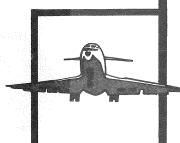
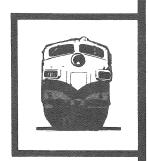
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NATIONAL TRANSPORTATION SAFETY BOARD

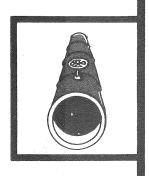


WASHINGTON, D.C. 20594



AIRCRAFT ACCIDENT REPORT

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 8 OF 1987 ACCIDENTS



NTSB/AAB-89/01



UNITED STATES GOVERNMENT

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washington, D. C. 200	7 7 4	14.Sponsoring Agency Code
15. Supplementary Notes		

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 sixteen (16) times per year and contains approximately 200 U.S. and foreign aircraft accident/incident reports arranged in state and date order.

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

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

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

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

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

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TABLE OF CONTENTS

	<u>Page</u>
Foreword	II
Table of Contents	IV
Explanatory Notes	٧
AIRCRAFT ACCIDENTS	
File Order Listing	IX
Briefs of Accidents	1-401

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 Failure/Malfunction</u>

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 8

CALENDAR YEAR 1987

File Order Listing - Issue No. 8, 1987

File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury Index	Page
1401	4649M	071587	MIDDLEFIELD, OH	CESSNA	152	NONE	308
1402	1823Z	061587	BOWLING GREEN, KY	CESSNA	205C	FATAL	218
1403	231SH	073187	KALISPELL, MT	CESSNA	A 188B	FATAL	248
1404	7858P	071187	HAYDEN, CO	PIPER	PA-24-250	FATAL	120
1405	5269Q	070987	PARKER, CO	CESSNA	152II	SERIOUS	118
1406	132E	070487	LAKESIDE, MT	BEECH	D18\$	FATAL	246
1407	51436	080987	BURNT CHIMNEY, VA	MAULE	M-4-210C	MINOR	366
1408	2545\$	092187	HAILEY, ID	CESSNA	T210L	FATAL	194
1409	590FH	071587	CAPRON, VA	HILLER	FH-1100	MINOR	364
1410	53190	090787	AGUILA, AZ	RYAN	ST3KR	MINOR	46
1411	6751D	082787	BERMUDA DUNES, CA	BEECH	B-60	NONE	. 88
1412	757HK	090287	UPLAND, CA	CESSNA	152C	NONE	90
1413	73265	073087	CANON CITY, CO	BELL	47J-2	NONE	124
1415	6419Z	072087	PORTALES, NM	PIPER	PA-25	NONE	274
1416	7722Y	071787	GRANDFORKS, ND	PIPER	PA-30	NONE	260
1417	66PA	043087	YORK, PA	BEECH	BE-18	NONE	324
1418	9070F	042987	ELLINGTON, CT	ROBINSON	R-22	NONE	148
1419	7726W	042587	W.MIFFLIN, PA	PIPER	PA-28-180	NONE	322
1420	75336	040287	BRIDGEPORT, NJ	PIPER	PA-28	NONE	270
1421	40958	032787	BEDFORD, MA	PIPER	PA-31-350	NONE	222
1422	7509G	022187	POUGHKEEPSIE, NY	CESSNA	172	NONE	300
1423	3771M	082287	PANAMA CITY, FL	NORTH AMERIC	AT-6D	MINOR	162
1424	8523F	080787	ORLANDO, FL	BELL	47J-2A	NONE	160
1425	78505	090387	TAPPAHANNOCK, VA	CESSNA	172	NONE	370
1426	3585J	102387	WARTBURG, TN	CESSNA	150C	SERIOUS	342

File Order Listing - Issue No. 8, 1987

File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury Index	Page
1427	5557V	072687	CLANTON, AL	NORTH AMERIC	AT-6G	SERIOUS	22
1428	5669G	071887	NEW CARLISLE, OH	CESSNA	150K	NONE	310
1429	80532	060787	PLEASANT VIEW, TN	UNIVERSAL	GLOBE GC-1	FATAL	336
1430	6079D	082287	BATESVILLE, AR	PIPER	PA-22-150	FATAL	30
1431	6568	073187	WIDENER, AR	GRUMMAN	G-164A	NONE	28
1432	4954R	071587	SATANTA, KS	CESSNA	188B	NONE	212
1433	4178Q	110487	BELLINGHAM, WA	CESSNA	310N	FATAL	390
1434	7328Z	081287	SAN SIMON, AZ	PIPER	PA-25-235	NONE	42
1435	9726Z	030887	HEMET, CA	PRUE STANDAR	UNKNOWN	FATAL	58
1436	46991	021987	COALINGA, CA	HILLER	0H23D	NONE	54
1437	6591S	090187	HILTON HEAD, SC	BEECH	V-35B	FATAL	328
1438	737ZZ	072587	CALERA, AL	CESSNA	R182	NONE	20
1439	443WB	072187	COLUMBUS, OH	AERONCA	7AC	MINOR	312
1440	4808T	071987	FOLEY, AL	PIPER	PA-28-140	MINOR	16
1441	756PS	090287	YAKUTAT, AK	CESSNA	U206G II	FATAL	10
1442	8379Z	082387	TUKWILA, WA	ROBINSON	R-22	NONE	376
1443	2007Y	082187	BURNS, OR	CESSNA	172	SERIOUS	318
1444	4580Y	072987	DUBOIS, WY	BELL	204B	SERIOUS	400
1445	6796Z	090487	CENTER, CO	PIPER	PA-25-235	NONE	128
1446	15468	080987	FALMOUTH, KY	PIPER	PA-28-140	NONE	220
1447	9209G	110987	ALBUQUERQUE, NM	CESSNA	182N	NONE	288
1448	6933V	070487	MITCHELL, SD	MOONEY	M2OF	FATAL	330
1449	792JB	033187	SAN LUIS OBISPO, CA	BOWERS	FLYBABY 1A	SERIOUS	62
1450	11468	042287	MOKULEIA, HI	SCHWEIZER	SGS2-33	SERIOUS	182
1451	9039A	081287	INDEPENDENCE, CA	CESSNA	170A	NONE	86

File Order Listing - Issue No. 8, 1987

File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury Index	Page
1452	62008	100787	FULLERTON, CA	MAULE	M-5-210C	NONE	96
1453	4002K	082687	LELAND, MS	AYRES	S2R-600	NONE	244
1454	1 103V	031087	PALMDALE, CA	HUGHES	269D	NONE	60
1455	50223	041287	COUNCIL BLUFFS, IA	CESSNA	150-H	FATAL	186
1456	5634E	012487	TROY, MI	CESSNA	150	SERIOUS	238
1457	83232	082287	NANTUCKET, MA	PIPER	PA-28-161	FATAL	226
1458	5549B	081987	BOULDER CITY, NV	CESSNA	182	NONE	294
1459	4235D	081787	KENT, WA	BEECH	G35	NONE	374
1460	8696B	080287	PAHRUMP, NV	CESSNA	172	FATAL	292
1461	20FU	052687	BATTLE MOUNTAIN, NV	SOCATA	TB10	FATAL	290
1462	23600	091187	BELLE GLADE, FL	AIRTRACTOR	AT301	NONE	168
1463	9008Q	091087	APALACHICOLA, FL	ВЕЕСН	V-35B	MINOR	166
1464	44TA	082087	ABERDEEN, SD	BUSHBY	MUSTANG II	FATAL	332
1465	527B	051787	STAFFORD, VA	LAKE	LA-4	NONE	360
1466	4944D	090787	STAR, ID	CESSNA	182A	SERIOUS	192
1467	2467F	090587	SALMON, ID	CESSNA	180H	NONE	190
1468	71513	090587	BURBANK, WA	LUSCOMBE	88	SERIOUS	382
1469	4789U	083087	SHELTON, WA	CESSNA	180H	MINOR	380
1470	19092	082587	OAK HARBOR, WA	CESSNA	150	NONE	378
1471	9388C	010187	GOFFSTOWN, NH	CESSNA	180	SERIOUS	268
1472	3331E	112187	TEHACHAPI, CA	ISGRIGG	ELITE	MINOR	114
1473	7872R	050887	COALINCA, CA	BEECH	A65	MINOR	74
1474	2936C	042687	FULLERTON, CA	CESSNA	180	NONE	70
1475	189L	042587	LAKE RIVERSIDE, CA	FRIMELT WERN	164	SERIOUS	68
1476	25331	041987	LONG BEACH, CA	CESSNA	152	NONE	64

File Order Listing - Issue No. 8, 1987

File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury Index	Page
1477	4743Y	080687	ALBUQUERQUE, NM	CESSNA	T210N	MINOR	276
1478	56DZ	060487	REDGRANITE, WI	ZANK	CHALLENGER	FATAL	394
1479	62629	051887	PERU, IN	CESSNA	172P	MINOR	204
1480	171RB	061387	MICHIGAN CITY, IN	BANNWART	MAXAIR XP-	SERIOUS	206
1481	5541C	041987	COLUMBIA CITY, IN	JAGGER	TIERRA II	SERIOUS	202
1482	9999Y	011887	LA CROSSE, WI	CHAMPION	7ECA	MINOR	392
1483	81CA	082387	SOMERVILLE, VA	BEECH	D5OC	MINOR	368
1484	128AA	032587	CHICAGO, IL	MCDONNELL DO	DC-10-10	SERIOUS	196
1485	305DH	100787	SAN MARCOS, TX	CESSNA	L-19	NONE	350
1486	9231M	100287	BULVERDE, TX	MOONEY	M2OC	MINOR	348
1487	68529	090587	GRAFORD, TX	BELLANCA	7ACA	FATAL	346
1488	9787P	102687	CATOOSA, OK	PIPER	PA-25	SERIOUS	316
1489	910DW	080187	LK BUENA VISTA, FL	BUCCANEER	XA-430	FATAL	158
1490	222HF	061387	NANTUCKET, MA	PIPER	PA-32RT-30	FATAL	224
1491	211PD	091587	TAMPA, FL	BEECH	200	NONE	170
1492	5483H	110387	MONTE VISTA, CO	PIPER	PA-18-105	NONE	142
1493	731LP	071087	EL CAMPO, TX	CESSNA	A 188B	NONE	344
1494	7381U	121987	BISMARCK, ND	CESSNA	T210R	NONE	264
1495	6547A	112887	TELLURIDE, CO	CESSNA	180	NONE	146
1496	3155U	093087	COLORADO CITY, CO	CESSNA	182F	SERIOUS	138
1497	7806S	093087	GRAND JUNCTION, CO	BELL	47G-3B1	MINOR	136
1498	32201	090587	COLORADO SPRING, CO	NATIONAL BAL	858	NONE	130
1499	918MC	021187	MOUNDSVILLE, WV	CESSNA	3100	NONE	396
1500	9867P	080587	ARDMORE, AL	PIPER	PA-25-235	NONE	24
1501	4034T	051987	TOLLESON, AZ	HILLER	UH-12E	NONE	36

File Order Listing - Issue No. 8, 1987

File Number	Aircraft Regist.	Date	Location	Aircr Make	raft Modei	Injury Index	Page
1502	704QH	051487	HONOLULU, HI	CESSNA	150M	NONE	184
1503	9097P	101687	SAN MATEO, CA	PIPER	PA-24-260	MINOR	98
1504	699CA	021187	ONEONTA, NY	BEECH	99	NONE	298
1505	8948E	122787	PENSACOLA, FL	MCDONNELL-DO	DC-9-31	MINOR	174
1506	814SG	081087	ATLANTIC CITY, NJ	PIPER	PA-60-601P	FATAL	272
1507	5683U	082587	HOT SPRINGS, AR	PIPER	PA-28-140	NONE	32
1508	55 15U	091087	CLINTON, MD	PIPER	PA-28-140	NONE	236
1509	3798C	102387	AVALON, CA	CESSNA	402B	NONE	102
1510	4388K	080487	HAWTHORNE, CA	NAVION	A	MINOR	84
1511	102	071187	WINTER, CA	BUDDE CASSUT	CB - 1	SERIOUS	80
1512	5644X	042787	GRIDLEY, CA	AERO COMMAND	S2R	NONE	72
1513	4194X	042487	IMPERIAL, CA	ROCKWELL	S2R	NONE	66
1514	99232	030887	DELANO, CA	HILLER	OH-23G	NONE	56
1515	2904A	071187	CHELSEA, MI	PIPER	PA-28RT-20	NONE	240
1516	550LR	061987	MCCORDSVILLE, IN	BOEING	E-75	SERIOUS	208
1517	4623	050887	LAMBERTSVILLE, CA	GRUMMAN	G-164A	NONE	76
1518	3636W	092087	ROANOKE, VA	PIPER	PA-32-260	MINOR	372
1519	3181Z	102487	PALO ALTO, CA	PIPER	PA-18-150	NONE	104
1520	7962D	090887	AVENAL, CA	BEECH	H35	NONE	92
1521	112DW	011387	PACOIMA, CA	CESSNA	T210M	FATAL	52
1522	2926D	112787	CONNER, MT	CESSNA	170B	SERIOUS	256
1523	9039P	111587	AKRON, CO	PIPER	PA-24-260B	MINOR	144
1524	2028D	102187	EKALAKA, MT	BEECH	C35	MINOR	254
1525	2525\$	101287	GLASGOW, MT	CESSNA	A 185F	NONE	252
1526	1377A	100187	MILES CITY, MT	PIPER	PA-18-125	FATAL	250

File Order Listing - Issue No. 8, 1987

File Number	Aircraft Regist.	Date	Location 	Aircr Make 	aft Model	Injury Index	Page
1527	2554Q	092887	AURORA, CO	CESSNA	150K	NONE	134
1528	47RW	092787	LAS CRUCES, NM	ROBINSON	R-22M	NONE	278
1529	5637D	091387	MOAB, UT	MAULE	M-5-210TC	NONE	354
1530	34157	091387	FORT COLLINS, CO	CESSNA	177B	NONE	132
1531	21460	112587	HILLSBORO, OR	CESSNA	172M	SERIOUS	320
1532	7231N	101687	WALLA WALLA, WA	CESSNA	T210N	NONE	388
1533	6048G	042587	ORLEANS, NE	CESSNA	A 188B	NONE	266
1534	492Y	052287	NEWPORT, AR	GRUMMAN	G-164	MINOR	26
1535	5352	072787	DAVENPORT, IA	WATTS	532 ELITE	FATAL	188
1536	714MB	080487	ATCHISON, KS	CESSNA	150M	NONE	214
1537	8365K	082687	HOLLY GROVE, AR	GRUMMAN	G-164B	NONE	34
1538	8975P	082687	KANORADO, KS	PIPER	PA-24-260	FATAL	216
1539	192CA	092587	KANSAS CITY, MO	AERO COMMAND	500B	NONE	242
1540	26995	092487	TECOPA, CA	CESSNA	340A	NONE	94
1541	4500K	092187	LAS VEGAS, NV	CESSNA	P210N	MINOR	296
1542	96847	091987	CATHLAMET, WA	CESSNA	182Q	NONE	386
1543	AQ8	091187	QUINCY, WA	HILLER	UH-12E	SERIOUS	384
1544	4741D	082387	PENSACOLA, FL	CESSNA	182A	SERIOUS	164
1545	9003H	072987	HOLLYWOOD, FL	CESSNA	185F	SERIOUS	156
1546	4101E	102787	CASA GRANDE, AZ	PIPER	PA-18-150	NONE	50
1547	125V	090387	LEBANON, TN	NORD	SV4C	NONE	340
1548	972B	072387	HUNTSVILLE, AL	BELL	47G-2	MINOR	18
1549	3142A	071187	UPPER SANDUSKY, OH	CESSNA	170B	NONE	306
1550	702H	071687	WINCHESTER, TN	MITSUBISHI	MU-2B-36A	NONE	338
1551	2334A	062587	AUGUSTA, GA	BEECH	V35A	FATAL	176

File Order Listing - Issue No. 8, 1987

File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury Index	Page
1552	23106	063087	HOT SPRINGS, VA	CESSNA	150H	NONE	362
1554	5775V	070687	CAMBRIDGE, MD	BEECH	A23-19	NONE	234
1555	5747G	051687	SELBYVILLE, DE	CESSNA	150K	MINOR	152
1556	3543R	050987	RAVENSWOOD, WV	BEECH	A23	SERIOUS	398
1557	184MA	061887	CORAL SPRINGS, FL	MITSUBISHI	MU-2B	FATAL	154
1558	1237A	120687	WASILLA, AK	PIPER	PA-18	NONE	12
1559	7479D	080587	COLDFOOT, AK	PIPER	PA-18A	FATAL	4
1560	5429D	072687	NIKOLAI CREEK, AK	BEECH	H35	MINOR	2
1561	58318	081287	KETCHIKAN, AK	HUGHES	369D	FATAL	6
1561	73WS	081287	KETCHIKAN, AK	CESSNA	185E	FATAL	8
1562	36988	100587	ALBUQUERQUE, NM	BALLOON WORK	FIREFLY 7	NONE	280
1562	6464N	100587	ALBUQUERQUE, NM	RAVEN	RX-7	NONE	282
1563	2431Q	081187	SALT LAKE CITY, UT	PIPER	PA-34-220T	NONE	352
1564	68WK	070587	WINDOW ROCK, AZ	KIESEL	MIDGET MUS	MINOR	40
1565	8275G	082887	POSTON, AZ	CESSNA	188B	NONE	44
1566	180RH	090187	WATERFORD, CT	HALL	B-80M	MINOR	150
1567	76Q	092587	MIAMI, FL	BEECH	D18S	FATAL	172
1568	48935	060787	BALTIMORE, MD	CESSNA	152	NONE	230
1569	8149P	050687	FREDERICK, MD	PIPER	PA-28-161	MINOR	228
1570	81DG	070587	SNOWMASS, CO	CHRISTIAN	EAGLE II	FATAL	116
1571	13595	081687	MILNER, CO	CESSNA	182P	FATAL	126
1572	4346S	042287	ATMORE, AL	AIRTRACTOR	AT301	SERIOUS	14
1573	10816	081487	CRESTWOOD, IL	MOONEY	20K	NONE	200
1574	32887	103187	DEVILS LAKE, ND	PIPER	J5A ~	NONE	262
1575	25627	120687	NEWELL, SD	BELLANCA	7GCBC	NONE	334

File Order Listing - Issue No. 8, 1987

File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury Index	Page
1576	6341B	080787	NEW ALBANY, OH	CESSNA	152	NONE	314
1577	7572B	100687	TREMONTON, UT	CESSNA	152	NONE	356
1578	774 6 G	100987	MONUMENT VALLEY, UT	CESSNA	182P	NONE	358
1579	64547	101187	ALBUQUERQUE, NM	AEROSTAR	S-66A	SERIOUS	284
1580	9375P	102587	TIMBERON, NM	PIPER	PA-24-260C	SERIOUS	286
1581	4132G	102187	BAILEY, CO	CESSNA	340A	FATAL	140
1582	115RJ	061587	LONG BEACH, CA	CESSNA	152	NONE	78
1583	5438L	061887	RIMROCK, AZ	GRUMMAN	AA-5	NONE	38
1584	91338	072087	MILPITAS, CA	PIPER	PA-28-161	MINOR	82
1585	7444E	071887	COALDALE, CO	CESSNA	210	FATAL	122
1586	1418Y	081687	SWITZ CITY, IN	CESSNA	172C	FATAL	210
1587	11939	101187	GUAM, PO	CESSNA	150L	SERIOUS	326
1588	11176	101887	CARPENTERIA, CA	CESSNA	150L	SERIOUS	100
1589	8779D	101887	TUCSON, AZ	PIPER	PA-22-160	NONE	48
1590	4771A	103187	SAN JOSE, CA	PIPER	PA-22-150	SERIOUS	106
1591	4967B	071687	SAVOY, IL	CESSNA	152	NONE	198
1592	55649	081487	OFFERMAN, GA	PIPER	PA-28R-200	FATAL	178
1593	77126	091987	JESUP, GA	CESSNA	140	NONE	180
1594	4869B	071387	YANCEYVILLE, NC	CESSNA	152	FATAL	258
1595	761MX	111387	COLUSA, CA	CESSNA	T210M	NONE	112
1596	9505X	111187	SAN LUIS OBISPO, CA	CESSNA	210A	NONE	108
1597	37188	111287	FALLBROOK, CA	BEECH	C23	NONE	110
1598	4925S	062087	EASTON, MD	STRIPLIN	SKY RANGER	FATAL	232
1599	59728	053087	COOPERSTOWN, NY	PIPER	PA-31-350	NONE	302
1600	98TX	060787	MIDDLETOWN, NY	SCHWEIZER	ASW-20	NONE	304

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			•
			•

AIRCRAFT ACCIDENT REPORTS BRIEF FORMAT U.S. CIVIL AND FOREIGN AVIATION ISSUE NUMBER 8 OF 1987 ACCIDENTS

Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage			Injur		
T		SUBSTANTIAL		Fatal			
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE	Crew Pass	0	. 0	1	0 2
Accident Occurred During -TAKEOFF		NUNE	rass	U	O	O	2
Aircraft Information							
Make/Model - BEECH H35		lel - CONTINENTAL					
Landing Gear - TRICYCLE-RETRACTABLE		es - 1			l Warning S	System -	YES
Max Gross Wt - 2900 No. of Seats - 4	Rated Power	- RECIPROCAT: - 240 HP	ING-CARBURI	TUR			
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN				ON AIR	PORT		
Method - N/A	SAME AS ACC	/INC		A:	_ 4 _		
Completeness - N/A Basic Weather - VMC	Destination PALMER,AK			Airport D	aτa I CREEK		
Wind Dir/Speed- 270/012 KTS	FALMER, AN					- 36	
Visibility - 60.0 SM	ATC/Airspace				Lth/Wid -		50
Lowest Sky/Clouds - CLEAR		t Plan - NONE			Surface -		
Lowest Ceiling - NONE		ance - NONE		Runway	Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/Lnd	lg - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 38	Modical	Contificat	o - VALTO	MEDICAL-NO	. WATVED	c/I TMTT
Certificate(s)/Rating(s)	Biennial Flight Rev			nt Time (H		J WAIVER.	3/ LIMII
STUDENT		N/A Tota		982		4 Hrs -	2
	Months Since -		e/Mode1-				UNK/NR
	Aircraft Type -		trument-	0	Last 30 Last 90	Days-	41
Instrument Rating(s) - NONE							
Narrative							

File No. - 1560 7/26/87 NIKOLAI CREEK,AK A/C Reg. No. N5429D Time (Lc1) - 1750 ADT LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation TAKEOFF - GROUND RUN Finding(s) 3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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

Basic Information Type Operating Certificate-NONE (GENERAL		No. N7479D	Time (Lc	1) - 1735 ADT	
		_		njuries	
	DESTROYED	F	atal Serio		None
Type of Operation -BUSINESS	Fire	Crew		0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	NONE	Pass	0 0	_	0
Aircraft Information					
Make/Model - PIPER PA-18A	Eng Make/Model - LYCOM:	ING 0-320	ELT Install	ed/Activated	- YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			rning System	- NO
Max Gross Wt - 1750	Engine Type - RECIP			5 .,	
No. of Seats - 2	Rated Power - 150				
Environment/Operations Information					
Weather Data	Itinerary	Αi	rport Proximi	ty	
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/S	TŔIP	
Method ~ N/A	PROSPECT CREEK, AK		·		
Completeness - N/A	Destination	Air	port Data		
Basic Weather - IMC	HULA HULA RIVER,AK		,		
Wind Dir/Speed- UNK/NR	·····		Runway Ident	- N/A	
Visibility500 SM	ATC/Airspace		Runway Lth/Wi		
Lowest Sky/Clouds - N/A	Type of Flight Plan - N		Runway Surfac		
Lowest Ceiling - OBSCURED	Type of Clearance - N		Runway Status	•	
Obstructions to Vision- FOG	Type Apch/Lndg - N			,	
Precipitation - DRIZZLE	Type Apolly Lings	0.12			
Condition of Light - DAYLIGHT					
					<i>.</i>
	Age - 52. Me	dical Certificate -	VALID MEDICA	L-WAIVERS/LIM	1IT
		Fliaht T	ime (Hours)		
PRIVATE	Current - UNK/NR	Total - 110	0 Las	t 24 Hrs - UN	IK/NR
SE LAND	Months Since - UNK/NR	Make/Model - UNK/N	R las	t 30 Days- UN	JK/NR
01 2	Aircraft Type - UNK/NR	Instrument- UNK/N	R las	t 90 Days- UN	k/NR
	7.11 S. G. C. 1 ypc S. W. 7. W.	Total - 110 Make/Model- UNK/N Instrument- UNK/N Multi-Eng - UNK/N	R Rot	orcraft - UN	IK/NR

File No. - 1559 8/05/87 COLDFOOT, AK A/C Reg. No. N7479D Time (Lcl) - 1735 ADT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation MANEUVERING Finding(s) 1. WEATHER CONDITION - FOG 2. WEATHER CONDITION - OBSCURATION 3. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND 4. JUDGEMENT - POOR - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation MANEUVERING Finding(s) 5. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND PHYSICAL IMPAIRMENT(OTHER CARDIOVASCULAR) - PILOT IN COMMAND CORRECTING LENSES NOT WORN - PILOT IN COMMAND

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

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

----Probable Cause----

File No 1561	8/12/8	7 KETCHIKAN,A	K A/C Reg.	No. N58318	T	Time (Lcl) -	1321 ADT	
-Basic Information Type Operating Ce		I-DEMAND AIR TAXI		mage		Injur		
Type of Operation Flight Conducted		BLIC USE	DESTROYED Fire NONE	·Crew Pass	Fatal 1 1	Serious O O	Minor O O	None 0 0
Accident Occurred			NONE	Other	•	ŏ	ŏ	3
-Aircraft Informatio Make/Model - H Landing Gear - S Max Gross Wt - No. of Seats -	UGHES 369D KID	 's	Eng Make/Model - ALLISO Number Engines - 1 Engine Type - TURBOS Rated Power - 420			Installed/A Stall Warnir		•
-Environment/Operati Weather Data Wx Briefing -	ons Informat FSS		tinerary Last Departure Point		•	Proximity IRPORT/STRIP	,	
Completeness - Basic Weather - Wind Dir/Speed-	VMC CALM 5.0 SM ds - 5 - 11 Vision- FOG - RAI	I A OOO FT SCATTERED OO FT BROKEN	ANNETTE ISLAND, AK Destination KETCHIKAN, AK TC/Airspace Type of Flight Plan - CC Type of Clearance - VF Type Apch/Lndg - VA	MPANY (VFR)	Runway Runway Runway Runway	IKAN-TEMSCO / Ident - / Lth/Wid - / Surface -	N/A N/A	
-Personnel Informati Pilot-In-Command Certificate(s)/R ATP SE LAND,SE SE HELICOPTER	ating(s)	C M	45 Med ial Flight Review urrent - YES onths Since - 4 ircraft Type - 369D	Total - Make/Model-	e - VALIC t Time (H 6800 4700 164	lours) Last 24	Hrs - Days- UN Days-	2
Instrument Ra	ting(s) - A	IRPLANE, HELICOPT	ER					
N73WS (CESSNA 185 AM S NE & SW. RPRTD WX 6Z4 (APRX 1-1/2 MI N T M OF FAR 93 REQD 2 VINA PT (APRX 4 MI S AS GIVEN A TRAFFIC A AGREEMENT. NRLY 1 MI	PHIBIAN) WAS WAS: 500' SC ORTH OF KTN -WAY RDO COM E OF KTN) & DZY, INCLUDI SE OF KTN,	DEPG SE FM KETC T, 1100' BKN, 22 ARPT), N58318 HA M WITH KTN FSS, THE FSS PROVIDED NG INFO CONCERNI THE TWO COLLIDED	AL SURVEY) WAS INBND FM S HIKAN INTL ARPT (KTN). KT OO' OVC, VIS 5 MI WITH LG D TO GO UP THE NARROWS & WHILE OPERG BLO 3000' & W TRAFFIC ADZR. AT 1319:19 NG N58318. N73WS DEPD KTN AS N58318 WAS FLYING NEA	N & 6Z4 WERE LOG T RAIN & FOG, C OVR OR NR KTN. I/I 3 MI OF KTN. I, N73WS RPRTD II I, USING PARALLE R THE EXTDD CNT	CATED IN IG RAGGED KTN HAD N AT 1318: NTENTIONS L TWY NE> RLN OF RV	TONGASS NAR D. FOR A VFR NO CTL TWR, :58, N58318 S TO DEPART KT TO RWY 11 NY 11. N5831	ROWS WITH APCH BUT SUB- RPRTD AT FROM KTN , IAW LTR 8 CRASHED	

File No. - 1561 8/12/87 KETCHIKAN, AK A/C Reg. No. N58318 Time (Lc1) - 1321 ADT Occurrence #1 MIDAIR COLLISION Phase of Operation CRUISE Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. WEATHER CONDITION - FOG 3. WEATHER CONDITION - RAIN 4. TERRAIN CONDITION - MOUNTAINOUS/HILLY 5. CONTROL TOWER - UNAVAILABLE TRAFFIC ADVISORY - PERFORMED - ATC PERSONNEL(FSS) 7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 8. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND 9. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED Finding(s) 10. TERRAIN CONDITION - WATER ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,8 Factor(s) relating to this accident is/are finding(s) 1,2,3,4,9

File No 1561 8/12/87 KET	CHIKAN, AK	A/C Reg. No	. N73WS	т	ime (Lc1) -	1321 A	DT
Basic Information Type Operating Certificate-ON-DEMAND Name of Carrier -KETCHIKAN Type of Operation -NON SCHED, Flight Conducted Under -14 CFR 135 Accident Occurred During -TAKEOFF	AIR SERVICE	Aircraft Dama SUBSTANTIAL Fire NONE		Ō	Injur Serious O O	ies Minor O O	None 1 2 0
Aircraft Information Make/Model - CESSNA 185E Landing Gear - AMPHIBIAN Max Gross Wt - 3100 No. of Seats - 4	Eng Make/Mo Number Eng Engine Typo Rated Powe	e - RECIP-FU	JEL INJECTED	S	Installed/Adtall Warning	g Syste	m - YES
Weather Data Wx Briefing - FSS Method - ACFT RADIO Completeness - FULL Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 5.0 SM Lowest Sky/Clouds - 500 FT SC Lowest Ceiling - 1100 FT BR Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - DAYLIGHT		cc/INC _AKE,AK ght Plan - COMF arance - VFR	, ,	OFF AI Airport D KETCHI Runway Runway Runway	KAN INTL	N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND,SE SEA HELICOPTER	Age - 46 Biennial Flight Ro Current Months Since Aircraft Type	eview - YES	cal Certifica Flig Total - Make/Model- Instrument- Multi-Eng -	ht Time (H 20239 12203 554		Hrs - Days- Days-	4
Instrument Rating(s) - AIRPLANE, 	HELICOPTER						
158318 (HUGHES 369, UNDER CONTRACT WITH US S N73WS (CESSNA 185 AMPHIBIAN) WAS DEPG SE TNS NE & SW. RPRTD WX WAS: 500' SCT, 1100' O 624 (APRX 1-1/2 MI NORTH OF KTN ARPT), NART M OF FAR 93 REQD 2-WAY RDO COMM WITH KRAVINA PT (APRX 4 MI SE OF KTN) & THE FSS WAS GIVEN A TRAFFIC ADZY, INCLUDING INFO F AGREEMENT. NRLY 1 MI SE OF KTN, THE TWO N WTR; N73WS RETURNED & CRASH LNDD AT KTN.	FM KETCHIKAN INTL AMBKN, 2200′ OVC, VIS I58318 HAD TO GO UP TO ITN FSS, WHILE OPERG OPERGOUS PROVIDED TRAFFIC ADZ CONCERNING N58318 W COLLIDED AS N58318 W	RPT (KTN). KTN 5 MI WITH LGT HE NARROWS & ON BLO 3000' & W/J Y. AT 1319:19, 73WS DEPD KTN, AS FLYING NEAR	& 6Z4 WERE LI RAIN & FOG, /R OR NR KTN. 3 MI OF KTN N73WS RPRTD USING PARALL THE EXTDD CN	OCATED IN CIG RAGGED KTN HAD N . AT 1318: INTENTIONS EL TWY NEX TRLN OF RW	TONGASS NARI . FOR A VFR O CTL TWR, I 58, N58318 I TO DEPART I T TO RWY 11 Y 11. N5831	ROWS WI APCH BUT SUB RPRTD A FROM KT , IAW L 8 CRASH	TH - T N TR ED

8/12/87 A/C Reg. No. N73WS File No. - 1561 KETCHIKAN, AK Time (Lc1) - 1321 ADT Occurrence #1 MIDAIR COLLISION Phase of Operation TAKEOFF Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. WEATHER CONDITION - FOG 3. WEATHER CONDITION - RAIN 4. TERRAIN CONDITION - MOUNTAINOUS/HILLY 5. CONTROL TOWER - UNAVAILABLE TRAFFIC ADVISORY - PERFORMED - ATC PERSONNEL(FSS) 7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT OF OTHER AIRCRAFT 8. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT 9. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN/WATER Occurrence #2 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 10. GEAR EXTENSION - NOT POSSIBLE -11. TERRAIN CONDITION - RUNWAY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7.8

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

Basic Information							
Type Operating Certificate-NONE (G		raft Damage				ıries	
_		TROYED		Fatal	Serious		None
Type of Operation -PERSONA			Crew	1	0	0	0
Flight Conducted Under -14 CFR		GROUND	Pass	0	0	0	0
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - CESSNA U206G II	Eng Make/Model -		-520			'Activated	
Landing Gear - TRICYCLE-FIXED	Number Engines -			St	tall Warni	ng System	- YES
Max Gross Wt - 3500		RECIP-FUEL IN	JECTED				
No. of Seats - 4	Rated Power -	300 HP					
-Environment/Operations Information							
Weather Data	Itinerary				roximity		
Wx Briefing - NO RECORD OF BRI	•			OFF AIR	RPORT/STRI	:P	
Method - N/A	SAME AS ACC/INC						
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	LOCAL			_			
Wind Dir/Speed- 070/005 KTS						- N/A	
Visibility - 40.0 SM	ATC/Airspace	an MONE			Lth/Wid Surface		
	SCATTERED Type of Flight Pl BROKEN Type of Clearance				Status		
Lowest Ceiling - 5000 F1 Obstructions to Vision- NONE	Type Apch/Lndg	- NONE		Kullway	Status	- IN/ A	
Precipitation - NONE	Type Apcil/Ling	NONE					
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 50	Medical Ce	rtificat	e - VALID	MEDICAL -V	VATVERS/LT	MIT
Certificate(s)/Rating(s)	Biennial Flight Review			t Time (Ho			
COMMERCIAL	Current - YES			6357 [`]		24 Hrs -	4
SE LAND, SE SEA	Months Since - 5	Make/Mo	ode1-	3500	Last 3	30 Days-	100
, , ,	Months Since - 5 Aircraft Type - C-2	06 Instru	ment-	54	Last 9		250
						-	
Instrument Rating(s) - AIRPLA	NE						
-Narrative							
WAS OBSERVED TO DEPART FROM CONTROL	LED FLIGHT WHILE IN A STEEP L	EFT TURN AT SLO	OW SPEED	AND LOW	ALTITUDE.		
ACTING ON A RIVER SAND BAR. FIRE ENSU							

A/C Reg. No. N756PS File No. - 1441 9/02/87 YAKUTAT, AK Time (Lcl) - 1230 ADT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING 1. MANEUVER - EXCESSIVE - PILOT IN COMMAND 2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND 3. STALL/SPIN - INADVERTENT -Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED Finding(s) 4. TERRAIN CONDITION - SAND BAR ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,2

File No 1558 12/06/87 WASIL	LA,AK A/C R	Reg. No. N1237A Time (Lc1) - 0815 AST				
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Injuries		
-	SUBSTA	NTIAL	Fatal		Minor	None
Type of Operation -PERSONAL	Fire		ew O	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pa	iss 0	O	0	1
Accident Occurred During -TAXI						
-Aircraft Information						
Make/Model - PIPER PA-18	Eng Make/Model - LY			Installed/A		
Landing Gear - SKI	Number Engines - 1			Stall Warnin	g System	~ NO
Max Gross Wt - 1750	Engine Type - RE		BURETOR			
No. of Seats - 2	Rated Power -	125 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF A	IRPORT/STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport (Jata		
Basic Weather - VMC	KING SALMON,AK		D		A1 / A	
Wind Dir/Speed- 080/010 KTS	ATC/Airspace			y Ident - v Lth/Wid -		
Visibility - 25.0 SM Lowest Sky/Clouds - CLEAR		NONE		y Ltn/wid - y Surface -		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan Type of Clearance			y Status -		
Obstructions to Vision- NONE		- NONE	Runwa	y Status -	N/A	
Precipitation - NONE	Type Apcil/Ling	NONL				
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 31	Medical Certifi	icato - VALTI	NEDICAL -NO	WATVEDS	/I TMTT
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (I		WAIVERS	LIMIT
PRIVATE			•	Last 24	Hrs -	0
SE LAND	Current - YES Months Since - 19 Aircraft Type - PA-18	Make/Model-		Last 30	navs-	20
SE EARD	Aircraft Type - PA-18	Instrument		Last 90	Days-	60
	All chart Type TA To	Trio er amerre	2 -	2431 30	buyo	00
Instrument Rating(s) - NONE						
Instrument Rating(s) - NONE	ODE WHEN HE LOST DIDECTIONA		AIDODAET O	AUSING THE		

12/06/87 A/C Reg. No. N1237A Time (Lc1) - 0815 AST File No. - 1558 WASILLA, AK Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAXI - TO TAKEOFF Finding(s) 1. TERRAIN CONDITION - ICY 2. TERRAIN CONDITION - SOFT 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND ON GROUND COLLISION WITH TERRAIN/WATER Occurrence #2 Phase of Operation TAXI - TO TAKEOFF

----Probable Cause----

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

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

File No 1572 4	1/22/87	ATMORE,AL	A/C F	Reg. No. N4346	S 	T 	ime (Lcl)	- 1115 CDT	
Basic Information Type Operating Certifica	ate-AGRICU	LTURAL AIRCRA	AFT Aircraf	t Damage			Inju	uries	
_			MINOR			Fatal	Serious		None
Type of Operation	-AERIAL	APPLICATION			Crew	0	0	0	1
Flight Conducted Under			NONE		Pass	0	0	0	0
Accident Occurred During	- APPRUA	UH 			Other		1	0 	0
Aircraft Information									
Make/Model - AIRTRACT			Eng Make/Model - P					/Activated	
Landing Gear - TAILWHEE	L-ALL FIX	ED	Number Engines - 1				tall Warn	ing System	- YES
Max Gross Wt - 3300				CIPROCATING-C	ARBURET	OR			
No. of Seats - 1			Rated Power -	600 HP					
Environment/Operations Inf	ormation-								•
Weather Data			tinerary				Proximity		
	ORD OF BR	IEFING	Last Departure Point	:		OFF AI	RPORT/STR:	ΙP	
Method - N/A			SAME AS ACC/INC						
Completeness - N/A		(Destination		Α	irport D			
Basic Weather - VMC			LOCAL				S_FLYING S		
Wind Dir/Speed- 320/00							Ident	- N/A	
Visibility - 12.0			TC/Airspace					- 2600/	
Lowest Sky/Clouds -								- GRASS/TU	IRF
Lowest Ceiling -		I OVERCASI	Type of Clearance			Runway	Status	- DRY	
Obstructions to Vision			Type Apch/Lndg		IERN				
Precipitation	- NONE	_		FULL STOP					
Condition of Light	- DAYLIGH	 							
Personnel Information									
Pilot-In-Command		Age -	39	Medical Cert				WAIVERS/LIM	IIT
Certificate(s)/Rating(s	5)		ial Flight Review						
COMMERCIAL			urrent - YES					24 Hrs - UN	
SE LAND, ME LAND			onths Since - 15			/NR	Last	30 Days- UN	IK/NR
		A	ircraft Type - C-150			/NR	Last	90 Days- UN	IK/NR
				Multi-En	ig - UNK	/ NR	Rotor	craft - UN	IK/NR
Instrument Dating(a)	~ NONE								
Instrument Rating(s)									
Narrative	OLLIDED WI	TH A TRACTOR	MOWING GRASS ON THE	RUNWAY. THE P	TIOT ST	ATED THA	T THE SUN	SLARE ON	
Narrative NG LANDING THE AIRCRAFT CO									
Narrative	IG THE VEH	ICLE ON THE F							

File No. - 1572 4/22/87 ATMORE, AL A/C Reg. No. N4346S Time (Lc1) - 1115 CDT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

Finding(s)

- 1. OBJECT VEHICLE
- 2. VISUAL LOOKOUT INADEQUATE PILOT IN COMMAND
- 3. LIGHT CONDITION SUNGLARE
- 4. CLEARANCE NOT MAINTAINED PILOT IN COMMAND

----Probable Cause----

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

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

-Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION) Air	craft Damage		Injur	ies	
		BSTANTIAL	Fatal			
Type of Operation -INSTRUC	TIONAL Fir		0	0	1	0
Flight Conducted Under -14 CFR Accident Occurred During -LANDING		NE Pass	0	O 	0	0
-Aircraft Information						
Make/Model - PIPER PA-28-140	Eng Make/Model	- LYCOMING O-320	ELT	Installed/A		
Landing Gear - TRICYCLE-FIXED		- 1		Stall Warnin	g System	- YES
Max Gross Wt - 2050		- RECIPROCATING-CARBURE	TOR			
No. of Seats - 4	Rated Power	- 150 HP				
-Environment/Operations Information						
Weather Data	Itinerary		•	Proximity		
Wx Briefing - NO RECORD OF BRI			ON AI	RPORT		
Method - N/A	SAME AS ACC/IN					
Completeness - N/A	Destination		Airport [
Basic Weather - VMC	LOCAL			MUNCICIPAL		
Wind Dir/Speed- 080/014 KTS	ATO /A / 11 - 12 - 1				36	75
Visibility - 7.0 SM Lowest Sky/Clouds - 2000 FT	ATC/Airspace			y Lth/Wid - y Surface -		75
Lowest Sky/Clouds - 2000 FT Lowest Ceiling - 25000 FT				y Status -		
Obstructions to Vision- NONE		- TRAFFIC PATTERN	Kariwa	y Status	DKI	
Precipitation - NONE	Type Apolly Elling	TRAIT 20 TATTERIO				
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 41	Medical Certificat				
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Fligh	nt Time (H	Hours)		
STUDENT	Current - N/	A Total -	15	Last 24	Hrs -	1
	Months Since - N/	Fligh A Total - A Make/Model- A Instrument-	15	Last 30	Days-	3
	Aircraft Type - N/	A Instrument-	0	Last 90	Days-	14
Instrument Rating(s) - NONE						
-Narrative						
STUDENT PLT FAILED TO MAINTAIN DIREC						
LEFT OF THE RUNWAY AND SUBSEQUENTLY						
DEDODTED THAT HE DID NOT OUT A HEATHE			I I ABIIII	I MK KFFURF	_	
REPORTED THAT HE DID NOT GET A WEATHE ESTIMATED THE THE WINDS WERE FROM THE					•	

