 Hrs - UN	•
SE LAND	Months Since		•	100		30 Days- UN	•
	Aircraft Type	e - C-210	Instrument-	4	Last	90 Days-	45
Total Control De Adres ( - ) NONE							
Instrument Rating(s) - NONE							
Instrument Rating(s) - NONE							
	PLANNING TO FLY TOO	GETHER, BUT AT	THE LAST MINUTE	HIS WIF	E CHANGED	HER MIND.	
Narrative IE PLT INDICATED THAT HE AND HIS WIFE WERE							
Narrative TE PLT INDICATED THAT HE AND HIS WIFE WERE THE EXITED THE ACFT AND DEPARTED THE AREA TO	THE REAR OF THE PL	ANE. THE PLT	WAS TAXIING FROM	1 HIS PAR	RKING SPOT	WHEN HIS	
Narrative TE PLT INDICATED THAT HE AND HIS WIFE WERE THE EXITED THE ACFT AND DEPARTED THE AREA TO THE SUDDENLY APPEARED ON THE LEFT SIDE OF T	THE REAR OF THE PLINE ACFT. HE STOPPED	ANE. THE PLT THE ACFT, BU	WAS TAXIING FROM T HIS WIFE CONTI	M HIS PAR NUED TO	RKING SPOT MOVE FORW	WHEN HIS ARD AND	2
Narrative TE PLT INDICATED THAT HE AND HIS WIFE WERE THE EXITED THE ACFT AND DEPARTED THE AREA TO	THE REAR OF THE PL HE ACFT. HE STOPPED LER STRUCK THE RIGH	ANE. THE PLT THE ACFT, BU HT SIDE OF HER	WAS TAXIING FROM T HIS WIFE CONTI BODY SEVERING T	M HIS PAR NUED TO THE RIGHT	RKING SPOT MOVE FORW. FARM, LAC	WHEN HIS ARD AND ERATING HER	
Narrative TE PLT INDICATED THAT HE AND HIS WIFE WERE THE EXITED THE ACFT AND DEPARTED THE AREA TO THE SUDDENLY APPEARED ON THE LEFT SIDE OF T LKED INTO THE ACFT'S PROPELLER. THE PROPEL	THE REAR OF THE PLE THE ACFT. HE STOPPEC LER STRUCK THE RIGH PORTION OF THE RIG	ANE. THE PLT THE ACFT, BU T SIDE OF HER THIGH. A E	WAS TAXIING FROM T HIS WIFE CONTI BODY SEVERING T MS HELICOPTER LO	M HIS PAR INUED TO THE RIGHT OCATED AT	RKING SPOT MOVE FORW FARM, LAC FTHE ARPT	WHEN HIS ARD AND ERATING HER	
Narrative  E PLT INDICATED THAT HE AND HIS WIFE WERE  E EXITED THE ACFT AND DEPARTED THE AREA TO  FE SUDDENLY APPEARED ON THE LEFT SIDE OF T  LKED INTO THE ACFT'S PROPELLER. THE PROPEL  GHT CHEST CAVITY, AND LACERATING THE INNER	THE REAR OF THE PURITY THE ACFT. HE STOPPED LER STRUCK THE RIGHT PORTION OF THE RIGHT BERS ADMINISTERED A	LANE. THE PLT O THE ACFT, BU HT SIDE OF HER GHT THIGH. A E ADDITIONAL FIR	WAS TAXIING FROM T HIS WIFE CONTI BODY SEVERING T MS HELICOPTER LO ST AID AND APPLI	M HIS PAR INUED TO THE RIGHT DCATED AT IED A TOL	RKING SPOT MOVE FORW, ARM, LACI THE ARPT JRNIQUET.	WHEN HIS ARD AND ERATING HER WAS CALLED	
Narrative  E PLT INDICATED THAT HE AND HIS WIFE WERE  E EXITED THE ACFT AND DEPARTED THE AREA TO  FE SUDDENLY APPEARED ON THE LEFT SIDE OF T  LKED INTO THE ACFT'S PROPELLER. THE PROPEL  GHT CHEST CAVITY, AND LACERATING THE INNER  ID ARRIVED 7 MIN LATER. THE MEDICAL CREWMEN	THE REAR OF THE PURITY THE ACFT. HE STOPPED LER STRUCK THE RIGHT PORTION OF THE RIGHT BERS ADMINISTERED A	LANE. THE PLT O THE ACFT, BU HT SIDE OF HER GHT THIGH. A E ADDITIONAL FIR	WAS TAXIING FROM T HIS WIFE CONTI BODY SEVERING T MS HELICOPTER LO ST AID AND APPLI	M HIS PAR INUED TO THE RIGHT DCATED AT IED A TOL	RKING SPOT MOVE FORW, ARM, LACI THE ARPT JRNIQUET.	WHEN HIS ARD AND ERATING HER WAS CALLED	

File No 646	2/08/87 EL CAJON,CA	A/C Reg. No. N5275V	Time (Lcl) - 1235 PST	
	PELLER/ROTOR CONTACT NDING - ENGINE(S) OPERATING			
Finding(s) 1. CLEARANCE - NOT MAIN	ITAINED - OTHER PERSON			
Probable Cause				

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

File No 645 2/20/87 VALLE	CITO,CA A/C R	A/C Reg. No. N3683U Time (Lc1) - 1530 PST			Γ	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf SUBSTA	t Damage	Fatal	Injur Serious		None
Type of Operation -PERSONAL	SUBSTA Fire	Cre		5er 10us	Minor	None 1
Flight Conducted Under -14 CFR 91	NONE	Pas:	-	0	0	0
Accident Occurred During -LANDING	NONE	ras		O	O	O
-Aircraft Information						
Make/Model - CESSNA 182G	Eng Make/Model - CC			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			itall Warnir	g System	- YES
Max Gross Wt - 2800		CIPROCATING-CARBU	RETOR			
No. of Seats - 4	Rated Power -	230 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•		ON AIR	RSTRIP		
Method - N/A	VALLEY SPRINGS,CA					
Completeness - N/A	Destination		Airport [			
Basic Weather - VMC	VALLECITO, CA			E AIRSTRIP		
Wind Dir/Speed- 310/006 KTS					10	
Visibility - 50.0 SM	ATC/Airspace			/ Lth/Wid -		75
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					
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information					TV500 /: T	
Pilot-In-Command	Age - 47	Medical Certific			IAFK2/ FIL	411
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (F			
PRIVATE	Current - NO	Total -		Last 24		1
SE LAND	Months Since - 38	Make/Model-	1903	Last 30	Days-	3 <b>5</b>
	Aircraft Type - C-1820	Instrument-	0	Last 90	Days-	64
Instrument Deting(s) NONE						
Instrument Rating(s) - NONE						
Narrative CESSNA 182G COLLIDED WITH THE RWY SURFACE A DICATED THAT THE NOSE GEAR TURNED 90 DEGREE AR AFTER THE ACCIDENT AND DISCOVERED THE BO IDENCE OF DAMAGE WHERE THE BOLT CONNECTS TH	S DURING THE LANDING ROLL T LT ATTACHING THE UPPER TORG	HEN COLLAPSED. PI UE LINK ASSEMBLY I	LOT EXAMINE	D THE NOSE	٢	

File No 6	45 2/20/87	VALLECITO,CA	A/C Reg. No	. N3683U	Time (Lcl) - 1530 PST
Occurrence #1 Phase of Operation			MALFUNCTION		
Finding(s) 1. LANDING GEAR,NO: 2. LANDING GEAR,NO:					
Occurrence #2 Phase of Operation	NOSE GEAR COLLAP LANDING - FLARE/	SED TOUCHDOWN			
Occurrence #3 Phase of Operation					
Probable Cause					
The National Transports/are finding(s) 1,3	-	rd determines that	the Probable Cause(s)	of this acc	cident

-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	t Damage		Ini	uries	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	SUBSTAN	•	Fatal	Serious		None
Type of Operation -BUSINESS	Fire	С	rew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	·P:	ass 0	0	1	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA TU206B	Eng Make/Model - COM				/Activated	
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			Stall Warn	ing System	- YES
Max Gross Wt - 3600		CIP-FUEL INJECT	ED			
No. of Seats - 3	Rated Power -	285 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF A	IRPORT/STR	IP	
Method - N/A	UPLAND, CA					
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	TEMECULA, CA		TEMEC	JLA		
Wind Dir/Speed- 040/005 KTS				y Ident	- 12	
Visibility - 40.0 SM	ATC/Airspace			y Lth/Wid		60
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -			y Surface		
Lowest Ceiling - NONE		- NONE	Runwa	y Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command		Medical Certif			NO WAIVERS	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		light Time (			
COMMERCIAL	Current - YES		- 7366		24 Hrs -	1
SE LAND, ME LAND	Months Since - 19	Make/Mode1			30 Days-	46
	Aircraft Type - TU206G			Last	90 Days-	104
		Multi-Eng	- 31			
Instrument Rating(s) - AIRPLANE						
	L APPROACH TO THE ARPT. THE	ENGINE BEGAN R	UNNING ROUGH	THEN QUIT		
PLT WAS UNABLE TO LAND THE ACFT AT THE AR L THE ACFT COLLIDED WITH THE TERRAIN AND N	PT, THEREFORE, A NEARBY DIRT	ROAD WAS SELE	CTED. DURING	THE LANDII	NG	
FAILED FROM HIGH CYLE FATIGUE LOADING WHI					•	

File No 7	96 4/22/87 TEMECULA,CA	A/C Reg. No. N3835G	Time (Lc1) - 1330 PDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - MECH FAILURE/ DESCENT - NORMAL	MALFUNCTION	
Finding(s) 1. ENGINE ASSEMBLY	,CRANKSHAFT - FATIGUE		
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY	·	·
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
Finding(s) 2. TERRAIN CONDITE			
Occurrence #4 Phase of Operation	LANDING - ROLL		
Probable Cause			· · · · · · · · · · · · · · · · · · ·
The National Transpo	rtation Safety Board determines that t	he Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 2		

-Basic Information							-	DΤ
Type Operating Certificate-NONE (GENER		ircraft					juries	
		SUBSTANT	IAL	_	Fatal	Serious		None
Type of Operation -BUSINESS	•	ire		Crew	0	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		NONE		Pass	0	1	1	1
-Aircraft Information								
Make/Model - BEECH 95-55	Eng Make/Mode		INENTAL I	0-470 AL			d/Activated	
Landing Gear - TRICYCLE-RETRACTABLE	Number Engine		DDGGATING	CARRURE		Stall War	ning System	n - YES
Max Gross Wt - 4880	Engine Type		PROCATING	-CARBURE	TUR			
No. of Seats - 5	Rated Power		160 HP					
-Environment/Operations Information	T					D		
Weather Data	Itinerary					Proximity		
Wx Briefing - FSS Method - ACFT RADIO	Last Departure	Point			UFF A	IRPORT/ST	KIP	
Completeness - UNK/NR	SALINAS,CA Destination				Airport (	22+2		
Basic Weather - IMC	VISALIA, CA				MONTE			
Wind Dir/Speed- CALM	VISALIA, CA					√ Ident	- 10	
Visibility - 5.0 SM	ATC/Airspace						- 6597/	150
Lowest Sky/Clouds - UNK/NR	Type of Flight	Dlan -	VED/TED			Surface		150
Lowest Ceiling - 700 FT OVE			VI K/ II K			y Status	- DRY	
Obstructions to Vision- FOG	Type Apch/Lndo		ILS-BACKC	OURSE	Kariwa	y Status		EGETATION
Precipitation - NONE Condition of Light - NIGHT(DARK)	, , , , , , , , , , , , , , , , , , , ,	,						
-Personnel Information Pilot-In-Command	Age - 21	N	ledical Ce	rtificat	e - VALI	MEDICAL	-NO WAIVERS	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revi	ew		Fligh	t Time (I	Hours)		,
COMMERCIAL, CFI		YES	Total		456	Ĺast	24 Hrs -	2
SE LAND, ME LAND	Months Since -	1	Make/M	ode1-	10	Last	30 Days-	43
	Aircraft Type -	152	Instru	ment-	52	Last	90 Days-	<b>6</b> 9
			Multi-	Eng -	31			
Instrument Rating(s) - AIRPLANE								
-Narrative	N EL TOUT - THE DIT ATT	MDTED TO	DEL AND S	UT WAS !!	NCHOOLOG			
T AFTER TAKE-OFF, THE CABIN DOOR OPENED IN THER CONDITIONS. THE PLT WAS VECTORED TO NEVER IN RADAR CONTACT. THE PLT THINKING	ANOTHER ARPT, HOWEVER,	THE PLT	NEVER CL	IMBED TO	THE ASS	GNED ALT		
KCOURSE. THE PLT DID NOT HAVE IN HIS POSS NTAIN AND COLLIDED WITH THE TERRAIN.								

Time (Lcl) - 0115 PDT File No. - 795 4/27/87 MONTEREY, CA A/C Reg. No. N9711R Occurrence #1 MISCELLANEOUS/OTHER Phase of Operation CLIMB - TO CRUISE Finding(s) 1. DOOR, PASSENGER - OPEN 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND 3. WEATHER CONDITION - FOG 4. FLIGHT TO ALTERNATE DESTINATION - ATTEMPTED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - NORMAL Finding(s) 5. WEATHER CONDITION - LOW CEILING 6. WEATHER CONDITION - FOG 7. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND 8. IMPROPER USE OF PROCEDURE.DIVERTED ATTENTION - PILOT IN COMMAND 9. TERRAIN CONDITION - MOUNTAINOUS/HILLY 10. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 11. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND 12. STOLEN AIRCRAFT/UNAUTHORIZED USE - DISPATCHED - FBO PERSONNEL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 7,8,10

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

File No 729 4/29/87 TULAR	RE,CA A/C	A A/C Reg. No. N8366 Time (Lc1) - 1340 PDT				
Basic Information Type Operating Certificate-AGRICULTURAL		ft Damage		Injuri		
		ANTIAL	Fatal			
Type of Operation -AERIAL APPLI		Cre		0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pas	s 0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - GRUMMAN G-164A	Eng Make/Model - P	& W R1340 AN1	ELT	Installed/Ac	tivated	- NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -	1	S	tall Warning	System	- YES
Max Gross Wt - 4500	Engine Type - R	ECIPROCATING-CARBU	RETOR	_	-	
No. of Seats - 1	Rated Power -	600 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		+		RPORT/STRIP		
Method - N/A	TULARE, CA		011 AI	KI OKI / STRII		
Completeness - N/A	Destination		Airport D	2+2		
Basic Weather - VMC	SAME AS ACC/INC		•	DFIELD TULAR	E ADDT	
Wind Dir/Speed- UNK/NR	SAME AS ACC/INC				N/A	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance					
Obstructions to Vision- NONE			Runway	Status -	SOFT	
	Type Apch/Lndg	- NUNE			SUFI	
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 53	Medical Certifica			WAIVERS	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		ght Time (H			
COMMERCIAL	Current - YES	Total -				3
SE LAND, ME LAND	Months Since - 1 Aircraft Type - P35	Make/Model-	3000	Last 30	Days-	25
HELICOPTER	Aircraft Type - P35	Instrument-	306	Last 90	Days-	95
		Multi-Eng -	891	Rotorcra	ft -	2594
T = 1 = 2 = 1 = (=)						
Instrument Rating(s) - AIRPLANE						
Narrative DURING A CLIMBING 180 DEGREE TURN TO THE LEFT THAT HAD JUST BEEN PLOWED. WITH INSUFFICIENT THE PILOT TOUCHED DOWN AT A "20 DEGREE ANGLE" FLIPPED OVER ON ITS BACK. THE SOURCE OF THE E	ALTITUDE TO TURN FAR ENOUG ' WITH THE ROWS. THE MAIN	H TO LINE THE AIRC GEAR STUCK INTO TH	RAFT UP WIT	H THE ROWS,	ELD	

File No 7	29 4/29/87 TULARE,	,CA A/C Reg.	No. N8366	Time (Lc1) - 1340 PDT
Occurrence #1 Phase of Operation	LOSS OF POWER TAKEOFF - INITIAL CLIMB			
Finding(s) 1. UNDETERMINED		·		·
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY			·
	NOSE OVER LANDING - FLARE/TOUCHDOWN	N		
Finding(s) 2. TERRAIN CONDITI	ON - SOFT			
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Board determ	nines that the Probable Cause	(s) of this accident	
Factor(s) relating t	o this accident is/are find	ding(s) 2		

File No 655 6/07/87 MARIC	OPA,CA A/C R	Reg. No. N115C		Time (Lc1)	- 1115 PDT	
Basic Information Type Operating Certificate-NONE (GENERA	•	t Damage		Inju		
		NTIAL	Fatal			None
Type of Operation -PERSONAL	Fire	Cre		1	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	NONE	Pas	ss 0	0	0	0
Aircraft Information						
Make/Model - MOONEY M-18L	Eng Make/Model - Ly			Installed/		
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 780	Number Engines - 1 Engine Type - RE	I CIPROCATING-CARBL		Stall Warnii	ng System	- NU
No. of Seats - 1	Rated Power -	65 HP	JKETUK			
Environment/Operations Information						
Weather Data	Itinerary	_		Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point BAKERSFIELD,CA		ON AII	RPURI		
Completeness - N/A	Destination		Airport I	)a+a		
Basic Weather - VMC	SAME AS ACC/INC		MARIC			
Wind Dir/Speed- 270/005 KTS	3AME A3 A00/1140				- 19	
Visibility - 30.0 SM	ATC/Airspace			y Lth/Wid		NK/NR
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		y Surface		,
Lowest Ceiling - NONE	Type of Clearance			Status		
Obstructions to Vision- NONE		- TRAFFIC PATTERN		,		
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 61	Medical Certific		D MEDICAL W	ATVEDC/LIM	
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (I		AIVERS/LIM	11
COMMERCIAL ATP	Current - YES	Total -		Last 2	1 Hrs -	0
SE LAND, ME LAND	Months Since - 18	Make/Model-		Last 3		7
	Aircraft Type - M18L	Instrument-		Last 9		8
		Multi-Eng -			: <b>,</b> -	
Instrument Rating(s) - AIRPLANE						
Narrative DURING A PLEASURE FLIGHT THE PLT STATED THAT FURBULENCE. ON SHORT FINAL THE PLT STATED THA FULL PWR, HOWEVER, THE ACFT DID NOT GAIN SUFF EMBANKMENT NEAR THE APPROACH END OF THE RWY S UNDERSIDE.	T A SEVERE WIND SHEAR DROPF ICIENT ALTITUDE TO CLEAR AN	PED THE ACFT INTO I EMBANKMENT. THE	A RAVINE.	THE PLT ADDI	I S	

File No. - 655 6/07/87 MARICOPA, CA A/C Reg. No. N115C Time (Lcl) - 1115 PDT IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. WEATHER CONDITION - TURBULENCE 2. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND 3. WEATHER CONDITION - DOWNDRAFT 4. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND 5. COMPENSATION FOR WIND CONDITIONS - ATTEMPTED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 6. LANDING GEAR - SEPARATION 7. TERRAIN CONDITION - DIRT BANK ----Probable Cause----

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

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

Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft D		F-4-1		ries	Nama
Type of Operation -INSTRUCTI	ONAL	SUBSTANTI Fire	.AL Cr	Fatal ew O	Serious O	Minor O	None 2
Flight Conducted Under -14 CFR 91		NONE	Pa	-	0	Ô	ō
Accident Occurred During -LANDING		110.12			Ŭ	· ·	· ·
Aircraft Information							
Make/Model - CESSNA T210L			NENTAL TSIO-5		Installed/		
Landing Gear - TRICYCLE-RETRACTABLE		gines - 1			Stall Warni	ng System	- YES
Max Gross Wt - 3400			P-FUEL INJECTE	D			
No. of Seats - 6	Rated Pow	er - 30 	OO HP				
Environment/Operations Information			•				
Weather Data	Itinerary				Proximity	-	
Wx Briefing - FSS	Last Depar			UFF A	IRPORT/STRI	P	
Method - TELEPHONE Completeness - FULL	SALEM, OR			Ainmont	2040		
Basic Weather - VMC	Destination MERCED.C			Airport   MERCE			
Wind Dir/Speed- 340/006 KTS	MERCED, C	~				- 12	
Visibility - 50.0 SM	ATC/Airspace				y Lth/Wid		150
Lowest Sky/Clouds - 40000 FT S			FR		Surface		
Lowest Ceiling - 20000 FT B					•	- DRY	
Obstructions to Vision- NONE	Type Apch/	Lndg - N	IONE				
Precipitation - NONE							
Condition of Light - DAYLIGHT		;;;; 					
Personnel Information							
Pilot-In-Command	Age - 64		edical Certifi			AIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight		F1	ight Time (			_
COMMERCIAL, ATP, CFI	Current Months Since	- YES	Total -		Last 2		3
SE LAND, ME LAND	Months Since	- 4 e - UNK/NR	Make/Model- Instrument-		Last 3 Last 9		70
	Aircraft Typ	e - UNK/NK	Multi-Eng -		Last s	O Days-	180
Instrument Rating(s) - AIRPLANE							
Narrative							
NG A CROSS COUNTRY FLIGHT, THE ENGINE	LOST POWER AND OUTT	ADDX A MILES	FROM THE ATRO	OPT THE PT	OT WAS		
LE TO REACH THE RUNWAY AND MADE A FORC							
	Editoria di IVV O MI		FT REVEALED T				

File No. - 626 6/15/87 A/C Reg. No. N59104 Time (Lc1) - 0845 PDT MERCED, CA LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND(CFI) 3. PREFLIGHT PLANNING/PREPARATION - INACCURATE - PILOT IN COMMAND(CFI) 4. REFUELING - NOT PERFORMED - PILOT IN COMMAND(CFI) 5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND(CFI) Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 6. OBJECT - FENCE NOSE OVER Occurrence #4 Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5 Factor(s) relating to this accident is/are finding(s) 2,3,6

File No 637 6/18/87 MALI	BU,CA	A/C Reg. No.	N738JV	ו	Time (Lc1)	- 1605 PE	T
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage		Fatal		uries Minor	None
Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING		Fire NONE	Crew Pass	0	0	0	<b>2</b> 0
Aircraft Information Make/Model - CESSNA 172N Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Eng Make/Mod Number Engin Engine Type Rated Power	el - LYCOMING C es - 1 - RECIPROCAT - 160 HP		TOR	Stall Warn	ing System	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 230/010 KTS Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departur SANTA MONIC Destination LOCAL  ATC/Airspace Type of Fligh Type Apch/Lnd	A,CA t Plan - NONE ance - NONE		Airport OFF AI Airport C Runway Runway Runway	Proximity RPORT/STR: Data / Ident / Lth/Wid / Surface / Status	IP - N/A - N/A - DIRT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 23 Biennial Flight Rev Current - Months Since - Aircraft Type -	iew YES Tot 7 Mak PA-34 Ins	Certificat Fligh al - e/Model- trument- ti-Eng -	nt Time (F 618 225	lours) Last : Last :	24 Hrs -	5/LIMIT 1 58 267
Instrument Rating(s) - AIRPLANE					·		
Narrative URING A LOCAL INSTRUCTIONAL FLIGHT, THE PILO ND 500 FT AGL. THE STUDENT STARTED A CLIMBIO RESSURE TO THE POINT THAT THE ACFT STALLED. ERRAIN DIRECTLY IN FRONT OF THE ACFT. THE POINT NABLE TO CLIMB OUT OF BEFORE COLLIDING WITH LYING ERRATICALLY ALONG AND OVER THE POPULAT CFT TURNED RIGHT TOWARDS THE MOUNTAINS THE ACFT THE TOWARDS THE MOUNTAINS THE ACFT THE TERRAIN. THERE WERE NO MECHANICAL FA	NG RIGHT TURN TOWARDS THE INSTRUCTOR TOOK LT FELT THAT THE ACFT THE TERRAIN. WITNESS TED BEACH AREA AT ALT ACFT CLEARED AN APART	LAND. THE STUD OVER AND RECOVE WAS CAUGHT IN ES STATED THAT ITUDES VARYING MENT COMPLEX BY	ENT CONTINU RED FROM TH A DOWNDRAFT THEY HAD OE FROM 10 TO	JED TO APP JE STALL W THAT THE SSERVED TH 50 FT AGL	PLY BACK VITH RISING WERE HE ACFT WHEN THE	G E	

6/18/87 A/C Reg. No. N738JV Time (Lcl) - 1605 PDT File No. - 637 MALIBU, CA

Occurrence #1 Phase of Operation MANEUVERING

IN FLIGHT COLLISION WITH TERRAIN

### Finding(s)

- 1. TERRAIN CONDITION RISING
- 2. PROPER ALTITUDE DISREGARDED PILOT IN COMMAND(CFI)
- 3. BUZZING INTENTIONAL PILOT IN COMMAND(CFI)
- 4. SUPERVISION NOT PERFORMED PILOT IN COMMAND(CFI)
- 5. UNSAFE/HAZARDOUS CONDITION NOT CORRECTED PILOT IN COMMAND(CFI)
- 6. REMEDIAL ACTION DELAYED PILOT IN COMMAND(CFI)

----Probable Cause----

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

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

File No 628 6/20/87 S. L.	AKE TAHOE,CA A/C Re	g. No. N1177T	177T Time (Lcl) - 1305 F			5 PDT	
Type of OperationPERSONAL Flight Conducted Under -14 CFR 91	AL AVIATION) Aircraft SUBSTAN Fire NONE	TIAL Crew :		Injur Serious .1		None 0 0	
Accident Occurred During -DESCENT			-	•	-	Ŭ	
Aircraft Information Make/Model - CESSNA TU206C Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3600 No. of Seats - 4	Eng Make/Model - CON Number Engines - 1 Engine Type - REC	INENTAL TSIO-520-0	C ELT Ir	nstalled/Adall Warning			
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE	Itinerary Last Departure Point LAKE TAHOE,CA		Airport Pr OFF AIRF	roximity PORT/STRIP			
Completeness - FULL Basic Weather - VMC Wind Dir/Speed - 170/008 KTS Visibility - 50.0 SM Lowest Sky/Clouds - 8000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHT	Destination CAMERON PARK,CA  ATC/Airspace  ITERED Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE VFR	Runway S	но Е	DIRT	150	
Personnel Information Pilot-In-Command	Age - 37	Medical Certificate	a - VALTO N	MEDICAL -NO	WATVEDS	/  TMTT	
Certificate(s)/Rating(s)	Riennial Flight Review	Fligh:	t Time (Hou	ırs)		/ [ ]	
PRIVATE	Current - YES	Total - Make/Model-	771	Last 24	Hrs -	3	
SE LAND	Months Since - 12 Aircraft Type - C-206	Make/Model- Instrument- Multi-Eng -	10	Last 30 Last 90	Days- Days-	20 50	
Instrument Rating(s) - AIRPLANE	· ·						
Narrative IST AFTER LIFT-OFF DURING A DOWNWIND DEPARTUSORTED THE TAKE-OFF AT MID-FIELD. THE PILOT CIDED THAT HE WOULD NOT BE ABLE TO RELAND AS MAINTAIN ALTITUDE THE ACFT COLLIDED WITH PORTED MECHANICAL FAILURES OR MALFUNCTIONS	REDUCED POWER AND EXTENDED 44 AND ADDED FULL POWER AND RETR THE TERRAIN APRX ONE QUARTER I	DEGREES OF FLAPS ACTED THE FLAPS TO	THE PILOT	THEN S. UNABLE			

6/20/87 S. LAKE TAHOE,CA Time (Lc1) - 1305 PDT File No. - 628 A/C Reg. No. N1177T Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - TAILWIND 2. WIND INFORMATION - NOT USED - PILOT IN COMMAND 3. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND 4. WEATHER CONDITION - HIGH DENSITY ALTITUDE 5. : ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND 6. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - EMERGENCY 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) 5

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

	HOP,CA A/C	Reg. No. N32RM	Time (Lc1) - 1350 PDT			
Type Operating Certificate-NONE (GENER  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	•	ft Damage ANTIAL Crew Pass	_	· · · · · · · · · · · · · · · · ·	or Non O 1 O 1	
-Aircraft Information Make/Model - NORD 3202 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2100 No. of Seats - 2	Eng Make/Model - Po Number Engines - Engine Type - R Rated Power -	1 ECIPROCATING-CARBUR	S.	Installed/Activa tall Warning Sys		
-Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/007 KTS Visibility - 20.0 SM Lowest Sky/Clouds - UNK/NR THI Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poin BOULDER CITY,NV Destination BISHOP,CA  ATC/Airspace IN BKN Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	ON AIRM Airport Da BISHOP Runway Runway Runway	ata		
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP,CFI SE LAND,ME LAND,SE SEA HELICOPTER  Instrument Rating(s) - AIRPLANE	Age - 48 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - S2C	Total -	ht Time (Ho 8050 17 1513		- 17 - 24 - 29	

A/C Reg. No. N32RM Time (Lcl) - 1350 PDT File No. - 627 6/22/87 BISHOP, CA Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 3. WEATHER CONDITION - CROSSWIND 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 5. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - SOFT Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5 Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6

D : T C					55 PDT	
Basic Information Type Operating Certificate-NONE	(CENEDAL AVIATION)	Ainonost Damage		Tmiioo		
Type operating certificate none	(GENERAL AVIATION)	DESTROYED	: Fatal	Injuries Serious M	Iinor	None
Type of Operation -TEST	FLICHT	Fire	Crew 0		1	0
Flight Conducted Under -14 (		NONE	Pass 0	0	Ö	0
Accident Occurred During -DESC		NONE	1 433	O	Ü	U
Aircraft Information						
Make/Model - RAND KR-2	Eng Make	/Model - VOLKSWAGEN		Installed/Acti		
Landing Gear - TRICYCLE-RETRAC	CTABLE Number E	ngines - 1		Stall Warning S	ystem -	NO
Max Gross Wt - UNK/NR	Engine T	ype - RECIPROCAT	ING-CARBURETOR			
No. of Seats - 2	Rated Po	wer - 65 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF			OFF A	IRPORT/STRIP		
Method - N/A	WATSONV	•				
Completeness - N/A	Destination	า	Airport	Data		
Basic Weather ~ VMC	LOCAL		WATSO	NVILLE		
Wind Dir/Speed- CALM		*	Runwa	y Ident - 19	1	
Visibility - 10.0 SM			Runwa	ay Lth/Wid - 4	500-N/A	
Lowest Sky/Clouds - UNK/N	NR THIN BKN Type of F	light Plan - NONE	Runwa	y Surface - AS	PHALT	
Lowest Ceiling - OVER	CAST Type of C	learance - NONE /Lndg - FORCED	Runwa	y Status - DR		
Obstructions to Vision- NONE	Type Apch	/Lndg - FORCED	LANDING	-		
Precipitation - NONE		_				
Condition of Light - DAYLI	GHT					
Personnel Information						
Pilot-In-Command	Age - 41	Medical	Certificate - VAL	D MEDICAL-WAIVE	RS/LIMIT	Γ
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Flight Time (	Hours)		
COMMERCIAL	Current	~ YES Tot	al - 2200	Last 24 Hr	's -	0
ME LAND	Months Sinc	e - 14 Mak	e/Model- 0	Last 30 Da	ys-	0
GLIDER	Aircraft Ty	oe - C-150 Ins	Flight Time ( a) - 2200  ce/Model - 0  trument - 360	Last 90 Da	ys-	0
		Mul	trument- 360 ti-Eng - 250	Rotorcraft	- UNK	/NR
Instrument Rating(s) - AIF	RPLANE					
						<b>-</b>
DRTLY AFTER TAKE-OFF ON RUNWAY 19,						
KTURE AND THROTTLE CONTROLS. THE EN						
ERGENCY DESCENT. HAVING GAINED NO M						
SCEND OVER A LINE OF TREES AND LAND						
EES AND COLLIDED WITH THE TERRAIN.	THE PILOT DISASSEMBLED T	HE ENGINE AND FOUND	) NO BROKEN PARTS. H	HOWEVER, HE		
		E MIEETH THO OWNER	EDC THE LOCK OF DO	NUED MAC NOT		
TED AN UNIDENTIFIED WHITE CHALKY SU	JBSTANCE IN AND AROUND TH	E "LEFI" IWO CYLINL	PERS. THE LUSS OF PO	JWER WAS NOT		

File No 7	57 6/27/87 WA	TSONVILLE, CA	A/C Reg. No. N75JL	Time (Lc1) - 0855 PDT
Occurrence #1 Phase of Operation 1. UNDETERMINED	CLIMB - TO CRUISE			·
	FORCED LANDING DESCENT - EMERGENCY	·		
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION N DESCENT - EMERGENCY	WITH OBJECT		
Finding(s) 2. OBJECT - TREE(S				
Probable Cause				<b></b>
The National Transports/are finding(s) 1	rtation Safety Board de	etermines that the	e Probable Cause(s) of this accide	ent

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

File No 800 6/27/87 BF	ROWNSVILLE, CA	A/C Reg. I	No. N5161M	. т	ime (Lcl) -	1015 PD	Γ
Basic Information Type Operating Certificate-NONE (GEN	NERAL AVIATION)	Aircraft Da	mage		Injur	ies	
		SUBSTANTIA	L	Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 9	1	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - BEECH C23	Eng Make/	Model - LYCOMI	NG 0-360-AYK	ELT	Installed/A	ctivated	- YES/YES
Landing Gear - TRICYCLE-FIXED	Number Eng	gines - 1		S	tall Warnir	ng System	- YES
Max Gross Wt - 2450	Engine Typ	oe - RECIPRO	DCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Powe	er - 180	HP				
Environment/Operations Information	-						
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEF		ture Point		ON AIR	•		
Method - N/A	SACRAMEN <sup>-</sup>						
Completeness - N/A	Destination	•		Airport D	ata		
Basic Weather - VMC	BROWNSVII			BROWNS			
Wind Dir/Speed- 180/004 KTS		<b>,</b>		Runway	Ident -	- 24	
Visibility - 14.0 SM	ATC/Airspace				Lth/Wid -	2550/	40
	CATTERED Type of F1	ight Plan - NO	NE		Surface -		
Lowest Ceiling - NONE		earance - NO		•		DRY	
Obstructions to Vision- NONE	Type Apch/l		AFFIC PATTERN	•			
Precipitation - NONE		FUI	LL STOP				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 47	Med	ical Certifica	te - VALID	MEDICAL-WA	IVERS/LIM	MIT
Certificate(s)/Rating(s)	Biennial Flight F	Review	Flia	ht Time (H	ours)	,	
PRIVATE	Current	- YES	Total -		Last 24	Hrs -	4
SE LAND	Months Since	- 22	Make/Model-	143	Last 30		9
	Aircraft Type	e - C-172	•	7	Last 90		42
Instrument Rating(s) - NONE							
Narrative							
DURING A CROSS COUNTRY FLT, THE PLT OVER F							
THE FIRST APPROACH THE ACFT WAS TOO HIGH S							
ACFT STAYED AIRBORNE DOWN MOST OF THE RWY.							
SUFFICIENT RWY LEFT TO STOP THE ACFT, THER							
RIGHT MAIN LANDING GEAR COLLAPSED, AND THE			CONFIGURATION.	THERE WER	E NO		
MECHANICAL FAILURES OR MALFUNCTIONS REPORT	ED AT THE TIME OF THE	ACCIDENT.					

File No. - 800 6/27/87 BROWNSVILLE,CA A/C Reg. No. N5161M Time (Lc1) - 1015 PDT Occurrence #1 OVERRUN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND 2. ALL AVAILABLE RUNWAY - EXCEEDED - PILOT IN COMMAND 3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND 4. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 5. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3 Factor(s) relating to this accident is/are finding(s) 1,2,4,5

Flight Conducted Under Accident Occurred During  -Aircraft Information Make/Model - BELL H-13 Landing Gear - SKID Max Gross Wt - 2850 No. of Seats - 2	-PERSONAL -14 CFR 91		Pa  FRANKLIN 47D-1	Fatal rew O ass O	0 0 0	None 1 1
Flight Conducted Under Accident Occurred During  -Aircraft Information Make/Model - BELL H-13 Landing Gear - SKID Max Gross Wt - 2850 No. of Seats - 2	-14 CFR 91	NONE Eng Make/Model -	Pa  FRANKLIN 47D-1	rew O ass O	0 0 0	
Accident Occurred During  -Aircraft Information Make/Model - BELL H-13 Landing Gear - SKID Max Gross Wt - 2850 No. of Seats - 2		Eng Make/Model -	FRANKLIN 47D-1			1
-Aircraft Information Make/Model - BELL H-13 Landing Gear - SKID Max Gross Wt - 2850 No. of Seats - 2	-LANDING					
Make/Model - BELL H-13 Landing Gear - SKID Max Gross Wt - 2850 No. of Seats - 2				CI T		
Landing Gear - SKID Max Gross Wt - 2850 No. of Seats - 2				C1 T		
Max Gross Wt - 2850 No. of Seats - 2		Number Engines -			Installed/Activated	
			1	•	Stall Warning System	ı - NO
		Engine Type -	RECIPROCATING-CARE	3URETOR		
-Environment/Operations Infor		Rated Power -	UNK/NR			
	mation					
Weather Data		Itinerary			Proximity	
Wx Briefing - VRS		Last Departure Poi	nt	OFF A	IRPORT/STRIP	
Method - TELEPHON	E	CHINO, CA				
Completeness - UNK/NR		Destination		Airport [	Data	
Basic Weather - VMC		CALIFORNIA CITY,	CA			
Wind Dir/Speed- CALM					y Ident - N/A	
Visibility - 30.0		ATC/Airspace			y Lth/Wid - N/A	
Lowest Sky/Clouds -		Type of Flight Pla			y Surface - DIRT	
Lowest Ceiling -		Type of Clearance		Runway	y Status - DRY	
Obstructions to Vision-		Type Apch/Lndg	- NONE		SOFT	
Precipitation -						
Condition of Light -	DAYLIGHT					
-Personnel Information						
Pilot-In-Command		Age - 32			D MEDICAL-NO WAIVERS	/LIMIT
Certificate(s)/Rating(s)	E	Biennial Flight Review		light Time (H		
PRIVATE		Current - YES	Total -	- 209	Last 24 Hrs -	0
		Months Since - 1 Aircraft Type - 206	Make/Model-	- 171	Last 30 Days-	10
HELICOPTER		Aircraft Type - 206	Instrument-	- 0	Last 90 Days-	21
					Rotorcraft -	209
Instrument Rating(s)	- NONE					

File No. - 797 6/27/87 MOJAVE, CA A/C Reg. No. N11HU Time (Lc1) - 0737 PDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID FUEL - EXHAUSTION 2. FUEL CONSUMPTION CALCULATIONS - POOR - PILOT IN COMMAND 3. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. TERRAIN CONDITION - SOFT ----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (G	NERAL AVIATION) Aircrat	ft Damage	Fatal	Injuri Serious	es Minor	None
Type of Operation -INSTRUCT	=	Crew		0	0	1
Flight Conducted Under -14 CFR 9 Accident Occurred During -TAKEOFF		Pass	-	ŏ	ŏ	ó
Aircraft Information						
Make/Model - PIPER PA-28-161	Eng Make/Model - L			Installed/Ad		
Landing Gear - TRICYCLE-FIXED	Number Engines -			itall Warning	, System	- YES
Max Gross Wt - 2150	J ,,	ECIPROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power -	160 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Departure Poin <sup>.</sup> NEW AUBERRY,CA	τ	UFF AI	RPORT/STRIP		
Completeness - UNK/NR	Destination		Airport D	ata		
Basic Weather - VMC	CONCORD, CA		•	LAUBERRY		
Wind Dir/Speed- 060/006 KTS	331133112,371				16	
Visibility - 15.0 SM	ATC/Airspace		,	Lth/Wid -	2000/	50
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- VFR	Runway	Surface -	GRAVEL	
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TOUCH AND GO				
Precipitation - NONE						
Condition of Light - DAYLIGHT					. <b></b>	
Personnel Information						
Pilot-In-Command	Age - 32	Medical Certifica			WAIVERS,	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review Current - N/A		ht Time (H		Line	0
STUDENT	Current - N/A Months Since - N/A	Total - Make/Model-	65 56	Last 24	Hrs -	0 10
		Instrument-	0	Last 30 Last 90	Days-	48
			0			
	Aircraft Type - N/A	21.01.4		Rotorcra	ift -	9
Instrument Rating(s) - NONE	Aircraft Type - N/A	22		Rotorcra	ıft -	9

File No. - 659 6/28/87 AUBERRY,CA A/C Reg. No. N2856H Time (Lc1) - 1200 PDT

Occurrence #1
Phase of Operation

IN FLIGHT COLLISION WITH OBJECT

TAKEOFF - INITIAL CLIMB

#### Finding(s)

- 1. PREFLIGHT PLANNING/PREPARATION POOR PILOT IN COMMAND
- 2. IMPROPER USE OF PROCEDURE, IMPROPER TRAINING PILOT IN COMMAND
- 3. PROPER TOUCHDOWN POINT MISJUDGED PILOT IN COMMAND
- 4. IMPROPER USE OF PROCEDURE, TOTAL PILOT IN COMMAND
- 5. ABORTED LANDING DELAYED PILOT IN COMMAND
- 6. PROPER CLIMB RATE NOT ATTAINED PILOT IN COMMAND
- 7. VISUAL LOOKOUT INADEQUATE PILOT IN COMMAND

----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) 1,2,3,4,5,7

	AL AVIATION) Aircraf	t Damage		Inj	uries	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	SUBSTAI	•	Fatal	Serious		None
Type of Operation -BUSINESS	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						<b></b> -
Aircraft Information						
Make/Model - PIPER PA-28-181	Eng Make/Model - LY				/Activated	
Landing Gear - TRICYCLE-FIXED	Number Engines – 1 Engine Type – RE	CIPROCATING-CARBUR		tali warn	ing System	- YES
Max Gross Wt - 2450 No. of Seats - 4	<b>9</b> ),	180 HP	EIUK			
NO. 01 Seats - 4	Rated Power -					<b></b>
Environment/Operations Information	Thinne			D = = + + = + +		
Weather Data Wx Briefing - NO RECORD OF BRIEFIN	Itinerary G Last Departure Point		ON AIF	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	SALINAS,CA		UN AIR	SIKIP		
Completeness - N/A	Destination		Airport D	)ata		
Basic Weather - VMC	HURON, CA		ANDERS			
Wind Dir/Speed- 290/004 KTS			-	Ident	- 29	
Visibility - 7.0 SM	ATC/Airspace		Runway	/ Lth/Wid	- 2600 -	UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface		
Lowest Ceiling - NONE	Type of Clearance		Runway	/ Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 41	Medical Certifica			NO WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	_	ht Time (F	•	0.4 Uma	•
PRIVATE SE LAND	Current - YES Months Since - 14	Total - Make/Model-	350 4		24 Hrs - 30 Days-	0 2
SE LAND	Aircraft Type - ARCHER	Instrument-			90 Days-	7
	ATTOTAL CTYPE ANOTHER		6	Labe	oo bayo	•
Instrument Rating(s) - NONE		_				

A/C Reg. No. N8273P File No. - 799 7/04/87 HURON, CA Time (Lc1) - 1200 PDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND. Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1,3

None 1 0 d - YES/YES m - YES
1 O d - YES/YE
0 d d - YES/YE
d - YES/YE
m - YES
50
Т
•
UNK/NR
UNK/NR
UNK/NR
SINK/ INK

File No. - 798 7/08/87 CAMERON PARK,CA A/C Reg. No. N3811V Time (Lc1) - 1931 PDT

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

#### Finding(s)

- 1. LIGHT CONDITION SUNGLARE
- 2. PROPER TOUCHDOWN POINT NOT ATTAINED PILOT IN COMMAND
- 3. LACK OF FAMILIARITY WITH GEOGRAPHIC AREA PILOT IN COMMAND
- 4. REMEDIAL ACTION DELAYED PILOT IN COMMAND
- 5. LACK OF RECENT TOTAL EXPERIENCE PILOT IN COMMAND
- 6. PLANNED APPROACH MISJUDGED PILOT IN COMMAND
- 7. OBJECT UTILITY POLE

----Probable Cause----

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

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

File No 715 7/12/87 CORON	A,CA A/	C Reg. No. N4628G	Т	ime (Lc1) -	1720 PC	т
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUB Fire	raft Damage STANTIAL Crew E Pass		1		None O O
Aircraft Information Make/Model - EIPPER QUICKSILVER MX I Landing Gear - TRICYCLE-FIXED Max Gross Wt - UNK/NR No. of Seats - 2	Number Engines -	1 RECIPROCATING-CARBUR	S	Installed/Adtall Warning		
Environment/Operations Information Weather Data Wx Briefing NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 285/012 KTS Visibility - 5.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	LAKE ELSINORE,C Destination CORONA,CA  ATC/Airspace Type of Flight Pl Type of Clearance	A an - NONE	ON AIR  Airport D  CORONA  Runway  Runway  Runway		3200/ ASPHALT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 39 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Total - Make/Model-	ht Time (H	ours) Last 24	Hrs - L	INK/NR
Instrument Rating(s) - NONENarrative WHILE ATTEMPTING TO LAND ON RUNWAY 25 AT THE AIRCRAFT STALLED AND COLLIDED WITH THE TERRAIL WITH A VERY LIGHT AND STABLE AIRCRAFT "CONTRIBUTHER STATED THAT "WIND BLOWING OVER TREES OF THE STATED T	N. THE PILOT SAID THAT THE BED" (SIC) TO HIS LOSS OF	HE "EXTREME GUSTY WIN F CONTROL OF THE AIRC	CONDITIO	NS" COMBINE		

File No. - 715 7/12/87 CORONA, CA A/C Reg. No. N4628G Time (Lcl) - 1720 PDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING Finding(s) 1. WEATHER CONDITION - GUSTS 2. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND 3. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND 4. STALL - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER 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

File No 668 3/12/87 BASA	LT,CO	A/C Reg. No. N	I4581E	Ti	me (Lc1) -	1839 MS1	Г
Type Operating Certificate-ON-DEMAND A Name of Carrier -ENERGY AIR Type of Operation -NON SCHED, Flight Conducted Under -14 CFR 135 Accident Occurred During -MANEUVERING	CHARTERS OF MT OMESTIC,CARGO	Aircraft Damage DESTROYED Fire ON GROUND	Crew Pass	Fatal O O	Injur Serious 1 O	ies Minor O O	None O O
Aircraft Information Make/Model - ROCKWELL COMMANDER 680 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 8500 No. of Seats - 2	Number En	pe - RECIP-FUEL			nstalled/A		
Weather Data  Wx Briefing - FSS  Method - TELEPHONE  Completeness - UNK/NR  Basic Weather - IMC  Wind Dir/Speed- 320/005 KTS  Visibility - 6.0 SM  Lowest Sky/Clouds - CLEAR  Lowest Ceiling - 1800 FT OBS  Obstructions to Vision- NONE  Precipitation - NONE  Condition of Light - NIGHT(DARK)	Itinerary Last Depar ASPEN,CO Destination DENVER,C  ATC/Airspace Type of Fl CURED Type of Cl Type Apch/	0 ight Plan - IFR earance - VFR		OFF AIR rport Da Runway Runway Runway		N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP SE LAND,ME LAND HELICOPTER		Review - YES Tota - 2 Make e - 680FL Inst	11 - 44 e/Model- 1 rument- 3	Time (Ho 24 04	urs) Last 24 Last 30 Last 90	Hrs - Days- UN	2 NK/NR NK/NR
Instrument Rating(s) - AIRPLANE, F	NG CARGO. THE PLT THE ACDT SITE STAT STRUCK A 2 STORY D NO EVIDENCE OF MEC	ED THAT HEAVY SNOW UPLEX IN A LT WING H MALFUNCTION OR FA	WAS FALLING LOW ATTITUDE ILURE. THE P	AT THE T , 18 FT LT HAD B	IME OF THE AGL. POST EEN	т	

File No. - 668 3/12/87 BASALT, CO A/C Reg. No. N4581E Time (Lcl) - 1839 MST IN FLIGHT ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation MANEUVERING Finding(s) 1. LIGHT CONDITION - NIGHT 2. WEATHER CONDITION - LOW CEILING 3. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND 4. WEATHER CONDITION - SNOW 5. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND WEATHER CONDITION - OBSCURATION 7. ALTITUDE - IMPROPER - PILOT IN COMMAND 8. TERRAIN CONDITION - HIGH TERRAIN 9. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 10. OBJECT - RESIDENCE 11. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3.5.7.9

Factor(s) relating to this accident is/are finding(s) 1,2,4,6,8,11

File No 682 8/17/87 STEAM	BOAT SPRIN,CO A/C Re	g. No. N7494J	Time (	Lc1) - 0820 MDT	
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L AVIATION) Aircraft DESTROY Fire NONE		Fatal Ser O O	Injuries ious Minor O O	None 1 2
Aircraft Information Make/Model - PIPER PA-28R-180 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2500 No. of Seats - 4	Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -	IP-FUEL INJECTED		lled/Activated Warning System	
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LARAMIE,WY  ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE NONE	Airport Proxi OFF AIRPORT Airport Data Runway Iden Runway Lth/ Runway Surf Runway Stat	/STŔIP t - N/A Wid - N/A ace - GRASS/TU	IRF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND  Instrument Rating(s) - AIRPLANE	Age - 55 Biennial Flight Review Current - YES Months Since - 11 Aircraft Type - PA-28	Total - Make/Model- Instrument- UN	t Time (Hours) 1353 L 800 L K/NR L		IK/NR IK/NR 17
Narrative N7494J TOOK OFF FROM A HIGH ALT ARPT AND CLIM COURSE. UPON APPROACHING HIGH TERRAIN THE PLT IN A VALLEY TOO NARROW TO TURN AROUND. HE WAS EXTENSION SYSTEM WHEN THE ACFT ENCOUNTERED TU AND THE ACFT LOST AIRSPEED. AT THAT POINT THE A MOUNTAIN MEADOW. DURING THE LANDING IN ROUG	REALIZED HE DID NOT HAVE EN HOLDING THE OVERRIDE TO DEA RB AND HIS HAND CAME OFF THE PLT DECIDED AN OFF ARPT FOR	DUGH ALT TO CLEAR CTIVATE THE AUTOMA OVERRIDE. THE LAN CED LANDING WAS NE	THE TERRAIN AN TIC LANDING GE DING GEAR EXTE	D WAS AR NDED	

File No. - 682 8/17/87 STEAMBOAT SPRIN.CO A/C Reg. No. N7494J Occurrence #1 FORCED LANDING Phase of Operation CLIMB - TO CRUISE Finding(s) 1. WEATHER CONDITION - HIGH DENSITY ALTITUDE 2. WEATHER CONDITION - TURBULENCE, CLEAR AIR 3. GEAR EXTENSION - INADVERTENT - PILOT IN COMMAND 4. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED 5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND Occurrence #2 COMPLETE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. TERRAIN CONDITION - MOUNTAINOUS/HILLY 7. TERRAIN CONDITION - ROUGH/UNEVEN 8. LANDING GEAR, MAIN GEAR - OVERLOAD 9. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL 10. LANDING GEAR, NOSE GEAR - OVERLOAD 11. 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) 4,5

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

File No 723 1/23/87 SI	MSBURY,CT A/C R	eg. No. N48918	Т	ime (Lc1) -	0150 ES	T
-Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION) Aircraf	t Damage		Injur	ies	
	SUBSTA	NTIAL	Fatal		Minor	None
Type of Operation -INSTRUCTI		Crew		0	0	2
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	
-Aircraft Information						
Make/Model - CESSNA 152	Eng Make/Model - LY			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	CIPROCATING-CARBUR		tall Warnin	g System	- NO
Max Gross Wt - 1670 No. of Seats - 2	<b>3</b> ,.	110 HP	ETUK			
-Environment/Operations Information Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEF			ON AIR			
Method - N/A	HARTFORD, CT		ON AIN	I OK I		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		SIMSBU			
Wind Dir/Speed- 230/007 KTS			Runway	Ident -	21	
Visibility - 15.0 SM	ATC/Airspace		Runway	Lth/Wid -	2205/	50
Lowest Sky/Clouds - 4000 FT S	CATTERED Type of Flight Plan	- NONE	Runway	Surface -	ASPHALT	
Lowest Ceiling -	Type of Clearance		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NONE		TOUCH AND GO				
Condition of Light - DAYLIGHT						
-Personnel Information						_
Pilot-In-Command	Age - 24				WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			_
COMMERCIAL, CFI	Current - UNK/NR			Last 24		3
SE LAND, ME LAND	Months Since - UNK/NR		252	Last 30	Days- U	
	Aircraft Type - UNK/NR	Instrument- Multi-Eng -		Last 90	Days-	304
Instrument Rating(s) - AIRPLANE						
-Narrative						
AIRCRAFT WAS LANDING ON RUNWAY 21 AT S T MAIN WHEEL CONTACTED THE SNOW BANK, W WING ON THE RUNWAY SURFACE.						•

File No 7	23 1/23/87 SIMSBURY,CT	A/C Reg. No. N48918	Time (Lc1) - 0150 EST
Occurrence #1 Phase of Operation	LOSS OF CONTROL - ON GROUND LANDING - ROLL		
<ol> <li>GROUND LOOP/SWE</li> <li>REMEDIAL ACTION</li> </ol>	TROL - NOT MAINTAINED - DUAL STUDENT RVE - NOT CORRECTED - DUAL STUDENT - DELAYED - PILOT IN COMMAND(CFI) NADEQUATE - PILOT IN COMMAND(CFI)		
Occurrence #2 Phase of Operation	ON GROUND COLLISION WITH OBJECT		
Finding(s) 5. TERRAIN CONDITI			
Occurrence #3 Phase of Operation			
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that th 2,3,4	ne Probable Cause(s) of this accide	ent .
Factor(s) relating t	o this accident is/are finding(s) 5		

File No 642 6/20/8	7 MIRAMAR,FL	A/C Reg. No.	N2387J	Time (Lcl) -	1528 EDT	
-Basic Information Type Operating Certificate-NO	NE (GENERAL AVIATION)	Aircraft Damage		Injur		
		DESTROYED	Fatal	Serious	Minor	None
, · · · · · · · · · · · · · · · · · · ·	RSONAL	Fire	Crew 2	0	0	0
Flight Conducted Under -14 Accident Occurred During -DE	CFR 91 SCENT	NONE	Pass O	0	0	0
-Aircraft Information						V=0 /1
Make/Model - BEECH 23	_ ·	Model - LYCOMING		Installed/A		
Landing Gear - TRICYCLE-FIXE		gines - 1		Stall Warnin	g System	- AF2
Max Gross Wt - 2300 No. of Seats - 4	Engine Ty Rated Pow	•	TING-CARBURETOR			
-Environment/Operations Informat						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD 0 Method - N/A	F BRIEFING Last Depar HOLLYWOO	ture Point	OFF A	IRPORT/STRIP		
Completeness - N/A	Destination		Airport	Nata		
Basic Weather - VMC	SAVANNAH		•	PERRY		
Wind Dir/Speed- 120/012 KTS		, ua			O9R	
Visibility - 10.0 SM				y Lth/Wid -		100
	00 FT SCATTERED Type of F1			y Surface -		100
		earance - NONE			DRY	
Obstructions to Vision- NON		Lndg - FORCE		y Status	DICT	
Precipitation - NON		Ling Tokozi	EARBING			
Condition of Light - DAY						
Pilot-In-Command	Age - 66	Medica	l Certificate - VALI	D MEDICAL-NO	WATVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight		Flight Time (		WAI VENS,	
PRIVATE	Current		tal - 416	Last 24	Hrs -	4
SE LAND	Months Since		ke/Model- UNK/NR	Last 30	–	
SE EAND	Aircraft Typ		strument- UNK/NR	Last 90		7
	, , , , , , , , , , , , , , , , , , ,		lti-Eng - UNK/NR	Rotorcr	aft - UN	-
Instrument Rating(s) - N	IONE					
-Narrative						
-Narrative ER THE PLT LNDD, THE ACFT WAS SE	DVICED WITH EQ O CAL OF THE	TTC EUEL CADAC	TTV WAS SO CAL SURS	EOLIENTI V. WH	CN THE	
TOOK OFF, THE ACFT REMAINED ON						
TURN & REACHED A RPRTD ALT OF O						
IORN & REACHED A RPRID ALT OF O Y SMOKE WAS COMING FROM ITS EXHA						
N BACK. THE ACFT CRASHED ON THE						
E CUNTAMINATED WITH WATER & SAND	. WATER & SAND WERE ALSO FN	ID IN THE FUEL FIL	TER & CARBURETUR FIN	GER SIKAINEK	. BUIH	
L CARC WERE TECTER & END TO 1511						
L CAPS WERE TESTED & FND TO LEAK	WHEN WATER WAS APPLIED TO	THE UPPER WING SUI	HOLEVED THEROS	NEK (BEEGII)	NOT DEST	
L CAPS WERE TESTED & FND TO LEAK GUED A CLASS I SVC BULLETIN (SB) STALLED, ALSO, CORROSION WAS EVID	FOR INSTALLATION OF IMPROVE	D FUEL TANK CAPS;	HOWEVER, IMPROVED F	UEL CAPS HAD	NOT BEEN	