File No. - 1440 7/19/87 FOLEY.AL A/C Reg. No. N4808T Time (Lcl) - 1200 CDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. WEATHER CONDITION - GUSTS 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND 5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 7. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

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

File No 1548 7/23/	87 HUNTSVILLE,AL	A/C Reg. No	o. N972B	T	ime (Lc1) -	1735 CDT	
-Basic Information							
Type Operating Certificate-N	IONE (GENERAL AVIATION)	Aircraft Dama			Injur		
_		SUBSTANTIAL			Serious		None
Type of Operation -A		Fire	Crew	-	0	1	0
Flight Conducted Under -1		NONE	Pass	0	0	1	0
Accident Occurred During -N	IANEUVERING						
-Aircraft Information							
Make/Model - BELL 47G-2	Eng Mak	e/Model - LYCOMING	G VO-435	ELT	Installed/A	ctivated	- NO -N/
Landing Gear - SKID	Number	Engines - 1			tall Warnin		
Max Gross Wt - 2450	Engine	Type - RECIPRO	CATING-CARBUR			-	
No. of Seats - 3	Rated P	ower - 200 H	HP				
-Environment/Operations Informa	tion						
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD	OF BRIEFING Last Dep	arture Point		OFF AI	RPORT/STRIP		
Method - N/A	SAME A	S ACC/INC					
Completeness - N/A	Destinati	on		Airport D	ata		
Basic Weather - VMC	LOCAL			·			
Wind Dir/Speed- 350/007 K1	'S			Runway	Ident -	N/A	
Visibility - 15.0 S	M ATC/Airspa	ce		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - 10	0000 FT SCATTERED Type of	Flight Plan - <mark>NO</mark> NI	E	Runway	Surface -	N/A	
	000 FT OVERCAST Type of	Clearance - NON	E	Runway	Status -	N/A	
Obstructions to Vision- NO	NE Type Apc	h/Lndg - NONI	E				
Precipitation - NO	INE						
Condition of Light - DA	YLIGHT						
-Personnel Information							
Pilot-In-Command	Age - 38	Medi	cal Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Diameial Eliab	A Daviday	F1 4 m	h Time (1)			
COMMERCIAL	Current	- YES	Total -	5600	Last 24	Hrs -	4
	Months Sin	ce - 5	Make/Mode1-	800	Last 30	Days- UN	IK/NR
HELICOPTER	Aircraft T	- YES ce - 5 ype - 47G-2	Instrument-	1200	Last 90	Days-	200
		•			Rotorcr	aft -	5600
Instrument Rating(s) -	HELICOPTER						
-Narrative							
HELICOPTER IMPACTED THE WATER	DURING A LOW-ALTITUDE TURN	OVER A RIVER. TH	E PLT MADE A	LOW PASS T	O THE		
TH OVER AN ISLAND AT ABOUT 30 F							
MAKING A CLIMBING RIGHT TURN A						IN	
DIRECTION OF TURN AND THE NOSE							
LIC ONLY. HE DID NOT INCREASE T							
ASSIST IN COUNTERACTING THE EXC							
I THE MOSE LOW THE DIT DEDORTE	THAT THE ENGINE AND MAIN	DOTOD DOMES DEMA	TAICD STAL THE	CREEK! DUR	THE THE		
H THE NOSE LOW. THE PLT REPORTE	D THAT THE ENGINE AND MAIN	KOTOK KAW. 2 KEWA	INED IN THE	GREEN DON	ING IIIL		
H THE NOSE LOW. THE PLT REPORTE EUVER.	THAT THE ENGINE AND MAIN	KOTOK KAW.2 KEWA	INED "IN THE	GREEN DON	ING THE		

File No. - 1548 7/23/87 HUNTSVILLE, AL A/C Reg. No. N972B Time (Lcl) - 1735 CDT

Occurrence #1

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

Finding(s)

- 1. TERRAIN CONDITION WATER
- 2. LOW PASS PERFORMED PILOT IN COMMAND
- 3. OSTENTATIOUS DISPLAY PILOT IN COMMAND
- 4. DESCENT INADVERTENT PILOT IN COMMAND
- 5. CLEARANCE MISJUDGED 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) 3

File No 1438 7/25/87 CALER	A,AL A/C Reg	J. No. N737ZZ	Time (Lc1) - 0645 CDT			
Basic Information Type Operating Certificate-NONE (GENERA			Fa+-1	Injur		Al
Town of Occupation DERCOMAL	SUBSTANT			Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pass	0	0	0	0
Aircraft Information						
Make/Model - CESSNA R182	Eng Make/Model - LYCC	MING 0-540	ELT	Installed/A	ctivated	- YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		S	tall Warning	g System	- YES
Max Gross Wt - 3200	Engine Type - RECI	PROCATING-CARBURE	TOR			
No. of Seats - 4	Rated Power - 2	235 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•		OFF AI	RPORT/STRIP		
Method - N/A	ALABASTER,AL					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	MARION, AL					
Wind Dir/Speed- UNK/NR			Runway	Ident -	N/A	
Visibility - UNK/NR	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan -	NONE	Runway	Surface -	N/A	
Lowest Ceiling - UNK/NR	Type of Clearance -	NONE	Runway	Status -	N/A	
Obstructions to Vision- UNK/NR	Type Apch/Lndg -	FORCED LANDING				
Precipitation - UNK/NR						
Condition of Light - UNK/NR						
Personnel Information						
Pilot-In-Command		Medical Certificat			WAIVERS/	LIMIT
Certificate(s)/Rating(s)		Fligh	t Time (H	ours)		
PRIVATE	Current - YES Months Since - 10	Total -	160	Last 24	Hrs -	, 0
SE LAND	Current - YES Months Since - 10 Aircraft Type - C-152C	Make/Model-	40	Last 30	Days- UN	NK/NR
	Aircraft Type - C-152C	Instrument-	6	Last 90	Days-	11
Instrument Rating(s) - NONE						
Narrative HE AIRPLANE COLLIDED WITH TREES DURING A FOR NUGES INDICATING NEAR EMPTY SHORTLY AFTER DE HE ENGINE SPUTTERED AND "QUIT". DURING HIS S	PARTURE. AS HE EXECUTED A "SI	EEP" 180 DEG TURN	BACK TOW	ARD THE ARP	Т,	
HE AIRPLANE "TOOK OFF" ON HIM INTO NEARBY TR	EES. HE PULLED THE POWER BACK	AND DELIBERATELY	STALLED	THE AIRPLAN		
TO THE TREES. THE FIEDE NOTED THAT HE DID N	OT VISUALLY CHECK THE FUEL QU	MINITIT DURING HIS	FKELLIGH	I INSPECTION	IV.	

File No. - 1438 7/25/87 CALERA.AL A/C Reg. No. N737ZZ Time (Lc1) - 0645 CDT Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION 1. FLUID, FUEL - STARVATION 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. REFUELING - NOT OBTAINED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 4. POWERPLANT - SURGE 5. STALL - INTENTIONAL - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 6. OBJECT - TREE(S) IN FLIGHT COLLISION WITH TERRAIN/WATER Occurrence #4 Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3 Factor(s) relating to this accident is/are finding(s) 4,5

Basic Information Type Operating Certificate-NONE (C	ENERAL AVIATION)	Aircraft Dar	nage		Injur	ies	
•		SUBSTANTIA	- -	Fatal		Minor	None
Type of Operation -PERSONA		Fire	Crew	0	-	1	0
Flight Conducted Under -14 CFR		NONE	Pass	0	1	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - NORTH AMERICAN AT-		odel - P & W F			Installed/A		
Landing Gear - TAILWHEEL-RETRACTA Max Gross Wt - 5300		nes - 1	CATING-CARBURE		tall Warnin	g System	- AF2
No. of Seats - 2	Rated Power			IUK			
	Rated Fowel						
Environment/Operations Information-							
Weather Data Wx Briefing - NO RECORD OF BRI	Itinerary EFING Last Departu	Doint			Proximity RPORT/STRIP		
Method - N/A	SAME AS A			UFF AI	KPUKI/SIKIP		
Completeness - N/A	Destination	C/ INC		Airport D	ata		
Basic Weather - VMC	UNK/NR				WADE FIELD		
Wind Dir/Speed- UNK/NR	·			Runway	Ident -	N/A	
Visibility - 20.0 SM					Lth/Wid -		
Lowest Sky/Clouds - 15000 F1					Surface -		
Lowest Ceiling - NONE	Type of Clea			Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Li	ndg - FOI	RCED LANDING				
Precipitation - NONE	:						
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 32	Mad	ical Certificat	- VALIT	MEDICAL -NO	WATVEDS	/ TMTT
Certificate(s)/Rating(s)	Age - 32 Biennial Flight Ro	eview	Fligh	nt Time (F		WAIVERS/	LIMI
PRIVATE	Current	- YES	Total -	430	Last 24	Hrs - UN	NK/NR
SE LAND	Current Months Since Aircraft Type	- 6	Make/Model-	30	Last 30	Days- UN	NK/NR
HELICOPTER	Aircraft Type	- 205BII	Instrument-	10	Last 90	Days-	23
					Rotorcr	aft -	250
Instrument Rating(s) - NONE							
Narrative							
AIRPLANE ENGINE LOSS PWR SHORTLY AFT							
SHED APPROX 1200 FT SHORT OF THE RWY	IN A CLEARING. THE PLT I	REPURIED IHAT	HE HAD DEPARTE	U THE ARP	I MTIH IHE		

File No 14	27 7/26/87	CLANTON, AL	A/C Reg.	No. N5557V	Time (Lc1) - 1552 CDT
Occurrence #1			IECHANÎ CAL		
Phase of Operation 1. FLUID, FUEL - STA		_ CLIMB			
2. AIRCRAFT PREFLIC		PILOT IN COMMAND			
3. FUEL TANK SELECT	TOR POSITION - IMP	ROPER -			
4. FUEL TANK SELEC	FOR POSITION - NOT	CORRECTED - PILOT	IN COMMAND		·
Occurrence #2	FORCED LANDING				
Phase of Operation	DESCENT - EMERGE	NCY			
Occurrence #3	IN FLIGHT COLLIS	ON WITH TERRAIN/WA	TER		
Phase of Operation					
Probable Cause					
The National Transpor	station Safoty Roas	nd determines that	the Probable Cauce	(c) of this assis	dont
THE NACTORAL TRANSPOR		a determines that	the Frobable Cause	(a) or tills accid	uent

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

PAGE 23

File No 1500 8/05/87 ARDMOR	RE,ÁL	A/C Reg. No. N	19867P	Time (Lc1) - 1130 (CDT
Basic Information Type Operating Certificate-NONE (GENERAL		Aircraft Damage SUBSTANTIAL	F	In atal Seriou	juries s Minor	None
Type of Operation -AERIAL APPLIC Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0 0 0	0	
Aircraft Information Make/Model - PIPER PA-25-235 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2900 No. of Seats - 1	Eng Make/Mod Number Engin Engine Type Rated Power	- RECIPROCATI		Stall War		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 135/005 KTS Visibility - 5.0 SM Lowest Sky/Clouds - 5000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departur SAME AS ACC Destination LOCAL ATC/Airspace TERED Type of Fligh Type of Clear Type Apch/Lnd	/INC t Plan - NONE ance - NONE g - STRAIGH	Air Air I	rport Proximit DFF AIRPORT/ST port Data ARDMORE Runway Ident Runway Lth/Wid Runway Surface Runway Status	RIP - N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 39 Biennial Flight Rev Current - Months Since - Aircraft Type -	iew YES Tota	Flight T 1 - 35	VALID MEDICAL ime (Hours) 2 Last 5 Last 4 Last	24 Hrs -	UNK/NR
Instrument Rating(s) - NONE						
THE ENGINE LOST PWR DURING INITIAL CLIMB AT AS A FORCED LDG WAS SUBSEQUENTLY MADE ON A NEARBY THE HWY AND A HARD LDG RESULTED. THE SUSPECTED THE ENGINE WAS TEST-RUN AFTER THE ACCIDENT AND AUTO GAS. THE AMBIENT TEMPERATURE WAS ABOUT OF THE ARPT WAS CALCULATED TO BE APPROX 3,200 FT AUTO GAS. PIPER MANDATORY SERVICE BULLETIN #85	/ INTERSTATE HWY. TH D CAUSE OF THE PWR L D THAT NO PROBLEMS W D DEG F. THE ARPT EL . ACCORDING TO FAA R	E PLT DELAYED TH OSS WAS FUEL VAP ERE FOUND. THE A EVATION IS 920 F ECORDS, THE AIRP	E LDG TO AVOID OR LOCK. IRPLANE WAS FO T MSL. THE DED LANE WAS NOT	D HITTING AUTO UELED WITH 87 NSITY ALTITUDE STC'D TO OPERA	S ON OCTÁNE AT TE ON	

8/05/87 A/C Reg. No. N9867P File No. - 1500 ARDMORE.AL Time (Lc1) - 1130 CDT Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB 1. FLUID, FUEL GRADE - IMPROPER 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 3. FLUID, FUEL - STARVATION 4. WEATHER CONDITION - TEMPERATURE EXTREMES 5. WEATHER CONDITION - HIGH DENSITY ALTITUDE 6. FUEL SYSTEM, VAPOR RETURN SYSTEM - SWITCHED OFF 7. FLUID, FUEL - PRESSURE TOO LOW Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 HARD LANDING Phase of Operation LANDING ----Probable Cause----

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

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

File No 1534 5	/22/87 NEWP	ORT, AR	A/C Reg. No. N492Y			Time (Lc1) - 0700 CDT			
Basic Information Type Operating Certifica	te-AGRICULTURA	L AIRCRAFT	Aircraft	Damage	. ـ ـ ـ ـ ـ ـ ـ ـ ـ ـ ـ ـ ـ ـ ـ ـ ـ ـ ـ	In	juries		
Type of Operation Flight Conducted Under Accident Occurred During	-14 CFR 137		SUBSTAN Fire NONE	C F	rew	-		None 0 0	
-Aircraft Information Make/Model - GRUMMAN Landing Gear - TAILWHEE Max Gross Wt - 3725 No. of Seats - 1	L-ALL FIXED	Eng A Numbe Engir Rated	Make/Model - P & er Engines - 1 ne Type - REC	W R-985-AN1 IPROCATING-CAR 450 HP	BURETOR		ning System	- YES	
-Environment/Operations Inf Weather Data Wx Briefing - NO REC Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 010/00 Visibility - 15.0 Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision	ormation ORD OF BRIEFIN 6 KTS SM 25000 FT THI NONE - NONE	Itinera G Last C SAME Destina LOCA ATC/Airs N BKN Type o	ry Departure Point E AS ACC/INC ation AL space	NONE NONE	Airpo OF Airpo Ru Ru Ru	ort Proximit F AIRPORT/ST ort Data Inway Ident Inway Lth/Wid Inway Surface Inway Status	y RIP - N/A - N/A - N/A		
Precipitation Condition of Light	- DAYLIGHT								
Pilot-In-Command Certificate(s)/Rating(s COMMERCIAL SE LAND		Current Months S	ight Review - YES	Medical Certif F Total Make/Model Instrument Multi-Eng	light Tim - 820 - 310 :- 0	'ALID MEDICAL ne (Hours) Last Last Last	•		
Instrument Rating(s)	- NONE								
Narrative E PILOT STATED THAT HE WAS S FLIGHT UPSET DUE TO THE PROP VEE AND WAS SHEARED OFF. THE	PRAYING A RICE WASH, OR WAKE	TURBULENCE, GE	NERATED BY THE	OTHER AIRCRAFT	. THE LAN				

File No 15	34 5/22/87 NEWPORT,AI	R A/C Reg. No. N492	Y Time (Lc1) - 0700 CDT
	LOSS OF CONTROL - IN FLIGHT MANEUVERING - AERIAL APPLICA		
 IMPROPER US WAKE TURBULENCE IN-FLIGHT PLANN 	ON - NOT MAINTAINED - PILOT IN E OF EQUIPMENT/AIRCRAFT,VISUAN - ENCOUNTERED - PILOT IN COMMING/DECISION - IMPROPER - PILOMMA	L/AURAL DETECTION - PILOT IN COMMAN MAND OT IN COMMAND	D
	IN FLIGHT COLLISION WITH TER DESCENT - UNCONTROLLED	RRAIN	
Finding(s) 6. TERRAIN CONDITI			
Occurrence #3 Phase of Operation	OTHER		·
Probable Cause			
The National Transpois/are finding(s) 1,		es that the Probable Cause(s) of th	is accident
Factor(s) relating t	o this accident is/are finding	g(s) 2,3,6	

File No 1431 7/31/87 WIDEN	ER,AR A/C Reg	g. No. N 6568	Т	ime (Lcl) -	1500 CDT	
Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircraft	Damage		Injur	ies	
, , p =	SUBSTANT		Fatal		Minor	None
Type of Operation -AERIAL APPLI		Crew	0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - GRUMMAN G-164A	Eng Make/Model - P&W	R-985-AN1	ELT	Installed/A	ctivated	- NO -N/
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warnin	g System	- UNK/NF
Max Gross Wt - 3725	Engine Type - RECI		TOR			
No. of Seats - 1	Rated Power - 4	150 HP 				
-Environment/Operations Information	_					
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRIP		
Method - N/A Completeness - N/A	SAME AS ACC/INC Destination		Airport D	0.4.0		
Basic Weather - VMC	LOCAL		A Inpont L	ala		
Wind Dir/Speed- LIGHT AND VARIABLE	LOCAL		Punway	Ident -	N/A	
Visibility - 4.000 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		Surface -		RF
Lowest Ceiling - NONE	Type of Clearance -	NONE		Status -		
Obstructions to Vision- NONE	Type Apch/Lndg -	FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command		Medical Certificat			WAIVERS/	LIMIT
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Review Current - YES	Fligh	t Time (F	ours)	Hnc - UN	Z /ND
SE LAND	Months Since - 21	Total - Make/Model- Instrument- UN	2004 1364	Last 24	mrs ~ UN	≺/NK k/ND
SE EARD	Aircraft Type - PA-28	Instrument- III	K/NR	Last 30	Days - UN	K/ND
	All oldic Type TA 20	Multi-Eng - UN	K/NR	Rotorer	aft - UN	K/NR
		.,,.	,			-,
Instrument Rating(s) - AIRPLANE						
-Narrative						
AG AIRPLANE WAS MAKING THE FINAL SWATH RU	N OVER A COTTONETELD WHEN THE	F ENGINE LOST POWE	D AFTFD	TOUCHDOWN T	N	
CEFIELD, THE AIRPLANE FLIPPED FORWARD TO					•	
ERMINED.				 _		

File No 14	31 7/31/87 WIDENER,AR	A/C Reg. No. N6568	Time (Lc1) - 1500 CDT
	LOSS OF ENGINE POWER MANEUVERING - AERIAL APPLICATION		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation			
Occurrence #3 Phase of Operation	NOSE OVER LANDING - FLARE/TOUCHDOWN		
Finding(s) 2. TERRAIN CONDITIO 3. TERRAIN CONDITION			
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 1430 8/22/87 BATES	VILLE,AR A/C Reg	g. No. N6079D	Time (Lc1)) - 1710 CDT	
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	L AVIATION) Aircraft DESTROYI Fire ON GROUI	Crew	Inj Fatal Serious 1 O 2 O	juries s Minor O O	None O O
Aircraft Information Make/Model - PIPER PA-22-150 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1840 No. of Seats - 4	Eng Make/Model - LYC0 Number Engines - 1	PROCATING-CARBURETO		d/Activated - ning System -	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 230/011 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 8000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/INC Destination NEWPORT,AR ATC/Airspace TERED Type of Flight Plan - Type of Clearance -	A i	irport Proximity OFF AIRPORT/STF rport Data REGIONAL Runway Ident Runway Lth/Wid Runway Surface Runway Status	- 35 - 3320/ - ASPHALT	60
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 21 Page - 21 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Total - Make/Model- UNK/	Time (Hours) 60 Last	24 Hrs - UNK	/NR
Instrument Rating(s) - NONE					
Narrative THE AIRPLANE WAS AT MAXIMUM GROSS WEIGHT AT T WAS 3300 FEET. THERE WERE TWO RUNWAYS AVAILAB SOUTHWEST. RUNWAY 35 WAS 3320 FEET LONG AND H SELECTED RUNWAY 35 FOR TAKEOFF. ONE WITNESS R RUNWAY IN A SLIGHTLY NOSE-HIGH ATTITUDE, BUT HIT A LARGE TELEPHONE CABLE. IT THEN HIT ALMO	LE. RUNWAY 25 WAS 6002 FEET I AD A LIGHT QUARTERING TAILWIN EPORTED THE AIRPLANE FLYING NOT CLIMBING. THE AIRPLANE W	ONG AND HAD A SLIGH ND/CROSSWIND FROM TH IO TO 15 FEET AGL AB ENT BELOW HIGH VOLTA	T HEADWIND FROM E LEFT. THE PILO OUT MIDWAY OF TH GE POWER LINES A	THE DT HE	

File No. - 1430 8/22/87 BATESVILLE, AR A/C Reg. No. N6079D Time (Lc1) - 1710 CDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. OBJECT - WIRE, TRANSMISSION 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE 4. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND 5. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND 6. WEATHER CONDITION - TAILWIND IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. TERRAIN CONDITION - ROADWAY/HIGHWAY ----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) 1,3,6,7

File No 1507 8/25/87 HOT	SPRINGS;AR A/C Re	g. No. N5683U	T -	ime (Lcl) ·	- 2100 CDT	
Basic Information	`					
Type Operating Certificate-NONE (GENER				Inju		
	SUBSTAN		Fatal			None
Type of Operation -BUSINESS	Fire	Crew	-	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pass	_	0	0	0
Aircraft Information						
Make/Model - PIPER PA-28-140	Eng Make/Model - LYC	OMING 0-320-E2A	ELT	Installed/	Activated	- YES/YE
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		S	tall Warnir		
Max Gross Wt - 2050	Engine Type - REC		ETOR		-	
No. of Seats - 2	Rated Power -	150 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	G Last Departure Point		OFF AI	RPORT/STRI	>	
Method - N/A	CLEVELAND, TN					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC					
Wind Dir/Speed- 180/010 KTS			Runway	Ident -	- N/A	
Visibility - 5.0 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- HAZE	Type Apch/Lndg -	FORCED LANDING	•			
Precipitation - NONE	, , , , ,					
Condition of Light - NIGHT(DARK)						
Personnel Information						
Pilot-In-Command		Medical Certifica	te - VALID	MEDICAL-WA	AIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H	ours)		
PRIVATE				Last 24	4 Hrs -	9
SE LAND, ME LAND	Months Since - 21	Make/Mode1-	9	Last 30	Days- UN	K/NR
	Aircraft Type - C-310R		0	Last 90	Days-	18
		Multi-Eng -	430		-	
Instrument Rating(s) - NONE			•			
• • • • • • • • • • • • • • • • • • • •						
Narrative		_				
HE PILOT FUELED THE AIRCRAFT WITH 20 GALLON						
HE LEFT FUEL TANK INDICATED EMPTY AND THE P						
HE ENGINE QUIT AND THE PILOT SWITCHED TO TH						
NSUCCESSFUL IN RESTARTING THE ENGINE AND LO			LECTED A H	IGHWAY; HO	∦EVER,	
ATE IN THE APPROACH SPOTTED TREES AND STALL						

Time (Lc1) - 2100 CDT File No. - 1507 8/25/87 HOT SPRINGS, AR A/C Reg. No. N5683U Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 5. LIGHT CONDITION - DARK NIGHT Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY Finding(s) 6. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3 Factor(s) relating to this accident is/are finding(s) 4,5,6

Basic Information Type Operating Certificate-AGRICULTURA	ATDODAFT	Aircraft D	2m200		Injur	nies	
Type operating certificate AdditoLioka	LAIRONALI	SUBSTANTI	Fatal	•	Minor	None	
Type of Operation -AERIAL APPL	ICATION	Fire	`Cre		0	0	1
Flight Conducted Under -14 CFR 137		NONE	Pas	ss 0	0	0	0
Accident Occurred During -TAKEOFF							
Aircraft Information			7				
Make/Model - GRUMMAN G-164B			R-1340		Installed/		
Landing Gear - TAILWHEEL-ALL FIXED					Stall Warnin	ng System	r YES
Max Gross Wt - 6075 No. of Seats - 1	Engine Typ Rated Powe		ROCATING-CARBO O HP	JRETUR			
NO. OF Seats - I	Rated Powe	er - 60				. .	-
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	G Last Depart SAME AS A			ON AIF	PURI		
Completeness - N/A	Destination	•		Airport D	12+2		
Basic Weather - VMC	LOCAL			SIMMON			
Wind Dir/Speed- 220/005 KTS	EGGAE			- - · · · · ·		- 09	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid		UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Fl	ght Plan - N	IONE		Surface -		
Lowest Ceiling - NONE	Type of Cle	earance - N	IONE	Runway	Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/l	.ndg - N	IONE				
Precipitation - NONE							
Condition of Light - DAYLIGHT						. 	.
Personnel Information							
Pilot-In-Command	Age - 61		dical Certific			AIVERS/LI	MIT
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight F	eview - YES	FI	ight Time (F		4 14	40
SE LAND	Current Months Since	- YES	Total - Make/Model-		Last 24		10
SE LAIND	Aircraft Type		Instrument-	22000	Last 30	Days- (300
	All Clair Type	ONK/ NK	Tris traillerit	O	Last st	Days	300
Instrument Rating(s) - NONE							
Narrative							
PILOT LOST CONTROL ON TAKEOFF ROLL, RAN							

File No 15	37 8/26/87 HOLLY GR	ROVE, AR	A/C Reg. No. N8365K	Time (Lc1) - 1645 CDT
	LOSS OF CONTROL - ON GROUN TAKEOFF - GROUND RUN	ID			
Finding(s) 1. DIRECTIONAL CON	FROL - NOT MAINTAINED - PILO	T IN COMMAND			
	ON GROUND COLLISION WITH T	ERRAIN/WATER			
Finding(s) 2. TERRAIN CONDITI	ON - DIRT BANK		·		
Occurrence #3 Phase of Operation	NOSE OVER TAKEOFF - GROUND RUN				
Probable Cause	·				
Phase of OperationProbable Cause	TAKEOFF - GROUND RUN	nes that the Proba	able Cause(s) of this a	ccident	·

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

-Basic Information Type Operating Certifica	te-AGRICUL	TURAL AIRCE	RAFT	Aircraff	Damage			Inju	ries	
				DESTROYE		_	Fatal	•		
Type of Operation Flight Conducted Under		APPLICATION	1	Fire ON GROUN		Crew Pass	0	0	0	1
Accident Occurred During				UN GRUUN	U	rass	U	O	U	U
Make/Model - HILLER U	H-12E				MING VO-540-	C2A				ed - NO -N
Landing Gear - SKID			Number Engir Engine Type		DDOCATING CA	חחווחר		all Warni	ng Syste	em - NO
Max Gross Wt - 3100 No. of Seats - 2			Rated Power		O5 HP	KBUKE	IUK			
Weather Data		1	[tinerary				Airport F			
Wx Briefing - TV WX			Last Departur				OFF AIR	RPORT/STRI	Р	
Method - TV/RAD			SAME AS ACC	C/INC						
Completeness - WEATHE Basic Weather - VMC	R NOT PERT	INENI	Destination LOCAL			,	Airport Da	ita		
Wind Dir/Speed- CALM			LUCAL				Punway	Ident	- N/A	
Visibility - 40.0	SM	1	ATC/Airspace					Lth/Wid		
Lowest Sky/Clouds -	17000 FT	SCATTERED	Type of Fligh	nt Plan -	NONE			Surface		
Lowest Ceiling -	NONE		Type of Clear	rance -	NONE		Runway	Status	- N/A	
Obstructions to Vision	- NONE		Type Apch/Lnd	dg -	NONE					
Precipitation										
Condition of Light	- DAYLIGHT									
-Personnel Information Pilot-In-Command		100	- 80		edical Certi	ficat	o - VALTO	MEDICAL -	ATVEDS /I	TAATT
Certificate(s)/Rating(s)	Age - Rienr	nial Flight Rev				t Time (Ho		AIVLK3/I	_ 1 141 1
COMMERCIAL	,								4 Hrs -	3
SE LAND		N			Make/Mode		200	Last 3	O Days-	UNK/NR
HELICOPTER			Aircraft Type -	- UH-12E	Instrumen	t -	230	Last 9	O Days-	10
					Multi-Eng	-	1500	Rotoro	raft -	4600
Instrument Rating(s)	- NONE									
										
PLT STATED THAT HE LANDED										Γ
PE WITH ITS LEFT SIDE SIX I	NCHES LOWE	R THAN THE	RIGHT. THE PL	T_REDUCED	POWER TO IDL	E AND	THE LOADS	R BEGAN T	O LOAD	
HELICOPTER WITH LIQUID CHE	MICAL. THE	HELICOPTER	R'S TAIL BEGAN 1 (A HEIGHT OF	IO DROP A	ND BEFORE TH	E PLT	COULD IN	REASE POW	IER TO	

File No. ~ 1501 5/19/87 TOLLESON, AZ

Occurrence #1 ROLL OVER

Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. TERRAIN CONDITION - DOWNHILL

- 2. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 3. AIRCRAFT WEIGHT AND BALANCE MISJUDGED PILOT IN COMMAND
- 4. PLANNING-DECISION IMPROPER 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) 1,4

A/C Reg. No. N5438L Time (Lc1) - 1717 MST	,AZ A/C Re	File No 1583 6/18/87 RIMROC
rcraft Damage Injuries	AVIATION) Aircraft	-Basic Information Type Operating Certificate-NONE (GENERAL
SUBSTANTIAL Fatal Serious Minor None		Type operating out the react next (almana
	Fire	Type of Operation -PERSONAL
	NONE	Flight Conducted Under -14 CFR 91
		Accident Occurred During -LANDING
		-Aircraft Information
- LYCOMING 0-320-E2G ELT Installed/Activated - YES/N		Make/Model - GRUMMAN AA-5
s - 1 Stall Warning System - YES	Number Engines - 1	Landing Gear - TRICYCLE-FIXED
- RECIPROCATING-CARBURETOR	Engine Type - REC	Max Gross Wt - UNK/NR
- 150 HP	Rated Power -	No. of Seats - 4
		-Environment/Operations Information
Airport Proximity	Itinerary	Weather Data
Point ON AIRPORT	Last Departure Point	Wx Briefing - NO RECORD OF BRIEFING
TY,AZ	LAKE HAVASU CTY, AZ	Method - N/A
Airport Data	Destination	Completeness - N/A
	SAME AS ACC/INC	Basic Weather ~ VMC
Runway Ident - 05	•	Wind Dir/Speed- 230/020 KTS
Runway Lth/Wid - 2184/ 75	ATC/Airspace	Visibility - 50.0 SM
	Type of Flight Plan -	Lowest Sky/Clouds - CLEAR
	Type of Clearance -	Lowest Ceiling - NONE
		Obstructions to Vision- NONE
	, , , , , , , , , , , , , , , , , , ,	Precipitation - NONE
		Condition of Light - DAYLIGHT
		-Personnel Information
Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	ge - 69	Pilot-In-Command
ew Flight Time (Hours)	iennial Flight Review	Certificate(s)/Rating(s)
'ES Total - 1950 Last 24 Hrs - 6	Current - YES	PRIVATE
4 Make/Model - 171 Last 30 Days - 10	Months Since - 4	SE LAND
A5 Instrument- O Last 90 Days- 25	Aircraft Type - AA5	
		Instrument Rating(s) - NONE
RY FLIGHT. THE PILOT INDICATED THAT HE ATTEMPTED THE RUNWAY ROSE FASTER THAN THE AIRCRAFT COULD	RRAIN OFF THE END OF THE R	-Narrative AIRCRAFT OVERRAN THE RUNWAY WHILE ON A PER

File No. - 1583 6/18/87 RIMROCK, AZ A/C Reg. No. N5438L Time (Lc1) - 1717 MST

Occurrence #1 Phase of Operation LANDING

OVERRUN

Finding(s)

- 1. WEATHER CONDITION TAILWIND
- 2. WEATHER CONDITION HIGH DENSITY ALTITUDE
- 3. PROPER TOUCHDOWN POINT NOT ATTAINED PILOT IN COMMAND
- 4. PLANNED APPROACH POOR PILOT IN COMMAND
- 5. 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) 4,5

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

File No. ~ 1564 7/05/87 WINDO	W ROCK,AZ A/C Re	g. No. N68WK	Ţime (L	c1) - 0930 MD	т
-Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	L AVIATION) Aircraft SUBSTAN Fire NONE		Fatal Seri O	Injuries ous Minor O 1 O O	None 0 0
Aircraft Information Make/Model - KIESEL MIDGET MUSTANG Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 937 No. of Seats - 1	Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -		Stall W	led/Activated arning System	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- LIGHT AND VARIABLE Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	LOCAL ATC/Airspace Type of Flight Plan - Type of Clearance -	NONE		- 02 id - 7000/ ce - MACADAM	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 40 Biennial Flight Review Current - YES Months Since - 22 Aircraft Type - UNK/NR	Total - Make/Model-	t Time (Hours) 1517 - La	st 24 Hrs - III	NK/ND
Instrument Rating(s) - AIRPLANE	THE NUMBER 4 CYLINDER AND TH THE ENGINE EXAMINATION. THE ALLOWING EXHAUST GASSES TO P	E PILOT STATED A "I ENGINE MANUFACTURE RESSURIZE THE INTAI	BENT AND CRACKE R STATED THAT A KE MANIFOLD, TH	D CRANKSHAFT N OPEN INTAKE EREBY ALTERIN	

7/05/87 WINDOW ROCK.AZ A/C Reg. No. N68WK Time (Lc1) - 0930 MDT File No. - 1564 Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. ENGINE ASSEMBLY, VALVE, INTAKE - OPEN 2. MAINTENANCE, INSPECTION OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 3. TERRAIN CONDITION - NONE SUITABLE ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. TERRAIN CONDITION - DIRT BANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2 Factor(s) relating to this accident is/are finding(s) 3,4

File No 1434	8/12/87 S	AN SIMON, AZ	A/C Re	g. No. N7328Z	Т	ime (Lc1) -	1030 MST	Γ
	ate-AGRICULT	URAL AIRCRAFT				Injuri	es	
			SUBSTAN		Fatal		Minor	None
Type of Operation		PPLICATION	Fire		rew O	0	0	1
Flight Conducted Under		37	NONE	P	ass 0	0	0	0
Accident Occurred Durir	_							
Aircraft Information								
Make/Model - PIPER P			ng Make/Model - LYC	OMING 0-540-L3		Installed/Ac		
Landing Gear - TAILWHE	EL-ALL FIXED		umber Engines - 1			tall Warning	System	- NO
Max Gross Wt - 2900			ngine_Type - REC		BURETOR			
No. of Seats - 1		R	ated Power -	235 HP				
Environment/Operations Ir	formation							
Weather Data			erary			Proximity		
	CORD OF BRIE		st Departure Point		OFF AI	RPORT/STRIP		
Method - N/A			BOWIE, AZ		_			
Completeness - N/A			tination		Airport D	ata		
Basic Weather - VMC	OA KTC		SAME AS ACC/INC		D	T -1 4	N1 / A	
Wind Dir/Speed- 320/0 Visibility - 40.		ATC/	Airspace			Ident - Lth/Wid -		
Lowest Sky/Clouds -				NONE		Surface -		
Lowest Ceiling -			pe of Clearance -			Status -		
Obstructions to Visio			pe Apch/Lndg -		Karinay	Status	11/ 6	
Precipitation	- NONE	• •	pe Aperly Ellag	110.112				
Condition of Light								
Personnel Information Pilot-In-Command	•	Age -	57	Medical Certif	icate - VALID	MEDICAL-WAT	VERS/LIM	MIT
Certificate(s)/Rating(s)		Flight Review		light Time (F		VENS/ 21	-12 1
COMMERCIAL, CFI	- /	Curr	_	Total		Last 24	Hrs -	. 5
SE LAND, ME LAND			hs Since - 6	Make/Model	- 1500	Last 30		25
HELICOPTER		Airc	raft Type - C-172	Instrument	- 50	Last 90		25
				Multi-Eng	- 200	Rotorcra	ft -	40
				_				
Instrument Rating(s	:) - AIRPLAN	IE 						
Narrative								
RING A PULL UP FROM AN AERI	AL APPLICATI	ON SWATH RUN	THE AIRCRAFT STRUC	K A POWER LINE	. THE ACCIDEN	T OCCURRED		
RING DAYLIGHT IN VISUAL MET			THE ALKONAL I STROE	A TOWER CINE	. THE ACCIDEN	. COOCKILD		

File No 14	34 8/12/87 SAN S	IMON, AZ	A/C Reg. No. N7328Z	Time (Lc1) - 1030 MST
	IN FLIGHT COLLISION WITH MANEUVERING - AERIAL APP			
Finding(s) 1. OBJECT - WIRE,T 2. VISUAL LOOKOUT	RANSMISSION - NOT MAINTAINED - PILOT 1	IN COMMAND		
Occurrence #2 Phase of Operation	LOSS OF CONTROL - IN FLI	[GHT		
	IN FLIGHT COLLISION WITH DESCENT - UNCONTROLLED	·		
Probable Cause				
The National Transpois/are finding(s) 2	rtation Safety Board deter	rmines that the Pro	obable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is/are fir	nding(s) 1		

File No 1565 8/28/87 POSTO	N,AZ	A/C Reg.	No. N8275G	Т	ime (Lc1)	- 2000 MS	Г
Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT	Aircraft Da		Fatal	Inju Serious	ries Minor	None
Type of Operation -AERIAL APPLI Flight Conducted Under -14 CFR 137 Accident Occurred During -TAKEOFF	CATION	Fire NONE	Crew Pass		0	0	1 O
Aircraft Information Make/Model - CESSNA 188B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4200 No. of Seats - 1	Eng Make/Mo Number Eng Engine Type Rated Power	ines - 1 e - RECIP-	ENTAL IO-520-D FUEL INJECTED HP	ELT S	Installed/ tall Warni	ng System	- YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- VARIABLE Visibility - 5.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAWN	SAME AS AC Destination LOCAL ATC/Airspace Type of Flig	CC/INC ght Plan - NO arance - NO	NE IRCED LANDING	ON AIR Airport D CAMP P Runway Runway Runway	ata OSTON Ident Lth/Wid Surface Status	- DIRT	60
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 55 Biennial Flight Re	eview		ht Time (H	ours)		
COMMERCIAL SE LAND, ME LAND	Current Months Since Aircraft Type	- YES - 6 - UNK/NR	Total - Make/Model- UI Instrument-	NK/NR	Last 2 Last 3 Last 9		1 35 200
Instrument Rating(s) - NONE							
Narrative UST AFTER LIFTOFF ONE PROPELLER BLADE SEPARA LICH INDUCED A FAILURE OF THE CRANCKSHAFT. TO TALLURGICAL ANALYSIS INDICATED THAT THE FAI TRATCH. THE ANALYSIS ALSO SUGGESTED THAT ALL NUFACTURE HAND GRINDING PROCESS IN ACCORDAN MOVE SHARP THREADS IN THE FERRULE, WHICH HA TACTURE, THE FIRST THREE THREADS OF THE FERR ME ON THIS PROPELLER SINCE MAJOR OVERHAUL.	HE PILOT MADE A FOI LURE WAS DUE TO A I BUT THE FIRST THRI CE WITH A MCCAULEY D BEEN SHOWN TO PRI	RCED LANDING, FATIGUE FRACT EE FERRULE TH SERVICE BULL DDUCE PRIOR H	OVERRAN THE RITURE WITH MULTING READS HAD BEEN LETIN SPECIFYING ATTIGUE FRACTUR	UNWAY END PLE ORIGIN REWORKED G A HAND G ES. IN THE	AND NOSED POINTS CA IN A POST RINDING RE AREA OF T	OVER. USED BY A WORK TO HE FATIGUI	

File No 15	65 8/28/87 	POSTON, AZ	A/C Reg. No. N	N8275G	Time (Lc1) - 2000 MST
Occurrence #1 Phase of Operation			f FAILURE/MALF		
 PROPELLER SYSTE ENGINE ASSEMBLY 	M/ACCESSORIES,BLAD M/ACCESSORIES,BLAD ,CRANKSHAFT - FAIL RHAUL - IMPROPER -	E - SEPARATION URE,TOTAL	: PSNL		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGE	NCY			
Occurrence #3 Phase of Operation	OVERRUN LANDING - ROLL		·		
Occurrence #4 Phase of Operation					
Finding(s) 5. TERRAIN CONDITI					
Probable Cause					
The National Transpois/are finding(s) 1,	-	rd determines that	the Probable Cause(s) of	f this accident	
Factor(s) relating t	o this accident is,	/are finding(s) 5	; I		

File No 1410 9/	07/87 AGUIL	A,AZ	A/C Reg. I	No. N53190		Time (Lcl)	- 0800 MS	Г
Basic Information	O-NONE (CENERAL	AVIATION)	Aircraft Da					
Type Operating Certificat	e-NUNE (GENERAL	L AVIATION)	SUBSTANTIA		Fatal		urieș Minor	None
Type of Operation	-PERSONAL		Fire	- Cr∈		0	1	0
Flight Conducted Under			NONE	Pas		ŏ	1	ŏ
Accident Occurred During								
Aircraft Information								
Make/Model - RYAN ST3K			Model - KINNER	R-56	EL.		/Activated	
Landing Gear - TAILWHEEL	-ALL FIXED					Stall Warn	ing System	- NO
Max Gross Wt - 1885		3 1	pe - RECIPRO		JRETOR			
No. of Seats - 2		Rated Pow	rer - 160	HP 				
Environment/Operations Info								
Weather Data		Itinerary				Proximity		
Wx Briefing - UNK/NR Method - UNK/NR		Last Depar			UN A.	RPORT		
Method - UNK/NR Completeness - UNK/NR		CHANDLER Destination	•		Airport	Data		
Basic Weather - VMC		CORONA, C			HOUGH			
Wind Dir/Speed- CALM		CORONA, C	• м			ı av Ident	- 15	
	SM	ATC/Airspace	1			•	- 1600/	33
Visibility - 50.0 Lowest Sky/Clouds -	CLEAR		ight Plan - VF	₹			- ASPHALT	
Lowest Ceiling -			earance - VF			y Status		
Obstructions to Vision-	NONE		Lndg - TR			.,		
	NONE		J					
Condition of Light -	DAYLIGHT							
Personnel Information								
Pilot-In-Command		Age - 33		ical Certific			NO WAIVERS,	/LIMIT
Certificate(s)/Rating(s)		Biennial Flight			ight Time			
PRIVATE		Current	- YES - 1	Total -	778	Last	24 Hrs -	4
SE LAND		Months Since		Make/Model-	113	Last Last	30 Days-	13
		Aircraft Typ	e - C-172	Instrument- Multi-Eng -	4 3	Last	90 Days-	15
Instrument Rating(s)	- NONE							
Narrative								
E PLT MADE A HARD LANDING AND S LOST WHEN RT WHEEL WENT OFF		ACFT DRIFTED RIGH	HT BEFORE TOUCH	ING DOWN AGA	IN. DIRECT	ONAL CONTR	OL	

File No. - 1410 9/07/87 A/C Reg. No. N53190 AGUILA, AZ Time (Lc1) - 0800 MST

Occurrence #1

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND

2. FLARE - DELAYED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL

Finding(s)

3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

-Basic Information Type Operating Certificate-NONE (GENERATIVE OF OPERSONAL Flight Conducted Under -14 CFR 91		rcraft Dam					
	SU				Inju		
		JBSTANTIAL		Fatal	Serious		None
Flight Conducted Under -14 CFD 91	Fir		Cre		0	0 ·	1
	NO	DNE	Pas	s 0	0	0	1
Accident Occurred During -TAXI							
-Aircraft Information							
Make/Mode1 - PIPER PA-22-160	Eng Make/Model		IG 0-320-B2A		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines				Stall Warni	ng System	- NO
Max Gross Wt - 1840		- RECIPRO	CATING-CARBU	RETOR			
No. of Seats - 4	Rated Power	- 160	HP				
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING				ON AIF	RPORT		
Method - N/A	SAME AS ACC/IN	IC					
Completeness - N/A	Destination			Airport [ata		
Basic Weather - VMC	UNK/NR			AVRA V	/ALLEY		
Wind Dir/Speed- UNK/NR				Runway	/ Ident	- UNK/NR	
Visibility - 20.0 SM	ATC/Airspace			Runway	/ Lth/Wid	- UNK/NR	
Lowest Sky/Clouds - CLEAR	Type of Flight P	lan - NON	IE .	Runway	/ Surface	- ASPHALT	
Lowest Ceiling - NONE	Type of Clearanc	ce - NON	1E	Runway	/ Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NON	IE .				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 28	Med i	ical Certific			O WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	V	Fli	ght Time (H	Hours)		
PRIVATE	Current - YE	ES	Total -	180		4 Hrs -	3
SE LAND	Months Since - 22	2	Make/Model-	117	Last 3	O Days-	4
	Aircraft Type - UN	NK/NR	Instrument-	0	Last 9	O Days-	7
Instrument Rating(s) - NONE							
-Narrative PILOT REPORTED THAT THE ENGINE WOULD NOT	STADE BY DRESSING THE S	TADTED CO	HE DECIDED		D THE ENGT	NE	
ER SEVERAL ATTEMPTS THE ENGINE WOOLD NOT							
CKS. THE NON-PILOT PASSENGER AT THE CONTRO							
E NO MECHANICAL MALFUNCTIONS/FAILURES REPO		IIIL AIRCRA	a i blioke II	COLLIDED (TITLA HANG	AN. IHEKE	
INU MECHANICAL MALFUNCTIUNS/FAILURES REPU	JKIED.						

File No 15	89 10/18/87 TUCSON,AZ	A/C Reg. No. N8779D	Time (Lcl) - 1130 MST
	LOSS OF CONTROL - ON GROUND STANDING - STARTING ENGINE(S)		
	URE - IMPROPER - PILOT IN COMMAND ING - INADEQUATE - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	ON GROUND COLLISION WITH OBJECT TAXI		
Finding(s) 3. OBJECT - AIRPOR	T FACILITY		
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that t 2	the Probable Cause(s) of this accide	nt
Factor(s) relating t	o this accident is/are finding(s) 3		

Basic Information Type operating Certificate-NoNE (GENERAL AVIATION) Aircraft Damage Type of Operating Certificate-NoNE (GENERAL AVIATION) Type of Operating Certificate-NoNE (GENERAL AVIATION) Type of Operating Certificate-NoNE (GENERAL AVIATION) Fire Crew O O O C Flight Conducted Under -14 CFR 91 NONE Pass O O O O C Accident Occurred During - LANDING	File No 1546 10/27/87 CA	SA GRANDE, AZ A/C	Reg. No. N4101E	Т	ime (Lc1) -	1725 MS	т
Type of Operation - INSTRUCTIONAL Fire Crew 0 0 0 2 2 Accident Occurred During - LANDING NONE Pass 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION) Aircra	ft Damage		Injur	ies	
Filight Conducted Under 14 CFR 91 Accident Occurred During LANDING Aircraft Information Make/Model - PIPER PA-18-150 Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Max Gross Wt - 1625 No. of Seats - 2 Rated Power - 150 HP Environment/Operations Information Weather Data WX Briefing - NO RECORD OF BRIEFING Completeness - N/A Completeness - N/A Completeness - N/A Completeness - N/A Clowest Oky/Clouds - CLEAR Wind Dir/Speed-UMK/NR Wind Dir/Speed-UMK/NR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Dostructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Personnel Information Presonnel Information Presonnel Information Presonnel Information Presonnel Information Pilot-In-Command Certificate(s)/Rating(s) Siennial Flight Review Commercial Flight Time (Hours) Condition of Light - DAYLIGHT Personnel Rating(s) - AIRPLANE Narrative Instrument Rating(s) - AIRPLANE Narrative INGER, THE FLIGHT INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT BUT WAS UNABLE TO RESTART THE ENGINE, EVALUATE AND NOTHE ENAMBLEY A DIRT ROAD WHERE IT COLLIDED WITH A RISE IN THE TERRAIN. EXAMINATION REVEALED THE ENGINE REVAILED THE RAN NORMALLY		SUBST	ANTIAL	Fatal	Serious	Minor	None
Aircraft Information Make/Model - PIPER PA-18-150	Type of Operation -INSTRUCTI	ONAL Fire	Crew	0	0	0	2
Aircraft Information Make/Model - PIPER PA-18-150	Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Make/Model - PIPER PA-18-150	Accident Occurred During -LANDING						
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1625 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - WC Wind Dir/Speed- UNK/NR Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Obstructions to Vision - NONE Condition of Light - DAYLIGHTPersonnel Information - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND Age - 37 Months Since - 3 Make/Model - 25 Months Since - 3 Months Since - 4 Mo	Aircraft Information						
Landing Gear - TAILWHEEL-ALL FIXED MAX GPOSS Wt - 1625 No. of Seats - 2 Itinerary Lowel Point Off AIRPORT/STRIP Off	Make/Model - PIPER PA-18-150	Eng Make/Mode1 - L	YCOMING 0-320-A2B	ELT	Installed/A	ctivated	- YES/YE
No. of Seats - 2 Rated Power - 150 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING ChanDleR, AZ Completeness - N/A Basic Weather - VMC Wind Dir/Speed - UNK/NR Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Destination - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL, CFI SE LAND, ME LAND Instrument Rating(s) - AIRPLANE Narrative RING AN INSTRUCTIONAL FLT, THE STUDENT WAS PERFORMING CLIMBS, DESCENTS AND TURNS WHEN THE ENGINE RYMALLY HAR IN EACH ARINE THE NAME AND LOST WAS LANDED It in the recommend of the process of the p							
Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Dostructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Piot-In-Command Certificate(s)/Rating(s) COMMERCIAL, CFI SE LAND, ME LAND Age - 37 Months Since - 3 Make/Model - 25 Months Since - 3 Make/Model - 25 Months Since - 3 Make/Model - 25 Months Since - 3 Months Since -	Max Gross Wt - 1625	Engine Type - R	ECIPROCATING-CARBUR	ETOR		-	
We Briefing - NO RECORD OF BRIEFING CHANDLER, AZ ORDITENSITY OF AIRPORT/STRIP Last Departure Point OFF AIRPORT/STRIP OFF	No. of Seats - 2	Rated Power -	150 HP				
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 50.0 SM 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) COMMERCIAL,CFI SE LAND,ME LAND Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND Months Since - 3 Make/Model - 25 Months Since - 3 Multi-Eng - 27 Instrument Rating(s) - AIRPLANE Narrative RING AN INSTRUCTIONAL FLT, THE STUDENT WAS PERFORMING CLIMBS, DESCENTS AND TURNS WHEN THE ENGINE SPUTTERED AND LOST WERN. THE FLIGHT INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT WAS LANDED I A DIRT ROAD WHERE IT COLLIDED WITH A RISE IN THE TERRAIN. EXAMINATION OF THE ENGINE REVEALED THE ENGINE RAN NORMALLY	Environment/Operations Information						
Wx Briefing - NO RECORD OF BRIEFING CHANDLER, AZ Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- UNK/NR Visibility - 50.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Type Apch/Lndg - FORCED LANDING Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Current - YES Total - 1296 Last 24 Hrs - 7 SE LAND, ME LAND Months Since - 3 Make/Model - 25 Last 30 Days - 101 Aircraft Type - PA-28 Instrument - 73 Last 90 Days - 351 Instrument Rating(s) - AIRPLANE Narrative RING AN INSTRUCTIONAL FLT, THE STUDENT WAS PERFORMING CLIMBS, DESCENTS AND TURNS WHEN THE ENGINE SPUTTERED AND LOST WER. THE FLIGHT INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT BUT WAS UNABLE TO RESTART THE ENGINE SPUTTERED AND LOST WER. THE FLIGHT INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT BUT WAS UNABLE TO RESTART THE ENGINE THE AIRCRAFT WAS DEMALLY				Airport	Proximity		
Method - N/A CHANDLER, AZ Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed UNK/NR Yisibility - 50.0 SM ATC/Airspace Runway Ident - N/A Runway Ident - N/A Runway Surface - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type of Clearance - NONE Runway Status - N/A NONE Precipitation - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL, CFI SE LAND, ME LAND Months Since - 3 Make/Model - 25 Last 30 Days 101 Aircraft Type - PA-28 Instrument 73 Last 90 Days 351 Multi-Eng - 27 Instrument Rating(s) - AIRPLANE Narrative RING AN INSTRUCTIONAL FLT, THE STUDENT WAS PERFORMING CLIMBS, DESCENTS AND TURNS WHEN THE ENGINE SPUTTERED AND LOST WERE. THE FLIGHT INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT BUT WAS UNABLE TO RESTART THE ENGINE. THE AIRCRAFT WAS LANDED IN THE TERRAIN. EXAMINATION OF THE ENGINE REVEALED THE ENGINE RAN NORMALLY	Wx Briefing - NO RECORD OF BRIEF		t				
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 50.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND COMMERCIAL,CFI SI LAND,ME LAND Age - 37 Months Since - 3 Months Since - 3 Months Since - 3 Make/Model - 25 Make/Model - 25 Make/Model - 27 Instrument Rating(s) - AIRPLANE Narrative RING AN INSTRUCTIONAL FLT, THE STUDENT WAS PERFORMING CLIMBS, DESCENTS AND TURNS WHEN THE ENGINE SPUTTERED AND LOST WAS MORNMALLY ATC/Airspace Runway Ident - N/A Runway Ident - N/A Runway Lth/Wid - N/A Runway Status - N/		- ·			,		
Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 50.0 SM				Airport D	ata		
Wind Dir/Speed- UNK/NR Visibility - 50.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1296 Last 24 Hrs - 7 SE LAND,ME LAND Months Since - 3 Make/Model- 25 Last 30 Days- 101 Aircraft Type - PA-28 Instrument - 73 Last 90 Days- 351 Multi-Eng - 27 Instrument Rating(s) - AIRPLANE Narrative RING AN INSTRUCTIONAL FLT, THE STUDENT WAS PERFORMING CLIMBS, DESCENTS AND TURNS WHEN THE ENGINE SPUTTERED AND LOST WER. THE FLIGHT INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT BUT WAS UNABLE TO RESTART THE ENGINE. THE AIRCRAFT WAS LANDED WAS DESCENTED AND WHERE IT COLLIDED WITH A RISE IN THE TERRAIN. EXAMINATION OF THE ENGINE REVEALED THE ENGINE RAN NORMALLY							
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Lowest Ský/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1296 Last 24 Hrs - 7 SE LAND,ME LAND Months Since - 3 Make/Model- 25 Last 30 Days- 101 Aircraft Type - PA-28 Instrument - 73 Last 90 Days- 351 Multi-Eng - 27 Instrument Rating(s) - AIRPLANE Narrative RING AN INSTRUCTIONAL FLT, THE STUDENT WAS PERFORMING CLIMBS, DESCENTS AND TURNS WHEN THE ENGINE SPUTTERED AND LOST WER. THE FLIGHT INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT BUT WAS UNABLE TO RESTART THE ENGINE. THE AIRCRAFT WAS LANDED IA DIRT ROAD WHERE IT COLLIDED WITH A RISE IN THE TERRAIN. EXAMINATION OF THE ENGINE REVEALED THE ENGINE RAN NORMALLY	* - *	ATC/Airspace					
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1296 Last 24 Hrs - 7 SE LAND,ME LAND Months Since - 3 Make/Model - 25 Last 30 Days - 101 Aircraft Type - PA-28 Instrument - 73 Last 90 Days - 351 Multi-Eng - 27 Instrument Rating(s) - AIRPLANE Narrative RING AN INSTRUCTIONAL FLT, THE STUDENT WAS PERFORMING CLIMBS, DESCENTS AND TURNS WHEN THE ENGINE SPUTTERED AND LOST WER. THE FLIGHT INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT BUT WAS UNABLE TO RESTART THE ENGINE. THE AIRCRAFT WAS LANDED IA DIRT ROAD WHERE IT COLLIDED WITH A RISE IN THE TERRAIN. EXAMINATION OF THE ENGINE REVEALED THE ENGINE RAN NORMALLY		· · · · · · · · · · · · · · · · · · ·	- NONE				
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1296 Last 24 Hrs - 7 SE LAND,ME LAND Months Since - 3 Make/Model - 25 Last 30 Days - 101 Aircraft Type - PA-28 Instrument - 73 Last 90 Days - 351 Multi-Eng - 27 Instrument Rating(s) - AIRPLANE Narrative RING AN INSTRUCTIONAL FLT, THE STUDENT WAS PERFORMING CLIMBS, DESCENTS AND TURNS WHEN THE ENGINE SPUTTERED AND LOST WER. THE FLIGHT INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT BUT WAS UNABLE TO RESTART THE ENGINE. THE AIRCRAFT WAS LANDED IN A DIRT ROAD WHERE IT COLLIDED WITH A RISE IN THE TERRAIN. EXAMINATION OF THE ENGINE REVEALED THE ENGINE RAN NORMALLY							
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1296 Last 24 Hrs - 7 SE LAND,ME LAND Months Since - 3 Make/Model - 25 Last 30 Days- 101 Aircraft Type - PA-28 Instrument - 73 Last 90 Days- 351 Multi-Eng - 27 Instrument Rating(s) - AIRPLANE Narrative IRING AN INSTRUCTIONAL FLT, THE STUDENT WAS PERFORMING CLIMBS, DESCENTS AND TURNS WHEN THE ENGINE SPUTTERED AND LOST WER. THE FLIGHT INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT BUT WAS UNABLE TO RESTART THE ENGINE. THE AIRCRAFT WAS LANDED IA DIRT ROAD WHERE IT COLLIDED WITH A RISE IN THE TERRAIN. EXAMINATION OF THE ENGINE REVEALED THE ENGINE RAN NORMALLY				Kariway	5 (4 (43	11/ A	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command		Type Apelly Elling	TORGED EARDING				
Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1296 Last 24 Hrs - 7 SE LAND,ME LAND Months Since - 3 Make/Model - 25 Last 30 Days - 101 Aircraft Type - PA-28 Instrument - 73 Last 90 Days - 351 Multi-Eng - 27 Instrument Rating(s) - AIRPLANE Narrative IRING AN INSTRUCTIONAL FLT, THE STUDENT WAS PERFORMING CLIMBS, DESCENTS AND TURNS WHEN THE ENGINE SPUTTERED AND LOST WER. THE FLIGHT INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT BUT WAS UNABLE TO RESTART THE ENGINE. THE AIRCRAFT WAS LANDED IN A DIRT ROAD WHERE IT COLLIDED WITH A RISE IN THE TERRAIN. EXAMINATION OF THE ENGINE REVEALED THE ENGINE RAN NORMALLY							
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Certificate(s)/Rating(s) Biennial Flight Review COMMERCIAL,CFI Current - YES Total - 1296 Months Since - 3 Make/Model- 25 Last 30 Days- 101 Aircraft Type - PA-28 Instrument- 73 Last 90 Days- 351 Multi-Eng - 27 Instrument Rating(s) - AIRPLANE Narrative RING AN INSTRUCTIONAL FLT, THE STUDENT WAS PERFORMING CLIMBS, DESCENTS AND TURNS WHEN THE ENGINE SPUTTERED AND LOST WER. THE FLIGHT INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT BUT WAS UNABLE TO RESTART THE ENGINE. THE AIRCRAFT WAS LANDED IA DIRT ROAD WHERE IT COLLIDED WITH A RISE IN THE TERRAIN. EXAMINATION OF THE ENGINE REVEALED THE ENGINE RAN NORMALLY		Age - 37	Medical Certifica	te - VALTD	MEDICAL -WA	TVFRS/LT	MTT
COMMERCIAL,CFI SE LAND,ME LAND Months Since - 3 Make/Model- 25 Last 30 Days- 101 Aircraft Type - PA-28 Instrument- 73 Multi-Eng - 27 Instrument Rating(s) - AIRPLANE Narrative RING AN INSTRUCTIONAL FLT, THE STUDENT WAS PERFORMING CLIMBS, DESCENTS AND TURNS WHEN THE ENGINE SPUTTERED AND LOST WER. THE FLIGHT INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT BUT WAS UNABLE TO RESTART THE ENGINE. THE AIRCRAFT WAS LANDED IA DIRT ROAD WHERE IT COLLIDED WITH A RISE IN THE TERRAIN. EXAMINATION OF THE ENGINE REVEALED THE ENGINE RAN NORMALLY						- v = (10) = 1	
SE LAND, ME LAND Months Since - 3 Aircraft Type - PA-28 Instrument - 73 Multi-Eng - 27 Instrument Rating(s) - AIRPLANE Narrative RING AN INSTRUCTIONAL FLT, THE STUDENT WAS PERFORMING CLIMBS, DESCENTS AND TURNS WHEN THE ENGINE SPUTTERED AND LOST WER. THE FLIGHT INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT BUT WAS UNABLE TO RESTART THE ENGINE. THE AIRCRAFT WAS LANDED A DIRT ROAD WHERE IT COLLIDED WITH A RISE IN THE TERRAIN. EXAMINATION OF THE ENGINE REVEALED THE ENGINE RAN NORMALLY		Current - YES	Total -			Hrs -	7
Multi-Eng - 27 Instrument Rating(s) - AIRPLANE Narrative RING AN INSTRUCTIONAL FLT, THE STUDENT WAS PERFORMING CLIMBS, DESCENTS AND TURNS WHEN THE ENGINE SPUTTERED AND LOST WER. THE FLIGHT INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT BUT WAS UNABLE TO RESTART THE ENGINE. THE AIRCRAFT WAS LANDED I A DIRT ROAD WHERE IT COLLIDED WITH A RISE IN THE TERRAIN. EXAMINATION OF THE ENGINE REVEALED THE ENGINE RAN NORMALLY	· ·	Months Since - 3	Make/Model-				
Multi-Eng - 27 Instrument Rating(s) - AIRPLANE Narrative RING AN INSTRUCTIONAL FLT, THE STUDENT WAS PERFORMING CLIMBS, DESCENTS AND TURNS WHEN THE ENGINE SPUTTERED AND LOST WER. THE FLIGHT INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT BUT WAS UNABLE TO RESTART THE ENGINE. THE AIRCRAFT WAS LANDED I A DIRT ROAD WHERE IT COLLIDED WITH A RISE IN THE TERRAIN. EXAMINATION OF THE ENGINE REVEALED THE ENGINE RAN NORMALLY	CE EMB INC EMB	Aircraft Type - PA-28	Instrument-	73	Last 90	Days-	. • .
Instrument Rating(s) - AIRPLANENarrative RING AN INSTRUCTIONAL FLT, THE STUDENT WAS PERFORMING CLIMBS, DESCENTS AND TURNS WHEN THE ENGINE SPUTTERED AND LOST WER. THE FLIGHT INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT BUT WAS UNABLE TO RESTART THE ENGINE. THE AIRCRAFT WAS LANDED A DIRT ROAD WHERE IT COLLIDED WITH A RISE IN THE TERRAIN. EXAMINATION OF THE ENGINE REVEALED THE ENGINE RAN NORMALLY		All of all Clype TA 20	Multi-Eng -	27	Lust 50	Days	001
			Marci Liig	2,			
Narrative RING AN INSTRUCTIONAL FLT, THE STUDENT WAS PERFORMING CLIMBS, DESCENTS AND TURNS WHEN THE ENGINE SPUTTERED AND LOST WER. THE FLIGHT INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT BUT WAS UNABLE TO RESTART THE ENGINE. THE AIRCRAFT WAS LANDED I A DIRT ROAD WHERE IT COLLIDED WITH A RISE IN THE TERRAIN. EXAMINATION OF THE ENGINE REVEALED THE ENGINE RAN NORMALLY							
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A DIRT ROAD WHERE IT COLLIDED WITH A RISE IN THE TERRAIN. EXAMINATION OF THE ENGINE REVEALED THE ENGINE RAN NORMALLY							
CEPT FOR THE IDLE SPEED WAS 500 RPM (SLIGHTLY LOW) AND THE IDLE MIXTURE APPEARED TO BE SLIGHTLY LEAN.						NORMALL	Υ
	CEPT FOR THE IDLE SPEED WAS 500 RPM (SLI	GHTLY LOW) AND THE IDLE MIXTU	RE APPEARED TO BE S	LIGHTLY LE	AN.		

File No. - 1546 10/27/87 A/C Reg. No. N4101E CASA GRANDE, AZ Time (Lcl) - 1725 MST Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FUEL SYSTEM, CARBURETOR -2. MAINTENANCE, ADJUSTMENT - IMPROPER -Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROWND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2 Factor(s) relating to this accident is/are finding(s) 3

File No 1521 1/13/87 PACOI	MA,CA A/C	Reg. No. N112DW	Time (Lc1) - 0715 PST			
Basic Information Type Operating Certificate-NONE (GENERA	DEST	aft Damage ROYED				None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire ON G	Crew ROUND Pass	1 O	, 0	0	0
Aircraft Information Make/Model - CESSNA T210M Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3400 No. of Seats - 6	Number Engines -	CONTINENTAL TSIO-520F 1 RECIP-FUEL INJECTED 310 HP	S1	Installed/Adtall Warning	g 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 - 20.0 SM Lowest Sky/Clouds - 20000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poi SAME AS ACC/INC Destination LANCASTER,CA ATC/Airspace TERED Type of Flight Pla Type of Clearance Type Apch/Lndg	n - NONE - NONE	Airport F ON AIRF Airport Da WHITMAN Runway Runway Runway Runway	Proximity PORT ata N AIRPARK Ident - Lth/Wid - Surface -	12 3725/	40
Personnel Information Pilot-In-Command	Age - 62	Medical Certificat			IVERS/LIN	1T
<pre>Certificate(s)/Rating(s) COMMERCIAL</pre>	Biennial Flight Review Current - YES		nt Time (Ho 30 2 5	ours) Last 24	Hrs -	1
SE LAND GLIDER	Months Since - 6 Aircraft Type - C-18	Make/Model-	98 61	Last 30 Last 90	Days-	9 28
Instrument Rating(s) - AIRPLANE						
Narrative URING INITIAL CLIMB AFTER TAKEOFF THE AIRCRA HE AIRPORT AND COLLIDED WITH A LARGE WAREHOUT THE ENGINE REVEALED THE SPARK PLUGS WERE B AXIMUM SERVICEABLE GAP FOR THE PLUGS IS .02- CORDS NOTED THAT THE LAST TIME NEW PLUGS WE LUGS WERE RECONDITIONED IN JULY OF 1984, 392 CCESS OF .025 REQUIRE EXCESSIVE VOLTAGE TO B	JSE. THE AIRFRAME WAS TOTA EXCESSIVELY WORN WITH ELEC I INCHES, WITH THE MOST DE ERE INSTALLED WAS IN NOVEM 2 HOURS PRIOR TO THE ACCID	LLY CONSUMED IN THE F TRODE GAPS MEASURED A SIRED GAP RANGE FROM BER OF 1982, 493 HOUF ENT. THE PLUG MANUFAC	POST CRASH AT GREATER .016 TO .0 RS PRIOR TO CTURER IND	FIRE. EXAM THAN .025 D19. THE MA D THE ACCID ICATES THAT	INATION INCHES. INTENANCE ENT. THE GAPS IN	Ē

A/C Reg. No. N112DW Time (Lc1) - 0715 PST File No. - 1521 1/13/87 PACOIMA.CA LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. IGNITION SYSTEM, SPARK PLUG - WORN 2. MAINTENANCE - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 3. TERRAIN CONDITION - NONE SUITABLE Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY Finding(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

Basic Information							
Type Operating Certificate-AGRICULTURAL	AIRCRAFT	Aircraft Dar	nage		Injur	ies	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -AERIAL APPLI	CATION	Fire	Cre		0	0	1
Flight Conducted Under -14 CFR 137	•	NONE	Pas	ss O	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - HILLER OH23D	Eng Make/Mo	del - ALLISON	1 250-C20	ELT	Installed/A	ctivate	d - NO -N/
Landing Gear - SKID	Number Eng	ines - 1		S	tall Warnir	ıg Syste	m - NO
Max Gross Wt - 3100	Engine Type	 TURBOSI 	HAFT			_	
No. of Seats - 3	Rated Power	- 400	HP				
Environment/Operations Information				~			
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departu	ure Point		OFF AI	RPORT/STRIP	•	
Method - N/A	SAME AS AC	CC/INC					
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL			COALIN	GA		
Wind Dir/Speed- CALM					Ident -		
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR		ght Plan - NOi			Surface -		
Lowest Ceiling - NONE		arance - NOM			Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lr	ndg - FOF	RCED LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 32		ical Certific			WAIVER	S/LIMIȚ
Certificate(s)/Rating(s)	Biennial Flight Re			ight Time (H			
COMMERCIAL	Current		Total -		Last 24		. 4
SE LAND, ME LAND	Months Since		Make/Model-	400	Last 30	Days-	UNK/NR
HELICOPTER	Aircraft Type	- UNK/NR	Instrument-	83	Last 90	Days-	64
	•		Multi-Eng -	40	Rotorcr	aft -	1500
Instrument Rating(s) - AIRPLANE							
PLT REPORTED THAT BEFORE HE BEGAN THE AGR INOPERATIVE. THE PLT COMPLETED TWO FLIGHT							
LETING THE THIRD FLIGHT AND WHILE RETURNI							
NG THE ENSUING AUTOROTATION THE PLT FLARE						•	
NG EMBANKMENT AND THE HELICOPTER SUSTAINE						IN	

File No. - 1436 2/19/87 COALINGA, CA A/C Reg. No. N46991 Time (Lc1) - 0830 PST Occurrence #1 LOSS OF POWER Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INOPERATIVE 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND 3. FLUID, FUEL - EXHAUSTION 4. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 5. AUTOROTATION Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 7. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 3,4,6,7$

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

Basic Information Type Operating Certificate-AGRICULTURA		t Damage		Injur	ies	
Type operating certificate Addition	SUBSTA		Fatal		Minor	None
Type of Operation -AERIAL APPL		Crew		0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT						
Aircraft Information	_			_		
Make/Model - HILLER OH-23G	Eng Make/Model - LY			Installed/Ad		
Landing Gear - SKID	Number Engines - 1			tall Warning	g System	- NO
Max Gross Wt - 2750		CIPROCATING-CARBUR	ETOR			
No. of Seats - 3	Rated Power -	305 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	NG Last Departure Point SAME AS ACC/INC		OFF AI	RPORT/STRIP		
Completeness - N/A	Destination		Airport D	12+2		
Basic Weather - VMC	LOCAL		Allpoit	ala		
Wind Dir/Speed- 300/005 KTS	EGOAE		Runway	Ident -	N/A	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance				N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 33	Medical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	_	ht Time (F			4
COMMERCIAL	Current ~ YES	Total -			Hrs - UN	
			1600	Last 30	Days- UN	K/NR
HELICOPTER ,GLIDER	Aircraft Type - UNK/NR	Instrument- U				
		Multi-Eng - U	NK/NK	ROTORCE	art - UN	K/NR
Instrument Rating(s) - NONE						
SE LAND HELICOPTER ,GLIDER Instrument Rating(s) - NONENarrative RING AN AERIAL APPLICATION FLIGHT, THE PIL	Months Since - 7 Aircraft Type - UNK/NR	Multi-Eng - U	NK/NR NK/NR		Days- UN aft - UN	K

File No. - 1514 3/08/87 A/C Reg. No. N99232 Time (Lc1) - 1211 PST DELANO, CA Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. AIRCRAFT SERVICE - IMPROPER -2. ROTOR RPM - INADEQUATE - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY Finding(s) 4. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND 5. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND 6. OBJECT - TREE(S) ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.5

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

File No 1435 3/08/87	HEMET, CA A/C Re	g. No. N9726Z	Time (Lc1) -	1413 PDT	
-Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION) Aircraft	Damage	Injuri	es	
<i>,</i> , , , , , , , , , , , , , , , , , ,	DESTROY	ED Fa	ital Serious	Minor	None
Type of Operation -PERSO	NAL Fire	Crew	1 0	0	0
Flight Conducted Under - 14 CF		Pass	0 0	0	0
Accident Occurred During -DESCE	NT ,				
-Aircraft Information					
Make/Model - PRUE STANDARD UN			ELT Installed/Ac		
Landing Gear - HULL	Number Engines - N/A		Stall Warning	System -	· NO
Max Gross ₩t - 850	Engine Type - N/A				
No. of Seats - 1	Rated Power - N/A				
-Environment/Operations Information					
Weather Data	Itinerary		port Proximity		
Wx Briefing - NO RECORD OF B	•	C	OFF AIRPORT/STRIP		
Method - N/A	SAME AS ACC/INC	*			
Completeness - N/A	Destination	Airp	ort Data		
Basic Weather - VMC	LOCAL	_	 .		
Wind Dir/Speed- 290/005 KTS	.=0/			N/A	
Visibility - 5.0 SM	ATC/Airspace		Runway Lth/Wid -		
Lowest Sky/Clouds - UNK/NR			Runway Surface -		
Lowest Ceiling - UNK/NR			Runway Status -		
Obstructions to Vision- HAZE	Type Apch/Lndg -	NONE		ROUGH	
Precipitation - NONE	. ·				
Condition of Light - DAYLIG	m! 				
-Personnel Information					
Pilot-In-Command	3	Medical Certificate -			
Certificate(s)/Rating(s)	Biennial Flight Review Current - UNK/NR		me (Hours)	Hrs - UNK	/AID
PRIVATE					
CL TDED	Months Since - UNK/NR Aircraft Type - UNK/NR	Make/Model- UNK/NF Instrument- UNK/NF		Days- UNF	(/NR
GLIDER	ATTCTATE Type - UNK/NK	Multi-Eng - UNK/NF		ft - UNK	
		Marti-Eng - UNK/NA	ROTOFCFA	it - OINF	C/ INK
Instrument Rating(s) - NONE					
		ROL SYSTEM MALFUNCTION			

File No 14	35 3/08/87 HEMET,CA	A/C Reg. No. N9726Z	Time (Lcl) - 1413 PDT
Occurrence #1 Phase of Operation 1. UNDETERMINED	LOSS OF CONTROL - IN FLIGHT UNKNOWN		
Occurrence #2 Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Finding(s) 2. TERRAIN CONDITI	ON - MOUNTAINOUS/HILLY		
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-EX	TERNAL LOAD	Aircraft	Damage		Injur	ies	
Type operating out throate th	TERRITAL EGAB	SUBSTANT	~	Fatal	Injuries Fatal Serious Minor		
	SINESS	Fire	Cre	w O	0	0	1
Flight Conducted Under -14		NONE	Pas	s 0	0	0	0
Accident Occurred During -LA	NDING						
-Aircraft Information							
Make/Model - HUGHES 269D		Eng Make/Model - ALLI			Installed/A		
Landing Gear - HIGH SKID		Number Engines - 1		S	tall Warnin	g System	- NO
Max Gross Wt - 3000		Engine Type - TURE					
No. of Seats - 5		Rated Power ~ 4	120 HP 				
-Environment/Operations Informat							
Weather Data		tinerary			Proximity		
Wx Briefing - NO RECORD 0		Last Departure Point		OFF AI	RPORT/STRIP		
Method - N/A		SAME AS ACC/INC					
Completeness - N/A		Destination		Airport D	ata		
Basic Weather - VMC		LOCAL		D	*		
Wind Dir/Speed- 260/012 KTS Visibility - 40.0 SM		TC/Airspace				N/A	
Lowest Sky/Clouds - 200			COMPANY (VED)		Lth/Wid - Surface -		
Lowest Sky/Clouds - 200 Lowest Ceiling - NON	OO FI SCATTERED	Type of Clearance ~	NONE		Status -		
Obstructions to Vision- NON	E E		NONE	Kuriway	Status -	RUUGH	
Precipitation - NON		Type Apcil/ Lilidg	NOINE				
Condition of Light - DAY							
-Personnel Information Pilot-In-Command		0.7	4	-4	MEDICAL NO	WATNEDC	/. TRATT
Certificate(s)/Rating(s)	Age -	· 27	Medical Certific	ght Time (F		WAIVERS	LTMII
COMMERCIAL		Current - YES			Last 24	Une -	5
COMMERCIAL					Last 30	ULP -	80
HELICOPTER	Δ	Months Since - 2 Aircraft Type - H-500D	Instrument-	52	Last 90	Days-	220
HELICOTTEN		therait type in soob	Tristi dillerit	32	Rotorcr		1400
					NO COT OF	ω. · ·	1400
Instrument Rating(s) - H	ELICOPTER						
-Narrative							
ING AN EXTERNAL LOAD OPERATION,	THE ENCINE LOCT	DOWER THE ATROPACT COL	I TOED WITH THE	TEDDATAL AND	DOLLED		
ING AN EXIEKNAL LUAD UPEKATIUN,	THE ENGINE FOOL	FUWER. IME AIKUKAFI UUL	TINCH MILL INC	ICKKAIN ANL	KULLED		

File No 14	54 3/10/87 PALMDALE,CA	A/C Reg. No. N1103V	Time (Lc1) - 1345 PST
Occurrence #1 Phase of Operation	LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF HOVER ·		
Finding(s) 1. TURBINE ASSEMBL	Y,TURBINE BLADE - OVERTEMPERATURE		
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
Finding(s) 2. TERRAIN CONDITI	ON - ROUGH/UNEVEN		
Occurrence #4 Phase of Operation	ROLL OVER LANDING - FLARE/TOUCHDOWN		
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that the Prob	able Cause(s) of this accide	ent

File No 1449 3/31/87 SAN L	UIS OBISPO,CA	A/C Reg. No. N792	JB	Time (Lc1)	- 1550 PST	
Basic Information Type Operating Certificate-NONE (GENERA		ircraft Damage			uries	
Time of Occupation DERCOMAL		SUBSTANTIAL		al Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		ire		0 1	0	0
Accident Occurred During -DESCENT		NONE	Pass (0 0	0	0
Accident occurred buring -bescent						
Aircraft Information						
Make/Model - BOWERS FLYBABY 1A	Eng Make/Mode	1 - CONTINENTAL A7	5-8	ELT Installed	/Activated	- NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engine	s - 1		Stall Warn	ing System	- NO
Max Gross Wt - 1020	Engine Type	- RECIPROCATING-	CARBURETOR		J	
No. of Seats - 1	Rated Power	- 75 HP				
Environment/Operations Information						
Weather Data	Itinerary		A *	ont Dnovimit:		
		Doint		ort Proximity		
			UFI	F AIRPORT/STR	114	
	SAME AS ACC/	INC	A	D		
Completeness - N/A	Destination		Airpoi	rt Data		
Basic Weather - VMC	LOCAL		n	T.d A		
Wind Dir/Speed- CALM	4TO / 4 to			nway Ident	- N/A	
Visibility - 30.0 SM	ATC/Airspace	D1 NONE		nway Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight			nway Surface		RF
Lowest Ceiling - NONE	Type of Cleara		Rui	nway Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 34	Medical Cer	tificate - V	ALID MEDICAL-	WAIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Revi	ew	Flight Time	e (Hours)		
PRIVATE	Current -	YES Total	- 219	Last	24 Hrs - UN	K/NR
SE LAND	Months Since -	7 Make/Mo	de1- 30	Last	30 Days- UN	K/NR
	Aircraft Type -	AA-1 Instrum	ent- 1	Last	90 Days-	9
Instrument Rating(s) - NONE						
Narrative						
URING A PLEASURE FLT IN AN EXPERIMENTAL ACFT	, DURING THE TAKEOFF	ROLL, THE ENG SPUT	TERED, HOWEVI	ER, THE PLT		
ONTINUED THE FLT. AFTER TAKEOFF AT APRX 30 F	T THE ENG SPUTTERED A	GAIN. THE PLT MADE	A SHARP 45 I	DEG TURN WHIC	H	
UT HIM ON DOWNWIND, HOWEVER, THE ACFT WAS KE						
HEN QUIT. THE LEFT WING DROPPED AND THE ACFT	COMPLETED ONE TURN A	ND IMPACTED THE TE	RRAIN IN A 70	O DEG NOSE DO	WN	
TTITUDE. THERE WERE NO MECHANICAL FAILURES C	R MALFUNCTIONS REPORT	ED.				