Occurrence #1 Phase of Operation			ICAL		
Finding(s)	DECTION OF AIDCDAET	- INADEQUATE - OT	HER MAINTENANCE PSNL		
2. FUEL SYSTEM, DRAI	N - CORRODED	- INADEQUATE - UT	HER MAINTENANCE PSINL		
<ol> <li>FUEL SYSTEM, CAP</li> <li>MAINTENANCE. SE</li> </ol>	- DETERIORATED ERVICE BULLETINS -	NOT PERFORMED -			
-5. FLUID, FUEL - CON	NTAMINATION	THE PROPERTY OF THE PROPERTY O			
<pre>6. FLUID, FUEL ~ WAT 7. AIRCRAFT PREFL</pre>		- PILOT IN COMMAND			
Occurrence #2			4		
Phase of Operation	MANEUVERING - TUR	N TO LANDING AREA	(EMERGENCY)		
Occurrence #3					
Phase of Operation	MANEUVERING - TUR	N TO LANDING AREA	(EMERGENCY)		
Finding(s)					
8. MANEUVER - INITI ~9. AIRSPEED - INADE		OMMAND			
10. STALL - INADVERT	ENT - PILOT IN COM	MAND			
Occurrence #4	IN FLIGHT COLLIST	ON WITH OBJECT			
Phase of Operation					
Finding(s)					
11. OBJECT - BUILDIN					
Probable Cause	-				
The National Transporis/are finding(s) 5,6		d determines that	the Probable Cause(s) of th	is accident	
Factor(s) relating to	this accident is/	are finding(s) 1,2	, 3 , 4		

File No 605 3/30/87 DALTO	N, GA	A/C Reg. No.	N6170U	Т	ime (Lcl) -	0936 EST	
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Aircraft Damage DESTROYED Fire ON GROUND		Fatal O O	Injur Serious 1 1	ies Minor O 3	None O O
Aircraft Information Make/Model - BEECH A36 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3600 No. of Seats - 5	Eng Make/Modo Number Engin Engine Type Rated Power	el - CONTINENTA es - 1 - RECIP-FUEL - 285 HP			Installed/A		- YES-UNK/NR - YES
Environment/Operations Information Weather Data  Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - IMC Wind Dir/Speed- 160/002 KTS Visibility - 1.000 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 400 FT BROK Obstructions to Vision- FOG Precipitation - DRIZZLE Condition of Light - DAYLIGHT	Itinerary Last Departure SAME AS ACC, Destination GULFPORT,MS  ATC/Airspace Type of Fligh Type of Clear, Type Apch/Lnd	/INC t Plan - IFR ance - IFR		OFF AI rport D DALTON Runway Runway Runway	MUNI AIRPO	RT 14 5000/ ASPHALT	100
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Instrument Rating(s) - AIRPLANENarrative ON T/O AT 1ST POWER CHANGE PIC NOTED LOSS OF	Months Since - Aircraft Type -	iew UNK/NR Tot UNK/NR Mak UNK/NR Ins Mul		Time (H NR NR NR NR NR	lours) Last 24 Last 30 Last 90 Rotorcr	Hrs - UN Days- UN Days- UN	IK/NR IK/NR IK/NR
GROUND WITNESSES SAID ENG QUIT AND ACFT CRASH TAKING FUEL SAMPLE BEFORE T/O WITH NO WATER C 1ST FUELING. AFTER 2ND FUELING ACFT SAT UNCOV REPLACED 5 MONTHS PRIOR. ANALYSIS OF FUEL FRO FILTER. ENG EXAMINATION REVEALED WATER DAMAGE REPORTED OR AVAILABLE.	ONTAMINATION NOTED. / ERED DURING SEVERAL I M ARPT SHOWED NO WAT	ACFT WAS FUELED HOURS OF HARD R ER IN FUEL. DRO	TWICE AT ARP AIN. ACFT LOG PLETS OF WATE	T VISIT SAID F R FOUND	ED AND FLEW UEL CAP SEA IN FUEL TR	AFTER LS	

3/30/87 A/C Reg. No. N6170U File No. - 605 DALTON, GA Time (Lc1) - 0936 EST Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - WATER 2. AIRCRAFT PREFLIGHT - PERFORMED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 3. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #3 Phase of Operation LANDING Finding(s) 4. TERRAIN CONDITION - MOUNTAINOUS/HILLY 5. TERRAIN CONDITION - NONE SUITABLE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1 Factor(s) relating to this accident is/are finding(s) 5

File No 604 4/30/87 ATHEN	S,GA	A/C Reg.	No. N6752T	, Т	ime (Lcl) -	- 0845 EDT	•
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Da	•	Fatal	Injur Serious	ries Minor	None
Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L	Fire NONE	Crew Pass	0	0 0	0	2
Aircraft Information Make/Model - CESSNA 310D Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4830 No. of Seats - 5	Number Engi	nes - 2 - RECIP-	ENTAL IO-470 D FUEL INJECTED HP		Installed// tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departu SAME AS AC			Airport ON AIR	Proximity PORT		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE	Destination LOCAL ATC/Airspace Type of Flig Type of Clea Type Apch/Ln	ht Plan - NO rance - NO		Runway Runway Runway	MUNICIPAL Ident Lth/Wid Surface	•	100
Precipitation - NONE Condition of Light - DAYLIGHT	Type Apelly Ell		UCH AND GO				
	Age - 41 Biennial Flight Re		ical Certifica	:	MEDICAL-NO		LIMIT
PRIVATE SE LAND, ME LAND		- UNK/NR - UNK/NR	Total - Make/Model-	1159 83 54	Last 24 Last 30 Last 90	1 Hrs - UN ) Days- UN ) Days- UN raft - UN	IK/NR IK/NR
Instrument Rating(s) - AIRPLANE							
Narrative E ACFT WAS REPORTEDLY STALLED ABOUT 30 FT A S PRACTICING SHORT-FIELD LDGS UNDER THE INS RTIFICATE. THE ACFT WINGS AND FUSELAGE SUST SLOWER THAN HE FELT WAS PRUDENT AND HE REL AIRSPEED INDICATIONS IN MPH. THE CFI REPOR LIEVED THE PLT REDUCED THE SPEED TO 76 MPH. I REPORTEDLY HAD 37 HRS TOTAL FLT TIME IN T RNING SYSTEM WAS INOPERATIVE AND THAT THE P	TRUCTION OF A CFI I AINED STRUCTURAL DA UCTANTLY COMPLIED. TED THAT HE TOLD TH THE AIRSPEED INDICHIS MAKE & MODEL. ALT, WHO WAS ALSO TH	N PREPARATIO MAGE. THE PL HE INDICATED E PLT TO SLO ATOR REPORTE N FAA INSPEC E ACFT OWNER	N FOR OBTAINING T REPORTED THAT THAT HE WAS FI W THE ACFT TO T DLY INDICATED T TOR REPORTED TH , WAS AWARE OF	G COMMERCI T THE CFI LYING THE 76 KTS AND IN BOTH KT HAT THE AC	AL URGED HIM T ACFT BASED THAT HE S AND MPH. FT STALL	THE	

File No. - 604 4/30/87 ATHENS,GA A/C Reg. No. N6752T Time (Lc1) - 0845 EDT

Occurrence #1

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

#### Finding(s)

- 1. CREW/GROUP BRIEFING INADEQUATE PILOT IN COMMAND(CFI)
- 2. INSTRUCTIONS, WRITTEN/VERBAL NOT UNDERSTOOD DUAL STUDENT
- 3. AIRSPEED(VREF) NOT MAINTAINED DUAL STUDENT
- 4. IMPROPER USE OF PROCEDURE, DUAL STUDENT
- 5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT IMPROPER DUAL STUDENT
- 6. STALL INADVERTENT DUAL STUDENT
- 7. REMEDIAL ACTION DELAYED PILOT IN COMMAND(CFI)

----Probable Cause----

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

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

File No 748 8/25/87 BAX	LEY, GA A,	/C Reg. No. N4275F	1	ime (Lcl) -	1900 EDT	
Basic Information Type Operating Certificate-NONE (GENE		craft Damage		Injur		
	SUI	BSTANTIAL	Fatal	Serious		None
Type of Operation -INSTRUCTIO			ew 0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NOI	NE Pa	ss 0	0	0	0
Make/Model - CESSNA 172		- CONTINENTAL 0-30C		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines			itall Warnir	ng System	- YES
Max Gross Wt - UNK/NR	= 1.3 1.1.2 1.7 [- 1.2]	- RECIPROCATING-CARB	URETOR			
No. of Seats - 4	Rated Power	- 145 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFI Method - N/A	NG Last Departure Po SAME AS ACC/ING		UFF A	RPORT/STRIF	,	
Completeness - N/A	Destination	<u> </u>	Airport [	12+2		
Basic Weather - VMC	LOCAL		Allport	ata		
Wind Dir/Speed- CALM	EGGAE		Runway	· Ident -	15	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid		A
Lowest Sky/Clouds - 25000 FT SC	ATTERED Type of Flight P	lan - NONE	Runway	Surface -	GRASS/TUI	₹F
Lowest Ceiling - NONE	Type of Clearance	e - NONE	Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-IN				
Precipitation - NONE		FORCED LANDING	i			
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 19	Medical Certifi			) WAIVERS/	_IMII
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (F			0
STUDENT	Current - N/ Months Since - N/			Last 24 Last 30		2 /ND
	Aircraft Type - N/				Days- ON	•
	Afficiant Type N/	A ITIS CI GIII ETTC	O	Last st	Days	17
Instrument Rating(s) - NONE						
RING A SUPERVISED SOLO FLIGHT, THE STUDEN AT, BUT THE ENGINE CONTINUED TO RUN ROUGH						
ACFT TOUCHED DOWN AT 2000FT PAST THE TH						
CLOCED THAT THE DIGHT MACNETS COTH HAC O	DACKED AND THERE WAS CORD	DETON INCIDE DE THE	MACHETO'S HO	HISTNG THE	LEET	
SCLOSED THAT THE RIGHT MAGNETO COIL WAS C GNETO'S INTERNAL POINTS WERE NOT PROPERLY		DOTON THOTOE OF THE	MAGNETO 3 TIC	OSTING. THE		

File No 7	48 8/25/87 BAXLEY,GA	A/C Reg. No. N4275F	Time (Lcl) - 1900 EDT
Occurrence #1 Phase of Operation	LOSS OF ENGINE POWER(TOTAL) - MECH CRUISE	FAILURE/MALF	
Finding(s) 1. IGNITION SYSTEM	,MAGNETO - FAILURE,TOTAL		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH TERRAIN/WA LANDING - ROLL	TER	
Finding(s) 2. TERRAIN CONDITION	DN - ROUGH/UNEVEN		
Probable Cause		·	

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

File No 716 8/1	0/87 EUGENE ISLAND,GM	A/C Reg. No. N5000Y	Т	ime (Lcl) - 1	655 CDT	
Basic Information Type Operating Certificate Name of Carrier Type of Operation Flight Conducted Under Accident Occurred During	-PETROLEUM HELICOPTERS,INC -NON SCHED,DOMESTIC,PAX/CARGO -14 CFR 135		Fatal Crew O Pass O	Injurie Serious O O	s Minor , 1 1	None O O
Aircraft Information Make/Model - BELL 206L- Landing Gear - EMERGENCY Max Gross Wt - 4150 No. of Seats - 6		e - TURBOSHAFT		Installed/Act tall Warning		
	Itinerary Last Depart SAME AS A Destination EUGENE IS KTS SM ATC/Airspace 1500 FT SCATTERED Type of Fli NONE Type of Cle NONE Type Apch/L NONE	CC/INC .85,GM ght Plan - COMPANY (VFR) arance - VFR FLIGHT FO	ON AIRI Airport Da EUGENE Runway Runway Runway	ata ISLAND Ident - U Lth/Wid - Surface - M	ETAL/WOO	50 D
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL HELICOPTER	Age - 44 Biennial Flight R Current Months Since Aircraft Type	- YES Total - 10 Make/Model	Flight Time (Ho - 5502 I- 3059		rs - ays- UNK ays-	8
Instrument Rating(s)	- HELICOPTER					
THE UNDERSIDE OF A CABLE RACEWAY  VAS 9 FEET LATERALLY AND 22 FEET  PARKED ON THE DECK REQUIRING ACC  DOWN WITH THE MAIN ROTOR BLADES  HOVER, THE PLT WAS ATTEMPTING TO  HE ATTEMPTED TO INFLATE. OPR'S S	OR BLADE STRIKE DURING TAKEOFF F ON A DRILLING RIG THAT WAS SIT ABOVE THE HELIDECK EDGE. PLT H CIDENT PLT TO MAKE AN APP TO A H UNDER LAPPING THE BOTOM OF THE O TRANSITION TO FWD FLT WHEN THE GOP CALLS FOR MINIMUM OF 1/3 ROT BE MAINTAINED WITH ONE ACFT ALRE	UATED ADJACENT TO THE PL AD LANDED ON THE HELIDEO OVER THEN SLIDE SIDEWAYS JACK UP DRILLING PLATFOR ROTOR STRIKE OCCURRED. OR DISC CLEARANCE FROM A	LATFORM HELIDEC CK WHILE ANOTH S ACROSS THE PA RM. AFTER LIFT FOLLOWING THE ALL OBSTACLES [	CK. THE RACEW ER ACFT WAS AD AND SET DFF TO A STRIKE,		

8/10/87 EUGENE ISLAND, GM A/C Reg. No. N5000Y File No. - 716 Time (Lc1) - 1655 CDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. OBJECT - BUILDING(NONRESIDENTIAL) 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - CONGESTED 4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. MISC ROTORCRAFT, EMERGENCY FLOATATION GEAR - FAILURE, TOTAL 6. MISC ROTORCRAFT, EMERGENCY FLOATATION GEAR - UNDETERMINED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 2.4$ 

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

File No 791 4/20/87	MARION, IA	A/C Reg. No. N6	7751	ime (Lc1) - 13	BOO CDT	
Basic Information						
Type Operating Certificate-NONE (	GENERAL AVIATION)	Aircraft Damage		Injuries	3	
		SUBSTANTIAL	Fatal	Serious M	linor	None
Type of Operation -INSTRU	CTIONAL	Fire	Crew 2	0	0	0
Flight Conducted Under -14 CFR	91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDIN	G					
Aircraft Information						
Make/Model - CESSNA 152	Eng Make/Mo	del - LYCOMING 0-2	35-L2C ELT	Installed/Acti	vated - Y	YES/YE
Landing Gear - TRICYCLE-FIXED	Number Engi			Stall Warning S		
Max Gross Wt - 1670		- RECIPROCATIN			,	-
No. of Seats - 2	Rated Power					
Environment/Operations Information-						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BR		re Point	ON AIR			
Method - N/A	SAME AS AC		<b>3</b> ,5 ,, 1,			
Completeness - N/A	Destination	707 1140	Airport [	)ata		
Basic Weather - VMC	LOCAL		MARION			
	LUCAL				,	
Wind Dir/Speed- 170/015 KTS	ATO (A:			/ Ident - 17		_
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid - 2		)
Lowest Sky/Clouds - UNK/NR	SCATTERED Type of Flig			/ Surface - DI		
Lowest Ceiling -		rance - NONE		/ Status - DR	ξΥ	
Obstructions to Vision- NONE	Type Apch/Lr					
Precipitation - NONE		TOUCH AN	D GO			
Condition of Light - DAYLIGH	Т					
Personnel Information						
Pilot-In-Command	Age - 44	Medical C	ertificate - VALI	MEDICAL-WAIVE	RS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Re		Flight Time (H		,	
COMMERCIAL, CFI				Last 24 Hr	s - UNK/N	NR
SE LAND	Months Since	- 17 Make/	Model - LINK/ND	Last 30 Da	Ne- LINK/N	ND
SE EAND	Aircraft Type	- C-150 Instn	ument- 0	Last 90 Da	LYS UNK/N	ND
	All Clait Type	- YES Total - 17 Make/ - C-150 Instr	dillerit 0	Last 90 Da	iya UNK/N	VIX.
Instrument Rating(s) - AIRPL	ANE					
	HES TO THE MADION TOWA	DDT CEVEDAL WITHE	CCEC CTATED THAT	THE T O C		
E CFI AND STU WERE PRACTICING APPROACH						
DGS WERE UNUSUAL WHICH GAINED THEIR A						
ICHALLY CTEED ADDOLL ADT AT TO SEE TO	AGE THE ACET PITCHED NOSE	DUWN UNITE STRIKI	NG THE RWY. THE AC	FI BRUKE IN		
JSUALLY STEEP APPCH. ABT 15 TO 20 FT A LF WITH THE NOSE AND WINGS FLIPPING IN ASHING IN A NOSE LOW ATTITUDE. NO MEC	NVERTED. THE WITNESSES TH	OUGHT THAT THE ACF				

File No 79	91 4/20/87	MARION, IA	A/C Reg. No. N67751	Time (Lc1) - 1300 CDT
Occurrence #1 Phase of Operation		IN FLIGHT		
<ol> <li>STALL - INADVERT</li> <li>IMPROPER USE</li> </ol>		RAFT, LACK OF TOTAL I	EXPERIENCE - DUAL STUDENT	
Occurrence #2 Phase of Operation				
Finding(s) 5. TERRAIN CONDITION	IN - RUNWAY			
Probable Cause	·-			
The National Transporis/are finding(s) 2,4		determines that th	ne Probable Cause(s) of this accid	ent
Factor(s) relating to	this accident is/a	are finding(s) 1		

-Basic Information	ONE (CENEDAL AVIATION)	Administ Day			T		
Type Operating Certificate-NO	ME (GENERAL AVIATION)	Aircraft Dam DESTROYED	liage	Fatal	Inju Serious	Minor	None
Type of Operation -PE	RSONAL	Fire	Cre		0	0	0
Flight Conducted Under -14		NONE	Pass		Ö	Ö	Ö
Accident Occurred During -DE							
-Aircraft Information							
Make/Model - PIPER PA-32-3		e/Model - LYCOMIN	NG IO-540K15		Installed/		
Landing Gear - TRICYCLE-FIXE		ingines - 1		S	tall Warnir	ng System	- YES
Max Gross Wt - 3400		Type - RECIP-F					
No. of Seats - 6	Rated Po	ower - 300	HP 				
-Environment/Operations Informat							
Weather Data	Itinerary				Proximity	_	
Wx Briefing - FSS Method - UNK/NR		arture Point		OFF AI	RPORT/STRIF	•	
Method - UNK/NR Completeness - UNK/NR	AMES,IA Destinatio			Airport D	-+-		
Basic Weather - IMC	CARROLL			A Inport D	ala		
Wind Dir/Speed- 330/006 KTS		-, IA		Punway	Ident ·	- N/A	
Visibility - 3.000 SM		e.		•	Lth/Wid -	,	
	100 FT SCATTERED Type of F		JE		Surface ·		
Lowest Ceiling - 10					Status -		
Obstructions to Vision- FOG		n/Lndg - NON		•		•	
Precipitation - DRI	ZZLE						
Condition of Light - NIG	iHT(DARK)						
-Personnel Information							
Pilot-In-Command	Age - 49		ical Certifica			AIVERS/LI	MIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Flig	ght Time (H	ours)		
	Current	- UNK/NR	Total - Make/Model- U	198	Last 24	1 Hrs - U	NK/NR
PRIVATE	Months Sinc	ce - UNK/NR					
PRIVATE SE LAND				^	1ast 90	Days-	23
			Instrument-	O	2001 01	•	
	Aircraft Ty		Instrument-	O	Last st	•	
SE LAND Instrument Rating(s) - N	Aircraft Ty		Instrument-				
SE LAND  Instrument Rating(s) - N	Aircraft Ty JONE	/pe - UNK/NR				·	
SE LAND  Instrument Rating(s) - N	Aircraft Ty  NONE  CLIGHT. THE PILOT WAS NOT I	/pe - UNK/NR  INSTRUMENT RATED.		AD BEEN BRI	EFED EARLIE	 ER	
SE LAND  Instrument Rating(s) - N	Aircraft Ty  NONE  LIGHT. THE PILOT WAS NOT I  THE PILOT DID NOT UPDATE	/pe - UNK/NR  INSTRUMENT RATED. E THE WEATHER FOR	THE PILOT HART THIS THIS THIS FLIGHT	AD BEEN BRI	EFED EARLIE OF THE	ER	

File No. - 794 4/21/87 A/C Reg. No. N44626 OGDEN, IA Time (Lc1) - 2221 CDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation CRUISE Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. WEATHER CONDITION - FOG 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 4. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND 5. JUDGEMENT - POOR - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND IMPROPER DECISION, SPATIAL DISORIENTATION - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

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

File No 614 6/03/87 SIGOU	RNEY,IA A/C Re	g. No. N21711	T	ime (Lcl)	- 0800 CDT	
-Basic Information						
Type Operating Certificate-AGRICULTURAL				Inju		
T	SUBSTAN		Fatal	Serious	Minor	None
Type of Operation -POSITIONING	Fire	Crew	-	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	О	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 188-B	Eng Make/Model - CON	TINENTAL IO-520-D	ELT	Installed/A	ctivated	- NO -N/
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		S	tall Warnir	ng System	- NO
Max Gross Wt - 4200	Engine Type - REC	IP-FUEL INJECTED				
No. of Seats - 1	Rated Power -	300 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING				RPORT/STRIE	<b>)</b>	
Method - N/A	LIVERMORE.IA			,		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SIGOURNEY, IA					
Wind Dir/Speed- 310/020 KTS			Runway	Ident -	N/A	
Visibility - UNK/NR	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	UNK/NR			DIRT	
Lowest Ceiling - NONE	Type of Clearance -			Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	STRAIGHT-IN	,		HIGH VEG	ETATION
Precipitation - NONE	<i>,</i> , , , , , , , , , , , , , , , , , ,	FORCED LANDING				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 35	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		nt Time (H		,	
COMMERCIAL	Current - YES	Total -		Last 24	Hrs -	6
SE LAND	Months Since - 12	Make/Model-	940	Last 30		13
	Months Since - 12 Aircraft Type - UNK/NR	Instrument-	3.	Last 90		30
	,	Multi-Eng ~ U	NK/NR		aft - UN	K/NR
		J	•			•
Instrument Rating(s) - NONE						
Narrative						
NG AN UNLOADED RE-POSITIONING FLT TO BEGI	N AN AFRIAL APPLICATION OPED	ATION THE DIC EX	DEDIENCED	A TOTAL		
NE FAILURE. A FORCED LDG WAS ATTEMPTED AN				A IOIAL		
THE TATEORE. A TOROLD LOG WAS ATTEMPTED AN	S ACT THE A DETON WAD MAD 3	COSTAINT TALL DAMA	4LU.			

File No 6	14 6/03/87 SIGOURNEY,IA	A/C Reg. No. N21711	Time (Lc1) - 0800 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - MECH FAILURE/M. CRUISE	ALFUNCTION	
Finding(s) 1. ENGINE ASSEMBLY	- FAILURE,TOTAL		
Occurrence #2 Phase of Operation			
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING		
Finding(s) 2. TERRAIN CONDITI 3. TERRAIN CONDITI			
Probable Cause			
The National Transpois/are finding(s) 3	rtation Safety Board determines that th	e Probable Cause(s) of this accid	ent

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

Landing Gear - TAILWHEEL-ALL FIXED Num Max Gross Wt - 1450 Eng No. of Seats - 2 Rat  Environment/Operations Information Weather Data Itiner Wx Briefing - NO RECORD OF BRIEFING Last Method - N/A AN Completeness - N/A Desti Basic Weather - VMC SA	SUBSTAN Fire NONE  Make/Model - CON ber Engines - 1 ine Type - REC ed Power	TIAL Cre	S O  ELT S RETOR  Airport	0	Minor O O Stivated - System -	- NO
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING  Aircraft Information Make/Model - CESSNA 140 Eng Landing Gear - TAILWHEEL-ALL FIXED Num Max Gross Wt - 1450 Eng No. of Seats - 2 Rat  Environment/Operations Information Weather Data Itiner Wx Briefing - NO RECORD OF BRIEFING Last Method - N/A Desti Basic Weather - VMC SAI	NONE  Make/Model - CON ber Engines - 1 ine Type - REC ed Power ary Departure Point KENY,IA	Pas  ITINENTAL C-85-12 CIPROCATING-CARBU	S O  ELT S RETOR  Airport	O Installed/Actall Warning	O ctivated - g System -	O - NO -N, - NO
Accident Occurred During -LANDING  Aircraft Information Make/Model - CESSNA 140 Eng Landing Gear - TAILWHEEL-ALL FIXED Num Max Gross Wt - 1450 Eng No. of Seats - 2 Rat  Environment/Operations Information Weather Data Itiner Wx Briefing - NO RECORD OF BRIEFING Last Method - N/A AN Completeness - N/A Desti Basic Weather - VMC SAI	Make/Model - CON ber Engines - 1 ine Type - REC ed Power ary Departure Point KENY,IA	NTINENTAL C-85-12	ELT S RETOR	Installed/Actall Warning	ctivated -	- NO -N/ - NO
Aircraft Information Make/Model - CESSNA 140 Eng Landing Gear - TAILWHEEL-ALL FIXED Num Max Gross Wt - 1450 Eng No. of Seats - 2 Rat  Environment/Operations Information Weather Data Itiner Wx Briefing - NO RECORD OF BRIEFING Last Method - N/A AN Completeness - N/A Desti Basic Weather - VMC SAI	Make/Model - COM ber Engines - 1 ine Type - REC ed Power ary Departure Point KENY,IA	NTINENTAL C-85-12	ELT S RETOR 	Installed/Actall Warning	ctivated - g System -	- NO
Make/Model - CESSNA 140 Eng Landing Gear - TAILWHEEL-ALL FIXED Num Max Gross Wt - 1450 Eng No. of Seats - 2 Rat  Environment/Operations Information Weather Data Itiner Wx Briefing - NO RECORD OF BRIEFING Last Method - N/A AN Completeness - N/A Desti Basic Weather - VMC SAI	ber Engines - 1 ine Type - REC ed Power ary Departure Point KENY,IA	CIPROCATING-CARBU	S RETOR Airport	tall Warning	g System -	- NO
Landing Gear - TAILWHEEL-ALL FIXED Num Max Gross Wt - 1450 Eng No. of Seats - 2 Rat  Environment/Operations Information Weather Data Itiner Wx Briefing - NO RECORD OF BRIEFING Last Method - N/A AN Completeness - N/A Desti Basic Weather - VMC SA	ber Engines - 1 ine Type - REC ed Power ary Departure Point KENY,IA	CIPROCATING-CARBU	S RETOR Airport	tall Warning	g System -	- NO
Max Gross Wt - 1450 Eng No. of Seats - 2 Rat  Environment/Operations Information Weather Data Itiner Wx Briefing - NO RECORD OF BRIEFING Last Method - N/A AN Completeness - N/A Desti Basic Weather - VMC SA	ine Type - REG ed Power ary Departure Point KENY,IA	CIPROCATING-CARBU	RETOR  Airport	 Proximity		
No. of Seats - 2 Rat  Environment/Operations Information Weather Data Itiner Wx Briefing - NO RECORD OF BRIEFING Last Method - N/A AN Completeness - N/A Desti Basic Weather - VMC SA	ed Power - ary Departure Point KENY,IA		Airport	Proximity		
Environment/Operations Information Weather Data Itiner Wx Briefing - NO RECORD OF BRIEFING Last Method - N/A AN Completeness - N/A Desti Basic Weather - VMC SA	ary Departure Point KENY,IA		Airport	Proximity		
Weather Data  Wx Briefing - NO RECORD OF BRIEFING Last  Method - N/A AN  Completeness - N/A Desti  Basic Weather - VMC SA	Départure Point KENY,IA					
Wx Briefing - NO RECORD OF BRIEFING Last Method - N/A AN Completeness - N/A Desti Basic Weather - VMC SA	Départure Point KENY,IA					
Method - N/A AN Completeness - N/A Destination Basic Weather - VMC SAI	KENY,IA					
Completeness - N/A Desti			011 A1	KI OKI / STRII		
	nation		Airport D	ata		
	ME AS ACC/INC		•			
Wind Dir/Speed- 360/002 KTS					N/A	
Visibility - 20.0 SM ATC/Ai				Lth/Wid -		
	of Flight Plan - of Clearance -			Surface - Status -		
	Apch/Lndg -		Rullway		HIGH VEGE	:TATION
Precipitation - NONE	Apony Endg	TOROLD LANDING			THE STATE OF THE S	1411011
Condition of Light - DAYLIGHT						
Personnel Information						
		Medical Certific			WAIVERS/L	.IMIT
	light Review	Fli	ght Time (H	ours)		. /
	t - UNK/NR		11000	Last 24	Hrs - UNK	./NR /ND
	Since - UNK/NR ft Type - UNK/NR	Thetrument-	LINK/ND	Last 30	Days- UNK	./ INK : / ND
ATTCTA	it type disk/isk	Multi-Eng -	LINK/NR	Rotorora	ift - UNK	·/NR
		Marti Liig	J. 11.17 . 11.1	110 101 01 0	., .	,
Instrument Rating(s) - AIRPLANE						
Narrative						
E PRACTICING TAKE OFFS AND LANDINGS, CFI AND STUDENT	EXPERIENCED ENGI	NE FAILURE SHORT	LY AFTER TA	KE OFF. AN		
GENCY LANDING WAS INITIATED, AND DURING FORCED LANDI STATED THE ENGINE QUIT DUE TO FUEL STARVATION. ACFT	NG ATTEMPT THE A	RCRAFT WAS SUBST	ANTIALLY DA	MAGED. THE		

File No 6	12 6/08/87	ANKENY,IA	A/C Reg. No. N1990N	Time (Lcl) - 1215 CDT
Occurrence #1 Phase of Operation			AL	
Finding(s) 1. FLUID,FUEL - ST 2. FUEL TANK SEL		MPROPER USE OF - PI	LOT IN COMMAND(CFI)	
Occurrence #2 Phase of Operation				·
Occurrence #3 Phase of Operation		SED		
Finding(s) 3. TERRAIN CONDITI				
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) 1,3

File No 632 5/29/87 G	LENNS FERRY,ID	A/C Reg. No.	N503CW	T	ime (Lc1) -	1901 MD	)T
Basic Information Type Operating Certificate-ON-DEMAN	D AIR TAXI	Aircraft Damage SUBSTANTIAL	e	Fatal	Injur Serious	ries Minor	None
Type of Operation -POSITION Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING		Fire NONE	Crew Pass	_	0	0	0
Aircraft Information Make/Model - BEECH BE18 Landing Gear - TAILWHEEL-RETRACTAB Max Gross Wt - 9700 No. of Seats - 2	Eng Make/N LE MAINS Number Eng Engine Typ Rated Powe		TING-CARBUR	S	Installed/A tall Warnir		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIE	Itinerary FING Last Depar	ture Point		Airport ON AIR	Proximity PORT		
Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 290/003 KTS Visibility - 40.0 SM Lowest Sky/Clouds - 6000 FT Lowest Ceiling - 10000 FT Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK	BOISE,ID Destination TWIN FALI ATC/Airspace SCATTERED Type of F1 BROKEN Type of Cle Type Apch/I	ight Plan - NONE earance - NONE _ndg - STRAI FULL :	GHT-IN	Runway Runway Runway Runway	FERRY MUNI	- 08 - 3200/ - ASPHALT	
-Personnel Information Pilot-In-Command	Age - 32	Modica	l Certifica	+o - VALID	MEDICAL -WA	TVEDS / 1 1	MIT
Certificate(s)/Rating(s)	Biennial Flight F			ht Time (H		(IVEKS/LI	I MIT I
COMMERCIAL, ATP, CFI SE LAND, ME LAND, SE SEA	Current Months Since Aircraft Type	- 3 Mai e - UNK/NR In:	tal - ke/Model- strument- lti-Eng -	400 200	Last 24 Last 30 Last 90	Days- L	8 JNK/NR 255
Instrument Rating(s) - AIRPLAN	<b>E</b>						
Narrative ILE AT CRZ, PLT ENCOUNTERED TURBULENCE. KE VIBRATIONS. PLT DECLARED EMERG, REQU ENNS FERRY AIRPORT. ON APPROACH, PLT SI	ESTED VECTOR TO CLOSES	ST AIRPORT. MTN H ON RWY, INDICATIO	OME AFB RAP NG AIRPORT	CON GAVE V CLOSED, BU	ECTOR TO T DUE NATUR	RE	

File No 6	32 5/29/87	GLENNS FERRY, ID	A/C Reg. No. N503CW	Time (Lcl) - 1901 MDT
Occurrence #1 Phase of Operation		ITER WITH WEATHER		
Finding(s) 1. WEATHER CONDITI	ON - TURBULENCE			
Occurrence #2 Phase of Operation		NT/SYSTEM FAILURE/MALFU	NCTION	
Finding(s) 2. FLIGHT CONTROL, 3. FLIGHT CONTROL,				
Occurrence #3 Phase of Operation	ON GROUND COLLIS	ION WITH TERRAIN		
<ol> <li>PRECAUTIONARY L</li> <li>TERRAIN CONDITI</li> </ol>	ANDING - PERFORMED ON - DITCH	AREA CONDITION - FOREI - PILOT IN COMMAND - PILOT IN COMMAND	GN SUBSTANCE COVERED	
Probable Cause				

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

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

File No 743 3/08/87	GENOA,IL	A/C Re	eg. No. N4200	J 	T	ime (Lc1)	- 1720	CST	
-Basic Information Type Operating Certificate-ON-DE	MAND AIR TAXI	Aircraf	t Damage			Inj	uries		
		SUBSTA	NTIAL		Fatal	Serious		or	None
Type of Operation -PERSO		Fire		Crew	0	0		)	1
Flight Conducted Under -14 CF		NONE		Pass	0	0	:	2	0
Accident Occurred During -LANDI	NG							<b></b>	
-Aircraft Information									
Make/Model - PIPER PA-28-140		Eng Make/Model - LYG			ELT	Installed	I/Activa	ted - Y	/ES/N
Landing Gear - TRICYCLE-FIXED		Number Engines - 1				tall Warr	ing Sys	tem - Y	/ES
Max Gross Wt - 2150		Engine Type - REG	CIPROCATING-C	ARBURET	OR				
No. of Seats - 4		Rated Power -	150 HP						
-Environment/Operations Information									
Weather Data	Iti	nerary			Airport	Proximity	,		
Wx Briefing - NWS	L	ast Departure Point			ON AIR	PORT			
Method - UNK/NR		DEKALB, IL			•				
Completeness - UNK/NR	De	stination		Δ	Airport D	ata			
Basic Weather - VMC		LOCAL							
Wind Dir/Speed- CALM					Runway	Ident	- 36		
Visibility - 15.0 SM	ATC	/Airspace			Runway	Lth/Wid	- 260	) -UNK/	/NR
Lowest Sky/Clouds - CLEAR	Т	ype of Flight Plan	- NONE		Runway	Surface	- DIRT		
Lowest Ceiling - NONE		ype of Clearance			Runway	Status	- DRY		
Obstructions to Vision- NONE	Т	ype Apch/Lndg	- STRAIGHT-IN				SOFT		
Precipitation - NONE			FORCED LAND	ING					
Condition of Light - DAYLIG	HT 	·							
-Personnel Information									
Pilot-In-Command	Age -		Medical Cert				NO WAIV	ERS/LIM	ΜIΤ
Certificate(s)/Rating(s)	Biennia	l Flight Review		Flight	: Time (H				
PRIVATE		rent - YES	Total	-	94	Last	24 Hrs	- UNK/N	١R
SE LAND		ths Since - 6	Make/Mod		15	Last	30 Days	- UNK/N	<b>V</b> R
	Air	craft Type - UNK/NR	Instrume	nt-	8	Last	90 Days	- 2	24
Instrument Rating(s) - NONE									
-Nonnotivo									
-Narrative AIRCRAFT EXPERIENCED A LOSS OF POW	ED ON TAVEOUE	EOD UNDETERMINED DE	ACONC AND WA	s Endos	D TO MAY	E ANI			

File No 74	43 3/08/87 GENOA,IL	A/C Reg. No. N4200J	Time (Lc1) - 1720 CST
Phase of Operation Finding(s)	LOSS OF POWER(TOTAL) - NON-MECHANICAL TAKEOFF - INITIAL CLIMB		
1. UNDETERMINED			
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
Finding(s)  2. LANDING GEAR,MA	IN GEAR - OVERLOAD SE GEAR - OVERLOAD		

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

is/are finding(s) 1

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File No 707 5/16/87 LANSI	NG,IL A/C Re	g. No. N97193	Т	ime (Lc1) -	1305 CDT	
Basic Information Type Operating Certificate-ON-DEMAND AII  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	R TAXI Aircraft DESTROY Fire NONE			Injur Serious 1 O		None O 3
Aircraft Information Make/Model - CESSNA 172P Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2400 No. of Seats - 4	Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -		S	Installed/A		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 260/010 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point PAXTON,IL Destination SAME AS ACC/INC  ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	NONE	OFF AII Airport Da LANSING Runway Runway Runway Runway	G MUNICIPAL	27 2432/ ASPHALT	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 36 Biennial Flight Review Current - YES Months Since - 4 Aircraft Type - UNK/NR	Total - Make/Model-	nt Time (Ho		Hrs - UN	K/NR
Instrument Rating(s) - NONE Narrative RING AN ATTEMPTED GO-AROUND, THE RIGHT WING RCRAFT IMPACTED IN A FRESHLY PLOWED FIELD. GHT OF RUNWAY CENTERLINE. ALSO ACCORDING TO IOR TO THE ACCIDENT.	WITNESSES REPORT THE AIRCRAF	T WAS HIGH AND FA	ST AND DRI	FTING TO TH	E	

5/16/87 LANSING, IL A/C Reg. No. N97193 File No. - 707

Time (Lc1) - 1305 CDT

Occurrence #1 Phase of Operation APPROACH - GO-AROUND (VFR)

IN FLIGHT COLLISION WITH OBJECT

Finding(s)

- 1. IN-FLIGHT PLANNING/DECISION POOR PILOT IN COMMAND
- 2. GO-AROUND DELAYED PILOT IN COMMAND
- 3. OBJECT TREE(S)
- 4. OBJECT BUILDING(NONRESIDENTIAL)

----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

File No 738 6/20/87 W	AUKEGAN, IL	/C Reg. No. N9473	39	Т	ime (Lcl) -	0855 CD1	Г
Basic Information Type Operating Certificate-ON-DEMAN	ID AIR TAXI Air	rcraft Damage			Injur	ies	
	SL	BSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -INSTRUCT		=	Crew	0	0	2	0
Flight Conducted Under -14 CFR 9	D1 UN	IK/NR	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 152		- LYCOMING 0-235-	-N2C		Installed/Ad		
Landing Gear - TRICYCLE-FIXED	Number Engines				tall Warning	g System	- YES
Max Gross Wt - 1670	Engine Type	- RECIPROCATING-C	CARBURET	ror			
No. of Seats - 2	Rated Power	- 108 HP					
Environment/Operations Information	·-						
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing UNK/NR	Last Departure F	Point		ON AIR	PORT		
Method - UNK/NR	SAME AS ACC/IN	IC					
Completeness - UNK/NR	Destination		1	irport D	ata		
Basic Weather - VMC	SAME AS ACC/IN	IC		WAUKEG.	AN REG.		
Wind Dir/Speed- 320/005 KTS				Runwa∨	Ident -	32	
Visibility - 6.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 3000 FT	SCATTERED Type of Flight F	Plan - NONE		Runway	Surface -	CONCRETE	Ξ
Lowest Ceiling - UNK/NR	Type of Clearand	e - NONE				DRY	
Obstructions to Vision- HAZE	Type Apch/Lndg	- TRAFFIC PAT	TERN				
Precipitation - NONE	-	TOUCH AND G	<b>30</b>				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 25	Medical Cert	tificate	- VALID	MEDICAL-WA	[VERS/LIM	ΛΙΤ
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	ı	Flight	t Time (H	ours)		
COMMERCIAL, CFI	Current - YE	S Total	-	776	Last 24	Hrs -	2
SE LAND, ME LAND	Months Since - 13		de 1 <sup>.</sup> -		Last 30		NK/NR
	Aircraft Type - UN	K∕NR Instrume	ent-	54	Last 90	Days-	149
		Multi-Er	ng -	80			
Instrument Rating(s) - AIRPLAN	IE						
	ESHOLD OF RUNWAY 32 AT ABOL						
THE CESSNA 152. THE STUDENT PILOT ADDE NTROLS AND ATTEMPTED TO GET THE NOSE DO					HEN TOOK THE	=	

File No 7	38 6/20/87	WAUKEGAN,IL	A/C Reg. No. N94739	Time (Lc1) - 0855 CDT
Occurrence #1 Phase of Operation		TTERN - FINAL APPROA	сн	
2. VISUAL LOOKOU 3. REMEDIAL ACTION 4. PULL-UP - MISJU	FT MOVING ON GROUND T - POOR - PILOT OF - ATTEMPTED - DUAL DGED - DUAL STUDENT NADEQUATE - PILOT I	STUDENT N COMMAND(CFI)		
Occurrence #2 Phase of Operation			сн	
<ol> <li>7. REMEDIAL ACTION</li> <li>8. REMEDIAL ACTION</li> </ol>	EQUATE - PILOT IN C	ILOT IN COMMAND(CFI) OMMAND(CFI)		·
Occurrence #3 Phase of Operation	LANDING - FLARE/TO			
Probable Cause				·
The National Transpois/are finding(s) 1,		d determines that th	e Probable Cause(s) of this accider	nt
Factor(s) relating t	o this accident is/a	are finding(s) 7,8		

Basic Information Type Operating Certificate-ON-DEMAND	AID TAXI Aircraft	t Damage		Injur	ies	
,, ,	SUBSTAN		Fatal	Minor	None	
Type of Operation -INSTRUCTI	ONAL Fire	Crew	0	1 0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - CESSNA 172P	Eng Make/Model - LYC			nstalled/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			all Warnin	g System	- YES
Max Gross Wt - 2400	Engine Type - REG Rated Power -		ETUR			
No. of Seats - 4	Rated Power -	160 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport F			
Wx Briefing - FSS	Last Departure Point		ON AIR	ORI		
Method - UNK/NR Completeness - UNK/NR	SAME AS ACC/INC Destination		Airport Da	**		
Basic Weather - VMC	INDIANAPOLIS, IN		SKY KI			
Wind Dir/Speed- 010/006 KTS	INDIANAFOLIS, IN				26	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		50
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- VFR		Surface -		- •
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - NIGHT(DARK	)					
Personnel Information						
Pilot-In-Command		Medical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (Ho	ours)	11	IZ /NID
COMMERCIAL,CFI ME LAND	Current - UNK/NR Months Since - UNK/NR		367 106	Last 24	Dave- UN	K/NR K/ND
ME LAND	Aircraft Type - UNK/NR	Instrument-	72	Last 30	Days- UN	7 <i>1</i>
	ATTCTATE Type - UNK/NR	Instrument- Multi-Eng -	11	Potorce	Days- aft - UN	k/ND
		Marci Eng		KO COT CT	are 010	IX/ IVIX
Instrument Rating(s) - AIRPLANE						
RAFT STALLED ON TAKEOFF DURING AN INST	RUCTIONAL FLIGHT. NO MALFUNCTION	ONS OR MECHANICAL	PROBLEMS WI	RE REPORTE	D	
ITHER PILOT. WITNESSES REPORTED THAT T						

4/24/87 TERRE HAUTE, IN A/C Reg. No. N51881 Time (Lc1) - 2110 EST File No. - 692 Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. TRIM SETTING - IMPROPER - DUAL STUDENT 2. AIRCRAFT PREFLIGHT - INADEQUATE - DUAL STUDENT 3. AIRSPEED(VLOF) - INADEQUATE - DUAL STUDENT 4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI) 5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI) 6. STALL - NOT CORRECTED - PILOT IN COMMAND(CFI) IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

File No 691 4/30/87 KENT	LAND, IN A/C Re	g. No. N23781	Time (Lcl) - 1930 CDT			
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraft	: Damage		Injuri	es	
	SUBSTAN	ITIAL	Fatal S	erious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA-38-112	Eng Make/Model - LYC	OMING 0-235-L2C	ELT Ins	talled/Ac	tivated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Stal	1 Warning	System	- YES
Max Gross Wt - 1670	Engine Type - REC	IPROCATING-CARBURE	OR	_	-	
No. of Seats - 2	Rated Power -	112 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport Pro	ximity		
Wx Briefing - NO RECORD OF BRIEFIN			ON AIRPOR			
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		irport Data	ı		
Basic Weather - VMC	LOCAL		KENTLAND			
Wind Dir/Speed- 360/008 KTS	200112		Runway Id		<b>)</b> 9	
Visibility - 13.0 SM	ATC/Airspace			h/Wid -	3500/	50
Lowest Sky/Clouds - 25000 FT SCA		NONE		rface - /		
Lowest Ceiling - UNK/NR	Type of Clearance		Runway St		JNK/NR	
Obstructions to Vision- NONE		STRAIGHT-IN	itaninay 50		314147 1414	
Precipitation - NONE	Type Apolly Elling	FORCED LANDING				
Condition of Light - DAYLIGHT		TOROLD LANDING				
Personnel Information			TD ME		/FDC /1 TM	
Pilot-In-Command		Medical Certificate			VERS/LIM	11
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (Hour	•		_
PRIVATE	Current - YES	Total -	895	Last 24 I	drs -	3
SE LAND	Months Since - 2	Make/Model-	.27	Last 30 l	Days- UNI	K/NR
	Aircraft Type - UNK/NR		K/NR	Last 30 I Last 90 I Rotorcra	Days-	52
		Multi-Eng - UN	C/NR	Rotorcra	ft - UNI	K/NR
Instrument Rating(s) - NONE						
Narrative						
LOT REPORTED A LOSS OF POWER APPROX. 10 TO						
DE AND APPROX. 1500 FEET DOWN THE 3500-FOO						
/EAL ANY EVIDENCE OF ENGINE PROBLEMS. THE						
	COUGE IN THE PUNWAY NEAD THE A	CCIDENT SITE WAS DI	PORTED THE	NOSE GEAL	2	
ANKSHAFT FLANGE WAS BENT AFT. A 1/2-INCH G	DOGE IN THE ROLLING HEAR THE	COIDEN SILE WAS KI		NOSE GEA	•	
ANKSHAFT FLANGE WAS BENT AFT. A 1/2-INCH G D COLLAPSED.	NOGE IN THE ROLL NEAR THE A	COIDENT SITE WAS KI		NOSE GEA	•	

4/30/87 KENTLAND, IN A/C Reg. No. N23781 Time (Lc1) - 1930 CDT File No. - 691 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. UNDETERMINED 2. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION 3. ENGINE ASSEMBLY, CRANKSHAFT - BENT Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. FLARE - IMPROPER - PILOT IN COMMAND 6. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 4,5

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

File No 690 5,	/02/87 EVA	N\$VILLE,IN	A/C Reg. No. N6401H			Time (Lcl) - 1150 EDT				
-Basic Information Type Operating Certificat	te-NONE (GENE	RAL AVIATION)	Aircraft		_	Inju		• <del></del> -		
			SUBSTANT		Fatal	Serious		None		
Type of Operation	-BUSINESS		Fire		Crew 0	0	0	1		
Flight Conducted Under			NONE	F	Pass 0	0	0	0		
Accident Occurred During	-LANDING									
-Aircraft Information										
Make/Model - BEECH 58F	•		/Model - CONT	INENTAL TSIO-		Installed/				
Landing Gear - TRICYCLE-	-RETRACTABLE	Number E	ngines - 2			Stall Warnin	ng System	- YES		
Max Gross Wt - 6100		Engine T	ype - RECII	P-FUEL INJECT	ΓED					
No. of Seats - 6		Rated Po	wer - 3	25 HP						
-Environment/Operations Info	ormation									
Weather Data		Itinerary			Airport	Proximity				
Wx Briefing - FSS		Last Dépa	rture Point			ON AIRPORT				
Method - UNK/NR		CHICAGO	.IL							
Completeness - UNK/NR		Destinatio			Airport	Data				
Basic Weather - VMC			SAME AS ACC/INC			EVANSVILLE DRESS REGIONAL				
Wind Dir/Speed- 240/010	KTS	S	SAME AS AGO, INC			Runway Ident - 18				
Visibility - 10.0		ATC/Airspac	e			y Lth/Wid		150		
Lowest Sky/Clouds -		IN BKN Type of F		TFR		v Surface				
	- UNK/NR		learance - I			y Status				
Obstructions to Vision-				FULL STOP	itai iii a	, status	Oran, ran			
	- NONE	Type Apoli	, Lindy	. 022 3.0.						
Condition of Light										
-Personnel Information Pilot-In-Command		Age - UNK/NR	M	edical Certif	ficate - VALI	D MEDICAL-W	.T./FDS/LTM	ATT		
Certificate(s)/Rating(s)	١				Flight Time (		AIVENS/ EIN	11.		
COMMERCIAL	,		- YES	Total		Last 2	1 Hnc -	3		
SE LAND		Months Sino	e - 5	Make/Mode		Last 3				
SE LAND			pe - UNK/NR			Last 9		16		
		Aircraft ly	pe - UNK/NK	Multi-Eng		Last 90	Days-	16		
				Multi-Eng	- 1180					
Instrument Rating(s)	- AIRPLANE									
N										
-Narrative										
ING LANDING ROLL-OUT THE LEF										
ALL TOUCHING ANY SWITCHES ON										
DING GEAR RELAY WAS TRIPPED					LANDING GEA	R AFTER THE				
IDENT DID NOT REVEAL ANY MEC	CHANICAL FAIL	URE UP THE GEAR UR	112 COMPONEN	15.						