File No. - 1449 3/31/87 SAN LUIS OBISPO, CA A/C Reg. No. N792JB Time (Lc1) - 1550 PST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. UNDETERMINED Occurrence #3 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 3. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 1,2

File No 1476 4/19/87 LONG	BEACH,CA A/C I	A/C Reg. No. N25331 Time (Lc1) - 1441 PDT				
Basic Information Type Operating Certificate-NONE (GENERA		ft Damage ANTIAL	Fatal	Injur Serious		None
Type of Operation -INSTRUCTIONAL		Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	Ō	Ō	Ō	0
Accident Occurred During -LANDING						
Aircraft Information				•		
Make/Model - CESSNA 152	Eng Make/Model - L'			Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines -			itall Warnir	ng System	- YES
Max Gross Wt - 1670		ECIPROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power -	110 HP				
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Poin	•	ON AIF	Proximity		
Method - N/A	TORRANCE CA	τ	UN AIR	SIRIP		
Completeness - N/A	Destination		Airport D)ata		
Basic Weather - VMC	LOCAL		LONG E			
Wind Dir/Speed- 240/010 KTS					- 25R	
Visibility - 15.0 SM	ATC/Airspace		Runway	Lth/Wid	- 6192/	200
Lowest Sky/Clouds - CLEAR	Type of Flight Plan		Runway	Surface ·	- ASPHALT	
Lowest Ceiling - NONE	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				MEDICAL N		/1 TAATT
Pilot-In-Command Certificate(s)/Rating(s)	Age - 26 Biennial Flight Review	Medical Certifica	te - VALIL ht Time (F) WAIVERS	LIMII
STUDENT	Current - N/A	Total -			4 Hrs - Ul	JK /ND
STOBERT	Months Since - N/A	Make/Model-		Last 3	Davs-	11
	Aircraft Type - N/A	Instrument-		Last 90		22
	Aircraft Type - N/A	Instrument-	2	Last 90	Days-	22
Instrument Rating(s) - NONE						
Narrative						
LE MAKING PRACTICE LANDINGS, THE STUDENT P	ILOT FAILED TO MAINTAIN FL	YING SPEED DURING T	HE FINAL S	TAGES OF H	ıs	
COND APPROACH. THE AIRCRAFT STALLED INADVER						

A/C Reg. No. N25331 Time (Lc1) - 1441 PDT File No. - 1476 4/19/87 LONG BEACH, CA

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

2. STALL - INADVERTENT - PILOT IN COMMAND

3. FLARE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

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

-Basic Information							
Type Operating Certificate-A	GRICULTURAL AI			5 - 4 -		uries	M
Type of Operation -A	ERIAL APPLICAT		NTIAL	rew 0	1 Serious O		None 1
Flight Conducted Under -1		IN FLI		ass 0	-	_	Ó
Accident Occurred During -D	ESCENT		.	400 0	Ü	Ū	Ū
-Aircraft Information			h -				
Make/Model - ROCKWELL S2R		Eng Make/Mode1 - P&	W R-1340	E	LT Installed/		
Landing Gear - TAILWHEEL-AL	L FIXED	Number Engines - 1		DUDETOD	Stall Warn	ing System	- NO
Max Gross Wt - 6000 No. of Seats - 1		Engine Type - RE Rated Power -		BOKETOK			
No. of Seats - 1		Rated Power -	600 HP				
-Environment/Operations Informa	ition	TA i mamanu		A 4 m = 4	na Duavimit		
Weather Data Wx Briefing - NO RECORD	OE PRIEETNO	Itinerary Last Departure Point	•		rt Proximity AIRPORT/STRI		
Method - N/A	OF BRIEFING	SAME AS ACC/INC		UFF	AIRPURI/SIR	LP.	
Completeness - N/A		Destination		Airpor	t Data		
Basic Weather - VMC		LOCAL		All poi	· bata	•	
Wind Dir/Speed- 090/001 KT	·s	2007.2		Run	way Ident	- N/A	
Visibility - 50.0 S	SM .	ATC/Airspace			way Lth/Wid		
Lowest Sky/Clouds - CL		Type of Flight Plan	- NONE		way Surface		
Lowest Ceiling - NO	NE	Type of Clearance	- NONE	Run	way Status	- N/A	
Obstructions to Vision- NO	INE	Type Apch/Lndg	- STRAIGHT-IN				
Precipitation - NO			FORCED LANDIN	IG .			
Condition of Light - DA	YLIGHT						
-Personnel Information							_
Pilot-In-Command	Ag	ge35	Medical Certif			NO WAIVERS/	LIMIT
Certificate(s)/Rating(s)	В1	iennial Flight Review Current - YES	F	light Time			
COMMERCIAL						24 Hrs -	12
SE LAND, ME LAND		Months Since - 11 Aircraft Type - UNK/NR	Make/Model	- 4550	Last (Last (O Days- ur	NK/NK
		All'Clait Type - UNK/NK	Multi-Eng	- UNK/NR	Poton	craft - UN	
			Marti Eng	ONN/ N	ROTOR	siait or	·
Instrument Rating(s) -	NONE						
-Narrative ING AN AERIAL APPLICATION APPLY ARD THE AIRPORT; HOWEVER, THE C FIRE DAMAGE IT COULD NOT BE DET FUNCTIONS PRIOR TO THE ACCIDENT	COCKPIT FILLED	WITH SMOKE AND THE PILOT	DECIDED TO LAN	D ON A ROA	D. DUE TO THE	EXTENT	

File No. - 1513 4/24/87 IMPERIAL,CA A/C Reg. No. N4194X Time (Lc1) - 0605 PDT

Occurrence #1 FIRE
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. FUSELAGE,CARGO COMPARTMENT - FIRE
2. FUSELAGE,CREW COMPARTMENT - SMOKE

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

----Probable Cause----

File No 1475 4/25/87 LAKE	RIVERSIDE, CA	A/C Reg.	No. N189L	Т	ime (Lc1) -	1400 PD	т
Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION)	Aircraft D		5-1-1	Injur		Mana
T C O L' DEDCOMAI		SUBSTAÑTI		Fatal			None
Type of Operation -PERSONAL		Fire	Crew	_	1	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		NONE	Pass	_	0	0	0
Aircraft Information							
Make/Model - FRIMELT WERNER MONI 164	4 Eng Make/M	odel - KFM 1	107E	ELT	Installed/Ad	ctivated	- NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED		ines - 1			tall Warning		
Max Gross Wt - 550			ROCATING-CARBUR				
No. of Seats - 1	Rated Powe		20 HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	G Last Depart	ure Point		OFF AI	RPORT/STRIP		
Method - N/A	AGUANGA, C						
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	SAME AS A	CC/INC		•			
₩ind Dir/Speed- UNK/NR				Runway	Ident -	N/A	
Visibility - UNK/NR	ATC/Airspace			Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Fli	ght Plan - N	NONE	Runway	Surface -	DIRT	
Lowest Ceiling - NONE	Type of Cle	arance - N	NONE	Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/L	ndg - N	NONE	•			
Precipitation - NONE	3,1 1						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 33	Me	edical Certifica	ate - VALID	MEDICAL-WA	IVERS/LI	MIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight R	eview	Flic	ght Time (F	lours)	•	
PRIVATE	Current	- YES			Last 24	Hrs - U	NK/NR
SE LAND	Months Since	- 14	Make/Model-	40	126+ 20	Dave- II	NIZ /ND
GLIDER	Aircraft Type	- UNK/NR	Instrument-	0	Last 90	Days-	20
Instrument Rating(s) - NONE							
JUST AFTER TAKE OFF OF A HOMEBUILT, EXPERIMENTS DEG TURN TO THE RIGHT. IMMEDIATELY THEREAL ABRUPTLY ENTERED A SPIN AND COLLIDED WITH THE IN THE OFF POSITION. THE PLT ALSO MADE A STATHE ENG TO QUIT IN FLT, BUT WAS RESTARTED BESTICKING. AFTER THE PLT REROUTED IT HE SAID	FTER THE ACFT PITCH E TERRAIN. INSPECTI TEMENT THAT THE ACF FORE AN EMERGENCY L	ED DOWN SLIC ON OF THE EN T HAD HAD CH ANDING WAS N	GHTLY AND BEGAN NGINE REVEALED T HOKE PROBLEMS IN MADE. THE PLT FO	TO LOSE ALTHAT THE FUNCTION THE PAST DUND THAT T	TITUDE, THE EL VALVE WA THAT CAUSED HE CHOKE WA	N S	

File No 14	75 4/25/87	LAKE RIVERSIDE,CA	A/C Reg. No. N189L	Time (Lc1) - 1400 PDT
Occurrence #1 Phase of Operation		_ CLIMB		
Finding(s) 1. FUEL SYSTEM,FUE 2. FLUID,FUEL - ST		G(MECHANICAL)		
Occurrence #2 Phase of Operation				
Finding(s) 3. STALL/SPIN - IN 4. OPERATION WITH			RDED - PILOT IN COMMAND	
0	THE STRUCT COLLEGE	ION WITH TERRAIN		
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that the	Probable Cause(s) of this accid	dent

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

Basic Information Type Operating Certific	cate-NONE (G	ENERAL AVIATION)	Aircraft	Damage			Ini	uries	
,				ITIAL		Fatal	Serious	Minor	None
Type of Operation Flight Conducted Under	-PERSONA	L ·	Fire		Crew	0	0	0 0	1
			NONE		Pass	0	0	0	. 2
Accident Occurred Durir									
lircraft Information									
Make/Mode1 - CESSNA			/Model - CON						
Landing Gear - TAILWHE	EL-ALL FIXE		ingines - 1				tali Warr	ning System	- YES
Max Gross Wt - 2550			ype - REC		NG-CARBUR	ETOR			
No. of Seats - 4		Rated Po	wer -	230 HP					
Environment/Operations Ir									
Weather Data Wx Briefing - UNK/N	JD.	Itinerary				Airport	•	,	
Method - ACFT	IK DADTO	HESPERI	rture Point			ON AIR	PURI		
Completeness - UNK/N		Destinatio				Airport Da	a+a		
Basic Weather - VMC	IK.		ACC/INC			FULLER'			
Wind Dir/Speed- 240/0	007 KTS		A00, 1110				Ident	- 24	
Visibility - 7.		ATC/Airspac	:e					- 3121/	75
		SCATTERED Type of F		NONE				- ASPHALT	
Lowest Ceiling -		Type of C	learance -	NONE		Runway	Status	- DRY	
Obstructions to Visio		Type Apch	/Lndg -						
Precipitation				FULL STO)P				
Condition of Light	DAYLIGHT - 	· 							·
Personnel Information Pilot-In-Command		Ago - 43		Modical C	Contifica	to - VALTO	MEDICAL -	NO WAIVERS,	/: TMTT
Certificate(s)/Rating((e)	Age - 43 Biennial Flight	Peview	Medicai C		ht Time (H		NO WALVERS	LIMII
PRIVATE	,3)	Current	- YFS	Total				24 Hrs -	5
SE LAND		Months Sinc	e - 1	Make/	/Model-	64	Last	30 Days-	
		Months Sind Aircraft Ty	pe - C-180	Instr	rument-	3	Last	90 Days-	27

File No. - 1474 4/26/87 FULLERTON, CA A/C Reg. No. N2936C Time (Lc1) - 1508 PDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. COMPENSATION FOR WIND CONDITIONS - NOT MAINTAINED - PILOT IN COMMAND 2. WEATHER CONDITION - GUSTS 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND ON GROUND COLLISION WITH TERRAIN 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) 1

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

File No 1512 4/27/87 GRIDL	EY,CA A/C R 	eg. No. N5644X	T 	ime (Lcl)	- 0830 PD1	「
-Basic Information Type Operating Certificate-AGRICULTURAL		t Damage	F. 4	-	uries	
Type of Operation -AERIAL APPLIFIGHT Conducted Under -14 CFR 137 Accident Occurred During -TAKEOFF		NTIAL Cre Pas		Serious O O	Minor O O	None 1 0
-Aircraft Information Make/Model - AERO COMMANDER S2R Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 6000 No. of Seats - 1	Eng Make/Model - P& Number Engines - 1 Engine Type - RE Rated Power -	CIPROCATING-CARBU	S RETOR	tall Warn	/Activated ing System	
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	SAME AS ACC/INC Destination	:	Airport	Proximity RPORT/STR	,	
Basic Weather - VMC Wind Dir/Speed- 180/010 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	Runway Runway	Ident Lth/Wid Surface Status	- N/A - N/A	
	Age - 65	Medical Certific	ate - EXPIR	ED		
Certificate(s)/Rating(s) COMMERCIAL SE LAND	Biennial Flight Review Current - YES Months Since - 10 Aircraft Type - C-150	Fli Total - Make/Model-	ght Time (H 10000 2000	ours) Last Last	24 Hrs - 30 Days- 90 Days-	8 32 40
Instrument Rating(s) - NONE						
-Narrative TAKEOFF FROM A FARMER'S FIELD THE AIRCRAFT 'EE AND CAME TO REST IN A RICE FIELD. THE A PUMP PRESSURE DECREASED TO BELOW MINIMUM	IRCRAFT'S FUEL PUMP WAS REN	OVED AND TESTED.	AFTER ONE M	INUTE OF	OPERATION	

File No. ~ 15	12 4/27/87	GRIDLEY,CA	A/C Reg. No. N5644X	Time (Lc1) - 0830 PDT
Occurrence #1 Phase of Operation				
Finding(s) 1. FUEL SYSTEM,PUMF	P - FAILURE,TOTAL			
Occurrence #2 Phase of Operation	-	ION WITH TERRAIN		
Finding(s) 2. TERRAIN CONDITION	ON - DIRT BANK			
Probable Cause	-			
The National Transpor is/are finding(s) 1	tation Safety Boa	rd determines that	the Probable Cause(s) of this accide	ent
Factor(s) relating to	this accident is	/are finding(s) 2		

File No 1473 5/08/87	COALINCA, CA	A/C Reg. No. N	N7872R	Time (Lc1) - 1420 PD1	Г
Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage			Injuries	
· -		SUBSTANTIAL		Fatal Ser	ious Minor	None
Type of Operation -BUSIN		Fire	Crew	0	0 1	0
Flight Conducted Under -14 CF		NONE	Pass	0	0 0	0
Accident Occurred During -TAKEO						
Aircraft Information			1			
Make/Model - BEECH A65		lodel - LYCOMING IO	D-720		lled/Activated	
Landing Gear - TRICYCLE-RETRACT				Stall 5	Warning System	- Y.E.S
Max Gross Wt - 8000	Engine Typ	e - RECIP-FUEL	INJECTED			
No. of Seats - 6	Rated Powe	r - 400 HP				
Environment/Operations Information						· -
Weather Data	Itinerary			Airport Proxi	mity	
Wx Briefing - NO RECORD OF E				ON AIRPORT		
Method - N/A	SAME AS A	CC/INC				
Completeness - N/A	Destination		Α	irport Data		
Basic Weather - VMC	STRATFORD	,CA		HARRIS RANC		
Wind Dir/Speed- 240/007 KTS				Runway Iden		
Visibility - 7.0 SM	ATC/Airspace				Wid - 2820/	30
Lowest Sky/Clouds - 4000	FT SCATTERED Type of Fli				ace - ASPHALT	
Lowest Ceiling - NONE		arance - NONE		Runway Stat	us - DRY	
Obstructions to Vision- NONE	Type Apch/L	ndg - NONE				
Precipitation - NONE						
Condition of Light - DAYLIG	}HT 					
Personnel Information						
Pilot-In-Command	Age - 60				CAL-WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight R			Time (Hours)		_
COMMERCIAL	Current	- YES Tota	al - 7	510 L	ast 24 Hrs -	. 2
SE LAND, ME LAND	Months Since	- 23 Make			ast 30 Days- U	
	Aircraft Type				ast 90 Days- U	
		Mu1	ti-Eng - 5	325 R	otorcraft - Uł	NK/NR
Instrument Rating(s) - AIRF	PLANE					
E PILOT ATTEMPTED TO TAKEOFF FROM TH	HE 2 820 FOOT RIINWAY WITH	A MAKESHIET ELIGHT	T CONTROL GU	ST LOCK IN PL	ACE HE	
S UNABLE TO LIFTOFF WITH THE CONTROL TO THE ROUGH/UNEVEN TERRAIN.						

5/08/87 A/C Reg. No. N7872R Time (Lc1) - 1420 PDT File No. - 1473 COALINCA, CA Occurrence #1 OVERRUN TAKEOFF - GROUND RUN Phase of Operation Finding(s) 1. FLIGHT CONTROL SURFACES/ATTACHMENTS - LOCKED 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. FLIGHT CONTROL, GUST LOCK - NOT REMOVED 4. LIFT-OFF - NOT POSSIBLE -Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation TAKEOFF - GROUND RUN Finding(s) 5. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4 Factor(s) relating to this accident is/are finding(s) 5

File No 1517 5/08/87 LAMBE	RTSVILLE,CA A/C Reg	. No. N4623	T	ime (Lcl) -	1500 PDT	
Type of Operation -AERIAL APPLI Flight Conducted Under -14 CFR .137	SUBSTANT	_	_	Injur Serious O O		None 1 0
Accident Occurred During -LANDING				-	-	U
Aircraft Information Make/Model - GRUMMAN G-164A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 6000 No. of Seats - 1	Eng Make/Model - P&W Number Engines - 1 Engine Type - RECI Rated Power - 6	R1340-AN1 PROCATING-CARBURI	ELT S	Installed/A tall Warnin	ctivated	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	Itinerary			Proximity RPORT/STRIP		
Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR	LOCAL ATC/Airspace Type of Flight Plan -	NONE	Runway Runway			
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clearance - Type Apch/Lndg -	NONE		Status -		
Personnel Information Pilot-In-Command	Age - 48 N	Medical Certifica	te - VALID	MEDICAL-NO	WATVEDS	'. TMTT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (H		11/12 (2110)	
COMMERCIAL SE LAND	Current - YES Months Since - 1 Aircraft Type - G-164A	Total - Make/Model- Instrument-	9000	Last 24 Last 30 Last 90	Days- UN	10 IK/NR 100
Instrument Rating(s) - NONE						
Narrative HE PILOT STATED THAT SHORTLY AFTER TAKEOFF T HERGENCY LANDING ON A PLOWED FIELD AND DURIN OR 4 DAYS AND DURING THIS TIME THE OPERATOR O PREIMPACT MALFUNCTIONS/FAILURES WERE FOUND UNUFACTURER. THERE WERE NO OTHER ABNORMALITI	G THE LANDING ROLL THE AIRCRA PARTIALLY DISASSEMBLED THE AI . THE ENGINE WAS FOUND TO OPE	AFT NOSED OVER. THE ENGIRE	HE ACCIDEN NE WAS REM	IT WAS NOT R OVED AND TE	EPORTED ST RUN.	

File No 15	17 5/08/87 LAMBERTSVILLE,CA	A/C Reg. No. N4623	Time (Lcl) - 1500 PDT	
	LOSS OF POWER(TOTAL) - NON-MECHANICAL TAKEOFF - INITIAL CLIMB	·		
Finding(s) 1. UNDETERMINED		·		 ,
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation	-			
Finding(s) 2. TERRAIN CONDITION	ON - ROUGH/UNEVEN			
Probable Cause				
The National Transporis/are finding(s) 1	tation Safety Board determines that the Pr	robable Cause(s) of this accid	ent	

File No 1582 6/15/87 LC	NG BEACH, CA	A/C Reg. No. N	N115RJ	Ti	me (Lc1) -	1145 PDT	
Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damage DESTROYED		ıtal	Injur Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0	0	0	2 0
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Eng Make/Mod Number Engil Engine Type Rated Power	- RECIPROCATI	-235-L2C	St	nstalled/A all Warnir	g System	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEF Method - N/A	Itinerary ING Last Departu SAME AS ACC	re Point C/INC	C	port P	roximity PORT/STRIF		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 250/009 KTS Visibility - 26.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		nt Plan - NONE rance - NONE dg - FORCED	R R R	unway unway		N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	Age - 26 Biennial Flight Re Current Months Since Aircraft Type	view - YES Tota - 9 Make - PA-44 Inst	Certificate - Flight Ti al - 540 e/Model- UNK/NR trument- UNK/NR ti-Eng - UNK/NR	me (Ho	urs) Last 24 Last 30 Last 90	Hrs - UN	
Instrument Rating(s) - AIRPLANE	:						
Instrument Rating(s) - AIRPLANENarrative HE AIRCRAFT DITCHED IN THE PACIFIC OCEAN NGINE STOPPED ABRUPTLY AND THEY WERE UNAE NGAGED, NOR WOULD IT WINDMILL. THE CFI DI IRCRAFT THROUGH HIS EXIT. THE STUDENT PIL EAT BELT ALTHOUGH SHE SUSTAINED NO INJURY 5 MINUTES BEFORE THEY WERE RESCUED BY A E HE AIRCRAFT AT THE TIME OF THE ACCIDENT. OT RECOVERED.	WHILE ON A VFR INSTRUCTURED TO RESTART IT. THE INTERPLANE AND THE AIRPLANE AND THAT IS TO THE CFI AND THE STUDIOS REPORTURED.	PROPELLER WOULD N THEN ASSISTED TH SHE WAS UNABLE TO ENT PILOT THEN TR TED THAT THERE WA	NOT TURN WHEN T HE STUDENT PILO O OPEN HER DOOR READED WATER FO AS NO FLOATATIO	HE STA OT OUT OR UN OR APPR ON DEVI	RTER WAS OF THE FASTEN HER OXIMATELY CES ABOARD		

6/15/87 A/C Reg. No. N115RJ File No. - 1582 LONG BEACH, CA Time (Lcl) - 1145 PDT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation MANEUVERING Finding(s) 1. ENGINE ASSEMBLY - UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 2. STARTING PROCEDURE - NOT POSSIBLE -Occurrence #3 DITCHING Phase of Operation LANDING Finding(s) 3. TERRAIN CONDITION - NONE SUITABLE 4. TERRAIN CONDITION -----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1

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

<pre>3asic Information Type Operating Certificate-NONE (GENER)</pre>	N AVIATION)	Aircraft Damage	_		Injur	ies	
Type operating certificate home (denek)	AL AVIATION)	SUBSTANTIAL	=	Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	-	1	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		NONE	Pass	0	0	0	0
Aircraft Information Make/Model - BUDDE CASSUTT CB-1	Fng Make/Mo	del - CONTINENTA	N 0-200	FLT	[nstalled/Ad	rtivated	- NO -N/
Landing Gear - TAILWHEEL-ALL FIXED	Number Engi		.2 0 200		tall Warning		
Max Gross Wt - 800	Engine Type	- RECIPROCAT	ING-CARBURI	ETOR	•	•	
No. of Seats - 1	Rated Power	- 100 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING				OFF AI	RPORT/STRIP		
Method - N/A Completeness - N/A	SAME AS AC Destination	C/ INC		Airport Da	1+2		
Basic Weather - VMC	YOLO COUNT	Y.CA		A II POI C D			
Wind Dir/Speed- 360/005 KTS	. 525 656141	. ,		Runwav	Ident -	N/A	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR		ht Plan - VFR			Surface -		
Lowest Ceiling - NONE		rance - NONE		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Ln	dg - NONE					
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 53	Medical	Certifica	te - VALID	MEDICAL-WAI	VFDS/LTM	ITT
Certificate(s)/Rating(s)	Biennial Flight Re			nt Time (Ho		TACKS/ CIM	14 1
ATP	Current					Hrs -	0
SE LAND, ME LAND	Months Since	- UNK/NR Mak	e/Model-	12	Last 24 Last 30	Days-	80
	Aircraft Type	- UNK/NR Ins	trument-	1100	Last 90		237
		Mul	ti-Eng -	8000	Rotorcra	aft - UN	IK/NR
Instrument Rating(s) - AIRPLANE							
MEBUILT CASSUTT RACER CRASHED DURING INI						_	
RIMENTAL RACING AIRPLANE IN PREPARATION (FOR A FLIGHT TO AN A PILOT TOOK OFF. TH						

File No 15	11 7/11/87	WINTER,CA	A/C Reg. No. N102	Time (Lcl) - 1745 PDT
Occurrence #1 Phase of Operation				
Finding(s) 1. POWERPLANT - UN	DETERMINED			
Occurrence #2 Phase of Operation		•	ER	
Finding(s)				

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

File No 1584 7/20/87 M	ILPITAS,CA	A/C Reg.	No. N91338	1	ime (Lcl)	- 1230 PDT	
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Da		Fatal	Inj Serious	uries Minor	None
Type of Operation -INSTRUCT Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0	0	1 0	0
	Eng Make/	Model - LVCOM	 NG 0-320-D3G		Installed	/Activated	
Landing Gear - TRICYCLE-FIXED	- -	gines - 1	NG 0 320 D3G			ing System	
Max Gross Wt - 2150	Engine Ty		OCATING-CARBUR		yearr warr	ing system	
No. of Seats - 4	Rated Pow		HP	•			
Environment/Operations Information	-						
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Depar		=	OFF A	RPORT/STR	IP	
Method - TELEPHONE	SAN JOSE	·		Ainmont D	\a_+a		
Completeness - FULL Basic Weather - VMC	Destination CONCORD,			Airport [HILLVIEW		
Wind Dir/Speed- 270/008 KTS	CONCORD,	CA .			/ Ident	- N/A	
Visibility - 50.0 SM	ATC/Airspace				/ Lth/Wid	•	
	SCATTERED Type of F1		R	-	Surface	•	
Lowest Ceiling - NONE		earance - NO			Status		
Obstructions to Vision- NONE	Type Apch/	Lndg - F0	RCED LANDING	•			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information	4 50	••					
Pilot-In-Command Certificate(s)/Rating(s)	Age - 50 Biennial Flight		ical Certifica	te - VALIL ht Time (H		WAIVERS/LIM.	LI
STUDENT	Current		Total -			24 Hrs -	3
STODENT	Months Since	- N/A	Make/Model-		Last		16
	Aircraft Typ	- N/A e - N/A	Instrument-			90 Days	49
Instrument Rating(s) - NONE						·	
Narrative				_			
ILE CLIMBING TO CRUISE PLT HEARD A LOUD							
CD LNDING IN A NEWLY EXCAVATED CONSTRUC							
LINDER VALVE COVER. #4 EXHAUST VALVE RO							
AT AD 87-10-06 WHICH INCORPORATES LYCOM							
REQUIRES ROCKER ARMS THAT DO NOT HAVE AM THE ROCKER ARM OIL DRIP HOLE OUTER E							
AM THE ROCKER ARM OIL DRIP HOLE OUTER E M WAS MEASURED USING A ROUND ANVIL MICR							
B EXAM REVEALED FRACTURE FEATURES OF HI							
WORKED OIL DRIP HOLE WHICH DID NOT MEET							

A/C Reg. No. N91338 File No. - 1584 7/20/87 MILPITAS, CA Time (Lc1) - 1230 PDT Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation CLIMB - TO CRUISE Finding(s) 1. ENGINE ASSEMBLY, ROCKER ARM/TAPPET - FRACTURED 2. MAINTENANCE, COMPLIANCE WITH AD - IMPROPER - OTHER MAINTENANCE PSNL 3. MAINTENANCE, SERVICE BULLETINS - INADEQUATE - MANUFACTURER Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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

File No 1510 8/04/87 HAWT	HORNE, CA A/C F	eg. No. N4388K	1	ime (Lcl) -	1025 PD	Γ
-Basic Information Type Operating Certificate-NONE (GENER		t Damage		Injur		
	SUBSTA	NTIAL	Fatal		Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	' O	0	0
Accident Occurred During -LANDING		Other	0	0	2	0
-Aircraft Information						
Make/Model - NAVION A		NTINENTAL E-185-9		Installed/#		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -			Stall Warnir	ng System	- NO
Max Gross Wt - 2550		CIPROCATING-CARBURE	TOR			
No. of Seats - 4	Rated Power -	205 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	G Last Departure Point		OFF A	RPORT/STRIF	•	
Method - N/A	VISALIA, CA					
Completeness - N/A	Destination		Airport [)ata		
Basic Weather - VMC	TORRANCE, CA		HAWTHO	RNE		
Wind Dir/Speed- 250/007 KTS			Runway	/ Ident -	- 07	
Visibility - 5.0 SM	ATC/Airspace		Runway	/ Lth/Wid -	4956/	100
Lowest Sky/Clouds - 1500 FT SCA	TTERED Type of Flight Plan	- NONE	Runway	/ Surface -	ASPHALT	
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	/ Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 39) WAIVERS,	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review Current - YES	Fligh Total -	t Time (H			
PRIVATE	Current - YES	Total -	432	Last 24	Hrs -	1
SE LAND	Months Since - 10 Aircraft Type - C-172	Make/Model- Instrument- Multi-Eng - UN	210	Last 30	Days- U	NK/NR
	Aircraft Type - C-172	Instrument-	.22	Last 90	Days-	71
		Multi-Eng - UN	K/NR	Rotorc	raft - Ul	NK/NR
Instrument Rating(s) - NONE						
ING A PLEASURE CROSS COUNTRY FLT, THE ENG	SPUTTERED THEN DEGATNED FILL	I DWD THE DIT TIDN	ED TOWAR	A NEADRY		
T AND WAS CLEARED TO LAND. EN ROUTE TO TH					MAKE THE	
HE EXTENDED THE LANDING GEAR AND FULL FL					MANE THE	
					STIGATION	
LINARIE TO LAND AT THE ATPROPT AND LANDED						
UNABLE TO LAND AT THE AIRPORT AND LANDED EALED NO FUEL IN THE FUEL SYSTEM AND WHEN					JI TUAT TON	

File No. - 1510 8/04/87 A/C Reg. No. N4388K HAWTHORNE.CA Time (Lcl) - 1025 PDT Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FUEL SYSTEM, PUMP - LEAK 2. FLUID, FUEL - EXHAUSTION Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 UNDERSHOOT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 4. GEAR EXTENSION - PREMATURE - PILOT IN COMMAND 5. LOWERING OF FLAPS - PREMATURE - PILOT IN COMMAND Occurrence #4 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 6. OBJECT - VEHICLE ----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 1451 8/12/87 IND	EPENDENCE, CA	A/C Reg. I	NO. N9039A		ime (Lcl)	- 1100 PD	T
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Da			Inju		
		SUBSTANTIA		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	s 0	0	0	1
Aircraft Information			1.7				
Make/Model - CESSNA 170A		lodel - FRANKL	IN 0-300				- YES-UNK/N
Landing Gear - TAILWHEEL-ALL FIXED	Number Eng				Stall Warni	ng System	- YES
Max Gross Wt - 2050	Engine Typ		CATING-CARBUR	RETOR			
No. of Seats - 4	Rated Powe	er - 165	HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Depart	ure Point		•	RPORT/STRI	P	
Method - TELEPHONE	PORTERVIL						
Completeness - UNK/NR	Destination	,		Airport [)ata		
Basic Weather - VMC	BISHOP, CA	(•	NDENCE		
Wind Dir/Speed- 290/006 KTS	520.10. , 0.1.	•				- 14	
Visibility - 30.0 SM	ATC/Airspace				/ Lth/Wid		40
	ATTERED Type of Fli	ght Plan - VF	₹	-		- DIRT	
Lowest Ceiling - NONE	Type of Cle			•		- DRY	
Obstructions to Vision- NONE	Type Apch/L		RCED LANDING		012122		
Precipitation - NONE	, , , , , , , , , , , , , , , , , , , ,						
Condition of Light - DAYLIGHT							
December I Information							
Personnel Information Pilot-In-Command	Age - 36	Med	ical Certifica	++ - VALTE	MEDICAL -N	N WATVEDS	/I TMTT
Certificate(s)/Rating(s)	Biennial Flight R			tte VALIL tht Time (F		U WAIVERS	/ LIMII I
PRIVATE	Current	- YES	Total -			4 Hrs -	2
SE LAND	Months Since		Make/Model-	200	Last 3		5
SL LAND	Aircraft Type	- C-170A	Instrument-		Last 9		8
	Ancialt Type	5 C 170A	THIS CHAIMETT	•	Last	o bays	J
Instrument Rating(s) - NONE							
Narrative							
DURING A CROSS COUNTRY FLIGHT, THE PLT STAT	ED THAT EN DOUTE THE	ENCINE CUDDE	UV LOCT DADTI	AL DOWED	THE DIT MA	n.e	
180 DEGREE TURN TO TRY AN EMERGENCY LANDI						J_	
SHORT OF THE RWY. THE PLT LANDED THE ACFT I							
HE ENGINE HAD BEEN REMOVED TO ANOTHER STAT							
THE CHARTIAL MAD DEEM KEMOVED IN ANDIMER STAT	T LUTOK IO NM OLLTOI	THE EVAMITMALIO	A. THE CHOSE (JI THE LING.	THE LATEOKE		
S UNDETERMINED.							

File No. - 1451 8/12/87 INDEPENDENCE, CA A/C Reg. No. N9039A Time (Lcl) - 1100 PDT Occurrence #1 LOSS OF ENGINE POWER Phase of Operation CRUISE - NORMAL Finding(s) 1. UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 2. PLANNED APPROACH - POOR - PILOT IN COMMAND Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - OPEN FIELD 4. RECOVERY FROM BOUNCED LANDING - NOT ATTAINED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

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

le No 1411 8/27/87 BERMUDA	A DUNES,CA A/C Re	eg. No. N6751D	T	ime (Lc1)	- 1520 PDT	
: Information be Operating Certificate-NONE (GENERAL	AVIATION) Aircraf	t Damage		Inju	ries	
•	SUBSTA	NTIAL	Fatal	Serious	Minor	None
e of Operation -BUSINESS	Fire	Crew	0	0	0	1
ght Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
dent Occurred During -LANDING						
aft Information						
e/Model - BEECH B-60	Eng Make/Model - LY			Installed/		
nding Gear - TRICYCLE-RETRACTABLE	Number Engines - 2		S	tall Warni	ng System	- YES
Gross Wt - 6775	9),	CIP-FUEL INJECTED				
of Seats - 6	Rated Power -	380 HP				
onment/Operations Information						
ner Data	Itinerary			Proximity		
Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIR	PORT		
lethod - N/A	ONTARIO, CA					
Completeness - N/A	Destination		Airport D			
sic Weather - VMC	SAME AS ACC/INC			A DUNES	4.4	
/ind Dir/Speed- 120/012 KTS /isibility - 40.0 SM	ATC/Airspace			/ Ident / Lth/Wid	- 11	60
owest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE			- ASPHALT	
owest Sky/Clouds - CLEAR.	Type of Clearance				- DRY	
Obstructions to Vision- NONE		- TRAFFIC PATTERN	Ranway	Status	DICT	
recipitation - NONE	Type Apelly Elling	FULL STOP				
Condition of Light - DAYLIGHT		1022 3101				
onnel Information						
ot-In-Command A	Age - 50	Medical Certifica	te - VALID	MEDICAL-W	AIVERS/LIM	IIT
ertificate(s)/Rating(s)	Biennial Flight Review		ht Time (F	lours)		
PRIVATE	Current - YES	Total -	1554		4 Hrs -	1
SE LAND, ME LAND	Months Since - 16	Make/Model-			O Days- UN	IK/NR
	Aircraft Type - B-60	Instrument-		Last 9	O Days-	35
		Multi-Eng -	689			
Instrument Rating(s) - AIRPLANE						
Instrument Rating(s) - AIRPLANE	Africiant Type - 5-60	Multi-Eng -	689	Last		

File No. - 1411 8/27/87 BERMUDA DUNES,CA A/C Reg. No. N6751D Time (Lc1) - 1520 PDT

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PLANNED APPROACH - POOR - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. RUNWAY MAINTENANCE - ENCOUNTERED - PILOT IN COMMAND

MAIN CEAR COLLARCE

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 4. LANDING GEAR, MAIN GEAR OVERLOAD
- 5. LANDING GEAR, MAIN GEAR FAILURE, TOTAL
- 6. 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

File No 1412 9/02/87 UPLAND	,CA A/C Re	eg. No. N757HK	Т	ime (Lc1) -	0900 PDT	
Basic Information		_				
Type Operating Certificate-NONE (GENERAL		t Damage		Injur		
	SUBSTAI		Fatal			None
Type of Operation -INSTRUCTIONAL		Cre	-	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass	s 0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information		1				
Make/Model - CESSNA 152C	Eng Make/Model - LYG	COMING 0-235	ELT	Installed/A	ctivated	- YES/YES
Landing Gear - TRICYCLE-FIXED	Eng Make/Model - LYO Number Engines - 1		S	tall Warnir	a System	- YES
Max Gross Wt - 1670	Engine Type - REG	CIPROCATING-CARBU	RETOR			
No. of Seats - 2	5 7.	108 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		01. AI	KI OKI, SIKI		
Completeness - N/A	Destination		Airport D	2+2		
Basic Weather - VMC	LOCAL		All por C D	ala		
	LUCAL		D	Talama	N1 / A	
Wind Dir/Speed- 240/005 KTS	ATO (A)				N/A	
Visibility - 25.0 SM	ATC/Airspace	NONE		Lth/Wid -		
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan			Surface -		
Lowest Ceiling - 15000 FT BROKE			Runway	Status -	WEI	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 23	Medical Certifica	ate - VALID	MEDICAL-NO	WAIVERS/	'LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	. Flig	ght Time (H	ours)		
COMMERCIAL, CFI	Current - YES	Total -	569	Last 24	Hrs -	3
SE LAND, ME LAND	Months Since - 6	Make/Model-	238	Last 30	Davs-	66
· · · · · · · · · · · · · · · · · · ·	Months Since - 6 Aircraft Type - UNK/NR	Instrument-	42	Last 90	Davs-	214
	,	Multi-Eng -	23			
Instrument Rating(s) - AIRPLANE						
Manualtus						
Narrative	****	- THE OADLE ATOR	ODT ON THE	NEVE		
HE DUAL INSTRUCTION FLIGHT COMPLETED 2 FULL S						
AKEOFF THE FLIGHT ENCOUNTERED A DOWNDRAFT AFT					000750	
ONTROLS AND TURNED TO THE DOWNWIND LEG BUT TH						
HE INSTRUCTOR DID NOT CONSIDER THAT HE COULD	MAKE IT BACK TO THE AIRPOR	I. HE ELECTED TO	EXECUTE A F	URCED LAND	NG UN	
NSUITABLE TERRAIN.						

File No 14	2 9/02/87 UPLAND,CA	A/C Reg. No. N757HK	Time (Lc1) - 0900 PDT
	IN FLIGHT ENCOUNTER WITH WEATHER APPROACH - VFR PATTERN - DOWNWIND		
Finding(s) 1. WEATHER CONDITION		·	
Occurrence #2 Phase of Operation	FORCED LANDING APPROACH - VFR PATTERN - DOWNWIND		
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH TERRAIN/WALANDING - ROLL	ATER	
Finding(s) 2. TERRAIN CONDITION			
Probable Cause			

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

File No 1520 9/08/87 AVEN	AL,CA A,	C Reg. No. N7962D	-	Γime (Lcl) -	1700 PD	Т
-Basic Information Type Operating Certificate-NONE (GENER		craft Damage		Injur		
		BSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire		_	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NON	NE Pas	s 0	0	0	1
-Aircraft Information						
Make/Model - BEECH H35	Eng Make/Model	- CONTINENTAL IO-470-	E ELT	Installed/A	ctivated	- YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines			Stall Warnir		
Max Gross Wt - 2900	Engine Type	- RECIP-FUEL INJECTED			,	
No. of Seats - 4	Rated Power	- 250 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		oint	•	IRPORT/STRIF	•	
Method - N/A	LAKEPORT, CA			,		
Completeness - N/A	Destination		Airport I	Data		
Basic Weather - VMC	SAN CARLOS,CA		AVENAL			
Wind Dir/Speed- 150/009 KTS	· · · · · · · · · · · · · · · · · · ·				- 30	
Visibility - 10.0 SM	ATC/Airspace			/ Lth/Wid -		100
Lowest Sky/Clouds - CLEAR	Type of Flight P	lan - NONE		Surface -		100
Lowest Ceiling - NONE	Type of Clearance				DRY	
Obstructions to Vision- HAZE	Type Apch/Lndq	- STRAIGHT-IN	Karina	y Status	DICT	
Precipitation - NONE	Type Apony Enag	FORCED LANDING				
· Condition of Light - DAYLIGHT		TORCED EARDING				
-Personnel Information						
Pilot-In-Command	Age - 50	Medical Certific	ate - VAIII	MEDICAL-WA	IVERS/LI	MIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		ght Time (I		,	
PRIVATE	Current - YES		-	Last 24	Hrs -	3
SE LAND	Months Since - 5		1266	Last 30		6
02 32	Aircraft Type - H35			Last 90		43
Instrument Rating(s) - AIRPLANE						
-Narrative			_			
ING A PLEASURE FLIGHT, THE PILOT NOTED TH						
N TO_LAND AT A NEARBY AIRPORT. EN ROUTE T						
OT STATED THE AIRCRAFT WAS "TOO HIGH" AND						
CRAFT COLLIDED WITH THE TERRAIN SHORT OF		THE ENGINE REVEALED	NO OIL LEA	AKAGE OF SPI	LLS.	
DE LIEDE NO OTLIED MEGLIANITOAL EATLLIDES OF M	ALEHNOTIONS DEDODTED					
RE WERE NO OTHER MECHANICAL FAILURES OR M	ALIUNCITUNS KLFUKILD.					