File No. - 690 5/02/87 EVANSVILLE, IN A/C Reg. No. N6401H Time (Lc1) - 1150 EDT

Occurrence #1 GEAR COLLAPSED Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - UNDETERMINED

----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 (GENERA						
Type Operating Certificate-NONE (GENERA						
		ft Damage		Injur		
	DESTR		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	_	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						. <b></b>
Aircraft Information						
Make/Model - CESSNA 120		ONTINENTAL C85-12A				
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			Stall Warning	g System ·	- NO
Max Gross Wt - 1450		ECIPROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power -	85 HP				. <b></b> -
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing · - UNK/NR	Last Departure Poin	t	ON AIR	RPORT		
Method ~ ACFT RADIO	PEORIA,IL					
Completeness - UNK/NR	Destination		Airport [	ata		
Basic Weather - VMC	SAME AS ACC/INC		BOONE	COUNTY		
Wind Dir/Speed- 220/011 KTS					18	
Visibility - 15.0 SM	ATC/Airspace			/ Lth/Wid -		30
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			/ Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	/ Status -	UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-IN				
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 37	Medical Certifica			WAIVERS/	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (F	lours)		
PRIVATE	Current - YES	Total -	236	Last 24		3
SE LAND	Months Since - 10	Make/Model-	100		Days- UN	
	Aircraft Type - UNK/N	R Instrument-	0	Last 90	Days-	21
Instrument Rating(s) - NONE						
That dilent Rating(3) None						
Narrative						
E LANDING ON RUNWAY 18, PILOT LOST DIRECT	TIONAL CONTROL AND VEERED O	FE LEFT SIDE OF RUN	WAY INTO A	GULLY. THE		
T STATED PRIOR TO LANDING HE RECEIVED WIN						

File No. - 708 5/09/87 LEBANON, IN A/C Reg. No. N2224N Time (Lc1) - 1200 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND ON GROUND COLLISION WITH TERRAIN Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - DITCH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3 Factor(s) relating to this accident is/are finding(s) 1,4

File No 687 5/30/87 PLYMO	UTH, IN	A/C Reg. No. N8231D Time (Lc1) - 0030 E			- 0030 EST	ST	
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91  Accident Occurred During -LANDING	S Fi	rcraft Damage UBSTANTIAL re ONE	Crew Pass	Fatal O O	Inju Serious O O		None 1 5
Aircraft Information Make/Model - PIPER PA-34-200T Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4570 No. of Seats - 7	Eng Make/Model Number Engines Engine Type Rated Power				Installed// tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 180/010 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 4000 FT SCAT Lowest Ceiling - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	GRAND RAPIDS, Destination SAME AS ACC/I ATC/Airspace TERED Type of Flight	MI NC Plan - NONE Ce - NONE		ON AIRI Airport Da PLYMOU Runway Runway Runway	ata TH MUNI Ident Lth/Wid Surface		60
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND  Instrument Rating(s) - AIRPLANENarrative ILE ON FINAL APPROACH ABOUT 200 FEET FROM TETHOUGHT SHE SAW A DEER. THE PILOT ADDED PLOT CONTINUED HIS LANDING. HE RETARDED POWED PORPOISED.	Months Since - 2 Aircraft Type - U  HE END OF THE RUNWAY, OWER FOR A POSSIBLE GO	W ES Tota 1 Make, NK/NR Inst Mult THE RIGHT FRON -AROUND. SINCE	Fligh    -  Model- rument- i-Eng T SEAT PAS HE DID NO	nt Time (Ho 2325 460 300 575 SENGER TOI	Last 24 Last 30 Last 90 Last DECENTION THE PILC DEER, THE	Hrs - Days- UN Days-	5

5/30/87 PLYMOUTH, IN A/C Reg. No. N8231D Time (Lc1) - 0030 EST File No. - 687 MISCELLANEOUS/OTHER Occurrence #1 Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. OBJECT - ANIMAL(S) 2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND Occurrence #2 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. FLARE - IMPROPER - PILOT IN COMMAND 5. RECOVERY FROM BOUNCED LANDING - POOR - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5 Factor(s) relating to this accident is/are finding(s) 1,2

File No 739 6/12/87 LAKE	VILLAGE,IN A/C Re	g. No. N91927	7	ime (Lc1)	- 1445 C	DT
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft SUBSTAN		Fatal	Inju Serious		None
Type of Operation -PERSONAL	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	-	ŏ	ŏ	i
Accident Occurred During -LANDING			_	_		
Aircraft Information						
Make/Model - CESSNA 182M	Eng Make/Model - CON					ed - YES-UNK/
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warni	ng Syste	em - YES
Max Gross Wt - 2800	Engine Type - REC	IPROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power -	230 HP			- <b></b>	
Environment/Operations Information						
Weather Data	Itinerary		•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR	PORT		
Method - N/A	LANSING, IL					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	SAME AS ACC/INC			ILLAGE		
Wind Dir/Speed- 310/015 KTS					- 36	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -			Surface		TURF
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -					
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information		Ma 11-12 Oct 1101-1		MEDIOAL N	0 114 71/55	00 /1 TMTT
Pilot-In-Command		Medical Certifica			O MAINER	(2) LIMII
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (F		4 11	LINIZ /ND
PRIVATE	Current - YES	Total -		Last 2		
SE LAND	Months Since - 14	Make/Model- Instrument-	186	Last 3	O Days-	UNK/NK
	Aircraft Type - UNK/NR	Instrument-	9	Last 9	o bays-	10
Instrument Rating(s) - NONE						
Narrative HE AIRCRAFT BOUNCED TWICE WHILE LANDING ON R IGH ON FINAL WITH 20 DEGREES FLAPS SO SHE AP ORTHWEST CROSSWIND AT 15 TO 20 KNOTS, AND TH ND HIGHWAY SOUTH OF RUNWAY."	PLIED FULL FLAPS AND STEEPEN	ED GLIDE ANGLE. S	HE ALSO RE	PORTS A		

File No. - 739 6/12/87 LAKE VILLAGE, IN A/C Reg. No. N91927 Time (Lc1) - 1445 CDT LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. PLANNED APPROACH - POOR - PILOT IN COMMAND 2. PROPER DESCENT RATE - EXCESSIVE - PILOT IN COMMAND 3. WEATHER CONDITION - CROSSWIND 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 5. RECOVERY FROM BOUNCED LANDING - POOR - PILOT IN COMMAND NOSE OVER Occurrence #2 Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5 Factor(s) relating to this accident is/are finding(s) 1,2,3

File No 737 6/24/87 FT	. WAYNE, IN A/C	Reg. No. N52362	Ti	me (Lc1) -	1510 EST	
Basic Information Type Operating Certificate-ON-DEMAND	AIR TAXI Aircra	ıft Damage		Injur	ies	
	DESTR	OYED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	ON GF	OUND Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 172P	Eng Make/Model - L	YCOMING O-320-D2J	ELT I	nstalled/A	ctivated -	YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines -			all Warnin		
Max Gross Wt - 2400		ECIPROCATING-CARBURI		a	9 0,010	5
No. of Seats - 4	Rated Power -	160 HP	-101			
110. 01 Seats 4	Rated Fower					
Environment/Operations Information						
Weather Data	Itinerary		Airport P	roximity		
Wx Briefing - FSS	Last Departure Poir	it	ON AIRP	ORT		
Method - TELEPHONE	RICHMOND, IN					
Completeness - FULL	Destination		Airport Da	ta		
Basic Weather - VMC	SAME AS ACC/INC		•			
Wind Dir/Speed- 060/006 KTS			Runwa∨	Ident -	23	
Visibility - 8.0 SM	ATC/Airspace			Lth/Wid -		100
	CATTERED Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN		514145	D.K.I	
	Type Apolly Ellag	FULL STOP				
Precipitation - NONE Condition of Light - DAYLIGHT		TOLL STOP				
Personnel Information						
Pilot-In-Command	Age - 32	Medical Certifica	te - VALID	MEDICAL-WA	IVERS/LIM:	ΙT
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	nt Time (Ho	urs)		
PRIVATE	Current - YES	Total -	77	Last 24	Hrs -	2
SE LAND	Months Since - 5	Make/Model-	7	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/N	IR Instrument-	2	Last 90		18
Instrument Rating(s) - NONE						
Narrative						
THE PILOT REPORTED THAT THE AIRSPEED INDICA	ATOR FAILED IN FLIGHT. THE AI	RCRAFT LANDED HARD	AND PORPOIS	ED. THE NO	SE	
WHEEL BROKE OFF AND THE AIRCRAFT SKIDDED DO	OWN THE RUNWAY GRINDING OFF T	HE BOTTOM OF THE CAL	RBURETOR. A	FIRE		
BROKE OUT DESTROYING THE AIRCRAFT. WITNESSE	S REPORTED THE AIRPLANE APPE	ARED FAST ON LANDING	AND THAT	THE FLAPS		
WERE NOT DOWN. THE CAUSE OF THE AIRSPEED IN						
COCKPIT AND PITOT TUBE.				<del></del>		

File No. - 737 6/24/87 FT. WAYNE.IN A/C Reg. No. N52362 Time (Lcl) - 1510 EST AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. FLIGHT/NAV INSTRUMENTS.AIRSPEED INDICATOR - UNDETERMINED Occurrence #2 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 3. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND 4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND 5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND 6. RECOVERY FROM BOUNCED LANDING - NOT ATTAINED - PILOT IN COMMAND Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 7. LANDING GEAR.NOSE GEAR - OVERLOAD 8. FUEL SYSTEM, CARBURETOR - SEPARATION Occurrence #4 FIRE Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6

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

-Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircra	ıft Damage		Injur	ies	
Type operating out the roate name of		ANTIAL	Fatal	Serious	Minor	None
Type of Operation -AERIAL APPLI	CATION Fire	Cre		0	1	0
Flight Conducted Under · -14 CFR 137	NONE	Pa	ss 0	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - PIPER PA-25-235	Eng Make/Model - L			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			itall Warnin	g System	- UNK/NR
Max Gross Wt - 2900	Engine Type - F		URETOR			
No. of Seats - 1	Rated Power -	235 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		nt	OFF AI	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL			T .1		
Wind Dir/Speed- 200/010 KTS	ATO /A :				N/A	
Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Plar	- NONE		Lth/Wid - Surface -		
Lowest Ceiling - NONE	Type of Clearance				DRY	
Obstructions to Vision- NONE	Type Apch/Lndg		Kuriway	status -	ואט	
Precipitation - NONE	Type Apcil/ Liliag	FORCED LANDING				
Condition of Light - DAYLIGHT		TORCED LANDING				
-Personnel Information Pilot-In-Command	A man LINIX (NID	Maddanl CantiCi	+- \/A  TE	MEDICAL NO		
Certificate(s)/Rating(s)	Age - UNK/NR Biennial Flight Review	Medical Certific			WAIVERS/	LIMII
COMMERCIAL	Current - YES		ight Time (F		Hrs - UN	IZ /ND
SE LAND, ME LAND	Months Since - 12					
SE LAND, ME LAND	Aircraft Type - UNK/N	Make/Model- IR Instrument-	2054 15	Last 30	Days UN	62
	Arrorare Type Office	Multi-Eng -	14	Rotoron	aft - UN	
		March Eng	1-7	NO COT CIT	u	irv/ IVIV
Instrument Rating(s) - AIRPLANE						
-Narrative						
ENGINE CRANKSHAFT BROKE INTO TWO PIECES D	URING AN AG FLIGHT AND DUR	ING THE FORCED   A	NDING IN A W	ET. SOFT		
LD, THE AIRPLANE NOSED FORWARD TO THE INVE		The state of the case of the c		,		

File No. - 616 4/17/87 KIPP,KS A/C Reg. No. N8599L Time (Lc1) - 1020 CDT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 1. ENGINE ASSEMBLY, CRANKSHAFT - FAILURE, TOTAL Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. TERRAIN CONDITION - WET 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

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

File No 727 5/0	07/87 HARP	PER,KS	A/C Reg.	. No. N5609J		Time (Lcl) -	0630 C	DT
-Basic Information								
Type Operating Certificate	e-AGRICULTURA	L AIRCRAFT				Injur		
			DESTROYED		Fatal	Serious	Minor	
	-AERIAL APPL	ICATION	Fire	Crew		1	0	0
Flight Conducted Under			ON GROUNE	D Pass	0	0	0	0
Accident Occurred During	-DESCENT							
-Aircraft Information								
Make/Model - CESSNA 188				INENAL 0-470-R		Installed/A		
Landing Gear - TAILWHEEL-	ALL FIXED		gines - 1			Stall Warnin	ig Syste	m - UNK/NI
Max Gross Wt - 3800				PROCATING-CARBUR	ETOR			
No. of Seats - 1		Rated Pow	er - 23	30 HP 				
-Environment/Operations Infor	mation							
Weather Data		Itinerary				Proximity		
	RD OF BRIEFIN		ture Point		OFF A	IRPORT/STRIP	•	
Method - N/A		HARPER,K						
Completeness - N/A			Airport					
Basic Weather - VMC		LOCAL				R MUNICIPAL		
Wind Dir/Speed- CALM						<b>,</b>	N/A	
Visibility - 10.0		ATC/Airspace				y Lth/Wid -		
	CLEAR		ight Plan - N			y Surface -	•	
Lowest Ceiling -			earance - N		Runwa	y Status -	N/A	
Obstructions to Vision-		Type Apch/	Lndg - N	NONE				
	NONE							
Condition of Light -	DAWN							
-Personnel Information								
Pilot-In-Command		Age - 35		edical Certifica			WAIVER	S/LIMIT
Certificate(s)/Rating(s)		Biennial Flight			ht Time (			
COMMERCIAL		Current	- YES	Total -		Last 24		
SE LAND, ME LAND		Months Since		Make/Model-	950	Last 30	Days-	UNK/NR
		Aircraft Typ	e - UNK/NR		-	Last 90	Days-	0
				Multi-Eng -	285			

File No 727	5/07/87 HARPER	,KS A/C Reg	g. No. N5609J	Time (Lc1) - 0630 CDT
	IN FLIGHT COLLISION WITH MANEUVERING - AERIAL APPL			
Finding(s) 1. OBJECT - WIRE,TRA 2. CLEARANCE - MIS	NSMISSION JUDGED - PILOT IN COMMAND	)		
	IN FLIGHT COLLISION WITH DESCENT - UNCONTROLLED	TERRAIN		
Finding(s) 3. TERRAIN CONDITION	I - CROP			
Probable Cause				
The National Transportis/are finding(s) 2	ation Safety Board determ	mines that the Probable Caus	e(s) of this accident	
Factor(s) relating to	this accident is/are find	ding(s) 1		

File No 696 5/27/8	7 HAWESVILLE,KY	A/C Reg. No.	N9180F	Time (Lcl) -	- 2000 CDT	
Basic Information						
Type Operating Certificate-AG	RICULTURAL AIRCRAFT	Aircraft Damage		Injur		
		SUBSTANTIAL	Fatal	•	Minor	None
	RIAL APPLICATION	Fire	Crew O	0	1	0
Flight Conducted Under -14		NONE	Pass 0	0	0	0
Accident Occurred During -LA	NDING					
Aircraft Information						
Make/Model - HUGHES 369HS	Eng Make	e/Model - ALLISON 25	iO-C2O EL	T Installed/#	ctivated	- YES/NO
Landing Gear - SKID	Number 8	ingines - 1		Stall Warnir	ng System	- NO
Max Gross Wt - 2400	Engine 1	Type - TURBOSHAFT	•		• ,	
No. of Seats - 4	Rated Po	ower - 400 HP				
Environment/Operations Informat	ion					
Weather Data	Itinerary		Airpor	t Proximity		
Wx Briefing - NO RECORD 0		arture Point		AIRPORT/STRIF	)	
Method - N/A		S ACC/INC	3	A2111 O111 / O11121		
Completeness - N/A	Destination	•	Airport	Data		
Basic Weather - VMC		S ACC/INC	All polic	Data		
Wind Dir/Speed- CALM	SAME AS	ACC/ INC	Buny	ay Ident -	N/A	
Visibility - 0.0 SM	ATC/Airspac	20		ay Lth/Wid -		
Lowest Sky/Clouds - 20				ay Ethywnu - ay Surface -		
Lowest Sky/Clouds - 20		Clearance - NONE		ay Surrace - ay Status -		
Obstructions to Vision- NON		n/Lndg - STRAIG		ay status	HIGH VEGI	TATTON.
			LANDING		nigh vegi	ETATION
Precipitation - NON		FURCEL	LANDING			
Condition of Light - DAY	LIGHI					
Personnel Information						
Pilot-In-Command	Age - 50		Certificate - VAL		NIVERS/LIM:	ΙT
Certificate(s)/Rating(s)	Biennial Flight		Flight Time	(Hours)		
COMMERCIAL	Current		al - 6328	Last 24	Hrs -	7
SE LAND		ce - 7 <b>M</b> ak	e/Mode1- 371	Last 30	Days- UN	
HELICOPTER	Aircraft Ty	/pe - UH-1 Ins	e/Model- 371 trument- 110	Last 90	Days- UN	K/NR
				Rotorcr	aft -	5266
Instrument Rating(s) - A	IRPLANE,HELICOPTER					
JRING A WEED CONTROL SPRAYING OPER	ATION THE DILOT EXPEDIENC	TED A DOWED EATTING	45 FEET AROVE THE	CDUIND THE		
JTOROTATION ATTEMPT RESULTED IN TH					OSED	
HAT THE FLEXIBLE FUEL LINE TO THE						
BOUT SEVEN HOURS PRIOR TO THE ACCI						
		SISICM FAILURES. II	WAS APPAKENT THAT	ITC B-NUI WA	12 NOT	
ROPERLY SECURED WHEN THE ENGINE WA						

File No 6	96 5/27/87	HAWESVILLE,KY	A/C Reg. No. N9180F	Time (Lc1) - 2000 CDT
Occurrence #1 Phase of Operation		TAL) - MECH FAILURE/I RIAL APPLICATION	MALFUNCTION	
Finding(s)  1. FLUID,FUEL - ST  2. MAINTENANCE,1  3. FUEL SYSTEM,LIN	NSTALLATION - IMPR	OPER - COMPANY MAINT		
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/	TOUCHDOWN		
Finding(s) 4. AUTOROTATION -	PERFORMED - PILOT			
Occurrence #3 Phase of Operation				
Finding(s) 5. TERRAIN CONDIT				
Probable Cause				·
The National Transpo		rd determines that t	ne Probable Cause(s) of this accid	dent

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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Injur	ies	
Type operating out throate name (asitem	DESTRO		Fatal		Minor	None
Type of Operation -INSTRUCTIONA		Crew	_	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -APPROACH						
Aircraft Information				/.		
Make/Model - CESSNA 152	Eng Make/Model - LY	COMING 0-235	ELI	Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670	Number Engines - 1 Engine Type - RE			tall Warnin	g System -	. 1E2
No. of Seats - 2		110 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Départure Point		OFF AI	RPORT/STRIP		
Method - N/A	CLARKSVILLE, TN					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	LOCAL		TRENTO			
Wind Dir/Speed- CALM Visibility - 10.0 SM	ATC/Airspace			Ident - Lth/Wid -	09	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		F
Lowest Ceiling - NONE	Type of Clearance			Status -		• •
Obstructions to Vision- NONE	Type Apch/Lndg			• • • • • • • • • • • • • • • • • • • •		
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information					= = = . /.	
Pilot-In-Command	Age - 25	Medical Certifica			WAIVERS/L	IMIT
<pre>Certificate(s)/Rating(s)     COMMERCIAL,CFI</pre>	Biennial Flight Review Current - YES		ht Time (H		Hre -	6
SE LAND	Months Since - 2	Make/Model-	190	Last 24	Davs- UN	
JE ENIE	Aircraft Type - UNK/NR	Make/Model- Instrument-	154	Last 90	Days-	248
	· · · · · · · · · · · · · · · · · · ·	Multi-Eng -			•	
Instrument Rating(s) - AIRPLANE						
DUAL INSTRUCTION FLIGHT WAS PRACTICING SO	FT FIELD LANDINGS AT A PRIV	ATE GRASS STRIP. T	HE AIRCRAF	T STALLED		
NG A GO-AROUND ATTEMPT ON THE SECOND APPR						

File **N**o. - 640 5/29/87 TRENTON, KY A/C Reg. No. N68163 Time (Lc1) - 0930 CDT

Occurrence #1

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

Finding(s)

- 1. REMEDIAL ACTION NOT PERFORMED PILOT IN COMMAND(CFI)
- 2. AIRSPEED NOT MAINTAINED DUAL STUDENT
- 3. GO-AROUND DELAYED DUAL STUDENT
- 4. SUPERVISION INADEQUATE PILOT IN COMMAND(CFI)

----Probable Cause----

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

File No 606 3/28/87 MANY	, LA	A/C Reg.	No. N2946Y	1	Т	ime (Lcl)	- 17 <b>0</b> 0 0	ST
Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION)	Nircraft Da	amage	<b></b> -		Inju	ries	
		SUBSTANTIA	<b>NL</b>		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		ire		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE		Pass	0	0	0	3
Accident Occurred During -LANDING								
Aircraft Information								
Make/Model - PIPER PA-32-300	Eng Make/Mode	1 - LYCOM	NG IO-540	K1G5D	ELT :	Installed/	Activate	d - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engine				S.	tall Warni	ng Syste	em - YES
Max Gross Wt - 3400	Engine Type	- RECIP-	FUEL INJEC	CTED				
No. of Seats - 7	Rated Power	- 300	) HP					
Environment/Operations Information								
Weather Data	Itinerary				Airport	Proximity		
Wx Briefing - FSS	Last Departure	Point			ON AIR	PORT		
Method - UNK/NR	SHAVEPORT, LA	1			•			
Completeness - PARTIAL, LMTD BY PILO	Destination			1	Airport Da	ata		
Basic Weather - VMC	SAME AS ACC	'INC			•			
Wind Dir/Speed- CALM	,				Runwa∨	Ident	- 18	
Visibility - 7.0 SM	ATC/Airspace					Lth/Wid	- 3300/	50
Lowest Sky/Clouds - 3000 FT SCAT	TERED Type of Fligh	t Plan - No	NE		Runwav	Surface	- UNK/NR	}
Lowest Ceiling - NONE	Type of Cleara					Status		
Obstructions to Vision- NONE	Type Apch/Lndo		RAFFIC PATT	ERN				
Precipitation - NONE	. , , , , , , , , , , , , , , , , , , ,		AROUND					
Condition of Light - DAYLIGHT		-						
Personnel Information								
Pilot-In-Command	Age - 44	Med	dical Certi	ficate	- VALID	MEDICAL-W	AIVERS/L	IMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Rev				t Time (Ho		·-·-	
PRIVATE		YES	Total			Ĺast 2	1 Hrs -	UNK/NR
SE LAND	Months Since -					Last 3		
	Aircraft Type -				5	Last 9		
	All of all copyed		1110 (1 41110)		J	Lag C 5	Juyu	Oran, ran
Instrument Rating(s) - NONE								
Narrative CFT RECEIVED SUBSTANTIAL DAMAGE WHEN IT RAN D AROUND. THE WINDS WERE CALM. THE PLT REPOR ELAYED INITIATING A GO AROUND UNTIL IT WAS T NTO THE LAKE.	RTED THAT HE LANDED LO	NG AND FAS	T OVER TRE	ES AT	THE THRES	SHOLD AND	ſED	
	·		<b></b>					

File No. - 606 · 3/28/87 MANY,LA A/C Reg. No. N2946Y Time (Lcl) - 1700 CST

Occurrence #1
Phase of Operation

ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

#### Finding(s)

1. TERRAIN CONDITION - WATER, GLASSY

- 2. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 3. GO-AROUND DELAYED PILOT IN COMMAND
- 4. ABORTED LANDING NOT PERFORMED PILOT IN COMMAND
- 5. AIRSPEED(VREF) NOT MAINTAINED PILOT IN COMMAND
- 6. PROPER TOUCHDOWN POINT MISJUDGED PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENERA)	AVIATION)	Aircraft Da	mage		Injur	ies	
Type operating our triveate none (dentity	- 4114(10(1)	SUBSTANTIA		Fatal			None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - LAW OSPREY-2		Model - UNKNOW			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED		igines - 1		S	tall Warnin	g System -	- NO
Max Gross Wt - 1500	Engine ly	pe - RECIPR	DCATING-CARBURI	LIUR			
No. of Seats - 2	Rated Pow	rer - UNK/NR					<i>-</i>
Environment/Operations Information							
Weather Data	Itinerary						
Wx Briefing - NO RECORD OF BRIEFING		ture Point		ON AIR	PURT		
Method - N/A Completeness - N/A	NATCHEZ, Destination			Airport D	2+2		
Basic Weather - VMC	SAME AS			•	ata -WEBSTER		
Wind Dir/Speed- 050/007 KTS	SAME AS	ACC/ INC		–		UNK/NR	
Visibility - 10.0 SM	ATC/Airspace	<b>.</b>			Lth/Wid -		
Lowest Sky/Clouds - CLEAR		ight Plan - NO	NE		Surface -		
Lowest Ceiling - NONE		earance - NO				DRY	
Obstructions to Vision- NONE		Lndg - TR		•			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 56	Med	ical Certifica	te – VALÍD	MEDICAL-WA	IVERS/LIM	ſΤ
Certificate(s)/Rating(s)	Biennial Flight Current	Review	Fligi	nt Time (H	ours)		. /
PRIVATE	Current	- UNK/NR	Total -	350	Last 24		
SE LAND		e - UNK/NR De - UNK/NR	Make/Model- U	NK/NR	Last 30	Days- UNI	C/NR
	Aircraft Typ	e - UNK/NR	Instrument- U Multi-Eng - U	NK/NR	Last 90	Days- UNF	C/NR
			Marti-Eng - U	NK/ NK	KO (OPC)	art - un	X) INK
Instrument Rating(s) - NONE							
Narrative							
·narrative )T STATED THAT HE FLARED ABOUT TEN FEET TO	O LITCUL AND LANDED	LADD COLLADOT	NO THE MATH OF	AD EOLLOWE	D DV THE		

File No. - 720 4/28/87 MINDEN, LA A/C Reg. No. N55889 Time (Lcl) - 1355 CDT Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. ALTITUDE - MISJUDGED - PILOT IN COMMAND 2. FLARE - PREMATURE - PILOT IN COMMAND Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. TERRAIN CONDITION - DITCH 4. LANDING GEAR, MAIN GEAR - OVERLOAD 5. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL

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

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

----Probable Cause----

File No 609 6/2	6/87 CHENNEYVI	LLE, LA A/C	Reg. No. N7500K	T	ime (Lc1) -	1330 CD	T 
-Basic Information Type Operating Certificate	-AGRICULTURAL AIR		ft Damage		Injur		
			ANTIAL	Fatal			None
	-AERIAL APPLICATI			rew O	0	0	1
Flight Conducted Under Accident Occurred During		NONE		ass 0	0	0	0
-Aircraft Information							
Make/Model - GRUMMAN G-		Eng Make/Model - P	& W R1340AN	ELT	Installed/A	ctivated	- NO -N/
Landing Gear - TAILWHEEL-	ALL FIXED	Number Engines -			tall Warnin	g System	- YES
Max Gross Wt - 4500			ECIPROCATING-CAR	BURETOR			
No. of Seats - 1		Rated Power -	600 HP				
-Environment/Operations Infor	mation						
Weather Data		Itinerary			Proximity		
	D OF BRIEFING	Last Departure Poin	t	OFF AI	RPORT/STRIP		
Method - N/A		CHENNYVILLE, LA					
Completeness - N/A Basic Weather - VMC		Destination LOCAL		Airport D	ata		
Wind Dir/Speed- 320/005 P	VTC	LUCAL		Dunyay	Ident -	N/A	
Visibility - 7.0		ATC/Airspace				N/A N/A	
Lowest Sky/Clouds -		D Type of Flight Plan	- NONE		Surface -		
		Type of Clearance				N/A	
Obstructions to Vision- I		Type Apch/Lndg	- NONE	Karinay	Julus	147 ~	
	NONE	Type Apolly Enlag	110.112				
Condition of Light - I							
-Personnel Information Pilot-In-Command	Agg	- UNK/NR	Medical Certif	icato - VALID	MEDICAL -WA	TVEDC /LT	MIT
Certificate(s)/Rating(s)		ennial Flight Review		light Time (F		IVERS/LI	MITI
COMMERCIAL	ы	Current - YES		- 14000	Last 24	Hrs -	8
SE LAND, ME LAND		Months Since - 3			Last 30		60
52 2 mb , m2 2 mb		Aircraft Type - C-172	Instrument	- UNK/NR	Last 90		
			Multi-Eng			aft - U	
_ ,			J				•
Instrument Rating(s)	- AIRPLANE 						
-Narrative							
ENGINE EXPERIENCED A TOTAL LO	OSS OF POWER DUE	TO A FAILED #1 CONNECT	ING ROD. DURING	THE FORCED LA	NDING THE	FFT	
G CONTACTED COTTON PLANTS WHICH							

File No 60	9 6/26/87	CHENNEYVILLE, LA	A/C Reg. No. N7500K	Time (Lc1) - 1330 CDT
Occurrence #1 Phase of Operation		TAL) - MECH FAILURE/MAI RIAL APPLICATION	LFUNCTION	
Finding(s) 1. ENGINE ASSEMBLY,	CONNECTING ROD - I			
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation		TOUCHDOWN		
Finding(s) 2. TERRAIN CONDITIO 3. TERRAIN CONDITIO				
Probable Cause			Probable Cause(s) of this accide	

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 (GENERA				Injuri		
	DESTROYE			Serious		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	Crew Pass		0 0		0
Accident Occurred During -DESCENT		Pass		*	0	0
Aircraft Information						
Make/Model - AIR COMMAND 532	Eng Make/Model - ROTA Number Engines - 1	XX 532	ELT	Installed/Ac		
Landing Gear  - TRICYCLE-FIXED Max Gross Wt  - UNK/NR	Number Engines - 1 Engine Type - RECI		) ETOD	tall Warning	) System	- NU
No. of Seats - 1	Rated Power -		LIOK			
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	NEW ROADS, LA		OFF AI	RPORT/STRIP		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		_	4 .	,	
Wind Dir/Speed- 150/007 KTS	ATO /A:				N/A	
Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Plan -	NONE	•	Lth/Wid - Surface -	•	
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Finght Flan -			Surface - Status -		
Obstructions to Vision- NONE	Type of creatance	NONE	Kuriway	Status	IV/ A	
Precipitation - NONE	. ) po po , z ag					
Condition of Light - DAYLIGHT						
Personnel Information	Ann. 42	Andinal Cautisia	+- EVDID	FD.		
Pilot-In-Command Certificate(s)/Rating(s)	Age - 43 M Biennial Flight Review	redical certifica	int Time (H	oune)		
PRIVATE	Current - NO	Total -	142	last 24	Hrs -	3
SE LAND	Current - NO Months Since - UNK/NR Aircraft Type - UNK/NR	Make/Model-	21	Last 30	Davs-	6
	Aircraft Type - UNK/NR	Instrument-	0	Last 90	Days-	7
	2.			Rotorcra		36
Instrument Rating(s) - NONE						
Narrative MESSES OBSERVED THE GYROPLANE FLYING AT 10	NATE FOR ACT WHEN IT STARTER	A TURN TO THE DE	CHT IT CO	NITTNILLED		_
RIGHT TURN AND DESCENDED INTO THE GROUND.	DR. MOORE OF THE FAA SW REGI	ONAL FLIGHT SURG	EON'S OFFI	CE STATED		
THE PLT HAD CORONARY DISEASE AND THAT HE	: WAS INCAPACITATED AND POSSIE IG THE FLIGHT. RECORDS INDICAT					

File No. - 732 6/28/87 ST.FRANCISVILLE,LA A/C Reg. No. N532X Time (Lc1) - 1345 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

1. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

2. INCAPACITATION(HEART ATTACK) - PILOT IN COMMAND

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

File No 662 7/02/87 RAYVI	LLE,LA	A/C Reg.	No. N3239J	Т	ime (Lcl)	- 1615 (	CDT
Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT	Aircraft Da	mage		Inju		o Nama
To a Constitution of AFRICA ARRIVA	0477011	DESTROYED	0 -	Fatal	Serious		
Type of Operation -AERIAL APPLI Flight Conducted Under -14 CFR 137 Acc.ident Occurred During -LANDING	CATION	Fire NONE	Cre Pas		0	0	
Aircraft Information							
Make/Model - CESSNA T188C - Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3300 No. of Seats - 1	Eng Make/Mo Number Engi Engine Type Rated Powen	nes - 1 - RECIP-	FUEL INJECTED HP	S	Installed/ tall Warni		ed - NO -N/A em - YES
Weather Data  Wx Briefing - NO RECORD OF BRIEFING  Method - N/A	Itinerary Last Departu SAME AS AC				Proximity RPORT/STRI	P	
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- VARIABLE/005 KTS	Destination LOCAL	C/ 1NO			S STRIP	- 09	
Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE	ATC/Airspace Type of Flig Type of Clea Type Apch/Ln	rance - NO	NE	Runway	Lth/Wid Surface Status	- GRASS/	
Precipitation - NONE Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 29 Biennial Flight Re		ical Certific	ate - VALID ght Time (F		O WAIVER	RS/LIMIT
COMMERCIAL	9	- YES	Total -			4 Hrs -	8
SE LAND, ME LAND	Months Since		Make/Model-		Last 3		
,	Aircraft Type	- M2OC	Instrument- Multi-Eng -		Last 9	O Days-	153
Instrument Rating(s) - AIRPLANE							
Narrative E AIRCRAFT HAD TO TAKE OFF EASTBOUND DUE TO S VARIABLE FROM A RIGHT CROSSWIND TO A SLIG CEEDED THAT ESTABLISHED BY THE MANUFACTURER CLIMBED OUT OF GROUND EFFECT. THE DESCENT RCRAFT CONTACTED HIGH VEGETATION BEYOND THE UGH TERRAIN. A COMBINATION OF HIGH VEGETATI	HT TAILWIND. INVEST . LIFTOFF WAS ACHIE WAS ARRESTED BUT CL END OF THE RUNWAY	IGATION REVE VED BUT THE IMB COULD NO AND DESCENDE	ALED THE AIRC AIRCRAFT STAR T BE RE-ESTAB D TO THE GROU	RAFT'S WEIG TED SETTLIN LISHED BEFO ND. TOUCHDO	HT IG AS SOON IRE THE IWN WAS ON	AS	

File No. - 662 7/02/87 RAYVILLE, LA A/C Reg. No. N3239J Time (Lcl) - 1615 CDT IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. AIRSPEED - INADEQUATE - PILOT IN COMMAND 2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND 3. WEATHER CONDITION - UNFAVORABLE WIND Occurrence #2 NOSE DOWN Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - HIGH VEGETATION 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 Factor(s) relating to this accident is/are finding(s) 3,4,5

File No 731 7/07/87	LACASSINE, LA	A/C Reg. No. I	N9778	T	ime (Lc1) -	1130 CD	Γ
Basic Information Type Operating Certificate-AGRICUL	TURAL AIRCRAFT				Injur	ies	
		SUBSTANTIAL		Fatal			
Type of Operation -AERIAL Flight Conducted Under -14 CFR	APPLICATION	Fire	Crew Pass	0	0	0	1
		NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF	· ·						
Aircraft Information							
Make/Model - GRUMMAN G-164A	Eng Mak	e/Model - P & W R134	O AN1	ELT	Installed/A	ctivated	- NO -N
Landing Gear - TAILWHEEL-ALL FIXE		Engines - 1			tall Warnin	g System	- YES
Max Gross Wt - 4500		Type - RECIPROCAT	ING-CARBURE	IUR			
No. of Seats - 1	Rated P	ower - 600 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRI		arture Point		ON AIR	STRIP		
Method - N/A	SAME A Destinati	S ACC/INC		• D			
Completeness - N/A Basic Weather - VMC	LOCAL	on		Airport D	ата		
Wind Dir/Speed- 180/005 KTS	LOCAL			Punway	Ident -	UNK/NR	
Visibility - 10.0 SM	ATC/Airspa	ce			Lth/Wid -		
Lowest Sky/Clouds - UNK/NR		Flight Plan - NONE			Surface -		
Lowest Ceiling - 2500 FT					Status -		
Obstructions to Vision- NONE	Type Apc	h/Lndg - NONE		_			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 54 Biennial Fligh	Medical	Certificat			IVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Fligh	t Review	Fligh	t Time (H	ours)		
COMMERCIAL	Current	- YES Tota	al - 1	7289 4500	Last 24	Hrs -	3
SE LAND	Months Sin	- YES Tota ce - 5 Make ype - C-152 Ins	e/Model-	4500	Last 30	Days-	40 360
	Aircraft I	ype - 0-152 Ins	trument-	U	Last 90	Days-	300
Instrument Rating(s) - NONE							
Narrative							
PILOT STATED THE AIRCRAFT'S TAIL WHE							
RIGHT WING CONTACTED A SMALL TREE AN						Н	
RUNWAY, DIRECTIONAL CONTROL WAS LOST		OPO 011ED THITO 411			TODD ==		

File No 7	31 7/07/87	LACASSINE,LA	A/C Reg. No.	N9778	Time (Lc1) - 1130 CDT
Occurrence #1 Phase of Operation		NT/SYSTEM FAILURE/MAL RUN	FUNCTION		
	ONTROL - NOT POSSI	FAILURE,TOTAL BLE - PILOT IN COMMAN - PILOT IN COMMAND	D		
Occurrence #2 Phase of Operation	LOSS OF CONTROL TAKEOFF - GROUND				
Occurrence #3 Phase of Operation		ION WITH TERRAIN/WATE RUN	R		
Finding(s)  4. TERRAIN CONDITI  5. TERRAIN CONDITI  6. TERRAIN CONDITI	ON - SOFT ON - WET				
Occurrence #4 Phase of Operation		RUN			
Probable Cause					
The National Transpois/are finding(s) 1,		rd determines that th	e Probable Cause(s) o	f this accide	nt

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

File No 661 7/25/8	37 OAK GROVE, LA	A/C Reg. No. N	N2092J	Time (Lc1) - 09	15 CDT
Basic Information Type Operating Certificate-AG		Aircraft Damage DESTROYED	Fatal		s Minor None
Type of Operation -AI Flight Conducted Under -1 Accident Occurred During -TA	F CFR 137	Fire ON GROUND	Crew O Pass O	0	0 1 0
Aircraft Information Make/Model - CESSNA T188C Landing Gear - TAILWHEEL-ALI Max Gross Wt - 3300 No. of Seats - 1	. FIXED Number E	e/Model - CONTINENTAI Ingines - 1 Type - RECIP-FUEL Iwer - 310 HP		T Installed/Acti	
Environment/Operations Informative Weather Data  Wx Briefing - NO RECORD (Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 120 Visibility - 7.0 SM Lowest Sky/Clouds - 150 Lowest Ceiling - NOM Obstructions to Vision- NOM Precipitation - NOM Condition of Light - DAV	Itinerary  OF BRIEFING Last Depa OAK GRO Destination LOCAL  ATC/Airspace OOO FT SCATTERED Type of F UE Type Apch UE	en É	ON A Airport BAYO Runw Runw Runw	t Proximity IRSTRIP Data U MEADOW AIRSTRI ay Ident - 18 ay Lth/Wid - 2 ay Surface - GR ay Status - DR	3 2700/ 50 RASS/TURF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND		: Review - YES Tota :e - 19 Make	Certificate - VAL Flight Time al - 2294 e/Model- 764 trument- O	(Hours) Last 24 Hr	rs - 4 ays- UNK/NR
Instrument Rating(s) - N	IONE				
THE PILOT WAS ATTEMPTING TO TAKE OF THE GROUND FELL AWAY INTO A BAYOU. BANK BUT DID NOT CLIMB DURING THIS FIRE.	THE AIRCRAFT THEN REMAINED	AIRBORNE UNTIL IT (	COLLIDED WITH BAYO	U'S OPPOSITE	

File No. - 661 7/25/87 OAK GROVE, LA A/C Reg. No. N2092J Time (Lcl) - 0915 CDT Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. AIRSPEED(VLOF) - NOT OBTAINED - PILOT IN COMMAND 2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND 3. TERRAIN CONDITION - DIRT BANK 4. WEATHER CONDITION - HIGH DENSITY ALTITUDE Occurrence #2 FIRE Phase of Operation OTHER ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2 Factor(s) relating to this accident is/are finding(s) 3,4

File No 700 8/12/87	NEW IBERIA, LA	A/C Reg. No.	N2764F	7	Time (Lcl) -	- 0900 CDT	
Basic Information							
Type Operating Certificate-ON-DEM	AND AIR TAXI	Aircraft Damage	<b>!</b>		Injur	ies	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -INSTRU		Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	0
Accident Occurred During -LANDIN	G						
Aircraft Information							
Make/Model - BELL 206L-1	Eng Make/M	odel - ALLISON 25	0-C28	ELT	Installed/A	ctivated	- NO -N/A
Landing Gear - EMERGENCY FLOAT	Number Eng	ines - 1		9	Stall Warnir	ng System	- NO
Max Gross Wt - 4150	Engine Typ	e - TURBOSHAFT				• ,	
No. of Seats - 6	Rated Powe	r - 435 HP					
Environment/Operations Information-							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BR		ure Point		ON AIF			
Method - N/A	LAFAYETTE			-17 11-			
Completeness - N/A	Destination	, =		Airport D	)ata		
Basic Weather - VMC	LOCAL				NA REG.		
Wind Dir/Speed- 220/007 KTS	2001.2					16	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -		200
Lowest Sky/Clouds - CLEAR		ght Plan - COMPAN	Y (VER)				
	T OVERCAST Type of Cle						IX I
Obstructions to Vision- NONE		ndg - SIMULA			Julus	DKI	
Precipitation - UNK/NR	Type Apelly E	nag SIMOLA	TED TORGED	LANDING			
Condition of Light - DAYLIGH	т						
Personnel Information Pilot-In-Command	Age - 39	Madiaal	0+		MEDICAL NO	LATVEDC /	LIMIT
Certificate(s)/Rating(s)	Biennial Flight R				MEDICAL-NO	WAIVERS/	LIMII
	9			nt Time (F			4
COMMERCIAL, CFI	Current	- YES 10t	al -	6250	Last 24	Hrs -	4
SE LAND, ME LAND	Months Since	- 3 Mak	e/modei-	3227	Last 30 Last 90	Days- UN	K/NR
HELICOPTER	Aircraft Type	- 206 Ins	trument-	170	Last 90		
		Mu1	ti-Eng -	49	Rotorcr	aft -	5946
Instrument Rating(s) - AIRPL	ANE,HELICOPTER						
Manuakiya							
Narrative							
CREW PERFORMING PRACTICE TOUCHDOWN AUTO							
EXCESS GRND SPEED AND SKIDDED FOR APPRO						l	
THEY HEARD A GRINDING SOUND AND FELT A							
THE ATTACHMENTS DUE TO RESONANCE. THIS		ANCE IF ROTOR RPM	IS ALLOWED	O DECAY	BELOW 70%		
DURING TOUCHDOWN AUTOROTATIONS OR DURIN	G LENGTHY GROUND RUNS.						

8/12/87 NEW IBERIA, LA A/C Reg. No. N2764F Time (Lcl) - 0900 CDT File No. - 700

Occurrence #1

AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation LANDING - FLARE/TOUCHDOWN

#### Finding(s)

- 1. MISC ROTORCRAFT, TAIL BOOM FAILURE, TOTAL
- 2. AUTOROTATION PERFORMED DUAL STUDENT
- 3. MISC ROTORCRAFT, TAIL BOOM VIBRATION
- 4. RUN ON LANDING PERFORMED DUAL STUDENT
- 5. TERRAIN CONDITION SOFT
- 6. AIRSPEED MISJUDGED DUAL STUDENT
- 7. SUPERVISION INADEQUATE PILOT IN COMMAND(CFI)

----Probable Cause----

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

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

File No 756 1/09/87 MARST	ON MILLS, MA	A/C Reg. No	. N5571C	Т	ime (Lcl) -	1445 EST	
Type Operation Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L AVIATION)	Aircraft Dama SUBSTANTIAL Fire NONE			Injur Serious O O		None 1 0
Aircraft Information Make/Model - CESSNA 170A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2050 No. of Seats - 4	Eng Make/Mo Number Engi Engine Type Rated Power	- RECIPROC	ATING-CARBURE	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- CALM Visibility - 15.0 SM Lowest Sky/Clouds - 2500 FT SCAT Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Destination LOCAL  ATC/Airspace TERED Type of Flig Type of Clea			OFF AI Airport D CAPE O Runway Runway Runway	OD Ident - Lth/Wid - Surface -	N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,SE SEA  Instrument Rating(s) - NONENarrative	Age - 71 Biennial Flight Re Current Months Since Aircraft Type	view - YES T - 24 M - O7 I M	otal - lake/Model- nstrument- Uh lulti-Eng - Uh	nt Time (F 3247 71 VK/NR VK/NR	lours) Last 24 Last 30 Last 90 Rotorcr	Hrs - Days- UN	2 45
THE FLIGHT WAS ON AN AERIAL PHOTOGRAPHY MISSI DEPARTURE AIRPORT. THE ENGINE QUIT BEFORE REA COLLIDED WITH TERRAIN. EXAMINATION OF THE FUE THE RIGHT TANK CONTAINED ABOUT 2 GALLONS	CHING THE RUNWAY AN	D THE AIRCRAFT	WAS SUBSTANT	FIALLY DAM	AGED WHEN I		

File No 7	56 1/09/87	MARSTON MILLS,MA	A/C Reg. No. N5571C	Time (Lcl) - 1445 EST
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICAL		
Finding(s) 1. FLUID,FUEL - EX 2. IN-FLIGHT PLA 3. REFUELING - NOT	NNING/DECISION - I	MPROPER - PILOT IN COMMAN IN COMMAND		
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation				
Finding(s) 4. OBJECT - TREE(S	)			
Probable Cause		ad determines that the Dr	spending Causa(s) of this posis	·

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

File No 753 1/21/87 OR	ANGE, MA	A/C Reg. No. N51	171B	Τ.	me (Lc1) -	1215 EST	
Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION) A	ircraft Damage			Injur	ies	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	F	ire	Crew	. 0	0	0	1
Flight Conducted Under -14 CFR 91	ĺ	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 152		1 - LYCOMING 0-23	35-L2C		installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engine				all Warning	g System	- YES
Max Gross Wt - 1670	5 7.	- RECIPROCATING	G-CARBURE	ΓOR			
No. of Seats - 2	Rated Power	- 110 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - FSS	Last Departure	Point		ON AIRE	PORT		
Method - TELEPHONE	CONCORD, NH						
Completeness - WEATHER NOT PERTIN			,	Airport Da	ıta		
Basic Weather - VMC	ORANGE, MA			ORANGE			
Wind Dir/Speed- UNK/NR						32	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -		150
	CATTERED Type of Flight				Surface -		
Lowest Ceiling - NONE	Type of Cleara			Runway	Status -	ICE COVE	RED
Obstructions to Vision- NONE	,, ·	- TRAFFIC F					
Precipitation - NONE	•	FULL STOP	•				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 32				WEDÍCAL-NO	WAIVERS/	LIMII
Certificate(s)/Rating(s)	Biennial Flight Revi			t Time (Ho			_
STUDENT	Current - I	N/A lotal	_		Last 24		2
	Months Since - I		lode 1 -		Last 30		
	Aircraft Type - I	N/A Instru	ıment-	0	Last 90	Days-	2
Instrument Rating(s) - NONE							
Manage 1 2000							
Narrative				: - 571.57 : -			
T WAS LANDING AFTER A CROSS COUNTRY SO							
	ii ciii i iiib kiiise bidsi WTTI		4 - A I DCD A I	-ı ihen Sv	AUNG THE		
CTIONAL CONTROL CAUSING THE AIRCRAFT T T WING AROUND INTO THE SNOW, CAUSING S			IL AIRCKAI	1 1111214 31	10110		

File No 75	3 1/21/87	ORANGE, MA	A/C Reg. No. N51718	Time (Lc1) - 1215 EST
Occurrence #1 Phase of Operation		- ON GROUND		
	NTROL - NOT MAINT	AINED - PILOT IN COMM D'- PILOT IN COMMAND	AND	
Occurrence #2 Phase of Operation		ION WITH TERRAIN		
Finding(s) 4. TERRAIN CONDITION				
Probable Cause				
The National Transpor is/are finding(s) 2,3		rd determines that th	e Probable Cause(s) of this accide	ent
Factor(s) relating to	this accident is,	/are finding(s) 1		

File No 751 1/29/87 TAUNT		A/C Reg. No. N4					EST 
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage			Inju		
Type of Operation -INSTRUCTIONA	1	SUBSTANTIAL Fire	Crew	Fatal O	Serious O	Minor O	
Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91	_	NONE	Pass	0	0	0	
Accident Occurred During -LANDING		NONE	1 433	J	Ū	Ü	O .
-Aircraft Information							
Make/Model - CESSNA 152		lel - LYCOMING 0-2	35-L2C				ed - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engir				tall Warni	ng Syste	em - NO
Max Gross Wt - 1670		- RECIPROCATIN	G-CARBURE	TOR			
No. of Seats - 2	Rated Power	- 110 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING				ON AIR	PORT		
Method - N/A	SAME AS ACC	:/INC					
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC	SAME AS ACC	C/INC		TAUNTO			
Wind Dir/Speed- 310/010 KTS	/					- 30	
Visibility - 5.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR		nt Plan - NONE			Surface		LT
Lowest Ceiling -		ance - NONE	= = = =	Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lnd	lg - TRAFFIC					
Precipitation - NONE		TOUCH AN	D GU				
Condition of Light - DAYLIGHT							
-Personnel Information	4	Marking 1. O			MEDION		30 /L THIT
Pilot-In-Command	Age - 21			e - VALID nt Time (H	MEDICAL-N	) MATAFI	K2/ LIMII
<pre>Certificate(s)/Rating(s) STUDENT</pre>	Biennial Flight Rev		- Filgr			4 Hrs -	LINIZ /NID
STODENT	Current - Months Since -	147.7	Model-				
	Aircraft Type -			23	Last 3 Last 9	Days-	UNK/NK
	Ancialt Type	N/A IIISCI	americ	U	Last	Juays	UNK/ NK
Instrument Rating(s) - NONE							
- Nannativa							
-Narrative TUDENT PILOT ALLOWED THE AIRCRAFT TO DRIFT	TO THE LEET SIDE OF	THE DUNINAY DUDIN	C I AND TNO	י ווחם י	E LEET MATE	vi	
						-	
R CAUGHT A SNOWBANK, CAUSING THE AIRPLANE	IO PIVOI COUNTERCEOC	KMIZE INIO IHE ZN	UW AND WA	12 PORZIAN	ITALLY DAM.	AGED.	

File No 75	1 1/29/87	TAUNTON, MA	A/C Reg. No. N49769	Time (Lc1) - 1330 EST	
Occurrence #1 Phase of Operation		- ON GROUND			
Finding(s) 1. DIRECTIONAL CONT 2. GROUND LOOP/SWER			·· ·		
Occurrence #2 Phase of Operation	ON GROUND COLLIST	ION WITH TERRAIN			
Finding(s) 3. TERRAIN CONDITION	N - 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 Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircraft	Damage		Injur	ies	
Type operating out thirdate none (dent	SUBSTAN		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -CLIMB						
Aircraft Information	5 4 4 4 4 1 2 1 1 4 1		<b></b>	T / .		
Make/Model - CESSNA 172	Eng Make/Model - LYC Number Engines - 1	OMING 0-320-E2D		Installed/A tall Warnin		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300	Engine Type - REC	TDDOCATTNG-CADRUD		tali warnin	g system	- NU
No. of Seats - 4		150 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFI			OFF AI	RPORT/STRIP		
Method - N/A	LAWRENCE, MA					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC Wind Dir/Speed-	BEDFORD, MA			Ident -	NI / A	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -		
	ATTERED Type of Flight Plan -	NONE		Surface -		
Lowest Ceiling -	Type of Clearance -			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg -					
Precipitation - NONE		SIMULATED FORCED	LANDING			
Condition of Light - DAYLIGHT			<b></b>			
Personnel Information Pilot-In-Command	Age - 33	Medical Certifica	ta - VALID	MEDICAL-WA	TVFDS/LTM	IT T
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (H		1 4 2 1 3 / 2 1 1-	
COMMERCIAL, CFI	Current - NO	Total -	715	Last 24	Hrs - UN	IK/NR
SE LAND, ME LAND	Months Since - 12	Make/Model- Instrument-	475	Last 30	Days- UN	IK/NR
	Aircraft Type - UNK/NR	Instrument-	83	Last 90	Days-	21
		Multi-Eng -	19			
Instrument Rating(s) - AIRPLANE						
NAMPACTIVE NG A SIMULATED ENGINE OUT, THE AIRCRAFT	COLLIDED WITH POWER LINES WH	TIE CITMBING OUT	AFTER DESC	ENDING OVER		
SSIBLE LANDING AREA. THE AIRCRAFT WAS A						
HER INCIDENT.						

File No 733 2/01/87 LAWRENCE, MA	A/C Reg. No. N80116	Time (Lcl) - 1440 EST
Occurrence #1 LOSS OF POWER Phase of Operation CRUISE - NORMAL		
Finding(s)  1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND  2. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND	D	
Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - GO-AROUND (VFR)		
Finding(s) 3. OBJECT - WIRE,TRANSMISSION 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND 5. LANDING GEAR,MAIN GEAR - SEPARATION 6. LANDING GEAR,NOSE GEAR - SEPARATION		
Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN		
Finding(s) 7. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND		
Probable Cause		
The National Transportation Safety Board determines that is/are finding(s) 4	the Probable Cause(s) of this accid	ent
Factor(s) relating to this accident is/are finding(s) 1,	2	

File No 694 4/13/87 MA	RINE CITY, MI	A/C Reg. No. N4	857B	Т	ime (Lc1) -	1500 EDT	
Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damage			Injur	ies	
,, ,	ŕ	SUBSTANTIAL		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	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 152		e/Model - LYCOMING 0-2					
Landing Gear - TRICYCLE-FIXED		Engines - 1			tall Warnin	g System	- YES
Max Gross Wt - 1670		Type - RECIPROCATIN	G-CARBURE	ror			
No. of Seats - 2	Rated Po	ower - 110 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEF				ON AIR	PORT		
Method - N/A	SAME AS			_			
Completeness - N/A	Destination		,	Airport D			
Basic Weather - VMC	SAME AS	S ACC/INC		MARINE			
Wind Dir/Speed- 220/010 KTS	ATC/Airspac				Ident -		10
Visibility - 7.0 SM Lowest Sky/Clouds - 25000 FT S	/ /				Lth/Wid -		42
					Surface - Status -		
Lowest Ceiling - NONE Obstructions to Vision- HAZE	Type of C	n/Lndg - TRAFFIC	DATTEDNI	Runway	status -	DRT	
Precipitation - NONE	Type Apci	TOUCH AN					
Condition of Light - DAYLIGHT		TOOCH AN	D GO				
Personnel Information	10	Mantina 1 0	+:6:+	. VALTO	MEDICAL NO	UATUEDO /	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 19				MEDICAL-NO	WAIVERS/	LIMII
STUDENT	Biennial Flight		- Fingh	: Time (H 22	Last 24	Unc -	1
STODENT	Months Sind						
	Aircraft Ty	ce - N/A Make/ /pe - N/A Instr	Model-	1	Last 30 Last 90	Days ON	15
	Allerately	APC NAME THIS CL	americ	•	Last 90	Days	15
Instrument Rating(s) - NONE							
Narrative RING A SOLO TRAINING FLIGHT, THE STUDENT LLAPSED AND THE PLANE NOSED OVER.	PILOT LANDED TOO F	FAST. THE AIRCRAFT POR	POISED, TH	HE NOSE W	HEEL		

File No. - 694 4/13/87 MARINE CITY, MI A/C Reg. No. N4857B Time (Lc1) - 1500 EDT Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. RECOVERY FROM BOUNCED LANDING - NOT ATTAINED - PILOT IN COMMAND 2. FLARE - IMPROPER - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 3. LANDING GEAR, NOSE GEAR - OVERLOAD 4. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL ----Probable Cause----

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

Basic Information Type Operating Certificate-NONE (GEN	IFPAL AVIATION)	Aircraft	Damage		Iniu	ıries	
Type operating certificate Noise (den	ERAL AVIATION)	SUBSTANT		Fatal			None
Type of Operation -INSTRUCTI	ONAL	Fire		ew 0	0		2
Flight Conducted Under -14 CFR 91		NONE	Pa	iss 0	Ō	Ó	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 150J			INENTAL 0-200-		Installed/		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600		gines - 1	DD004TTN0 04DE		Stall Warni	ng Syster	m - YES
No. of Seats - 2	Rated Pow		PROCATING-CARE OO HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Depar	ture Point		OFF A	RPORT/STRI	P	
Method - IN PERSON	LANSING,	MI					
Completeness - FULL	Destination			Airport [	ata		
Basic Weather - VMC	DETROIT,	MI					
Wind Dir/Speed- 110/007 KTS						- N/A	
Visibility - 10.0 SM	ATC/Airspace				/ Lth/Wid		
Lowest Sky/Clouds - 8000 FT S	CATTERED Type of F1	ight Plan - '	VFR		/ Surface		TURF
Lowest Ceiling - UNK/NR Obstructions to Vision- NONE	Type of CI	earance -	VFR	Runway	/ Status	- DRY	
Obstructions to Vision- NONE	Type Apch/						
Precipitation - NONE		1	FORCED LANDING	i			
Condition of Light - DAYLIGHT							<b>-</b>
Personnel Information Pilot-In-Command	Age - 56	NA.	edical Certifi		MEDICAL	IATVEDS /I	TMTT
Certificate(s)/Rating(s)	Biennial Flight			ight Time (		MIVERS/ E.	11011
COMMERCIAL,CFI	Current	- YES	Total -	8550		4 Hrs -	0
SE LAND	Current Months Since	- 2	Make/Model-	5000	Last 3	RO Davs- I	UNK/NR
	Aircraft Typ	e - C-150	Instrument-	60	Last 9	O Days-	100
	,					,-	
Instrument Rating(s) - AIRPLANE							
**							
Narrative E ON APPROACH TO DETROIT CITY AIRPORT	THE #4 CVI TAIDED EDAC	TUDED AND CE	DADATED DECLUT		IE EATLUSE		
PILOT MADE A FORCED LANDING IN A FIELD							
						1	
NDER REVEALED THE MODE OF THE FRACTURE							

File No. - 742 5/03/87 DETROIT, MI A/C Reg. No. N60023 Time (Lc1) - 1630 EDT AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation APPROACH Finding(s) 1. ENGINE ASSEMBLY, CYLINDER - SEPARATION 2. ENGINE ASSEMBLY, CYLINDER - FATIGUE Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - ROUGH/UNEVEN 4. LANDING GEAR - SEPARATION ----Probable Cause----

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

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

File No 688 5/06/87 GOBLI	ES,MI A/C Re	eg. No. N761ED	Т	ime (Lc1)	- 1900 E	DT
Basic Information Type Operating Certificate-NONE (GENERA					ıries	
	DESTRO)	'ED	Fatal	Serious	Minor	
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 -DESCENT						
Aircraft Information						
Make/Model - CESSNA A152	Eng Make/Model - LYC			Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			itall Warni	ng Syste	m - YES
Max Gross Wt - 1670	· Engine Type - REG	CIPROCATING-CARBUR	ETOR			
No. of Seats - 2		110 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - FSS	Last Departure Point		ON AIR	PORT		
Method - TELEPHONE	LOWELL, MI					
Completeness - FULL	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		•	FIELD		
Wind Dir/Speed- 280/008 KTS	511.12 1.15 1.152, 511.1			Ident	- 27	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid	- 1600/	125
	TTERED Type of Flight Plan	NONE			- GRASS/	
Lowest Ceiling - NONE	Type of Clearance				- DRY	
Obstructions to Vision- NONE		TRAFFIC PATTERN				
Precipitation - NONE	Type Apoll, Ellag	FULL STOP				
Condition of Light - DAYLIGHT		1022 0101				
Pilot-In-Command	Age - 20	Medical Certifica	te - VALID	MEDICAL-W	AIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flia	ht Time (F	lours)		
PRIVATE	Current - YES	Total -	81	Ĺast 2	4 Hrs -	UNK/NR
SE LAND	Months Since - 10	Make/Model-	18	Last 3	O Davs-	UNK/NR
02 2/110	Aircraft Type - UNK/NR				O Days-	
Instrument Rating(s) - NONE	,, , , , , , , , , , , , , , , , , , ,					
Narrative RING THE THIRD LEG OF A CROSS-COUNTRY FLIGH FINAL APPROACH TO RWY 27. HE STATED HE FIF		S WHEN THEY WERE	ABOUT 25 F	EET AHEAD		

File No. - 688 5/06/87 GOBLES,MI A/C Reg. No. N761ED Time (Lc1) - 1900 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - WIRE,TRANSMISSION

2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND

3. LIGHT CONDITION - SUNGLARE

4. VISUAL LOOKOUT - POOR - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.4

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

----Probable Cause----

File No 686 6/	04/87 INVER	GROVE HTS,MN	A/C Reg. I	No. N4231E		Time (Lc1)	- 1915 CD1	Γ 
-Basic Information Type Operating Certificat	e-NONE (GENERA	L AVIATION)	Aircraft Da	mage		Inju	ıries	
			SUBSTANTIA	L	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL		Fire	Cre		0	0	1
Flight Conducted Under			NONE	Pas	ss 0	0	0	1
Accident Occurred During	-DESCENT							
-Aircraft Information								
Make/Model - AERONCA 1	1CC		odel – CONTIN	ENTAL C85 8F	EL			
Landing Gear - FLOAT		Number Eng				Stall Warni	ng System	- NO
Max Gross Wt - 1350			e - RECIPRO		JRETOR			
No. of Seats - 2		Rated Powe	r - 85	HP				
-Environment/Operations Info	rmation							
Weather Data		Itinerary				Proximity		
Wx Briefing - NO RECO	RD OF BRIEFING				OFF A	IRPORT/STRI	P	
Method - N/A		SAME AS A	CC/INC					
Completeness - N/A		Destination			Airport			
Basic Weather - VMC		LOCAL			WIPL			
Wind Dir/Speed- 180/005							- N/A	
Visibility - 15.0		ATC/Airspace				y Lth/Wid		
Lowest Sky/Clouds -			ght Plan - NO			y Surface		
Lowest Ceiling -		Type of Clea				y Status	- N/A	
Obstructions to Vision-		Type Apch/Li		AFFIC PATTERN	J			
Precipitation -			FUI	LL STOP				
Condition of Light -	DAYLIGHT							
-Personnel Information								
Pilot-In-Command		Age - 63	. Med	ical Certific			ATVERS/LIM	NII
Certificate(s)/Rating(s)		Biennial Flight Ro	eview	FI	ight Time (			114 (115
PRIVATE		Current		Total -			4 Hrs - UN	
SE LAND, SE SEA								
		Aircraft Type	- UNK/NR	Instrument-	UNK/NR	Last 9	Days-	30
				Multi-Eng -	UNK/NR	Rotorc	raft - UN	NK/NK
	- NONE							

File No. - 686 6/04/87 INVER GROVE HTS,MN A/C Reg. No. N4231E Time (Lc1) - 1915 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL

Finding(s)

1. UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

2. STALL - NOT CORRECTED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED

----Probable Cause----

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

File No 711 4/12/87 NIX	A,MO A/C R	eg. No. N2847P	Time (	(Lcl) - 15	520 CDT	
Basic Information						
Type Operating Certificate-NONE (GENE		t Damage		Injuries	6	
	DESTRO'	YED	Fatal Ser	rious M	1inor	None
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - LAKE LA-4-200	Eng Make/Model - LYG	COMING IO-360-A1B	ELT Insta	alled/Acti	vated -	YES/NO
Landing Gear - AMPHIBIAN	Number Engines - 1			Warning S		
Max Gross Wt - 2690	Engine Type - REG		0.1		,,	O,
No. of Seats - 4	Rated Power -	200 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport Prox	imitv		
Wx Briefing - NO RECORD OF BRIEFI			OFF AIRPORT			
Method - N/A	SPRINGFIELD, MO		OII AINFOR	, J 1 K 1		
Completeness - N/A	Destination		Airport Data			
Basic Weather - VMC	SAME AS ACC/INC		PRIVATE STR	NT D		
Wind Dir/Speed- 130/013 KTS	SAME AS ACC/INC				,	
	ATO /A:		Runway Ider			
Visibility - 15.0 SM	ATC/Airspace		Runway Lth			_
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan		Runway Surf			!F
<b>9</b>	ERCAST Type of Clearance		Runway Stat	us - DF	₹Y	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NONE		GO AROUND				
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 41	Medical Certifica	+o - VALID MEDI	CAL -WATVE	DC /L TMT	~
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (Hours)		K3/LIMI	1
	Bienniai Filgni Review					/110
PRIVATE	Current - UNK/NR	Total -	400 L	ast 24 Hr	's - UNK	/NR
SE LAND	Months Since - UNK/NR	Make/Model-	125 L	ast 30 Da	iys- UNK	/NR
	Aircraft Type - UNK/NR	Instrument-	O L	ast 90 Da	ys- UNK	:/NR
Instrument Rating(s) - NONE						
This trument katting(s) None						
Narrative						
E NORMAL PROCEDURE FOR OPERATING AT THIS	AIRSTRIP WAS TO ALWAYS TAKE OF	F TO THE EAST AND	LAND TO THE WE	ST WHEN		
NDS WERE NOT EXCESSIVE. WINDS ELSEWHERE I	N AREA WERE FROM SOUTHEAST AT	13 KNOTS WHILE AT	THIS STRIP. TH	IEY WERE		
OM THE EAST AT 30 KNOTS. AFTER APPROACH F						
					т	
TOP OF A TREE AND THEN THE TERRAIN THE						
E TOP OF A TREE AND THEN THE TERRAIN. THE E AIRCRAFT COLLIDED WITH.	LINE OF TREES ON THE EET 1 STE	DE OF THE RONWAL S		ic Olic III		

File No. - 711 4/12/87 NIXA, MO A/C Reg. No. N2847P Time (Lcl) - 1520 CDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. WEATHER CONDITION - TAILWIND 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 4. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND 6. OBJECT - TREE(S) 7. CLEARANCE - NOT MAINTAINED - 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) 7 Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6

-Basic Information						
Type Operating Certificate-NONE (GENERA				Injur		
	SUBSTAN		Fatal			None
Type of Operation -PERSONAL	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE			0	0	1
-Aircraft Information						
Make/Mode1 - THORP T-18	Eng Make/Model - LYC			Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warnir	ng System	- NO
Max Gross Wt - 1800	Engine Type - REC		ETOR			
No. of Seats - 2	Rated Power -	180 HP				
-Environment/Operations Information	This can are			Dan 200 d 200 d 200 d		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point		Airport I			
Method - N/A	SILOAM SPRINGS, AR		UN AIK	-UK I		
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	SAME AS ACC/INC			G GREEN		
Wind Dir/Speed- 190/010 KTS	5/ME //5 //65/ 1/15				- 13	
Visibility - 7.0 SM	ATC/Airspace		•	Lth/Wid ·	- 2600/	50
Lowest Sky/Clouds - 25000 FT THIN	IBKN Type of Flight Plan -	NONE	Runway	Surface -	- ASPHALT	
Lowest Ceiling -	Type of Clearance -	NONE		Status -		
Obstructions to Vision- NONE	Type Apch/Lndg -	TRAFFIC PATTERN				
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command		Medical Certifica			AIVERS/LIM	11
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (Ho		4 11	0
PRIVATE	Current - NO Months Since - UNK/NR	Total -		Last 24		2 K /ND
SE LAND	Aircraft Type - UNK/NR	•		Last 30	•	K/NK 24
	ATTCTATE Type - UNK/NK	Tristi dillerit	3	Last st	Juays	24
Instrument Rating(s) - NONE						
-Narrative PIC RPTDLY ENCOUNTERED A GUST OF WIND DUR						
R IMPACTED THE GROUND ABRUPTLY AND HIS HEA						
INTO TALL GRASS AND SOFT TERRAIN. THE PIC						
AROUND. THE ACFT SUBSEQUENTLY IMPACTED INT	O A DITCH WHICH WAS OBSCURED	BY THE TALL GRAS	S AND FLIP	PED INVERT	ED.	

File No. - 643 4/20/87 BOWLING GREEN, MO A/C Reg. No. N218HW Time (Lcl) - 0915 CDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - GUSTS 2. COMPENSATION FOR WIND CONDITIONS - NOT MAINTAINED - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - DITCH 6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3.6

File No 644 4/27/87 M	MARSHFIELD,MO	A/C Reg. No.	N2595B	Time (Lc1)	- 0830 CDT	
Basic Information Type Operating Certificate-NONE (GE Type of Operation -PERSONAL		Aircraft Damage SUBSTANTIAL Fire		Inj tal Serious O O	uries Minor O	None 1
Flight Conducted Under -14 CFR S Accident Occurred During -LANDING	91	NONE	Pass	0 0	ŏ	1
Aircraft Information Make/Model - PIPER PA-38-112 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Eng	e - RECIPROCAT		ELT Installed Stall Warr	d/Activated ning System	
Environment/Operations Information Weather Data  Wx Briefing - FSS  Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 270/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Depart FREDRICKT Destination SAME AS A  ATC/Airspace SCATTERED Type of Fli Type of Cle	OWN, MO CC/INC	OP Airpe BI Ri Ri Ri C PATTERN	port Proximity N AIRSTRIP Ort Data ECKNER unway Ident unway Lth/Wid unway Surface unway Status	- UNK/NR - 2600 -U - GRASS/TU	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 46 Biennial Flight R Current Months Since Aircraft Type	eview	al - 235	me (Hours) Last	24 Hrs - UNI 30 Days- UN	K/NR K/NR
Instrument Rating(s) - NONE						
THE PIC MADE AN UNEVENTFUL CROSS COUNTRY THE PIC RPTD A GUST 90 DEGREES FM THE LEF ENCOUNTERED AFT THE ACFT DPTD THE RWY WHI GAIN FLYING SPEED BUT BUSHES IN THE IMMED NOSE GEAR. SPRINGFIELD FSS RPTD WIND FROM CROSSWIND. THE ACFT HAS A DEMONSTRATED CR ACFT PRIOR TO THE ACCIDENT AND NO KNOWN (	FT FORCED THE ACFT TO V ICH VEERED THE ACFT EVE DIATE AREA OF ATTEMPTED M 270 DEGREES AT 10 KNO ROSSWIND COMPONENT OF 1	EER LEFT AND OFF N FURTHER TO THE TAKEOFF WERE ENC TS. THE PILOT ENC 5 KNOTS. THE PIC	THE RWY. TALL GI LEFT. THE PIC RI OUNTERED WHICH ( OUNTERED THIS AS HAD 8 FLT HOURS	RASS WAS PTD ADDING PWR COLLAPSED THE S A 90 DEGREE		

File No. - 644 4/27/87 MARSHFIELD,MO A/C Reg. No. N2595B Time (Lc1) - 0830 CDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. DIRECTIONAL CONTROL - NOT UNDERSTOOD - PILOT IN COMMAND 3. COMPENSATION FOR WIND CONDITIONS - NOT UNDERSTOOD - PILOT IN COMMAND 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND ON GROUND COLLISION WITH TERRAIN Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - HIGH VEGETATION 7. LANDING GEAR, NOSE GEAR - OVERLOAD 8. 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) 2,3,5

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

File No 792 4/	28/87 GERALD	, MO A/	C Reg. No. N4891H	Т	ime (Lcl) -	1330 CDT	
Basic Information Type Operating Certificat	e-NONE (GENERAL		craft Damage SSTANTIAL	Fatal	Injur Serious		None
Type of Operation Flight Conducted Under Accident Occurred During		Fire NOM			0	0	1
Aircraft Information Make/Model - ROTORWAY Landing Gear - SKID Max Gross Wt - UNK/NR No of Seats - 2	EXECUTIVE	Number Engines - Engine Type -	ROTORWAY RW-145 1 1 RECIPROCATING-CARBUI	S	Installed/A tall Warnin		
Environment/Operations Info Weather Data Wx Briefing - NO RECO Method - N/A	rmation RD OF BRIEFING	Itinerary Last Departure Po WASHINGTON,MO	pint		Proximity RPORT/STRIP		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 250/006 Visibility - 10.0 Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light -	SM 25000 FT THIN NONE NONE	Destination BLAND,MO  ATC/Airspace BKN Type of Flight Pl Type of Clearance Type Apch/Lndg	- NONE	Runway Runway	Ident - Lth/Wid - Surface -	•	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT		Age - 53 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Total - ` Make/Model-	ght Time (H 106	ours)	Hrs - Days- UN Days-	1
Instrument Rating(s)	- NONE						
Narrative HE STU PIC WAS SOLO ON A X-COU HICH ACCELERATED THE DESCENT R HE TAILBOOM STRUCK THE GND AND ONSISTED OF SLOPING TERRAIN. T TU STATED THAT HAD HE LEVELED EVEALED THAT THE ENG TIMING BE	ATE. THE STU FL THE HELO ROTAT HE STU STATED T OFF AT THE APPR	ARED BEFORE TOUCHDOWN E ED ON ITS SIDE. THE STU HAT HE FLARED AND THE T OPRIATE TIME HE PROBABL	BUT DID NOT LEVEL THE D STATED THAT THE LNDG TAILBOOM STRUCK THE UP LY WOULD HAVE BEEN SUG	HELO IN TI G SITE HE H PSLOPING TE	ME TO LAND. AD CHOSEN RRAIN. THE		

File No. - 792 4/28/87 GERALD, MO A/C Reg. No. N4891H Time (Lc1) - 1330 CDT LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. IGNITION SYSTEM - LOOSE 2. ENGINE ASSEMBLY - DISABLED Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 3. AUTOROTATION - PERFORMED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - EMERGENCY 4. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND 5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND 6. LEVEL OFF - IMPROPER - PILOT IN COMMAND 7. TERRAIN CONDITION - UPHILL

----Probable Cause----

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

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

File No 615 5/10/87 MIAMI	,MU A/C R	eg. No. N6561S 	ا 	ime (Lc1) - 	1900 CDT	
-Basic Information Type Operating Certificate-NONE (GENERA		t Damage		Injur		
Type of Operation -PERSONAL	SUBSTA Fire	Crew		Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI	NONE	Pass	0	0	0	0
Aircraft Information						
Make/Model - CESSNA 150H	Eng Make/Model - CO			Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600	Number Engines - 1 Engine Type - RE			Stall Warnin	g System	- 1E2
No. of Seats - 2	Rated Power -		LION			
-Environment/Operations Information						
Weather Data	Itinerary		•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIR	PORT		
Method - N/A Completeness - N/A	MARSHALL,MO Destination		Airport D	12+2		
Basic Weather - VMC	SAME AS ACC/INC		PRIVAT			
Wind Dir/Speed- 360/007 KTS	SAME AS AGO, ING			_	19	
Visibility ~ 10.0 SM	ATC/Airspace			Lth/Wid -	2400 -UI	NK/NR
Lowest Sky/Clouds - CLEAR	Type of Flight Plan				GRAVEL	
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	- FULL STUP				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 47	Medical Certifica	to - FXPIR	FD		
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (F			
PRIVATE	0		178	Last 24	Hrs - UN	
SE LAND	Months Since - 3 Aircraft Type - C-150	Make/Model- UN	NK/NR	Last 30	Days- UN	
	Aircraft Type - C-150	Instrument- UN Multi-Eng - UN			Days- aft - UN	
Instrument Rating(s) - NONE		_				
Narrative PILOT HAD COMPLETED THE LANDING AT A PRIV	ATE AIDDODT AND WAS TAVITAD	AT THE EDGE OF THE	E CDAVEL D	DINIMAV LIE		
A CLUMP OF GRASS AND DIRT AND PARTIALLY C		AT THE EDGE OF THE	_ GRAVEL N	ONWAT. HE		
A SCOME SE GRASS AND DIRE AND EARLIAGE CO	SEER SED THE NOSE GLAR.					

File No. - 615 5/10/87 MIAMI,MO A/C Reg. No. N6561S Time (Lcl) - 1900 CDT

Occurrence #1 DN GROUND COLLISION WITH TERRAIN Phase of Operation TAXI - FROM LANDING

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. RUNWAY MAINTENANCE - INADEQUATE - AIRPORT PERSONNEL

Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation TAXI - FROM LANDING

Finding(s)

4. LANDING GEAR,NOSE GEAR - OVERLOAD
5. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL

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

----Probable Cause----

RCRAFT Aircraft SUBSTANT Fire NONE  Eng Make/Model - P&W Number Engines - 1	Crev Pass 	0 0	Injur Serious O O	ies Minor O O	None 1 0
Fire NONE  Eng Make/Model - P&W Number Engines - 1	Crev Pass 	0 0	0	0	1
NONE  Eng Make/Model - P&W Number Engines - 1	Pass 		-	•	
Eng Make/Model - P&W Number Engines - 1	R-1340				
Number Engines - 1		·			
Number Engines - 1					
			Installed/A		
			itall Warnin	g System	- NO
Engine Type - RECI		ETOR			
Rated Power - 6	OO HP 				
Tidanan		A	Denoted to		
		OFF AI	KPUKI/ SIKIP		
- ·		Airport F	lata		
		Amport	,a ta		
200/12		Runway	Ident -	N/A	
ATC/Airspace					
Type of Flight Plan -	NONE	Runway	Surface -	GRASS/TU	₹F
		Runway	Status -	DRY	
Type Apch/Lndg -	ORCED LANDING				
				IVERS/LIM	ΙT
			•		
		1/51	Last 24	Hrs -	10
Months Since - 4	Make/Model~	1410	Last 30	Days- UN	K/NR
Aircraft Type - C-1/2XP	Instrument-	12	Last 90	Days-	81
AOMAN OUT OF THE EXECT	IE ENOTHE DESSE	165 1146 616	NI AND UE	_	
I OVERBRAKED AND FLIPPED A	IKPLANE FURWARD	IO TUVEKIE	. אטזווזטא.		
	Rated Power - 60  Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL  ATC/Airspace Type of Flight Plan - N Type of Clearance - N Type Apch/Lndg - F  e- 31 Me ennial Flight Review Current - YES Months Since - 4 Aircraft Type - C-172XP	Rated Power - 600 HP  Itinerary Last Departure Point SAME AS ACC/INC  Destination LOCAL  ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING  e - 31 Medical Certificate Pennial Flight Review Flig Current - YES Total - Months Since - 4 Make/Model- Aircraft Type - C-172XP Instrument-	Rated Power - 600 HP  Itinerary	Rated Power - 600 HP  Itinerary	Rated Power - 600 HP  Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING  Medical Certificate - VALID MEDICAL-WAIVERS/LIME Pennial Flight Review Current - YES Months Since - 4  Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - GRASS/TUI Runway Status - DRY Flight Time (Hours) Current - YES Total - 1751 Last 24 Hrs - Months Since - 4  Make/Model - 1410 Last 30 Days - UNI

File No 60	01 6/18/87	NEELYVILLE,MO	A/C Reg. No. N5214	Time (Lc1) - 1315 CDT
Occurrence #1 Phase of Operation				
Finding(s)  1. POWERPLANT CONTI 2. PROCEDURES/DIREC 3. LOW PASS - PERFO	CTIVES - NOT FOLLO	WED - PILOT IN COMMAND	) 	· ·
Occurrence #2 Phase of Operation			·	
Occurrence #3 Phase of Operation	NOSE OVER LANDING - ROLL			
Finding(s) 4. BRAKES(NORMAL)	- EXCESSIVE - PILO			
Probable Cause				
The National Transports/are finding(s) 2,4		ard determines that the	Probable Cause(s) of this accid	dent
Factor(s) relating to	n this accident is	s/are finding(s) 3		

F	ile No	712	7/18/87	SWIFTOWN,MS		A/C Re	eg. No. N7310	N	, Т	ime (Lcl)	- 1130 CE	т
	ic Informat /pe Operati		cate-AGRICU	LTURAL AIRCR			: Damage			•	uries	
FΊ	ccident Occ	cted Under	-14 CFR ng -LANDIN		Fi	SUBSTAN re IONE		Crew Pass	Fatal 0 0	Serious O O	Minor 1 0	None O O
Ma La Ma	craft Infor ake/Model	mation - AIR TR - TAILWH - 7050	ACTOR AT-30 EEL-ALL FIX		Eng Make/Model Number Engines Engine Type Rated Power	5 - 1			S			i - NO -N/A n - UNK/NR
Weat W× Ba	ther Data.  K Briefing Method Completene asic Weathe Wind Dir/S Visibility Lowest Sky Lowest Cei Obstructio Precipitat	- NO R - N/A ss - N/A r - VMC peed- 160/ - 6 /Clouds - ling ns to Visi ion of Light	.O SM 3000 F - NONE	I IEFING I A T SCATTERED	tinerary Last Departure SAME AS ACC/I Destination LOCAL TC/Airspace Type of Flight Type of Clearar Type Apch/Lndg	NC Plan - nce -	· NONE · NONE		OFF AID Airport D. Runway Runway Runway Runway	Ident Lth/Wid Surface	IP - N/A - N/A	
Pil	sonnel Info lot-In-Comm Certificate COMMERCI SE LAND	and (s)/Rating		C o Mo	55 ial Flight Revie urrent - Y onths Since - ircraft Type - (	ew 'ES 5	Medical Cert Total Make/Mode Instrume	Fligh - 1 el-	nt Time (H	ours) Last : Last :	24 Hrs - 30 Days- l	12
	Instrume	nt Rating(	s) - NONE									
WHILE SP FLARE, T FLIPPED	THE THROTTL INVERTED O	E WAS ADVA N TOUCH DO	NCED TO RAI	SE THE NOSE,	ROUGHOUT THE ACF & THE PLT DISCO REVEALED THAT TH HEEK.	VERED	THE ENG HAD	TOTALL	Y FAILED.	THE ACFT		

File No 7	12 7/18/8	B7 SWIFTOWN,MS	A/C Reg. No. N7310N	Time (Lc1) - 1130 CDT
Occurrence #1 Phase of Operation		PONENT/SYSTEM FAILURE/MA - AERIAL APPLICATION	LFUNCTION	
Finding(s) 1. ENGINE ASSEMBLY	,CRANKSHAFT - I	FAILURE, TOTAL		·
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation	NOSE OVER LANDING - ROI	_L		
Probable Cause				

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

File No 666 5/08/87 MO	NROE, NC A/C	Reg. No. N53317	7	ime (Lcl) -	1943 E	DT
Basic Information Type Operating Certificate-NONE (GEN		raft Damage	F-4-7	Injur		A
Time of Openshion DEDCOMAL		STANTIAL	Fatal		Minor	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE		-	1 0	0	0
Accident Occurred During -DESCENT	NONE					
Aircraft Information						
	SILVER MX Eng Make/Model -			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines ~			Stall Warnir	ig Syster	m - NO
Max Gross Wt - UNK/NR No. of Seats - 2	<b>3</b> 7.	RECIPROCATING-CARBUR 65 HP	ETOR			
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEF		nt	OFF A	RPORT/STRIF	•	
Method - N/A	MONROE, NC		A : 4 . 5	\_ # _		
Completeness - N/A	Destination SAME AS ACC/INC		Airport [	рата		
Basic Weather - VMC Wind Dir/Speed- CALM	SAME AS ACC/INC		Pupua	/ Ident -	N/A	
Visibility - 50.0 SM	ATC/Airspace			/ Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	n - NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance				N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-IN		014140	,	
Precipitation - NONE	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Condition of Light - DUSK						
Personnel Information						
Pilot-In-Command	Age - 33	Medical Certifica				
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		ht Time (F	•		
STUDENT	Current - N/A				Hrs - I	
	Months Since - N/A		102	Last 30		
	Aircraft Type - N/A	Instrument-	O	Last 90	Days- l	UNK/NR
Instrument Rating(s) - NONE						
Narrative						
E STUDENT PLT REPORTED THAT THE ENGINE L WED FIELD OWNED BY HIM. THE ACFT SUBSEQU						
RRAIN NOSE-DOWN. THE STUDENT PILOT NOTED						
CYCLE LUBE OIL, AND THAT THE FUEL WAS 6					DUE	
THE AGE OF THE FUEL.				= ===.,		

File No 6	66 5/08/87 MONROE,NC	A/C Reg. No. N53317	Time (Lc1) - 1943 EDT
Occurrence #1 Phase of Operation			
	ICE - INADEQUATE - PILOT IN COMMAND PERFORMED - PILOT IN COMMAND		·
Occurrence #2 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT APPROACH		
Finding(s) 4. OBJECT - TREE(S	5)		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause			
The National Transpois/are finding(s) 1,	ortation Safety Board determines that the 2,3	Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 4		

File No 695 5/22/87	HUNTERSVILLE,NC	A/C Reg. No.	N9796K	•	Time (Lcl) -	- 1945 ED	т
Basic Information Type Operating Certificate-NONE (G	GENERAL AVIATION)	Aircraft Damage	:	Entol	Injur		None
Time of Openation - DEDCOM	1	SUBSTANTIAL	Cnou	Fatal O	Serious 1	Minor O	None O
Type of Operation -PERSONA Flight Conducted Under -14 CFR		Fire ON GROUND	Crew Pass	0	0	0	0
Accident Occurred During -LANDING		ON GROUND	rass	U	O	O	Ü
Aircraft Information							
Make/Model - STINSON 108-2	Eng Make/M	odel - FRANKLIN 6	A4165 SERIES	S ELT	Installed/A	Activated	- YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXE	D Number Eng	ines - 1		:	Stall Warnir	ng System	- NO
Max Gross Wt - 2078	Engine Typ	e - RECIPROCAT	ING-CARBURET	ΓOR			
No. of Seats - 4	Rated Powe	r - 165 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRI				ON AI	RSTRIP		
Method - N/A	SAME AS A	CC/INC					
Completeness - N/A	Destination		1	Airport I			
Basic Weather - VMC	SAME AS A	CC/INC			ORD FIELD		
Wind Dir/Speed- CALM						- 24	
Visibility - 10.0 SM	ATC/Airspace				y Lth/Wid -		
· · · · · · · · · · · · · · · · · · ·	SCATTERED Type of Fli				y Surface -		URF
Lowest Ceiling - NONE	Type of Cle				y Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/L		TED FORCED L	LANDING			
Precipitation - NONE Condition of Light - DAYLIGHT	-	FURCEL	LANDING				
Personnel Information	4	<b>94</b>	04:6:4		D MEDICAL NO		/: TMTT
Pilot-In-Command	Age - 36		Certificate	t Time (1		) WAIVERS	/ LIMII
Certificate(s)/Rating(s)	Biennial Flight R				Hours) Last 24	1 Una -	5
COMMERCIAL, ATP	Current Months Since	- YES Tot	aı - : :e/Model-			) Days- U	
SE LAND, ME LAND	Aircraft Type		strument-		Last 90		195
HELICOPTER	итстатт туре			3713		raft -	375
		Har	i Liig	<i>37</i> 10	1010.01	۵, ۱	373
Instrument Rating(s) - AIRPLA	NNE, HELICOPTER						
Narrative							
THE PLT REPORTED THAT HE CLOSED THE THRO	TTLE TO SIMULATE AN ENG	INE FAILURE AFTER	TAKEOFF FRO	M RWY O	6, AT ABOUT		
400-500 FT AGL. HE SUBSEQUENTLY MADE A 1	180 DEGREE TURN BACK TOW	ARD THE ARPT TO F	PRACTICE A SI	MULATED	FORCED LDG,	, AND	
THE ACFT SINK RATE INCREASED TO A GREATE						[D	
NOT RESPOND. THE ACFT IMPACTED GRASSY TE							
A POST-CRASH FIRE ENSUED. THE PLT STATED							
WERE OBTAINED IN THIS ACFT. HE NOTED THA						AND	
THAT IT HAD RECEIVED AN ANNUAL INSPECTION		CCIDENT. THE ENGI	NE CARBURETO	OR WAS RI	EPORTEDLY		
EQUIPPED WITH A "LEATHER-SKIRT" TYPE ACC	CELERATOR PUMP.						

File No. - 695 5/22/87 HUNTERSVILLE, NC A/C Reg. No. N9796K Time (Lc1) - 1945 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. THROTTLE/POWER CONTROL - REDUCED - PILOT IN COMMAND 2. MANEUVER - INTENTIONAL - PILOT IN COMMAND 3. JUDGEMENT - POOR - PILOT IN COMMAND 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 5. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT.OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING Finding(s) 8. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND 9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND 10. DESCENT - EXCESSIVE - PILOT IN COMMAND 11. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND 12. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 1,2,5,12$ 

Factor(s) relating to this accident is/are finding(s) 3,4,6,7,8,9,10

----Probable Cause----

File No 780 5/23/87 SPARTA,	NC	A/C Reg. No. N	8543A	· T	ime (Lc1) -	1520 E	DΤ
Type Operation  Type of Operation Flight Conducted Under	S Fi	rcraft Damage UBSTANTIAL re ONE	Crew Pass	Fatal O O	Injur Serious O O	ries Minor 1 1	None O O
Aircraft Information Make/Model - CONSLDT ARNTCS LAKE LA-4- Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2690 No. of Seats - 4	200 Eng Make/Model Number Engines Engine Type Rated Power				Installed/A		d - YES/YES n - YES
Environment/Operations Information Weather Data  Wx Briefing - FSS Method - IN PERSON Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 320/010 KTS Visibility - 7.0 SM Lowest Sky/Clouds - UNK/NR SCATTE Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - RAIN Condition of Light - DAYLIGHT	Itinerary Last Departure SALISBURY,MD Destination KINGSPORT,TN ATC/Airspace RED Type of Flight Type of Clearan Type Apch/Lndg	Plan - NONE ce - NONE	IONARY LANI	OFF AI Airport D Runway Runway Runway Runway	Ident - Lth/Wid - Surface -	- N/A - N/A	
	ge - 55 iennial Flight Revie Current - Y Months Since - Aircraft Type - L	w ES Tota 1 Make A4200 Inst	Fligh 1 - :/Model- rument-	t Time (H 835	Last 24 Last 30	Hrs -	JNK/NB 9
Instrument Rating(s) - NONE							
THE PLT ATTEMPTED A PRECAUTIONARY LDG AT A PRIV HIS INTENDED DESTINATION BY ATC. JUST PRIOR TO GO-AROUND. DURING CLIMBOUT, HE LOST SIGHT OF TH CONDITIONS DETERIORATED. HE SUBSEQUENTLY ATTEMP HE ADDED FULL PWR TO GO-AROUND AND THE AMPHIBIO POLE GUY WIRE. THE ACFT SPUN AROUND TO THE SIDE STATE TROOPER THAT HE HAD ATTEMPTED THE LDG BEC ACFT REVEALED APPROX 2 GALS. OF FUEL ON BOARD. AT APPROX 1135 EDT.	TOUCHDOWN, HE OBSERVE FIELD AND CIRCLED TED A LDG ON A GRAVE US ACFT MISSED THE WAND CAME TO REST NO AUSE HE FELT HE WAS	ED A BALLOON A FOR SEVERAL MI L ROAD WHERE H IRES TO THE FR SE-UP AGAINST GETTING LOW ON	T MID-FIELI NUTES AS TI E OBSERVED ONT, BUT A A UTILITY FUEL. LAT	D AND EXC HE WX WIRES IN WING STR POLE: THE ER EXAMIN	UTED A  FRONT OF H UCK A UTILI PLT TOLD A ATION OF TH	TY N HE	

File No. - 780 5/23/87 SPARTA, NC A/C Reg. No. N8543A Time (Lcl) - 1520 EDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation MANEUVERING Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. WEATHER CONDITION - RAIN 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 4. WEATHER EVALUATION - POOR - PILOT IN COMMAND 5. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND 6. FLUID, FUEL - LOW LEVEL 7. REFUELING - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING Findina(s) 8. OBJECT - GUY WIRE 9. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND 10. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND 11. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #3 Phase of Operation LANDING The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 11

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,10

File No 781 5/27/87	ERWIN,NC	A/C Reg. No.	N 1696   	Time (Lcl)	- 1630 EL	)T 
-Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fata	Inju 1 Serious	ries Minor	None
,,	RUCTIONAL FR 91 IING	Fire NONE	Crew 0 Pass 0	_	0	2 0
-Aircraft Information						
Make/Model - PIPER PA-28-140		e/Model - LYCOMING O	-320 SERIES E	LT Installed/		
Landing Gear - TRICYCLE-FIXED		Engines - 1	THE CARRUPATOR	Stall Warni	ng System	n - YES
Max Gross Wt - 2150 No. of Seats - 2	Engine Rated F		ING-CARBURETOR			
	n					
Weather Data	Itinerary			rt Proximity		
Wx Briefing - NO RECORD OF		arture Point	ON .	AIRPORT		
Method - N/A		S ACC/INC				
Completeness - N/A	Destinati		Airpor			
Basic Weather - VMC	SAME A	S ACC/INC		NETT COUNTY	0.4	
Wind Dir/Speed- 040/005 KTS Visibility - 10.0 SM	ATC/Airspa	CO		way Ident way Lth/Wid	- 04 - 3700/	75
Lowest Sky/Clouds - UNK/N		Flight Plan - NONE		way Ethywid way Surface		
, · · · · · · · · · · · · · · · · · · ·		Clearance - NONE		•	- UNK/NR	-
Obstructions to Vision- NONE	Type Apo		C PATTERN	.,		
Precipitation - NONE		FULL S	TOP			
Condition of Light - DAYLI	GHT					
-Personnel Information				. (		
Pilot-In-Command	Age - 48		Certificate - UNI Flight Time			
<pre>Certificate(s)/Rating(s)     COMMERCIAL,CFI</pre>	Biennial Fligh Current	T REVIEW - YES Tot	•		4 Hrs - l	INIZ /AID
SE LAND, ME LAND	Months Sir	_	e/Model- 518	Last 3	A Draye- L	INK/NR
JE EAND, ME EAND	Aircraft T		trument- 0	Last 9	O Days- l	JNK/NR
Instrument Rating(s) - AIR	PLANE					
-Nonnotivo						
-Narrative ACFT IMPACTED LEVEL GRASSY TERRAI	N SHORT OF DWV OA WHIL	E ON SHOOT ETNAL DID	TNG A DDACTICE SH	DT-ETELD LDG	THE	
REPORTED THAT THE STUDENT PLT HAD						
SEQUENTLY ENCOUNTERED AS THE ACFT					THE	
ASSUMED CONTROL OF THE ACFT, LOWE					_	
T IMPACTED THE TERRAIN SLIGHTLY NO						
M O4O DEGREES AT 5 KTS WITH NO GUS	TS THE PIPER 140 OWNER	S HANDROOK LISTS 55	MPH AS THE POWER-	OFF STALL SPE	FD FOR	
INGS-LEVEL ACFT AT GROSS WEIGHT WI		5 HANDBOOK EISTS OF			,	

File No 7	81 5/27/87 ERWIN,NC	A/C Reg. No. N1696T	Time (Lc1) - 1630 EDT
	IN FLIGHT ENCOUNTER WITH WEATHER APPROACH - VFR PATTERN - FINAL APPROACH		
Finding(s) 1. OBJECT - DOWNDR	AFT		
2. DESCENT - EXCES 3. PROPER TOUCHDOW 4. REMEDIAL ACTION	UNDERSHOOT  APPROACH - VFR PATTERN - FINAL APPROACH SIVE - DUAL STUDENT N POINT - NOT OBTAINED - DUAL STUDENT - DELAYED - PILOT IN COMMAND(CFI)		
Occurrence #3			
Finding(s) 5. FLARE - NOT PER	FORMED - PILOT IN COMMAND(CFI)		
Phase of Operation	NOSE GEAR COLLAPSED LANDING - ROLL		
Probable Cause			-
The National Transpo is/are finding(s) 2,	rtation Safety Board determines that the 3,4,5	Probable Cause(s) of this accid	lent
Factor(s) relating t	o this accident is/are finding(s) 1		

File No 745 6/06/87 KANNA	APOLIS,NC	LIS,NC A/C Reg. No. N1511A		Time (Lc1) - 0750 EDT			
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	F	SUBSTANTIAL ire NONE	Crew Pass	Fatal O 1	Serious 1 0	Minor O O	None O 1
Aircraft Information Make/Model - BALLOON WORKS, INC FIRE Landing Gear - N/A Max Gross Wt - 1660 No. of Seats - UNK/NR	Number Engine: Engine Type	s - N/A				/Activated ing System	
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 045/006 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	KANNAPOLIS,NO Destination LOCAL ATC/Airspace Type of Flight Type of Clearar	C Plan - NONE	·IN	OFF AIR Airport Da Runway Runway Runway	Ident Lth/Wid	IP - N/A - N/A - GRASS/TU	IRF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE FREE BALLOON	Age - 40 Biennial Flight Revio Current - 1 Months Since - Aircraft Type - I	YES Total	Fligh -	t Time (Ho	ours) Last 2	24 Hrs - 30 Days- 90 Days-	1 6 8
Instrument Rating(s) - NONE							
Narrative THE BALLOON PILOT WAS EXECUTING A LANDING APPLINES ON THE NEAR SIDE OF THE FIELD AS HE MAD BASKET LANDED HARD. THE BALLOON REMAINED DRAF SUSTAINED SERIOUS ELECTRICAL SHOCK INJURIES A	DE HIS APPROACH. THE EPED OVER THE POWER LINE	BALLOON COLLIDED ES AFTER THE BASK	WITH THE	POWER LIN	NES AND TH	HE .	

File No. - 745 6/06/87 KANNAPOLIS,NC A/C Reg. No. N1511A Time (Lc1) - 0750 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT 
Phase of Operation DESCENT

Finding(s)

1. OBJECT - WIRE,STATIC

2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

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

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

----Probable Cause----

Type Operating Certificate-AGRICULTURA	L AIRCRAFT	Aircraft				Injur		
		DESTROY				Serious		None
Type of Operation -AERIAL APPL Flight Conducted Under -14 CFR 137	ICATION	Fire	ND	Crew		0	0	1
Accident Occurred During -DESCENT		UN GRUU	NU	Pass	0	O	0	0
-Aircraft Information								
Make/Model - PIPER PA-25-235			DMING 0-540					
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2900		gines - 1	IPROCATING-CA	DRUDETO		all Warnir	ig System	- YES
No. of Seats - 1		er -		KDUKET	JK			
Environment/Operations Information								
Weather Data	Itinerary			į.		roximity		
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	G Last Depar FARMVILL				OFF AIR	PORT/STRIF	•	
Completeness - N/A	Destination	•		Δ÷	irport Da	ta		
Basic Weather - VMC	LOCAL				ii poi t bo	· cu		
Wind Dir/Speed- VARIABLE/007 KTS					Runway	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace					Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of F1					Surface -		
Lowest Ceiling - NONE	Type of Cl				Runway	Status -	N/A	
Obstructions to Vision- HAZE Precipitation - NONE	Type Apcn/	Lndg -	NUNE					
Condition of Light - DAYLIGHT								
Pilot-In-Command	Age - UNK/NR		Medical Certi	ficate	- VALID	MEDICAL-NO	WAIVERS	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review		Flight	Time (Ho	urs)		
COMMERCIAL	Current	- YES	Total		000	Last 24	Hrs -	10
SE LAND, ME LAND	Months Since		Make/Mode		000	Last 30	Days-	75
	Aircraft Typ	e - 15O	Instrumen Multi-Eng		200	Last 90	Days-	150
Instrument Rating(s) - AIRPLANE								
-Narrative								
IND THAT HE WAS IN PROCEDURE TURN-AROUND	FOR SPRAYING SOYB	EANS. ACFT	STALLED AND R	ECOVERY	/ INITIAT	ED. ACFT E	NTERED	

File No. - 713 8/27/87 MACCLESFIELD, NC A/C Reg. No. N89201 Time (Lc1) - 1130 EDT LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND 3. MANEUVER - MISJUDGED - PILOT IN COMMAND IN FLIGHT COLLISION WITH OBJECT Occurrence #2 Phase of Operation DESCENT - UNCONTROLLED Finding(s) 4. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

File No 782 4/07/87 BERTH	OLD, ND	A/C Reg.	No. N88177	Т	ime (Lc1) -	1840 CD	T
Basic Information Type Operating Certificate-NONE (GENERA)  Type of Operation -PERSONAL	L AVIATION)	Aircraft Da DESTROYED Fire	amage Cre	Fatal w 1	Injur Serious O		None O
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		ON GROUND	Pas	s O	Ö	Ö	Ö
Aircraft Information							
Make/Model - BELLANCA 7GCBC Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 2	Number Engi	nes - 1 - RECIPA	NG 0-320-A2D ROCATING-CARBU HP	` S	Installed/A tall Warnir		
Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departu SAME AS AC				Proximity RPORT/STRIP		
Completeness - N/A Basic Weather - VMC	Destination KENMARE,ND			Airport D			
Wind Dir/Speed- 190/009 KTS Visibility - 20.0 SM	ATC/Airspace				Ident - Lth/Wid -	N/A N/A	
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Flig Type of Clea Type Apch/Ln	rance - NO	DNE	Runway	Surface -		
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 30 Biennial Flight Re		dical Certifica Flia	ate - VALID ght Time (H		IVERS/LI	MIT
COMMERCIAL	Current	- UNK/NR	Total -	1550	Last 24		
SE LAND	Months Since Aircraft Type		Make/Model-   Instrument-	•	Last 30 Last 90	Days- U	
Instrument Rating(s) - NONE							
Narrative HE PLT TOOK OFF TO THE EAST FROM A FARM DRIVE GHT TURN, FOLLOWED BY A LEFT TURN AT APRX 31 HE ACFT SUDDENLY PULLED UP, BANKED RIGHT, ROP APPEARED THE PLT DID NOT SEE AN ANTENNA MORE CITING IT. THE PLT HAD FLOWN INTO THE FARM BE PPLICATOR.	5-50 FT AGL. THE AC LLED INVERTED, AND JNTED ON TOP OF A G	FT APPROACHE CRASHED IN A RAIN BIN AND	D THE FARM AT IN OPEN PLOWED MAY HAVE BEEI	APRX 50-10 FIELD. WIT N TRYING TO	O FT AGL. NESSES SAID AVOID		

File No 7	82 4/07/87	BERTHOLD, ND	A/C Reg. No. N88177	Time (Lc1) - 1840 CDT
Occurrence #1 Phase of Operation				
2. IMPROPER US 3. VISUAL LOOKOUT 4. IMPROPER US 5. PULL-UP - PERFO 6. AEROBATICS - PE	- INADEQUATE - PIL E OF PROCEDURE,INA PRMED - PILOT IN CO PRFORMED - PILOT IN	R CONFIDENCE IN PER OT IN COMMAND TTENTIVE - PILOT IN MMAND		
Occurrence #2 Phase of Operation Finding(s) 8. STALL - INADVER 9. ALTITUDE - INAD	MANEUVERING	MMAND		
	IN FLIGHT COLLIS	ION WITH TERRAIN		
Finding(s) 10. TERRAIN CONDITI	ON - OPEN FIELD			
Probable Cause				
The National Transpo		rd determines that	the Probable Cause(s) of this acci	dent
Factor(s) relating t	o this accident is	/are finding(s) 2,4	,5,7	

Basic Information Type Operating Certificate-NONE (GEN	FRAL AVIATION) Airc	raft Damage		Injur	ies	
Type operating out thireate none (den		STANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire			0	0	1
Flight Conducted Under -14 CFR 91	NON	IE Pass	0	0	0	1
Accident Occurred During -LANDING						<b></b> _
Aircraft Information						,
Make/Model - PIPER PA-24-250		LYCOMING 0-540-A1A		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE				tall Warnin	g System ·	YES
Max Gross Wt - 2800 No. of Seats - 4	3 7.	RECIPROCATING-CARBUR	EIUK			
NO. 01 Seats - 4	Rated Fower -	250 HF				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEF Method - N/A	ING Last Departure Po KIMALL.NE	oint	ON AIR	PURT		
Completeness - N/A	Destination		Airport D	12+2		
Basic Weather - VMC	LOCAL			L MUNI		
Wind Dir/Speed- 080/007 KTS	EGGAL				10	
Visibility - 25.0 SM	ATC/Airspace			Lth/Wid -		75
Lowest Sky/Clouds - UNK/NR S	CATTERED Type of Flight Pl	an - NONE			CONCRETE	
Lowest Ceiling - BROKEN	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	Age - 61	Medical Certifica	VAL TE	MEDICAL WA	TVEDC/LIM	
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (F		IVERS/LIMI	. 1
PRIVATE	Current - YES				Hrs - UN	C/NR
SE LAND	Months Since - 10	Make/Mode1-				
	Aircraft Type - PA-					
		Multi-Eng - L	INK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE						
						<b></b>
PIC RPTD LANDING RWY 10 WITH A WND FM (	OSO AT 7 KTS. THE ACET REGA	N VEERING LEFT AND RA	N THROUGH	A SNOW BANK		
	ING GEAR COLLAPSED AND THE					

17 3/05/87	KIMBALL,NE	A/C Reg. No. N5553P	Time (Lc1) - 1925 CST
			~
		ND	
ON GROUND COLLISI LANDING - ROLL	ON WITH TERRAIN		
DN - SNOWBANK			
MAIN GEAR COLLAPS LANDING - ROLL	ED		
	M - OVERLOAD M - FAILURE,TOTAL		
	LOSS OF CONTROL - LANDING - FLARE/T  FROL - NOT MAINTAIN RVE - UNCONTROLLED  ON GROUND COLLISI LANDING - ROLL  MAIN GEAR COLLAPS LANDING - ROLL	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL  MAIN GEAR COLLAPSED	LOSS OF CONTROL - ON GROUND LANDING - FLARE/TOUCHDOWN  FROL - NOT MAINTAINED - PILOT IN COMMAND  RVE - UNCONTROLLED - PILOT IN COMMAND  ON GROUND COLLISION WITH TERRAIN LANDING - ROLL  MAIN GEAR COLLAPSED LANDING - ROLL

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

File No 793 4/25/87 VALLE	Y,NE A/C	A/C Reg. No. N1145Q Time (Lc1) - 2020 CDT				
Basic Information Type Operating Certificate-NONE (GENERA		t Damage		Injur		
	DESTR	YED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Cre		0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pas	s 1	0	0	0
Accident Occurred During -MANEUVERING						
Aircraft Information						
Make/Model - PIPER PA-28-181	Eng Make/Model - L'			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall Warnin	g System	- YES
Max Gross Wt - 2550	Engine Type - R		RETOR			
No. of Seats - 4	Rated Power -	180 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	:	OFF A	RPORT/STRIP		
Method - N/A	MILLARD, NE					
Completeness - N/A	Destination		Airport [	)ata		
Basic Weather - VMC	LOCAL		•			
Wind Dir/Speed- CALM			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 -	N/A	
Lowest Ceiling ~ NONE	Type of Clearance	- NONE	Runway	/ Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE	•			
Precipitation - NONE	, , , , <u>, , , , , , , , , , , , , , , </u>					
Condition of Light - DUSK						
Personnel Information						
Pilot-In-Command	Age - 36	Medical Certifica	ate - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		aht Time (F			
COMMERCIAL, CFI	Current - YES	Total -		Last 24	Hrs - UN	K/NR
SE LAND	Months Since - 20	Make/Mode1- (	JNK/NR	Last 30	Davs- UN	K/NR
HELICOPTER	Aircraft Type - PA-28			Last 90	Davs- UN	K/NR
		21,0 11 4,,,,0111			aft -	
				110 (01 01	41 (	240
Instrument Rating(s) - NONE						
Narrative APRX 2020 CDT, WITNESSES SAW THE ACFT AS T E LAST PASS, THE ACFT STRUCK POWER LINES, T THE RIVER IN APRX 25 FT OF WATER. AN EXAM THE ACFT HAD BEEN APRX 2.5 FT LOWER, IT WO	HEN CRASHED IN THE RIVER. TREVEALED THAT THE RGT WING	HE WRECKAGE CAME & TOP OF THE ACFT	TO REST IN	THE MAIN CH	ANNEL	

File No. - 793 4/25/87 VALLEY, NE A/C Reg. No. N1145Q Time (Lc1) - 2020 CDT IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 1. JUDGEMENT - POOR - PILOT IN COMMAND 2. BUZZING - PERFORMED - PILOT IN COMMAND 3. LIGHT CONDITION - DUSK 4. OBJECT - WIRE, TRANSMISSION 5. CLEARANCE - MISJUDGED - PILOT IN COMMAND 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. TERRAIN CONDITION - WATER, ROUGH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident . is/are finding(s) 1,2,5

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

File No 613 6	/05/87 DALT	ON, NE A/0	Reg. No. N4219J		Time (Lcl)	- 0630 MDT	
-Basic Information Type Operating Certifica	te-AGRICULTURA		aft Damage	<b>-</b>	Inju		
Type of Operation Flight Conducted Under Accident Occurred During		_ = -		Fatal Crew O Pass O	Serious O O	Minor O O	None 1 0
-Aircraft Information Make/Model - CESSNA 1 Landing Gear - TAILWHEE Max Gross Wt - 4400 No. of Seats - 1		9 ,,			T Installed// Stall Warnin		
Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 200/00 Visibility - 20.0	ORD OF BRIEFIN  7 KTS SM 15000 FT SCA - 25000 FT BRO - NONE - NONE	SAME AS ACC/INC Destination LOCAL  ATC/Airspace TTERED Type of Flight Pla	in - NONE - NONE	ON A Airport Runw Runw Runw		GRASS/TU	RF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s COMMERCIAL,CFI SE LAND,ME LAND Instrument Rating(s)		Age - 43 Biennial Flight Review Current - YES Months Since - 8 Aircraft Type - UNK/	Total Make/Mode NR Instrumen	Flight Time - 5829 1- 4600 t- 456		l Hrs - ) Days- UNI ) Days-	7 290
Narrative E PIC ATTEMPTED TO DEPART A DM STRUCK TALL STANDING WHEA SE OVER.							

File No. - 613 6/05/87 DALTON, NE A/C Reg. No. N4219J Time (Lc1) - 0630 MDT

Occurrence #1

ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION

- 2. PREFLIGHT PLANNING/PREPARATION POOR PILOT IN COMMAND
- 3. GROUND LOOP/SWERVE INADVERTENT PILOT IN COMMAND
- 4. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND

Occurrence #2

NOSE OVER

Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

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

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

Basic Information	A AVIATION	S. D		T = /		
Type Operating Certificate-NONE (GENER	AL AVIATION) ATCCC	ft Damage	Fatal	Inju Serious		None
Type of Operation -PERSONAL	Fire	Cre		1	~ 0	0
Flight Conducted Under -14 CFR 91	NONE			Ö	O	Ō
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA-38-112	Eng Make/Model - l Number Engines -			Installed/		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670	Engine Type - F			itall Warni	ng System	- NU
No. of Seats - 2	<b>o</b> ,,	112 HP	JKLTOK			
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		it	OFF AI	RPORT/STRI	Р	
Method - N/A	MARSHFIELD, MA		4:			
Completeness - N/A Basic Weather - VMC	Destination ALBANY,NY		Airport D	ata		
Wind Dir/Speed- UNK/NR	ALBANT, NY		Runway	/ Ident	- N/A	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	r - VFR		Surface		
Lowest Ceiling -	Type of Clearance		Runway	Status	- SNOW - D	RY
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-IN				
Precipitation - NONE		PRECAUTIONARY I	LANDING			
Condition of Light - DAYLIGHT						
Personnel Information				MEDIAN		
<pre>Pilot-In-Command    Certificate(s)/Rating(s)</pre>	Age - 61 Biennial Flight Review	Medical Certific	cate - VALIL ight Time (F		AIVERS/LIM	11
STUDENT	Current - N/A				4 Hrs -	5
STODENT	Months Since - N/A	Make/Model-	131	Last 2 Last 3	O Davs- UN	K/NR
	Aircraft Type - N/A	Instrument-	UNK/NR	Last 9	O Days -	13
	,,,,,	Multi-Eng -			raft - UN	K/NR
Instrument Rating(s) - NONE						
Nappa+iva						
Narrative UDENT PILOT ON A CROSS COUNTRY INSTRUCTION,	AL FLIGHT BECAME DISORIENT	D. DECIDED TO RET	JRN TO DEPAR	TURF		
RPORT, HOWEVER SEEING THAT HE WAS RUNNING I					IS	
CATION. HE DECIDED TO MAKE A PRECAUTIONARY					· <del>-</del>	
RE, DURING ROLL OUT, THE LEFT WING STRUCK						

File No. - 754 1/17/87 RANDOLPH, NH A/C Reg. No. N2430G Time (Lc1) - 1400 EST IN FLIGHT COLLISION WITH OBJECT Occurrence #1 Phase of Operation LANDING Finding(s) 1. OBJECT - GUY WIRE 2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND 3. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND 4. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 5. OBJECT - UTILITY POLE The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4 Factor(s) relating to this accident is/are finding(s) 1,2

Basic Information							
Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage		F - 4 - 1	Injur		
Type of Operation -PERSO	NIAI	SUBSTANTIAL Fire	Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CF		NONE	Pass	0	0	0	Ó
Accident Occurred During -LANDI		HONE	1 433	Ü	Ŭ	Ŭ	ŭ
Aircraft Information							
Make/Model - BELLANCA 8GCBC		/Model - LYCOMING 0-	-360-C2E		Installed/A		
Landing Gear - TAILWHEEL-ALL FI Max Gross Wt - 1800		ngines - 1 vpe - RECIPROCATI	NO-CARRIDET		tall Warnin	g System	- NU
No. of Seats - 3	Rated Po	, .	ING CARBORE				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF B Method - N/A	LEWISWN	, NY			RPORT/STRIP		
Completeness - N/A	Destinatio		ı	irport D	ata		
Basic Weather - VMC	SAME AS	ACC/INC			T -1 4		
Wind Dir/Speed- 005 KTS Visibility - 20.0 SM	ATC/Airspac				Ident - Lth/Wid -	N/A	
	FT SCATTERED Type of F				Surface -		
Lowest Ceiling -		learance - NONE			Status -		
Obstructions to Vision- NONE		/Lndg - PRECAU1	TIONARY LAND		•		
Precipitation - NONE	. 3	,					
Condition of Light - DAYLIG	HT 						
Personnel Information Pilot-In-Command	Age - 24	Modical	Certificate	VALTD	MEDICAL -NO	WATVEDS	/I TMTT
Certificate(s)/Rating(s)	Biennial Flight			: Time (H		WAIVERS,	/ LIMII 1
STUDENT	Current	- N/A Tota	al -	105	Last 24	Hrs - U	NK/NR
	Months Sinc	- N/A Tota e - N/A Maka pe - N/A Inst	al - e/Model- trument-	85	Last 30	Days- U	NK/NR
	Aircraft Ty	pe - N/A Inst	trument-	0	Last 90	Days-	10
Instrument Rating(s) - NONE							
Nonnetive							
Narrative ENT PILOT EXPERIENCED A ROUGH RUNN	THE ENGINE DURING COURS	E ELICHT AND DECIDE	TO MAKE A	DDECAULT			
ING ON A FROZEN RESERVIOR. DURING						R	
ING SUBSTANTIAL DAMAGE.					012		

File No. - 734 2/01/87 ROCKAWAY, NJ A/C Reg. No. N7653S Time (Lc1) - 1610 EST Occurrence #1 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 1. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 3. TERRAIN CONDITION - SLUSH COVERED Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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

File No 647 3/30/87 DEMIN	G,NM A/C	NM A/C Reg. No. N58DC				
Type Operation FERRY Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		ft Damage NNTIAL Crew Pass		Injur Serious 1 O	ies Minor O O	None O O
Aircraft Information Make/Model - PITTS SPECIAL S2C Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 900 No. of Seats - 1	Eng Make/Model - L' Number Engines - Engine Type - RI Rated Power -			nstalled/A		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 280/002 KTS Visibility - 70.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination TUCSON,AZ  ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	Runway Runway Runway	ORT ita MUNICIPAL	ASPHALT	60
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Instrument Rating(s) - NONE	Age - 23 Biennial Flight Review Current - NO Months Since - UNK/NI Aircraft Type - UNK/NI	Total - Make/Model-	ht Time (Ho 246 9		Hrs - UN Davs- UN	K/NR K/NR
Narrative HE ACFT SWERVED DURING TAKEOFF AND THE SWERV EACHING PROPER SPEED TO SUSTAIN FLT. THE ACF HE AIR AND STALLED AGAIN. THE LEFT WING STRU	T STALL MUSHED INTO THE GRO	OUND TO THE LEFT OF	THE RWY, E	OUNCED INT	0	

File No 64	7 3/30/87	DEMING, NM	A/C Reg. No. N58DC	Time (Lcl) - 1019 MST
Occurrence #1 Phase of Operation				
Finding(s) 1. DIRECTIONAL CONT 2. IMPROPER USE		K OF FAMILIARITY V	VITH AIRCRAFT - PILOT IN COMMAND	
Occurrence #2 Phase of Operation				
5. STALL/MUSH - INA 6. IMPROPER USE 7. AIRCRAFT HANDLIN	OF PROCEDURE, LACH DVERTENT - PILOT OF PROCEDURE, LACH G - IMPROPER - PIL	K OF TOTAL EXPERIE IN COMMAND K OF RECENT TOTAL	ENCE IN TYPE OF AIRCRAFT - PILOT IN EXPERIENCE - PILOT IN COMMAND	I COMMAND
Occurrence #3 Phase of Operation	DRAGGED WING, RO	TOR, POD, OR FLOAT		
Finding(s) 8. TERRAIN CONDITIO				
Probable Cause				
The National Transporis/are finding(s) 2,4		rd determines that	t the Probable Cause(s) of this acc	ident
Factor(s) relating to	this accident is,	/are finding(s) 1,	.3	

File No 685 4/03/87 LOS	ALAMOS,NM	A/C Reg. No. N917	35	Time (Lc1)	- 1147 <b>M</b> ST	
Type Of Operation Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SI NAL Fir	rcraft Damage JBSTANTIAL re DNE	Crew	Inju al Serious O O	ries Minor O O	None 2 0
Aircraft Information Make/Model - NORTH AMERICAN NAVION Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3233 No. of Seats - 4	Number Engines	- CONTINENTAL E - 1 - RECIPROCATING 225 HP		ELT Installed/ Stall Warni		
Environment/Operations Information Weather Data Wx Briefing - NWS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 150/012 KTS Visibility - 40.0 SM Lowest Sky/Clouds - 12000 FT SC Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure F SANTA FE,NM Destination SAME AS ACC/IN  ATC/Airspace ATTERED Type of Flight F Type of Clearand Type Apch/Lndg	NC Plan - NONE ce - NONE	ON Airpo LO Ru Ru Ru Ru Ru	nway Lth/Wid nway Surface		130
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND	Age - 72 Biennial Flight Review Current - YE Months Since - 13 Aircraft Type - C	w ES Total 3 Make/Mo -150 Instrum	Flight Tim - 4370 del- 9	Last 2 Last 3 Last 9	4 Hrs - UN O Days- UN	IK/NR IK/NR 19
Instrument Rating(s) - AIRPLANENarrative HE INSTRUCTOR PLT WAS GIVING CROSS WIND IN TTEMPT, THE ACFT TOUCHED DOWN HARD, BREAKI IME OF TOUCHDOWN TO BE 150 DEGREES AT 12 K KIDDED TO THE RIGHT SIDE OF THE LANDING AR	NG OFF THE RIGHT MAIN LAN NOTS, A QUARTERING TAIL N	STUDENT PLT. DURI NDING GEAR. THE W WIND FOR RWY 27.	NG A CROSS W INDS WERE OB AFTER LANDIN	IND LANDING SERVED AT THE	raft - UN	IK / NR

File No 6	85 4/03/87 L0	OS ALAMOS,NM	A/C Reg. No. N91735	Time (Lcl) - 1147 MST
Occurrence #1 Phase of Operation	IN FLIGHT ENCOUNTER LANDING	WITH WEATHER		
	ON - CROSSWIND - SELECTED - PILOT IN R WIND CONDITIONS - NO			
	HARD LANDING LANDING - FLARE/TOUG	CHDOWN		
Finding(s) 4. FLARE - MISJUDGI 5. REMEDIAL ACTION	ED - DUAL STUDENT - INADEQUATE - PILOT	IN COMMAND(CFI)		
Phase of Operation	MAIN GEAR COLLAPSED LANDING - FLARE/TOUC			
Occurrence #4 Phase of Operation	ON GROUND COLLISION LANDING - ROLL	WITH OBJECT		
Finding(s) 6. OBJECT - FENCE				
Probable Cause				·
The National Transports/are finding(s) 2,3		determines that the	Probable Cause(s) of this accid	dent