File No 15	20 9/08/87 	AVENAL, CA	A/C Reg. No. N7962D	Time (Lcl) - 1700 PDT
Occurrence #1 Phase of Operation		OWER		
Finding(s) 1. POWERPLANT - UN 2. FLUID,OIL - PRE				
Occurrence #2 Phase of Operation		NCY		
Finding(s) 3. IN-FLIGHT PLANN	ING/DECISION - IMP	ROPER - PILOT IN COMMAND		
Occurrence #3 Phase of Operation		ION WITH TERRAIN/WATER NCY		
Probable Cause				
The National Transpo	rtation Safety Boa	rd determines that the Pr	obable Cause(s) of this accid	ent

is/are finding(s) 1

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage		Injuri	ies	
-	SUBSTAN	TIAL	Fatal		Minor	None
Type of Operation -PERSONAL	Fire	·Cre		0	O	1
Flight Conducted Under -14 CFR 91	NONE	Pas	ss 0	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information		1				
Make/Model - CESSNA 340A	Eng Make/Model - CON	TINENTAL TSIO-52				
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2			Stall Warning	g System	- YES
Max Gross Wt - 5975	Engine Type - REC)			
No. of Seats - 6	Rated Power -	310 HP				 _
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF A	IRPORT/STRIP		
Method - N/A	SANDY VALLEY, NV					
Completeness - N/A	Destination		Airport			
Basic Weather - VMC Wind Dir/Speed- 150/005 KTS	SUN VALLEY,ID			ANCH ESTATES V Ident -	N/A	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		y Surface -		
Lowest Ceiling - NONE	Type of Clearance -			Status -		
Obstructions to Vision- NONE		NONE		, 014144	,	
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 61	Medical Certific	cate - VALII	MEDICAL-WA	VERS/LIN	AIT
Certificate(s)/Rating(s)	Biennial Flight Review	. F1	ight Time (I	Hours)		
COMMERCIAL	Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Total -	2960	Last 24	Hrs - UN	IK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Mode1-	UNK/NR	Last 30	Days- UN	NK/NR 🕌
	Aircraft Type - UNK/NR	Instrument-	UNK/NR	Last 90	Days- UN	IK/NR
		Multi-Eng -	UNK/NR	Rotorcra	aft - UN	IK/NR
Instrument Rating(s) - AIRPLANE						
Managetta						
-Narrative	T DEDUCTION IN DOMED AT ABOV	T 000 FFFT 40	THE ATROPA	T THEN DECO	NDED	
JAL ENGINE FAILURE OCCURRED AFTER THE FIRS	I REDUCTION IN POWER AT ABOU OSS OF POWER COULD BE DETERN		THE ATRORA	- I THEN DESCE	NUED	

1-1

File No 15	9/24/87	TECOPA, CA	A/C Reg. No. N2699S	Time (Lc1) - 1445 MDT
Occurrence #1 Phase of Operation	_	OWER		
Finding(s) 1. 2 ENGINES - 2. POWERPLANT CO	NTROLS - IMPROPER	USE OF - PILOT IN COMMAN	ND	
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation	IN FLIGHT COLLIS	ION WITH TERRAIN/WATER		
Probable Cause				

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

File No 1452 10/07/87 FUL	LERTON,CA A/C R	eg. No. N62008	T	ime (Lc1) -	1818 PD	Г
-Basic Information Type Operating Certificate-NONE (GENE	ERAL AVIATION) Aircraf SUBSTA	t Damage NTIAL	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass		0	0	1
-Aircraft Information Make/Model - MAULE M-5-210C Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2300 No. of Seats - 4	Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power -	CIP-FUEL INJECTED		Installed/A tall Warnir		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFI Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 240/006 KTS Visibility - 8.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK	SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance	- NONE	ON AIR Airport D FULLER Runway Runway Runway	ata TON	ASPHALT	75
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - UNK/NR Biennial Flight Review Current - NO Months Since - UNK/NR Aircraft Type - UNK/NR	Total - Make/Model-	ht Time (H 161 51	ours) Last 24 Last 30	Hrs - UI Days-	
Instrument Rating(s) - NONE					· · ·	

File No. - 1452 10/07/87 FULLERTON,CA A/C Reg. No. N62008 Time (Lc1) - 1818 PDT

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

Finding(s)

- 1. PROPER CLIMB RATE EXCESSIVE PILOT IN COMMAND
- 2. AIRSPEED(VS) NOT MAINTAINED PILOT IN COMMAND

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

Finding(s)

- 3. TERRAIN CONDITION RUNWAY
- 4. OBJECT AIRCRAFT PARKED

----Probable Cause----

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

File No 1503 10/16/87 SAN MA	ΓΕΟ, CA	A/C Reg.	No. N9097P	Т	ime (Lcl)	· 1603 PDT	
-Basic Information Type Operating Certificate-NONE (GENERAL		ircraft [SUBSTANT]		Fatal	Injur Serious	ries Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	F	ire NONE	Cre Pas		0	0 1	1 0
-Aircraft Information Make/Model - PIPER PA-24-260 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3200 No. of Seats - 4	Eng Make/Mode Number Engine Engine Type Rated Power	s - 1 - RECIF	ING IO-540-D4A P-FUEL INJECTED O HP	S	Installed// itall Warnin		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 340/008 KTS Visibility - 5.0 SM	Itinerary Last Departure PALO ALTO,CA Destination LOCAL ATC/Airspace			OFF AI Airport D Runway		- N/A	
	ERED Type of Flight Type of Clears Type Apch/Lndg	ance - \ ; - \$		Runway	Surface Status	- N/A	
	Age – 49 Biennial Flight Rev		edical Certific Fli	ate - VALID ght Time (F		WAIVERS/	LIMIT
PRIVATE	Current -	YES	Total - Make/Model-	4039 2070	Last 24 Last 30		0 4
SE LAND	Months Since - Aircraft Type -	UNK/NR	Instrument-	800	Last 9	Days-	12
Instrument Rating(s) - AIRPLANE							.
-Narrative LE OVER THE OCEAN, THE PILOT NOTED THAT THE DROPPED TO ZERO. SHORTLY AFTERWARD, THE EN- ORCED LANDING TO AN OPEN FIELD BECAUSE OF THE MOTED ON UPSLOPING TERRAIN, RESULTING IN A HEM METAL FLAKES IN THE OIL SUMP WITH THE OIL PROBLEM OF THE ENGINE OIL FILTER. THE NO 6 CONNECTING OF THE ENGINE FAILURE WAS INITIATED BY THE FHOURS SINCE THE MOST RECENT ANNUAL INSPECTI	GINE BEGAN TO VIBRA RAFFIC ON HIGHWAYS. ARD LANDING. EXAMINA JMP PICKUP SCREEN CI ROD HAD FAILED AND F AILURE OF A CONNECT:	TE VIOLENT THE PILOT ATION OF T LOGGED BY PENETRATES	TLY AND SEIZED. TELECTED TO MA THE ENGINE DISC METAL FLAKES. THE ENGINE CA	THE PILOT KE AN INTEN CLOSED ABOUT THERE WERE ASE. THE EVI	PLANNED FOI NTIONAL WHE 2 HANDFUL: NO METAL FI DENCE INDIO	R ELS-UP S _AKES	

Time (Lcl) - 1603 PDT File No. - 1503 10/16/87 SAN MATEO, CA A/C Reg. No. N9097P

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF

Phase of Operation CRUISE - NORMAL

Finding(s)

- 1. ENGINE ASSEMBLY, BEARING FAILURE, TOTAL
- 2. ENGINE ASSEMBLY, CRANKCASE CONTAMINATION
- LUBRICATING SYSTEM, OIL FILTER/SCREEN BLOCKED(TOTAL)
- 4. FLUID, OIL STARVATION
- 5. ENGINE ASSEMBLY, CONNECTING ROD OVERTEMPERATURE
- 6. ENGINE ASSEMBLY, CONNECTING ROD FAILURE, TOTAL

Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 7. TERRAIN CONDITION NONE SUITABLE
- 8. TERRAIN CONDITION UPHILL
- 9. WHEELS UP LANDING INTENTIONAL PILOT IN COMMAND

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 7.8

File No 1588 10/18/87 CARP	ENTERIA, CA	A/C Reg. N	o. N11176	т	ime (Lcl) -	2000 PD1	Γ .
Basic Information	ANTATION)	Administ Des			T 4	:	
Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Dam DESTROYED	age	Fatal	Injur Serious		None
Turio of Oronation DEDCOMAL			Crew				
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE	Pass	-	1	0	0
Accident Occurred During -MANEUVERING	ì			_	1	0	0
Aircraft Information							
Make/Model - CESSNA 150L	Eng Make,	/Model - CONTINE	NTAL 0-200A	ELT :	[nstalled/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-FIXED		ngines - 1			tall Warnin	g System	- YES
Max Gross Wt - 1600	Engine Ty	ype - RECIPRO	CATING-CARBURI	ETOR			
No. of Seats - 2	Rated Po						
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Depar	rture Point			RPORT/STŔIP	ı	
Method - TELEPHONE	LAS VEGA				,		
Completeness - FULL	Destination			Airport Da	a+a		
Basic Weather - VMC		ARBARA, CA		A II POI C DI	ata		
Wind Dir/Speed- 250/007 KTS	SANTA DA	AKBAKA, CA		Dununy	Ident -	NI / A	
	ATC/Airspace	_		Runway	Lth/Wid -	N/A	
•							
Lowest Sky/Clouds ~ N/A		light Plan - VFR			Surface -		
Lowest Ceiling - 1400 FT OVE				Runway	Status -	N/A	
Obstructions to Vision- HAZE	Type Apch,	/Lndg - NON	E				
Precipitation - NONE							
Condition of Light - NIGHT(DARK)							
Personnel Information							
Pilot-In-Command	Age - 36		cal Certifica			IVERS/LIN	AIT
Certificate(s)/Rating(s)	Biennial Flight			nt Time (H			
PRIVATE		- YES	Total -	154			3
SE LAND	Months Since	∍ - 3	Make/Mode1-	147	Last 30	Days-	17
	Aircraft Typ	e - 3 pe - C-150	Instrument-	2	Last 90	Days-	47
Instrument Rating(s) - NONE							
Narrative E PILOT ENCOUNTERED DETERIORATING WEATHER TEMPTED TO FOLLOW A HIGHWAY TO THE OCEAN B OTTING LIGHTS FROM HOUSES SEVERAL HUNDRED	UT INADVERTENTLY	ENCOUNTERED FOG.	THE PILOT AT	TEMPTED TO	TURN, AFTE	R	

NO. N11176 Time (Lc1) - 2000 PDT File No. - 1588 10/18/87 CARPENTERIA, CA A/C Reg. No. N11176 IN FLIGHT ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation MANEUVERING Finding(s) 1. WEATHER CONDITION - FOG 2. LIGHT CONDITION - DARK NIGHT 3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 5. JUDGEMENT - POOR - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation MANEUVERING Finding(s) 6. TERRAIN CONDITION - MOUNTAINOUS/HILLY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 3,4

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

File No 1509 10/23/87 AVALO	N,CA A/C	Reg. No. N3798C	T 	ime (Lc1) -	1755 PDT	
Basic Information						
Type Operating Certificate-ON-DEMAND AI		ft Damage		Injur		
Name of Carrier -EAGLE AVIATI		ANTIAL .	Fatal	Serious		None
Type of Operation -NON SCHED, DO		Crew	0	0	0	1
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 402B	Eng Make/Model - C	ONTINENTAL TSIO-520	-E ELT	Installed/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -	2	5	tall Warnin	g System	- YES
Max Gross Wt ~ 6300	Engine Type - T	JRBOPROP				
No. of Seats - 6	Rated Power -	300 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t	ON AIR	•		
Method - N/A	LONG BEACH.CA	-				
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		CATALI			
Wind Dir/Speed- CALM	3AME A3 A00/110				04	
Visibility - 15.0 SM	ATC/Airspace		-	Lth/Wid -		100
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- COMPANY (VED)		Surface -		.00
Lowest Ceiling - NONE	Type of Clearance				WET	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN	Kullway	Juanus	WLI	
	Type Apeny Ling	FULL STOP				
Precipitation - NONE Condition of Light - DAYLIGHT		FULL STUP				
Personnel Information						
Pilot-In-Command	Age - 40	Medical Certifica			WAIVERS/	LIMII.
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (F	•		
COMMERCIAL, ATP	Current - YES	Total -		Last 24		. 1
SE LAND,ME LAND	Months Since - 4		136		Days- UN	•
HELICOPTER	Aircraft Type - UNK/N			Last 90		83
•		Multi-Eng -	613	Rotorcr	aft -	5070
Instrument Rating(s) - AIRPLANE						
Narrative LANDING THE PILOT REPORTED HE HEARD A LOUD						
APPLYING LEFT BRAKE. THE AIRCRAFT RETURNED						
ALIZED THAT HE WAS RUNNING OUT OF RUNWAY, D						
	ALI DEVEALED INE DICHT MAT	N LANDING GEAD TIDE	HAD REOWN	IUUT. NO NT	HF D	
LLIDED WITH A BERM. INSPECTION OF THE AIRCR CHANICAL MALFUNCTIONS/FAILURES WERE FOUND.	ALL KEAFAFED HIE KIGHT MAI	T LANDING GLAR TIRE	. IAD DEGM		TIEN	

File No. - 1509 10/23/87 AVALON, CA A/C Reg. No. N3798C Time (Lcl) - 1755 PDT LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. LANDING GEAR, TIRE - BURST 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLI Phase of Operation LANDING - ROLL ON GROUND COLLISION WITH TERRAIN/WATER Finding(s) 3. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND 4. TERRAIN CONDITION - BERM ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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

Danie Incometica		Reg. No. N318	12	I.	ime (Lc1)	- 0922	PDT
 -Basic Information Type Operating Certificate-NONE (GENERA 	L AVIATION) Aircr	aft Damage			Inju	ries	·
	SUBS	STANTIAL		Fatal	Serious	Mino	r None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire		Crew	0	0	0	
Flight Conducted Under -14 CFR 91	NONE		Pass	0	0	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - PIPER PA-18-150	Eng Make/Model -						
Landing Gear - TAILWHEEL-ALL FIXED					tall Warni	ng Syste	em - UNK/N
Max Gross Wt - 1625	Engine Type -		CARBURE	TOR			
No. of Seats - 2	Rated Power -	150 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poi	nt		ON AIR	PORT		
Method - N/A	SAME AS ACC/INC						
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	LOCAL			PALO A	_T O		
Wind Dir/Speed- CALM				Runway	Ident	- 30	
Visibility - 15.0 SM	ATC/Airspace			Runway	Lth/Wid	- 2500	/ 65
Lowest Sky/Clouds - N/A	Type of Flight Pla	n - NONE		Runway	Surface	- ASPHA	LT
Lowest Ceiling - 20000 FT BROK	EN Type of Clearance	- VFR		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PA	TTERN	-			
Precipitation - NONE	,, , ,						
Condition of Light - DAYLIGHT							
Pilot-In-Command	Age - UNK/NR	Medical Cer	tificat			O WAIVE	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Fligh	t Time (Ho			
PRIVATE	Biennial Flight Review Current - UNK/	'NR Total	-	273	Last 2	4 Hrs -	UNK/NR
SE LAND	Months Since - UNK/	'NR Make/Mo	del-	32	Last 3	O Days-	UNK/NR
	Aircraft Type - UNK/	NR Instrum	ent-	0	Last 9	O Days-	UNK/NR
Instrument Rating(s) - NONE							

File No 1519	10/24/87	PALO ALTO,CA	A/C Reg. No. N3181Z	Time (Lc1) - 0922 PDT
Occurrence #1 Phase of Operation		- ON GROUND		
		NED - PILOT IN COMMAND YPE OF AIRCRAFT - PILO		
Occurrence #2 Phase of Operation				
Probable Cause				
The National Transportis/are finding(s) 1	tation Safety Boa	rd determines that the	e Probable Cause(s) of this accide	ent
Factor(s) relating to	this accident is	/are finding(s) 2		

File No 1590 10/31/87 SAN	JOSE,CA A/C Reg. N	No. N4771A	1	Time (Lcl)	- 0930 PS1	
Basic Information Type Operating Certificate-NONE (GENER	DESTROYED	_	Fatal		Minor	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	Fire ON GROUND	Crew Pass	0	1	0	0
Aircraft Information	/ <u>.</u>					
Make/Model - PIPER PA-22-150 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1950 No. of Seats - 2	Eng Make/Model - LYCOMIN Number Engines - 1 Engine Type - RECIPRO Rated Power - 150	CATING-CARBURE	5	Installed/ <i>i</i> Stall Warnii		- YES-UNK/N - NO
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	Itinerary G Last Departure Point SAN JOSE,CA			Proximity IRPORT/STRII	•	
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport [Data		
Wind Dir/Speed- LIGHT AND VARIABLE Visibility - 5.0 SM Lowest Sky/Clouds - N/A Lowest Ceiling - 8000 FT BRO Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Plan - NON	NE	Runway Runway	Lth/Wid Surface		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 37 Medi Biennial Flight Review	ical Certificat	e - VALIC		D WAIVERS/	'LIMIT
PRIVATE SE LAND	Current - YES Months Since - 19 Aircraft Type - PA-20	Total - Make/Model-	645 450	Last 24 Last 30	4 Hrs - Days- Days-	1 11 20
Instrument Rating(s) - NONE						

10/31/87 A/C Reg. No. N4771A File No. - 1590 SAN JOSE, CA Time (Lc1) - 0930 PST

Occurrence #1

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

Finding(s)

- 1. TERRAIN CONDITION BOX CANYON
- 2. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- LACK OF FAMILIARITY WITH GEOGRAPHIC AREA PILOT IN COMMAND
- 4. CLEARANCE MISJUDGED PILOT IN COMMAND

----Probable Cause----

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

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

File No 1596 11/11/87 SAN LU	JIS OBISPO,CA A/C	Reg. No. N9505X	-1	ime (Lcl) -	1716 PS	Т
Basic Information Type Operating Certificate-NONE (GENERAL		ft Damage		Injur		
		ANTIAL	Fatal	Serious	Minor	None
Type of Operation -BUSINESS	Fire	Cre		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pas		0	0	1
-Aircraft Information						
Make/Model - CESSNA 210A	Eng Make/Mode1 - C			Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -			itall Warnin	g System	- YES
Max Gross Wt - 2900 No. of Seats - 4	Engine Type - R Rated Power -	ECIP-FUEL INJECTED 260 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	t	OFF A	RPORT/STRIP		
Method - N/A	EL MONTE, CA		Administration A. F	\- 4-		
Completeness - N/A Basic Weather - VMC	Destination SAME AS ACC/INC		Airport [JIS OBISPO		
Wind Dir/Speed- 340/004 KTS	SAME AS ACC/ INC				29	
Visibility - 20.0 SM	ATC/Airspace			/ Lth/Wid -		150
Lowest Sky/Clouds - 15000 FT SCATI		- NONE		Surface -	•	.00
Lowest Ceiling - NONE	Type of Clearance				DRY	
Obstructions to Vision- NONE	Type Apch/Lndg					
Precipitation - NONE						
Condition of Light - DUSK						
Personnel Information	A 2 2 4 4	Medical Certific	-+- VALTE	MEDICAL NO	WATVEDO	/L TMTT
Pilot-In-Command Certificate(s)/Rating(s)	Age - 44 Biennial Flight Review		ale - VALII ght Time (F		WAIVERS	/ LIMII
PRIVATE	Current - YES		179	Last 24	Hrs -	1
SE LAND	Months Since - 16			Last 30		
or Ente	Aircraft Type - C-210		5	Last 90		7
	,,				•	
Instrument Rating(s) - NONE				·		
Narrative ILE APPROACHING THE ARPT THE PLT STATED THAT NGS, STILL DESCENDING, AND ENTERED THE PATTE LAND ON THE RWY, THE PLT LANDED IN A SOFT F CHANICAL MALFUNCTIONS OR FAILURES.	ERN AT 1200 FEET. WHILE ON	FINAL APPROACH TH	E ENGINE QU	JIT. UNABLE	ст	

11/11/87 SAN LUIS OBISPO, CA A/C Reg. No. N9505X Time (Lc1) - 1716 PST File No. - 1596 Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF Phase of Operation DESCENT - NORMAL Finding(s) 1. POWERPLANT - UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 2. PROPER GLIDEPATH - NOT ATTAINED - PILOT IN COMMAND NOSE OVER Occurrence #3 Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

-Boois Information		Reg. No. N37188	•	ime (Lcl) -	1025 PS1	•
Basic Information Type Operating Certificate-NONE (GENERAL	SUBSTA		Fatal		Minor	None
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	_	0 0	0	1 0
-Aircraft Information Make/Model - BEECH C23 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 4	Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power -	l	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- 240/005 KTS Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point OCEANSIDE,CA Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	ON AIRF Airport Da FALLBRO Runway Runway Runway		18 2165/ ASPHALT	75
	Age - 67 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certifica Flig Total - Make/Model- Instrument-	nt Time (Ho	ours)	•	
Instrument Rating(s) - NONE						

File No 159	97 11/12/87	FALLBROOK, CA	A/C Reg. No. N37188	Time (Lc1) - 1025 PST
Occurrence #1 Phase of Operation		TOUCHDOWN		
	DUNCED LANDING - I	T IN COMMAND MPROPER - PILOT IN COMMA RAFT - PILOT IN COMMAND	AND	
Occurrence #2 Phase of Operation		ION WITH TERRAIN/WATER		
Finding(s) 4. DIRECTIONAL CONT	•	NED - PILOT IN COMMAND		
Probable Cause	-			
The National Transporis/are finding(s) 1,2		rd determines that the F	Probable Cause(s) of this accid	lent
Factor(s) relating to	this accident is	/are finding(s) 3		

File No 1595 11/13/87 CO	_USA,CA A/C Re	g. No. N761MX	Time (Lcl)	- 2003 PST
Basic Information Type Operating Certificate-NONE (GENI				uries
Time of Openstian DERCOMAL	SUBSTAN		Fatal Serious	
Type of Operation -PERSONAL	Fire	Crew	0 0	0 1 0 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0 0	0 1
Aircraft Information				
Make/Model - CESSNA T210M	Eng Make/Model - CON	TINENTAL TSIO-52OR	ELT Installed	/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1			ing System - YES
Max Gross Wt - 3800	Engine Type - REC	IP-FUEL INJECTED		
No. of Seats - 6		310 HP		
Environment/Operations Information				
Weather Data	Itinerary		Airport Proximity	
Wx Briefing - FSS	Last Departure Point		OFF AIRPORT/STR	IP
Method - TELEPHONE	FULLERTON, CA			
Completeness - FULL	Destination	,	Airport Data	
Basic Weather - IMC	WILLOWS, CA		COLUSA COUNTY	
Wind Dir/Speed- 360/003 KTS	,		Runway Ident	- N/A
Visibility - 2.000 SM	ATC/Airspace		Runway Lth/Wid	- N/A
	CATTERED Type of Flight Plan -	IFR	Runway Surface	
Lowest Ceiling - 8000 FT BI			Runway Status	
Obstructions to Vision- FOG	Type Apch/Lndg -		, •	,
Precipitation - NONE	Type Apolly Enag	TORROLD LANDING		
Condition of Light - NIGHT(DARK)			
	, 			
Personnel Information			- WALTE MEDICAL	LIATVEDS /L TMTT
Pilot-In-Command		Medical Certificate		WAIVERS/LIMII
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Fligh	t Time (Hours)	
COMMERCIAL	Current - YES		466 Last	24 Hrs - 2
SE LAND	Months Since - 14	Make/Model-	50 Last	30 Days- UNK/NR
	Months Since - 14 Aircraft Type - UNK/NR	Instrument-	105 Last	90 Days- 15
Instrument Rating(s) - AIRPLANE				
Narrative	- DESTRUCTION DESCRICE OF 500	D DEDUCED WISTER: T	TV THE DILOT 5: 50	TCD TO
THE PILOT EXECUTED A MISSED APPROACH AT THE				
DIVERT TO COLUSA DUE TO THE WEATHER AND ON	APPROACH TO CALUSA THE ENGINE	QUII. AITEMPIS TO I	RESTART THE ENGINE	WERE
UNSUCCESSFUL AND THE PILOT MADE A FORCED LA				
FUEL REMAINING IN THE TANKS. THE PILOT STA		INDICATED EMPTY, B	HIS CALCULATIONS	•
SUFFICIENT FUEL SHOULD HAVE BEEN AVAILABLE	•			

File No. - 1595 11/13/87 COLUSA, CA A/C Reg. No. N761MX Time (Lc1) - 2003 PST Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation DESCENT - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - NORMAL Finding(s) 4. WEATHER CONDITION - FOG 5. LIGHT CONDITION - DARK NIGHT 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

PAGE 113

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

File No 1472 11/21/87 TEHA	CHAPI,CA A/C R	eg. No. N333JE	-	Гіme (Lcl) -	1330 P	ST
Basic Information Type Operating Certificate-NONE (GENER		t Damage		Injur		
,	SUBSTAI		Fatal			
Type of Operation -PERSONAL	Fire	Crew	_	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE	Pass	_	0	0	0
Aircraft Information						
Make/Model - ISGRIGG ELITE	Eng Make/Model - RO	TAX 532	ELT	Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			Stall Warnin	ıg Systei	m - NO
Max Gross Wt - 600	Engine Type - RE		ETOR			
No. of Seats - 1	Rated Power -	64 HP				
Environment/Operations Information						
Weather Data	Itinerary		•	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	•		ON AI	RPORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport (
Basic Weather - VMC	LOCAL			SY HAVEN		
Wind Dir/Speed- 290/015 KTS	<u>.</u>				27R	
Visibility - 15.0 SM	ATC/Airspace			y Lth/Wid -		
Lowest Sky/Clouds - N/A	Type of Flight Plan			y Surface -		
Lowest Ceiling - 1000 FT BRO			Runwa	y Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NUNE				
Precipitation - NONE Condition of Light - DAYLIGHT						
Condition of Light - DAYLIGHT						
Personnel Information	4	Madia-1 Cantifia	+- VAL TI	NEDICAL WA	TVEDC /I	T 44 T T
Pilot-In-Command Certificate(s)/Rating(s)	Age - 33 Biennial Flight Review	Medical Certifica	ite - VALII iht Time (I		IVERS/L	TWITI
` ','	Current - YES	Total -		Last 24	l Hac - I	INIZ /NID
COMMERCIAL,CFI SE LAND,ME LAND,SE SEA	Months Since - 12		2526	Last 24) Dave-	UNK/NK
GLIDER	Months Since - 13 Aircraft Type - C-152	Make/Model- Instrument-	100	Last SC	Days-	OINE/INE
GLIDER	Aircraft Type - C-152	Multi-Eng -	15	Potonon	Days-	16
		Marti-Ling -	13	KO COI CI	art	10
Instrument Rating(s) - AIRPLANE						
Narrative						
HE HOMEBUILT GYROPLANE BECAME UNCONTROLLABL	E DURING TAKE-OFF ROLL ON RU	NWAY 27R. THE ATRO	RAFT PITC	HED UP AND		
HEN ROLLED ON ITS LEFT SIDE. THE NATIONAL W						
CCIDENT TO BE FROM 290 DEGREES AT 12-15 KNO						
NCOUNTERED CYCLONIC WIND PHENOMENA KNOWN AS				·· -	•	
COSTILIZED STOLUTTO WITH THE THE TOWN AND AND	DOS. DEVIES.					

File No. - 1472 11/21/87 TEHACHAPI,CA A/C Reg. No. N333JE Time (Lc1) - 1330 PST

Occurrence #1

ON GROUND ENCOUNTER WITH WEATHER

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND

- 2. COMPENSATION FOR WIND CONDITIONS NOT PERFORMED PILOT IN COMMAND
- 3. ABORT NOT PERFORMED PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND

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

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

File No 1570 7/05/87	SNOWMASS,CO A/C	Reg. No. N81DG	Time (Lcl)	- 1708 MDT
Basic Information Type Operating Certificate-NONE (6		ft Damage		uries
	DESTR		Fatal Serious	
Type of Operation -PERSONA		Crew	1 0	0 0
Flight Conducted Under -14 CFR		Pass	1 0	0 0
Accident Occurred During -DESCENT				
Aircraft Information				
Make/Model - CHRISTIAN EAGLE II	Eng Make/Model - L	YCOMING AEIO-360-A1D	ELT Installed	/Activated - YES/N
Landing Gear - TAILWHEEL-ALL FIXE	D Number Engines -	1	Stall Warn	ing System - NO
Max Gross Wt - 1237	Engine Type - R	ECIP-FUEL INJECTED		
No. of Seats - 2	Rated Power -	200 HP		
Environment/Operations Information				
Weather Data	Itinerary		Airport Proximity	
Wx Briefing ~ NO RECORD OF BRI			OFF AIRPORT/STR	
Method - N/A	ASPEN, CO		OIT AIRIORI75IR	
Completeness - N/A	Destination	Α.	irport Data	
		μ	import bata	
Basic Weather - VMC	LOCAL		B	N1 / A
Wind Dir/Speed- 210/005 KTS			Runway Ident	- N/A
Visibility - 30.0 SM	ATC/Airspace		Runway Lth/Wid	
Lowest Sky/Clouds - 8000 Fl			Runway Surface	
Lowest Ceiling - 12000 F1			Runway Status	- N/A
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE		
Precipitation - NONE				
Condition of Light - DAYLIGHT	-			
Personnel Information				
Pilot-In-Command	Age - 51	Medical Certificate	- VALID MEDICAL-	WAIVERS/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Fliaht	: Time (Hours)	
ATP, CFI	Current - YES	Total - 9	9553 Last 112 Last 4/NR Last	24 Hrs - UNK/NR
SE LAND, ME LAND, SE SEA	Months Since - 2	Make/Model-	112 Last	30 Days- UNK/NR
HELICOPTER ,GLIDER	Aircraft Type - EAGLE	Instrument - UNK	/ND last	00 Days - 33
HELICOPTER ,GLIDER	ATTCTATE Type - EAGLE	Multi-Eng - UNK	/ND Doton	craft - UNK/NR
		Marti-Eng - Divi	./NR RULUI	Craft - UNK/NK
Instrument Rating(s) - AIRPLA	ANE			
HE ATP PLT AND HIS PASSENGER DEPARTED A	SPEN CO ON A LOCAL ACROBATIC E	LIGHT WITNESSES STAT	FD THE PLT HAD BE	FN
ERFORMING ACROBATIC MANUEVERS AND WAS A				
ANUEVER, APPROXIMATELY 2000 FEET ABOVE				
TTITUDE WHICH CONTINUED UNTIL GRD IMPAC	. NO EVIDENCE OF MECHANICAL MA	LEUNCTION OF THE ACET	SIKUCIUKE, ENG U	K PKUP
AS FOUND. THE PLT HAD BUILT N81DG.				

File No. - 1570 7/05/87 SNOWMASS,CO A/C Reg. No. N81DG Time (Lc1) - 1708 MDT

Occurrence #1

LOSS OF CONTROL - IN FLIGHT

Phase of Operation MANEUVERING

Finding(s)

- 1. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND
- 2. AEROBATICS PERFORMED PILOT IN COMMAND
- 3. MANEUVER IMPROPER PILOT IN COMMAND
- 4. STALL/SPIN INADVERTENT PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

- 5. TERRAIN CONDITION SOFT
- 6. TERRAIN CONDITION WET

----Probable Cause----

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

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

File No 1405 7/09/87	PARKER, CO	A/C Reg. No.	N5269Q	Т	ime (Lc1)	- 1705 MD	Г
-Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	 -		Inj	uries	
		SUBSTANTIAL		Fatal			None
	CTIONAL	Fire	Crew	0	2	-	0
Flight Conducted Under -14 CFR Accident Occurred During -DESCEN		NONE	Pass	0	0	0	0
·Aircraft Information	· · · · · · · · · · · · · · · · · · ·						
Make/Model - CESSNA 152II		odel - LYCOMING (D-235-L2C			/Activated	
Landing Gear - TRICYCLE-FIXED	Number Eng				tall Warn	ing System	- YES
Max Gross Wt - 1670		e - RECIPROCAT		TOR	•		
No. of Seats - 2	Rated Powe	r - 110 HP					
-Environment/Operations Information-							
Weather Data	Itinerary			Airport			
Wx Briefing - NO RECORD OF BR				OFF AT	RPORT/STR	IP	
Method - N/A	ENGLEWOOD	, CU		Admond D			
Completeness - N/A	Destination			Airport D	ата		
Basic Weather - VMC Wind Dir/Speed- 270/010 KTS	LOCAL			Duning	Ident	- N/A	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - N/A		ght Plan - NONE				- GRASS/T	IDE
		arance - NONE			Status		JK1
Obstructions to Vision- NONE		ndg - FORCEI	DIANDING	Kariway	Status	DICT	
Precipitation - RAIN SH		nag rokozi	D EANDING				
Condition of Light - DAYLIGH	T						
-Personnel Information Pilot-In-Command	Age - 22	Medica	l Certificat	e - VALID	MEDICAL-	NO WAIVERS	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight R	eview	Fligh	t Time (H	ours)		
COMMERCIAL, CFI	Current	- VES To	tal -			24 Hrs -	1
SE LAND, ME LAND	Months Since	- 7 Mal	ke/Model-	131			15
	Aircraft Type	- C-172RG In:	strument-		Last	90 Days-	89
•		Mu	lti-Eng -	18			
Instrument Rating(s) - AIRPL	ANE						
·Narrative							
INSTRUCTOR PLT AND HIS NEW STUDENT							
TRUCTOR SAID THAT HE ATTEMPTED TO TU GROUND.	RN BACK TO THE ARPT BUT	THE WINDS FORCED	THE ACFT DO	WN UNTIL	IT IMPACT	ED	

7/09/87 A/C Reg. No. N5269Q File No. - 1405 PARKER, CO Time (Lc1) - 1705 MDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI) 2. WEATHER CONDITION - DOWNDRAFT 3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND(CFI) 4. WEATHER CONDITION - HIGH DENSITY ALTITUDE LOSS OF CONTROL - IN FLIGHT Occurrence #2 Phase of Operation DESCENT - UNCONTROLLED Occurrence #3 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) 2,3

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

File No 1404 7/11/87	HAYDEN, CO	A/C Reg. No. N	17858P	Time (Lc1) -	0930 MDT	
-Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage		Injur		
		DESTROYED	Fatal	Serious		None
Type of Operation -AIR C		Fire	Crew 1	0	0	0
Flight Conducted Under -14 CF		ON GROUND	Pass 2	0	0	0
Accident Occurred During -CRUIS	E 	·································				
-Aircraft Information	_					
Make/Model - PIPER PA-24-250		lodel - LYCOMING O-		Installed/Ad		
Landing Gear - TRICYCLE-RETRACT				Stall Warning	g System	- YES
Max Gross Wt - 2800	Engine_Typ		NG-CARBURETOR			
No. of Seats - 4	Rated Powe	er - 250 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - UNK/NR	Last Depart		OFF A	IRPORT/STRIP		
Method - IN PERSON		0				
Completeness - UNK/NR	Destination		Airport	Data		
Basic Weather - IMC	ROCK SPR	NGS,CO	_	.		
Wind Dir/Speed- CALM	.=- /			,	N/A	
Visibility - 10.0 SM	ATC/Airspace			y Lth/Wid -		
Lowest Sky/Clouds - 8000				y Surface -	* .	
		earance - VFR	Runwa	y Status -	N/A	
Obstructions to Vision- NONE	Type Apch/l	.ndg - NONE				
Precipitation - RAIN	· · ·					
Condition of Light - DAYLIG	HI 					
-Personnel Information						• -
Pilot-In-Command	Age - 51		Certificate - VALI		IVERS/LIM	11
Certificate(s)/Rating(s)	Biennial Flight F		Flight Time (al - 1500		Hrs - UN	K /ND
COMMERCIAL, CFI	Current	- UNK/NR TOTA	- 1500 - Maria 1 - Linix (ND	Last 24	Mrs - UN	K/NK K/ND
SE LAND	Months Since Aircraft Type	- UNK/NK MAKE	MODEL - UNK/NK	Last 30	Days- UN	K/NK K/ND
	ATTCTATE Type	UNK/NK ITIS	e/Model- UNK/NR rument- UNK/NR i-Eng - UNK/NR	Potonon	Days- UNI	K/ND
		Mari	. I - Eng - UNK/NK	ROTOPERA	art - UN	· ·
Instrument Rating(s) - AIRP	LANE					
Manastina						
-Narrative PLT AND TWO PAX WERE PARTICIPATING	THE DENIVER CO TO 144	NUMBER OF STREET	THE ACET DEDAT	TED DESTINE	,	
ROCK SPRINGS, WY. THE PLT WAS BELI	IN THE DENVEK, CO TO DAVE	REEN NAVIGATING WI	THE THE HEE OF A DE	CENTLY	,	
TALLED RNAV SYSTEM. THE PLT WAS BELL						
HAYDEN AREA. WITNESSES STATED THE						
CH MALFUNCTION OF ACFT.	TIGHT TENENTIA MAS OFSCORED	S. OLOODS. ITIEKE	and the Evidence of	. NE IMIAOI		

File No. - 1404 7/11/87 HAYDEN, CO A/C Reg. No. N7858P Time (Lcl) - 0930 MDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE Finding(s) 1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 2. SELF-INDUCED PRESSURE - PILOT IN COMMAND 3. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND 4. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 5. WEATHER CONDITION - LOW CEILING 6. WEATHER CONDITION - OBSCURATION 7. WEATHER CONDITION - RAIN Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation CRUISE ----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

	/18/87 COALD	ALE,CO A/C R	eg. No. N7444E	Τ.	me (Lc1) -	1645 MDT	
-Basic Information							
Type Operating Certificat	te-NONE (GENERA	L AVIATION) Aircraf	t Damage		Injuri	es	
		SUBSTA	NTIAL ,	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL `	Fire	Crew	1	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-DESCENT						
-Aircraft Information							
Make/Model - CESSNA 21	10	Eng Make/Model - CO	NTINENTAL IO-470-E	ELT 1	installed/Ac	tivated	- YES/N
Landing Gear - TRICYCLE-	-RETRACTABLE	Number Engines - 1		S1	all Warning	System	- YES
Max Gross Wt - 2900		Engine Type - RE	CIP-FUEL INJECTED		J		
No. of Seats - 4			260 HP				
-Environment/Operations Info	 ormation						
Weather Data		Itinerary		Airport F	roximity		
	ORD OF BRIEFING			•	PORT/STRIP		
Method - N/A		UNK/NR		01. 71	51117 511121		
Completeness - N/A		Destination		Airport Da	1+2		
Basic Weather - VMC		UNK/NR		A II poi t Da	ita		
Wind Dir/Speed- 090/030	O KIS	OIAN/ IAN		Burway	Ident -	NI / A	
Visibility - 50.0		ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds -		•	NONE				
- ·		Type of Flight Plan		•	Surface -	•	
Lowest Ceiling -		Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision-		Type Apch/Lndg	- NONE				
Precipitation -							
Condition of Light -	- DAYLIGHT 						
-Personnel Information							
Pilot-In-Command		Age - 54	Medical Certificat			WAIVERS/	LIMIT
Certificate(s)/Rating(s))	Biennial Flight Review		nt Time (Ho			
ATP, FLT ENG		Current - YES Months Since - 22	Total -	5970	Last 24	Hrs - UN	K/NR
		Months Since - 22	Make/Model-	20	Last 30	Days- UN	K/NR
SE LAND, ME LAND		Aircraft Type - B-727	Instrument- UN	IK/NR	Last 90	Davs- UN	K/NR
SE LAND, ME LAND							
SE LAND, ME LAND			Total - Make/Model- Instrument- UN Multi-Eng - UN	IK/NR	Rotorcra	ft - UN	K/NR

File No 158	35 7/18/87 	COALDALE, CO	A/C Reg. No. N7444E	Time (Lcl) - 1645 MDT
Occurrence #1 Phase of Operation	IN FLIGHT ENCOUN CRUISE - NORMAL	TER WITH WEATHER		
Finding(s) 1. WEATHER CONDITION 2. WEATHER CONDITION 3. WEATHER CONDITION 4. AIRSPEED(VA) - 1	ON - UPDRAFT ON - DOWNDRAFT	N COMMAND		
Occurrence #2 Phase of Operation		NT/SYSTEM FAILURE/MAL	FUNCTION	
Finding(s) 5. WING,SPAR - OVEF 6. WING,SPAR - FAIL 7. DESIGN STRESS	LURE, TOTAL	T - EXCEEDED - PILOT	IN COMMAND	
Occurrence #3 Phase of Operation		ROLLED		
Probable Cause				
The National Transportis/are finding(s) 1,4		rd determines that th	ne Probable Cause(s) of this accid	dent
Factor(s) relating to	this accident is	/are finding(s) 2,3,5	5.6	

Make/Model - BELL 47J-2	None 1 4 - NO -N/ - NO
SUBSTANTIAL Fatal Serious Minor Type of Operation -SIGHTSEEING Fire Crew 0 0 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 Accident Occurred During -LANDING Aircraft Information Make/Model - BELL 47J-2 Eng Make/Model - LYCOMING VO-540 ELT Installed/Activated - Landing Gear - SKID Number Engines - 1 Stall Warning System - Max Gross Wt - 2950 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 260 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- LIGHT AND VARIABLE Wind Dir/Speed- LIGHT AND VARIABLE Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A	1 4
Type of Operation -SIGHTSEEING Fire Crew 0 0 0 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -LANDING Aircraft Information Make/Model - BELL 47J-2 Eng Make/Model - LYCOMING VO-540 ELT Installed/Activated - Number Engines - 1 Stall Warning System - Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 260 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- LIGHT AND VARIABLE Runway Ident - N/A Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A	1 4
Flight Conducted Under -14 CFR 91	4
Accident Occurred During -LANDING Aircraft Information Make/Model - BELL 47J-2	- NO -N/
Aircraft Information Make/Model - BELL 47J-2	- NO ~N/ - NO
Make/Model - BELL 47J-2	- NO -N/ - NO
Landing Gear - SKID Max Gross Wt - 2950 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- LIGHT AND VARIABLE Visibility - 15.0 SM Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Number Engines - 1 Stall Warning System - RECIPROCATING-CARBURETOR RATCIPROCATING-CARBURETOR Airport Proximity OFF AIRPORT/STRIP Airport Data Ratciprocation Airport Data A	- NO -N/ - NO
Landing Gear - SKID Max Gross Wt - 2950 No. of Seats - 4 Rated Power - 260 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- LIGHT AND VARIABLE Visibility - 15.0 SM Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Number Engines - 1 Stall Warning System - RecIPROCATING-CARBURETOR Rated Power - 260 HP Airport Proximity OFF AIRPORT/STRIP SAME AS ACC/INC Destination LOCAL Runway Ident - N/A Runway Surface - N/A	- NO
No. of Seats - 4 Rated Power - 260 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- LIGHT AND VARIABLE Visibility - 15.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A	
Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- LIGHT AND VARIABLE Runway Ident - N/A Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A	
Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- LIGHT AND VARIABLE Visibility - 15.0 SM Lovest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Airport Proximity OFF AIRPORT/STRIP Airport Data Airport Proximity OFF AIRPORT/STRIP Airport Proximity	
Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- LIGHT AND VARIABLE Visibility - 15.0 SM Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Airport Proximity OFF AIRPORT/STRIP Airport Data Airport Proximity OFF AIRPORT/STRIP Airport Proximity	
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- LIGHT AND VARIABLE Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A	
Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- LIGHT AND VARIABLE Runway Ident - N/A Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A	
Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- LIGHT AND VARIABLE Runway Ident - N/A Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A	
Basic Weather - VMC LOCAL Wind Dir/Speed- LIGHT AND VARIABLE Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A	
Wind Dir/Speed- LIGHT AND VARIABLE Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A	
Visibility - 15.0 SM ATC/Airspace Runwaý Lth/Wid - N/A Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A	
Lowest Sky/Clouds - 3000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A	
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A	
Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN	
Precipitation - NONE FULL STOP	
Condition of Light - DAYLIGHT FORCED LANDING	
Personnel Information	
Pilot-In-Command Age - 52 Medical Certificate - VALID MEDICAL-WAIVERS/LIMI	11 1
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	_
COMMERCIAL, ATP, CFI Current - YES Total - 10149 Last 24 Hrs - SE LAND, ME LAND Months Since - 6 Make/Model - 28 Last 30 Days - UNK	3
SE LAND, ME LAND Months Since - 6 Make/Model - 28 Last 30 Days - UNK	IK/NR
COMMERCIAL,ATP,CFI Current - YES Total - 10149 Last 24 Hrs - SE LAND,ME LAND Months Since - 6 Make/Model - 28 Last 30 Days - UNK HELICOPTER Aircraft Type - UNK/NR Instrument - 245 Last 90 Days -	50
Multi-Eng - 681 Rotorcraft - 6	6445
Instrument Rating(s) - AIRPLANE,HELICOPTER	
Narrative	
IE ATP PLT WAS FLYING SIGHTSEEING RIDES. THERE WERE TWO ADULTS AND TWO CHILDREN IN THE FOUR PASSENGER HELICOPTER.	
NSITY ALTITUDE WAS 10000 FEET. THE ACFT LOST PWR AND THE PLT ABORTED TAKEOFF AND LANDED. AFTER AN ENG RUNUP THE PLT	
OK OFF AGAIN AND THE HELICOPTER WAS BROUGHT TO A HOVER TO RETURN TO THE LOADING AREA. WHILE TURNING, THE TAIL ROTOR	
RUCK A FENCE AND WAS SEVERED. THE HELICORTER MADE AN UNCOMMANDED RIGHT TURN AND THE PLT EXECUTED A HOVERING	
TOROTATION. A POST ACCIDENT INSPECTION REVEALED EVIDENCE THAT A PLUG WAS MISSING FROM THE INTAKE MANIFOLD.	

File No. - 1413 7/30/87 CANON CITY, CO A/C Reg. No. N73265 Time (Lcl) - 1245 MDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAXI - AERIAL Finding(s) 1. OBJECT - FENCE 2. CLIMB - INADEQUATE - PILOT IN COMMAND 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE 4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND 6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 7. AUTOROTATION - PERFORMED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

File No 1571 8/16/87 MILN	ER,CO A/C	Reg. No. N1359S	т	ime (Lc1) -	2251 MDT	
Type of Operation Parsonal Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	AL AVIATION) Aircra DESTR Fire ON GR	`Crew	Fatal 1 2	Injuri Serious O O	es Minor O O	None 0 0
Aircraft Information Make/Model - CESSNA 182P Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2950 No. of Seats - 4	Number Engines -	ECIPROCATING-CARBURE	S	Installed/Ac tall Warning		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINEN' Basic Weather - VMC Wind Dir/Speed- 110/005 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Itinerary Last Departure Poin CHEYENNE,WY Destination STEAMBOAT SPGS,CO ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- VFR	OFF AII Airport Da Runway Runway Runway		N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 59 Biennial Flight Review Current - UNK/N Months Since - UNK/N Aircraft Type - UNK/N	R Total - R Make/Model- UN	nt Time (Ho 2400 WK/NR WK/NR	Last 24 Last 30 Last 90	Hrs - UN Days- UN Days-	K/NR K/NR 18
Instrument Rating(s) - AIRPLANE Narrative THE PLT WAS ON A FLT FM GREEN BAY, WI TO STE. HE CONTACTED DENVER FSS, STATED HE WAS ON FII FOR "PUTTING THEM BACK ON." THE FSS SPECIAL PLT HE CLD "TRY FREQ 122.8" SOON THER HIT PWR LINES, CRASHED & BURNED APRX MIDWAY I VALLEY AREA AT AN ELEV OF ABOUT 6000' MSL. E AT SBS WERE PRIVATELY OWNED BY ROCKY MOUNTAIL THE RWY LGTS AT HDN WERE PLT CONTROLLED BY TO DEPENDING ON THE DESIRED INTENSITY. THE FREQ	NAL APCH TO SBS & SAID THE IST CHECKED THE ARPT DIRECT EAFTER, THE PLT SAID HE HAD STN SBS & THE YAMPA VALLEY LEV OF THE ARPTS AT SBS & H N AIRWAYS & WERE TURNED OFF JNING THE ACFT RADIO TO 122	RWY LGTS HAD GONE OL ORY & FND NO FREQ LI LGTS & CANCELLED HI ARPT AT HAYDEN (HDN) DN WERE 6875' & 6597 SOMETIME AFTER THE .8 MHZ & DEPRESSING	IT. HE THEN STED FOR S S FLT PLAN , CO. THE '', RESPEC' LAST FLT I THE MIKE I	N ASKED FOR SBS, BUT TOL N. AT 2251, CRASH SITE TIVELY. THE DEPD SBS AT BUTTON 3 TO	THE FREQ D THE THE ACFT WAS IN A RWY LGTS 2025.	

File No. - 1571 A/C Reg. No. N1359S 8/16/87 MILNER, CO Time (Lc1) - 2251 MDT

Occurrence #1

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation DESCENT - NORMAL

Finding(s)

- 1. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- 2. LIGHT CONDITION DARK NIGHT
- 3. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS NOT OPERATING
- 4. COMMUNICATIONS/INFORMATION/ATC INACCURATE ATC PERSONNEL(FSS)
- 5. BECAME LOST/DISORIENTED
- 6. OBJECT WIRE, TRANSMISSION
- 7. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information	A OBTOULTU	DAL ATROPACT		D			·		
Type Operating Certificate	-AGRICULIU	RAL AIRCRAFT	DESTROY			Fatal	Inju Serious		None
Type of Operation Flight Conducted Under	-14 CFR 13		Fire NONE		Crew Pass	0	0		1 0
Accident Occurred During							•		
-Aircraft Information									
Make/Model - PIPER PA-2	5-235	Er	ng Make/Model - LYC	OMING 0-540		ELT 1	nstalled/	Activate	d - YES/Y
Landing Gear - TAILWHEEL-	ALL FIXED	Nu	ımber Engines - 1			S1	all Warn	ing Syste	m - YES
Max Gross Wt - 2900			ngine Type - REC		RBURE	ΓOR			
No. of Seats - 1		Ra	ited Power -	235 HP					
Environment/Operations Infor	nation		 ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ 						
Weather Data		Itine	erary			Airport F	roximity		
Wx Briefing - NO RECOR	O OF BRIEF		st Departure Point			OFF AIR	PORT/STR	P	
Method - N/A			ENTER,CO						
Completeness - N/A			ination		,	Airport Da	ıta		
Basic Weather - VMC			SAME AS ACC/INC						
Wind Dir/Speed- LIGHT AN								- N/A	
Visibility - 50.0			irspace				Lth/Wid		
Lowest Sky/Clouds -			e of Flight Plan -		?)		Surface		
Lowest Ceiling - I Obstructions to Vision- I	NONE		pe of Clearance - pe Apch/Lndg -		NO	Runway	Status		
Precipitation - I		ı yı	se Apcri/Lridg	FURCED LANDI	. ING			ROUGH	
Condition of Light - I									
Personnel Information Pilot-In-Command		Age -	56	Medical Certi	ficate	- VALTO	MEDICAL -V	VATVERS/I	TMTT
Certificate(s)/Rating(s)		Riennial	Flight Review			t Time (Ho		INTVERS/ E	11-11-1
COMMERCIAL		Curre	ent - YES	Total	- 1	7000	Last 2	24 Hrs -	0
SE LAND, ME LAND		Month	ns Since - 3	Total Make/Mode Instrumer	1- 3	3500	Last 3	30 Days-	UNK/NR
•		Aircr	aft Type - UNK/NR	Instrumer	nt-	150	Last 9	0 Days-	300
			, ,	Multi-Eng	j -	1000	Rotord	craft -	UNK/NR
Instrument Rating(s)									
-Narrative									
PLT REPORTED THAT THE ENG LO	ST DOWED W	HILE THE ACET	WAS EN DOUTE TO S	DDAV A ETELD	THEO	- WAS NO S	HITTARLE		
RAIN FOR A FORCED LANDING AND								NATION	
THE ENG REVEALED BURNED AND S	TUCK TAITAK	C AND EVILLICATE	VALVEC	OL.IVAILD IIL	LD AN	, 100ED U	CR. LAMI		

File No 14	45 9/04/87 CENTER,CO	A/C Reg. No. N6796Z	Time (Lcl) - 1022 MDT
Phase of Operation 1. ENGINE ASSEMBLY 2. ENGINE ASSEMBLY	LOSS OF ENGINE POWER(TOTAL) - MECH F CRUISE ,VALVE,INTAKE - FROZEN ,VALVE,EXHAUST - BURNED		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation			
4. TERRAIN CONDITI			
Probable Cause	·		
The National Transpo	ortation Safety Board determines that t	he 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

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

Type of Operation -BALLOON RACE Fire Crew O O O	Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damag	ge		Inju		
Flight Conducted Under -14 CFR 91	Type of Operation -RALLOON	PACE		Crew				None 1
Accident Occurred During -LANDING Aircraft Information Make/Model - NATIONAL BALLOONING 858 Landing Gear - N/A Max Gross Wt - 600 Max Gross Wt				Pass	-		_	2
Make/Model - NATIONAL BALLOONING 858 Landing Gear - N/A Max Gross Wt - 600 No. of Seats - UNK/NR Engine Type - N/A Rated Power - N/A Winder Engine Type - N/A Rated Power - N/A Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Basic Weather - VMC Wind Dir/Speed- 135/05 KTS Visibility - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL Max Gross Wt - 600 Rated Power - N/A Airport Proximity OFF AIRPORT/STRIP OF AIRPORT/STRIP Airport Data Airport Proximity OFF AIRPORT/STRIP OF AIRPORT/STRIP OF AIRPORT/STRIP Airport Data								
Landing Gear - N/A Max Gross Wt - 600 Mo. of Seats - UNK/NR Rated Power - N/A Engine Type - N/A Rated Power - N/A Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 135/005 KTS Visibility - UNK/NR Lowest Sky/Clouds - UNK/NR Completenest of Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL Months Since - 21 Months Since - 21 Months Since - 21 Make/Model- 230 Last 90 Days- UNK/NR Instrument- O Last 90 Days- UNK/NR Instrument- O Last 90 Days- UNK/NR Instrument- O Last 90 Days- UNK/NR Instrument- O Last 90 Days- UNK/NR Instrument- O Last 90 Days- UNK/NR Instrument- O Last 90 Days- UNK/NR Instrument- O Last 90 Days- UNK/NR								
Max Gross Wt - 600 No. of Seats - UNK/NR Rated Power - N/A Rated Power - N/A Environment/Operations Information Weather Data Wx Briefing - ND RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 135/005 KTS Visibility - UNK/NR Lowest Sky/Clouds - UNK/NR SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL Monts Since - 21 Monts Since - 10 Monts Since - 21 Make/Model - 230 Maske/Model - 230 Maske/Model - 230 Maske/Model - 230 Maske/Model - 230 Maske/No Days- UNK/NR Mints Since - 21 Make/Model - 230 Maske/Model - 230 Maske/No Days- UNK/NR Mints Since - 21 Make/Model - 230 Maske/No Days- UNK/NR Mints Since - 21 Make/Model - 230 Maske/Model	•							
No. of Seats - UNK/NR Rated Power - N/A Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- 135/OO5 KTS Visibility - UNK/NR SCATTERED Type of Flight Plan - NONE Runway Ident - N/A Lowest Sky/Clouds - UNK/NR SCATTERED Type of Flight Plan - NONE Runway Status - DRY Obstructions to Vision- NONE Type of Clearance - NONE Runway Status - DRY Operation - NONE Type Apch/Lndg - VALLEY/TERRAIN FOLLOWING Precipitation - NONE Type Apch/Lndg - VALLEY/TERRAIN FOLLOWING Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Current - YES Total - 230 Last 24 Hrs - UNK/NR Months Since - 21 Make/Model - 230 Last 30 Days- UNK/NR FREE BALLOON Aircraft Type - AX8 Instrument O Last 90 Days- UNK/NR					5	tali warnii	ng Syst em ·	- NU
Weather Data We Briefing - NO RECORD OF BRIEFING Last Departure Point SAME AS ACC/INC Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 135/005 KTS Visibility - UNK/NR Lowest Sky/Clouds - UNK/NR 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 - VALLEY/TERRAIN FOLLOWING Perconnel Information - NONE Condition of Light - DAYLIGHT Personnel Information - Pilot-In-Command Age - 42 Certificate(s)/Rating(s) Biennial Flight Review Commercial COMMERCIAL Current - YES Months Since - 21 Make/Model - 230 Last 24 Hrs - UNK/NR Aircraft Type - AX8 Instrument - O Last 90 Days- UNK/NR								
Wx Briefing - NO RECORD OF BRIEFING	Environment/Operations Information							
Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- 135/005 KTS Runway Ident - N/A Visibility - UNK/NR ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - UNK/NR 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 - VALLEY/TERRAIN FOLLOWING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review COMMERCIAL Current - YES Total - 230 Last 24 Hrs - UNK/NR Months Since - 21 Make/Model- 230 Last 30 Days- UNK/NR FREE BALLOON Aircraft Type - AX8 Instrument O Last 90 Days- UNK/NR								
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 135/005 KTS Visibility - UNK/NR Lowest Sky/Clouds - UNK/NR SCATTERED Type of Flight Plan - NONE Lowest Sky/Clouds - NONE Condition of Light - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL COMMERCIAL COMMERCIAL Destination LOCAL ATC/Airspace ATC/Airspace Runway Ident - N/A ATC/Airspace Runway Surface - GRASS/TURF Runway Status - DRY NONE Type of Clearance - NONE Type Apch/Lndg - VALLEY/TERRAIN FOLLOWING PAGE - 42 Current - YES Months Since - 21 Make/Model- 230 Last 24 Hrs - UNK/NR Aircraft Type - AX8 Instrument - O Last 90 Days- UNK/NR					OFF AI	RPORT/STRI	P	
Basic Weather - VMC								
Wind Dir/Speed- 135/005 KTS Visibility - UNK/NR Lowest Sky/Clouds - UNK/NR SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL CO					Airport D	ata		
Visibility - UNK/NR Lowest Sky/Clouds - UNK/NR SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Dbstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL COMM		LOCAL			Punway	Ident	- N/A	
Lowest Sky/Clouds - UNK/NR 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 - VALLEY/TERRAIN FOLLOWING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 230 Last 24 Hrs - UNK/NR Months Since - 21 Make/Model - 230 Last 30 Days- UNK/NR FREE BALLOON Aircraft Type - AX8 Instrument - 0 Last 90 Days- UNK/NR		ATC/Airspace						
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL COMMERCIAL FREE BALLOON Obstructions to Vision- NONE Type Apch/Lndg - VALLEY/TERRAIN FOLLOWING Medical Certificate - NO MEDICAL Flight Time (Hours) Current - YES Months Since - 21 Make/Model- 230 Last 24 Hrs - UNK/NR FREE BALLOON Aircraft Type - AX8 Instrument- O Last 90 Days- UNK/NR								RF
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 230 Last 24 Hrs - UNK/NR Months Since - 21 Make/Model - 230 Last 30 Days - UNK/NR FREE BALLOON Aircraft Type - AX8 Instrument - 0 Last 90 Days - UNK/NR						Status	- DRY	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 230 Last 24 Hrs - UNK/NR Months Since - 21 Make/Model - 230 Last 30 Days - UNK/NR FREE BALLOON Aircraft Type - AX8 Instrument - 0 Last 90 Days - UNK/NR		Type Apch/	Lndg - VALLI	EY/TERRAIN FO	LLOWING			
Personnel Information Pilot-In-Command Age - 42 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL - YES Total - 230 Last 24 Hrs - UNK/NR Months Since - 21 Make/Model - 230 Last 30 Days - UNK/NR FREE BALLOON Aircraft Type - AX8 Instrument - 0 Last 90 Days - UNK/NR								
Pilot-In-Command Age - 42 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 230 Last 24 Hrs - UNK/NR Months Since - 21 Make/Model - 230 Last 30 Days - UNK/NR FREE BALLOON Aircraft Type - AX8 Instrument - 0 Last 90 Days - UNK/NR	Condition of Light - DAYLIGHT							
Certificate(s)/Rating(s) Biennial Flight Review COMMERCIAL Current - YES Months Since - 21 FREE BALLOON Aircraft Type - AX8 FREE BALLOON FREE BALLOON Biennial Flight Review Flight Time (Hours) Last 24 Hrs - UNK/NR Months Since - 21 Make/Model - 230 Last 30 Days - UNK/NR Instrument - 0 Last 90 Days - UNK/NR		Age - 42	Medica	al Certificat	e - NO MF	DTCAL		
COMMERCIAL Current - YES Total - 230 Last 24 Hrs - UNK/NR Months Since - 21 Make/Model- 230 Last 30 Days- UNK/NR FREE BALLOON Aircraft Type - AX8 Instrument- 0 Last 90 Days- UNK/NR		Biennial Flight	Review		t Time (H	ours)		
Months Since - 21 Make/Model- 230 Last 30 Days- UNK/NR FREE BALLOON Aircraft Type - AX8 Instrument- O Last 90 Days- UNK/NR	COMMERCIAL		- YES To		230	Ĺast 2	4 Hrs - UN	K/NR
			- 21 Ma	ake/Model-	230	Last 3	O Days- UN	K/NR
Instrument Rating(s) - NONE	FREE BALLOON	Aircraft Typ	e - AX8 II	nstrument-	0	Last 9	O Days- UN	K/NR
	Instrument Rating(s) - NONE							
	Nannative							
COMMERCIAL BALLOON PLT WAS COMPETING IN A BALLOON RACE. WHILE LANDING, WITH THE BASKET ON THE GROUND, THE		TN A BALLOON RACE WH	TIE LANDING. WITH	THE BASKET	ON THE GR	OUND THE		

File No. - 1498 9/05/87 COLORADO SPRING,CO A/C Reg. No. N32201 Time (Lc1) - 0800 MDT

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

Finding(s)
1. OBJECT - WIRE,TRANSMISSION
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #2 FIRE
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

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

Brief of Accident

Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damag	ge		Injur		
T was all Oriental in DEDCOMA		SUBSTANTIAL	0	Fatal O			
Type of Operation -PERSONA Flight Conducted Under -14 CFR		Fire NONE	Crew Pass	0	0	0	1
Accident Occurred During -LANDING		HONE	1 433	Ü	Ÿ	Ū	•
Aircraft Information							
Make/Model - CESSNA 177B		/Model - LYCOMING	0-360-A1F6		Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2500		ngines - 1 vpe - RECIPROCA	TTNC-CARRIDE		tall Warnir	ig System	- 1F2
No. of Seats - 4	Rated Po	· .					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRI Method - N/A	EFING Last Depa COLORAD			ON AIR	PORT		
Method - N/A Completeness - N/A	Destinatio			Airport Da	2+2		
Basic Weather - VMC		ACC/INC			DLLINS DOWN	ITOWN	
Wind Dir/Speed- 280/018 KTS	52	, , , , , , , , , , , , , , , , , , , ,			Ident -		
Visibility - 25.0 SM	ATC/Airspac			Runway	Lth/Wid -	4700/	50
Lowest Sky/Clouds - 6000 FT					Surface -		
Lowest Ceiling - 10000 FT				Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch	/Lndg - TRAF	IC PATTERN				
Precipitation - NONE Condition of Light - NIGHT(DA	ן אם						
Personnel Information							
Pilot-In-Command	Age - 50	Medica	al Certificat	e ~ VALID	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Fligh	t Time (H	ours)		
PRIVATE	Current	- YES To	otal -	106	Last 24	Hrs -	. 4
SE LAND	Months Sinc	- YES To e - 12 Ma pe - UNK/NR I	ake/Model-	31	Last 30	Days- UN	K/NR
	Aircraft ly	pe - UNK/NR I	nstrument-	3	Last 90	Days-	29
Instrument Rating(s) - NONE							
ING THE APPROACH TO FORT COLLINS DOWN	TOWN ATRPORT THE PTI	OT REPORTED ENCOUR	NTERING MODER	ATE TURBU	FNCF AT T	OUCHDOWN	
			NWAY INTO THE				

٠.

File No. - 1530 9/13/87 FORT COLLINS,CO A/C Reg. No. N34157 Time (Lc1) - 2000 MDT

Occurrence #1

LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS

- 2. WEATHER CONDITION CROSSWIND
- COMPENSATION FOR WIND CONDITIONS INADEQUATE PILOT IN COMMAND
- 4. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 5. LIGHT CONDITION DARK NIGHT

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) 3,4

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

File No 1527 9/28/87 AUR	ORA,CO A/C	Reg. No. N2554Q	T i	me (Lc1) -	1230 MDT	
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircr	aft Damage TANTIAL		Injur Serious	ies	
_	SUBS					
Type of Operation -INSTRUCTIO	NAL Fire		0 0	0		1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information		•				
Make/Model - CESSNA 150K	Eng Make/Model - (CONTINENTAL 0-200-A	ELT I	nstalled/A	ctivated	- YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines -			all Warnin		
Max Gross Wt - 1600		RECIPROCATING-CARBURE1			.g - 0, - 1	0
No. of Seats - 2	Rated Power -					
Environment/Operations Information	T. d. m.		A			
Weather Data	Itinerary		Airport F			
Wx Briefing - NWS	Last Departure Poi		OFF AIR	PORT/STRIP	•	
Method - TELEPHONE	COLORADO SPRGS,C			_		
Completeness - FULL	Destination		Airport Da	ıta		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 350/006 KTS				Ident -		
Visibility - 50.0 SM	ATC/Airspace		Runway	Lth/Wid -	· N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	n - VFR	Runway	Surface -	· N/A	
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status -	· N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 50	Medical Certificate	- VALTO	MEDICAL -WA	TVERS/LIM	тт
Certificate(s)/Rating(s)	Biennial Flight Review				TVENS/ EIM	• •
STUDENT		Total	76	Jac+ 24	l Une -	4
STODENT	Current - N/A Months Since - N/A	Total - Make/Model- Instrument- UNA	70	Last 24	POVO- UNI	✓ ✓ /ND
		Make/Model- Instrument- UNF	/U	Last 30	Days- UN	N/ NK
	Aircraft Type - N/A	Instrument UNI	(NR	Last 90	Days-	25
		Multi-Eng - UN	K/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE						
Narrative THE STUDENT PLT WAS FLYING A LONG CROSS COLFIRST CHECK POINT AND FOLLOWED HIGHWAYS FOR IN A WEED FILLED FIELD. DURING ROLLOUT THE NO USEABLE FUEL IN THE AIRCRAFT TANKS.	THE REMAINDER OF THE FOUR	HOUR FLIGHT. THE ENGIN	NE QUIT AN	ND THE PILO	T LANDED	

File No. - 1527 9/28/87 AURORA, CO A/C Reg. No. N2554Q Time (Lc1) - 1230 MDT Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND 3. FLIGHT AND NAVIGATION INSTRUMENTS - NOT UNDERSTOOD - PILOT IN COMMAND 4. INADEQUATE INITIAL TRAINING - FLIGHT INSTRUCTOR(ON GROUND) Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - DITCH 6. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S) Occurrence #4 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) 4,5,6

-Basic Information Type Operating Certificate-NONE (GENERA	I AVIATION) Aircraf	t Damage		Injur	ies	
Type operating our trivate none (denem	DESTRO		Fatal		Minor	None
Type of Operation -PERSONAL	Fire	Crev	, 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	s 0	۵	0	0
Accident Occurred During -MANEUVERING						
-Aircraft Information						
Make/Model - BELL 47G-3B1	Eng Make/Model - LY					
Landing Gear - SKID	Number Engines - 1			tall Warning	g System	- NO
Max Gross Wt - 2950	Engine Type - RE		RETOR			
No. of Seats - 2	Rated Power -	270 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRIP		
Method - N/A Completeness - N/A	SAME AS ACC/INC Destination		4 D			
Basic Weather - VMC	LOCAL		Airport D	ala		
Wind Dir/Speed- VARIABLE/002 KTS	LUCAL		Punway	Ident -	N/A	
Visibility - 90.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 24	Medical Certifica			[VERS/LIM	IIT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	Flig	ght Time (H			
PRIVATE	Current - YES	Total -	152	Last 24	Hrs - UN	IK/NR
SE LAND HELICOPTER	Months Since - 24 Aircraft Type - BH-47	Make/Model-	79	Last 30	Days- UN	IK/NR
HELICUPTER	Aircraft Type - BH-4/	Instrument-	O		uays- aft -	
				ROTOFCF	aic -	152
Instrument Rating(s) - NONE						
-Narrative						
PLT WAS PRACTICING SOME HELICOPTER MANEUV	ERS IN PRÉPARATION FOR TAKI	NG AN FAA FLT EXAM	MINATION. D	URING ONE O	=	
MANEUVERS THE HELICOPTER'S MAIN ROTOR BLAN	DES STRUCK THE GROUND CAUSI	NG THE ACFT TO CRA	SH. A POST	ACCIDENT		
E ERRUPTED AND DESTROYED THE HELICOPTER						

File No. - 1497 9/30/87 GRAND JUNCTION,CO A/C Reg. No. N7806S Time (Lc1) - 1230 MDT

Occurrence #1
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN/WATER

MANEUVERING

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

2. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

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

DES Fire ON on mg Make/Model umber Engines ngine Type ated Power erary st Departure Po FALCON, CO tination SAME AS ACC/INC	GROUND - CONTINENTA - 1 - RECIPROCAT - 230 HP	Crew Pass AL 0-470R TING-CARBUR	ELT EETOR Airport ON AI	Installed/ Stall Warni Proximity RPORT	Minor 0 0 Activated ng System	
DES Fire ON on mg Make/Model umber Engines ngine Type ated Power erary st Departure Po FALCON, CO tination SAME AS ACC/INC	STROYED e GROUND CONTINENTA - 1 - RECIPROCAT - 230 HP	Crew Pass AL 0-470R TING-CARBUR	ELT EETOR Airport ON AI	Serious O 1 Installed/ Stall Warni Proximity RPORT Data	Minor 0 0 Activated ng System	1 O
on make/Model umber Engines ngine Type ated Power erary st Departure Post English Control on SAME AS ACC/INCAirspace	GROUND - CONTINENTA - 1 - RECIPROCAT - 230 HP	PassAL 0-470R TING-CARBUR	ELT EETOR Airport ON AI	Installed/ Stall Warni Proximity RPORT	O Activated ng System	O - YES/YE
ng Make/Model umber Engines ngine Type ated Power erary st Departure Po FALCON,CO tination SAME AS ACC/ING	- CONTINENTA - 1 - RECIPROCAT - 230 HP	AL 0-470R Ting-carbur	ELT RETOR Airport ON AI	Installed/ Stall Warni Proximity RPORT Data	Activated ng System	
umber Engines ngine Type ated Power erary st Departure Po FALCON,CO tination SAME AS ACC/ING	- 1 - RECIPROCAT - 230 HP 	TING-CARBUR	Airport ON AI	Stall Warni Proximity RPORT Data	ng System	
umber Engines ngine Type ated Power erary st Departure Po FALCON,CO tination SAME AS ACC/ING	- 1 - RECIPROCAT - 230 HP 	TING-CARBUR	Airport ON AI	Stall Warni Proximity RPORT Data	ng System	
umber Engines ngine Type ated Power erary st Departure Po FALCON,CO tination SAME AS ACC/ING	- 1 - RECIPROCAT - 230 HP 	TING-CARBUR	Airport ON AI	Stall Warni Proximity RPORT Data	ng System	
ngine Type ated Power erary st Departure Po FALCON,CO tination SAME AS ACC/ING	- RECIPROCAT	TING-CARBUR	RETOR Airport ON AI	Proximity RPORT Data		- YES
ated Power erary st Departure Po FALCON,CO tination SAME AS ACC/ING	- 230 HP oint		Airport ON AI	RPORT Data	DEENHODN	
erary st Departure Po FALCON,CO tination SAME AS ACC/ING	oint		ON AI	RPORT Data	REFNHORN	
st Departure Po FALCON,CO tination SAME AS ACC/INO Airspace			ON AI	RPORT Data	PFFNHOPN	
st Departure Po FALCON,CO tination SAME AS ACC/INO Airspace			ON AI	RPORT Data	REFNHORN	
FALCON,CO tination SAME AS ACC/INC Airspace			Airport	Data	PEENHOPN	
tination SAME AS ACC/ING Airspace	С		•		PEENHORN	
SAME AS ACC/ING Airspace	С		•		REENHORN	
Airspace	С		GAIL	K NAUMANN G	REFNHORN	
				y Ident		
				y Lth/Wid		
pe of Flight P				y Surface		
				y Status	- DRY	
pe Apch/Lndg	- TRAFF	IC PATTERN				
47	Medicai	1 Certifica	te - VALI	D MEDÍCAL-N	O WAIVERS,	/LIMIT
Flight Review		Flig	pht Time (Hours)		
ent - YES	S Tot	tal -	472	Last 2		
hs Since - 8	Mal	ke/Model-	140	Last 3	O Days- U	NK/NR
raft Type - C-	172 Ins	strument-	63	Last 9	O Days-	35
	Mu	lti-Eng -	1			
	oe Apch/Lndg 47 Flight Reviewent - YE ns Since - 8 haft Type - C-	47 Medica Flight Review ent - YES To ns Since - 8 Ma raft Type - C-172 In Mu	A7 Medical Certifical Flight Review Flight - YES Total - Make/Model-maft Type - C-172 Instrument-Multi-Eng -	A7 Medical Certificate - VALI Flight Review Flight Time (ent - YES Total - 472 ens Since - 8 Make/Model - 140 enaft Type - C-172 Instrument - 63 Multi-Eng - 1	De Apch/Lndg - TRAFFIC PATTERN 47	Medical Certificate - VALID MEDICAL-NO WAIVERS Flight Review ent - YES Total - 472 Last 24 Hrs - ns Since - 8 Make/Model - 140 Last 30 Days - U ent Type - C-172 Instrument - 63 Last 90 Days - Multi-Eng - 1

File No 149	96 9/30/87 	COLORADO CITY,CO	A/C Reg. No. N3155U	Time (Lc1) - 2030 MDT
Occurrence #1 Phase of Operation				
Finding(s) 1. AIRSPEED - EXCE 2. PROPER TOUCHDOW		OMMAND INED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	ON GROUND COLLIS	ION WITH TERRAIN/WATER		
Finding(s) 3. GO-AROUND - NOT 4. TERRAIN CONDITIO	ON - DIRT BANK			
Occurrence #3	NOSE OVER LANDING - ROLL			

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

Weather Data Weather Data Weather Data Weather Data Wethod - N/A	Γ	- 1135 MDT	ime (Lcl)	Т	14132G	eg. No. N	A/C	, CO	BAILEY	/21/87	10,	- 1581	File No.	
Aircraft Information	None 0	Minor	Serious		Crew	_	DESTR	AVIATION)			rtifica	iting Ce	ype Opera	T
Aircraft Information Make/Model - CESSNA 340A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5990 No. of Seats - 6 Rated Power - 310 HP	0	0	•											
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Basic Weather - VMC Wind Dir/Speed- 210/007 KTS Visibility - 60.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Distructions to Vision- None Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND, ME LAND, SE SEA, ME SEA Months Since - 6 Months Since - 6 Months Since - 6 Months Since - 6 Make/Model - 364 Months Since - 6 Mak	- YES	ing System	Installed, tall Warn	ELT	. TSIO-520N	NTINENTAL	Make/Model - C er Engines - ne Type - R	Numb Engi	ABLE		ESSNA 3- RICYCLE 5990	- (ar - 1 Wt -	ake/Model anding Ge ax Gross	M L M
Wind Dir/Speed - 210/007 KTS Visibility - 60.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 57 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - YES Total - 4809 Last 24 Hrs - UNK/ SE LAND, ME LAND, SE SEA, ME SEA Months Since - 6 Make/Model - 364 Last 30 Days- GLIDER Aircraft Type - C-340A Instrument - 383 Last 90 Days- Multi-Eng - 2488 Instrument Rating(s) - AIRPLANE Narrative E AIRCRAFT CRASHED ON THE SIDE OF A MOUNTAIN DURING VISUAL METEOROLOGICAL CONDITIONS. THE PILOT HAD BEEN IN VOICE AND DAR CONTACT WITH AIR TRAFFIC CONTROL UNTIL THE AIRCRAFT DISAPPEARED FROM RADAR. THE PILOT REPORTED SEVERE TURBULENCE DAR CONTACT WITH AIR TRAFFIC CONTROL UNTIL THE AIRCRAFT DISAPPEARED FROM RADAR. THE PILOT REPORTED SEVERE TURBULENCE DAR CONTACT WITH AIR TRAFFIC CONTROL UNTIL THE AIRCRAFT DISAPPEARED FROM RADAR. THE PILOT REPORTED SEVERE TURBULENCE DAR CONTACT WITH AIR TRAFFIC CONTROL UNTIL THE AIRCRAFT DISAPPEARED FROM RADAR. THE PILOT REPORTED SEVERE TURBULENCE DAY ROUGH RUNNING ENGINE TO ATC AS HE WAS NEARING A MOUNTAIN PASS. THE PILOT STATED THAT HE THOUGHT THE ROUGH RUNNING ENGINE TO ATC AS HE WAS NEARING A MOUNTAIN PASS. THE PILOT STATED THAT HE THOUGHT THE ROUGH RUNNING ENGINE TO ATC THAT HE HAD JUST LOST THE ENGINE AND HE WAS ATTEMPTING TO MAKE IT THROUGH A SADDLE. A SIGMET			Proximity RPORT/STR:	Airport OFF A	,		Departure Poin _EWOOD,CO ation	Last ENG Destin			NO RECON/A .	ng - eness -	ther Data x Briefir Method Complete	Wea W
Pilot-In-Command Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current SE LAND, ME LAND, SE SEA, ME SEA Months Since - 6 Make/Model - 364 Last 30 Days- GLIDER ATRUTH - YES GLIDER Months Since - 6 Make/Model - 364 Last 30 Days- Multi-Eng - 2488 Instrument Rating(s) - AIRPLANE Narrative E AIRCRAFT CRASHED ON THE SIDE OF A MOUNTAIN DURING VISUAL METEOROLOGICAL CONDITIONS. THE PILOT HAD BEEN IN VOICE AND DAR CONTACT WITH AIR TRAFFIC CONTROL UNTIL THE AIRCRAFT DISAPPEARED FROM RADAR. THE PILOT REPORTED SEVERE TURBULENCE OF A ROUGH RUNNING ENGINE TO ATC AS HE WAS NEARING A MOUNTAIN PASS. THE PILOT STATED THAT HE THOUGHT THE ROUGH RUNNING GINE WAS DUE TO FUEL CONTAMINATION. A WITNESS REPORTED THAT THE PILOT HAD SAID THE FUEL HAD CONTAINED ALOT OF WATER. E PILOT REPORTED TO ATC THAT HE HAD JUST LOST THE ENGINE AND HE WAS ATTEMPTING TO MAKE IT THROUGH A SADDLE. A SIGMET		- N/A - N/A	Lth/Wid Surface	Runwa) Runwa)		- NONE	space of Flight Plan of Clearance	ATC/Air Type Type	SHT	SM CLEAR NONE - NONE - NONE	210/00 60.0 ds - - Vision	/Speed- ty - Sky/Clou Ceiling tions to ation	Wind Dir Visibili Lowest S Lowest C Obstruct Precipit	В
ATP SE LAND, ME LAND, SE SEA, ME SEA Months Since - 6 Make/Model - 364 Aircraft Type - C-340A Instrument Rating(s) - AIRPLANE Narrative E AIRCRAFT CRASHED ON THE SIDE OF A MOUNTAIN DURING VISUAL METEOROLOGICAL CONDITIONS. THE PILOT HAD BEEN IN VOICE AND DAR CONTACT WITH AIR TRAFFIC CONTROL UNTIL THE AIRCRAFT DISAPPEARED FROM RADAR. THE PILOT REPORTED SEVERE TURBULENCE OA ROUGH RUNNING ENGINE TO ATC AS HE WAS NEARING A MOUNTAIN PASS. THE PILOT STATED THAT HE THOUGHT THE ROUGH RUNNING GINE WAS DUE TO FUEL CONTAMINATION. A WITNESS REPORTED THAT THE PILOT HAD SAID THE FUEL HAD CONTAINED ALOT OF WATER. E PILOT REPORTED TO ATC THAT HE HAD JUST LOST THE ENGINE AND HE WAS ATTEMPTING TO MAKE IT THROUGH A SADDLE. A SIGMET	MIT	WAIVERS/LIM				Medical)		mmand	lot-In-Co	Ρi
Narrative E AIRCRAFT CRASHED ON THE SIDE OF A MOUNTAIN DURING VISUAL METEOROLOGICAL CONDITIONS. THE PILOT HAD BEEN IN VOICE AND DAR CONTACT WITH AIR TRAFFIC CONTROL UNTIL THE AIRCRAFT DISAPPEARED FROM RADAR. THE PILOT REPORTED SEVERE TURBULENCF DAR ROUGH RUNNING ENGINE TO ATC AS HE WAS NEARING A MOUNTAIN PASS. THE PILOT STATED THAT HE THOUGHT THE ROUGH RUNNING GINE WAS DUE TO FUEL CONTAINATION. A WITNESS REPORTED THAT THE PILOT HAD SAID THE FUEL HAD CONTAINED ALOT OF WATER. E PILOT REPORTED TO ATC THAT HE HAD JUST LOST THE ENGINE AND HE WAS ATTEMPTING TO MAKE IT THROUGH A SADDLE. A SIGMET	NK/NR 27 68	30 Days-	Last : Last :	1809 364 383	il - 4 e/Model- :rument-	Make Inst	- YES Since - 6	Current Months				ID,ME LA	ATP SE LAN	
Narrative E AIRCRAFT CRASHED ON THE SIDE OF A MOUNTAIN DURING VISUAL METEOROLOGICAL CONDITIONS. THE PILOT HAD BEEN IN VOICE AND DAR CONTACT WITH AIR TRAFFIC CONTROL UNTIL THE AIRCRAFT DISAPPEARED FROM RADAR. THE PILOT REPORTED SEVERE TURBULENCF D A ROUGH RUNNING ENGINE TO ATC AS HE WAS NEARING A MOUNTAIN PASS. THE PILOT STATED THAT HE THOUGHT THE ROUGH RUNNING GINE WAS DUE TO FUEL CONTAMINATION. A WITNESS REPORTED THAT THE PILOT HAD SAID THE FUEL HAD CONTAINED ALOT OF WATER. E PILOT REPORTED TO ATC THAT HE HAD JUST LOST THE ENGINE AND HE WAS ATTEMPTING TO MAKE IT THROUGH A SADDLE. A SIGMET									PLANE	- AIRP	ting(s)	ıment Ra	Instru	
ND BEEN ISSUED FOR THAT REGION AND THE SEVERE TURBULENCE WAS CONFIRMED BY ANOTHER PILOT. ENGINE TEARDOWN REVEALED NO VIDENCE OF PREIMPACT MECHANICAL FAILURE/MALFUNCTION.		URBULENCF GH RUNNING OF WATER. A SIGMET	SEVERE TO T THE ROUG NED ALOT (A SADDLE.	REPORTED HE THOUGH AD CONTA: THROUGH	THE PILOT TATED THAT H THE FUEL HA TO MAKE IT	OM RADAR. PILOT ST HAD SAID TEMPTING	DISAPPEARED F NTAIN PASS. TH THAT THE PILOT E AND HE WAS A	HE AIRCRAFT ARING A MOU S REPORTED T THE ENGIN TURBULENCE	. UNTIL THE WAS NEW A WITNES: JUST LOST HE SEVERE	CONTROL ATC AS H NATION. HE HAD N AND TH	TRAFFIC INE TO CONTAMI TC THAT T REGIO	SHED ON TH AIR NING ENC O FUEL TED TO A	CRAFT CRA ONTACT WI OUGH RUNN WAS DUE T OT REPORT N ISSUED	HE AIR ADAR C ID A R IGINE HE PIL AD BEE

File No. - 1581 10/21/87 BAILEY, CO A/C Reg. No. N4132G Time (Lcl) - 1135 MDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE Finding(s) 1. WEATHER CONDITION - TURBULENCE, CLEAR AIR 2. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND 3. FLUID, FUEL - CONTAMINATION 4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 5. POWERPLANT - FAILURE, PARTIAL Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation CRUISE # Finding(s) 6. WEATHER CONDITION - TURBULENCE 7. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 8. POWERPLANT - FAILURE, TOTAL IN FLIGHT COLLISION WITH TERRAIN/WATER 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) 1,2,7

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

Type Operating Certificate-NONE (GENERA		t Damage ,		Injur		
•	SUBSTA					None
Type of Operation -PERSONAL	Fire	Cre	_	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE	Pass	s 0	0	0	1
Accident Occurred During - TAKEOFF	<u></u>					
Aircraft Information				/.		V== /*
Make/Model - PIPER PA-18-105	Eng Make/Mode1 - L			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			Stall Warnir	ig System	- YES
Max Gross Wt - 1500	Engine Type - RE Rated Power -		KETUR			
No. of Seats - 2	Rated Power -	200 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF A.	IRPORT/STRIP	•	
Method - N/A	SAME AS ACC/INC			3-4-		
Completeness - N/A	Destination LOCAL		Airport I	Jata		
Basic Weather - VMC Wind Dir/Speed- CALM	LUCAL		Dunya	/ Ident , -	34	
Visibility - 15.0 SM	ATC/Airspace			/ Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	~ NONE		/ Surface -		
Lowest Ceiling - NONE	Type of Clearance			/ Status -		
Obstructions to Vision- NONE	Type Apch/Lndg			,		
Precipitation - NONE	. , , , , , , , , , , , , , , , , , , ,					
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 30	Medical Certific	ate - VALII	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flig	ght Time (I	Hours)		
PRIVATE	Current - YES Months Since - 9	Total - Make/Model- Instrument-	334	Last 24	Hrs - UN	K/NR
SE LAND	Months Since - 9	Make/Model-	178	Last 30	Days- UN	K/NR
	Aircraft Type - PA-18	Instrument-	O .	Last 90	Days-	6
Instrument Rating(s) - NONE						
Narrative						
HE PLT ATTEMPTED TO TAKE OFF ON A FROST-COVE	RED. PVT AIRSTRIP. WITNESSE	S OBSERVED THE AT	RCRAFT BEC	OME AIRBORNE	Ē	
FORE IT SETTLED BACK DOWN TO THE GROUND. CO						

File No. - 1492 11/03/87 MONTE VISTA,CO A/C Reg. No. N5483H Time (Lc1) - 0630 MST

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

Finding(s)

1. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
2. AIRSPEED(VLOF) - NOT MAINTAINED - 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) 1

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

File No 1523 11/15/87 AKRON	,c0	A/C Reg. No.	. N9039P	Т	ime (Lcl)	- 1542 MST	
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L AVIATION)	Aircraft Damaç SUBSTANTIAL Fire NONE	ge Crew Pass	Fatal O O	Inju Serious O O		None O O
Aircraft Information Make/Model - PIPER PA-24-260B Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3100 No. of Seats - 6	Eng Make/M Number Eng Engine Typ Rated Powe	e - RECIP-FU	EL INJECTED	S	Installed/ stall Warni	ng System	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 330/016 KTS Visibility - 1.000 SM Lowest Sky/Clouds - N/A Lowest Ceiling - 400 FT OVER Obstructions to Vision- BLOWING SNOW Precipitation - ICE PELLETS Condition of Light - DAYLIGHT		,CO S,IA ght Plan - IFR arance - IFR	ED LANDING	OFF AI Airport D AKRON- Runway Runway Runway	WASHINGTON	COUNTY - N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 42 Biennial Flight R Current Months Since Aircraft Type	eview -YES To -13 Ma	al Certificat Fligh otal - ake/Model- nstrument-	nt Time (F 1091 249		4 Hrs - O Days- UN	7
Instrument Rating(s) - AIRPLANE							
BFR TKOF, SNOW WAS MELTED OFF THE ACFT IN A HICING TO 20,000'. THE PLT SAID THE SNOW LASTE THE 1ST 15 MIN OF FLT. NO FURTHER ACCUMULATIO TO INDUCTION SYS ICING, THE ENG SUDDENLY LOST AGL, BUT MADE A WHEELS-UP LNDG WHEN HE COULD INDUCTION FILTER. THE INDUCTION SYS WAS EQUIP ALLOW HEATED ALTN AIR TO FLOW TO THE ENG IN TOONDS COULD CAUSE ICE TO ACCUMULATE IN THE FUND: 861 WAS ISSUED ON 5/4/87 FOR INSTLN OF AN	D ONLY 5 TO 10 MIN N OF ICE WAS NOTED PWR & WOULD NOT R NOT SEE THE ARPT. PED WITH A SPRING HE EVENT THE FILTE EL INJECTION SYS &	& ONLY A TRACE . APRX 45 MIN AF ESTART. THE PLT HE ATTRIBUTED TH LOADED DOOR WHIC R BCM BLOCKED. N RESULT IN LOSS	OF ICE (LESS TER TKOF, WH DSCNDD TWD A HE LOSS OF PW CH WAS INTENE NONETHELESS, OF PWR. TO A	S 1/16 INC HILE CRUIS AN ARPT IN WR TO BLOC DED TO OPE PIPER INC AVOID THIS	CH) ACCUMULEING IN IMC I IMC TO APCKAGE OF THE IN AUTOMATI ICD THAT OPE IN PIPER SV	ATED DRG CONDUCIVE RX 400' E AIR CALLY & N IN ICING C BULLETIN	i

File No. - 1523 11/15/87 A/C Reg. No. N9039P Time (Lc1) - 1542 MST AKRON, CO LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. INDUCTION AIR CONTROL/SYSTEM ~ 2. MAINTENANCE, SERVICE BULLETINS - NOT PERFORMED - COMPANY/OPERATOR MGMT 3. WEATHER CONDITION - ICING CONDITIONS 4. WEATHER CONDITION - SNOW 5. INDUCTION AIR CONTROL/SYSTEM - ICE 6. INDUCTION AIR CONTROL, AIR FILTER/SCREEN - BLOCKED(TOTAL) 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) 7. WEATHER CONDITION - LOW CEILING 8. WHEELS UP LANDING ----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) 2,3,4,7