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

File No 4 633 5/09/87	SLOAN, NV	A/C Reg. No. N	3187D	Т	ime (Lcl) -	1330 PD	T
Basic Informa∯ion Type Operating Certificate-NONE (	GENERAL AVIATION)	Aircraft Damage			Injur	ies	
* · · · · * * · · · · · · · · · · · · ·		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSON		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	О	2
Accident Occurred During -DESCEN	T						
Aircraft Information							
Make/Model - BELL 206-B		odel - ALLISON 250	C20B		[nstalled/Ad		
Landing Gear - TRICYCLE-FIXED	Number Engi			S.	tall Warning	g System	- UNK/NR
Max Gross Wt - 3200	Engine Type						
No. of Seats - 5	Rated Power	· - 317 HP					
Environment/Operations Information-							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BR				OFF AIR	RPORT/STRIP		
Method - N/A	LAS VEGAS,	NV					
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	SLOAN, NV						
Wind Dir/Speed- 220/030 KTS	. —					N/A	
Visibility - 5.0 SM	ATC/Airspace					N/A	
	T SCATTERED Type of Flig				Surface -		
Lowest Ceiling - NONE		arance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lr	ndg - NONE					
Precipitation - NONE	<del>-</del>						
Condition of Light - DAYLIGH							
Personnel Information							
Pilot-In-Command	Age - 30				MEDICAL-WAT	I VERS/LII	MII
Certificate(s)/Rating(s)	Biennial Flight Re			nt Time (Ho		11	0
COMMERCIAL	Current Months Since	- YES Tota	) -		Last 24		8
SE LAND			/Model- rument-	1650 53	Last 30		
HELICOPTER	Aircraft Type	- UNK/NK INST	rument-	53	Last 90 Rotorcra		124 4200
					ROTOFCF	1 T L -	4200
Instrument Rating(s) - AIRPL	ANE, HELICOPTER	•					
ILE CLIMBING AT A SLOW AIRSPEED AT A	LOW ALTITUDE ABOVE THE GR	OUND DURING STRONG	G GUSTING	WIND COND	TIONS, THE		
OT INITIATED A RIGHT TURN AND ENCOUN							
LOI INTITATED A RIGHT TORN AND ENCOUN		II IAW. IIIE AIRORA					
INNING TURNS, IMPACTED THE GROUND, AN			, , , , , , , , , , , , , , , , , , , ,				

File No. - 633 5/09/87 SLOAN, NV A/C Reg. No. N3187D Time (Lc1) - 1330 PDT LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation MANEUVERING Finding(s) 1. WEATHER CONDITION - HIGH WIND 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 3. WEATHER CONDITION - GUSTS 4. IN-FLIGHT PLANNING/DECISION - DISREGARDED - PILOT IN COMMAND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 6. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 DESCENT - UNCONTROLLED Phase of Operation Occurrence #3 ROLL OVER Phase of Operation ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6 Factor(s) relating to this accident is/are finding(s) 1

File No 755 1/16/87 MONT	GOMERY,NY A/C	Reg. No. N6717G	1	ime (Lcl) -	1510 EST	
-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Ainon	aft Damage		Injur	ios	
Type operating certificate-none (GENER		TANTIAL	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTION				0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
-Aircraft, Information						
Make/Model - CESSNA 150		CONTINENTAL 0-200-A		Installed/Ad		
Landing Gear - TRICYCLE-FIXED	Number Engines -			itall Warning	g System	- NO
Max Gross Wt - 1600		RECIPROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power -	100 HP				
-Environment/Operations Information						
Weather Data	Itinerary		•	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		nt	ON AIF	PORT		
Method - N/A	TETERBORO, NJ					
Completeness - N/A	Destination		Airport [			
Basic Weather - VMC	MONTGOMERY, NY		DRANGE			
Wind Dir/Speed- CALM	ATO / A / 10 - 10 - 1			Ident -		100
Visibility - UNK/NR Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Pla	- NONE		Lth/Wid - Surface -		100
Lowest Sky/Clouds - CLEAR Lowest Ceiling -	Type of Clearance				DRY	
Obstructions to Vision- NONE		- SIMULATED FORCED		status -	DRT	
Precipitation - NONE	Type Apcil/ Liliag	- SIMOLATED FORCED	LANDING			
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 27	Medical Certifica	te - VALTE	MEDICAL-NO	WATVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (F		WAITENS,	
COMMERCIAL, CFI	Current - YES	Total -	1058	Last 24	Hrs -	0
SE LAND, ME LAND	Months Since - 8	Make/Model-	570		Days- UN	K/NR
	Aircraft Type - UNK/			Last 90		208
	•	Multi-Eng -	32	Rotorcra	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE						
ING AN INSTRUCTIONAL FLIGHT TO DRANGE COÙ	NTY AIRPORT. A SIMULATED E	NGINE OUT WAS PERFOR	MED WHILE	ON APPROACH		

File No 7	55 1/16/87 	MONTGOMERY, NY	A/C Reg. No.	N6717G 	Time (Lcl) - 1510 EST
Occurrence #1 Phase of Operation 1. EMERGENCY PROCE	APPROACH	PILOT IN COMMAND(CFI)			
Occurrence #2 Phase of Operation	LOSS OF CONTROL APPROACH - VFR P	- IN FLIGHT ATTERN - FINAL APPROACH			
	- INADEQUATE - PI	N COMMAND LOT IN COMMAND(CFI) LOT IN COMMAND(CFI)			.======
Occurrence #3 Phase of Operation					
Finding(s) 5. TERRAIN CONDITI	ON - SNOW COVERED	-			
Probable Cause					
The National Transpois/are finding(s) 2,		rd determines that the P	robable Cause(s) o	f this accident	
Factor(s) relating t	o this accident is	/are finding(s) 1			

	SBURG,NY A/C R	eg. No. N9193G		ime (Lc1)		
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Inju	ries	
	SUBSTA	NTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF						
Aircraft Information						
Make/Model - CESSNA 172N	Eng Make/Model - LY			Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			itall Warni	ng System	- NO
Max Gross Wt - 2150	Engine Type - RE		ETOR			
No. of Seats - 4	Rated Power -	160 HP				
Environment/Operations Information				•		
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIF	PORT		
Method - N/A	GLENS FALLS, NY					
Completeness - N/A	Destination		Airport [			
Basic Weather - VMC	DUANESBURG, NY		DUANES			
Wind Dir/Speed-	170/11				- 28	<b>-</b> 0
Visibility - 15.0 SM	ATC/Airspace	NONE		Lth/Wid		50
Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 4500 FT	Type of Flight Plan Type of Clearance			Surface Status		·DV
Obstructions to Vision- NONE		- NONE - TRAFFIC PATTERN	Runway	Status	- 2NOW - L	IK I
	Type Apcily Endg	FULL STOP				
Precipitation - NONE Condition of Light - DAYLIGHT		FOLL STOP				
Personnel Information Pilot-In-Command	Age - 34	Medical Certifica	te - VALID	MEDICAL-N	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (F		,	
PRIVATE	Current - UNK/NR	Total -	124	Last 2	4 Hrs - UN	IK/NR
SE LAND	Months Since - 0	Make/Model-	69	Last 3	Days- UN	K/NR
HELICOPTER	Current - UNK/NR Months Since - O Aircraft Type - UNK/NR	Instrument-	0	Last 9	Days-	9
Instrument Rating(s) - NONE						
LNDG THE ACFT RAN INTO A SNOWBANK CAUSING	MINOR DMG TO THE ACET AFT	DETERMINING IT ATR	WORTHY THE	PLT ELECTI	ĒD	
DEPART AND RAN INTO ANOTHER SNOWBANK ON TH						
TEMPT A TAKEOFF FROM AN INADEQUATELY PLOWED						
	****					

File No. - 726 2/04/87 DUANESBURG,NY A/C Reg. No. N9193G Time (Lcl) - 1645 EST

Occurrence #1
Phase of Operation

ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - GROUND RUN

#### Finding(s)

- 1. JUDGEMENT POOR PILOT IN COMMAND
- 2. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 3. AIRPORT SNOW REMOVAL INADEQUATE AIRPORT PERSONNEL
- 4. TERRAIN CONDITION SNOWBANK

----Probable Cause----

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

File No 788 4/25/87 WILLO	DUGHBY, OH A	A/C Reg. No. N82AT			Time (Lcl) - 1735 EDT			
Basic Information Type Operating Certificate-NONE (GENERA		craft Damage	_		Injur			
Type of Operation -PERSONAL	SU Fir	BSTANTIAL	Crew	tal 0 :	Serious O	Minor O	None 2	
Flight Conducted Under -14 CFR 91	NO	=	Pass	0	0	0	0	
Accident Occurred During -TAKEOFF			, 455	Ŭ	· ·	· ·	· ·	
Aircraft Information								
Make/Model - CESSNA 500		- P & W JT15D-1			nstalled/#			
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines			St	all Warnir	ng System	- NO	
Max Gross Wt - 11850		- TURBOFAN						
No. of Seats - 8	Rated Power	- 2200 LBS THRUS	ST 					
Environment/Operations Information	<b>*</b> • • • • • •							
Weather Data	Itinerary	-4			roximity			
Wx Briefing - FSS Method - TELEPHONE	Last Departure P SAME AS ACC/IN		٠	N AIRP	URI			
Completeness - WEATHER NOT PERTINENT			Ainn	ort Da	+ 2			
Basic Weather - VMC	MIDDLEFIELD, OH			OST NA				
Wind Dir/Speed- 050/010 KTS	WIDDELF ILLD, OF					- 05		
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		100	
Lowest Sky/Clouds - CLEAR	Type of Flight P	lan - NONE			Surface -			
Lowest Ceiling - NONE	Type of Clearanc					DRY		
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE		•				
Precipitation - NONE								
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 25	Medical Certi				IVERS/LIM	IIT	
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Ti					
COMMERCIAL, ATP, CFI	Current - YE		- 2811			Hrs -	1	
SE LAND, ME LAND	Months Since - 16					Days- UN		
	Aircraft Type - C-					Days-	135	
,		Multi-Eng	j - 1516		Rotorc	aft -	35	
Instrument Rating(s) - AIRPLANE								
FT HAD BEEN FLOWN OVER 4 HRS ON PERS. BUSIN	NESS FOR OWNER PLTS HAD	STOPPED AT INN TO	DROP OFF	PΔX	START & TA	XT WERE		
ORM FOR POSITIONING FLT BACK TO HOME BASE.								
TS REPTD LOUD "BANG" AND CP OBSERVED LEFT E								
THE EDGE OF THE RWY AND BOUNCE ONTO THE GR	RASS 125 FT RIGHT OF THE	RWY. THE PLT STOP	PED THE A	CFT ON	THE RWY.			
			DELLED DE	VEALED	FATTOUE C	204046		
ISP OF THE ACFT AND ENG REVEALED UNCONTAINED	) LUTTOKE OF TELL ENG IN	PELLER. INSP OF IN	IPELLER RE	VEALED	FAILGUE C	CRACKS		

File No. - 788 4/25/87 WILLOUGHBY, OH A/C Reg. No. N82AT Time (Lcl) - 1735 EDT

LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation TAKEOFF - GROUND RUN

### Finding(s)

- 1. COMPRESSOR ASSEMBLY, IMPELLER DISINTEGRATED
- 2. COMPRESSOR ASSEMBLY, IMPELLER FATIGUE
- 3. COMPRESSOR ASSEMBLY, FORWARD FAN SEPARATION
- 4. FUSELAGE PENETRATED

----Probable Cause----

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

File No 736 5/09/87 AVON,0	DH A/C R	eg. No. N2988V	Т	Time (Lcl) - 2130 EDT			
Basic Information Type Operating Certificate-NONE (GENERAL	_ AVIATION) Aircraf	t Damage		Inju	ries		
	DESTRO	YED	Fatal			None	
Type of Operation -PERSONAL	Fire	Crew		0	0	0	
Flight Conducted Under -14 CFR 91	ON GRO	UND Pass	2	0	0	0	
Accident Occurred During -DESCENT							
Aircraft Information	<u>.</u>						
Make/Model - BEECH 35	Eng Make/Model - CC			Installed/			
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1			tall Warniı	ng System	- YES	
Max Gross Wt - 2550		CIPROCATING-CARBUR	ETOR				
No. of Seats - 3	Rated Power -	185 HP					
Environment/Operations Information							
Weather Data	Itinerary			Proximity	_		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRII	•		
Method - N/A	SAME AS ACC/INC						
Completeness - N/A	Destination		Airport D				
Basic Weather - VMC	LOCAL			OTSWORTH	0.7		
Wind Dir/Speed- 220/009 KTS Visibility - 20.0 SM	ATC/Airspace			Ident Lth/Wid		100	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface			
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Clearance			Status		KF	
Obstructions to Vision- NONE	Type of Creatance Type Apch/Lndg		Kuliway	Status	DKI		
Precipitation - NONE	Type Apeny Endg	TRAITIO TATTERI					
Condition of Light - NIGHT(BRIGHT)							
Pilot-In-Command	Age - 39	Medical Certifica	te - VALID	MEDICAL-W	AIVERS/LIM	IT	
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H		•		
PRIVATE	Current - YES	Total -	827	Last 2	4 Hrs - UN	K/NR	
SE LAND	Months Since - O Aircraft Type - 35	Make/Model-		Last 3	Days-	6	
:	Aircraft Type - 35	Instrument-	4 ,	Last 9	Days-	33	
Instrument Rating(s) - NONE				*			
		- 4					
Narrative FT WAS SEEN HEADING EAST ON A DOWNWIND FOR D AS A TURN WAS BEGUN FOR THE FINAL APPROACH E ACFT WRECKAGE WAS FOUND EAST OF THE RWY AN NTERLINE OF RWY 27. WEST HALF OF THE RWY EDGES FOR THE PIC.	H COURSE FOR RWY 27 IT STAL PPROACH THRESHOLD AND ABOL	LED, SPUN, AND COL T 300 FEET TO THE	LIDED WITH RIGHT OF T	THE GROUNI HE EXTENDEI	). )		

Time (Lcl) - 2130 EDT 5/09/87 AVON, OH A/C Reg. No. N2988V File No. - 736 Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL Finding(s) 1. LIGHT CONDITION - NIGHT 2. AIRPORT FACILITIES RUNWAY EDGE LIGHTS - INOPERATIVE PROPER ALIGNMENT - ATTEMPTED - PILOT IN COMMAND 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

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

File No 663 2/23/87 SA	AND SPRINGS,OK A/C	Reg. No. N6330D	Time (Lc	1) - 1345 CST	
Basic Information Type Operating Certificate-NONE (GEN		ft Damage		njuries	
Time of Openshies INCTRUCT		ANTIAL	Fatal Serio		None
Type of Operation -INSTRUCTI Flight Conducted Under -14 CFR 91		Crew	0 0	•	2
Accident Occurred During -LANDING	NONE	Pass	0 0	0	0
Aircraft Information					
Make/Model - BELL 47G	Eng Make/Model - Ff	RANKLIN 6VS-335 SER	ELT Install	ed/Activated	- NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines -			rning System	- NO
Max Gross Wt - 2450		ECIPROCATING-CARBURE	TOR		
No. of Seats - 2	Rated Power -	200 HP			
Environment/Operations Information					
Weather Data	Itinerary		Airport Proximi		
Wx Briefing - NO RECORD OF BRIEF	ING Last Departure Point	t	OFF AIRPORT/S	TRIP	
Method - N/A	TULSA,OK				
Completeness - N/A	Destination		Airport Data		
Basic Weather - VMC	LOCAL				
Wind Dir/Speed- 170/013 KTS			Runway Ident		
Visibility - 15.0 SM	ATC/Airspace		Runway Lth/Wi		
	CATTERED Type of Flight Plan		Runway Surfac		
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway Status	- HIGH VEG	ETATION
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE			
Precipitation - NONE					
Condition of Light - DAYLIGHT					
Personnel Information					
Pilot-In-Command	Age - 38	Medical Certificat	e - VALID MEDICA	L-NO WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Fligh	t Time (Hours)		
COMMERCIAL, CFI	Current - YES	Total -	5099 Las	t 24 Hrs -	1
SE LAND	Months Since - 1	Make/Model-	237 Las	t 30 Days- UN	IK/NR
HELICOPTER	Months Since - 1 Aircraft Type - 47G	Instrument-	593 Las	t 90 Days-	86
	,		Rot	orcraft´-	4152
Instrument Rating(s) - AIRPLANE	HELICOPTER				
Narrative					
INSTRUCTOR PLT WAS DEMONSTRATING A CONFINE	D AREA TAKEOFF TO THE PVT PLT	TAKING ADVANCE INST	RUCTION. AS THE		
ACFT CLEARED THE BARRIERS, THE QUARTERING					
LIFT. APPLICATION OF FULL POWER DID NOT RE				THE	
TREES BEFORE THE INSTRUCTOR COULD REESTABL					
REQUIREMENT FOR THE MANEUVER THAT WAS BEIN		222011111111111111111111111111111111111			
The second secon	· · · · · · · · · · · · · · · · · · ·				

VIND CONDITIONS TAILWIND ATTEMPTED - PIL	- INADEQUATE - DUAL ST OT IN COMMAND(CFI) MAND(CFI)			
	N WITH OBJECT			
	LLED		·	
L OVER NDING - FLARE/TO	UCHDOWN			
•	UNFAVORABLE WIN WIND CONDITIONS TAILWIND ATTEMPTED - PIL E - PILOT IN COM FLIGHT COLLISIO SCENT  FLIGHT COLLISIO SCENT - UNCONTRO	TAILWIND ATTEMPTED - PILOT IN COMMAND(CFI) E - PILOT IN COMMAND(CFI)  FLIGHT COLLISION WITH OBJECT SCENT  FLIGHT COLLISION WITH TERRAIN SCENT - UNCONTROLLED  LL OVER NDING - FLARE/TOUCHDOWN	UNFAVORABLE WIND WIND CONDITIONS - INADEQUATE - DUAL STUDENT TAILWIND ATTEMPTED - PILOT IN COMMAND(CFI) E - PILOT IN COMMAND(CFI)  FLIGHT COLLISION WITH OBJECT SCENT  FLIGHT COLLISION WITH TERRAIN SCENT - UNCONTROLLED  LL OVER NDING - FLARE/TOUCHDOWN	UNFAVORABLE WIND WIND CONDITIONS - INADEQUATE - DUAL STUDENT TAILWIND ATTEMPTED - PILOT IN COMMAND(CFI) E - PILOT IN COMMAND(CFI)  FLIGHT COLLISION WITH OBJECT SCENT  FLIGHT COLLISION WITH TERRAIN SCENT - UNCONTROLLED  LL OVER NDING - FLARE/TOUCHDOWN

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

File No 665 3/14/87 OLUSK	EE,OK A/C I	Reg. No. N8865S		Time (Lcl)	) - 0745 CS	ST 
-Basic Information Type Operating Certificate-AGRICULTURAL	AIDCDAET Aincha	t Damage		In	uries	
Type operating certificate-addicultoral		INTIAL	Fatal	Serious		None
Type of Operation -AERIAL APPLI			ew O	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pa	ss 0	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - AIR TRACTOR 301	Eng Make/Model - P				d/Activated	
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			Stall Warr	ning System	n - YES
Max Gross Wt - 5000		CIPROCATING-CARB	URETOR			
No. of Seats - 1	Rated Power -	600 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poin OLUSKEE,OK	[	UFF A	IRPORT/ST	KIP	
Completeness - N/A	Destination		Airport	)a+a		
Basic Weather - VMC	LOCAL		All polit	Jata		
Wind Dir/Speed- CALM	EGGAE		Runwa	y Ident	- N/A	
Visibility - 15.0 SM	ATC/Airspace			y Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runwa	y Surface	- GRASS/1	TURF
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runwa	y Status	- WET	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING	i		SOFT	
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						. /
Pilot-In-Command Certificate(s)/Rating(s)	Age - 37 Biennial Flight Review	Medical Certifi	ight Time (		-NU WAIVERS	2/ LIMII
COMMERCIAL	Current - YES	Total -			24 Hrs -	5
SE LAND					30 Days-	49
JE EAND	Months Since - 18 Aircraft Type - C-182	Instrument-	6		90 Days-	240
	A 11 01 a 1 c 1 1 y p 0 0 1 0 2	2110 (1 411011)		2401	00 00,0	2.0
Instrument Rating(s) - NONE						
-Narrative						
ING AERIAL APPLICATION THE ENGINE SUSTAINE	D A POWER LOSS DUE TO SEPAI	RATION OF THE NUM	BER 9 CYLIN	DER HEAD.	DURING THE	<u> </u>
CED LANDING IN ROUGH TERRAIN THE AIRCRAFT			<b></b> .			=
	== -					

File No 6	65 3/14/87 OLUSKEE,OK	A/C Reg. No. N8865S	Time (Lc1) - 0745 CST
	LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF MANEUVERING - AERIAL APPLICATION		
Finding(s) 1. ENGINE ASSEMBLY	,CYLINDER - SEPARATION		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation			
Finding(s) 2. TERRAIN CONDITI	ON - ROUGH/UNEVEN	·	
Probable Cause	*-		
The National Transpo is/are finding(s) 1	rtation Safety Board determines that the Prol	bable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 2		

File No 656 3/27/87 CLARE	MORE,OK A/C Re	C Reg. No. N320HP Time (Lc1) - 1749 CST				
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircrafi DESTRO		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL	Fire	Crev		1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	s 0	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - DEHAVILLAND DHC-1B-2S5	Eng Make/Model - LYC	COMING 0-540		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		S	itall Warnin	g System	- YES
Max Gross Wt - 1930	Engine Type - REC					
No. of Seats - 2	Rated Power -	320 HP				
-Environment/Operations Information	T. 4. 3 m = m = m :			Danas dana 1.4		
Weather Data - NO RECORD OF BRIEFING	Itinerary			Proximity RPORT/STRIP		
wx Briefing - NO RECORD OF BRIEFING  Method - N/A	Last Departure Point CLAREMORE,OK		OFF AI	RPURI/SIRIP		
Completeness - N/A	Destination		Airport D	12+2		
Basic Weather - VMC	CLAREMORE, OK			W. DEAN		
Wind Dir/Speed- UNK/NR	CEAREMONE, OR				N/A	
Visibility - UNK/NR	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	FORCED LANDING	·			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						_
Pilot-In-Command		Medical Certifica			IVERS/LIM	IT <sub>.</sub>
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (F	lours)		ız /ND
PRIVATE	Current - UNK/NR Months Since - UNK/NR		1122	Last 24	Hrs - UN	K/NR
SE LAND	Aircraft Type - UNK/NR			Last 30 Last 90	Days- UN	
	ATTICITATE TYPE - UNK/NR	This trument	232	Last 90	Days- UN	N/ INK
Instrument Rating(s) - AIRPLANE						
Narrative DAUBERS PLUGGED THE FUEL TANK VENTS RESUL MAGE DURING THE FORCED LNDG AND THE PLT WAS		ENGINE FAILURE.	THE ACFT RE	CEIVED SUBS	TANTIAL	

File No. - 656 3/27/87 CLAREMORE,OK Time (Lc1) - 1749 CST A/C Reg. No. N320HP Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FUEL SYSTEM, VENT - BLOCKED (TOTAL) 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. FLUID, FUEL - STARVATION FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH T Phase of Operation LANDING - FLARE/TOUCHDOWN IN FLIGHT COLLISION WITH TERRAIN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

File No 618 4/25/87 PONI	o 618 4/25/87 POND CREEK,OK A/C Reg. No. N2114E			Time (Lc1) - 2022 CDT			
Basic Information Type Operating Certificate-NONE (GENEA		t Damage	Injuries				
Type of Operation -PERSONAL	SUBSTA Fire	NTIAL Crew	Fatal O	Serious O	Minor O	None 1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE	Pass	0	0	0	3	
Aircraft Information	5 M-1/M 1 ( )	(00MING 0 000 HOAD	F. T. 1	/ A		VEC /N	
Make/Model - CESSNA 172N Landing Gear - TRICYCLE-FIXED	Eng Make/Model - LY Number Engines - 1			nstalled/A all Warnin			
Max Gross Wt - 2300		CIPROCATING-CARBUR		.aii waiiiii	g system	123	
No. of Seats - 4	Rated Power -	160 HP					
Environment/Operations Information							
Weather Data	Itinerary		Airport F				
Wx Briefing - FSS Method - TELEPHONE	Last Departure Point		OFF AIR	PORT/STRIP			
Method - TELEPHONE Completeness - FULL	POND CREEK,OK Destination		Airport Da	1+2			
Basic Weather - VMC	PONCA CITY,OK		POND CF				
Wind Dir/Speed- 180/005 KTS					35		
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -			
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		F	
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	DRY		
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	- NONE					
Condition of Light - DUSK							
Personnel Information							
Pilot-In-Command	Age - 28	Medical Certifica			IVERS/LIMI	т	
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (Ho	ours)			
PRIVATE	Current - UNK/NR	? Total -	111	Last 24	Hrs -	1	
SE LAND	Months Since - UNK/NR Aircraft Type - UNK/NR	Make/Model- Instrument-	nt Time (Ho 111 7 2	Last 30	Days- UNK	./ NK 1	
	ATTERATE Type UNK/INK	Tristi dillerit	2	Last 90	Days	ı	
Instrument Rating(s) - NONE				·			
<b>-</b>							
T FAILED TO LOWER FLAPS FOR A SHORT FIEL	D TAKEOFF. AFTER ROTATION TH	E PILOT REALIZED T	HAT THE AIR	CRAFT WOUL	D		
CLEAR A POWER LINE OFF THE END OF THE RU	INWAY AND ABORTED THE TAKEOFF	. THE AIRCRAFT RAN	OFF THE EN	ID OF THE			
AY AND CONTACTED A FENCE AND DITCH NOSIN				-			

File No 6	518 4/25/87	POND CREEK,OK	A/C Reg. No. N2114E	Time (Lc1) - 2022 CDT
Occurrence #1 Phase of Operation	OVERRUN TAKEOFF - GROUND	RUN		
<ol> <li>ABORTED TAKES</li> <li>LOWERING OF FLA</li> </ol>	IES,RUNWAY/LANDING IFF - PERFORMED - PI PS - NOT PERFORMED A - MISREAD - PILO	- PILOT IN COMMAND		
Occurrence #2 Phase of Operation				
Finding(s) 5. OBJECT - FENCE				
Occurrence #3 Phase of Operation	· · · · · · · · · · · · · · · · · · ·	RUN		
Probable Cause				
The National Transposis/are finding(s) 3	rtation Safety Boar	rd determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating t	this accident is,	are finding(s) 1,2,4,	5	

Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION	) Airc	raft Damage			Injur	ies	
· , , ,			STANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONA		Fire		Crew	0	0	0	1
Flight Conducted Under -14 CFR Accident Occurred During -LANDING		NON	<u>E</u>	Pass	0	0	1	0
Aircraft Information								
Make/Model - BEECH V35B		g Make/Model -		. IO 520 BA		Installed/A		
Landing Gear - TRICYCLE-RETRACTAB		mber Engines -		TALIFOTED	S	tall Warnin	g System	~ YES
Max Gross Wt - 3400 No. of Seats - 6		J , ,	RECIP-FUEL 285 HP	INJECTED				
Environment/Operations Information-								
Weather Data Wx Briefinq - NO RECORD OF BRI	Itine	rary t Departure Po	d m.a.		Airport ON AIR	Proximity		
Method - N/A		t Departure Po KLAHOMA CITY,O			UN AIR	PURI		
Completeness - N/A		ination	N.		Airport D	ata		
Basic Weather - VMC		AME AS ACC/INC			•	D MUNICIPAL		
Wind Dir/Speed- 060/008 KTS					Runway	Ident -	35	
Visibility - 7.0 SM		irspace				Lth/Wid -		60
Lowest Sky/Clouds - 10000 FT						Surface -		
Lowest Ceiling - 25000 FT		e of Clearance		DATTERN	Runway	Status -	DRY	
Obstructions to Vision- NONE Precipitation - NONE	Тур	e Apch/Lndg	- TRAFFIC FULL ST					
Condition of Light - DAYLIGHT			1022 31	OI .			•	
Personnel Information								
Pilot-In-Command	Age -					MEDICAL-WA	IVERS/LIM	ΙT
Certificate(s)/Rating(s)		Flight Review			t Time (H		11	
PRIVATE SE LAND	Curre	nt - YES s Since - 8		al - e/Model-		Last 24 Last 30		1 K /ND
SE LAND		s since - 8 aft Type - UNK		•	3	Last 30	,	N/ NK 8
	ATTO	art Type ON		ti-Eng -	1	Last 50	Days	0
Instrument Rating(s) - NONE								
Narrative								
BOUNCED ON TOUCHDOWN AND BEGAN PORP	OISING DOWN THE	RUNWAY. ACCOR	DING TO THE	PLT. FOLLO	WING THE	SECOND BOUN	CE.	
RT FRONT SEAT PASSENGER APPLIED FULL								

File No 66	0 8/05/87	EL RENO,OK	A/C Reg. No. N9048Q	Time (Lcl) - 1045 CDT
Occurrence #1 Phase of Operation		TOUCHDOWN		
Finding(s) 1. FLARE - IMPROPER	- PIŁOT IN COMMAN	ND		
Occurrence #2 Phase of Operation	LOSS OF CONTROL - LANDING - ABORTED			
Finding(s)  2. CONTROL INTERFER  3. PASSENGER BRIEFI  4. RECOVERY FROM BO	NG - INADEQUATE - UNCED LANDING - IN	PILOT IN COMMAND MPROPER - PILOT IN C		
Occurrence #3 Phase of Operation	IN FLIGHT COLLIST	ION WITH OBJECT		
Finding(s) 5. OBJECT - FENCE 6. DIRECTIONAL CO	NTROL - NOT MAINTA			
Occurrence #4 Phase of Operation 7. LANDING GEAR,NOS 8. LANDING GEAR,NOS	LANDING - ROLL E GEAR - FAILURE,1 E GEAR - OVERLOAD	TOTAL		
Occurrence #5 Phase of Operation	LANDING - ROLL			
Probable Cause				
The National Transpor is/are finding(s) 1,3		nd determines that t	the Probable Cause(s) of this acc	ident
Factor(s) relating to	this accident is/	are finding(s) 2,5,	7,8	

File No 649 5/13/87	SILETZ, OR	A/C Reg. No. N472	т	ime (Lcl)	- 0620 PDT		
Basic Information Type Operating Certificate-EXTE	RNAL LOAD	Aircraft Damage				uries	None
Type of Operation -OTHE Flight Conducted Under -14 C Accident Occurred During -DESC		DESTROYED Fire NONE	Crew Pass	Fatal O O	Serious O O	Minor 1 O	None 0 0
Aircraft Information Make/Model - AEROSPATIALE SA Landing Gear - SKID Max Gross Wt - 4300 No. of Seats - 5	315-D LAMA	Eng Make/Model - ARTOUSTE IIIB Number Engines - 1 Engine Type - TURBOSHAFT Rated Power - 562 HP	T-MECA			Activated	
Environment/Operations Informatio Weather Data  Wx Briefing - NO RECORD OF Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAWN	BRIEFING C	inerary Last Departure Point NEWPORT,OR estination LOCAL  C/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE		Airport Da Runway Runway Runway	RPORT/STRI ata Ident Lth/Wid Surface	- N/A - N/A	ETATION
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL HELICOPTER  Instrument Rating(s) - NONNarrative	Cu Mo Ai	al Flight Review	Flight - 7 odel- 1	t Time (Ho 7896 1666	ours) Last 2 Last 3 Last 9	24 Hrs - 30 Days- UN 30 Days-	7 K/NR
DURING EXTERNAL LOAD OPERATIONS THE C CABLE BECAME ENTANGLED WITH THE TAILR NOSE DOWN ATTITUDE AND SPUN TO THE LE RIGHT SIDE. THE TAIL ROTOR WAS LOCATE	OTOR CAUSING A FT, IMPACTING T	FAILURE OF THE TAIL ROTOR SYSTEM ERRAIN WITH THE LEFT SKID, AND T	1. THE HE	LICOPTER	ASSUMED A		

File No 6	49 5/13/87	SILETZ,OR	A/C Reg. No. N47256	Time (Lc1) - 0620 PDT
Occurrence #1 Phase of Operation		NT/SYSTEM FAILURE/M	ALFUNCTION	
Finding(s)  1. PICK-UP EQUIPME  2. TIE DOWN/SECURI  3. ROTOR SYSTEM -  4. ROTOR SYSTEM -	TY OF CARGO - NOT . Failure, total	ATTAINED - GROUND P	ERSONNEL	
Occurrence #2 Phase of Operation		- IN FLIGHT		
Finding(s) 5. DIRECTIONAL CON	TROL - NOT POSSIBL	E - PILOT IN COMMAN	D	
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transpo	ntation Safety Roa	nd determines that	the Probable Cause(s) of this accid	ent

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

Basic Information							
Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damag SUBSTANTIAL	ge	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 9		NONE	Pass	-	Ö	Ö	4
Accident Occurred During -TAKEOFF							
Aircraft Information		/·· · · · · · · · · · · · · · · · · · ·	70.000	e			
Make/Model - MOONEY M2OF Landing Gear - TRICYCLE-RETRACTABL		e/Model - LYCOMING Engines - 1	10-360		nstalled/A all Warnin		
Max Gross Wt - 2740		Type - RECIP-FU	I INJECTED	31	all warriin	y system	- 153
No. of Seats - 4		ower - 200 H					
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - UNK/NR		arture Point		ON AIRS	TRIP		
Method - UNK/NR Completeness - UNK/NR	WAGUNI Destinati	IRE,OR		Airport Da	+-		
Basic Weather - VMC	JOHN D			WAGONTI			
Wind Dir/Speed- 300/005 KTS	OOT IIV	A1,0K				UNK/NR	
Visibility - 40.0 SM	ATC/Airspa	ice			Lth/Wid -	•	30
Lowest Sky/Clouds - CLEAR		Flight Plan - NONE		Runway	Surface -	DIRT	
Lowest Ceiling - NONE		Clearance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apo	:h/Lndg - FULL	STOP				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 54	Medica	al Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Fligh	it Review	Flig	ht Time (Ho			
PRIVATE	Current		otal -		Last 24		, 1
SE LAND	1.01.11.0					Days- UN	
	Aircraft 1	ype - UNK/NR I	nstrument-	O	Last 90	Days-	19
Instrument Rating(s) - NONE							
Narrative							
NG TAKEOFF WITH FULL FLAPS AND A DENS	ITY ALTITUDE OF ABO	UT 6,200 FEET THE	AIRCRAFT FAI	LED TO GAIN	I FLYING		
D. SHORTLY AFTER BECOMING AIRBORNE TH	E AIRCRAFTS GEAR CA	UGHT ON A BARBED WI					
RUNWAY. THE AIRCRAFT THEN STRUCK THE	GROUND COLLAPSING T	HE LANDING GEAR.					

A/C Reg. No. N3523X File No. - 630 5/17/87 WAGONTIRE.OR Time (Lc1) - 1400 PDT IN FLIGHT COLLISION WITH OBJECT Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - HIGH DENSITY ALTITUDE 2. OBJECT - FENCE 3. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED 4. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND 5. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB Occurrence #3 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) 3,4,5

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

	Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damag	ne		Injur	ies	
Filight Conducted Under -14 CFR 91 NONE Pass 0 0 0 3 Accident Docurred During -LANDING  Alcoraft Information Make/Model - CESSNA 172 Eng Make/Model - CONTINENTAL 0-300 A ELT Installed/Activated - YES/N Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Stall Warning System - YES Max Gross Wt - 2300 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Stall Warning System - YES Max Gross Wt - 2300 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Stall Warning System - YES Max Gross Wt - 2300 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Stall Warning System - YES Max Gross Wt - 2300 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Stall Warning System - YES Max Gross Wt - 2300 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Stall Warning System - YES Max Gross Wt - 2300 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Stall Warning System - YES Max Gross Wt - 2300 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Stall Warning System - YES Max Gross Wt - 2300 A ELT Installed/Activated - YES/N Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2300 A ELT Installed/Activated - YES/N Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2300 A ELT Installed/Activated - YES/N Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2300 A Stall Warning System - YES Nama Gross Wt - 2300 A Stall Warning System - YES Nama Gross Wt - 2300 A Stall Warning System - YES Nama Gross Wt - 2300 A Stall Warning System - YES Nama Gross Wt - 2300 A Stall Warning System - YES Nama Gross Wt - 2300 A Stall Warning System - YES Nama Gross Wt - 2300 A Stall Warning System - YES Nama Gross Wt - 2300 A Stall Warning System - YES Nama Gross Wt - 2300 A Stall Warning System - YES Nama Gross Wt - 2300 A Stall Warning System - YES Nama Gross Wt - 2300 A Stall Warning System - YES Nama Gross Wt - 2300 A Stall Warning System - YES Nama Gross Wt - 2300 A Stall Warning System - YES Nama Gross Wt - 2300 A Stall Warning S	rypo oporating continuous name	(11.11.11.11.11.11.11.11.11.11.11.11.11.			Fatal			None
Ascident Decurred During -LANDING  Aircraft Information Make/Model - CESNA 172	Type of Operation -PERSO	INAL	Fire		0	0	-	
Aircraft Information  Make/Model - CESSNA 172			NONE	Pass	0	0	0	3
Make/Model - CESSNA 172	Accident Occurred During -LANDI	. NG						
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Max Gross Wt - 2300 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 145 HP  Environment/Operations Information Weather Data Itinerary Airport Proximity WX Briefing - FSS Last Departure Point OFF AIRPORT/STRIP Method - TELEPHONE ALBANY, OR Destination Airport Data Basic Weather - WMC RENO, NV Wind Dir/Speed CALM Visibility - 40.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 6000 FT SCATTERED 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 - FORCED LANDING HIGH HIGH VEGETATION Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Christian - 1030 Last 24 Hrs - 2 Months Since - 2 Make/Model - 100 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 40  Instrument Rating(s) - NONE  NAPTAILVE ACFT LOST PWR DURING CRUISE FLT DUE TO LOSS OF OIL PRESSURE BECAUSE OF MULTIPLE OIL LEAKS. THE RECOMMENDED T.B.O. BOO HAS AND THIS ENG HAD A TOTAL OF 2344 HRS. A TOP OVERHAUL HAD BEEN ACCOMPLISHED 140 FLT HRS PRIOR TO THE ACC.								
Max Gross Wt - 2300		Eng Make		TAL 0-300 A				
No. of Seats - 4  Rated Power - 145 HP  Environment/Operations Information Weather Data  Itinerary Wx Briefing - FSS Last Departure Point Wethod - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 40.0 SM Lowest Sky/Clouds - 6000 FT SCATTERED Type of Flight Plan - NONE Lowest Sky/Clouds - 6000 FT SCATTERED Type of Clearance - NONE Distructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE Certificate(s)/Rating(s) PRIVATE SE LAND  Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) PRIVATE Current - YES Months Since - 2 Months Since - 2 Make/Model- 100 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - NONE  Narrative AGFT LOST PWR DURING CRUISE FLT DUE TO LOSS OF OIL PRESSURE BECAUSE OF MULTIPLE OIL LEAKS. THE RECOMMENDED T.B.O. 800 HRS AND THIS ENG HAD A TOTAL OF 2344 HRS. A TOP OVERHAUL HAD BEEN ACCOMPLISHED 140 FLT HRS PRIOR TO THE ACC.		Number E				all Warnin	ng System	- YES
Environment/Operations Information Weather Data  Itinerary Wx Briefing - FSS Last Departure Point Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC RENO,NV  Wind Dir/Speed- CALM Visibility - 40.0 SM Lowest Sky/Clouds - 6000 FT SCATTERED Type of Flight Plan - NONE Lowest Sky/Clouds - 6000 FT SCATTERED Type of Clearance - NONE Condition to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES Total - 1030 Last 24 Hrs - 2 SE LAND Instrument Rating(s) - NONE  NONE NONE NONE NONTHIS SINCE - 2 Make/Model 100 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument O Last 90 Days - 40  Instrument Rating CRUISE FLT DUE TO LOSS OF OIL PRESSURE BECAUSE OF MULTIPLE OIL LEAKS. THE RECOMMENDED T.B.O. BOO HRS AND THIS ENG HAD A TOTAL OF 2344 HRS. A TOP OVERHAUL HAD BEEN ACCOMPLISHED 140 FLT HRS PRIOR TO THE ACC.					IOR			
Was there Data  Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 40.0 SM Lowest Sky/Clouds - 6000 FT SCATTERED Type of Flight Plan - NONE Lowest Sky/Clouds - 6000 FT SCATTERED Type of Flight Plan - NONE Dostructions to Vision - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Months Since - 2 Make/Model - 1000 Last 24 Hrs - 2 Months Since - 2 Make/Model - 1000 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - NONE  Narrative ACFT LOST PWR DURING CRUISE FLT DUE TO LOSS OF OIL PRESSURE BECAUSE OF MULTIPLE OIL LEAKS. THE RECOMMENDED T.B.O. BOO HRS AND THIS ENG HAD A TOTAL OF 2344 HRS. A TOP OVERHAUL HAD BEEN ACCOMPLISHED 140 FLT HRS PRIOR TO THE ACC.	No. of Seats - 4	Rated Po	ower - 145 H	, 				
Wx Briefing - FSS								
Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 40.0 SM Lowest Sky/Clouds - 6000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND SE LAND SE LAND SE LAND SE LAND Se CRESS TURF RUNWay Status - DRY MAIST Type Apch/Lndg - FORCED LANDING Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Riennial Flight Review Flight Time (Hours) Current - YES SE LAND Months Since - 2 Make/Model- 100 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- O Last 90 Days- 40  NAPTATEVE ACFT LOST PWR DURING CRUISE FLT DUE TO LOSS OF OIL PRESSURE BECAUSE OF MULTIPLE OIL LEAKS. THE RECOMMENDED T.B.O. BOO HAS AND THIS ENG HAD A TOTAL OF 2344 HRS. A TOP OVERHAUL HAD BEEN ACCOMPLISHED 140 FLT HRS PRIDR TO THE ACC.	Weather Data	Itinerary						
Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 40.0 SM Lowest Sky/Clouds - 6000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Session - 2 Months Since - 2 Months Since - 2 Months Since - 2 Months Since - 2 Make/Model- 100 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - NONE  NAPTATIVE ACFT LOST PWR DURING CRUISE FLT DUE TO LOSS OF OIL PRESSURE BECAUSE OF MULTIPLE OIL LEAKS. THE RECOMMENDED T.B.O. BOO HAS AND THIS ENG HAD A TOTAL OF 2344 HRS. A TOP OVERHAUL HAD BEEN ACCOMPLISHED 140 FLT HRS PRIOR TO THE ACC.	Wx Briefing - FSS	Last Depa			OFF AIR	PORT/STRIP	1	
Basic Weather - VMC Wind Dir/Speed- CALM Runway Ident - N/A Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 6000 FT SCATTERED 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 - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1030 Last 24 Hrs - 2 SE LAND Months Since - 2 Make/Model- 100 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- O Last 90 Days- 40  Instrument Rating(s) - NONE  Narrative ACFT LOST PWR DURING CRUISE FLT DUE TO LOSS OF OIL PRESSURE BECAUSE OF MULTIPLE OIL LEAKS. THE RECOMMENDED T.B.O. BOO HRS AND THIS ENG HAD A TOTAL OF 2344 HRS. A TOP OVERHAUL HAD BEEN ACCOMPLISHED 140 FLT HRS PRIOR TO THE ACC.	Method - TELEPHONE							
Wind Dir/Speed - CALM Visibility - 40.0 SM					Airport Da	ta		
Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 6000 FT SCATTERED 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 - FORCED LANDING HIGH VEGETATION Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1030 Last 24 Hrs - 2 Months Since - 2 Make/Model- 100 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- O Last 90 Days- 40  Instrument Rating(s) - NONE  NAPTRATIVE ACFT LOST PWR DURING CRUISE FLT DUE TO LOSS OF OIL PRESSURE BECAUSE OF MULTIPLE OIL LEAKS. THE RECOMMENDED T.B.O. 800 HRS AND THIS ENG HAD A TOTAL OF 2344 HRS. A TOP OVERHAUL HAD BEEN ACCOMPLISHED 140 FLT HRS PRIOR TO THE ACC.		RENO, N	/		D. m. m.	T	A1 / A	
Lowest Sky/Clouds - 6000 FT SCATTERED 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 - FORCED LANDING HIGH VEGETATION Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1030 Last 24 Hrs - 2 SE LAND Months Since - 2 Make/Model - 100 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument O Last 90 Days - 40  Instrument Rating(s) - NONE  Narrative ACFT LOST PWR DURING CRUISE FLT DUE TO LOSS OF OIL PRESSURE BECAUSE OF MULTIPLE OIL LEAKS. THE RECOMMENDED T.B.O. 800 HRS AND THIS ENG HAD A TOTAL OF 2344 HRS. A TOP OVERHAUL HAD BEEN ACCOMPLISHED 140 FLT HRS PRIOR TO THE ACC.		ATC /Ainspac	30					
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING HIGH VEGETATION Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1030 Last 24 Hrs - 2 SE LAND Months Since - 2 Make/Model- 100 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 0 Last 90 Days- 40  Instrument Rating(s) - NONE  Narrative ACFT LOST PWR DURING CRUISE FLT DUE TO LOSS OF OIL PRESSURE BECAUSE OF MULTIPLE OIL LEAKS. THE RECOMMENDED T.B.O. BOO HRS AND THIS ENG HAD A TOTAL OF 2344 HRS. A TOP OVERHAUL HAD BEEN ACCOMPLISHED 140 FLT HRS PRIOR TO THE ACC.	Lowest Sky/Clouds - 6000	ET SCATTERED Type of F						DF
Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING HIGH VEGETATION Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1030 Last 24 Hrs - 2 SE LAND Months Since - 2 Make/Model - 100 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - O Last 90 Days - 40  Instrument Rating(s) - NONE  Narrative ACFT LOST PWR DURING CRUISE FLT DUE TO LOSS OF OIL PRESSURE BECAUSE OF MULTIPLE OIL LEAKS. THE RECOMMENDED T.B.O. 800 HRS AND THIS ENG HAD A TOTAL OF 2344 HRS. A TOP OVERHAUL HAD BEEN ACCOMPLISHED 140 FLT HRS PRIOR TO THE ACC.	Lowest Ceiling - NONE	Type of (	learance - NONE					IN I
Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1030 Last 24 Hrs - 2 SE LAND Months Since - 2 Make/Model - 100 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - O Last 90 Days - 40  Instrument Rating(s) - NONE  Narrative ACFT LOST PWR DURING CRUISE FLT DUE TO LOSS OF OIL PRESSURE BECAUSE OF MULTIPLE OIL LEAKS. THE RECOMMENDED T.B.O. BOO HRS AND THIS ENG HAD A TOTAL OF 2344 HRS. A TOP OVERHAUL HAD BEEN ACCOMPLISHED 140 FLT HRS PRIOR TO THE ACC.					,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			ETATION
Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command		. 7	,					
Pilot-In-Command  Certificate(s)/Rating(s)  PRIVATE  SE LAND  Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  Current - YES  Months Since - 2  Make/Model - 1030  Last 24 Hrs - 2  Months Since - 2  Make/Model - 100  Last 30 Days - UNK/NR  Aircraft Type - UNK/NR  Instrument Rating(s) - NONE  Narrative  ACFT LOST PWR DURING CRUISE FLT DUE TO LOSS OF OIL PRESSURE BECAUSE OF MULTIPLE OIL LEAKS. THE RECOMMENDED T.B.O.  800 HRS AND THIS ENG HAD A TOTAL OF 2344 HRS. A TOP OVERHAUL HAD BEEN ACCOMPLISHED 140 FLT HRS PRIOR TO THE ACC.	Condition of Light - DAYLIC	ah'T						
Pilot-In-Command  Certificate(s)/Rating(s)  PRIVATE  SE LAND  Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  Current - YES  Months Since - 2  Months Since - 2  Make/Model - 1030  Last 24 Hrs - 2  Months Since - 2  Make/Model - 100  Last 30 Days - UNK/NR  Aircraft Type - UNK/NR  Instrument Rating(s) - NONE  Narrative  ACFT LOST PWR DURING CRUISE FLT DUE TO LOSS OF OIL PRESSURE BECAUSE OF MULTIPLE OIL LEAKS. THE RECOMMENDED T.B.O.  800 HRS AND THIS ENG HAD A TOTAL OF 2344 HRS. A TOP OVERHAUL HAD BEEN ACCOMPLISHED 140 FLT HRS PRIOR TO THE ACC.	Personnel Information							
PRIVATE SE LAND  Months Since - 2 Make/Model - 100 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 40  Instrument Rating(s) - NONE  Narrative ACFT LOST PWR DURING CRUISE FLT DUE TO LOSS OF OIL PRESSURE BECAUSE OF MULTIPLE OIL LEAKS. THE RECOMMENDED T.B.O. 800 HRS AND THIS ENG HAD A TOTAL OF 2344 HRS. A TOP OVERHAUL HAD BEEN ACCOMPLISHED 140 FLT HRS PRIOR TO THE ACC.		Age - 31	Medica	al Certificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
PRIVATE SE LAND  Months Since - 2 Make/Model - 100 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 40  Instrument Rating(s) - NONE  Narrative ACFT LOST PWR DURING CRUISE FLT DUE TO LOSS OF OIL PRESSURE BECAUSE OF MULTIPLE OIL LEAKS. THE RECOMMENDED T.B.O. 800 HRS AND THIS ENG HAD A TOTAL OF 2344 HRS. A TOP OVERHAUL HAD BEEN ACCOMPLISHED 140 FLT HRS PRIOR TO THE ACC.		Biennial Flight	t Review	Fliat	t Time (Ho	ursì	•	
Instrument Rating(s) - NONE  Narrative ACFT LOST PWR DURING CRUISE FLT DUE TO LOSS OF OIL PRESSURE BECAUSE OF MULTIPLE OIL LEAKS. THE RECOMMENDED T.B.O. BOO HRS AND THIS ENG HAD A TOTAL OF 2344 HRS. A TOP OVERHAUL HAD BEEN ACCOMPLISHED 140 FLT HRS PRIOR TO THE ACC.		Current	- YES To	otal -	1030	Last 24	Hrs -	2
Instrument Rating(s) - NONE  Narrative ACFT LOST PWR DURING CRUISE FLT DUE TO LOSS OF OIL PRESSURE BECAUSE OF MULTIPLE OIL LEAKS. THE RECOMMENDED T.B.O. BOO HRS AND THIS ENG HAD A TOTAL OF 2344 HRS. A TOP OVERHAUL HAD BEEN ACCOMPLISHED 140 FLT HRS PRIOR TO THE ACC.	SE LAND	Months Sind	ce - 2 Ma	ake/Model-	100	Last 30	Days- UN	K/NR
Narrative ACFT LOST PWR DURING CRUISE FLT DUE TO LOSS OF OIL PRESSURE BECAUSE OF MULTIPLE OIL LEAKS. THE RECOMMENDED T.B.O. BOO HRS AND THIS ENG HAD A TOTAL OF 2344 HRS. A TOP OVERHAUL HAD BEEN ACCOMPLISHED 140 FLT HRS PRIOR TO THE ACC.		Aircraft Ty	/pe - UNK/NR I	nstrument-	0	Last 90	Days-	40
Narrative ACFT LOST PWR DURING CRUISE FLT DUE TO LOSS OF OIL PRESSURE BECAUSE OF MULTIPLE OIL LEAKS. THE RECOMMENDED T.B.O. BOO HRS AND THIS ENG HAD A TOTAL OF 2344 HRS. A TOP OVERHAUL HAD BEEN ACCOMPLISHED 140 FLT HRS PRIOR TO THE ACC.	Instrument Rating(s) - NONE							
ACFT LOST PWR DURING CRUISE FLT DUE TO LOSS OF OIL PRESSURE BECAUSE OF MULTIPLE OIL LEAKS. THE RECOMMENDED T.B.O. 800 HRS AND THIS ENG HAD A TOTAL OF 2344 HRS. A TOP OVERHAUL HAD BEEN ACCOMPLISHED 140 FLT HRS PRIOR TO THE ACC.								
800 HRS AND THIS ENG HAD A TOTAL OF 2344 HRS. A TOP OVERHAUL HAD BEEN ACCOMPLISHED 140 FLT HRS PRIOR TO THE ACC.								

File No 6	51 5/29/87 PROSPECT,OR	A/C Reg. No. N4173F	Time (Lcl) - 1130 PDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - MECH FAILU CRUISE - NORMAL	URE/MALFUNCTION	
Finding(s)  1. FLUID,OIL - LEA  2. MAINTENANCE,O  3. FLUID,OIL - STA	VERHAUL – NOT PERFORMED – COMPANY/( RVATION	OPERATOR MGMT	
Occurrence #2 Phase of Operation	FORCED LANDING LANDING		
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
Finding(s) 4. OBJECT - TREE(S	)		
Probable Cause			
The National Transpois/are finding(s) 1,		at the Probable Cause(s) of this acci	dent
Factor(s) relating t	o this accident is/are finding(s)	4	

., pe ope, a	RAL AVIATION) Aircraf	t Damage		Injur	`ies	
	SUBSTA		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	1
rcraft Information						
Make/Model - PIPER PA28-151	Eng Make/Model - LY			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnir	ng System	- NO
Max Gross Wt - 2325	Engine Type - RE		ETOR			
No. of Seats - 4	Rated Power -	150 HP				
vironment/Operations Information	Thimsus			Dmarriania		
eather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFI	· ·		ON AIR	PURI		
Method - N/A Completeness - N/A	AURORA,OR Destination		Airport D	2+0		
Basic Weather - VMC	LOCAL		•	STATE		
Wind Dir/Speed- 340/003 KTS	LOCAL				25	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		100
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		100
Lowest Ceiling - NONE	Type of Clearance				DRY	
Obstructions to Vision- NONE	Type Apch/Lndg		Kanway	514140	5	
Precipitation - NONE	( ) po //po//,ag	, 0,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				
Condition of Light - DAYLIGHT						
rsonnel Information Pilot-In-Command	Age - 48	Medical Certifica	+a - VALID	MEDICAL -NO	WATVEDS	/I TMTT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H		WAIVERS/	LIMII
PRIVATE	Current - YES	Total -	•	Last 24	Hrs -	0
SE LAND	Months Since - 10	Make/Model-	147	Last 30		-
01 1	Aircraft Type - UNK/NR		5	Last 90		6
Instrument Rating(s) - NONE						
ırrative						
CLIMBOUT AT ABOUT 500 FEET AGL FOR A						
LISHED ONTO A ROUGH FIELD WHERE THE L	EFT WING STRUCK A SMALL TREE.	THE AIRCRAFT SPUN	AROUND AN	D THE NOSE	GEAR	

File No 6	54 6/07/87 AURORA,OR	A/C Reg. No. N9232K	Time (Lcl) - 1630 PDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - MECH FAILURE/MA	ALFUNCTION	
	,VALVE - FAILURE,TOTAL VERHAUL - NOT OBTAINED - COMPANY/OPERATO		
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
Finding(s) 3. OBJECT - TREE(S	)		·
Occurrence #4 Phase of Operation			
Finding(s) 4. TERRAIN CONDITI	ON - ROUGH/UNEVEN		
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the 2	e Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is/are finding(s) 3,4		

				۱۱ 	me (Lc1) -	1145 PL	) I
Basic Information Type Operating Certificate-AGRICU	JLTURAL AIRCRAFT	Aircraft Damage			Injur		
Type of Operation -AERIAL	. APPLICATION	DESTROYED Fire	Crew		Serious O	Minor 1	None O
Flight Conducted Under -14 CFF Accident Occurred During -DESCEN		ON GROUND	Pass	0	0	0	0
Aircraft Information							
Make/Model - BELL 47G-3B-2 Landing Gear - TRICYCLE-FIXED		'Model - LYCOMING T' ngines - 1	VO-435 SER		installed/Adail		
Max Gross Wt - 2950	Number Er Engine Ty		TNG-CAPRIDA		ali warning	g Syster	n - NU
No. of Seats - 3	Rated Pow		ING CARBORI				
Environment/Operations Information-							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BF Method - N/A		ture Point REEWATR,OR		OFF AIR	RPORT/STRIP		
Completeness - N/A	MILION F Destination			Airport Da	nta		
Basic Weather - VMC	LOCAL	'		All point be			
Wind Dir/Speed- 260/006 KTS				Runway	Ident -	N/A	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - UNK/NR		ight Plan - NONE			Surface -		
Lowest Ceiling - BROKEN		earance - NONE		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/	'Lndg - NONE					
Precipitation - NONE Condition of Light - DAYLIGH	IT						
Personnel Information							
Pilot-In-Command	Age - 51	Medical	Certificat	te - VALID	MEDICAL-WA	IVERS/L	TIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligh	nt Time (Ho	ours)		
COMMERCIAL	Current	- YES Tot	al -	6977	Last 24 Last 30	Hrs -	4
SE LAND	Months Since	e - 19	e/Model-	6977	Last 30 Last 90	Days- L	JNK/NR
HELICOPTER	атстатт тур	De - UNK/NK INS	trument-	23	Rotorcra		
Instrument Rating(s) - NONE							
Narrative							
PILOT WAS HOVERING UP RISING TERRAL	N AT A SLOW AIRSPEED. A	T 15 FEET ABOVE TH	E GROUND WH	HILE ON AN			
CULTURAL SPRAYING FLIGHT AND ENCOUN	ITERED SETTLING WITH POV	ER. THE AIRCRAFT E	NTERED AN L	JNCONTROLLE	D DESCENT		
IMPACTED THE GROUND.							