File No 1495 11/28/87 TELLU	RIDE,CO A/C	Reg. No. N6547A	T 	ime (Lc1) -	1030 MST	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra SUBST	ft Damage ANTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Cre Pas	w 0 s 0	0	0	0 4
-Aircraft Information Make/Model - CESSNA 180 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2550 No. of Seats - 4	Eng Make/Model - Co Number Engines - Engine Type - R Rated Power -	ONTINENTAL 0-470K 1 ECIPROCATING-CARBU	ELT S	Installed/Ad tall Warning	ctivated	- YES/N
-Environment/Operations Information Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/005 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Last Departure Poin PUEBLO,CO Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	Runway Runway Runway Runway	ata IDE REGIONAI Ident - Lth/Wid - Surface - Status -	09 6900/ ASPHALT	75
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 56 Biennial Flight Review	Medical Certific	ate - VALID ght Time (H		IVERS/LIN	MIT
PRIVATE SE LAND	Current - YES Months Since - 10 Aircraft Type - C-180	Make/Model-	200	Last 24 Last 30 Last 90	Days- UN	2 NK/NR 20
Instrument Rating(s) - NONE						
Narrative RING A DOWNWIND LANDING, THE PLT EXPERIENCE E WEST END OF THE RWY THE ACFT GROUND LOOPE WAS LANDING DOWNWIND AND DOWNHILL FOR A NO AIN.	D INTO SOME ROCKS AND WAS	SUBSTANTIALLY DAMA	GED. THE PL	T STATED TH		

File No. - 1495 11/28/87 TELLURIDE, CO A/C Reg. No. N6547A Time (Lc1) - 1030 MST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND 3. WEATHER CONDITION - TAILWIND Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - DOWNHILL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

SUBSTAN' Fire NONE g Make/Model - LYC mber Engines - 1 gine Type - REC ted Power -	COMING 0-320-A2		Serious Mi O O Installed/Activ Stall Warning Sy	
NONE g Make/Model - LYC nber Engines - 1 gine Type - REC	P: COMING O-320-A2 CIPROCATING-CAR	ass 0 C ELT	O Installed/Activ	0 0 0ated - NO -N
g Make/Model - LYC nber Engines - 1 gine Type - REC	COMING 0-320-A2	C ELT	Installed/Activ	ated - NO -N
nber Engines - 1 gine Type - REC	CIPROCATING-CAR			
nber Engines - 1 gine Type - REC	CIPROCATING-CAR			
gine Type - REC	CIPROCATING-CAR		Stall Warning Sv	
		RUDETAD	· J ·,	stem - NO
ted Power -	124 HP	BOKETOK		
rary			Proximity	
		UN AI	RPORT	
		A - mmon+	Doto	
		•		
JCAL				/ND
irsnace			,	•
	- NONE			
			•	
			,	
		CED LANDING		
				S/LIMIT
_			Hours)	
•			Last 24 Hrs	- 0
			Last 30 Day	'S~ UNK/NK
aft Type - UNK/NR				
	Multi-Eng	- UNK/NR	Rotorcraft	- 2556
	e of Clearance - e Apch/Lndg - 23 Flight Review nt - YES s Since - 4 aft Type - UNK/NR	MME AS ACC/INC ination OCAL irspace e of Flight Plan - NONE e of Clearance - VFR Apch/Lndg - STRAIGHT-IN SIMULATED FOR 23 Medical Certif Flight Review F at - YES Total aft Type - UNK/NR Instrument Multi-Eng	MME AS ACC/INC ination Airport OCAL WINDH Runwa irspace Runwa e of Flight Plan - NONE Runwa e Apch/Lndg - STRAIGHT-IN SIMULATED FORCED LANDING 23 Medical Certificate - VALI Flight Review Flight Time (at - YES Total - 2556 a Since - 4 Make/Model - 2504 aft Type - UNK/NR Instrument - 77 Multi-Eng - UNK/NR	AME AS ACC/INC ination CCAL WINDHAM Runway Ident - UNK irspace of Flight Plan - NONE of Clearance - VFR Apch/Lndg - STRAIGHT-IN SIMULATED FORCED LANDING Medical Certificate - VALID MEDICAL-WAIVER Flight Review Flight Time (Hours) The Since - 4 Make/Model - 2504 Make/Model - 2504 Mind Type - UNK/NR Airport Data WINDHAM Runway Ident - UNK Runway Strate - VAND - UNK Runway Strate - ASP Runway Status - DRY Runwa

File No 14	18 4/29/87	ELLINGTON, CT	A/C Reg. No. N9070F	Time (Lcl) - 1400 EDT
Occurrence #1 Phase of Operation	-	TAL) - NON-MECHANICAL		
Finding(s) 1. EMERGENCY PROCE	DURE - SIMULATED -	PILOT IN COMMAND(CFI)	
Occurrence #2 Phase of Operation				
Finding(s) 2. SUPERVISION - I 3. AIRCRAFT HANDLI		• •		
Occurrence #3 Phase of Operation		TOR, POD, OR FLOAT		
Probable Cause				

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

File No 1566 9/01/87 WATER	FORD,CT A/C Re	g. No. N180RH	Time ((Lc1) - 1915 ED	Т
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L AVIATION) Aircraft SUBSTAN Fire NONE	Crew	Fatal Ser O O	Injuries rious Minor O 1 O O	None O O
Aircraft Information Make/Model - HALL B-80M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 344 No. of Seats - 1	Eng Make/Model - MCC Number Engines - 1 Engine Type - REC Rated Power -		Stall	alled/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- LIGHT AND VARIABLE Visibility - 15.0 SM Lowest Sky/Clouds - N/A Lowest Ceiling - 4500 FT BROK Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	NONE		nt - 15 /Wid - 1950/ Face - ASPHALT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 40 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certificat Fligh Total - Make/Model- Instrument-	t Time (Hours)) .ast 24 Hrs - U .ast 30 Days- U .ast 90 Days- U	NK/NR NK/NR NK/NR NK/NR
Instrument Rating(s) - NONE					
Narrative HE GYROCOPTER WAS OBSERVED TO TOUCH DOWN AND OWN, WITH THE MAIN ROTOR BLADES STRIKING THE OTHERING HIM AND HE COULD NOT SEE THROUGH IT ONSIDERED A GO-AROUND, HE ELECTED TO CONTINU OUCHED DOWN HE SWERVED TO AVOID BUSHES AND A	GROUND IN FRONT OF THE AIRC VERY WELL. HE STATED THAT A E WITH THE LANDING BECAUSE O	RAFT. THE PILOT SA LITHOUGH HE THOUGHT OF THE CONTACT LENS	ID HIS RIGHT (HE WAS TOO HI PROBLEM. HE S	CONTACT LENS WA	s

File No. - 1566 9/01/87 WATERFORD, CT A/C Reg. No. N180RH Time (Lcl) - 1915 EDT LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. AIRCRAFT HANDLING - MISJUDGED - PILOT IN COMMAND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. PHYSICAL IMPAIRMENT(VISUAL DEFICIENCY) - PILOT IN COMMAND SELF-INDUCED PRESSURE - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER 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

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

JERAL AVIATION)	Aircraft Dama								
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)					Injuries				
	DESTROYED		Fatal	Serious	Minor				
	Fire	Crew	-	0		_			
	NONE	Pass	0	0	0	0			
Eng Make/Mo	del - LYCOMING	0-320-E2D	ELT	Installed/A	ctivate	d - YES/NO			
Engine Type	- RECIPROC	ATING-CARBUR			•				
·									
Itinerary			Airport	Proximity					
	re Point				•				
				,					
	0, 1,10		Airport C	ata					
EGGAL					. 17				
ATC /Ainspaco			,			94			
	h+ Dlan - NONE								
						IUKF			
			Runway	Status -	DRY				
Type Apch/Ln	ag - NONE								
						- 4:			
) WAIVER	S/LIMIT			
Aircraft Type	- UNK/NR I	nstrument-	425	Last 90	Days-	37			
	M	lulti-Eng -	2400						
<u> </u>									
DEGREES AND THE AIRSPE	ED AT 70 KNOTS	. THE AIRCRA	FT CONTINU	ED TO SINK	AND	ΙE			
	Eng Make/Mon Number Engine Type Rated Power Itinerary Last Departu SAME AS ACD Destination LOCAL ATC/Airspace SCATTERED Type of Flig Type of Clea Type Apch/Lnd Apple A	Eng Make/Model - LYCOMING Number Engines - 1 Engine Type - RECIPROC Rated Power - 150 H Itinerary FING Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace SCATTERED Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Age - 42 Medic Biennial Flight Review Current - YES T Months Since - 13 M Aircraft Type - UNK/NR I BOUT 150 TO 200 FEET HE EXPERIENCED A DEGREES AND THE AIRSPEED AT 70 KNOTS INFRAME AND ENGINE REVEALED NO PREIMP	Eng Make/Model - LYCOMING 0-320-E2D Number Engines - 1 Engine Type - RECIPROCATING-CARBUR Rated Power - 150 HP Itinerary FING Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace SCATTERED Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Age - 42 Medical Certifica Biennial Flight Review Current - YES Total - Months Since - 13 Make/Model- Aircraft Type - UNK/NR Instrument- Multi-Eng - E BOUT 150 TO 200 FEET HE EXPERIENCED A SLOW SINKIN DEGREES AND THE AIRSPEED AT 70 KNOTS. THE AIRCRA IRFRAME AND ENGINE REVEALED NO PREIMPACT MECHANIC	Eng Make/Model - LYCOMING 0-320-E2D ELT Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 150 HP Itinerary	Eng Make/Model - LYCOMING 0-320-E2D ELT Installed/A Number Engines - 1 Stall Warnin Engine Type - RECIPROCATING-CARBURETOR Rated Power - 150 HP Itinerary Airport Proximity OFF AIRPORT/STRIF SAME AS ACC/INC Destination Airport Data LOCAL WARRINGTON ATC/Airspace Runway Ident ATC/Airspace Runway Lth/Wiid - Type of Flight Plan - NONE Runway Surface - Type Apch/Lndg - NONE Age - 42 Medical Certificate - VALID MEDICAL-NO Biennial Flight Review Flight Time (Hours) Current - YES Total - 4654 Last 24 Months Since - 13 Make/Model - 40 Last 30 Aircraft Type - UNK/NR Instrument - 425 Last 90 Multi-Eng - 2400 E BOUT 150 TO 200 FEET HE EXPERIENCED A SLOW SINKING OF THE AIRCRAFT. TH DEGREES AND THE AIRSPEED AT 70 KNOTS. THE AIRCRAFT CONTINUED TO SINK INFRAME AND ENGINE REVEALED NO PREIMPACT MECHANICAL MALFUNCTIONS/FAILL BIENTAL THE AIRCRAFT CONTINUED TO SINK INFRAME AND ENGINE REVEALED NO PREIMPACT MECHANICAL MALFUNCTIONS/FAILL BIENTAL THE AIRCRAFT CONTINUED TO SINK INFRAME AND ENGINE REVEALED NO PREIMPACT MECHANICAL MALFUNCTIONS/FAILL	Eng Make/Model - LYCOMING 0-320-E2D ELT Installed/Activate Number Engines - 1 Stall Warning Syste Engine Type - RECIPROCATING-CARBURETOR Rated Power - 150 HP Itinerary			

File No. - 1555 5/16/87 SELBYVILLE, DE A/C Reg. No. N5747G Time (Lcl) - 1500 EDT

Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB

IN FLIGHT COLLISION WITH OBJECT

Finding(s)

1. TERRAIN CONDITION - TREE(S)

- 2. WEATHER CONDITION CROSSWIND
- 3. AIRSPEED NOT MAINTAINED PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information							
Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Da	mage	F-+-1	Injur		NI
Type of Operation -PERSONA	A.I.	DESTROYED Fire	Crew		Serious O	Minor O	None 0
Flight Conducted Under -14 CFR		NONE	Pass	1 0	Ö	Ö	Ö
Accident Occurred During -DESCEN							
Aircraft Information		,	_				
Make/Model - MITSUBISHI MU-2B			T TPE-331-1-151				
Landing Gear - TRICYCLE-RETRACTAL		ngines - 2	DOD	S.	tall Warning	g System	~ YES
Max Gross Wt - 10650 No. of Seats - 7	Engine i Rated Po	ype - TURBOP wer - 665	HP				
5							
Environment/Operations Information- Weather Data	Itinerarv			Ainnon+ i	Proximity		
Wx Briefing - NO RECORD OF BR		rture Point			RPORT/STRIP		
Method - N/A		ERDALE, FL		OII AII	(1 0 (1 / 5 (1)		
Completeness - N/A	Destinatio			Airport Da	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 100/013 KTS				Runway	Ident -	N/A	
1.0.0	ATC/Airspac				Lth/Wid -		
Lowest Sky/Clouds - 1500 F					Surface -		
Lowest Ceiling - 20000 F				Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch	/Lndg - NO	NE				
Precipitation - NONE	-						
Condition of Light - DAYLIGH	 						
Personnel Information Pilot-In-Command	Age - 51	Med	lical Certificato	a - VALID	MEDICAL -WA	TVFDS/LTM	тт
Certificate(s)/Rating(s)	Riennial Flight	Review	Fligh	t Time (H	ours)	1 4 2 13 7 2 1 14	- 1
ATP	Current	- NO	Total -	3400	Last 24	Hrs - UN	K/NR
SE LAND, ME LAND	Months Sinc	e - 25	Make/Model- UN	<td>Last 30</td> <td>Days- UN</td> <td>k/NR</td>	Last 30	Days- UN	k/NR
	Aircraft Ty	pe - LEAR 35	Make/Model- UNI Instrument- UNI Multi-Eng - UNI	K/NR	Last 90	Days- UN	k/NR
			Multi-Eng - UN	K/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPL	ANE						
PILOT REPORTED TO GROUND PERSONNEL	AT FORT LAUDERDALE THA	T HE WAS EXPERI	ENCING AN AVION	ICS PROBL	EM AND THE	PASSENGER	
Y DOOR WAS SPRUNG THE DAY BEFORE WHI							
LOCATED ON JUNE 19 IN THE EVERGLADES	S NEAR CORAL SPRINGS	FLORIDA. THE AI	RCRAFT IMPACTED	IN A NOS	E LOW ATTIT	UDE.	
KAGE WAS SCATTERED OVER AN AREA 211							

File No 15	57 6/18/87	CORAL SPRINGS, FL	A/C Reg. No. N184MA	Time (Lc1) - 1730 EDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL	- IN FLIGHT		
		- PILOT IN COMMAND IN EQUIPMENT - PERFORME	D - PILOT IN COMMAND	
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS DESCENT - UNCONT	ION WITH TERRAIN ROLLED		
Probable Cause				

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

File No 1545 7/29/87 HOLLYW	OOD,FL A/C	Reg. No. N9003H	Т	ime (Lc1) -	1710 EDT	
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL	·	aft Damage FANTIAL Cre	Fatal	Injur Serious O	ies Minor 1	None O
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	NONE	Pas Otr	ss 0	1 0	0	O 1
Aircraft Information Make/Model - CESSNA 185F Landing Gear - AMPHIBIAN Max Gross Wt - 3350 No. of Seats - 2	Number Engines -	RECIP-FUEL INJECTED	S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	Itinerary Last Departure Poir SAME AS ACC/INC Destination	nt		Proximity RPORT/STRIP		
Basic Weather - VMC Wind Dir/Speed- 100/010 KTS Visibility - 15.0 SM	LOCAL ATC/Airspace ERED Type of Flight Plan Type of Clearance Type Apch/Lndg		Runway Runway Runway Runway	/ Ident - / Lth/Wid - / Surface - / Status -	N/A	
	Age - 40 Biennial Flight Review Current - NO Months Since - UNK/N Aircraft Type - UNK/N	Medical Certific Fl: Total - NR Make/Model-	cate - UNK/N ight Time (F 4000 600 UNK/NR	IR Hours) Last 24 Last 30 Last 90	Hrs - UN Days- UN Days- UN aft - UN	K/NR K/NR
Instrument Rating(s) - NONE						
THE PLT STATED THAT HE PERFORMED A THOROUGH PR STRAINER AND NO WATER WAS FOUND. AFTER TAKEOFF THE AIRPORT; HOWEVER, THE ACFT COLLIDED WITH A INDIVIDUALS ON THE GROUND (IN THE VEHICLE) REC OF THE FUEL SYSTEM REVEALED THAT APPROXIMATELY THE AIRCRAFT WAS TIED DOWN OUTSIDE, UNCOVERED SUBSTANTIAL AMOUNT OF RAIN HAD FALLEN IN THE M FOUND.	WHILE ON THE DOWNWIND LE POWERLINE, TREE AND VEHI EIVED MINOR INJURIES AND 10 OUNCES OF WATER WAS F FOR AT LEAST A MONTH PRIC	EG, THE ENG QUIT. T CCLE BEFORE COMING ONE RECEIVED NO IN FOUND IN THE FUEL S OR TO THE ACCIDENT.	THE PLT ATTE TO REST ON MJURIES. POS STRAINER. AC . LOCAL RESI	MPTED TO RE A ROADWAY. T CRASH EXA CORDING TO DENTS STATE	FOUR MINATION THE PILOT D THAT A	

File No. - 1545 7/29/87 A/C Reg. No. N9003H HOLLYWOOD, FL Time (Lcl) - 1710 EDT LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation APPROACH - VFR PATTERN - DOWNWIND Finding(s) 1. FUEL SYSTEM - CONTAMINATION 2. FUEL SYSTEM, STRAINER - WATER 3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY Finding(s) 4. OBJECT - TREE(S) 5. OBJECT - WIRE, STATIC 6. OBJECT - VEHICLE Occurrence #4 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) 1,2,3

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

File No 1489 8/01/87 LK BUE	NA VISTA,FL A/C Re	g. No. N910DW	T	ime (Lcl)	- 1314 ED	T
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -EXHIBITION Flight Conducted Under -14 CFR 91	AVIATION) Aircraft DESTROY Fire NONE	Damage ED Crew Pass	1	Inju Serious O O		None O O
Accident Occurred During -DESCENT						
Aircraft Information Make/Model - BUCCANEER XA-430 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 600 No. of Seats - 1	Eng Make/Model - ROT Number Engines - 1 Engine Type - REC Rated Power -	AX 447 IPROCATING-CARBUR 40 HP	ELT S ETOR	Installed// tall Warnii		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	Itinerary Last Departure Point SAME AS ACC/INC Destination			Proximity RPORT/STRI	P	
Basic Weather - VMC Wind Dir/Speed- 260/004 KTS Visibility - 10.0 SM Lowest Sky/Clouds - UNK/NR	LOCAL ATC/Airspace Type of Flight Plan - N Type of Clearance - Type Apch/Lndg -	NONE	Runway Runway Runway	Ident Lth/Wid Surface Status	- N/A - N/A	
-Personnel Information Pilot-In-Command	Age - 27	Medical Certifica	ite - VALID	MEDICAL-N	O WAIVERS	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Riennial Flight Review	Flic	ht Time (F	lours)		
COMMERCIAL SE LAND, ME LAND, SE SEA	Current - YES Months Since - 9 Aircraft Type - UNK/NR	Make/Model-	50	Last 20 Last 30 Last 90	4 Hrs - O Days- O Days-	1 25 100
Instrument Rating(s) - AIRPLANE						
Narrative HE ACCIDENT OCCURRED WHILE THE ACFT WAS FLYIN OOKED UP AND SAW THE ACFT IN A SPIN TO THE RT RND IN A NEAR VERTICAL ATTITUDE. TWO WITNESSE ROHIBITED FROM DOING AEROBATICS. THE PLT HAD OOTHER OCCASION. AN EXAM OF THE WRECKAGE REVE	WITH THE RT WING FOLDED BA S SAW THE ACFT DOING LOOPS BEEN WARNED BY ANOTHER AERO	CK OVER THE FUSEL JUST PRIOR TO THE BATIC PLT NOT TO	AGE. THE A ACCIDENT. PERFORM AE	CFT HIT THE THE ACFT ROBATICS OF	E IS	

File No. - 1489 8/01/87 LK BUENA VISTA, FL A/C Reg. No. N910DW Time (Lc1) - 1314 EDT Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation MANEUVERING Finding(s) 1. WING, WING ATTACHMENT FITTING - FAILURE, TOTAL 2. AEROBATICS - PERFORMED - PILOT IN COMMAND 3. WING, WING ATTACHMENT FITTING - OVERLOAD 4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND 5. JUDGEMENT - POOR - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Occurrence #3 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) 1,3,4

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

File No 1424 8/07/87 ORLANDO.FL			FL A/C F	A/C Reg. No. N8523F			Time (Lcl) - 1400 EDT				
Basic Information Type Operating Certifica	te-NONE	(GENERAL A		t Damage			Injur				
Time of Omerical Series	CIOUT	CEETNO	SUBSTA	ANTIAL	0	Fatal O	Serious O	Minor			
Type of Operation Flight Conducted Under			Fire NONE		Crew Pass	0		0	1 2		
Accident Occurred During	-LANDII		NONE			-	,	•	_		
Aircraft Information											
Make/Model - BELL 47J	-2A		Eng Make/Model - Li		O-BIB3						
Landing Gear - SKID			Number Engines -				all Warnir	ıg Systei	n - NO		
Max Gross Wt - 2950			Engine Type - Ri		CARBURE	TOR					
No. of Seats - 3			Rated Power ~	260 HP							
Environment/Operations Inf	ormation										
Weather Data			Itinerary			Airport F					
Wx Briefing - NO REC Method - N/A	ORD OF BI	RIEFING	Last Departure Poin	t		OFF AIR	RPORT/STRIF	•			
• • • • • • • • • • • • • • • • • • • •			SAME AS ACC/INC			Ainmont De	. + 0				
Completeness - N/A Basic Weather - VMC			Destination LOCAL			Airport Da	ita				
Wind Dir/Speed- 270/00	E KTC		LUCAL			Dunway	Ident -	N/A			
Visibility - 7.0			ATC/Airspace				Lth/Wid -				
		ET SCATTER	ED Type of Flight Plan	- COMPANY (V	FR)		Surface -		TURF		
Lowest Ceiling -	NONE	SOATTEN	Type of Clearance	- NONE	,		Status -				
Obstructions to Vision	- NONE		Type Apch/Lndg	- STRAIGHT-I	N		•				
Precipitation			.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,								
Condition of Light		нт									
Personnel Information											
Pilot-In-Command			e - 26	Medical Cer	tificat	e - VALID	MEDICAL-NO	WAIVER	S/LIMIT		
Certificate(s)/Rating(s)	Bi	ennial Flight Review			t Time (Ho					
COMMERCIAL			Current - YES	Total	-	3000	Last 24		_, 5		
*			Months Since - 1	Make/Mo		950					
HELICOPTER			Aircraft Type - UNK/NI	R Instrum	ent-	72	Last 90				
							Rotorcr	aft -	3000		
Instrument Rating(s)	- HELI	COPTER									
Narrative											
NG THE APCH TO LAND THE TA	IL ROTOR	DRIVE ASS	Y FAILED RESULTING IN A	MOMENTARY LO	SS OF C	ONTROL. TH	HE PLT THEN	ı			
PROTATED & LANDED ON THE CO											
INATION OF THE TAIL ROTOR								•			
THE TRANSMISSION DRIVE COUP	LING DUE	TO A LACK	OF LUBRICATION IN IT.	THE FAILURE O	CCURRED	AT APRX 4	10' AGL.				

File No 142	4 8/07/87	ORLANDO,FL	A/C Reg.	No. N8523F	Time (Lcl) - 1400 EDT	
Occurrence #1 Phase of Operation	AIRFRAME/COMPONEN	NT/SYSTEM FAILURE/N ATTERN - BASE LEG/N	MALFUNCTION BASE TO FINAL			
Finding(s) 1. ROTOR DRIVE SYST 2. ROTOR DRIVE SYST 3. MAINTENANCE,LUI 4. AIRCRAFT PREFLIG	EM,TAIL ROTOR DRIV BRICATION - INADEC	VE SHAFT - FAILURE QUATE - OTHER MAIN				
Occurrence #2 Phase of Operation Finding(s) 5. AUTOROTATION - P	DESCENT - EMERGEN	•				
Occurrence #3 Phase of Operation						
Finding(s) 6. FLIGHT CONTROLS	- IMPROPER USE OF	- PILOT IN COMMAN	D			
Probable Cause	_					
The National Transporis/are finding(s) 1,2	_	rd determines that	the Probable Cause(s) of this accid	dent	
Factor(s) relating to	this accident is,	/are finding(s) 4,0	6			

File No 1423 8/22/87	PANAMA CITY, FL	A/C Reg. No. N3'	771M 	T	ime (Lc1) - 	· 1050 CDT	
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage			Injur	ies	
	·	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSON		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	0
Accident Occurred During -LANDIN	G 						
-Aircraft Information	·						_
Make/Model - NORTH AMERICAN AT		Model - P&W R-1340			Installed/A		
Landing Gear - TAILWHEEL-RETRACT		gines - 1			tall Warnir	ng System	- NO
Max Gross Wt - 5300		pe - RECIPROCATING	3-CARBURE IO	к			
No. of Seats - 2	Rated Pow	er - 550 HP					
Environment/Operations Information-							
Weather Data	Itinerary		А		Proximity		
Wx Briefing - NO RECORD OF BR				OFF AT	RPORT/STRIF	,	
Method - N/A Completeness - N/A	MARIANNA Destination		A÷	rport Da	a+a		
Basic Weather - VMC	SAME AS		AI	rport b	ala		
Wind Dir/Speed- 010/006 KTS	SAML AS	ACC/ INC		Punway	Ident -	- N/A	
Visibility - 8.0 SM	ATC/Airspace				Lth/Wid -		
	T SCATTERED Type of F1				Surface -		RF
Lowest Ceiling - NONE	Type of C1	earance - NONE			Status -		
Obstructions to Vision- NONE	Type Apch/	Lndg - FORCED L	ANDING	•			
Precipitation - NONE							
Condition of Light - DAYLIGH	T 						
-Personnel Information							
Pilot-In-Command	Age - 29	Medical Co	ertificate			IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flight	lime (H	ours)		ız /NID
PRIVATE	Current Months Since	- YES Total	- 1 /Model-UNK	30 ND	Last 24	Hrs - UN	K/NR
SE LAND		- 1/	ument- UNK/	NK ND	Last 30	Days- UN	70
	Afficiant Typ	e - ONK/NK INSTIN	-Eng - UNK/	NP	Potorce	raft - UN	k/NR
		Marci	2.19 014K/	• • • • • • • • • • • • • • • • • • • •	KO COI CI	S. C. O.	13/ 1413
Instrument Rating(s) - NONE							
PLT STATED THAT HE WAS INBOUND TO S	ANDY CREEK AIRPORT WHEN	HE HEARD A LOUD BAN	G AND LOST	POWER.	ON LANDING		
LOUT IN A FIELD THE AIRCRAFT HIT SOM							
ENGINE REVEALED AN INTERNAL BLOWER							

File No 14	8/22/87	PANAMA CI	TY,FL	A/C Reg.	No. N3771M	Time (Lc1) - 1050 CDT	
Occurrence #1 Phase of Operation 1. ENGINE ASSEMBLY	CRUISE	~ FAILURE,TO	TAL				
Occurrence #2 Phase of Operation	DESCENT						
Occurrence #3 Phase of Operation	ON GROUND COLLIS	SION WITH TE	RRAIN/WATER				
Finding(s) 2. TERRAIN CONDITI							
Occurrence #4 Phase of Operation	LANDING - ROLL						
Probable Cause					·		
The National Transpo	rtation Safety Boa	ard determin	es that the	Probable Cause	(s) of this acci	dent	
Factor(s) relating t	o this accident is	s/are findin	g(s) 2				

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircra	ft Damage		Injur	ries	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	DESTR		Fatal			None
Type of Operation -PERSONAL	Fire	Cre		1	0	0
Flight Conducted Under -14 CFR 91	ON GR	OUND Pas	s 0	1	0	0
Accident Occurred During -DESCENT						
Aircraft Information	,					
Make/Model - CESSNA 182A	Eng Make/Model - C			Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall Warnir	ng Syst em	- YES
Max Gross Wt - 2650	Engine Type - R Rated Power -		RETUR			
No. of Seats - 1	Rated Power -					
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	t	ON AIF	RPORT		
Method - N/A Completeness - N/A	SAME AS ACC/INC Destination		Airport [\a+a		
Basic Weather - VMC	MATUNE, IL	-	FERGUS			
Wind Dir/Speed- 350/006 KTS	MATONE, IE				- 36	
Visibility - 4.000 SM	ATC/Airspace			/ Lth/Wid -		200
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	/ Status -	- DRY	
Obstructions to Vision- HAZE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - NIGHT(DARK)						
Personnel Information						
	Age - 40	Medical Certific			WAIVERS/	LIMIT
, ,,	Biennial Flight Review Current - YES	Total -	ght Time (F		1 Hrs -	0
COMMERCIAL SE LAND,SE SEA	Months Since - 9			Last 2		0 v /ND
GLIDER	Aircraft Type - UNK/N			Last 90	Days on Days-	40
GLIDEN	Arreful Crype Glatty to	Multi-Eng -		2001 31	Juyo	40
Instrument Rating(s) - AIRPLANE						
Narrative						
PLT STATED THAT JUST AFTER LIFTOFF HE FLE	W INTO A LAYER OF HAZE AND	BECAME DISORIENTE	D, THE AIR	CRAFT STALLE	ED,	
SHED INTO A DIRT MOUND, SPUN AROUND AND CA						

File No. - 1544 8/23/87 PENSACOLA, FL A/C Reg. No. N4741D Time (Lcl) - 0440 CDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - HAZE/SMOKE SPATIAL DISORIENTATION - PILOT IN COMMAND 3. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND 4. STALL - INADVERTENT - PILOT IN COMMAND 5. LIGHT CONDITION - DARK NIGHT Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. TERRAIN CONDITION - DIRT BANK The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4 Factor(s) relating to this accident is/are finding(s) 1,5

Type of Operation -PERSONAL Fire Crew 0 0 1 Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT Aircraft Information Make/Model - BEECH Y-35B Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3400 No. of Seats - 6 Rated Power - 285 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Accompleteness - N/A Basic Weather - VMC Wind Dir/Speed - 290/006 KTS Wind Dir/Speed - 290/006 KTS Lowest Sky/Clouds - 25000 FT THIN OVC Lowest Sky/Clouds - 000 1 Lowest Sky/Clouds - 25000 FT THIN OVC Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND Arport Proximity Airport Proximity Last Departure Point OFF AIRPORT/STRIP Airport Proximity Last Departure Point OFF AIRPORT/STRIP Airport Proximity A	Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	DESI Fire	ROYED		0	Serious	Minor	None
Type of Operation -PERSONAL Fire Crew 0 0 1 Flight Conducted Under -14 CFR 91 ON GROUND Pass 0 0 2 Accident Occurred During -DESCENT Aircraft Information Make/Model - BEECH V-35B Eng Make/Model - CONTINENTAL IO-520-B/BA ELT Installed/Activated - YE Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3400 Engine Type - RECIP-FUEL INJECTED No. of Seats - 6 Rated Power - 285 HP Environment/Operations Information WeatherD Data Wx Briefing - NO RECORD OF BRIEFING ATLANTA, GA Completeness - N/A Destination OFF AIRPORT/STRIP Basic Weather - VMC Wind Dir/Speed-290/006 KTS Visibility - 4.000 SM ATC/Airspace Runway Lth/wid - 3600/ 65 Lowest Sky/Clouds - 25000 FT THIN OVC Type of Flight Plan - IFR Runway Surface - ASPHALT Obstructions to Vision- NONE Type of Clearance - IFR Runway Status - DRY Obstructions to Vision- NONE Type of Clearance - IFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - GO AROUND Precipitation - NONE Type Apch/Lndg - GO AROUND Condition of Light - NIGHT(DARK) Instrument Rating(s) - AIRPLANE Narrative	Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	DESI Fire	ROYED		0	Serious	Minor	None
Aircraft Information Make/Model - BEECH V-35B	Accident Occurred During -DESCENT				_	0	4	
Aircraft Information Make/Model - BEECH V-35B	Accident Occurred During -DESCENT	ON (ROUND	Pass	^			0
Aircraft Information Make/Model - BEECH V-35B	Accident Occurred During -DESCENT	·			U	0	2	0
Make/Model - BEECH V-35B Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3400 No. of Seats - 6								
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3400 No. of Seats - 6 Number Engines - 1 Engine Type - RECIP-FUEL INJECTED No. of Seats - 6 Rated Power - 285 HP				, , , ,				
Max Gross Wt - 3400 No. of Seats - 6 No. of Seats - 6 Rated Power - 285 HP Environment/Operations Information weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed 290/006 KTS Visibility - 4.000 SM Lowest Sky/Clouds - 25000 FT THIN OVC Obstructions to Vision - NONE Obstructions to Vision - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL COMMERCIAL SE LAND Age - 25 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Obstructions to Vision - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND Age - 25 Months Since - 5 Make/Model - 320 Months Since - 5 Months Sin)-520-B/E	BA ELT	Installed/A	ctivated	- YES/YE
No. of Seats - 6 Rated Power - 285 HP Environment/Operations Information	Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -	1		S	tall Warning	g System	- YES
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Completeness - N/A Destination Basic Weather - VMC Wind Dir/Speed - 290/006 KTS Visibility - 4.000 SM Lowest Sky/Clouds - 25000 FT THIN OVC Obstructions to Vision - NONE Occipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND Airport Proximity OFF AIRPORT/STRIP Airport Data Airport Portinal Airport Data Airport Data Airport Data Airport Data Airport Data Airp				JECTED				
Weather Data Weather Data Weathod - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 290/006 KTS Visibility - 4.000 SM Lowest Sky/Clouds - 25000 FT THIN OVC Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK) -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND Instrument Rating(s) - AIRPLANE Itinerary Last Departure Point ATLANTA,GA Destination SAME AS ACC/INC SAME AS ACC/INC ST. GEORGES ISLAND Runway Ident - 14 Runway Lth/Wid - 3600/ 65 Runway Lth/Wid - 3600/ 65 Runway Status - DRY Obstructions to Vision- NONE Type of Clearance - IFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - GO AROUND FORCED LANDING Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) SE LAND, ME LAND Months Since - 5 Make/Model 320 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - AIRPLANE -Narrative	No. of Seats - 6	Rated Power -	285 HP					
Wx Briefing - NO RECORD OF BRIEFING Method - N/A Destination AILANTA,GA Completeness - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC ST. GEORGES ISLAND Runway Ident - 14 Visibility - 4.000 SM ATC/Airspace Runway Lth/Wid - 3600/ 65 Lowest Sky/Clouds - 25000 FT THIN OVC Type of Flight Plan - IFR Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - IFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - GO AROUND FORCED LANDING Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 25 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Current - YES Total - 710 Last 24 Hrs - COMMERCIAL SE LAND MONTHS Since - 5 Make/Model- 320 Last 30 Days - 32 Maler Type - UNK/NR Instrument - 187 Last 90 Days - 32 Multi-Eng - 390 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE	-Environment/Operations Information							
Method - N/A Destination Airport Data Completeness - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC ST. GEORGES ISLAND Wind Dir/Speed - 290/006 KTS Runway Ident - 14 Visibility - 4.000 SM ATC/Airspace Runway Lth/Wid - 3600/ 65 Lowest Sky/Clouds - 25000 FT THIN OVC Type of Flight Plan - IFR Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - IFR Runway Surface - ASPHALT Obstructions to Vision- NONE Type Apch/Lndg - GO AROUND Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 25 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 710 Last 24 Hrs - COMMERCIAL SE LAND, ME LAND Months Since - 5 Make/Model - 320 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 187 Last 90 Days - 32 Multi-Eng - 390 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE			•		Airport	Proximity		
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Wind Dir/Speed- 290/006 KTS Visibility - 4.000 SM ATC/Airspace Lowest Sky/Clouds - 25000 FT THIN OVC Type of Flight Plan - IFR Runway Lth/Wid - 3600/ 65 Lowest Ceiling - NONE Type of Clearance - IFR Runway Surface - ASPHALT Obstructions to Vision- NONE Type Apch/Lndg - GO AROUND Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 25 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 710 Last 24 Hrs - COMMERCIAL SE LAND, ME LAND Months Since - 5 Make/Model - 320 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument 187 Last 90 Days - 32 Multi-Eng - 390 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE					Airport D	ata		•
Visibility - 4.000 SM ATC/Airspace Runway Lth/Wid - 3600/ 65 Lowest Sky/Clouds - 25000 FT THIN OVC Type of Flight Plan - IFR Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - IFR Runway Status - DRY Obstructions to Vision - NONE Type Apch/Lndg - GO AROUND Precipitation - NONE FORCED LANDING Condition of Light - NIGHT(DARK) -Personnel Information Pilot-In-Command Age - 25 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 710 Last 24 Hrs - COMMERCIAL SE LAND, ME LAND Months Since - 5 Make/Model - 320 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 187 Last 90 Days - 32 Multi-Eng - 390 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE		SAME AS ACC/INC			ST. GE	ORGES ISLAN	D	
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Lowest Ceiling - NONE Type of Clearance - IFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - GO AROUND Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 25 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 710 Last 24 Hrs - C SE LAND, ME LAND Months Since - 5 Make/Model - 320 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument 187 Last 90 Days- 32 Multi-Eng - 390 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE								65
Obstructions to Vision- NONE							ASPHALT	
Precipitation - NONE Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 25 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 710 Last 24 Hrs - COMMERCIAL SE LAND, ME LAND Months Since - 5 Make/Model - 320 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 187 Last 90 Days - 32 Multi-Eng - 390 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE					Runway	Status -	DRY	
Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 25 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 710 Last 24 Hrs - COMMERCIAL Months Since - 5 Make/Model - 320 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 187 Last 90 Days - 32 Multi-Eng - 390 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE		Type Apch/Lndg	- GO AROUND					
Personnel Information Pilot-In-Command Age - 25 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 710 Last 24 Hrs - C SE LAND, ME LAND Months Since - 5 Make/Model - 320 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 187 Last 90 Days - 32 Multi-Eng - 390 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE	Precipitation - NONE		FORCED LAN	IDING				
Pilot-In-Command Age - 25 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 710 Last 24 Hrs - COMMERCIAL Months Since - 5 Make/Model - 320 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 187 Last 90 Days - 32 Multi-Eng - 390 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE	Condition of Light - NIGHT(DARK)							
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 710 Last 24 Hrs - COMMERCIAL Months Since - 5 Make/Model - 320 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 187 Last 90 Days - 32 Multi-Eng - 390 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE								
COMMERCIAL Current - YES Total - 710 Last 24 Hrs - COMMERCIAL Months Since - 5 Make/Model - 320 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 187 Last 90 Days - 32 Multi-Eng - 390 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE		-	Medical Cer				IVERS/LIM	IT
SE LAND,ME LAND Months Since - 5 Make/Model- 320 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 187 Last 90 Days- 32 Multi-Eng - 390 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE		_				•		
Aircraft Type - UNK/NR Instrument- 187 Last 90 Days- 32 Multi-Eng - 390 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE		- · · · · · · · · · · · · · · · · · · ·						0
Multi-Eng - 390 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE Narrative	SE LAND, ME LAND	Months Since - 5	Make/Mo	ode1-	320	Last 30		•
Instrument Rating(s) - AIRPLANE Narrative		Aircraft Type - UNK					•	32
-Narrative	•		Multi-E	ing -	390	Rotorcra	aft - UN	K/NR
	Instrument Rating(s) - AIRPLANE							
	-Nannativo							
E PLT STATED THAT WHILE ON FINAL APCH TO ST. GEORGES ARPT HE LOST POWER. ON AN ATTEMPT TO GO AROUND COLLIDED	PLT STATED THAT WHILE ON FINAL APCH TO ST		WER. ON AN ATT	EMPT TO	GO AROUN	D COLLIDED		
TH TREES, FLIPPED OVER & CAME TO REST INVERTED.								