File No. - 635 6/12/87 MILTON-FREEWATR,OR A/C Reg. No. N2219W Time (Lcl) - 1145 PDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation HOVER Finding(s) 1. TERRAIN CONDITION - RISING 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE 4. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

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

Make/Model - CESSNA 1508	
SUBSTANTIAL Fatal Serious Minor Type of Operation -PERSONAL Fire Crew 0 0 0 0 Flight Conducted Under -14 CFR 91 0N GROUND Pass 0 0 0 Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 150B Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2  Eng Make/Model - LYCOMING 0-320-E2D Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2  Eng Make/Model - LYCOMING 0-320-E2D  ELT Installed/Activated - Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 150 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - CALM Wind Dir/Speed - CALM Wind Dir/Speed - CALM Visibility - 50.0 SM	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 1508 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - CALM Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Ubest Ceiling - NONE Ubest Ceiling - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND  Instrument Rating(s) - AIRPLANE  Eng Make/Model - LYCOMING 0-320-E2D ELT Installed/Activated - Stall Warning System - Engines - 1 Engine - LYCOMING 0-320-E2D SLT Installed/Activated - Stall Warning System - Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Number Engines - 1 Eng Make/Model - LYCOMING 0-320-E2D ELT Installed/Activated - Stall Warning System - Engines - 1 Eng in engines - 1 Eng in engines - 1 Eng Make/Model - LYCOMING 0-320-E2D ELT Installed/Activated - Stall Warning System - Engines - 1 Eng in engines - 1 Eng in eye - RECIPROCATING-CARBURETOR Number Engines - 1 Eng in eye - RECIPROCATING-CARBURETOR Number Engines - 1 Eng in eye - RECIPROCATING-CARBURETOR Number Engines - 1 Eng in eye - RECIPROCATING-CARBURETOR Number Engines - 1 Eng in eye - RECIPROCATING-CARBURETOR Number Engines - 1 Eng in eye - RECIPROCATING-CARBURETOR Number Engines - 1 Eng in eye - RECIPROCATING-CARBURETOR Number Engines - 1 Eng in eye - RECIPROCATING-CARBURETOR Number Engines - 1 Eng in eye - RECIPROCATING-CARBURETOR Number Engines - 1 Eng in eye - RECIPROCATING-CARBURETOR Number Engines - 1 Eng in eye - RECIPROCATING-CARBURETOR Number Engines - 1 Eng in eye - RECIPROCATING-CARBURETOR Number Engines - 1 Eng in eye - RECIPROCATING-CARBURETOR Number Engines - 1 Eng in eye - RECIPROCATING-CARBURETOR Number Engines - 1 Eng in eye - RECIPROCATING-CARBURETOR Number Engines - RECIPROCATION - Rate - RECIPROCATION - Stall Parker  Airport Proximity OF AIRPORT/STRIP  Airport Prox	None
-Aircraft Information Make/Model - CESSNA 150B Landing Gear - TRICYCLE-FIXED No. of Seats - 2 No. of Seat	1
Aircraft Information Make/Model - CESSNA 150B Landing Gear - TRICYCLE-FIXED Number Engines - 1 Number Engine Type - UNK/NR Instrument - 100 Last 90 Days- Multi-Eng - 31  Instrument Rating(s) - AIRPLANE	1
Make/Model - CESSNA 1508	
Landing Gear - TRICYCLE-FIXED Mumber Engines - 1 Stall Warning System - Max Gross Wt - 1670 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 150 HP Environment/Operations Information Weather Data Itinerary Last Departure Point Wethod - N/A Completeness - N/A Destination Destination Basic Weather - VMC LOCAL BEAGLE SKY RANCH Wind Dir/Speed- CALM Usibility - 50.0 SM ATC/Airspace Runway Ident - 15 Runway Ident - 15 Runway Status - DRY Destructions to Vision NONE Type of Flight Plan - NONE Runway Status - DRY Descriptation - NONE Type of Clearance - NONE Runway Status - DRY Descriptation - NONE Condition of Light - DAYLIGHT Personnel Information Piot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL,CFI Current - YES Total - 2124 Last 24 Hrs - Months Since - 23 Make/Model - 1500 Last 30 Days- UNK Multi-Eng - 31  Instrument Rating(s) - AIRPLANE	
Max Gröss Wt - 1670 No. of Seats - 2 Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A  Basic Weather - VMC Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Obstructions to Vision - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s)  COMMERCIAL,CFI SE LAND  Mated Power - 150 HP  Litinerary Last Departure Point WHITE CITY, OR Destination WHITE CITY, OR Destination WHITE CITY, OR Destination WHITE CITY, OR LOCAL BEAGLE SKY RANCH Runway Ident - 15 Runway Ident - 15 Runway Lth/wid - 3000/ 1 Runway Surface - DIRT Type of Flight Plan - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) Seland Age - 46 Medical Certificate - VALID MEDICAL-WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Current - YES Total - 2124 Last 24 Hrs - Months Since - 23 Make/Model - 1500 Last 30 Days- UNK Aircraft Type - UNK/NR Instrument - 100 Last 90 Days- Multi-Eng - 31  Instrument Rating(s) - AIRPLANE	
No. of Seats - 2  Rated Power - 150 HP Environment/Operations Information Weather Data  We Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL, CFI SE LAND  Rote Take Power - 150 HP  Itinerary Last Departure Point WHITE CITY, DR Airport Proximity OFF AIRPORT/STRIP  Airport Proximity OFF AIRPORT/STRIP WHITE CITY, DR Airport Proximity OFF AIRPORT/STRIP  Airport Proximity OFF AIRPORT/STRIP  Airport Proximity OFF AIRPORT/STRIP  Airport Proximity OFF AIRPORT/STRIP  Airport Day  Ai	- YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND  Instrument Rating(s) - AIRPLANE  Itinerary  Itinerary  Itinerary  Itinerary  Airport Proximity OFF AIRPORT/STRIP  WHITE CITY, OR  Airport Proximity  OFF AIRPORT/STRIP  Airport Data  BEAGLE SKY RANCH  Runway Ident - 15  Runway Lth/Wid - 3000/ 1  Runway Status - DRY  ONE  FORCED LANDING  Runway Status - DRY  ONE  FORCED LANDING  Runway Status - DRY  Medical Certificate - VALID MEDICAL-WAIVERS/LIMI  Certificate(s)/Rating(s)  COMMERCIAL CFI  SE LAND  Medical Certificate - VALID MEDICAL-WAIVERS/LIMI  Obstruction - VALID MEDICAL WAIVERS/LIMI  Nonth's Since - 23  Make/Model - 1500  Last 30 Days - UNK  Multi-Eng - 31  Instrument Rating(s) - AIRPLANE	
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND  Method - N/A  WHITE CITY, OR  Destination - NOTE Last Departure Point WHITE CITY, OR  Airport Proximity OFF AIRPORT/STRIP  WHITE CITY, OR  Airport Proximity OFF AIRPORT/STRIP  WHITE CITY, OR  BEAGLE SKY RANCH Runway Ident - 15 Runway Ith/Wid - 3000/ 1 Runway Status - DRY  Runway Status - DRY  FORCED LANDING  Runway Status - DRY  White Hours  Medical Certificate - VALID MEDICAL-WAIVERS/LIMI Certificate(s)/Rating(s) Siennial Flight Review Current - YES Total - 2124 Last 24 Hrs -  Months Since - 23 Make/Model - 1500 Last 30 Days- UNK Aircraft Type - UNK/NR Aircraft Type - UNK/NR Instrument 100 Last 90 Days- Multi-Eng - 31  Instrument Rating(s) - AIRPLANE	
Wx Briefing - NO RECORD OF BRIEFING Method - N/A WHITE CITY,OR WHITE CITY,OR  Basic Weather - VMC Destination Airport Data  Basic Weather - VMC LOCAL BEAGLE SKY RANCH Wind Dir/Speed- CALM Runway Ident - 15 Visibility - 50.0 SM ATC/Airspace Runway Lth/Mid - 3000/ 1  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  Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL,CFI Se LAND Months Since - 23 Make/Model - 1500 Last 30 Days- UNK Aircraft Type - UNK/NR Instrument 100 Last 90 Days-  Multi-Eng - 31  Instrument Rating(s) - AIRPLANE	
Method - N/A Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL BEAGLE SKY RANCH Wind Dir/Speed- CALM Runway Ident - 15 Visibility - 50.0 SM ATC/Airspace Runway Lth/Wid - 3000/ 1 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 Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL,CFI Current - YES Total - 2124 Last 24 Hrs - Months Since - 23 Make/Model - 1500 Last 30 Days- UNK Aircraft Type - UNK/NR Instrument 100 Last 90 Days- Multi-Eng - 31  Instrument Rating(s) - AIRPLANE	
Method - N/A Completeness - N/A Destination Airport Data  Basic Weather - VMC LOCAL BEAGLE SKY RANCH Wind Dir/Speed- CALM Visibility - 50.0 SM ATC/Airspace Runway Ident - 15 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - NONE Type of Clearance - NONE Runway Surface - DIRT Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL,CFI SE LAND Months Since - 23 Make/Model - 1500 Last 30 Days- UNK Aircraft Type - UNK/NR Instrument 100 Last 90 Days- Multi-Eng - 31  Instrument Rating(s) - AIRPLANE	
Basic Weather - VMC	
Wind Dir/Speed- CALM Visibility - 50.0 SM ATC/Airspace Runway Ident - 15 Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Type of Clearance - NONE Runway Surface - DIRT 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 - 46 Medical Certificate - VALID MEDICAL-WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) CUMMERCIAL,CFI Current - YES Total - 2124 Last 24 Hrs - SE LAND Months Since - 23 Make/Model- 1500 Last 30 Days- UNK Aircraft Type - UNK/NR Instrument 100 Last 90 Days- Multi-Eng - 31  Instrument Rating(s) - AIRPLANE	
Visibility - 50.0 SM ATC/Airspace Runway Lth/Wid - 3000/ i 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 Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) CUMMERCIAL,CFI SE LAND Months Since - 23 Make/Model - 1500 Last 30 Days- UNK Aircraft Type - UNK/NR Instrument 100 Last 90 Days- Multi-Eng - 31  Instrument Rating(s) - AIRPLANE	
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 Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 2124 Last 24 Hrs - Months Since - 23 Make/Model - 1500 Last 30 Days- UNK Aircraft Type - UNK/NR Instrument 100 Last 90 Days- Multi-Eng - 31  Instrument Rating(s) - AIRPLANE	
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 Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 2124 Last 24 Hrs - Months Since - 23 Make/Model - 1500 Last 30 Days- UNK Aircraft Type - UNK/NR Instrument 100 Last 90 Days- Multi-Eng - 31  Instrument Rating(s) - AIRPLANE	100
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 - 46 Medical Certificate - VALID MEDICAL-WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 2124 Last 24 Hrs - SE LAND Months Since - 23 Make/Model- 1500 Last 30 Days- UNK Aircraft Type - UNK/NR Instrument- 100 Last 90 Days- Multi-Eng - 31  Instrument Rating(s) - AIRPLANE	
Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 2124 Last 24 Hrs - SE LAND Months Since - 23 Make/Model - 1500 Last 30 Days- UNK Aircraft Type - UNK/NR Instrument 100 Last 90 Days- Multi-Eng - 31  Instrument Rating(s) - AIRPLANE	
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL,CFI Current - YES Total - 2124 Last 24 Hrs - SE LAND Months Since - 23 Make/Model - 1500 Last 30 Days- UNK Aircraft Type - UNK/NR Instrument 100 Last 90 Days- Multi-Eng - 31  Instrument Rating(s) - AIRPLANE	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command	
Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 2124 Last 24 Hrs - SE LAND Months Since - 23 Make/Model - 1500 Last 30 Days - UNK Aircraft Type - UNK/NR Instrument - 100 Last 90 Days - Multi-Eng - 31  Instrument Rating(s) - AIRPLANE	
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 2124 Last 24 Hrs - SE LAND Months Since - 23 Make/Model - 1500 Last 30 Days - UNK Aircraft Type - UNK/NR Instrument - 100 Last 90 Days - Multi-Eng - 31  Instrument Rating(s) - AIRPLANE	
COMMERCIAL,CFI Current - YES Total - 2124 Last 24 Hrs - SE LAND Months Since - 23 Make/Model - 1500 Last 30 Days- UNK Aircraft Type - UNK/NR Instrument - 100 Last 90 Days- Multi-Eng - 31  Instrument Rating(s) - AIRPLANE	IT
COMMERCIAL,CFI Current - YES Total - 2124 Last 24 Hrs - SE LAND Months Since - 23 Make/Model - 1500 Last 30 Days- UNK Aircraft Type - UNK/NR Instrument - 100 Last 90 Days- Multi-Eng - 31  Instrument Rating(s) - AIRPLANE	
SE LAND Months Since - 23 Make/Model- 1500 Last 30 Days- UNK Aircraft Type - UNK/NR Instrument- 100 Last 90 Days- Multi-Eng - 31 Instrument Rating(s) - AIRPLANE	1
Aircraft Type - UNK/NR Instrument- 100 Last 90 Days- Multi-Eng - 31 Instrument Rating(s) - AIRPLANE	K/NR
Multi-Eng - 31  Instrument Rating(s) - AIRPLANE	34
Narrative	
TTER ABOUT ONE HOUR OF FLIGHT AND DURING A TAKEOFF THE ENGINE CEASED OPERATING. THE PILOT ATTEMPTED TO LAND HE AIRCRAFT ONTO THE REMAINING RUNWAY BUT AN OVERRUN OCCURRED. THE AIRCRAFT ROLLED THROUGH A FENCE AND THEN A ITCH WITH THE NOSE GEAR BREAKING OFF. A SMALL FIRE ERUPTED AFTER THE AIRCRAFT CAME TO REST ON A DRY FIELD. A FUEL	
INT WAS FOUND TO HAVE BEEN PLUGGED BY MUD DABBERS.	

File No 7	85 6/23/87 WHITE CITY,OR	A/C Reg. No. N7352X	Time (Lcl) - 1247 PDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL TAKEOFF - INITIAL CLIMB		
Finding(s) 1. FUEL SYSTEM, VEN 2. PREFLIGHT PLA	T - BLOCKED(TOTAL) NNING/PREPARATION - INADEQUATE - PILOT	IN COMMAND	
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	LANDING - ROLL		
Occurrence #4 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
Finding(s) 3. OBJECT - FENCE			
Occurrence #5 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
Finding(s) 4. TERRAIN CONDITI 5. LANDING GEAR,MA	IN GEAR - OVERLOAD		
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that th 2	e Probable Cause(s) of this accid	lent

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

File No 752 1/24/87 BOYER	TOWN, PA A/C	A/C Reg. No. N10VF		Time (Lcl) - 1830 EST			
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	aft Damage		Injur	ies		
.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		ANTIAL	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	0	
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA 152	Eng Make/Model - L	YCOMING O-235-L2C	ELT	Installed/A	ctivated	- YES/YE	
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnin	g System	- NO	
Max Gross Wt - 1670		RECIPROCATING-CARBUR	RETOR				
No. of Seats - 2	Rated Power -	110 HP					
-Environment/Operations Information							
Weather Data	Itinerary		Airport	Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poir	nt	OFF AI	RPORT/STRIP			
Method - N/A	GAITHERSBURG, MD						
Completeness - N/A	Destination		Airport D	ata			
Basic Weather - VMC	PERKIOMEN, PA						
Wind Dir/Speed- 320/016 KTS					N/A		
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -			
Lowest Sky/Clouds - UNK/NR	Type of Flight Plar			Surface -			
Lowest Ceiling -	Type of Clearance		Runway	Status -	HIGH VEG	ETATION	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - NIGHT(DARK)							
-Personnel Information							
Pilot-In-Command	Age - 18	Medical Certifica			WAIVERS/	'LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Re∀iew		ght Time (H				
STUDENT	Current - N/A	Total -		Last 24		, 3	
	Months Since - N/A	Make/Model-	73	Last 30	Days- UN	•	
	Aircraft Type - N/A	Instrument-	3	Last 90	Days-	10	
Instrument Rating(s) - NONE							
-Narrative DENT PILOT ON A SOLO CROSS-COUNTRY FLIGHT NEWALL. THE AIRCRAFT WAS SUBSTANTIALLY DAM			.D AND COLL	IDED WITH A			

File No. - 752 1/24/87 BOYERTOWN, PA A/C Reg. No. N10VF Time (Lc1) - 1830 EST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND 4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 5. REFUELING - NOT PERFORMED - PILOT IN COMMAND FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - RISING 7. LIGHT CONDITION - DARK NIGHT ----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) 2,3,7

File No 728 8/23/87 VEGA	BAJA, PR	A/C Reg. No. N10	AUOC	, т	ime (Lc1) -	1800 AST	
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 0 0	Injur Serious O O		None 1 O
Aircraft Information Make/Model´ - GRUMMAN AMERICAN AVN. C Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2200 No. of Seats - 4	O AA-5 Eng Make/Mode Number Engine Engine Type Rated Power			S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 100/007 KTS Visibility - 12.0 SM Lowest Sky/Clouds - 2000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure ISLA GRANDE, Destination LOCAL ATC/Airspace TERED Type of Flight Type of Cleara Type Apch/Lndg	PR Plan - NONE nce - NONE	- IN	OFF AI Airport D Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A	ETATION
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 53 Biennial Flight Revi Current - Months Since - Aircraft Type -	ew YES Total 8 Make/M AA-5 Instru		e - VALID t Time (H 419 231 1	MEDICAL-WA ours) Last 24 Last 30 Last 90	Hrs - Days-	1 † 1 † 1 5
Instrument Rating(s) - AIRPLANE							
Narrative E PLT STATED THAT HE HAD DESCENDED FROM 450 STATED THE RPM DROPPED FROM 2300 TO 1000. SCENT. THE PLT STATED THAT WHEN HE CHECKED AT WHEN THE RECOVERY TEAM RETURNED TO THE C RIPPED THE ACFT.	HE ALSO STATED THAT H HIS MAGS DURING THE D	E DID NOT USE CAP ESCENT, THE RT ON	RB HEAT P	RIOR TO O OP. THE P	R DURING TH LT ADVISED	E	

File No. - 728 8/23/87 VEGA BAJA, PR A/C Reg. No. N100UA Time (Lc1) - 1800 AST Occurrence #1 LOSS OF ENGINE POWER Phase of Operation CRUISE Finding(s) 1. WEATHER CONDITION - CLOUDS 2. DESCENT - PERFORMED - PILOT IN COMMAND 3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 5. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND 6. IGNITION SYSTEM, MAGNETO - INOPERATIVE Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY IN FLIGHT COLLISION WITH TERRAIN/WATER Occurrence #3 Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5 Factor(s) relating to this accident is/are finding(s) 1,2,3,6

File No 746 4/25/87 SU	JMTER,SC	A/C Reg. No	. N13PH	-	Time (Lc1) -	0835 ED	Т
Basic Information							
Type Operating Certificate-NONE (GEN	NERAL AVIATION)	Aircraft Dama	ge	_	Injur		
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	_	0	0	1
Flight Conducted Under -14 CFR 9		NONE	Pass	0	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - SPARTAN 7W	Eng Make/I	Model - P & W WA	SPJR-R-985		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Eng	gines - 1		9	Stall Warnin	ng System	- NO
Max Gross Wt - 4400	Engine Ty	oe - RECIPROC	ATING-CARBUR	ETOR			
No. of Seats - 4	Rated Powe	er - 450 H	Р				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing ~ UNK/NR	Last Depar	ture Point		ON AI	•		
Method - UNK/NR	GREENVIL			,	=		
Completeness - UNK/NR	Destination	•		Airport [	)ata		
Basic Weather - VMC	SAME AS			SHAW			
Wind Dir/Speed- CALM	SAME AS	400/1140				- 22L	
Visibility - UNK/NR	ATC/Airspace				/ Lth/Wid -		150
Lowest Sky/Clouds - CLEAR		ight Plan - VFR			/ Surface -		
		earance - NONE				· UNK/NR	<u> </u>
			FIC PATTERN	Runwa	/ Status -	UNK/ NK	
Obstructions to Vision- NONE	Type Apch/						
Precipitation - NONE		FULL	STOP				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 59		al Certifica			IVERS/LII	MIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight I	Review		ht Time (I			
COMMERCIAL, CFI	Current		otal -		Last 24	l Hrs - U	NK/NR
SE LAND, ME LAND, SE SEA	Months Since	- 19 M	ake/Model-	115	Last 30	Days- U	NK/NR
HELICOPTER	Aircraft Type	e - 58 I	nstrument-	3750	Last 90	Days-	65
		М	ulti-Eng -	9800	Rotorcr	aft -	50
Instrument Rating(s) - AIRPLAN	<b>.</b>						
Narrative							
THE PLT REPORTED THAT THE AIRPLANE BEGAN	O TURN TO THE LEFT A	FTER LDG WHEN TH	E TAILWHEEL	TOUCHED DO	OWN:		
SUBSEQUENT EFFORTS TO COUNTERACT THE TURN						-	
A DEPRESSION IN THE TERRAIN, COLLAPSING TH							
POST-ACCIDENT EXAMINATION OF THE AIRPLANE	BY AN FAA AIRWORTHIN	ESS INSPECTOR RF	VEALED NO FV	IDENCE OF	ANY		
PRE-EXISTING MECHANICAL MALFUNCTION OR FA							
THE EXISTING MEGINATIONE MACI SHOTTON OR THE	LONE.						

A/C Reg. No. N13PH Time (Lc1) - 0835 EDT File No. - 746 4/25/87 SUMTER, SC LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - ROUGH/UNEVEN 4. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2 Factor(s) relating to this accident is/are finding(s) 3

File No 641	File No 641 4/28/87 GREENVILLE,SC		A/C Reg. No. N	Time (Lc1) - 2318 EDT				
Basic Information Type Operating Certifica  Type of Operation Flight Conducted Under Accident Occurred During	-PERSONA -14 CFR	L 91	Aircraft Damage SUBSTANTIAL Fire NONE	Crew	Fatal O O	Injur Serious O O	Minor O	None 1 O
Aircraft Information Make/Model - BEECH 95 Landing Gear - TRICYCLE Max Gross Wt - 5000 No. of Seats - 6		LE Number Eng Engine Typ	odel - CONTINENTAL ines - 2 e - RECIP-FUEL r - 260 HP			Installed/Adtall Warning		
Environment/Operations Ind Weather Data Wx Briefing - UNK/NF Method - UNK/NF Completeness - WEATHE Basic Weather - VMC Wind Dir/Speed- 350/O Visibility - 15.0 Lowest Sky/Clouds - Lowest Ceiling Obstructions to Vision Precipitation Condition of Light	R R R R NOT PERT 14 KTS O SM CLEAR - NONE - NONE	Itinerary Last Depart SPARTANBU INENT Destination SAME AS A ATC/Airspace Type of Fli Type of Cle Type Apch/L	RG,SC	A C PATTERN	ON AIRI irport Da GREENV Runway Runway Runway		36 5393/ ASPHALT	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s COMMERCIAL SE LAND, ME LAND  Instrument Rating(s)Narrative E AIRCRAFT LANDED WITH THE LAR. HE HAD DISARMED THE LAND	s) - AIRPLA  -ANDING GEA DING GEAR W	R IN THE UP POSITION WH ARNING SYSTEM BY PULLIN	- YES Tota - 1 Make - UNK/NR Inst Mult EN THE PILOT INAD	/ERTENTLY FA JIT BREAKER	Time (He O90 170 /NR 530 ILED TO IBECAUSE	Last 24 Last 30 Last 90 Rotorcra  EXTEND THE	Hrs - Ul	NK/NR

File No. - 641 4/28/87 GREENVILLE.SC A/C Reg. No. N3240Y

Time (Lc1) - 2318 EDT

Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN

IN FLIGHT COLLISION WITH TERRAIN

Finding(s)

- 1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY NOT ENGAGED
- 2. GEAR EXTENSION NOT USED PILOT IN COMMAND
- 3. LANDING GEAR, GEAR WARNING SYSTEM DISCONNECTED
- 4. CHECKLIST NOT FOLLOWED PILOT IN COMMAND
- 5. JUDGEMENT POOR PILOT IN COMMAND
- 6. WHEELS UP LANDING PERFORMED PILOT IN COMMAND

----Probable Cause----

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

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

File No 623 5/06/87 SPAR	TANBURG, SC A/	C Reg. No. N713DM	T 1	ime (Lcl) -	1400 EDT	
Basic Information Type Operating Certificate-NONE (GENER		raft Damage STANTIAL	Fata1	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire ON	Crew GROUND Pass		0		1
Aircraft Information Make/Model - BEECH E-55 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5300 No. of Seats - 6	Number Engines -	RECIP-FUEL INJECTED	<b>S</b> 1	Installed/A tall Warnir	ng System	- YES
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 260/009 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 3000 FT SCA Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	GREER,SC Destination SAME AS ACC/INC	an - NONE	Airport F ON AIRF Airport Da SPARTAN Runway Runway Runway	Proximity PORT ata NBURG DOWNT	TOWN MEM. - 22 - 5203/ - ASPHALT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 35 Biennial Flight Review	Medical Certifica Flig	ite - VALID ht Time (Ho	MEDICAL-NO	) WAIVERS/	LIMIT
PRIVATE SE LAND,ME LAND	Age - 35 Biennial Flight Review Current - YES Months Since - 6 Aircraft Type - PA-	Total - Make/Model- 34 Instrument- Multi-Eng -	1940 124 160 628	Last 24 Last 30 Last 90	l Hrs - ) Days- UN ) Days-	1 K/NR 23
Instrument Rating(s) - AIRPLANE						
Narrative THE PLT REPORTED THAT HE LOWERED THE LDG GEALIGHT ON FINAL APPCH. DURING ROLLOUT, HE FELAN ATTEMPT TO REDUCE IT. HE THEN APPLIED THE RESCUE PERSONNEL REPORTED FINDING THE ACFT FASH MECHANIC ON-SCENE ASSISTED IN EXTINGUISH REPORTED FINDING THE ACFT IN THE POWN POSITION. POST-CRASH EXAM OF THE ACFT MECH FAILURE IN THE LDG GEAR DOWN-LOCK SYSTEM	T A SEVERE VIBRATION IN TO BRAKES AND THE NOSE GEAR THE COCKPIT AND THE PLT E. EESTING GEAR-UP ON THE RWY ING A FIRE THAT HAD BROKE THE "UP" POSITION. HE NOT BY THE FAA REVEALED NO E	HE NOSE GEAR AND PULL COLLAPSED. AS THE AC XITED THE ACFT THROUG WHEN THEY RESPONDED N OUT, AND ENTERED TH ED THAT THE FLAP SELE VIDENCE OF PRE-EXISTI	ED BACK ON FT SLID TO H THE EMERC TO THE ACCI IE ACFT AFTE CTOR WAS IN NG MALFUNCT	THE YOKE I A STOP, TH GENCY EXIT. IDENT. AN ERWARD. HE I THE ION OR	:N IE	

File No 623	5/06/87 SPARTANBURG,	SC A/C Reg. No. N713DM	Time (Lcl) - 1400 EDT
	PLETE GEAR COLLAPSED DING - ROLL		· <b></b>
Finding(s) 1. GEAR RETRACTION - INA	DVERTENT - PILOT IN COMMAN	D	
Probable Cause			

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

File No 638 5/24/87 S	PARTANBURG, SC	A/C Reg. No. N	6408	Time (Lcl) -	1230 ED	Γ r-
-Basic Information						
Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage		Injuri	es	
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 9	1	ON GROUND	Pass 0	1	0	0
Accident Occurred During -DESCENT						
-Aircraft Information						
Make/Model - HILLER UH-12D (H23)	Eng Make/N	Model - LYCOMING O-		Installed/Ac	tivated	- NO -N/
Landing Gear - SKID	Number Eng	gines - 1		Stall Warning	System	- UNK/NR
Max Gross Wt - 2750	Engine Typ	oe - RECIPROCATI	NG-CARBURETOR			
No. of Seats - 3	Rated Powe	er - 260 HP				
Environment/Operations Information	-					
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIE		ture Point	OFF A	IRPORT/STRIP		
Method - N/A	SPARTANBL			, -		
Completeness - N/A	Destination	-	Airport	Data		
Basic Weather - VMC	DUNCAN, SO					
Wind Dir/Speed- 180/009 KTS	50.10/111,01		Runwa	y Ident -	N/A	
Visibility - 12.0 SM	ATC/Airspace			y Lth/Wid -		
	SCATTERED Type of F1			y Surface -	•	
Lowest Ceiling - 25000 FT		earance - NONE		y Status -		
Obstructions to Vision- NONE	Type Apch/I		Rullwa	y Status	IN/ A	
	Type Apch/	riag - None				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 63	Medical	Certificate - VALI	D MEDICAL-WAI	VERS/LII	MIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight F	Review	Flight Time (	Hours)		
PRIVATE	Current	- NO Tota	1 - 1800	Last 24	Hrs - U	NK/NR
SE LAND	Months Since	- 12 Make	/Model - 1194	Last 30		9
HELICOPTER	Aircraft Type	- 12 Make - UH-12D Inst	rument- 4	Last 90		26
HEELOSITEN	Anorare type	2 011 125 1110 0	, amorre	Rotorcra	•	
Instrument Rating(s) - NONE						
-Narrative						
RING A LOCAL PLEASURE FLIGHT ABOVE THE	TREETOPS THE PASSENGE	R REPORTED THAT TH	EY HEARD A LOUD "P	OP" OVER THE		
IND OF THE ENGINE. THE PLT TOLD HER THA						
RN SLOWER THAN USUAL BEFORE THE HELO CO						
RN SLOWER THAN USUAL BEFORE THE HELD CO RE CONSUMED THE WRECKAGE. THOROUGH EXAM						
REVEAL ANY EVIDENCE OF MECHANICAL MAL WAS UNABLE TO BE EVALUATED. ASSOCIATE						

5/24/87 A/C Reg. No. N6408 Time (Lcl) - 1230 EDT File No. - 638 SPARTANBURG, SC AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation CRUISE Finding(s) 1. ENGINE ASSEMBLY, OTHER - UNDETERMINED Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY Finding(s) 2. OBJECT - TREE(\$) 3. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND 4. ALTITUDE - INADEQUATE - PILOT IN COMMAND 5. AUTOROTATION - NOT PERFORMED - PILOT IN COMMAND 6. EMERGENCY PROCEDURE - POOR - PILOT IN COMMAND 7. TERRAIN CONDITION - GROUND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 3,4,5,6$ 

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

				. No. N6094Z			- 1345 ED	
-Basic Information Type Operating Certificate	e-NONE (GENERA	L AVIATION)	Aircraft			Inju		
			SUBSTANT		Fatal	Serious		None
	-OTHER WORK L	ISE	Fire	Cr		0	1	0
Flight Conducted Under Accident Occurred During			NONE	Pa	ss 0	0	0	0
-Aircraft Information								
Make/Model - PIPER PA-:	25			MING O-320 SER		Installed/		
Landing Gear - UNK/NR			ngines - 1			tall Warni	ng System	~ YES
Max Gross Wt - 2300		Engine T		PROCATING-CARB	URETOR			
No. of Seats - 1		Rated Po	wer - 1!	50 HP 				
-Environment/Operations Info	rmation							
Weather Data		Itinerary				Proximity		
	RD OF BRIEFING		rture Point		OFF AI	RPORT/STRI	Р	
Method - N/A		SAME AS						
Completeness - N/A		Destinatio	n		Airport [	ata		
Basic Weather - VMC		LOCAL			_			
Wind Dir/Speed- UNK/NR							- N/A	
Visibility - 10.0		ATC/Airspac				Lth/Wid		
Lowest Sky/Clouds -	UNK/NR SCA	TERED Type of F	light Plan -	NUNE		Surface		OLIO D D.V
Lowest Ceiling -	BRUKEN	Type of C	learance - I	NUNE	Runway	Status	- WATER -	CHUPPY
Obstructions to Vision-		Type Apch	/Lndg -					
Precipitation - Condition of Light -	NONE			FORCED LANDING				
-Personnel Information		A	14	edical Certifi	VAL TE	MEDICAL N	O WATVEDS	/: TMTT
Pilot-In-Command Certificate(s)/Rating(s)		Age - 41 Biennial Flight			ight Time (F		U WAIVERS	/ LIMII
COMMERCIAL		Current				Last 2	4 Hnc -	8
SE LAND		Months Sinc	- YES	Make/Model-	1339	Last 2	4 nrs - O Days- U	
SE LAND		Aircraft Ty	pe - UNK/NR	Instrument-	10	Last 9	O Days U	271
		Anciaitiy	pe UNN/NK	THE CHAMBELL	10	Last s	Jays	211
Instrument Rating(s)	- AIRPLANE							
-Narrative								
ER ABOUT 45 MNTES INTO THE F	I I CHT THE DI	OT NOTICED A DDO	P IN ENGINE O	TI PRESSURE WH	EN HE DECIDE	D TO RETUR	N	
THE AIRPORT. THE CABIN FILLE								
DITCH. THE WRECKAGE EXAMINIA								

File No 7	49 8/30/87 	MYRTLE BEACH, SC	A/C Reg. No. N6094Z	Time (Lcl) - 1345 EDT
Occurrence #1 Phase of Operation	LOSS OF ENGINE P	OWER(TOTAL) - MECH FAIL	URE/MALF	
Finding(s) 1. ENGINE ASSEMBLY 2. FLUID,OIL - STA		D		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGE	NCY		
Finding(s) 3. FUSELAGE,CREW C	OMPARTMENT - SMOKE	·		
Occurrence #3 Phase of Operation	DITCHING LANDING - FLARE/	TOUCHDOWN		
Finding(s) 4. TERRAIN CONDITI	ON - WATER			
Probable Cause				
			4 .	

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

File No 670 7/26/87 CUSTE	R,SD A/C Reg	. No. N2346U	No. N2346U Time (Lc1)			1) - 1540 MDT		
Basic Information Type Operating Certificate-NONE (GENERA				Injur				
T	SUBSTANT		Fatal	Serious		None		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass	0	0	0	1		
Accident Occurred During -LANDING	NONE	Pass	O	O	U	1		
Aircraft Information								
Make/Model - CESSNA 172D	Eng Make/Model - CONT	INENTAL 0-300 SER		Installed/#				
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnir	ng System	- YES		
Max Gross Wt - 2300	3	PROCATING-CARBURE	TOR					
No. of Seats - 4	Rated Power - 1	45 HP				- <b></b> -		
Environment/Operations Information								
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary			Proximity				
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point DRAPER.SD		ON AIR	PURI				
Completeness - N/A	Destination		Airport [	12+2				
Basic Weather - VMC	SAME AS ACC/INC			COUNTY				
Wind Dir/Speed- 180/015 KTS	SAME AS AGO, ING				07			
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		50		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		Surface -				
Lowest Ceiling - NONE	Type of Clearance -				DRY			
Obstructions to Vision- NONE	Type Apch/Lndg -	TRAFFIC PATTERN	-					
Precipitation - NONE		FULL STOP						
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command		edical Certificat			IVERS/LIM	ΙΤ		
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review	Fligh Total -	t Time (F		11			
SE LAND	Current - YES Months Since - 14	Make/Medel-	220 220	Last 24	· Hrs - ) Days- UNI	4 / ND		
SE LAND	Aircraft Type - C-172D		0	Last 90		6 (1 NR		
	Afficiant Type C 1725	Tristrament	U	Last 30	Days	U		
Instrument Rating(s) - NONE	•							
Narrative	DWY 7 (4700 FT Y 50 FT) 4T 0	USTED COUNTY ADDT	(5000 57					
E PLT AND HIS PLT-RATED PAX WERE LANDING ON STER, SD. THE PLT ESTIMATED THE WINDS TO BE								
NDS TO BE OUT OF THE SE AT 20 TO 25 KTS ALL								
EW HIM TO THE LEFT. THE PLT TOLD FAA OFFICI								
IFTING TO THE LEFT. AFTER THE ACFT TOUCHED					K PILF			
I TING TO THE ELLT. ALTER THE ACT I TOUGHED	comit, it belanted the EEL 1 31	DE CI THE NATI WIND	JULLIDED					

File No 6	70 7/26/87	CUSTER, SD	A/C Reg. No. N2346U	Time (Lcl) - 1540 MDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL LANDING - FLARE/			
2. PROPER ALIGNMEN	Γ - NOT MAINTAINED	- INADEQUATE - PILOT - PILOT IN COMMAND NED - PILOT IN COMMA		
	ON GROUND COLLIS LANDING - ROLL	ION WITH TERRAIN/WAT	ER	
Probable Cause				

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

File No 639 4/21/87 CL	ARKSVILLE, TN A/C Re	eg. No. N46884	ime (Lcl) - 1530 CDT			
Basic Information Type Operating Certificate-NONE (GEN Type of Operation -LOCAL TES Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	DESTROY T Fire NONE	Pass	0	Injurie Serious 1 1	144	0
Aircraft Information Make/Model - BELL UH-1B Landing Gear - SKID Max Gross Wt - 8500 No. of Seats - 2	Eng Make/Model - LYC Number Engines - 1 Engine Type - TUR Rated Power - 6	RBOSHAFT	ELT	Installed/Act		
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEF Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/003 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary	· NONE	OFF AI Airport D Runway Runway Runway	Proximity RPORT/STRIP  ata  Ident - N Lth/Wid - N Surface - N Status - N	/A /A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP,CFI SE LAND,ME LAND HELICOPTER  Instrument Rating(s) - AIRPLANE	Biennial Flight Review Current - YES Months Since - 4 Aircraft Type - UNK/NR	Medical Certifica Flig Total - Make/Model- Instrument- Multi-Eng -	ht Time (H 5177 970 210	ours) Last 24 H Last 30 D Last 90 D	rs - UNI ays- UNI avs-	K/NR K/NR 120
INSTRUMENT RATING(S) - AIRPLANENarrative HE PILOT LOST TAIL ROTOR CONTROL IN CRUIS YSTEM HAD SUSTAINED PREVIOUS DAMAGE ABOUT SE AIRCRAFT, THE HELICOPTER SKIDDED OFF A NSPECTIONS SINCE THAT PREVIOUS DAMAGE TO HE TAIL ROTOR SYSTEM AND SUBSEQUENTLY SOL	E FLIGHT AFTER THE TAIL ROTOR [ 4 YEARS PRIOR TO THIS ACCIDENT PORTABLE LANDING PAD. THE AIRC THE TAIL ROTOR SYSTEM. THE PUBL	WHEN, WHILE BEIN CRAFT RECORDS SHOW IC USE AGENCY HAD	G OPERATED ED NO MAIN	AS A PUBLIC TENANCE OR		

File No. - 639 4/21/87 CLARKSVILLE, TN A/C Reg. No. N46884 Time (Lc1) - 1530 CDT AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation CRUISE Finding(s) 1. ROTOR DRIVE SYSTEM.TAIL ROTOR DRIVE SHAFT - SEPARATION 2. MAINTENANCE, INSPECTION OF AIRCRAFT - DISREGARDED - COMPANY/OPERATOR MGMT 3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND 4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - COMPANY/OPERATOR MGMT Occurrence #2 ROLL OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. MAINTENANCE, MAJOR REPAIR - NOT PERFORMED - COMPANY/OPERATOR MGMT ----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 Ce										
T C. O	i til icate i	AGRICULT	URAL AIRCE		craft Da				uries	
T C O				=	BSTANTIA		Fatal			
Type of Operation			PPLICATION			Cre	_	O	1	O
Flight Conducted			37	NON	1E	Pas	s 0	0	0	0
Accident Occurred	During	LANDING							. <b></b>	
Aircraft Informatio										
				00 Eng Make/Model -		R1340 SERIES		Installed/		
Landing Gear - T		LL FIXED	ı	Number Engines -				itall Warni	ing Syste	m - YES
Max Gross Wt - U						OCATING-CARBU	RETOR			
No. of Seats -	1			Rated Power -	· UNK/NF	: 				
Environment/Operati	ons Informa	ation								
Weather Data				Itinerary				Proximity		
Wx Briefing -	FSS			Last Departure Po			OFF AI	RPORT/STRI	[P	
method -	UNK/NR			SAME AS ACC/INC	:					
Completeness -				Destination			Airport [	ata		
Basic Weather - Wind Dir/Speed-		rc		SAME AS ACC/INC	•		Duranca	/ Ident	- N/A	
Visibility ~			,	ATC/Airspace				/ Ident / Lth/Wid		
Lowest Sky/Clou			•	Type of Flight Pl	an - NC	NF		Surface		
			OVERCAST	Type of Clearance			Runway	Status	- DRY	
Obstructions to			O T E ROAD !	Type Apch/Lndg			, a. may	o ta tao	2	
Precipitation				.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
Condition of Li	ght - D/	AYLIGHT								
Personnel Informati	on									
Pilot-In-Command			Age -	- 50	Med	lical Certific	ate - VALIC	MEDICAL-V	VAIVERS/L	IMIT
Certificate(s)/R	ating(s)		Bienr	nial Flight Review		Fli	ght Time (F	lours)		
COMMERCIAL			(	Current - YES Months Since - 1 Aircraft Type - UNK	5	Total -	10000	Last 2	24 Hrs -	UNK/NR
SE LAND			N	Months Since - 1		Make/Model-	2000	Last 3	30 Days-	UNK/NR
			,	Aircraft Type - UNK	(/NR	Instrument-	0	Last 9	00 Days-	130
_	, ,		_							
Instrument Ra	iting(s) -	AIRPLAN	IE 							
Narrative										
AG-ACFT LOST POWER	WHILE TURN	ING, SHO	RTLY AFTER	R DEPARTURE FROM A	FIELD.	DURING THE SU	BSEQUENT FO	RCED LDG,	THE	
STRUCK A FENCE AND										
-CRASH EXAMINATION	OF THE ACF	T ENGINE	BY AN FA	A INSPECTOR REVEALE	D A QUA	NTITY OF WATE	R IN THE CA	RBURETOR.		

File No 7	78	7/08/87 	UNION CITY, TN		A/C Reg.	No. N8046K	Time (Lc1) - 1000 CDT
Occurrence #1 Phase of Operation				N-MECHANICAL			
Finding(s)  1. FLUID,FUEL - CO 2. FLUID - WATER 3. FLUID,FUEL - ST	ARVATION						
Occurrence #2 Phase of Operation	DESCENT	- EMERGEN	ICY				
Occurrence #3 Phase of Operation			ON WITH OBJECT				
Finding(s) 4. OBJECT - FENCE							
Occurrence #4 Phase of Operation	LANDING						
Probable Cause							·
The National Transpois/are finding(s) 1,		afety Boar	d determines tha	at the Probab	le Cause	(s) of this	accident
Factor(s) relating t	o this ac	cident is/	are finding(s) 4	4			

-Basic Information Type Operating Certifica	to-NONE (CENEDA	L AVIATION)	Aircraft D	amage		Injur	ies	
Type operating centrica	LE-NONE (GENERA	L AVIATION)	DESTROYED	alliage	Fatal	Serious		None
Type of Operation	-PERSONAL		Fire	Cre	ew 1	0		
Flight Conducted Under			NONE	Pas	s 0 .	0		0
Accident Occurred During	-DESCENT							
-Aircraft Information								
· · · · · · · · · · · · · · · · · · ·	2-111B	Eng Make	/Model - N/A ngines - N/A			Installed/Ad		
Landing Gear - UNK/NR		Number E	ngines - N/A		S	tall Warning	ງ System	- UNK/NF
Max Gross Wt ~ 838 No. of Seats - 1		Engine i	ype - N/A wer - N/A					
NO. Of Seats - 1		Rated Po	wer - N/A					
-Environment/Operations Info	ormation							
Weather Data		Itinerary	Airport Proximity					
Wx Briefing - NO RECO	DED OF BEIFFING	Last Depa SAME AS			UFF AI	RPORT/STRIP		
Completeness - N/A		Destinatio		Airport Data				
Basic Weather - VMC			ACC/INC		A II poi t b	ata		
Wind Dir/Speed- 240/006	5 KTS	5	, 2		Runway	Ident -	N/A	
Visibility - 8.0	SM	ATC/Airspac				Lth/Wid -		
Lowest Sky/Clouds -						Surface -		
Lowest Ceiling	- NONE	Type of C	learance - U	NK/NR	Runway	Status -	N/A	
Obstructions to Vision- Precipitation		Type Apch	/Lndg - U	NK/NK				
Condition of Light								
-Personnel Information Pilot-In-Command		Age - UNK/NR Biennial Flight	Me	dical Certific	ate - VALID	MEDICAL-NO	WATVERS/	ITMIT
Certificate(s)/Rating(s	)	Age - UNK/NR Biennial Flight	Review	Fli	ght Time (H		,	. –
PRIVATE		Current	- YES	Total -	530	Last 24	Hrs - UN	K/NR
SE LAND		Months Sinc Aircraft Ty	e - 24	Make/Model- Instrument- Multi-Eng -	UNK/NR	Last 30	Days- UN	K/NR
GLIDER		Aircraft Ty	pe - C-172	Instrument-	UNK/NR	Last 90	Days- UN	K/NR
				Multi-Eng -	UNK/NR	Rotorcra	art - UN	K/NR
Instrument Rating(s)	- AIRPLANE							
DER TOW ROPE RELEASED AT ABO	OUT 200FT FOLLO	WING T/O GLIDED	MADE RT TURN	FOLLOWED BY ST	ALL/SPIRAL	WHICH CONTIN	MUED	
IL GROUND IMPACT. TOW PILOT								

File No. - 674 7/11/87 MEMPHIS, TN A/C Reg. No. N3950L Time (Lcl) - 1415 CDT LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. WINDOW.FLIGHT COMPARTMENT WINDOW/WINDSHIELD - UNLOCKED 2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND DIVERTED ATTENTION - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER 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

File No 725 2/06/87 DIBOL	L,TX	A/C Reg. No.	N6497N	1	ime (Lcl)	~ 1853 CST	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage	•	Fatal	-	uries Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Fire ON GROUND	Crew Pass	1	0	0	0
Aircraft Information							
Make/Model - CESSNA 210N Landing Géar - TRICYCLE-RETRACTABLE Max Gross Wt - 3800 No. of Seats - 6	Eng Make/Mo Number Engi Engine Type Rated Power	- RECIP-FUEL				/Activated	
Environment/Operations Information							
Weather Data Wx Briefing - FSS Method - TELEPHONE	Itinerary Last Departu NACOGDOCHE				Proximity RPORT/STR		
Completeness - UNK/NR Basic Weather - IMC	Destination AUSTIN,TX	<b>5,</b> 17.		Airport [	ata		
Wind Dir/Speed- 320/010 KTS Visibility - 5.0 SM Lowest Sky/Clouds - UNK/NR	ATC/Airspace Type of Fligh	nt Plan - IFR		Runway	/ Ident / Lth/Wid / Surface		
Lowest Ceiling - 800 FT OVER Obstructions to Vision- FOG Precipitation - DRIZZLE Condition of Light - NIGHT(DARK)	CAST Type of Clea Type Apch/Lno			Runway	⁄ Status	- N/A	
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 52 Biennial Flight Re	Medical view		te - VALII ht Time (H		WAIVERS/LIM	ΙΤ
COMMERCIAL	Current	- YES Tot	al -	1483	Last		1
SE LAND	Current Months Since Aircraft Type	- 1 Mak - C210N Ins	e/Model- trument-			30 Days- 90 Days-	5 14
Instrument Rating(s) - NONE							
ACFT WAS DESTROYED WHEN IT IMPACTED THE GROUN PVT PLT HAD FILED IFR AND DEPARTED INTO M80VC DEPARTURE, THE PLT REPORTED TO THE CONTROLLER PLT BECAME TOTALLY DISORIENTED AND ENTERED AN FAILURE OR MALFUNCTION ON THE ACFT, ENGINE OR UNFAMILIAR WITH IFR PROCEDURES AND TECHNIQUES TO EXECUTE IT. THE PLT'S LAST IFR INSTRUCTION	5 L-F WEATHER WITH THAT HE WAS EXPERI UNCONTROLLED DESCEI INSTRUMENT SYSTEMS AND THAT HE APPEAR	TOPS ABOVE 8,00 ENCEING INSTRUME NT. INVESTIGATIO . ATC TRANSCRIPT ED TO BE CONFUSE	OO'. ABOUT INT PROBLEM IN DID NOT IS INDICATE ID ABOUT TH	20 MINUTES S. SHORTLY REVEAL AN D THAT THE E CLEARANG	S AFTER 'THEREAFT MECHANICA EPLT WAS	ER THE L	

File No. - 725 2/06/87 DIBOLL, TX A/C Reg. No. N6497N Time (Lcl) - 1853 CST -----IN FLIGHT ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation CLIMB - TO CRUISE Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. WEATHER CONDITION - FOG 3. LIGHT CONDITION - DARK NIGHT Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation CRUISE - NORMAL Finding(s) 4. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND 5. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 6. JUDGEMENT - POOR - PILOT IN COMMAND 7. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND 8. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND 9. IMPROPER USE OF PROCEDURE, INADEQUATE INITIAL TRAINING - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #3 Phase of Operation DESCENT - UNCONTROLLED \_\_\_\_\_\_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 1,2,4,5,6,7,8,9$ Factor(s) relating to this accident is/are finding(s) 3

Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Da	amage		Injur		
		SUBSTANTI		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Cre		0	2 1	0
Flight Conducted Under -14 CFR S Accident Occurred During -TAKEOFF	<b>,</b> 1	NONE	Pas	ss 0	O	1	0
ircraft Information							
Make/Model - BELL 206B		Model - ALLIS	ON 250 C20B		Installed/A		
Landing Gear - TRICYCLE-FIXED		gines - 1		٩	tall Warnin	g System	- NO
Max Gross Wt - 3200	Engine Typ						
No. of Seats - 5	Rated Powe	er - 31°	7 HP 				
nvironment/Operations Information					D		
leather Data	Itinerary	D-1-1			Proximity		
Wx Briefing - NO RECORD OF BRIE  Method - N/A	FING Last Depar			UFF A.	RPORT/STRIP		
Method - N/A Completeness - N/A	Destination			Airport [	12+2		
Basic Weather - VMC	AUSTIN, T			ATPONT	ala		
Wind Dir/Speed- 010/006 KTS	AUS/1N, 17	`		Runway	Ident -	N/A	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 4000 FT		ight Plan - N	DNE		Surface -		
Lowest Ceiling - 25000 FT					Status -		
Obstructions to Vision- NONE	Type Apch/I	_ndg - Ni	ONE			DRY	
Precipitation - NONE							
Condition of Light - DAYLIGHT							
ersonnel Information							
Pilot-In-Command	Age - 71		dical Certific				
Certificate(s)/Rating(s)	Biennial Flight I			ight Time (F		11 116	uz /ND
PRIVATE	Current	- UNK/NR - UNK/NR				Hrs - UN Days- UN	
SE LAND, ME LAND	Months Since Aircraft Type				Last 30 Last 90		
HELICOPTER	Aircraft Type	e - UNK/NK	Multi-Eng -			aft - UN	
			Marti-Ling -	ONK/ NK	ROTOLCI	art on	IN/ INK
Instrument Rating(s) - NONE							
larrative							
	WHEN THE DIT DETUDNE	LE NOTICED	THAT THE LEFT	SKID HAD SI	INK INTO THE		
HAD BEEN PARKED IN AN OPEN FIELD AND	, MUCH INC PLI KCIOKNEI	J HE MOLICED	THAT THE ELL!	SILTE LINE SI	MAIN THAT OF THE		

File No. - 664 2/22/87 NEW BRAUNFELS, TX A/C Reg. No. N1082Z Time (Lcl) - 1315 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. LANDING GEAR, SKID ASSEMBLY - MOVEMENT RESTRICTED 2. AIRCRAFT PERFORMANCE, ROLLING MANEUVERS - EXTRANEOUS 3. LIFT-OFF - IMPROPER - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND ROLL OVER Occurrence #2 Phase of Operation TAKEOFF - GROUND RUN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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

Basic Information Type Operating Certificate-ON-DEMAN	UD AID TAYI Ainchaf	t Damage		Injur	ios	
Type operating certificate on Deman	SUBSTAI		Fatal	-		None
Type of Operation -POSITION	NING Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 9	91 NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - BELL 206B	Eng Make/Model - ALI			Installed/A		
Landing Gear - HIGH SKID	Number Engines - 1		Si	tall Warnir	ng System -	· NO
Max Gross Wt - 3200 No. of Seats - 5	Engine Type - TUI					
No. of Seats - 5	Rated Power -	420 HP				
Environment/Operations Information						
Weather Data   Wx Briefing' - NWS	Itinerary		Airport			
Wx Briefing - NWS	Last Departure Point		ON AIR	ORI		
Method - TV/RADIO Completeness - UNK/NR	SAME AS ACC/INC		Administration Dis			
Basic Weather - VMC	Destination LOCAL		Airport Da	ata ELIPORT		
Wind Dir/Speed- 130/004 KTS	LUCAL				UNK/NR	
Visibility - 20.0 SM	ATC/Airspace		•	Lth/Wid -		
Lowest Sky/Clouds - 15000 FT		- NONE		Surface -		
Lowest Ceiling - 25000 FT					DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN			_,,,	
Precipitation - NONE	, , , , <u>, , , , , , , , , , , , , , , </u>	FORCED LANDING				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 40	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (Ho	ours)		
COMMERCIAL	Current - YES Months Since - 1	Total -	3743	Last 24	Hrs -	. 1
SE LAND, ME LAND	Months Since - 1	Make/Mode1-	519	Last 30	Days- UNK	:/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument-	146			
•		Multi-Eng -	12	Rotorcr	aft - 3	3112
Instrument Rating(s) - AIRPLAN	NE,HELICOPTER					
Varrative						
WAS DAMAGED DURING A HARD LANDING ON	J Δ ROOF TOP HELIPORT FOLLOWING	A PARTIAL DOWED LO	SS AS A DEG	UIT OF		
NCOMMANDED ENGINE DECELERATION. AS TH					:	
TELEVISION OF THE PERSON AND THE		ANDING OCCURRED AS			•	

File No. - 607 3/19/87 AUSTIN,TX A/C Reg. No. N666TV Time (Lcl) - 0930 CST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. TURBOSHAFT ENGINE - FAILURE, PARTIAL
2. TURBOSHAFT ENGINE - UNDETERMINED

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

is/are finding(s) 1,2

	4/15/87 MIDLAN	ND,TX A/C	Reg. No. N95610		Time (Lc1) -	1910 CDT	
Basic Information Type Operating Certifica	ate-NONE (GENERA)	_ AVIATION) Aircr	aft Damage		Injur	ies	
. , ,		SUBS	TANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Cr	ew O	0	1	0
Flight Conducted Under	-14 CFR 91	NONE	Pa	ss 0	0	1	0
Accident Occurred During	g -DESCENT						
Aircraft Information							
Make/Model - CESSNA ·	182Q	Eng Make/Model -	CONTINENTAL 0-470	W ELT	Installed/A	ctivated	- YES/NO
Landing Gear - TRICYCLE	E-FIXED	Number Engines -			Stall Warnir	ng System	- YES
Max Gross Wt - 2800		Engine Type -	RECIPROCATING-CARB	URETOR			
No. of Seats - 4		Rated Power -	230 HP				
Environment/Operations Inf	formation						
Weather Data		Itinerary		Airport	Proximity		
Wx Briefing - NO REC	CORD OF BRIEFING		nt	ON AII			
Method - N/A		WINTERS, TX					
Completeness - N/A		Destination		Airport I	Data		
Basic Weather - VMC		SAME AS ACC/INC		RYAN			
Wind Dir/Speed- 250/01	12 KTS	0AM2 A0 A00, 110				18	
Visibility - 20.0		ATC/Airspace			y Lth/Wid -		200
Lowest Sky/Clouds -		Type of Flight Pla	n - NONE		y Surface -		
Lowest Ceiling	- NONE	Type of Clearance			y Status -		
Obstructions to Vision		Type Apch/Lndg			y Status	BICT	
Precipitation		Type Apeny Endg	GO AROUND	•			
Condition of Light			do ARDOND				
Personnel Information							
Pilot-In-Command		Age - 60	Medical Certifi	cate - VALTI	NEDICAL-WA	TVFDS/LTM	тT
Certificate(s)/Rating(s		Biennial Flight Review		ight Time (		TVERS/ EIN	- '
PRIVATE	• •	Current - YES	Total -	-	Last 24	Hre -	2
SE LAND		Months Since - 6				Days- UN	-
JL LAND		Aircraft Type - UNK/			Last 90	•	9
		ATTCIAIT Type ONKY	THIS CHAINE IT	20	Last 50	Days	3

File No. - 611 4/15/87 MIDLAND, TX A/C Reg. No. N95610 Time (Lcl) - 1910 CDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. OBJECT - FENCE 2. FLUID HYDRAULIC - LEAK 3. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - PILOT IN COMMAND 4. AIRCRAFT PERFORMANCE TAKEOFF CAPABILITY - INADEQUATE 5. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND 6. PROPER CLIMB RATE - NOT ATTAINED - 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 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) 1,3,4,5,6

#### Brief of Accident

File No 602 4/15/87 BEN W	HEELER,TX A/C R	eg. No. N1074T	Т	ime (Lcl)	- 1630 CDT	
Basic Information Type Operating Certificate-NONE (GENERA)	AVIATION) Aircraf	t Damage		Inju	ries	
Type operating our tri route none (denema	DESTRO		Fatal			None
Type of Operation -FERRY	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	ON GRO	JND Pass	1	O	O	0
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - BELL 222	Eng Make/Model - LY				Activated -	
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2		S	tall Warni	ng System -	NO
Max Gross Wt - 14000		RBOSHAFT				
No. of Seats - 6	Rated Power -	620 HP				
Environment/Operations Information	***			<b>0</b>		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point			Proximity RPORT/STRI	n	
Method - N/A	LONGVIEW.TX		OFF AI	KPUKI/SIKI	٢	
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	FT.WORTH,TX		A II POI C B	ata		
Wind Dir/Speed- 270/008 KTS	1111000111,170		Runwav	Ident	- N/A	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runway	Surface	- GRASS/TUR	!F
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	<u></u>		==			_
Pilot-In-Command Certificate(s)/Rating(s)	Age - 45 Biennial Flight Review	Medical Certificate	e - VALID t Time (H		AINERS/ LIMI	1
ATP	Current - UNK/NR	riign			4 Hnc - IINIV	/ND
AIF	Months Since - UNK/NR		C/ND	last 2	O Dave- UNK	/NP
HELICOPTER	Aircraft Type - UNK/NR		C/NR	Last 9	O Days- UNK	/NR
TIEETOO! TER	ATTOTALL TYPE ONN, THE	Multi-Eng - UN			raft - UNK	
			.,			, ,
Instrument Rating(s) - HELICOPTER						
Narrative						
L SIX LOWER STUDS ON DRIVE HUB ASSEMBLY FAIL	ED DUE TO FATIQUE. THIS DI	SCONNECTED ALL CYCL	IC AND CO	LLECTIVE		
NTROLS. TAIL BOOM THEN SEPARATED DUE TO SEVI					TROYED	
POST CRASH FIRE. THE PLTS FLT TIME WAS NOT						

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File No. - 602 4/15/87 A/C Reg. No. N1074T Time (Lc1) - 1630 CDT BEN WHEELER, TX Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. ROTOR DRIVE SYSTEM - FATIGUE 2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN(STANDARD/REQUIREMENT), AIRCRAFT COMPONENT - PRODUCTION/DESIGN PSNL 4. ROTOR DRIVE SYSTEM - FAILURE, TOTAL 5. AUTOROTATION - NOT POSSIBLE - PILOT IN COMMAND 6. ROTORCRAFT FLIGHT CONTROL - DISCONNECTED Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation DESCENT - UNCONTROLLED Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Occurrence #4 FIRE/EXPLOSION Phase of Operation OTHER ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,6

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

File No 721 4/25/87 EAGLE	LAKE, TX A/C Re	eg. <b>N</b> o. N28846	•	Time (Lcl) -	0958 CD1	-
		t Damage		Injur		
	DESTRO'	YED	Fatal			None
Type of Operation -PERSONAL	Fire	Crew		0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	; 1	0	0	0
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - GRUMMAN AA-5B	Eng Make/Model - LY					
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			Stall Warning	g System	- YES
Max Gross Wt - 2000	Engine Type - RE		ETOR			
No. of Seats - 4	Rated Power -	180 HP				
Environment/Operations Information				<del> </del>		
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF A	RPORT/STRIP		
Method - N/A	KERRVILE, TX					
Completeness - N/A	Destination		Airport (			
Basic Weather - VMC	HOUSTON, TX		EAGLE			
Wind Dir/Speed- 100/006 KTS					N/A	
Visibility - 15.0 SM	ATC/Airspace			/ Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			/ Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	/ Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE			•	
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 53	Medical Certifica			WAIVERS/	'LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		ht Time (I			
PRIVATE	Current - YES	Total -	1000	Last 24	Hrs - UN	IK/NR
SE LAND	Months Since - 1	Make/Model- L	INK/NR	Last 30	Days- UN	IK/NR
	Aircraft Type - AA5B	Make/Model- L Instrument- L	INK/NR	Last 90	Days- UN	IK/NR
		Multi-Eng -	12	Rotorcra	aft - UN	IK/NR
Instrument Rating(s) - AIRPLANE						
APRIL 25,1987 A GRUMMAN AMERICAN AA5B, N28	846 IMPACTED THE TERRAIN I	NEAD FACIFIAKE T	EYAS THE	PRIVATE PILE	٦T	
D HER HUSBAND RECEIVED FATAL INJURIES. THE						
					~ ·	
F TIME OF THE ACCIDENT. THE AIRCDAFT WAS ON		n nennville, lenns	, , , , , , , , , , , , , , , , , , , ,	MY, ILAMO.		
E TIME OF THE ACCIDENT. THE AIRCRAFT WAS ON E AIRCRAFT ENTERED A MEDIUM TO STEEP LEFT T			THE ATDO	DAFT STALLED		
E TIME OF THE ACCIDENT. THE AIRCRAFT WAS ON E AIRCRAFT ENTERED A MEDIUM TO STEEP LEFT T D IMPACTED THE TERRAIN BEFORE RECOVERY COUL	URN AND FAILED TO MAINTAIN A		THE AIRC	RAFT STALLED		

File No 7	21 4/25/87 	EAGLE LAKE,TX	A/C Reg. No. N28846	Time (Lc1) - 0958 CDT
Occurrence #1 Phase of Operation		ATTERN - BASE TURN		
Finding(s)  1. MANEUVER - EXCE 2. AIRSPEED - NOT				
Occurrence #2 Phase of Operation				
Finding(s) 3. STALL - INADVER 4. DESCENT - UNCON				· 
Occurrence #3 Phase of Operation		· · · · · · · · · · · · · · · · · · ·		
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that the	Probable Cause(s) of this accide	ent

File No 603 4/26/87 FORT	VORTH,TX A/C	Reg. No. N5100Q	T 	ime (Lc1)	- 1540 CI	OT 
-Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBST	aft Damage TANTIAL Crew Pass	Fatal O O	Inju Serious O O	uries Minor O O	None 1 0
-Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Engines - Engine Type - R	YCOMING O-235 L2C 1 RECIPROCATING-CARBURE 110 HP	S	Installed, tall Warn	ing Syste	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/009 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poir MEACHUM FIELD,TX Destination LOCAL  ATC/Airspace Type of Flight Plar Type of Clearance Type Apch/Lndg	n - NONE - VFR	Airport ON AIR Airport D MEACHU Runway Runway Runway	Proximity PORT	- 16R - 4000/ - ASPHAL	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 55 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A		nt Time (H 76 76:	ours) Last 1 Last 1	WAIVERS/L 24 Hrs - 30 Days- U	2
Instrument Rating(s) - NONE						
Narrative STUDENT PILOT ON A SOLO FLIGHT IN THE LOCAL LANDINGS. SUBSTANTIAL DAMAGE OCCURRED WHEN					[ NG	

File No 6	4/26/87	FORT WORTH,TX	A/C Reg. No. N5100Q	Time (Lcl) - 1540 CDT
Occurrence #1 Phase of Operation				
2. FLARE - IMPROPE	R - PILOT IN COMM	OR - PILOT IN COMMAND AND NOT PERFORMED - PILOT I		
Occurrence #2 Phase of Operation	ON GROUND COLLI LANDING - ROLL	SION WITH TERRAIN		
Finding(s) 4. TERRAIN CONDITI				
Occurrence #3 Phase of Operation	-			
Probable Cause				
The National Transposis/are finding(s) 2,		ard determines that the	Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident i	s/are finding(s) 1,4		• .

-Basic Information						
Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf SUBSTA	t Damage	Fotol		uries Minor	Nana
Type of Operation -PERSONAL	SUBSIA Fire	NIIAL Crev	Fatal , O	Serious O	Minor	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass		0	0	Ö
Accident Occurred During -LANDING					_	
-Aircraft Information						,
Make/Model - CESSNA 182	Eng Make/Model - CO				/Activated	
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			itall Warn	ing System	- YES
Max Gross Wt - 2550	Engine Type - RE		RETUR			
No. of Seats - 4	Rated Power -	230 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIF	PORT		
Method - N/A	SAME AS ACC/INC		_			
Completeness ~ N/A	Destination		Airport [			
Basic Weather - VMC	LOCAL			NEST		
Wind Dir/Speed- CALM	(			/ Ident		/ =
Visibility - 20.0 SM	ATC/Airspace				- 2550 -U	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan				- GRASS/TU	RF
Lowest Ceiling - NONE	Type of Clearance		Runway	/ Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- IDUCH AND GU				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 50	Medical Certifica			WAIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (F			
PRIVATE	Current - YES	Total -			24 Hrs -	1
SE LAND	Months Since - 23	Make/Model-			30 Days- UN	•
	Aircraft Type - UNK/NR		58	Last	90 Days-	62
		Multi-Eng -	10			
Instrument Rating(s) - NONE						
-Narrative						
ING A TOUCH AND GO LANDING ON A SOD STRIP	THE NOSE GEAD COLLADSED TH	F STOLIT ASSEMBLY	ADT NIIMPE	0594300-	5	
TING A LOOCH AND GO FAMDING ON A 20D 21KIP	IIIL NOSE GEAR CULLAPSED. IN	L SIKUI ASSEMBLY F	AKI NUMBEI	. 0094300-	J	

4/26/87 MIDLAND, TX A/C Reg. No. N34S Time (Lcl) - 1930 CDT File No. - 679 NOSE GEAR COLLAPSED Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. TOUCH-AND-GO LANDING - ATTEMPTED - PILOT IN COMMAND 2. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, TOTAL 3. LANDING GEAR, NOSE GEAR ASSEMBLY - UNDETERMINED Occurrence #2 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3 Factor(s) relating to this accident is/are finding(s) 1

Type Operating Certificate-NONE (GENERAL AVIATION)  Aircraft Damage SUBSTANTIAL SUBSTANTIAL Fatal Serious Minor No Type of Operation - PERSONAL Fire Crew 0 0 0 0 Accident Occurred During - LANDING Aircraft Information Make/Model - ROCKWELL COMMANDER 112 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2550 No. of Seats - 4Environment/Operations Information Weather Data Wx Briefing - NO RECORD of BRIEFING Method - N/A Completeness - N/A Basic Weather - WAC Wind Dir/Speed- 150/009 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-command Certificate(s)/Rating(s) PRIVATE SELAND  Aircraft Damage SUBSTANTIAL Fatal Serious Minor No O 0 0 O 0 O 0 O 0 O 0 O 0 O 0 O 0 O 0 O	File No 719 6/06/87 FT.WO	RTH,TX	A/C Reg.	No. N1153J	1	Time (Lc1)	- 1120 CDT	
Fight Conducted Under -14 CFR 91		L AVIATION)	SUBSTANTI			Serious	Minor	None
Make/Model - ROCKWELL COMMANDER 112 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2550 No. of Seats - 4  -Enyironment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 150/009 KTS Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Dobut Cetificate (S)/Rating (S) Destination - NONE Condition of Light - DAYLIGHT  -Personnel Information - NONE Cetificate(s)/Rating(s) PRIVATE SELAND  ELT Installed/Activated - VES Number Engines - 1 Ratel Power - 200 HP  Stall Warning System - YES Number Engines - 1 Recipt-FUEL INJECTED Rated Power - 200 HP  Stall Warning System - YES Number Engines - 1 Stall Warning System - YES Number Engines - 1 Recipt-FUEL INJECTED Rated Power - 200 HP  Stall Warning System - YES Number Engines - 1 Recipt-FUEL INJECTED Rated Power - 200 HP  Stall Warning System - YES Number Engines - 1 Recipt-FUEL INJECTED Rated Power - 200 HP  Stall Warning System - YES Number Engines - 1 Recipt-FUEL INJECTED Rated Power - 200 HP  Stall Warning System - YES Number Engines - 1 Recipt-FUEL INJECTED Rated Power - 200 HP  Stall Warning System - YES Number Engines - 1 Recipt-FUEL INJECTED Rated Power - 200 HP  Stall Warning System - YES Number Engines - 1 Recipt-FUEL INJECTED Rated Power - 200 HP  Stall Warning System - YES Number Engines - 1 Recipt-FUEL INJECTED Rated Power - 200 HP  Stall Warning System - YES Number Engines - 1 Recipt-FUEL INJECTED Rated Power - 200 HP  Stall Warning System - YES Number Engines - 1 Recipt-FUEL INJECTED Rated Power - 200 HP  Stall Warning System - YES Number Engines - 1 Recipt-FUEL INJECTED Rated Power - 200 HP  Stall Warning System - YES Number Engines - RECIP-FUEL INJECTED Rated Power - 200 HP  Stall Warning System - YES Number Engines - RECIP-FUEL INJECTED Rated Power - 200 HP  Stall Warning System - YES Nation Proximity Stall Warning System - YES Nation Proximity Stall Warning System - YES Nation Proximity Stall Warning System - PRECIP-FUEL INJECTED Rated	Flight Conducted Under -14 CFR 91					-	_	1 2
-Environment/Operations Information Weather Data	Make/Model - ROCKWELL COMMANDER 112 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2550	Number Engi Engine Type	nes - 1 - RECIP	-FUEL INJECTED	\$	Stall Warni	ng System	
Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1533 Last 24 Hrs - 4 SE LAND Months Since - 2 Make/Model - 55 Last 30 Days - UNK/NR	Weather Data  Wx Briefing - NO RECORD OF BRIEFING  Method - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- 150/009 KTS  Visibility - 15.0 SM  Lowest Sky/Clouds - CLEAR  Lowest Ceiling - NONE  Obstructions to Vision- NONE  Precipitation - NONE	Last Departu SAME AS AC Destination SAME AS AC ATC/Airspace Type of Flig Type of Clea	C/INC C/INC ht Plan - N rance - N dg - S	ONE TRAIGHT-IN	Airport OFF Al Airport [ MEACHA Runway Runway Runway	Proximity IRPORT/STRI Data AM / Ident / Lth/Wid / Surface	P - N/A - N/A - CONCRETE	
Aircraft Type - UNK/NR Instrument- 124 Last 90 Days- 33	Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	Biennial Flight Re Current Months Since	view - YES - 2	Fli Total - Make/Model-	ght Time (F 1533 55	Hours) Last 2 Last 3	4 Hrs - O Days- UN	4
Instrument Rating(s) - NONE	Instrument Rating(s) - NONE							

6/06/87 A/C Reg. No. N1153J Time (Lc1) - 1120 CDT File No. - 719 FT.WORTH.TX LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - BASE TURN Finding(s) 1. FLUID, FUEL - STARVATION 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND 3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND 4. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 5. TERRAIN CONDITION - ROUGH/UNEVEN 6. TERRAIN CONDITION - NONE SUITABLE Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Finding(s) 7. LANDING GEAR, MAIN GEAR - SEPARATION ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4 Factor(s) relating to this accident is/are finding(s) 5,6,7

File No 681 6/	07/87 BROWNWOO	D,TX A/C R	eg. No. N49384	Т	ime (Lc1) -	1930 CDT	
Basic Information Type Operating Certificat  Type of Operation Flight Conducted Under Accident Occurred During	-PERSONAL -14 CFR 91	VIATION) Aircraf SUBSTA Fire NONE	Crev	_	Injur Serious O O		None O O
Aircraft Information Make/Model - CESSNA 15 Landing Gear - TRICYCLE- Max Gross Wt - 1670 No. of Seats - 2		Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power -		S	Installed/A tall Warnir		
Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 7.0	SM SOURD OF BRIEFING  SM SOURCE - NONE - HAZE - NONE	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL  ATC/Airspace ED Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	OFF AI Airport D Runway Runway Runway Runway		N/A N/A GRASS/TUR	?F
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND		e - 44 ennial Flight Review Current - YES Months Since - UNK/NR Aircraft Type - C-152	Total -	ght Time (H 743 97 32	ours) Last 24	Hrs - Days- UNF	4
Instrument Rating(s)Narrative THE ENGINE FAILED DURING CRUISE RIGHT HORIZONTAL STABILIZER HIT IN THE FULL NOSE DOWN POSITION. INVERTED POSITION.	FLIGHT DUE TO FU	B BECAME JAMMED BETWEEN	THE STABILIZER AND	THE ELEVA	TOR JAMMING	i IT	

6/07/87 File No. - 681 BROWNWOOD, TX A/C Reg. No. N49384 Time (Lcl) - 1930 CDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. FUEL CONSUMPTION CALCULATIONS - DISREGARDED - PILOT IN COMMAND 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND 4. JUDGEMENT - POOR - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 5. OBJECT - TREE(S) 6. FLIGHT CONTROL, ELEVATOR - JAMMED IN FLIGHT COLLISION WITH TERRAIN Occurrence #4 Phase of Operation LANDING Finding(s) 7. LANDING GEAR, NOSE GEAR - BUCKLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

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

Type Operating Certificate-NONE (GENERA		craft Damage			Injur		
Type of Operation -INSTRUCTIONA		BSTANTIAL	0	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91		e NE	Crew Pass	0	0	0	2
Accident Occurred During -LANDING	NO		1 433		O	O	Ū
Aircraft Information							
Make/Model - CESSNA 152		- LYCOMING 0-235	L2C		installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines		<del>_</del> _		all Warnin	g System ·	- YES
Max Gross Wt - 1670		- RECIPROCATING-	CARBURE	TOR			
No. of Seats - 2	Rated Power	- 110 HP		<b></b>			- <b></b>
Environment/Operations Information	Tainanan			4 F			
Weather Data - NO RECORD OF BRIEFING Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure P	a int		Airport F			
Method - N/A	ARLINGTON.TX	oint		UN AIRE	UKI		
Completeness - N/A	Destination			Airport Da	+-		
Basic Weather - VMC	LOCAL			•	ON MUNICIP	Δ1	
Wind Dir/Speed- 130/010 KTS	20072					16	
Visibility - 6.0 SM	ATC/Airspace				Lth/Wid -		100
	TERED Type of Flight P	lan - NONE			Surface -		
Lowest Ceiling - NONE	Type of Clearance	e - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP					
Precipitation - NONE							
Condition of Light - DAYLIGHT					·- <b></b>		
Personnel Information							
Pilot-In-Command	Age - 26	Medical Cer				WAIVERS/	_IMIT
Certificate(s)/Rating(s) COMMERCIAL.CFI	Biennial Flight Review Current - YE			nt Time (Ho 365		11	
SE LAND	Current - YE Months Since - 1	=			Last 24	. Hrs - ) Days- UN⊦	3 //ND
SE EARD	Aircraft Type - UN			57	Last 90		89
	Afficiant Type on	in/in This crum	ent	3,	Last 50	Days	83
Instrument Rating(s) - NONE							
 Narrative							
DUAL STUDENT PILOT, WHILE ON HIS SECOND F	LIGHT, SUDDENLY APPLIED	FULL RIGHT RUDD	ER DURI	NG FLARE/T	OUCHDOWN A	ND	
E ON THE CONTROLS WHILE IN THIS POSITION.							
MUD BEFORE THE CFI COULD REGAIN CONTROL.	WICE DEFORE DOLL THE TO	A CTOD THE MOCE	CEAD D	DODDED OF	TNITO A WA	CLIED	

File No. - 610 6/12/87 ARLINGTON, TX A/C Reg. No. N24258 Time (Lcl) - 1715 CDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. AIRCRAFT HANDLING - IMPROPER - DUAL STUDENT 2. CONTROL INTERFERENCE - INADVERTENT - DUAL STUDENT IMPROPER USE OF EQUIPMENT/AIRCRAFT, PANIC - DUAL STUDENT 4. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND(CFI) Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - SOFT 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) 1,2,3

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

File No 667 6/15/87 LOU	SE,TX A/C R	eg. No. N7287V	T	ime (Lcl) -	1545 CD	ī
-Basic Information						
Type Operating Certificate-NONE (GENER		t Damage	_	Injur		
	DESTRO'		Fatal			None
Type of Operation -AERIAL APPL		Cre		0	0	1
Flight Conducted Under -14 CFR 137	ON GROU	JND Pas:	5 0	0	0	0
Accident Occurred During -TAKEOFF						
-Aircraft Information						
Make/Model - AERO COMMANDER CALLAIR				Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warnin	ng System	- YES
Max Gross Wt - 4450		CIPROCATING-CARBU	RETOR			
No. of Seats - 1	Rated Power -	450 HP				
-Environment/Operations Information	· <del></del>					
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	IG Last Departure Point		.OFF AI	RPORT/STRIP	)	
Method - N/A	LOUISE,TX			•		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		TUCKER	STRIP		
Wind Dir/Speed- CALM					18	
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid -		50
	TTERED Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	· · · · · · · · · · · · · · · · · · ·	- NONE	Kariway	Statas	DICT	
Precipitation - NONE	Type Apcil/ Ling	NONE				
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 59	Medical Certific	3+0 - VALTE	MEDICAL -WA	TVEDS /L TM	AT T
Certificate(s)/Rating(s)	Biennial Flight Review	Fli	ght Time (F		IIVLK3/LI	111
COMMERCIAL	Current VES	Total -	44000	loot 04	lino -	6
	Months Since 12	Make/Medal-	14000	Last 24	Dovo-	_
SE LAND	Current - YES Months Since - 12 Aircraft Type - C-172	Make/Model-	42	Last 30	Days-	30 <b>42</b>
	Aircraft Type - C-1/2	Instrument-	O	Last 90	Days-	42
Instrument Rating(s) - NONE						
-Narrative						
T WAS DEPARTING FROM A 1500' PRIVATE STRI	P ON AN AERIAL APPLICATION F	LT. OPR HAD REDUCI	D THE FERT	ILIZER LOAD	ON	
S FLT IN ORDER TO COMPENSATE FOR THE HIGH	HER AMBIENT TEMPS IN THE AFTER	RNOON. ON TAKEOFF	, THE ACFT	LIFTED		
S I ET THE ORDER TO COMPENSATE TOR THE TITUE	WAY AT THE END OF THE STORE	TT SUBSFOLIENTLY W	ENT THROUGH	I A FENCE, S	TRUCK	
NORMALLY, BUT SETTLED BACK ONTO THE RUNV	MAY AT THE END OF THE STRIP.	I SOUSEWOLITIES W				
NORMALLY, BUT SETTLED BACK ONTO THE RUNV	THE ACCIDENT WAS 94 DEG. NO	EVIDENCE OF MECH	MALFUNCTIO	N WAS FOUND	)	
	THE ACCIDENT WAS 94 DEG. NO	EVIDENCE OF MECH	MALFUNCTIO	N WAS FOUND	•	

6/15/87 A/C Reg. No. N7287V Time (Lcl) - 1545 CDT File No. - 667 LOUISE, TX ON GROUND COLLISION WITH OBJECT Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. OBJECT - FENCE 2. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND 3. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND 4. WEATHER CONDITION - TEMPERATURE EXTREMES ON GROUND COLLISION WITH TERRAIN Occurrence #2 TAKEOFF - GROUND RUN Phase of Operation Finding(s) 5. TERRAIN CONDITION - DITCH Occurrence #3 NOSE OVER Phase of Operation TAKEOFF - GROUND RUN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5

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

File No 724 6/2	27/87 MONAH	ANS,TX	A/C Reg. No. N2500F			Time (Lcl) - 1740 CDT				
-Basic Information										
Type Operating Certificate	e-NONE (GENERA	L AVIATION)	Aircraft Damage			Injuri				
			DESTROYED		Fatal	Serious	Minor	None		
	-PERSONAL		Fire	Crew	1	0	0	0		
Flight Conducted Under			NONE	Pass	0	0	0	0		
Accident Occurred During	-DESCENT									
-Aircraft Information								- 4		
Make/Model - CHAMPION 7			del - CONTINENTAL	0-200-A		nstalled/Ac				
Landing Gear - TAILWHEEL	-ALL FIXED	Number Engi				all Warning	, System	- NO		
Max Gross Wt - 1650		Engine Type		NG-CARBURE	TOR					
No. of Seats - 2		Rated Power	- 100 HP							
-Environment/Operations Infor	rmation									
Weather Data		Itinerary			Airport P					
Wx Briefing - FSS		Last Departu			ON AIRP	ORT				
Method - UNK/NR		MONAHANS,T	X							
Completeness - UNK/NR		Destination			Airport Da					
Basic Weather - VMC		UNK/NR				D MEMORIAL				
Wind Dir/Speed- CALM					Runway		12			
Visibility - 20.0		ATC/Airspace				Lth/Wid -		80		
Lowest Sky/Clouds -		BKN Type of Flig				Surface -				
	NONE		rance - NONE		Runway	Status -	DRY			
Obstructions to Vision-		Type Apch/Lr	dg - NONE							
Precipitation -										
Condition of Light -	DAYLIGHT									
-Personnel Information										
Pilot-In-Command		Age - 29				MEDICAL-NO	WAIVERS/	LIMIT		
Certificate(s)/Rating(s)		Biennial Flight Re			t Time (Ho					
COMMERCIAL, CFI				1 -	526	Last 24	Hrs -	5		
SE LAND, ME LAND		Months Since	- 1 Make,	/Model-	23	Last 30 Last 90	Days-	33		
HELICOPTER		Aircraft Type						108		
			Mult	i-Eng -	38	Rotorcra	ıft -	207		
Instrument Rating(s)	- AIRPLANE									
-Narrative	TUDE THE DT. 0	T DILL ED THE ATBODA	ET UD ADDUBTLY AND	D DOLLED T	NITO A VEDV	CTEED				
NESSES STATED THAT UPON DEPAR HT CLIMBING TURN. AFTER ABOUT										
PORPOSED ROUTE OF FLIGHT. O										
MERHEAD STALL AT AN EST ALT (							D			
MERHEAD STALL AT AN EST ALT ( E DOWN ATTITUDE. THERE WAS NO							.г			
E DOWN ATTITUDE. THERE WAS NO	D EATDENCE OF	LUISTONE OK MECHANI	CAL PROBLEMS AND	WEATHER WA	2 MOL TIMAC	LASD W2 W				
SAL FACTORS.										

6/27/87 A/C Reg. No. N2500F File No. - 724 MONAHANS, TX Time (Lcl) - 1740 CDT LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation MANEUVERING Finding(s) 1. AEROBATICS - PERFORMED - PILOT IN COMMAND 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT.OSTENTATIOUS DISPLAY - PILOT IN COMMAND 3. STALL - INTENTIONAL - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT Finding(s) 4. LEVEL OFF - MISJUDGED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4 Factor(s) relating to this accident is/are finding(s) 2

File No 608 7/07/87 BURNI	7/07/87 BURNET,TX A/C Reg. No. N3790A			Time (Lcl) - 1740 CDT				
Basic Information Type Operating Certificate-NONE (GENER)  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Aircraft Damage MINOR Fire NONE	Crew Pass	Fata1 0 0	Inju Serious 1 0		None O O	
Accident Occurred During -LANDING						- <b></b>		
Aircraft Information Make/Model - WAYNE HOOKS CASSUTT III Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1500 No. of Seats - 1	Number Engine	- RECIPROCATIN		5	Installed// Stall Warnin			
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- VARIABLE/015 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC, Destination SAME AS ACC, ATC/Airspace Type of Fligh Type of Clear	/INC /INC t Plan - NONE		ON AIR Airport E KATE ( Runway Runway Runway	Data CRADDOCK FLE	- 19 - 4200/ - ASPHALT	75	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND	Age - UNK/NR Biennial Flight Rev Current - Months Since - Aircraft Type -	iew YES Total 1 Make/ UNK/NR Instr	Fligh - 2 Model-	nt Time (F 22739 24 6075	MEDICAL-WA Hours) Last 24 Last 30 Last 90	4 Hrs - Days-	1 1 1	
Instrument Rating(s) - AIRPLANE								
Narrative ON JULY 7,1987, A CASSUTT 111M, N3790A, IMPAGE PILOT WAS CONDUCTING THE INITIAL TEST FLIGHT ATTEMPTED TO LAND THE AIRCRAFT WHILE HOLDING THE AIRCRAFT THE AIRCRAFT WAS UNABLE TO FLARE TO THE AIRCRAFT. HOWEVER, THE PILOT SUFFERED	OF THE HOME BUILT AID THE CANOPY CLOSED. DO FOR TOUCHDOWN. THE	RCRAFT WHEN THE C UE TO AN APPARENT	ANOPY CAN LACK OF	ME OPEN. T AIRFLOW (	THE PILOT OVER THE TAI			

Time (Lc1) - 1740 CDT File No. - 608 7/07/87 BURNET, TX A/C Reg. No. N3790A Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - OPEN 2. FLIGHT CONTROL, ELEVATOR - INADEQUATE Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. TERRAIN CONDITION - RUNWAY 4. FLARE - NOT POSSIBLE - PILOT IN COMMAND ----Probable Cause----

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

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

Basic Information	/						
Type Operating Certificate-NOM	IE (GENERAL AVIATION)	Aircraft Damage				uries	
Type of Operation -INS	TRUCTIONAL	SUBSTANTIAL Fire	Cnow	Fatal O	Serious O	Mino O	
Flight Conducted Under -14	CED 04	NONE	Crew Pass	0	•	0	-
Accident Occurred During -DES		MOINE	rass	O	U	O	U
Aircraft Information							
Make/Model - CESSNA 152	Eng Make/N	lodel - LYCOMING 0-2	35-L2C	ELT	Installed	/Activat	ed - YES/NO
Landing Gear - TRICYCLE-FIXED					tall Warn	ing Syst	em - YES
Max Gross Wt - 1670	7,	e - RECIPROCATIN	G-CARBURE	TOR			
No. of Seats - 2	Rated Powe	er - 110 HP					
Environment/Operations Informati							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS Method - UNK/NR	Last Depart GRAHAM,TX			OFF AI	RPORT/STR	IP	
Completeness - UNK/NR	Destination		,	Airport D	ata		
Basic Weather - VMC	DENTON, TX				MUNICIPA	L	
Wind Dir/Speed- 180/008 KTS				Runway	Ident	- N/A	
Visibility - 15.0 SM	ATC/Airspace			Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEA		ght Plan - VFR			Surface		LT
Lowest Ceiling - NONE		arance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE		ndg - STRAIGHT	-IN				
Precipitation - NONE		FORCED L	ANDING				
Condition of Light - DAYL	.I GHT						
Personnel Information							
Pilot-In-Command	Age - 18					WAIVERS/	LIMII
Certificate(s)/Rating(s) STUDENT	Biennial Flight R Current		- Filigh	t Time (H	•	0.4 1/	•
210DENI .	Months Since	- N/A Total - N/A Make/	Model-	30		24 Hrs - 30 Days-	
	Aircraft Type					30 Days-	
	All Glaft Type	. NA INSCI-	americ	2	Last	30 Days	,
Instrument Rating(s) - NO	INE						
Narrative	WITCH THE CTUDENT DILOT DEDC	DETERLY ORGERVER ON	DOADD DUD	TNO LITE D	DEEL TOUT		
APPROXIMATE HALF TANKS OF FUEL W ECTION (AND WHICH SHOULD HAVE BE							
FITTING AT THE CARBURETOR WHILE						DOB	
DETECTED BY THOSE WHO EXAMINED T						DUK	
ATIONAL CHECK REVEALED THE ENGIN						TNG	
INITIAL CLIMB FROM THE GRAHAM A						1140	
TATED. DURING THE EMERGENCY DESC						n	
GROUND.	IIII EMIDING IIIE AI	J A 1 0#	WI			_	

File No 7	18 7/19/87 GRAHAM,TX	A/C Reg. No. N64935	Time (Lc1) - 2010 CDT
	LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICA TAKEOFF - INITIAL CLIMB	L	
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH OBJECT DESCENT - EMERGENCY		
Finding(s) 2. OBJECT - WIRE,T	RANSMISSION		·
Occurrence #4 Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN/WATER DESCENT - UNCONTROLLED		
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that the Prob	able Cause(s) of this accid	lent
Factor(s) relating t	o this accident is/are finding(s) 2		

File No 680 8/02/87 HEM	PSTEAD,TX	A/C Reg	g. No. N78AS	٦	ime (Lcl) -	1646 CDT	
Basic Information							
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft			Injur		
		SUBSTANT	TAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Cre	-	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pas	ss 0	. 0	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - BLANIK L-13	Eng Make/Mo	del - N/A		ELT	Installed/A	ctivated	- NO -N/A
Landing Gear - SKI/WHEEL	Number Engi				Stall Warnir		
Max Gross Wt - UNK/NR	Engine Type	* .				.5 -,	
No. of Seats - 2	Rated Power						
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFI	•	re Point			RPORT/STRIF	•	
Method - N/A	SAME AS AC			011 72	.KI OKI / SIKII		
Completeness - N/A	Destination	,C/ 114C		Airport [	12+2		
- 1	LOCAL			HEMPS1			
Basic Weather - VMC	LUCAL					47	
Wind Dir/Speed- 210/005 KTS	. = - /				-	17	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		50
	ATTERED Type of Flig					GRASS/TUI	₹1
Lowest Ceiling - NONE	Type of Clea				/ Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lr		TRAFFIC PATTERN				
Precipitation - NONE			PRECAUTIONARY L	.ANDING			
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 57	N.	Medical Certific	ata - NO ME	DICAL		
Certificate(s)/Rating(s)	Biennial Flight Re			ight Time (F			
, ,,		- YES		_		llna -	2
PRIVATE			Total -		Last 24		3
	Months Since		Make/Model-	17		Days- UN	•
GLIDER	Aircraft Type	- UNK/NR	Instrument-	0	Last 90	Days-	51
Instrument Rating(s) - NONE							
Narrative							
ACFT LANDED SHORT OF THRESHOLD FOLLOWING A	OW RELEASE SHORTLY A	FTFR T/O	RELEASE WAS LOW	DUE TO TOV	PLANE'S		
BEING UNABLE TO CLIMB ABOVE 200' AGL DUE TO						THE	
PLT STATED THAT HE EXECUTED A 270 DEG TURN							
PLT WAS UNAWARE OF THE SPOILER DEPLOYMENT DI							
PLI WAS UNAWARE OF THE SPUTTER DEPLOYMENT DI WAS TURNED DOWN.	SELLE THE GRIND CKEM.	3 ALLEMPTS	O IO WAKIN ITIM DI	KADIO. IND	. KADIO VULU	1111	
442 LOKINED DOMIN.							

File No. - 680 8/02/87 HEMPSTEAD, TX A/C Reg. No. N78AS Time (Lcl) - 1646 CDT Occurrence #1 FORCED LANDING Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. SPOILER EXTENSION - IMPROPER - PILOT IN COMMAND 2. RADIO COMMUNICATIONS - NOT MAINTAINED - PILOT IN COMMAND 3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation LANDING Finding(s) 4. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----

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

File No 759 8/0	05/87 LUBBOO	LUBBOCK,TX A/C Reg. No. N6400Z Time (Lcl			ime (Lcl) -	0900 CDT		
Basic Information Type Operating Certificate	e-AGRICULTURAL	AIRCRAFT	Aircraft Da		Fatal	Injur Serious		None
Type of Operation Flight Conducted Under Accident Occurred During		CATION	Fire NONE	Cre	w O	0	0	1 0
Aircraft Information Make/Model - PIPER PA-2 Landing Gear - TAILWHEEL- Max Gross Wt - 2300 No. of Seats - 1		Number Er	/Model - LYCOM: ngines - 1 ype - RECIPF wer - 150	ROCATING-CARBU	S	Installed/Aditall Warning		
Environment/Operations Informetation Weather Data Wx Briefing - NO RECOMMethod - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 090/009 Visibility - 15.0 Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light -	KTS SM 5000 FT SCATT NONE NONE	Type of C	ΓX n , TX ∋	R	ON AIR Airport D LUBBOO Runway Runway Runway	ata K INTERNATIO	17R 11500/ CONCRETE	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND Instrument Rating(s)		Age - 41 Biennial Flight Current Months Since Aircraft Typ	Review - YES = - 7	Total -	ght Time (F 550		Hrs -	1
THE TOE OF THE PILOTS LEFT BOOT BRAKE. THIS RESULTED IN A LOSS OF THE FIBERGLASS HOPPER HAD DEEP ARUBBING IN THE CONFINED AREA.	OF CONTROL WHEN	EXITING THE RUN	NWAY AND THE RE	SULTANT COLLI	SION WITH A	SIGN.		

File No 7	59 8/05/87 	LUBBOCK,TX	A/C Reg.	No. N6400Z	Time (Lcl) - 0900 CDT
Occurrence #1 Phase of Operation					
<ol> <li>FLT CONTROL SYS</li> <li>EQUIPMENT, OT</li> </ol>	T, RUDDER - MOVEME HER - RESTRICTED - INADEQUATE, EQUIPM	NT RESTRICTED PRODUCTION/DESIGN ENT INTERFERENCE -	- MANUFACTURER	COMMAND	
Occurrence #2 Phase of Operation					
Finding(s) 6. OBJECT - SIGN					
Probable Cause					
The National Transpo	rtation Safety Boa	rd determines that	t the Probable Cause	(s) of this a	ccident

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

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

File No 678 8/08/87 REF	FUGIO,TX	A/C Reg. No. N38826			Time (Lcl) - 1330 CD			
Basic Information Type Operating Certificate-NONE (GENE	ERAL AVIATION)	Aircraft Damag SUBSTANTIAL	je	Fatal	Inj Serious	uries Minor	None	
Type of Operation -PERSONAL		Fire	Crew	0	0	1	0	
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0	
Accident Occurred During -LANDING								
Aircraft Information								
Make/Model - WILLIAM M. BURGE TERM	<i>5</i> ,	•				/Activated		
Landing Gear - SKI/WHEEL	Number Engi			9	Stall Warn	ing System	- NO	
Max Gross Wt - UNK/NR	Engine Type	• .						
No. of Seats - 1	Rated Power	- N/A		- <b></b>				
Environment/Operations Information								
Weather Data	Itinerary				Proximity			
Wx Briefing - NO RECORD OF BRIEF				OFF A	RPORT/STR	IP		
Method - N/A	REFUGIO, TX							
Completeness - N/A	Destination			Airport [				
Basic Weather - VMC Wind Dir/Speed- 095/015 KTS	REFUGIO, TX				FIELD	N1 / A		
Visibility - 20.0 SM	ATC/Airspace				/ Ident / Lth/Wid	- N/A		
	CATTERED Type of Fligh	at Plan - NONE				- GRASS/TU	DF	
Lowest Ceiling - NONE		rance - NONE			Status	- DRY	181	
Obstructions to Vision- HAZE		da - FORCE	DIANDING	(Kariwa)	314145			
Precipitation - NONE	. , po //po/ 2	<b>-</b> 9 ( • • • • • • • • • • • • • • • • • •	2,					
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 60	Medica	1 Certificat	te - NO ME	DICAL			
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Rev	view	Fligh	nt Time (F	lours)			
PRIVATE			tal -			24 Hrs -	1	
SE LAND	Months Since		ke/Model-			30 Days- UN	•	
GLIDER	Aircraft Type		strument-	0	Last	90 Day <b>s</b> -	8	
		Mu	lti-Eng -	14				
Instrument Rating(s) - NONE								
Narrative								
AUGUST 8, 1987, A BURGE TERN, N38826 IMF	PACTED A TRANSMISSION N	WIRE AND SUBSEC	UENTLY. THE	TERRAIN V	HILE ATTE	MPTING		
FORCED LANDING TO A FIELD APPROXIMATELY 7								
PROXIMATELY 18 MILES NORTHWEST OF REFUGIO								
	THE ACET WAS SUDSTAND	TTALLY DAMAGED	HOWEVER TH	HE PILOT R	ECEIVED O	Ni Y		
SUAL METEOROLOGICAL CONDITIONS PREVAILED.	. THE ACET WAS SUBSTAIN	TALLI DAMAGED.				· • - ·		

File No 6	78 8/08/87 RE	FUGIO,TX	A/C Reg. No. N38826	Time (Lc1) - 1330 CDT
Occurrence #1 Phase of Operation				
2. ALTITUDE - IN 3. IN-FLIGHT PLANN	ON - NO THERMAL LIFT ADEQUATE - PILOT IN CO ING/DECISION - POOR - CTIVES - NOT FOLLOWED	PILOT IN COMMAND - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	IN FLIGHT COLLISION LANDING	WITH OBJECT		
7. PROPER DESCENT	DT MAINTAINED - PILOT RATE - NOT MAINTAINED UDGED - PILOT IN COMMA	- PILOT IN COMMAND		
	IN FLIGHT COLLISION LANDING - FLARE/TOUC	•		
Finding(s) 9. TERRAIN CONDITI				
Probable Cause				
The National Transpo is/are finding(s) 1,		determines that the Pr	obable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is/are	e finding(s) 5,9		

File No 717 8/09/87 MANSF	IELD,TX A/C	Reg. No. N6287G	Т	ime (Lc1) -	- 1845 CD	<del>-</del>
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBS		Fatal O O	_	ries Minor O O	None 1 O
Aircraft Information Make/Model - CESSNA 150K Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Number Engines - Engine Type - Rated Power -	CONTINENTAL 0-200-A 1 RECIPROCATING-CARBURE 100 HP	S	Installed/Æ		
Environment/Operations Information Weather Data.  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 130/013 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 5000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	PARIS,TX Destination FT. WORTH,TX  ATC/Airspace	an - VFR	OFF AI Airport D Runway Runway Runway	Proximity RPORT/STRIF ata Ident Lth/Wid Surface Status	- N/A - N/A - DIRT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 28 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Total - Make/Model- UN	nt Time (F 65	lours) Last 24	· l Hrs - UM	JK/NR
Instrument Rating(s) - NONENarrative THE STUDENT PILOT EXPERIENCED FUEL EXHAUSTION DESTINATION. HIS PREFLIGHT TRIP PLANNING, WHI HAVE BEEN ADEQUATE FOR SUCCESSFUL COMPLETION UPON DEPARTURE AND A DIRECT FLIGHT FROM POINT DISCOVERED THAT HE HAD DEPARTED WITHOUT TOPPI GALLONS LESS THAN THEIR COMBINED CAPACITY.	CH WAS APPROVED BY HIS FL OF THE PLANNED CROSS-COUN TO POINT ALONG THE PLANN	LIGHT INSTRUCTOR, IF F NTRY FLIGHT. THIS PLAN NED ROUTE. AFTER THE A	OLLOWED C CCIDENT I	ORRECTLY WO OR FULL FUE T WAS	DULD EL	

File No. - 717 8/09/87 MANSFIELD, TX A/C Reg. No. N6287G Time (Lc1) - 1845 CDT LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND 4. REFUELING - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 5. OBJECT - FENCE ----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

Fight Conducted Under -14 CFR 91 Accident Decurred During -LANDING Aircraft Information Make/Model - PIPER PA-28-181 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 Max Gross Wt - 2450 No. of Seats - 4 Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Number Engines - 1 Engine Type - RECIPROCATING - Air Device - Reciprocation - 1 Engine Type - RECIPROCATING - Air Device - 1 Engine Type - RECIPROCATING - Air Device - 1 Engine Type - RECIPROCATING - Air Device - 1 Engine Type - RECIPROCATING - Air Device - 1 Engine Type - RECIPROCATING - Air Device - 1 Engine Type - Reciprocation - 1 Engine Type - Reciprocation - Reciprocation - 1 Engine Type -	CDT
SUBSTANTIAL Fatal Serious Mino Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 2 Accident Occurred During -LANDINGAircraft Information Make/Model - PIPER PA-28-181 Eng Make/Model - LYCOMING 0-360-A4M ELT Installed/Activat Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning Syst Max Gross Wt - 2450 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 180 HPEnvironment/Operations Information Weather Data Itinerary Wx Briefing - UNK/NR Last Departure Point OF AIRPORT/STRIP Method - UNK/NR Destination Airport Data Basic Weather - VMC FORT WORTH, TX Wisibility - 10.0 SM FORT WORTH, TX Visibility - 10.0 SM ATC/Airspace Rumway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Rumway Surface - GRASS Lowest Ceiling - NONE Type of Clearance - NONE Rumway Status - DRY Obstructions to Vision - NONE Type Of Clearance - NONE Rumway Status - DRY Obstructions to Vision - NONE Type Apch/Lndg - STRAIGHT-IN FORCED LANDING Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age - 43 Medical Certificate - VALID MEDICAL-MAIVERS, Complete Sky/Command Certificate(s)/Rating(s) Biennial Flight Review Current - YES Total - 169 Last 24 Hrs - NONE SE LAND Months Since - 15 Make/Model - 20 Last 30 Days:  Instrument Rating(s) - NONENarrative HE ENGINE OUIT DURING CRUISE FLIGHT AT 5500 FEET MSL BUT RESTARTED WHEN THE PILOT SWITCHED FUEL TANKS. HE THEN EADED FOR THE NEAREST AIRPORT WHICH WAS AT BRIDGEPORT, TX. WHILE ON FINAL APPROACH FOR LANDING THE ENGINE TOPPED AGAIN AND WOULD NOT RESTART. A FORCED LANDING WAS MADE IN A HAY FIELD ABOUT A HALF MILE NORTH OF THE ROPPORT. THE PILOT HAD OVERFICON	
Type of Operation -PERSONAL Fire Crew 0 0 0 Accident Occurred During -14 CFR 91 NONE Pass 0 0 0 Accident Occurred During -LANDINGAircraft Information Make/Model - PIPER PA-28-181 Eng Make/Model - LYCOMING 0-360-A4M ELT Installed/Activa: Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning Sys: Max Gross Wt - 2450 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 180 HPEnvironment/Operations Information Weather Data Wx Briefing - UNK/NR Itinerary Wx Briefing - UNK/NR FORT COLLINS, CO Completeness - UNK/NR FORT COLLINS, CO Wind Dir/Speed 160/011 KTS Visibility - 10.0 SM FORT WORTH, TX Visibility - 10.0 SM Type of Flight Plan - NONE Runway Ident - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRASS Lowest Ceiling - NONE Type of Clearance - NONE Runway Surface - GRASS Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Dostructions to Vision- NONE Type of Clearance - NONE Runway Status - DRY Precipitation - NONE Type Apch/Lndg - STRAIGHT-IN HIGH Precipitation - NONE Type Apch/Lndg - 43 Medical Certificate - VALID MEDICAL-WAIVERS) Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  Instrument Rating(s) - NONE  Instrument Rati	or None
Fight Conducted Under -14 CFR 91 NONE Pass 0 0 Accident Occurred During -LANDINGAircraft Information Make/Model - PIPER PA-28-181 Eng Make/Model - LYCOMING 0-360-A4M ELT Installed/Activa: Landing Gear - TRICYCLE-FIXED Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Itinerary Airport Proximity Wx Briefing - UNK/NR Last Departure Point OFF AIRPORT/STRIP Weather Data Itinerary Airport Data Basic Weather - VMC Wind Dir/Speed-160/O11 KTS Visibility - 10.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRSY Obstructions to Vision- NONE Type Of Clearance - NONE Runway Surface - GRSY Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN FORCED LANDING Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) FRIVATE Current - YES Make/Model - 20 Last 30 Days- Aircraft Type - UNK/NR Instrument - 41 Last 90 Days  Instrument Rating(s) - NONE Narrative E ENGINE QUIT DURING CRUISE FLIGHT AT 5500 FEET MSL BUT RESTARTED WHEN THE PILOT SWITCHED FUEL TANKS. HE THEN EXPORT HEN AIRCRAFT COLLIDED WITH A LARRES BALE OF HAY DURING THE LANDING THE ENGINE EXPORT. TAR AIRCRAFT WHICH WAS AT BRIDGEPORT, TX. WHILE ON FINAL APPROACH FOR LANDING THE ENGINE EXPORT. THE AIRCRAFT COLLIDED WITH A LARRES BALE OF HAY DURING THE LANDING SEQUENCE: THE PILOT HAD OVERFLOWN	) 1
Aircraft Information Make/Model - PIPER PA-28-181	2 0
Make/Model - PIPER PA-28-181	. 0
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning Systems Wax Gross Wt - 2450 Engine Type - RECIPROCATING-CARBURETOR NO. of Seats - 4 Rated Power - 180 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - UNK/NR Last Departure Point OFF AIRPORT/STRIP Method - UNK/NR FORT COLLINS,CO Completeness - UNK/NR Destination Airport Data Basic Weather - VMC FORT WORTH,TX Wind Dir/Speed- 160/011 KTS Visibility - 10.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRASS Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type of Clearance - NONE Runway Status - DRYPersonnel Information Pilot-In-Command Age - 43 Medical Certificate - VALID MEDICAL-WAIVERS, Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 43 Medical Certificate - VALID MEDICAL-WAIVERS, Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Personnel Information Pilot-In-Command Age - 43 Medical Certificate - VALID MEDICAL-WAIVERS, Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	
Max Gross Wt - 2450 No. of Seats - 4 Rated Power - 180 HP Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - WC Wind Dir/Speed 160/O11 KTS Wind Dir/Speed 160/O11 KTS Lowest Sky/Clouds - CLEAR Cowest Sky/Clouds - CLEAR Compstructions to Vision- NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command	ted - YES/YES
No. of Seats - 4  Rated Power - 180 HP Environment/Operations Information Weather Data  Wx Briefing - UNK/NR  Wx Briefing - UNK/NR  Method - UNK/NR  Basic Weather - VMC  Wind Dir/Speed 160/011 KTS  Visibility - 10.0 SM  Lowest Sky/Clouds - CLEAR  Lowest Sky/Clouds - CLEAR  Dostination  NONE  Dostructions to Vision- NONE  Precipitation - NONE  Condition of Light - DAYLIGHT Personnel Information  Pilot-In-Command  Certificate(s)/Rating(s)  PRIVATE  Certificate(s)/Rating(s)  PRIVATE  SE LAND  Age - 43  Medical Certificate - VALID MEDICAL-WAIVERS/ Biennial Flight Review  Flight Time (Hours)  Current - YES  Months Since - 15  Make/Model - 20  Last 24 Hrs-  Current - YES  Total - 169  Last 24 Hrs-  Months Since - 15  Make/Model - 20  Last 30 Days-  Aircraft Type - UNK/NR  Instrument Rating(s) - NONE  Instrument Rating(s) - NONE  Instrument Rating(s) - NONE  Lowest Ceiling - Hight Albert - WALID MEDICAL-WAIVERS/  Aircraft Type - UNK/NR  Instrument Rating(s) - NONE  Instrument Rating(s) - NONE  Lowest Certificate - VALID MEDICAL-WAIVERS/  Aircraft Type - UNK/NR  Instrument Rating(s) - NONE  Lowest Ceiling - VALID MEDICAL-WAIVERS/  Aircraft Type - UNK/NR  Instrument Rating(s) - NONE  Lowest Certificate - VALID MEDICAL-WAIVERS/  Aircraft Type - UNK/NR  Instrument Rating(s) - NONE  Last 24 Hrs-  Aircraft Type - UNK/NR  Instrument Rating(s) - NONE	tem - YES
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 160/011 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Age - 43 Medical Certificate - VALID MEDICAL-WAIVERS/ Months Since - 15 Make/Model - 20 Last 30 Days- Aircraft Type - UNK/NR Instrument Rating(s) - NONE  Instrument Rating(s) - NONE  Instrument Rating(s) - NONE  TOTAL HAPPONGCH FOR LANDING THE ENGINE  TOPPED AGAIN AND WOULD NOT RESTART. A FORCED LANDING WAS DURNER FORCED LANDING THE ENGINE TOPPED AGAIN AND WOULD NOT RESTART. A FORCED LANDING WAS DURNER FORCED LANDING THE ENGINE TOPPED AGAIN AND WOULD NOT RESTART. A FORCED LANDING WAS DURNER FORCED LANDING THE ENGINE TOPPED AGAIN AND WOULD NOT RESTART. A FORCED LANDING WAS DURNER FORCED LANDING THE ENGINE TOPPED AGAIN AND WOULD NOT RESTART. A FORCED LANDING WAS DURNER FORCED LANDING THE ENGINE TOPPED AGAIN AND WOULD NOT RESTART. A FORCED LANDING WAS DURNER FOR LANDING THE ENGINE TOPPED AGAIN AND WOULD NOT RESTART. A FORCED LANDING WAS DURNER THE ALRCRAFT COLLIDED WITH A LARGE BALE OF HAY DURNER THE ALRORAFT COLLIDED WITH A LARGE BALE OF HAY DURNER THE ALRORAFT COLLIDED WITH A LARGE BALE OF HAY DURNER THE ALRORAFT COLLIDED WITH A LARGE BALE OF HAY DURNER THE LANDING THE LANDING THE ENGINE TOPPED WAS A THE ALRORAFT COLLIDED WITH A LARGE BALE OF HAY DURNER THE LANDING THE LANDING THE ENGINE TOPPED WAS A THE ALRORAFT COLLIDED WITH A LARGE BALE OF HAY DURING THE LANDING	
Weather Data Wx Briefing - UNK/NR Method - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 160/011 KTS A Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Age - 43 Months Since - 15 Make/Model - 20 Last 30 Days Aircraft Type - UNK/NR Instrument Rating(s) - NONE Instrument Rating(s) - NONE Instrument Rating(s) - NONE  Restart of the Proximity OFF AIRPORT/STRIP OFF AIRP	
Wx Briefing - UNK/NR	
Method - UNK/NR Completeness - UNK/NR Destination Airport Data  Basic Weather - VMC FORT WORTH,TX  Wind Dir/Speed- 160/011 KTS Runway Ident - N/A  Visibility - 10.0 SM ATC/Airpace 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  Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN FORCED LANDING  Condition of Light - DAYLIGHT Personnel Information  Pilot-In-Command Age - 43 Medical Certificate - VALID MEDICAL-WAIVERS/  Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  PRIVATE Current - YES Total - 169 Last 24 Hrs - SE LAND Months Since - 15 Make/Model- 20 Last 30 Days-  Aircraft Type - UNK/NR Instrument - 41 Last 90 Days-  Instrument Rating(s) - NONE Narrative  HE ENGINE QUIT DURING CRUISE FLIGHT AT 5500 FEET MSL BUT RESTARTED WHEN THE PILOT SWITCHED FUEL TANKS. HE THEN FADED FOR THE NEAREST AIRPORT WHICH WAS AT BRIDGEPORT, TX. WHILE ON FINAL APPROACH FOR LANDING THE ENGINE FORPER AGAIN AND WOULD NOT RESTART. A FORCED LANDING WAS MADE IN A HAY FIELD ABOUT A HALF MILE NORTH OF THE IRPORT. THE AIRCRAFT COLLIDED WITH A LARGE BALE OF HAY DURING THE LANDING SEQUENCE. THE PILOT HAD OVERFLOWN	
Completeness - UNK/NR Basic Weather - VMC FORT WORTH,TX  Wind Dir/Speed - 160/011 KTS Visibility - 10.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR 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  Months Since - 15 Make/Model - 20 Last 24 Hrs - SE LAND  Months Since - 15 Make/Model - 20 Last 30 Days-Aircraft Type - UNK/NR Instrument Rating(s) - NONE  Instrument Rating(s) - NONE  Instrument Rating(s) FLIGHT AT 5500 FEET MSL BUT RESTARTED WHEN THE PILOT SWITCHED FUEL TANKS. HE THEN FORPED AGAIN AND WOULD NOT RESTART. A FORCED LANDING WAS MADE IN A HAY FIELD ABOUT A HALF MICH WORTH OF THE FORPED AGAIN AND WOULD NOT RESTART. A FORCED LANDING WAS MADE IN A HAY FIELD ABOUT A HALF MICH WORTH OF THE FORPED. THE AIRCRAFT COLLIDED WITH A LARGE BALE OF HAY DURING THE LANDING SEQUENCE. THE PILOT HAD OVERFLOWN	
Basic Weather - VMC	
Wind Dir/Speed- 160/011 KTS Visibility - 10.0 SM ATC/Airspace 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 - GRASS Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 43 Medical Certificate - VALID MEDICAL-WAIVERS/ Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 169 Last 24 Hrs- SE LAND Months Since - 15 Make/Model- 20 Last 30 Days- Aircraft Type - UNK/NR Instrument - 41 Last 90 Days-  Instrument Rating(s) - NONE  Instrument Rating(s) - NONE Narrative HE ENGINE QUIT DURING CRUISE FLIGHT AT 5500 FEET MSL BUT RESTARTED WHEN THE PILOT SWITCHED FUEL TANKS. HE THEN EADED FOR THE NEAREST AIRPORT WHICH WAS AT BRIDGEPORT, TX. WHILE ON FINAL APPROACH FOR LANDING THE ENGINE TOPPED AGAIN AND WOULD NOT RESTART. A FORCED LANDING WAS MADE IN A HAY FIELD ABOUT A HALF MILE NORTH OF THE ERPORT. THE AIRCRAFT COLLIDED WITH A LARGE BALE OF HAY DURING THE LANDING SEQUENCE. THE PILOT HAD OVERFLOWN	
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Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN HIGH Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 43 Medical Certificate - VALID MEDICAL-WAIVERS/ Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 169 Last 24 Hrs - SE LAND Months Since - 15 Make/Model - 20 Last 30 Days- Aircraft Type - UNK/NR Instrument - 41 Last 90 Days-  Instrument Rating(s) - NONE  Instrument Rating CRUISE FLIGHT AT 5500 FEET MSL BUT RESTARTED WHEN THE PILOT SWITCHED FUEL TANKS. HE THEN CADED FOR THE NEAREST AIRPORT WHICH WAS AT BRIDGEPORT, TX. WHILE ON FINAL APPROACH FOR LANDING THE ENGINE COPPED AGAIN AND WOULD NOT RESTART. A FORCED LANDING WAS MADE IN A HAY FIELD ABOUT A HALF MILE NORTH OF THE CRPORT. THE AIRCRAFT COLLIDED WITH A LARGE BALE OF HAY DURING THE LANDING SEQUENCE. THE PILOT HAD OVERFLOWN	
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Certificate(s)/Rating(s)  PRIVATE  Current  YES  Total  Months Since  Aircraft Type  UNK/NR  Instrument Rating(s)  Instrument Rating(s)  Current  YES  Months Since  Instrument  Instrumen	
PRIVATE  SE LAND  Months Since - 15  Make/Model - 20  Last 24 Hrs - 41  Last 90 Days-  Aircraft Type - UNK/NR  Instrument Rating(s) - NONE Narrative  HE ENGINE QUIT DURING CRUISE FLIGHT AT 5500 FEET MSL BUT RESTARTED WHEN THE PILOT SWITCHED FUEL TANKS. HE THEN EADED FOR THE NEAREST AIRPORT WHICH WAS AT BRIDGEPORT, TX. WHILE ON FINAL APPROACH FOR LANDING THE ENGINE FOPPED AGAIN AND WOULD NOT RESTART. A FORCED LANDING WAS MADE IN A HAY FIELD ABOUT A HALF MILE NORTH OF THE IRPORT. THE AIRCRAFT COLLIDED WITH A LARGE BALE OF HAY DURING THE LANDING SEQUENCE. THE PILOT HAD OVERFLOWN	/LIMIT
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Narrative IE ENGINE QUIT DURING CRUISE FLIGHT AT 5500 FEET MSL BUT RESTARTED WHEN THE PILOT SWITCHED FUEL TANKS. HE THEN ADED FOR THE NEAREST AIRPORT WHICH WAS AT BRIDGEPORT, TX. WHILE ON FINAL APPROACH FOR LANDING THE ENGINE OPPED AGAIN AND WOULD NOT RESTART. A FORCED LANDING WAS MADE IN A HAY FIELD ABOUT A HALF MILE NORTH OF THE RPORT. THE AIRCRAFT COLLIDED WITH A LARGE BALE OF HAY DURING THE LANDING SEQUENCE. THE PILOT HAD OVERFLOWN	- 39
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'S DIANNED ENDOUTE DEFUELTNO DOINT DUE TO MNOWN ATDODAET STADTED DOODLEMS AND DELTANGE ON THE ATDODAETYS EVEL	
S PLANNED ENROUTE REFUELING POINT DUE TO KNOWN AIRCRAFT STARTER PROBLEMS AND RELIANCE ON THE AIRCRAFT'S FUEL AUGE READINGS WHEN HE REACHED THE PLANNED REFUELING POINT.	
OGE READINGS WHEN HE REACHED THE PLANNED REFUELING PUINT.	

File No. - 730 8/19/87 BRIDGEPORT, TX A/C Reg. No. N6895J Time (Lcl) - 1920 CDT Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND 4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND 5. FLUID, FUEL - EXHAUSTION Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. OBJECT - OTHER The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 1,2,3,5$ Factor(s) relating to this accident is/are finding(s) 4,6

File No 684 4/03/87 MORG	AN,UT A/C	Reg. No. N3809P		Time (Lc1) -	- 1530 MS1	·
-Basic Information Type Operating Certificate-NONE (GENER		ft Damage		Injur		
	DESTR		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Cre		1	1	0
Flight Conducted Under -14 CFR 91	NONE	Pas	ss O	1	1	0
Accident Occurred During -DESCENT						
-Aircraft Information						
Make/Model - PIPER PA-22-150	Eng Make/Model - L			Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall Warnir	ng System	- NO
Max Gross Wt - 2000		ECIPROCATING-CARBU	JRETOR			
No. of Seats - 4	Rated Power -	150 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		t	ON AI	RPORT		
Method - N/A	MORGAN CITY,UT					
Completeness - N/A	Destination		Airport 1			
Basic Weather - VMC	LOCAL			N MUNICIPAL		
Wind Dir/Speed- 180/020 KTS	/			,	- 21	
Visibility - 15.0 SM	ATC/Airspace			y Lth/Wid -		50
Lowest Sky/Clouds - 8000 FT SCA				y Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndq		Runwa	y Status ·	DRY	
	Type Apch/Lndg	- NUNE				
Precipitation - NONE Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 35	Medical Certific	22+0 - VALTI	D MEDICAL -W	TVEDC/LTM	ATT
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (I		(IVEKS/ LIN	411
COMMERCIAL				Last 24	l Hre -	2
SE LAND, ME LAND	Current - YES Months Since - 8 Aircraft Type - SA227				Davs- UN	
SE CAND, ME CAND	Aircraft Type - SA227	Make/Model- Instrument-	400	Last 90		4
	ATTOTAL TYPE SAZZY	Multi-Eng -			aft -	
			.,			000
Instrument Rating(s) - AIRPLANE						
-Narrative						
PLT DEPARTED MORGAN ARPT WITH AN ACFT NE						
CESSFUL TAKEOFF AT ABOUT 100 AGL, HE SAID	HE ENCOUNTERED MODERATE TU	RBULENCE AND A DOV	VNDRAFT. AL'	ITIUDE AND		
SPEED COULD NOT BE MAINTAINED. THE ACFT I	MOLOTED THE ODOLLID A CHOST	DICTANGE EDOM TOT	DEDARTHE	END OF DISC 1		

File No. - 684 4/03/87 MORGAN, UT A/C Reg. No. N3809P Time (Lcl) - 1530 MST IN FLIGHT ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - DOWNDRAFT 2. WEATHER CONDITION - HIGH WIND 3. WEATHER CONDITION - UNFAVORABLE WIND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 4. STALL - UNCONTROLLED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4 Factor(s) relating to this accident is/are finding(s) 2,3

File No 683 4/11/87 SCO	FFIELD,UT	A/C Reg. No.	N9676F	Т	ime (Lc1) -	0930 MDT	
Basic Information Type Operating Certificate-ON-DEMAND	AIR TAXI	Aircraft Damag	e		Injur		
To a Community of DEDCOMA		SUBSTANTIAL	0	Fatal O			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE	Crew Pass	0	0	0	1 1
Accident Occurred During -LANDING		INUINE	rass	U	U	O	'
Aircraft Information							
Make/Model - HUGHES 269C		del - LYCOMING	HIO-360-D1A		Installed/A		
Landing Gear - SKID	Number Engi			S	tall Warnir	ıg System	- NO
Max Gross Wt - 1670		- RECIP-FUE					
No. of Seats - 3	Rated Power	- 190 HP					
Environment/Operations Information	Thingson			Ainmont	Doordonitu		
Weather Data Wx Briefing - NO RECORD OF BRIEFI	Itinerary NG Last Departu	no Point			Proximity RPORT/STRIP		
Method - N/A	BOUNTIFUL,			OFF A1	KPUKI/SIKIF		
Completeness - N/A	Destination	01	Δ	irport D	lata		
Basic Weather - VMC	HUNTINGTON	.uT .	,	po			
Wind Dir/Speed- 240/010 KTS		,		Runway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace			Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - UNK/NR SC	ATTERED Type of Flig	ht Plan - VFR		Runway	Surface -	SNOW	
Lowest Ceiling - NONE		rance - NONE		Runway	Status -	SNOW - D	RY
Obstructions to Vision- NONE	Type Apch/Ln	dg - FORCE	D LANDING				
Precipitation ~ NONE							
Condition of Light - DAYLIGHT							
Personnel Information	0.5		1 0		MEDICAL NA	TVEDC /1 TAA	
<pre>Pilot-In-Command   Certificate(s)/Rating(s)</pre>	Age - 25 Biennial Flight Re		l Certificate	: Time (F		IVERS/LIM	11
PRIVATE		- NO To	tal -	. IIME (F . 87	last 2/	Hrs - UN	K/ND
FRIVAIL		- UNK/NR Ma	ke/Model- UNK	/NR	Last 30	Davs- UN	K/NR
HELICOPTER	Aircraft Type	- UNK/NR In	strument-	0	Last 90	Days-	87
TIEE TOOL TEN	e. a. c . , pe	211	o tr amorre	Ü	Rotorcr		87
Instrument Rating(s) - NONE							
Narrative E PLT AND HIS BROTHER WERE ON A LONG CROS ILE FLYING AT 8,000 FEET THE PLT NOTICED T ELECTED TO AUTOROTATE TO A SNOW COVERED WNSLOPE AND STRUCK TREES. POST ACCIDENT I	A CHANGE IN ENGINE NO SURFACE. THE TOUCHDO	ISE AND THE ACF WN WAS ON A STE	T HAD A PARTI EP SLOPE AND	AL POWER	LOSS. THE		

File No. - 683 4/11/87 A/C Reg. No. N9676F Time (Lc1) - 0930 MDT SCOFFIELD, UT LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. IGNITION SYSTEM, MAGNETO - FAILURE, PARTIAL Occurrence #2 FORCED LANDING Phase of Operation DESCENT - UNCONTROLLED Finding(s) 2. TERRAIN CONDITION - NONE SUITABLE 3. AUTOROTATION - PERFORMED - PILOT IN COMMAND Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 4. AIRPORT FACILITIES - SNOW COVERED 5. AIRPORT FACILITIES - DOWNHILL 6. OBJECT - TREE(S) ----Probable Cause----

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

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

-,,	WALLA WALLA,WA	A/C Reg. No	5. N4549Q		ime (LCI) -	0900 PST			
-Basic Information									
Type Operating Certificate-ON-DEM	AND AIR TAXI	Aircraft Dama SUBSTANTIAL Fire	age		Injur				
Name of Carrier -RICHAR	DSON AVIATION, INC.	SUBSTANTIAL			Serious		None		
Name of Carrier -RICHAR Type of Operation -NON SC Flight Conducted Under -14 CFR	HED, DOMESTIC, CARGO	Fire	Crew		_	0	1		
Flight Conducted Under -14 CFR	135	NONE	Pass	0	0	0	0		
Accident Occurred During -LANDIN	G 								
-Aircraft Information									
Make/Model - CESSNA 402A		Model - CONTINE	NTAL TS10-520		[nstalled/A				
Landing Gear - TRICYCLE-RETRACTA	BLE Number En	gines - 2	IEL THUESTED	S	tall Warnir	ng System	- YES		
Max Gross Wt - 6300		pe - RECIP-FU							
No. of Seats - 8	Rated Pow	er - 300 h	1P 						
-Environment/Operations Information-									
Weather Data	Itinerary			•	Proximity				
Wx Briefing - FSS	Last Depar			ON AIRPORT					
Method - UNK/NR	PASCO, WA								
Completeness - UNK/NR	Destination			Airport Da					
Basic Weather - VMC	WALLA WA	LLA,WA		WALLA WALLA CITY COUNTY					
Wind Dir/Speed- 180/014 KTS						20			
Visibility - 40.0 SM	ATC/Airspace				Lth/Wid -		150		
Lowest Sky/Clouds - CLEAR		ight Plan - IFR			Surface -				
Lowest Ceiling - 2800 F		earance - IFR		Runway	Status -	DRY			
Obstructions to Vision- NONE	Type Apch/	Lndg - FULI	_ STOP						
Precipitation - NONE									
Condition of Light - DAYLIGH									
-Personnel Information									
Pilot-In-Command	Age - 31	Medio	cal Certifica			WAIVERS/	LIMIT		
Certificate(s)/Rating(s)	Biennial Flight			ht Time (H					
ATP	Current	- UNK/NR	Total -	5425	Last 24	Hrs -	3		
SE LAND, ME LAND	Months Since	- UNK/NR I	Make/Model- Instrument-	3450	Last 30	Days- UN	K/NR		
	Aircraft Typ								
		1	Multi-Eng - U	NK/NR	Rotorcr	aft - UNI	K/NR		
Instrument Rating(s) - AIRPL	ANE								
-Narrative									
ING LNDG ROLL THE RT MAIN LNDG GEAR			NSPECTION OF	THE BELL C	RANK ASSEME	BLY			
EALED FRACTURE SURFACES SIMILAR TO T	HOSE OF INSTANTANEOUS O	VEDLOAD							

File No 7	14 3/17/87	WALLA WALLA,WA	A/C Reg. No. N4549Q	Time (Lc1) - 0900 PST	
Occurrence #1	HARD LANDING				
Phase of Operation	LANDING - FLARE/	TOUCHDOWN			
Finding(s) 1. LEVEL OFF - MIS	JUDGED - PILOT IN	COMMAND		·	
Occurrence #2 Phase of Operation	MAIN GEAR COLLAP LANDING - ROLL	SED			
Finding(s) 2. LANDING GEAR,MA	IN GEAR ATTACHMENT	- OVERLOAD			
Probable Cause					

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

File No 634 5/07/87 RENTO	N,WA	A/C Reg. No.	N29Z	Т	ime (Lcl) -	- 1845 PDT	
Basic Information Type Operating Certificate-NONE (GENERA	 I AVIATION)	Aircraft Damag	ie		Injur	ries	
Type operating out thireate home (delicks		SUBSTANTIAL	, C	Fatal		Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	0
Flight Conducted Under -14 CFR 91		NONE	Pass	Ö	Ö	Õ	Ö
Accident Occurred During -TAXI			Other	-	Ŏ	1	Ö
Aircraft Information							
Make/Model - RUTAN VARI-EZE		el - CONTINENT	AL 0-200		Installed/A		
Landing Gear  - TRICYCLE-FIXED	Number Engin				tall Warnir	ng Syst <b>em</b>	- NO
Max Gross Wt - 1100	Engine Type	- RECIPROCA	TING-CARBURE	ΓOR			
No. of Seats - 2	Rated Power	- 100 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING		e Point		ON AIR	PORT		
Method - N/A	UNK/NR						
Completeness - N/A	Destination		,	Airport D	ata		
Basic Weather - VMC	UNK/NR						
Wind Dir/Speed- 310/010 KTS				Runway	Ident -	- UNK/NR	
Visibility - 40.0 SM	ATC/Airspace			Runway	Lth/Wid -	- UNK/NR	
Lowest Sky/Clouds - CLEAR	Type of Fligh	t Plan - NONE		Runway	Surface -	- ASPHALT	
Lowest Ceiling - NONE	Type of Clear			Runway	Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/Lnd	g - NONE		_			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - UNK/NR Biennial Flight Rev	Medica	l Certificate	e - VALID	MEDICAL-WA	AIVERS/LIM	ΙΤ
Certificate(s)/Rating(s)	Biennial Flaight Rev	iew	Flight	t Time (H	ours)		
PRIVATE	Current -	YES To	otal -	497	Last 24	Hrs -	0
SE LAND	Months Since -	UNK/NR Ma	ke/Model-	172	Last 30	Days- UN	K/NR
	Months Since - Aircraft Type -	UNK/NR In	strument-	9	Last 90	Days-	13
						-	
Instrument Rating(s) - NONE							
Narrative							
ILE BEING HAND PROPPED THE AIRCRAFT BEGAN TO E CANOPY HAD CLOSED. THE PILOT HELD ONTO TH						RAFT	
RUCK A PARKED, UNOCCUPIED AIRCRAFT AND THEN RKING BRAKE WAS OUT OF ADJUSTMENT.							
·							

5/07/87 A/C Reg. No. N29Z Time (Lcl) - 1845 PDT File No. - 634 RENTON, WA Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation STANDING - STARTING ENGINE(S) 1. THROTTLE/POWER CONTROL - EXCESSIVE - PILOT IN COMMAND 2. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation TAXI Finding(s) 3. OBJECT - AIRCRAFT PARKED 4. OBJECT - FENCE ----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 Type Operating Certificate-N	JONE (CENEDAL	AVIATION)	Aircraft Damage			Iniun	100	
Type operating certificate-	NUNE (GENERAL	AVIATION)	SUBSTANTIAL		Fatal	Injur Serious	Minor	None
Type of Operation -F	PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -	14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -l	ANDING							
-Aircraft Information								
Make/Model - PIPER PA-20-			odel - LYCOMING 0-2	290C1		Installed/A		
Landing Gear - TAILWHEEL-AL	LL FIXED	Number Eng				tall Warnin	g System	- NO
Max Gross Wt - 1800			e - RECIPROCATIN	NG-CARBURE	TOR			
No. of Seats - 4		Rated Powe	r - 125 HP					
-Environment/Operations Informa	ation							
Weather Data		Itinerary				Proximity		
Wx Briefing - FSS		Last Depart			ON AIR	PORT		
Method - TELEPHONE		TROUTDALE	, WA					
Completeness - FULL Basic Weather - VMC		Destination	•	•	Airport D			
Wind Dir/Speed- 210/009 K	re	SEATTLE, W	4			FIELD Ident -	13L	
Visibility - 40.0		ATC/Airspace				Lth/Wid -		200
	_EAR		ght Plan - VFR				ASPHALT	200
Lowest Ceiling - NO			arance - NONE				DRY	
Obstructions to Vision- NO		Type Apch/Li				0 12 12 2	2	
Precipitation - NO	DNE	3	5					
Condition of Light - DA	AYLIGHT							
-Personnel Information								
Pilot-In-Command	·	lge - 39				MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Ε	Biennial Flight Ro			t Time (F			
STUDENT		Current		-		Last 24		5
		Months Since		/Model-	43	Last 30 Last 90	Days- UN	K/NR
		Aircraft Type		rument- UN				
			MUITI	i-Eng - UN	K/ NK	ROTORCE	aft - UN	K/NK
Instrument Rating(s) -	NONE							
-Narrative							<b></b>	
ING LANDING ROLL WITH A CROSSWI	ND FROM THE F	RIGHT A GROUND LO	OP OCCURRED. THE PT	LOT HAD JI	JST COMPL	ETED A SOLO		
SS COUNTRY FLIGHT. THE WIND WAS								

File No. - 631 5/10/87 SEATTLE, WA A/C Reg. No. N7732K Time (Lc1) - 1458 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND

2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN HASE of Operation LANDING - ROLL

----Probable Cause----

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

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

-Basic Information	/				:			
Type Operating Certifica	te-NONE (GENER	AL AVIATION)	Aircraft D SUBSTANTI		Fatal	Injur Serious	ies Minor	None
Type of Operation	-PERSONAL		Fire	Crew		0	0	1
Flight Conducted Under	-14 CFR 91		NONE	Pass	. 0	0	0	1
Accident Occurred During	-TAKEOFF							
-Aircraft Information								
Make/Model - MEYER 77	•			NENTAL 0-200-A		Installed/A		
Landing Gear - TRICYCLE - Max Gross Wt - 1200	- F I X E D		ngines - 1	ROCATING-CARBUR		tall Warnin	g System -	· NO
No. of Seats - 2		Rated Po		O HP				
-Environment/Operations Info	ormation							
Weather Data		Itinerary				Proximity		
Wx Briefing - FSS			rture Point		ON AIR	PORT		
Method - UNK/NR		BELLING	•					
Completeness - UNK/NR Basic Weather - VMC		Destinatio CONCRET			Airport D	ata GHAM INT'L.		
Wind Dir/Speed- 270/010	) KTS	CONCRET	E, WA			GHAM INI'L. Ident -	24	
Visibility - 50.0		ATC/Airspac	۵			Lth/Wid -		150
Lowest Sky/Clouds -			light Plan - N	ONE		Surface -		
	- NONE		learance - N			Status -		
Obstructions to Vision		Type Apch	/Lndg - N	ONE				
Precipitation								
Condition of Light	- DAYLIGHT							. <b></b>
-Personnel Information Pilot-In-Command		Age - 60	Me	dical Certifica		MEDICAL -NO	WATVEDC/I	TMIT
Certificate(s)/Rating(s	`	Biennial Flight			ht Time (H		WAIVERS/L	TIMITI
PRIVATE	,	Current	- YES				Hrs -	1
SE LAND			e - 8			Last 30		
		Aircraft Ty	pe - UNK/NR	Instrument-	45	Last 90	Days-	30
Instrument Rating(s)	- NONE							
-Narrative								
JSTING 90 DEGREE CROSSWIND N								
OT OVER-CORRECTED WITH LEFT NG DOWN, NOSE LOW ATTITUDE.						WAY IN A LE	FI	
NG DOWN, NOSE LOW ATTITUDE.	ILTO MYD IHE I	LIFOL 2 SECOND LF	TAUL IN 1UT2 F	VERTWEINIAL ATE	CKAFI.			

5/20/87 BELLINGHAM, WA A/C Reg. No. N28LM Time (Lc1) - 1320 PDT File No. - 650 Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - GUSTS 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND 4. WEATHER CONDITION - CROSSWIND COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 6. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6

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

File No 784 5/24/87 RITZV	ILLE, WA A/C	Reg. No. N5711A	Τi	me (Lc1) -	1210 PDT	
Basic Information Type Operating Certificate-NONE (GENERA		aft Damage ROYED	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE		2	Ö	Õ	Ö
Accident Occurred During -CRUISE	110/12	Other	_	ŏ	ŏ	3
Aircraft Information						
Make/Model - CESSNA 172		CONTINENTAL O-300-B		nstalled/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -	1	St	all Warnir	ng System	- YES
Max Gross Wt - 2200	Engine Type -	RECIPROCATING-CARBURE	TOR			
No. of Seats - 4	Rated Power -	145 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport P			
Wx Briefing - NO RECORD OF BRIEFING		nt	OFF AIR	PORT/STRIP	•	
Method - N/A	RITZVILLE, WA					
Completeness - N/A	Destination		Airport Da	ta		
Basic Weather - VMC	ATHOL, ID					
Wind Dir/Speed- CALM			Runway	Ident -	N/A	
Visibility - 25.0 SM	ATC/Airspace		Runway	Lth/Wid -	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	n - NONE	Runway	Surface -	N/A	
Lowest Ceiling - NONE	Type of Clearance				- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 41	Medical Certificat	e - VALID	MEDICAL-NO	WATVERS/	'I TMTT
Certificate(s)/Rating(s)	Biennial Flight Review		it Time (Ho			
PRIVATE	Current - UNK/		97		Hrs - UN	IK/NR
SE LAND	Months Since - 0	Make/Model-	47	Last 30		20
JE EAND	Aircraft Type - UNK/	· · · · · · · · · · · · · · · · · · ·	O	Last 90		50
Instrument Rating(s) - NONE						
Narrative						
CCUPANTS OF BOTH ACFT WERE FAMILY MEMBERS TR						
ITH N44726 IN TRAIL. DUE HIGHER NORM CRZ PER						
ND ESTABLISHED POSITION ABOUT 1/2 MILE TO RI						
5711A DIRECTLY IN FRONT AS COLLISION OCCURRE		SEVERED TAIL CONE FRO	M N5711A C	JUST FWD		
F EMPENNAGE. N44726 WAS LANDED SAFELY DESPIT	E SUBSTANTIAL DAMAGE.					

File No 7	84 5/24/87	RITZVILLE, WA	A/C Reg. No. N5711A	Time (Lc1) - 1210 PDT
Occurrence #1 Phase of Operation		l		
Finding(s) 1. CLEARANCE - NOT	MAINTAINED - PILO	T OF OTHER AIRCRAFT		
Occurrence #2 Phase of Operation			·	
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

AL AVIATION)					Time (Lcl) - 1210 PDT				
	Aircraft Damage	9			ıries				
	SUBSTANTIAL	Cmarr	Fatal	Serious		None			
	Fire	Crew	0	0	0	1 2			
	NONE	Other	3	0	0	0			
		D-360-A4A							
				tali Warn	ing System	- YES			
<b>O</b> ,.		IING-CARBURE	IUK						
Rated Fower	- 180 HP								
Itinerary			Airport	Proximity					
	e Point				P				
				,					
Destination		1	Airport D	ata					
ATHOL, ID									
			Runway	Status	- N/A				
Type Apch/Lnd	lg - NONE								
Ago - 60	Modica	l Contificat	a - VALTO	MEDICAL -V	JATVEDS/LTM	1 <b>T</b>			
					ATVENS, EIM	- '			
Cunnont	VEC To				24 Hrs -	1			
Months Since -	20 Mai		8			K/NR			
						. 8			
RFORMANCE, N44726 OVE IGHT OF N5711A AT SAM ED. EVIDENCE SHOWS N4	RTOOK N5711A. F IE ALT. PLT OF F 4726 SEVERED TA	PLT OF N44726 N44726 STATE	REDUCED  HE NEXT	SPEED SAW					
	Eng Make/Mod Number Engin Engine Type Rated Power  Itinerary G Last Departur RITZVILLE, W Destination ATHOL, ID  ATC/Airspace Type of Fligh Type of Clear Type Apch/Lnd  Age - 62 Biennial Flight Rev Current Months Since - Aircraft Type -  RAVELING IN COMPANY F RFORMANCE, N44726 OVE IGHT OF N5711A AT SAM ED. EVIDENCE SHOWS N4	Eng Make/Model - LYCOMING ( Number Engines - 1 Engine Type - RECIPROCA' Rated Power - 180 HP  Itinerary Last Departure Point RITZVILLE, WA Destination ATHOL, ID  ATC/Airspace Type of Flight Plan - VFR Type of Clearance - NONE Type Apch/Lndg - NONE  Age - 62 Medica' Biennial Flight Review Current - YES Tome Months Since - 20 Mail Aircraft Type - C-152 Insert Type - C-152 Insert Type Apch/Lndg - NONE  RAVELING IN COMPANY FOR HOLIDAY. TAKERFORMANCE, N44726 OVERTOOK N5711A. IGHT OF N5711A AT SAME ALT. PLT OF I	Eng Make/Model - LYCOMING 0-360-A4A Number Engines - 1 Engine Type - RECIPROCATING-CARBURE Rated Power - 180 HP  Itinerary Last Departure Point RITZVILLE,WA Destination ATHOL,ID  ATC/Airspace Type of Flight Plan - VFR Type of Clearance - NONE Type Apch/Lndg - NONE  Age - 62 Medical Certificate Biennial Flight Review Flight Current - YES Total - Months Since - 20 Make/Model- Aircraft Type - C-152 Instrument-  RAVELING IN COMPANY FOR HOLIDAY. TAKEOFF WAS ABG REFORMANCE, N44726 OVERTOOK N5711A. PLT OF N44726 IGHT OF N5711A AT SAME ALT. PLT OF N44726 STATES ED. EVIDENCE SHOWS N44726 SEVERED TAIL CONE FROM	Eng Make/Model - LYCOMING 0-360-A4A ELT : Number Engines - 1 S: Engine Type - RECIPROCATING-CARBURETOR Rated Power - 180 HP  Itinerary Airport in the content of the conten	Eng Make/Model - LYCOMING 0-360-A4A ELT Installed/ Number Engines - 1 Stall Warni Engine Type - RECIPROCATING-CARBURETOR Rated Power - 180 HP  Stall Warni G Last Departure Point OFF AIRPORT/STRI RITZVILLE, WA Destination AITHOL, ID  ATC/Airspace Runway Ident Type of Flight Plan - VFR Runway Surface Type of Clearance - NONE Runway Status Type Apch/Lndg - NONE  Age - 62 Medical Certificate - VALID MEDICAL-W Type Apch/Lndg - NONE  Age - 62 Medical Certificate - VALID MEDICAL-W Type Apch/Lndg - NONE  Age - 62 Medical Certificate - VALID MEDICAL-W Type Apch/Lndg - NONE  Age - 62 Medical Certificate - VALID MEDICAL-W Type Apch/Lndg - NONE  Age - 62 Medical Certificate - VALID MEDICAL-W Type Apch/Lndg - NONE  Age - 62 Medical Certificate - VALID MEDICAL-W Type Apch/Lndg - NONE  Age - 62 Medical Certificate - VALID MEDICAL-W Type Apch/Lndg - NONE  Age - 62 Medical Certificate - VALID MEDICAL-W Type Apch/Lndg - NONE  Age - 62 Medical Certificate - VALID MEDICAL-W Type Apch/Lndg - NONE  Age - 62 Medical Certificate - VALID MEDICAL-W Type Apch/Lndg - NONE  Age - 62 Medical Certificate - VALID MEDICAL-W Type Apch/Lndg - NONE  Age - 62 Medical Certificate - VALID MEDICAL-W Type Apch/Lndg - NONE  Age - 62 Medical Certificate - VALID MEDICAL-W Type Apch/Lndg - NONE  Age - 62 Medical Certificate - VALID MEDICAL-W Type Apch/Lndg - NONE  Age - 62 Medical Certificate - VALID MEDICAL-W Type Apch/Lndg - NONE  Age - 62 Medical Certificate - VALID MEDICAL-W Type Apch/Lndg - NONE  Age - 62 Medical Certificate - VALID MEDICAL-W Type Apch/Lndg - NONE  Age - 62 Medical Certificate - VALID MEDICAL-W Type Apch/Lndg - NONE  Age - 62 Medical Certificate - VALID MEDICAL-W Type Apch/Lndg - NONE  Age - 62 Medical Certificate - VALID MEDICAL-W Type Apch/Lndg - NONE  Age - 62 Medical Certificate - VALID Medical Certificate - V	NONE  Pass 0 0 0 Other 3 0 Other 3 0 0 0 Other 3 0 O			

File No. - 784 5/24/87 RITZVILLE,WA A/C Reg. No. N44726 Time (Lc1) - 1210 PDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation CRUISE

Finding(s)

1. VISUAL LOOKOUT - INATTENTIVE - PILOT IN COMMAND
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

----Probable Cause----

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

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

is/are finding(s) 1,2

File No 787 5/24/87 ALDE	RWOOD MANOR,WA A/C	Reg. No. N3768X		ime (Lc1) -	1230 PDT	
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircr	aft Damage		Injur	ies	
	SUBS.	TANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crev	-	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	s 0	0	1	0
Accident Occurred During -LANDING						
Aircraft Information		i e				
Make/Model - AERO COMMANDER AC-100		YCOMING 0-320		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			itall Warnin	g System	- YES
Max Gross Wt - 2250		RECIPROCATING-CARBUR	RETOR			
No. of Seats - 4	Rated Power -	150 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	🕯 💎 Last Departure Poi	nt	ON AIR	PORT		
Method - N/A	ALDERWOOD MANOR,	<b>∀</b> A				
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	YELM, WA		MARTHA	LAKE		
Wind Dir/Speed- CALM			Runway	Ident -	34	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -		40
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -	ASPHALT	
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-IN				
Precipitation - NONE		PRECAUTIONARY LA	NDING			
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 61				IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (F			
PRIVATE	Current - YES	Total -	3016	Last 24	Hrs -	1
SE LAND	Months Since - 1		405	Last 24 Last 30 Last 90	Days- UN	K/NR
	Aircraft Type - UNK/	NR Instrument-	0	Last 90	Days-	10
Instrument Rating(s) - NONE						
This trument kating(s) - None						
-Narrative						
RING TAKEOFF ON A SHORT 1700 FOOT AIRSTRIP					NUI	
.E TO CLEAR TREES AT THE DEPARTURE END OF TEACHER. SECOND IN THE SECOND SECOND IN THE SECOND			ICED POWER	FUR A		

File No. - 787 5/24/87 ALDERWOOD MANOR, WA A/C Reg. No. N3768X Time (Lc1) - 1230 PDT

Occurrence #1
Phase of Operation

HARD LANDING

LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. PREFLIGHT PLANNING/PREPARATION POOR PILOT IN COMMAND
- 2. PROPER CLIMB RATE NOT OBTAINED PILOT IN COMMAND
- 3. TERRAIN CONDITION HIGH OBSTRUCTION(S)
- 4. PRECAUTIONARY LANDING PERFORMED PILOT IN COMMAND
- 5. DESCENT EXCESSIVE PILOT IN COMMAND

----Probable Cause----

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

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

	WALLA,WA A	/C Reg. No. N3693			1Me (LCI)	- 1820 PDT	
Basic Information Type Operating Certificate-AGRICULTURAL		craft Damage		<b>5</b> - 4 - 1	-	uries	<b>A</b> 1
Type of Operation -AERIAL APPLIFIGHT Conducted Under -14 CFR 137 Accident Occurred During -TAKEOFF	CATION Fir	BSTANTIAL e NE	Crew Pass	Fatal 0 0	Serious O O		None 1 0
Aircraft Information Make/Model - AYERS S2R Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 6000 No. of Seats - 1	Number Engines Engine Type	- WRIGHT R-1820-1 - 1 - RECIPROCATING-C - 1200 HP		S: R	tall Warn	/Activated	- YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC	Itinerary Last Departure P WALLA WALLA,WA Destination LOCAL				Proximity STRIP		
Wind Dir/Speed- 220/005 KTS Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight P Type of Clearand Type Apch/Lndg	e - NONE		Runway Runway	Surface	- UNK/NR - UNK/NR - UNK/NR - UNK/NR	
Personnel Information Pilot-In-Command	Age - 49	Medical Cert	ificate	- VALTO	MEDICAL -	WATVERS/I IN	 ITT
Certificate(s)/Rating(s) COMMERCIAL SE LAND	Biennial Flight Review Current - YE Months Since - 5 Aircraft Type - UN	S Total Make/Moo	Fliaht	Time (He	ours)	24 Hrs - 30 Days- UN 90 Days-	
Instrument Rating(s) - NONE							
-Narrative ING TAKEOFF RUN THE RIGHT MAIN GEAR COLLAP DISCOVERED THAT THE RIGHT MAIN GEAR FAILE S WAS AN ORIGINAL WELD FROM THE FACTORY.							

File No 7	86 5/28/87 	WALLA WALLA,WA	A/C Reg. No. N3693X	Time (Lc1) - 1820 PDT
Occurrence #1 Phase of Operation	MAIN GEAR COLLAP			
Finding(s) 1. LANDING GEAR,MA	IN GEAR - FAILURE,	PARTIAL		
	ON GROUND COLLIS TAKEOFF - GROUND	TON WITH IERRAIN		
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boa	ard determines that the	Probable Cause(s) of this accid	lent

File No 652 5/31/87 EL	LENSBURG, WA	A/C Reg. No. N5832M			ime (Lc1) -	2010 PDT	
Basic Information Type Operating Certificate-NONE (GEN  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91  Accident Occurred During -CRUISE	S Fi	rcraft Damage UBSTANTIAL re ONE	Crew Pass	Fatal 0 0	Injur Serious O O		None 1 0
Aircraft Information Make/Model - AERODYNAMICS HAWK MK Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1200 No. of Seats - 2	Number Engines	- 1 - RECIPROCATING		5	Installed/Aditall Warning		
Environment/Operations Information Weather Data  Wx Briefing - FSS Method - IN PERSON Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 300/014 KTS Visibility - 30.0 SM Lowest Sky/Clouds - 15000 FT S Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure WENATCHEE,WA Destination ARLINGTON,WA ATC/Airspace	Plan - VFR ice - NONE		OFF Al irport C Runway Runway Runway		N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND,SE SEA,ME SEA Instrument Rating(s) - AIRPLANE	Age - 37 Biennial Flight Revie Current - U Months Since - U Aircraft Type - U	Medical Ce W NK/NR Total NK/NR Make/M NK/NR Instru Multi-	Flight	Time (F	MEDICAL-NO Hours) Last 24 Last 30 Last 90 Rotorcr	·	
Narrative ESPITE WARNINGS FROM THE FLIGHT SERVICE S ID LOW CEILINGS ALONG THE PILOTS INTENDED S DESTINATION. STANDING LENTICULAR ALTOO RCRAFT ENCOUNTERED SEVERE TURBULENCE CAL HE AIRCRAFT SAFELY AT A NEARBY AIRPORT.	TATION ABOUT TURBULENCE, ROUTE OF FLIGHT, THE PIL	OT ELECTED TO DE	PART THE /2 HOUR O	AIRPORT F DEPART	FOR URE THE	R,	

File No 6	52 5/31/87	ELLENSBURG, WA	A/C Reg.	No. N5832M	Time (Lc1) - 2010 PDT
Occurrence #1 Phase of Operation	IN FLIGHT ENCOUN	TER WITH WEATHER			
<ol><li>WEATHER CONDITI</li></ol>	NOWN ADVERSE WEATH ON - TURBULENCE	ER - SELECTED - PILO			
Occurrence #2 Phase of Operation		NT/SYSTEM FAILURE/MA	LFUNCTION		
Finding(s) 5. DESIGN STRESS L	IMITS OF AIRCRAFT	- EXCEEDED - PILOT I	N COMMAND		
Occurrence #3 Phase of Operation	FORCED LANDING DESCENT - EMERGE	NCY			
Finding(s) 6. PRECAUTIONARY L	ANDING - PERFORMED	- PILOT IN COMMAND			
Probable Cause					
The National Transpois/are finding(s) 2,		rd determines that t	he Probable Cause	(s) of this acci	ident
Factor(s) relating t	o this accident is	/are finding(s) 1,3,	5		

File No 653 6/03/87 DAYTO	ON, WA A/C	Reg. No. N2222S	Τi	me (Lc1) -	1530 PDT	
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91		ft Damage ANTIAL Crew Pass	-	Injur Serious O O	ries Minor O O	None 1 0
Accident Occurred During -LANDING						
Aircraft Information Make/Model - CESSNA T210L Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3300 No. of Seats - 6	Number Engines -	ONTINENTAL TSIO-520 1 ECIP-FUEL INJECTED 285 HP		nstalled/A all Warnir		
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed - 250/005 KTS Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poir PENDLETON,OR Destination DAYTON,WA  ATC/Airspace Type of Flight Plar Type of Clearance Type Apch/Lndg	- NONE	Runway	ORT  ta  Ident - Lth/Wid - Surface -		25
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND  Instrument Rating(s) - AIRPLANENarrative	Age - 39 Biennial Flight Review Current - YES Months Since - 13 Aircraft Type - UNK/N	Total - Make/Model- R Instrument-	ht Time (Ho 1849 406 72	urs) Last 24 Last 30 Last 90	Hrs - Days- UN	1
URING LANDING THE AIRCRAFT FLOATED. THE PILO HE RUNWAY. SHORTLY AFTER APPLYING FULL POWER HE DEPARTURE END OF THE RUNWAY. DURING LAND IRCRAFT THEN NOSED OVER INVERTED.	R THE PILOT REDUCED POWER T	O IDLE FOR LANDING	ON A BARLEY	FIELD AT		

File No 6	53 6/03/87 DAYTON, WA	A/C Reg. No	. N2222S	Time (Lcl) - 1530 PDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - IN FLIGHT LANDING - FLARE/TOUCHDOWN			
2. AIRCRAFT HANDLI	OPER - PILOT IN COMMAND NG - IMPROPER - PILOT IN COMMAND AYED - PILOT IN COMMAND			
Occurrence #2 Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		·	
Occurrence #3 Phase of Operation	NOSE GEAR COLLAPSED LANDING			
	SE GEAR - OVERLOAD SE GEAR - FAILURE,TOTAL			
Occurrence #4 Phase of Operation	NOSE OVER LANDING - FLARE/TOUCHDOWN			
Finding(s) 6. TERRAIN CONDITION				
Probable Cause				
The National Transpois/are finding(s) 1,	rtation Safety Board determines that 2,3	the Probable Cause(s)	of this accid	dent
Factor(s) relating t	o this accident is/are finding(s) 6			

File No 625 6/21/8	87 YAKIMA,W	A A/	C Reg. No. N27	039	T	ime (Lcl) -	1123 PDT	
Basic Information Type Operating Certificate-N	ONE (GENERAL A	VIATION) Airc	raft Damage			Injur	ies	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			STANTIAL		Fatal	Serious	Minor	None
Type of Operation -PI	ERSONAL	Fire	•	Crew	0	0	0	1
Flight Conducted Under -14	4 CFR 91	NON	IE	Pass	0	0	0	1
Accident Occurred During -La	ANDING							
Aircraft Information								
Make/Model - PIPER PA-18-	135	Eng Make/Model -		0-D2		[nstalled/A		
Landing Gear - TAILWHEEL-AL	L FIXED	Number Engines -				tall Warnir	g System	- NO
Max Gross Wt - 1750			RECIPROCATING	-CARBURE	TOR			
No. of Seats - 2		Rated Power -	135 HP					
Environment/Operations Information	tion							
Weather Data		Itinerary				Proximity		
Wx Briefing - FSS		Last Departure Po	int		ON AIR	PORT		
Method - TELEPHONE		SAME AS ACC/INC	;					
Completeness - FULL		Destination			Airport Da	ata		
Basic Weather - VMC		SAME AS ACC/INC			YAKIMA			
Wind Dir/Speed- 170/011 KT:							22	
Visibility - 40.0 SI		ATC/Airspace				Lth/Wid -		150
Lowest Sky/Clouds - UN		Type of Flight Pl					ASPHALT	
	500 FT BROKEN	Type of Clearance		_	Runway	Status -	WET	
Obstructions to Vision- NO		Type Apch/Lndg						
Precipitation - RA	IN SHOWERS		GO AROUND					
Condition of Light - DA	YLIGHT 		FULL STOP					
Personnel Information								
Pilot-In-Command		e - 40	Medical Ce				IVERS/LIM	IIT
Certificate(s)/Rating(s)	Bí	ennial Flight Review		_	t Time (H	•		
PRIVATE		Current - YES		-	552	Last 24		1
SE LAND		Months Since - 24			30		Days- UN	•
		Aircraft Type - PA-			10	Last 90		8
			Multi~	Eng -	18	Rotorcr	aft -	1
Instrument Rating(s) - !	NONE							
Narrative						00050		
E ON LANDING ROLL IN GUSTY CROS	SSWIND CONDITI	UNS THE ATRORAGE SWE	RVED DEE THE R	υνωναν ΑΝΙ	D GROUND	UUPED.		

File No. - 625 6/21/87 YAKIMA,WA A/C Reg. No. N27039 Time (Lcl) - 1123 PDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND 3. WEATHER CONDITION - GUSTS 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 ON GROUND 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) 2,4

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

File No 790 6/26/87	SPOKANE, WA	A/C Reg. No. N	137292	Tir	me (Lc1) -	1838 PDT	
-Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage			Injur		
		DESTROYED		Fatal	Serious		None
Type of Operation -INSTR		Fire	Crew	2	0	0	0
Flight Conducted Under -14 CF Accident Occurred During -DESCE		ON GROUND	Pass	0	0	0	0
Aircraft Information							
Make/Model - BEECH 77	Eng Make/M	odel - LYCOMING O-	-235-L2C	ELT I	nstalled/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number Eng					ng System	
Max Gross Wt - 1675	Engine Type		NG-CARBURETO				
No. of Seats - 2	Rated Powe						
Environment/Operations Information							
Weather Data	Itinerary		Α	irport Pi			
Wx Briefing - NO RECORD OF B	RIEFING Last Depart	ure Point		OFF AIR	PORT/STRIE		
Method - N/A	SPOKANE, W	Α .					
Completeness - N/A	Destination		Αi	rport Da	ta		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 280/006 KTS				Runway :	Ident ·	- N/A	
Visibility - 30.0 SM	ATC/Airspace			Runway I	Lth/Wid ·	N/A	
Lowest Sky/Clouds - CLEAR		ght Plan - NONE			Surface -		
Lowest Ceiling - NONE		arance - VFR			Status -		
Obstructions to Vision- NONE		ndg - NONE				,	
Precipitation - NONE	. , , , , , , , , , , , , , , , , , , ,						
Condition of Light - DAYLIG	нт						
Personnel Information							
Pilot-In-Command	Age - 32		Certificate			IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight R		Flight				
COMMERCIAL			al - 3	B 1	Last 24	Hrs -	6
SE LAND	Months Since	- 5 Make	e/Model- rument-	85	Last 30	Days-	53
	Aircraft Type	- 77 Inst	rument-	42	Last 90	Days-	79
Instrument Rating(s) - AIRP	LANE						
AIN							
-Narrative TAKEOFF THE AIRCRAFT CLIMBED TO 50- DEPARTURE END AND TOOK OFF AGAIN. CRAFT ENTERED A STEEP CLIMB, ROLLED IL IMPACT WITH THE GROUND. EXAMINAT	WHEN APPROACHING HIGH OBS RIGHT INTO AN INVERTED P	TRUCTIONS OFF THE OSITION AND DESCEN	END OF THE RINDED IN A NOS	UNWAY, TI E DOWN A	HE TTITUDE		

File No. - 790 6/26/87 SPOKANE, WA A/C Reg. No. N37292 Time (Lcl) - 1838 PDT LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI) IMPROPER USE OF PROCEDURE LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND(CFI) 3. MANEUVER - ATTEMPTED - PILOT IN COMMAND(CFI) 4. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND(CFI) 5. WEATHER CONDITION - HIGH DENSITY ALTITUDE PROPER CLIMB RATE - MISJUDGED - PILOT IN COMMAND(CFI) 7. TERRAIN CONDITION - HIGH OBSTRUCTION(S) IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 8. STALL/SPIN - INADVERTENT - PILOT IN COMMAND(CFI) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,6,8Factor(s) relating to this accident is/are finding(s) 2,5,7

Basic Information						
Type Operating Certificate-NONE (GENER		ft Damage ANTIAL	Fatal	Injuri Serious	ies Minor	None
Type of Operation -PERSONAL	Fire			0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 172XP		ONTINENTAL 10-360-K				
Landing Gear - TRICYCLE-FIXED	Number Engines -		S	tall Warning	g System	- YES
Max Gross Wt - 2550 No. of Seats - 4		ECIP-FUEL INJECTED 195 HP				
NO. OT Seats - 4	Rated Power -	195 HP				
Environment/Operations Information	· ·					
Weather Data <sup>.</sup> Wx Briefing - FSS	Itinerary			Proximity		
Wx Briefing - FSS Method - ACFT RADIO	Last Departure Poin WHITE BEAR LAKE,M		ON AIR	PURI		
Completeness - FULL	Destination	IN .	Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC			D I. BONG		
Wind Dir/Speed- 080/012 KTS	5 <u>-</u> 55, <u>2</u> 5			Ident -	13	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		75
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runway	Surface -	ASPHALT	
	RCAST Type of Clearance		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg					
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 29	Medical Certifica	- FXPIR	FD		
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (H			
PRIVATE	Current - YES	Total -	210	Last 24	Hrs -	4
SE LAND	Months Since - 10	Make/Model-	150	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/N					28
		Multi-Eng - U	IK/NR	Rotorcra	aft - UN	K/NR
Instrument Rating(s) - NONE						
Vonnotivo						
Narrative LANDING ON RUNWAY 13, PILOT REPORTS WIN	ID BLOWING AIDCDAET TOWARDS	THE EDGE OF DUNWAY	ATDODÁET	JENT OFF		
T SIDE, NOSE WHEEL STUCK IN MUD AND COLL						
HWEST OF ACCIDENT SITE. WERE REPORTED F	IN SEE, AND AIRCRAIT NOSED O	TER. WINDS AT DOLOT	, MA, MEE	II 14141		

File No 6	93 4/24/87	SUPERIOR, WI	A/C Reg. No. N5093V	Time (Lcl) - 1715 CDT
Occurrence #1 Phase of Operation		TER WITH WEATHER		
Finding(s) 1. WEATHER CONDITI 2. WIND INFORMAT				
Occurrence #2 Phase of Operation		- ON GROUND		
<ol> <li>DIRECTIONAL CON</li> <li>PROPER ALIGNMEN</li> </ol>	TROL - NOT MAINTAI T - NOT MAINTAINED	- NOT PÆRFORMED - PI NED - PILOT IN COMMA - PILOT IN COMMAND	ND	
Occurrence #3 Phase of Operation	NOSE GEAR COLLAP LANDING - ROLL	SED		
Finding(s) 6. LANDING GEAR,NO 7. LANDING GEAR,NO	SE GEAR - FAILURE,	TOTAL		
Occurrence #4 Phase of Operation	LANDING - ROLL			
Probable Cause				
The National Transpois/are finding(s) 2,		rd determines that t	he Probable Cause(s) of this acci	dent
Factor(s) relating t	o this accident is	/are finding(s) 1		

File No 689 5/0	5/87 FOOTVILLE,	WI A/C F	Reg. No. N49752	T	ime (Lc1) -	1850 CDT	
Basic Information Type Operating Certificate	e-ON-DEMAND AIR TAX	I Aircraí	t Damage		Injur	ies	
.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		SUBSTA		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Cre	ew O	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pas	ss 0	0	0	0
Accident Occurred During	-TAKEOFF						
Aircraft Information							
Make/Model - CESSNA 152		Eng Make/Model - L'			Installed/A		
Landing Gear - TRICYCLE-F	IXED	Number Engines -			tall Warnin	g System	- YES
Max Gross Wt - 1670		Engine Type - Ri		JRETOR			
No. of Seats - 2		Rated Power -	110 HP				
Environment/Operations Infor							
Weather Data		Itinerary			Proximity		
	D OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRIP		
Method - N/A		JANESVILLE, WI					
Completeness - N/A		Destination		Airport D	ata		
Basic Weather - VMC	4.70	LOCAL		_	<b>-</b>		
Wind Dir/Speed- 160/004		ATO / A / 11 - 11 - 1				N/A	
Visibility - 20.0		ATC/Airspace	NONE		Lth/Wid -		
Lowest Sky/Clouds - Lowest Ceiling -		Type of Flight Plan			Surface -		
Obstructions to Vision-		Type of Clearance Type Apch/Lndg	- NONE	Runway	Status -	N/A	
Precipitation -		Type Apch/Lndg	- NUNE				
Condition of Light -							
Condition of Light -	DATLIGHI						
Personnel Information Pilot-In-Command	Age	- 25	Medical Certific	ode VALTE	MEDICAL WA	TVEDC /L TM	IT T
Certificate(s)/Rating(s)		nial Flight Review		ight Time (F		IVERS/LIM	11.1
STUDENT		Current - N/A	Total -		Last 24	Hrs -	1
31000111		Months Since - N/A	Make/Model-		Last 30		3
		Aircraft Type - N/A		LINK/ND	Last 90	Days Days-	9
		All Clair Type N/A	Instrument- Multi-Eng -	LINK/ND	Potorce	aft - UN	_
	1		Marti Liig	ONN, NIK	KO COI CI	a, c 0,	in / IVI
Instrument Rating(s)	- NONE						
·Narrative							
THAMBED IN A FIELD TO PRACT	TOE AN EMERGENCY I	ANDING AFTER TWO LINES	ICCESSELIL ATTEMPTS	TO TAKEDER	EDOM THE		
. PLOWED FIELD. THE PILOT TA							
, I COMED TILLO, THE FILOT IA	WITED DIVID A INO-F	AND NOAD. ON LITT OFF	THE FELL MING 314	CON A NOAD	OIGH.		

File No. - 689 5/05/87 FOOTVILLE, WI A/C Reg. No. N49752 Time (Lcl) - 1850 CDT IN FLIGHT COLLISION WITH OBJECT Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. OBJECT - OBJECT 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. VISUAL LOOKOUT - POOR - PILOT IN COMMAND 4. JUDGEMENT - POOR - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 TAKEOFF Phase of Operation

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

----Probable Cause----

File No 741 6/07/87	DODGEVILLE,WI	A/C Reg. No. N1			ime (Lc1) - 		
Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage			Injur		
		SUBSTANTIAL	_	Fatal	Serious	Minor	None
Type of Operation -PERSONA		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR Accident Occurred During -APPROAC		NONE	Pass	0	0	1	0
Accident occurred buring -APPROAC	n 						
Aircraft Information							
Make/Model - LUSCOMBE 8E		del - CONTINENTAL	C85-12		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXE				S	tall Warnin	g Syster	n - UNK/NR
Max Gross Wt - 1400		- RECIPROCATIN	G-CARBURE	TOR			
No. of Seats - 2	Rated Power	- 85 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Departu	ıre Point		ON AIR	PORT		
Method - TELEPHONE	APPLETON, V	/I					
Completeness - UNK/NR	Destination			Airport D	ata		
Basic Weather - VMC	SAME AS AC	C/INC		DODGEV	ILLE MUNI		
Wind Dir/Speed- 240/012 KTS						30	
Visibility - 12.0 SM	ATC/Airspace			Runway	Lth/Wid -	2750	-UNK/NR
	THIN BKN Type of Flig				Surface -		Ī
Lowest Ceiling - UNK/NR		rance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lr	ndg - GO AROUN	D				
Precipitation - NONE		-					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 31				MEDICAL-NO	WAIVERS	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re		Fligh	t Time (H	ours)		
PRIVATE	Current		_	506	Last 24		2
SE LAND	Months Since		Mode1-	374	Last 30	Days- L	JNK/NR
	Aircraft Type			12	Last 90	Days-	7
		Multi	-Eng -	8			
Instrument Rating(s) - NONE							
-Nonnotivo							
-Narrative	DODTED THAT THE WIND COM	ETED EDOM A CROSCH	TND TO 4	TATI WIND	DUDING AN		
LE LANDING ON RUNWAY 30, THE PILOT RE EMPTED GO-AROUND THE PILOT LOST DIREC						DOLIND	
EMPTED GO-MKOOND THE PILOT LOST DIKEC	LIUNAL CUNIKUL AND SIKUL	ar a meiai uillili	DUED BRID	K III IMPA	JIING IME G	KLILINIJ.	

File No 7	41 6/07/87	DODGEVILLE, WI	A/C Reg. No. N1402B	Time (Lcl) - 1145 CDT
Occurrence #1 Phase of Operation	ON GROUND ENCOUN LANDING - FLARE/	TER WITH WEATHER TOUCHDOWN		
Finding(s)  1. WEATHER CONDITI 2. COMPENSATION		S - INADEQUATE - PILOT	IN COMMAND	
Occurrence #2 Phase of Operation	LOSS OF CONTROL APPROACH - GO-AR	- IN FLIGHT OUND (VFR)		
Finding(s) 3. DIRECTIONAL CON		NED - PILOT IN COMMAN		· 
Occurrence #3 Phase of Operation	IN FLIGHT COLLIS	ION WITH OBJECT		
Finding(s) 4. OBJECT - BUILDI				
Occurrence #4 Phase of Operation	APPROACH - GO-AR	OUND (VFR)		
Probable Cause				
The National Transpois/are finding(s) 2,		rd determines that the	e Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is	/are finding(s) 1		

Basic Information Type Operating Certificate-NONE (GEN	IERAL AVIATION)	Aircraft Dama	age		Injur	ies	
	•	SUBSTANTIAL		Fatal			None
Type of Operation -PERSONAL		Fire	Crew	0		0	1
Flight Conducted Under -14 CFR 9:	İ	NONE	Pass	0	0	0	3
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 172N	Eng Make/I	Model - LYCOMING	G 0-320-H2AD	ELT	Installed/A	ctivated ·	· YES/N
Landing Gear - TRICYCLE-FIXED		gines - 1			tall Warnin	g Syst <b>e</b> m -	· YES
Max Gross Wt - 2300 No. of Seats - 4	Engine Tyl Rated Pow	pe - RECIPROG er - 160 P		UR			
NO. OF Seats - 4	Rated Pow	er - 160 P	14 				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS Method - UNK/NR	Last Depar			OFF AT	RPORT/STRIP		
Completeness - UNK/NR	BLOOMING Destination		,	irport D	n+n		
Basic Weather - VMC	MINNEAPO	a contract of the contract of	,	in-point b	ala		
Wind Dir/Speed- 320/013 KTS	MINITERFO	L13, MIN		Runway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -	,	
Lowest Sky/Clouds - CLEAR		ight Plan - NON	Ε		Surface -		₹F
Lowest Ceiling - NONE	Type of Cle	earance - NONI		Runway	Status -	ROUGH	
Obstructions to Vision- NONE	Type Apch/	Lndg - FOR	CED LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information		·		·			
Pilot-In-Command	Age - 42		cal Certificate			WAIVERS/	IMIT
Certificate(s)/Rating(s) PRIVATE	Biennial Flight	Review	Flight	Time (H	ours)	Han - UNII	/ND
SE LAND.ME LAND	Months Since	- YES - 7	Total - 2 Make/Model- UNK Instrument- UNK	/ND	Last 24	. Usve- IINI . ULS - ·UNI	(/NR (/ND
SE EAND, ME EAND	Aircraft Type	e - UNK/NR	Instrument- UNK	/NR	Last 90	Days UN	(/NR
	ATTO CATE TYPE	J J J J J J J J J J J J J J J J J J J	Multi-Eng - UNK	/NR	Rotorcr	aft - UN	C/NR
•			<b>.</b>	•			
Instrument Rating(s) - NONE							
E IN CRUISE FLIGHT, TAPE WHICH WAS HOL	DING A PIECE OF PLEX	IGLASS OVER THE	CRACKED WINDSH	IIELD CAM	E LOOSE. TH	ΙE	
SHIELD LIFTED UP AND THE PILOT WAS NOT							

A/C Reg. No. N4691G File No. - 740 6/12/87 PRAIRIE DUCHIEN, WI Time (Lcl) - 1140 CDT Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - SEPARATION 2. MAINTENANCE, MAJOR REPAIR - INADEQUATE - COMPANY MAINTENANCE PSNL 3. MAINTENANCE REPLACEMENT - NOT PERFORMED - COMPANY MAINTENANCE PSNL 4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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



# DATE DUE

DEC 0 Y	2011	
pulphania and a second		
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