File No 14	63 9/10/87	APALACHICOLA, FL	A/C Reg. No. N9008Q	Time (Lc1) - 2054 EDT
Occurrence #1 Phase of Operation		OWER ATTERN - FINAL APPROACH		
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation		ION WITH OBJECT		
Finding(s) 2. OBJECT - TREE(S				
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boa	rd determines that the f	Probable Cause(s) of this accid	ent

Basic Information	File No 1462 9/11/87 BELLI	E GLADE,FL A/C Re	g. No. N23600	Time (Lc1)	- 0930 EDT	
Type of Operation						
Flight Conducted Under						None
Accident Decurred During -LANDING Aircraft Information Make/Model - AIRTRACTOR AT301					-	
Aircraft Information Make/Model - AIRTRACTOR AT301		NONE	Pass	o ó	0	0
Make/Model - AIRTRACTOR AT301						
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wit - 7050 Max Gross Wit - 7050 No. of Seats - 1 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Completeness - N/A Basic Weather - WC Wind Dir/Speed- 280/004 KTS Visibility - 8.0 SM Lowest Sky/Clouds - 1900 FT SCATTERED Type of Flight Plan - NONE Lowest Sky/Clouds - 1900 FT SCATTERED Type of Flight Plan - NONE Reciping - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) SE LAND, ME LAND Age - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Review COMMERCIAL Current - YES COMMERCIAL Current - YES Total - 12847 Last 24 Hrs - UNK/NR Aircraft Type OVER CACH TO NO THE ROAD HE STRUCK A HIDDEN 55 GALLON UNM WITH THE RIGHT WING TIP, SPUN APPROXIMATELY 60 DEGREES TO THE RIGHT. THE PLUT LANDED ON A ROAD. ON LANDING ROLLOUT ON THE ROAD HE STRUCK A HIDDEN 55 GALLON UNM WITH THE RIGHT WING TIP, SPUN APPROXIMATELY 60 DEGREES TO THE RIGHT, FLIPPED OVER & CAME TO REST INVERTED IN A NALA ALONGSIDE THE ROAD. POST CRASH EXAMINATION OF THE ENGINE REVEALED THAT THE AIRCRAFT LOST POWER DUE TO THE						
Max Gross Wt - 7050						
No. of Seats - 1 Rated Power - 600 HP Environment/Operations Information Weather Data					ing System -	- NO
Weather Data SAME AS ACC/INC Completeness - N/A Destination Basic Weather - VMC UCAL Wind Dir/Speed- 280/004 KTS Wisibility - 8.0 SM ATC/Airspace Wind Dir/Speed- 280/004 KTS Visibility - 8.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 1900 FT SCATTERED Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - 5000 FT BROKEN Type of Clearance - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) Seland Commercial Commercial Commercial Commercial Seland, Metand Months Since - 11 Make/Model - 3300 Last 30 Days- UNK/NR Seland, Metand Months Since - 11 Make/Model - 3300 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 0 Last 90 Days- 25 Multi-Eng - 12 Instrument Rating(s) - NONE Narrative Report Proximity OFF AIRPORT/STRIP DAYLIGHT Wind June - N/A Aircraft Type - UNK/NR UNK/NR UNK/NR UNK/NR Instrument - VALID MEDICAL-WAIVERS/LIMIT Make/Model - 3300 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Multi-Eng - 12 Instrument Rating(s) - NONE Narrative Report Fight Time (Hours)Narrative Report Fight Time (Hours)Narrative Report Fight Figh)R		
Weather Data We Briefing - NO RECORD OF BRIEFING We Briefing - NO RECORD OF BRIEFING Wethod - N/A Completeness - N/A Basic Weather - WMC Wind Dir/Speed- 280/004 KTS Visibility - 8.0 SM Lowest Sky/Clouds - 1900 FT SCATTERED Type of Flight Plan - NONE Lowest Sky/Clouds - 1900 FT SCATTERED Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - 5000 FT BROKEN Type of Clearance - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL COMMERCIAL SE LAND, ME LAND Months Since - 11 Make/Model - 3000 Make/Model - 300	No. of Seats - 1	Rated Power -	600 HP 			
Wx Briefing - NO RECORD OF BRIEFING	Environment/Operations Information					
Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- 280/004 KTS Runway Ident - N/A Visibility - 8.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 1900 FT SCATTERED Type of Flight Plan - NONE Runway Surface - DIRT Lowest Sky/Clouds - 1900 FT SCATTERED Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - 5000 FT BROKEN 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 - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 12847 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 11 Make/Model - 3300 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 25 Multi-Eng - 12 Instrument Rating(s) - NONE Narrative IE PLT STATED THAT HE WAS SPRAYING WATER TO CLEAN OUT HIS HOPPER TANK, DURING APPROACH TO LAND THE ENG QUIT. HABLE TO REACH THE AIRSTRIP THE PLT LANDED ON A ROAD. ON LANDING ROLLOUT ON THE ROAD HE STRUCK A HIDDEN 55 GALLON RUM WITH THE RIGHT WING TIP, SPUN APPROXIMATELY 60 DEGREES TO THE RIGHT, FLIPPED OVER & CAME TO REST INVERTED IN A NAVAL ALDNGSIDE THE ROAD. POST CRASH EXAMINATION OF THE ENGINE REVEALED THAT THE AIRCRAFT LOST POWER DUE TO THE			A			
Completeness - N/A Basic Weather - VMC Basic Weather - VMC Wind Dir/Speed - 280/004 KTS Visibility - 8.0 SM ATC/Airspace Lowest Sky/Clouds - 1900 FT SCATTERED Type of Flight Plan - NONE Lowest Sky/Clouds - 1900 FT SCATTERED Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - 5000 FT BROKEN Type of Clearance - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 51 Certificate(s)/Rating(s) COMMERCIAL Biennial Flight Review COMMERCIAL Flight Review COMMERCIAL Flight Review COMMERCIAL SE LAND, ME LAND Months Since - 11 Make/Model - 3300 Months Since - 11 Months Flight Review Months Flight Review Months Flight Review Months Since - 11 Make/Model - 3300 Months Since - 11 Make/Model - 3300 Months Since - 11 Months Flight Review Mont	Wx Briefing - NO RECORD OF BRIEFING			OFF AIRPORT/STR	IP	
Basic Weather - VMC Wind Dir/Speed - 280/004 KTS Visibility - 8.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 1900 FT SCATTERED Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - 5000 FT BROKEN 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 - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 12847 Last 24 Hrs - UNK/NR SE LAND,ME LAND Months Since - 11 Make/Model- 3300 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 0 Last 90 Days- 25 Instrument Rating(s) - NONE Narrative Le PLT STATED THAT HE WAS SPRAYING WATER TO CLEAN OUT HIS HOPPER TANK, DURING APPROACH TO LAND THE ENG QUIT, HABLE TO REACH THE AIRSTRIP THE PLT LANDED ON A ROAD. ON LANDING ROLLOUT ON THE ROAD HE STRUCK A HIDDEN 55 GALLON RUM WITH THE RIGHT WING TIP, SPUN APPROXIMATELY GO DEGREES TO THE RIGHT, FLIPPED OVER & CAME TO REST INVERTED IN A NAMAL ALONGSIDE THE ROAD. POST CRASH EXAMINATION OF THE ENGINE REVEALED THAT THE AIRCRAFT LOST POWER DUE TO THE		SAME AS ACC/INC				
Wind Dir/Speed- 280/004 KTS Visibility - 8.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 1900 FT SCATTERED Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - 5000 FT BROKEN 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 - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 12847 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 11 Make/Model - 3300 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 25 Multi-Eng - 12 Instrument Rating(s) - NONE Narrative HE PLT STATED THAT HE WAS SPRAYING WATER TO CLEAN OUT HIS HOPPER TANK. DURING APPROACH TO LAND THE ENG QUIT. ABBLE TO REACH THE AIRSTRIP THE PLT LANDED ON A ROAD. ON LANDING ROLLOUT ON THE ROAD HE STRUCK A HIDDEN 55 GALLON RUM WITH THE RIGHT WING TIP, SPUN APPROXIMATELY 60 DEGREES TO THE RIGHT, FLIPPED OVER & CAME TO REST INVERTED IN A RUM WITH THE RIGHT WING TIP, SPUN APPROXIMATELY 60 DEGREES TO THE RIGHT, FLIPPED OVER & CAME TO REST INVERTED IN A RUM WITH THE RIGHT WING TIP, SPUN APPROXIMATELY 60 DEGREES TO THE RIGHT, FLIPPED OVER & CAME TO REST INVERTED IN A RUM ALD ALONGSIDE THE ROAD. POST CRASH EXAMINATION OF THE ENGINE REVEALED THAT THE AIRCRAFT LOST POWER DUE TO THE		Destination	Αi	rport Data		
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Lowest Sky/Clouds - 1900 FT SCATTERED Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - 5000 FT BROKEN 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 - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 12847 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 11 Make/Model 3300 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 25 Multi-Eng - 12 Instrument Rating(s) - NONE Narrative HE PLT STATED THAT HE WAS SPRAYING WATER TO CLEAN OUT HIS HOPPER TANK. DURING APPROACH TO LAND THE ENG QUIT. HABLE TO REACH THE AIRSTRIP THE PLT LANDED ON A ROAD. ON LANDING ROLLOUT ON THE ROAD HE STRUCK A HIDDEN 55 GALLON RUM WITH THE RIGHT WING TIP, SPUN APPROXIMATELY 60 DEGREES TO THE RIGHT, FLIPPED OVER & CAME TO REST INVERTED IN A ROAD AND A ROAD. OF THE ENGINE REVEALED THAT THE AIRCRAFT LOST POWER DUE TO THE						
Lowest Ceiling - 5000 FT BROKEN 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 - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 12847 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 11 Make/Model - 3300 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 25 Multi-Eng - 12 Instrument Rating(s) - NONE Narrative HE PLT STATED THAT HE WAS SPRAYING WATER TO CLEAN OUT HIS HOPPER TANK. DURING APPROACH TO LAND THE ENG QUIT. HABLE TO REACH THE AIRSTRIP THE PLT LANDED ON A ROAD. ON LANDING ROLLOUT ON THE ROAD HE STRUCK A HIDDEN 55 GALLON RUM WITH THE RIGHT WING TIP, SPUN APPROXIMATELY 60 DEGREES TO THE RIGHT, FLIPPED OVER & CAME TO REST INVERTED IN A NAAL ALONGSIDE THE ROAD. POST CRASH EXAMINATION OF THE ENGINE REVEALED THAT THE AIRCRAFT LOST POWER DUE TO THE						
Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 12847 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 11 Make/Model - 3300 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 25 Multi-Eng - 12 Instrument Rating(s) - NONE Narrative HE PLT STATED THAT HE WAS SPRAYING WATER TO CLEAN OUT HIS HOPPER TANK. DURING APPROACH TO LAND THE ENG QUIT. HABLE TO REACH THE AIRSTRIP THE PLT LANDED ON A ROAD. ON LANDING ROLLOUT ON THE ROAD HE STRUCK A HIDDEN 55 GALLON BUM WITH THE RIGHT WING TIP, SPUN APPROXIMATELY 60 DEGREES TO THE RIGHT, FLIPPED OVER & CAME TO REST INVERTED IN A ROAD. NO LANDING REVEALED THAT THE AIRCRAFT LOST POWER DUE TO THE						
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 12847 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 11 Make/Model - 3300 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 25 Multi-Eng - 12 Instrument Rating(s) - NONE Narrative HE PLT STATED THAT HE WAS SPRAYING WATER TO CLEAN OUT HIS HOPPER TANK. DURING APPROACH TO LAND THE ENG QUIT. HABLE TO REACH THE AIRSTRIP THE PLT LANDED ON A ROAD. ON LANDING ROLLOUT ON THE ROAD HE STRUCK A HIDDEN 55 GALLON RUM WITH THE RIGHT WING TIP, SPUN APPROXIMATELY 60 DEGREES TO THE RIGHT, FLIPPED OVER & CAME TO REST INVERTED IN A ROAD POST CRASH EXAMINATION OF THE ENGINE REVEALED THAT THE AIRCRAFT LOST POWER DUE TO THE	Lowest Ceiling - 5000 FT BRO			Runway Status	- DRY	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 12847 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 11 Make/Model - 3300 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 25 Multi-Eng - 12 Instrument Rating(s) - NONE Narrative HE PLT STATED THAT HE WAS SPRAYING WATER TO CLEAN OUT HIS HOPPER TANK. DURING APPROACH TO LAND THE ENG QUIT. HABLE TO REACH THE AIRSTRIP THE PLT LANDED ON A ROAD. ON LANDING ROLLOUT ON THE ROAD HE STRUCK A HIDDEN 55 GALLON RUM WITH THE RIGHT WING TIP, SPUN APPROXIMATELY 60 DEGREES TO THE RIGHT, FLIPPED OVER & CAME TO REST INVERTED IN A ROAD ALONGSIDE THE ROAD. POST CRASH EXAMINATION OF THE ENGINE REVEALED THAT THE AIRCRAFT LOST POWER DUE TO THE		Type Apch/Lndg -	FORCED LANDING			
Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 12847 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 11 Make/Model - 3300 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 25 Multi-Eng - 12 Instrument Rating(s) - NONE Instrument Ra						
Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 12847 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 11 Make/Model - 3300 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 25 Multi-Eng - 12 Instrument Rating(s) - NONE Narrative IE PLT STATED THAT HE WAS SPRAYING WATER TO CLEAN OUT HIS HOPPER TANK. DURING APPROACH TO LAND THE ENG QUIT. HABLE TO REACH THE AIRSTRIP THE PLT LANDED ON A ROAD. ON LANDING ROLLOUT ON THE ROAD HE STRUCK A HIDDEN 55 GALLON RUM WITH THE RIGHT WING TIP, SPUN APPROXIMATELY 60 DEGREES TO THE RIGHT, FLIPPED OVER & CAME TO REST INVERTED IN A ROAL ALONGSIDE THE ROAD. POST CRASH EXAMINATION OF THE ENGINE REVEALED THAT THE AIRCRAFT LOST POWER DUE TO THE	Condition of Light - DAYLIGHT					
Certificate(s)/Rating(s) COMMERCIAL Current - YES Total - 12847 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 11 Aircraft Type - UNK/NR Instrument Rating(s) - NONE Instrument - 12847 Instrument - 12847 Instrument - 12847 Instrument - 12847 Instrument - NONE - NO	Personnel Information					
COMMERCIAL SE LAND, ME LAND Months Since - 11 Make/Model - 3300 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 25 Multi-Eng - 12 Instrument Rating(s) - NONE Instrument Rating(s) - NONE Narrative HE PLT STATED THAT HE WAS SPRAYING WATER TO CLEAN OUT HIS HOPPER TANK. DURING APPROACH TO LAND THE ENG QUIT. HABLE TO REACH THE AIRSTRIP THE PLT LANDED ON A ROAD. ON LANDING ROLLOUT ON THE ROAD HE STRUCK A HIDDEN 55 GALLON RUM WITH THE RIGHT WING TIP, SPUN APPROXIMATELY 60 DEGREES TO THE RIGHT, FLIPPED OVER & CAME TO REST INVERTED IN A NAL ALONGSIDE THE ROAD. POST CRASH EXAMINATION OF THE ENGINE REVEALED THAT THE AIRCRAFT LOST POWER DUE TO THE	Pilot-In-Command	Age - 51			WAIVERS/LIMI	T
Aircraft Type - UNK/NR Instrument- O Last 90 Days- 25 Multi-Eng - 12 Instrument Rating(s) - NONE Narrative HE PLT STATED THAT HE WAS SPRAYING WATER TO CLEAN OUT HIS HOPPER TANK. DURING APPROACH TO LAND THE ENG QUIT. HABLE TO REACH THE AIRSTRIP THE PLT LANDED ON A ROAD. ON LANDING ROLLOUT ON THE ROAD HE STRUCK A HIDDEN 55 GALLON RUM WITH THE RIGHT WING TIP, SPUN APPROXIMATELY 60 DEGREES TO THE RIGHT, FLIPPED OVER & CAME TO REST INVERTED IN A HABLALONGSIDE THE ROAD. POST CRASH EXAMINATION OF THE ENGINE REVEALED THAT THE AIRCRAFT LOST POWER DUE TO THE	<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review				
Aircraft Type - UNK/NR Instrument- O Last 90 Days- 25 Multi-Eng - 12 Instrument Rating(s) - NONE Narrative IE PLT STATED THAT HE WAS SPRAYING WATER TO CLEAN OUT HIS HOPPER TANK. DURING APPROACH TO LAND THE ENG QUIT. IABLE TO REACH THE AIRSTRIP THE PLT LANDED ON A ROAD. ON LANDING ROLLOUT ON THE ROAD HE STRUCK A HIDDEN 55 GALLON RUM WITH THE RIGHT WING TIP, SPUN APPROXIMATELY 60 DEGREES TO THE RIGHT, FLIPPED OVER & CAME TO REST INVERTED IN A NAL ALONGSIDE THE ROAD. POST CRASH EXAMINATION OF THE ENGINE REVEALED THAT THE AIRCRAFT LOST POWER DUE TO THE			Total - 128	347 Last	24 Hrs - UNK	(/NR
Instrument Rating(s) - NONE Narrative HE PLT STATED THAT HE WAS SPRAYING WATER TO CLEAN OUT HIS HOPPER TANK. DURING APPROACH TO LAND THE ENG QUIT. HABLE TO REACH THE AIRSTRIP THE PLT LANDED ON A ROAD. ON LANDING ROLLOUT ON THE ROAD HE STRUCK A HIDDEN 55 GALLON RUM WITH THE RIGHT WING TIP, SPUN APPROXIMATELY 60 DEGREES TO THE RIGHT, FLIPPED OVER & CAME TO REST INVERTED IN A NAL ALONGSIDE THE ROAD. POST CRASH EXAMINATION OF THE ENGINE REVEALED THAT THE AIRCRAFT LOST POWER DUE TO THE	SE LAND, ME LAND		Make/Model- 33	300 Last	30 Days- UNK	(/NR
Instrument Rating(s) - NONENarrative HE PLT STATED THAT HE WAS SPRAYING WATER TO CLEAN OUT HIS HOPPER TANK. DURING APPROACH TO LAND THE ENG QUIT. HABLE TO REACH THE AIRSTRIP THE PLT LANDED ON A ROAD. ON LANDING ROLLOUT ON THE ROAD HE STRUCK A HIDDEN 55 GALLON RUM WITH THE RIGHT WING TIP, SPUN APPROXIMATELY 60 DEGREES TO THE RIGHT, FLIPPED OVER & CAME TO REST INVERTED IN A RNAL ALONGSIDE THE ROAD. POST CRASH EXAMINATION OF THE ENGINE REVEALED THAT THE AIRCRAFT LOST POWER DUE TO THE	ž	Aircraft Type - UNK/NR			90 Days-	25
Narrative IE PLT STATED THAT HE WAS SPRAYING WATER TO CLEAN OUT HIS HOPPER TANK. DURING APPROACH TO LAND THE ENG QUIT. IABLE TO REACH THE AIRSTRIP THE PLT LANDED ON A ROAD. ON LANDING ROLLOUT ON THE ROAD HE STRUCK A HIDDEN 55 GALLON OUM WITH THE RIGHT WING TIP, SPUN APPROXIMATELY 60 DEGREES TO THE RIGHT, FLIPPED OVER & CAME TO REST INVERTED IN A NAL ALONGSIDE THE ROAD. POST CRASH EXAMINATION OF THE ENGINE REVEALED THAT THE AIRCRAFT LOST POWER DUE TO THE			Multi-Eng -	12		
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HE PLT STATED THAT HE WAS SPRAYING WATER TO CLEAN OUT HIS HOPPER TANK. DURING APPROACH TO LAND THE ENG QUIT. HABLE TO REACH THE AIRSTRIP THE PLT LANDED ON A ROAD. ON LANDING ROLLOUT ON THE ROAD HE STRUCK A HIDDEN 55 GALLON RUM WITH THE RIGHT WING TIP, SPUN APPROXIMATELY 60 DEGREES TO THE RIGHT, FLIPPED OVER & CAME TO REST INVERTED IN A HNAL ALONGSIDE THE ROAD. POST CRASH EXAMINATION OF THE ENGINE REVEALED THAT THE AIRCRAFT LOST POWER DUE TO THE						
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ANAL ALONGSIDE THE ROAD. POST CRASH EXAMINATION OF THE ENGINE REVEALED THAT THE AIRCRAFT LOST POWER DUE TO THE						
AILURE UF THE INTERNAL SUPERCHARGER.		IIUN UF THE ENGINE REVEALED T	HAI THE ATRORAFT LOS	SI PUWER DUE TO T	HE	
	TILURE OF THE INTERNAL SUPERCHARGER.					

File No 14	62 9/11/87	BELLE GLADE,FL	A/C Reg. No. N23600	Time (Lcl) - 0930 EDT
	APPROACH - VFR		ı	
Occurrence #2 Phase of Operation				·
Occurrence #3 Phase of Operation		SION WITH OBJECT		
Finding(s) 2. TERRAIN CONDITI 3. OBJECT - OTHER				·
Occurrence #4 Phase of Operation	LANDING - ROLL			
Probable Cause				
The National Transpo is/are finding(s) 1	rtation Safety Boa	ard determines that the	Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is	s/are finding(s) 2		

File No 1491 9/15/87	TAMPA,FL	A/C Reg. No. N	211PU 	۱۱۳ 	ne (Lc1) -	1337 EDI	
Basic Information Type Operating Certificate-ON-DE		Aircraft Damage			Injuri		
Name of Carrier -HOLID Type of Operation -NON S	AY AIR	SUBSTANTIAL Fire		Fatal O	Serious O	Minor O	None
Flight Conducted Under -14 CF	D 135	NONE	Crew Pass	0	0	0	2
Accident Occurred During -TAXI			1 433	Ü	Ü	Ü	J
Aircraft Information							
Make/Model - BEECH 200		lodel - P & W PT-6A			stalled/Ac		
Landing Gear - TRICYCLE-RETRACT Max Gross Wt - 12500		e - TURBOPROP		512	ıll Warning	System -	. AE2
No. of Seats - 15	Rated Powe		·				
-Environment/Operations Information							
Weather Data	Itinerary		Α	irport Pr			
Wx Briefing - NO RECORD OF B	140000111			ON AIRPO	IRT		
Method - N/A Completeness - N/A		LLE,FL	A 2	Dod	_		
Basic Weather - VMC	Destination SAME AS A	CC/INC	A1	rport Dat TAMPA	a		
Wind Dir/Speed- 120/004 KTS	JAME AS A	100, 1110		Runway I	dent -	UNK/NR	
Visibility - 7.0 SM	ATC/Airspace				.th/Wid -	UNK/NR	
	FT SCATTERED Type of Fli				iurface -		
Lowest Ceiling - NONE		arance - NONE		Runway S	itatus -	DRY	
Obstructions to Vision- NONE	Type Apch/L	.ndg - NONE					
Precipitation - NONE Condition of Light - DAYLIG	LIT						
Personnel Information							
Pilot-In-Command	Age - 48		Certificate			WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight F			Time (Hou			. /ND
COMMERCIAL,ATP SE LAND,ME LAND	Current Months Since	- YES Tota	1 - 50	02	Last 24	Hrs - UNK Days- UNK	
SE LAND, ME LAND	Aircraft Type	- 1 make - R-200 Inst	/Model- 20 rument- UNK/	ND	125t 30	Days- UNF	
	All Craft Type		i-Eng - UNK/			ift - UNK	
Instrument Rating(s) - AIRP	LANE						
Nonnativa							
-Narrative PLT STATED THAT AS HE WAS TAXIING	TO THE DAMP HIS ATTENTIO	N WAS MOMENTARTIV	DIVEDTED AWA	V FDOM TH	IF		
ARANCE BETWEEN THE LEFT SIDE OF THE							
ERON CONTACTED THE SUPPORT.					-· · · · · ·		

File No. - 1491 9/15/87 TAMPA,FL A/C Reg. No. N211PD Time (Lc1) - 1337 EDT

Occurrence #1
Phase of Operation

ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - POLE

- 2. CLEARANCE NOT MAINTAINED PILOT IN COMMAND
- 3. DIVERTED ATTENTION PILOT IN COMMAND

----Probable Cause----

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

File No 1567 9/25/8	37 MIAMI,FL	A/C R	eg. No. N76Q	. т	ime (Lc1) -	- 1355 E	т
Basic Information Type Operating Certificate-ON Name of Carrier -AI Type of Operation -NC Flight Conducted Under -14 Accident Occurred During -DE	R CARGO AMERICA, DN SCHED,DOMESTIC, FCFR 135	INC. DESTRO CARGO Fire ON GRO	UND P	Fatal rew 2 ass 0	0	ries Minor O	None O O
Aircraft Information Make/Model - BEECH D18S Landing Gear - TAILWHEEL-ALL Max Gross Wt - 10200 No. of Seats - 2	. RETRACTABLE	Eng Make/Model - P		ELT S ED	Installed/ <i>I</i> tall Warnir	ng Syster	m - NO
• ·	I 1 PERTINENT C M AT 600 FT SCATTERED 1000 FT BROKEN 1E	tinerary Last Departure Point SAME AS ACC/INC Destination FT. MYERS,FL TC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- IFR	ON AIR Airport D MIAMI Runway Runway Runway	ata INTERNATION	- 27R - 10500/ - ASPHAL	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP,CFI SE LAND,ME LAND	Cu Mo	32 ial Flight Review urrent - YES onths Since - 6 ircraft Type - BE-18		light Time (H - 10250 - 1500 - 1500	ours) Last 24 Last 3(AIVERS/LI 4 Hrs - () Days-) Days-	JNK/NR
Instrument Rating(s) - A	IRPLANE						
WITNESSES OBSERVED THE AIRCRAFT TAX WITNESSES OBSERVED THE AIRCRAFT TAX WITNESSES FURTHER STATED THE AIRCRAFT PITCHED UP VERTICALLY, A HEADING OF O35 DEGREES AND BURST 14.5 INCHES AFT OF THE MOST REARWAF WITHIN LIMITS FOR WEIGHT AND BALANC CITED FOR NUMEROUS BREACHES OF FEDED HIS PILOT AIRMAN IN CERTIFICATE.	AFT APPEARED TO TA CLIMBED TO ABOUT INTO FLAMES. THE RD LIMIT. THE WEIG CE PRIOR TO DEPART FRAL AIR REGULATIO A PILOT OF AIR O	AKE AN OVERLY LONG TA T 100 FEET, ROLLED LE AIRCRAFT WAS 955 POU GHT AND BALANCE FORM FURE. EXAMINATION OF DNS AND THE PILOT-IN- CARGO AMERICA REPORTE	KEOFF ROLL BEFORE FT INVERTED, CR. INDS OVER MAXIMUR HAD BEEN ALTERER FAA RECORDS REVE COMMAND HAD A HE TO THE COMPANY PROCESSION OF THE COMPA	RE LIFTING OF ASHED TO THE M GROSS WEIGH D TO INDICATE EALED AIR CAR ISTORY OF SUS RESSURED THEI	F. AFTER LI GROUND IN A T AND THE (THE AIRCRA GO AMERICA PENSIONS/RE R PILOTS TO	EFT OFF, A DIVE OF CG WAS AFT WAS HAD BEEF EVOCATION O OPERATION	N NS

9/25/87 A/C Reg. No. N76Q Time (Lc1) - 1355 EDT File No. - 1567 MIAMI.FL LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 3. DOCUMENTATION - INACCURATE - PILOT IN COMMAND 4. COMPANY-INDUCED PRESSURE - PILOT IN COMMAND 5. JUDGEMENT - POOR - PILOT IN COMMAND 6. SUPERVISION - INADEQUATE - COMPANY/OPERATOR MGMT 7. SUPERVISION - INADEQUATE - FAA(OTHER/ORGANIZATION) 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) 1 Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7

File No 1505 12/27/87 PENSA	COLA,FL A/C	Reg. No. N8948E	· T	ime (Lc1) -	2339 CST	
Basic Information Type Operating Certificate-AIR CARRIER Name of Carrier -EASTERN AIR Type of Operation -SCHEDULED,DO Flight Conducted Under -14 CFR 121 Accident Occurred During -LANDING		ft Damage ANTIAL Crew Pass	Fatal O O	Injur Serious O O	ries Minor O 4	None 4 99
Aircraft Information Make/Model - MCDONNELL-DOUGLAS DC-9- Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 105000 No. of Seats - 106	Number Engines - Engine Type - T			Installed/ <i>E</i> tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - COMPANY Method - IN PERSON Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 310/007 KTS Visibility - 2.000 SM Lowest Sky/Clouds - N/A Lowest Ceiling - 900 FT OVER Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - NIGHT(DARK)	Itinerary Last Departure Poin ATLANTA,GA Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan CAST Type of Clearance Type Apch/Lndg	- IFR	ON AIRI Airport Da PENSACI Runway Runway Runway Runway	ata OLA REGIONA	- 16 - 7002/ - ASPHALT	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP,FLT ENG SE LAND,ME LAND HELICOPTER	Age - 52 Biennial Flight Review Current - YES Months Since - 4 Aircraft Type - DC-9	Medical Certificat	e - VALID t Time (H 3246 4397 K/NR	ours) Last 24 Last 30 Last 90	Hrs - Days- UN	4 K/NR K/NR
Instrument Rating(s) - AIRPLANENarrative EASTERN FLT 573 CTCD APCH CTL AT 2323 CST, WA CTLR ADZD THE ILS GLIDE SLOPE (G/S) HAD GONE AT 7 KTS. SINCE THE BC APCH TO RWY 34 WAS NOT THEY TOLD THE CTLR, "IF YOU DON'T GET THE G/S G/S WAS STILL IN ALARM. THE ACFT BROKE OUT OF OUT, THE F/O NOTED THE ACFT WAS HIGH AND ADVI SPEED AND RATE OF DESCENT. REQD ALT CALLOUTS TOUCHED DOWN HARD & THE FUSELAGE FAILED BTN S RECD MINOR INJURIES DRG EVAC. WX STUDY SHOWED	INTO "ALARM" BUT THE LOC A AMED AS INOP, THE CREW CON UP, WE'LL DO ALOC APCH. CLDS IN RAIN AT 900'; LGT SED THE CAPT. THE CAPT PUS WERE NOT MADE. F/O ADVISED TNS 813 & 756. ACFT WAS ST	PPEARED NML. AT 2333 TD TO RWY 16, USING " THEY RPRTD RECEIVI TURBC WAS ENCTRD ON HED THE NOSE OVER AN CAPT TO FLARE, BUT OPPED WITH THE TAIL	, THE WND 50 DEG OF NG THE G/ FINAL AP D REDUCED FLARE WAS RESTING O	SHIFTED TO FLAPS. AT S, BUT WERE CH. AT ABOU POWER, INO INADQT. TH N THE RWY.	0 310 DEG 2334, E ADZD THE JT 1 MILE CREASING HE ACFT 4 PAX	

File No. - 1505 12/27/87 PENSACOLA,FL A/C Reg. No. N8948E Time (Lc1) - 2339 CST

Occurrence #1

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. LIGHT CONDITION NIGHT
- 2. WEATHER CONDITION FOG
- 3. WEATHER CONDITION RAIN
- 4. WEATHER CONDITION TAILWIND
- 5. TERRAIN CONDITION DOWNHILL
- 6. AIRPORT FACILITIES, VISUAL APCH SLOPE IND(VASI) UNAVAILABLE
- 7. PROPER DESCENT RATE NOT MAINTAINED PILOT IN COMMAND
- 8. MISSED APPROACH NOT PERFORMED PILOT IN COMMAND
- 9. CREW/GROUP COORDINATION NOT PERFORMED -
- 10. FLIGHT AND NAVIGATION INSTRUMENTS INATTENTIVE PILOT IN COMMAND
- 11. FLARE IMPROPER PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7.8.11

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

File No 1551 6/25/87 AUGU	STA,GA A/C Reg.	No. N2334A	Т	ime (Lc1)	- 1721 ED	T
-Basic Information Type Operating Certificate-ON-DEMAND A			F-4-3	•	uries	N
	DESTROYED		Fatal			None
Type of Operation -POSITIONING		Crev		0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	ON GROUND	Pass	. 0	1	0	0
-Aircraft Information						
Make/Model - BEECH V35A	Eng Make/Model - CONTI	NENTAL IO-520			'Activated	
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		S	tall Warn	ing System	- YES
Max Gross Wt - 3400	Engine Type - RECIP					
No. of Seats - 4	Rated Power - 28	5 HP			·	
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	G Last Departure Point		OFF AI	RPORT/STR	[P	
Method - N/A	ATLANTA, GA					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - IMC	SAME AS ACC/INC		DANIEL	FIELD		
Wind Dir/Speed- VARIABLE			Runway	Ident	- 23	
Visibility500 SM	ATC/Airspace		Runway	Lth/Wid	- 3877/	150
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan - N	IONE	Runway	Surface	- ASPHALT	
Lowest Ceiling - OVERCAST	Type of Clearance - V	'FR	Runway	Status	- WET	
Obstructions to Vision- UNK/NR	Type Apch/Lndg - S					
Precipitation - RAIN	· , , - · · , - · · · g					
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 61 Me	dical Certifica	te - VALID	MEDICAL-V	VAIVERS/LI	MIT
Certificate(s)/Rating(s)	Age - 61 Me Biennial Flight Review	Flig	iht Time (F	ours)		
	Current - YES	Total -	20998	Last 2	24 Hrs -	2
COMMERCIAL	Cui i eii t					
	Months Since - 1	Make/Model- L	INK/NR	Last 3	30 Days-	43
COMMERCIAL SE LAND,ME LAND	Months Since - 1	Make/Model- L Instrument-	INK/NR 1658	Last (30 Days- 30 Days-	43 142
	Months Since - 1 Aircraft Type - C-172	Make/Model- L Instrument- Multi-Eng -		Last 3 Last 3	30 Days- 30 Days-	43 142

File No. - 1551 6/25/87 AUGUSTA, GA A/C Reg. No. N2334A Time (Lcl) - 1721 EDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation APPROACH Finding(s) 1. WEATHER CONDITION - THUNDERSTORM 2. WEATHER CONDITION - RAIN 3. WEATHER CONDITION - UNFAVORABLE WIND 4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 5. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND 6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET 7. AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION - WATER 8. GO-AROUND - DELAYED - PILOT IN COMMAND 9. OBJECT - FENCE 10. OBJECT - TREE(S) Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8 Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,9,10

File No 1592 8/14/87	OFFERMAN, GA	A/C Reg. No.	N55649	Time (Lc1)	- 1845 EDT	
Basic Information Type Operating Certificate-NONE (G	·	Aircraft Damag DESTROYED Fire	e F Crew	Inj atal Serious 2 O	uries Minor O	None 0
Flight Conducted Under -14 CFR Accident Occurred During -DESCENT	91	NONE	Pass	1 0	0	0
Aircraft Information			• •			
Make/Model - PIPER PA-28R-200 Landing Gear - TRICYCLE-RETRACTAB Max Gross Wt - 2650 No. of Seats - 4		e - RECIP-FUE	L INJECTED	ELT Installed Stall Warr	/Activated ling System	
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRI Method - N/A	Itinerary			rport Proximity OFF AIRPORT/STR		
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Air	port Data		
Wind Dir/Speed- 090/008 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 3000 FT Lowest Ceiling - 12000 FT Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace SCATTERED Type of Fli BROKEN Type of Cle Type Apch/L	arance - NONE		Runway Ident Runway Lth/Wid Runway Surface Runway Status	- N/A - N/A	
Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 56 Biennial Flight R	Medica eview	l Certificate - Flight T	VALID MEDICAL- ime (Hours)	WAIVERS/LIM	IT .
COMMERCIAL, CFI SE LAND	Current Months Since Aircraft Type	- YES To - 10 Ma - UNK/NR In	tal - 200 ke/Model- UNK/N strument- UNK/N lti-Eng - UNK/N	O Last R Last R Last R Rotor	24 Hrs - UN 30 Days- UN 90 Days- UN craft - UN	K/NR K/NR K/NR K/NR
Instrument Rating(s) - AIRPLA	NE					
Narrative URING A LOCAL FLT THE ACFT WAS OBSERVED IGHT WING OF THE ACFT STRUCK TREE BRANC EPARATED. THE ACFT CLIMBED, ROLLED TO T F THE ACFT HAD CIRCLED OVERHEAD THE HOU HAT DURING PAST "FLY-OVERS" THE ACFT HA ALFUNCTIONS/FAILURES.	HES APPROX 60 FT AGL DU HE RIGHT AND NOSED INTO SE OF A FRIEND WHO LIVE	RING A PULL UP. THE GROUND. SEV D APPROX 300 YDS	A 6 FT SECTION ERAL TIMES IN T FROM THE ACCID	OF THE RIGHT WI HE PAST THE PIL ENT SITE. SHE R	NG OT/CO-OWNER EPORTED	

File No. - 1592 8/14/87 OFFERMAN, GA A/C Reg. No. N55649 Time (Lc1) - 1845 EDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 1. OBJECT - TREE(S) 2. BUZZING - PERFORMED - PILOT IN COMMAND 3. JUDGEMENT - POOR - PILOT IN COMMAND 4. CLEARANCE - MISJUDGED - 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) 2,3,4

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

Type Operating Certificate-NONE (GENERA				Injur		
Time of Open tion DEDCOMAL	SUBSTAN		Fatal	-	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass	_	0	0	1
Accident Occurred During -DESCENT	NONE	rass	U	U	O	•
Aircraft Information						
Make/Model - CESSNA 140	Eng Make/Mode1 - CON					
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1450	Number Engines - 1 Engine Type - REC			tall Warnin	g System	- UNK/N
No. of Seats - 2	J ,	100 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point SAME AS ACC/INC		OFF AI	RPORT/STRIP		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		Amport	atu		
Wind Dir/Speed- 310/003 KTS			Runway	Ident -	N/A	
Visibility - 7.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
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		Medical Certifica			WAIVERS	/LIMIT
<pre>Certificate(s)/Rating(s) COMMERCIAL</pre>	Biennial Flight Review Current - YES Months Since - 11	Fligh	nt Time (H	ours)	Una - III	ALC / NID
SE LAND	Months Since - 11	Make/Model -	100	Last 24	Dave- III	NK/INK NL/ND
SE EAND	Aircraft Type - UNK/NR	Total - Make/Model- Instrument- U	JK/NR	Last 90	Days - U	NK/NR
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Multi-Eng - U	NK/NR	Rotorcr	aft - U	NK/NR
Instrument Rating(s) - NONE						
·Narrative						
ING INITIAL TAKEOFF THE AIRCRAFT'S ENGINE	LOST POWER AND THE AIRCRAFT	COLLIDED WITH THE	GROUND. I	NVESTIGATIO	N	
ALED THE CARBURETOR INLET FILTER WAS 50 P						

File No 15	9/19/87	JESUP, GA	A/C Reg.	No. N77126	Time (Lc1) - 1120 EDT	
Occurrence #1 Phase of Operation						
Phase of Operation	TAKEUFF - INITI	AL CLIMB				
Finding(s)						
1. FUEL SYSTEM, STR	•					
2. FUEL SYSTEM, CAR		NATION				
3. FLUID, FUEL - WA		I - INADEQUATE - PIL	OT IN COMMAND			
						·
Occurrence #2	FORCED LANDING					
Phase of Operation		ENCY				
	y					
Occurrence #3	IN FLIGHT COLLI	SION WITH TERRAIN/W	ATER			
Phase of Operation						
Probable Cause						
Probable cause						
The National Transpo	rtation Safety Bo	ard determines that	the Probable Cause	(s) of this acci	dent	
is/are finding(s) 1,	2,3,4					

Basic Information Type Operating Certificate		EIA,HI	A/C Re	g. No. N11468	В	T	ime (Lc1)) - 1600 H	ST
	∍-NONE (GENERA	L AVIATION)	Aircraft DESTROY	•		Fata}	Inj Serious	juries Minor	None
	-PERSONAL -14 CFR 91		Fire NONE		Crew Pass	0 0	1	0 2	0 0
Accident Occurred During	-DESCENT				_'				
Aircraft Information		•							
Make/Model - SCHWEIZER	SGS2-33	Eng Make/M						d/Activate	
Landing Gear - HULL		Number Eng				S	itall Warr	ning Syste	m - NO
Max Gross Wt - 1430		Engine Typ	e - N/A						
No. of Seats - 3		Rated Powe	r - N/A						
Environment/Operations Infor	rmation								
Weather Data		Itinerary					Proximity		
Wx Briefing - NO RECOR	RD OF BRIEFING	i Last Depart	ure Point			OFF AI	RPORT/ST	RIP	
Method - N/A		SAME AS A	CC/INC						
Completeness - N/A		Destination				Airport D	ata		
Basic Weather - VMC		LOCAL							
Wind Dir/Speed- 050/015	KTS					Runway	/ Ident	- N/A	
Visibility - 50.0	SM	ATC/Airspace				Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds -	UNK/NR SCAT	TERED Type of Fli	ght Plan -	NONE		Runway	Surface	- N/A	
Lowest Ceiling -	NONE	Type of Cle	arance -	NONE		Runway	Status	- N/A	
Obstructions to Vision-	NONE	Type Apch/L	ndg -	NONE					
Precipitation -	NONE	•••	_						
Condition of Light -	DAYLIGHT								
Pilot-In-Command		Age - 66		Medical Cert	ificat	e - VALID	MEDICAL-	-WAIVERS/L	IMIT
Certificate(s)/Rating(s)		Biennial Flight R		•	Fligh	t Time (F	lours)		
COMMERCIAL		Current	- YES	Total		5400		24 Hrs -	5
SE LAND, ME LAND		Months Since	- 16	Make/Mode	e1-	497	Last	30 Days-	40 -
GLIDER		Aircraft Type	- L14	Instrumen	nt-	25	Last	90 Days-	120
		2.		Multi-Eng	g -	2000		-	
	- NONE								

4/22/87 MOKULEIA,HI File No. - 1450 A/C Reg. No. N11468 Time (Lc1) - 1600 HST IN FLIGHT ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation MANEUVERING Finding(s) 1. WEATHER CONDITION - WINDSHEAR ALTITUDE - INADEQUATE -Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation CRUISE - NORMAL Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY Finding(s) 3. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1 Factor(s) relating to this accident is/are finding(s) 2,3

				. No. N704QH		(20.)	1100 HST	
-Basic Information Type Operating Certific	ate-NONE (GEN	ERAL AVIATION)	Aircraft [SUBSTANT]		Fatal	Injur Serious	Minor	None
Type of Operation	-INSTRUCTI		Fire	Crew	-	0	0	1
Flight Conducted Under Accident Occurred Durin			NONE	Pass	0	0	0	0
-Aircraft Information	4504	Co. Mal	- /M 1	INFINITAL O COOL		r		
Make/Model - CESSNA Landing Gear - TRICYCL			e/model - CUNII Engines - 1	NENTAL 0-200A		[nstalled/Ad tall Warning		
Max Gross Wt - 1600	E-FIXED			PROCATING-CARBUR		tali walilin	g system	11.3
No. of Seats - 2		Rated P		OO HP				
-Environment/Operations In	formation					`		
Weather Data		Itinerary	D-1			Proximity		
Wx Briefing - NO RE Method - N/A	CORD OF BRIEF		arture Point S ACC/INC		ON AIR	PORT		
Completeness - N/A		Destinati	-		Airport Da	a+a		
Basic Weather - VMC		LOCAL	OIT		FORD IS			
Wind Dir/Speed- 010/0	10 KTS	EGOAL					04	
Visibility - 25.		ATC/Airspa	ice			Lth/Wid -	4000/	150
Lowest Sky/Clouds -		CATTERED Type of	Flight Plan - N	NONE	Runway	Surface ~	ASPHALT	
Lowest Ceiling -	5000 FT B		Clearance - M		Runway	Status -	DRY	
Obstructions to Visio		Type Apo	:h/Lndg - 1	TRAFFIC PATTERN				
Precipitation	- NONE							
Condition of Light	- DAYLIGHT							
-Personnel Information Pilot-In-Command		. Age - 42	N 4.	-di-al O-utifia	+- VAL TD	MEDICAL WA	TVEDC /L TM1	r T
Certificate(s)/Rating(e)	Age - 42 Biennial Fligh		edical Certifica	ht Time (Ho		IVERS/LIM	
STUDENT	3)	Current	- N/A	Total -	88	last 24	Hrs -	0
3.352.11		Months Sir		Make/Model-	32	Last 30	Days- UN	
		Aircraft 7	ype - N/A	Instrument-	4	Last 90	Days-	4
Instrument Rating(s) - NONE							
STUDENT AND CFI LANDED AT	FORD ISLAND	AND THE CEL DEPLAN	IED TO OBSERVE 1	THE STUDENT PERF	ORM SOLO LA	ANDINGS. TH	E STUDENT	
CUTED ONE TAKEOFF AND LAND	ING WITHOUT I	NCIDENT. ON THE SE	COND APPROACH 1	THE STUDENT ELEC	TED TO MAKI	E A GO-AROUI	ND. HE	
O FULL FLAPS FOR THE APPRO	ACH AND DID N	OT RAISE THE FLAPS	FOR THE GO-ARC					
THE PILOT RETAINED CONTRO	L AND LANDED	WITHOUT FURTHER IN	ICIDENT.					

File No. - 1502 5/14/87 HONOLULU, HI A/C Reg. No. N704QH Time (Lc1) - 1100 HST

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

IN FLIGHT COLLISION WITH OBJECT

Finding(s)

- 1. OBJECT TREE(S)
- 2. RAISING OF FLAPS NOT PERFORMED PILOT IN COMMAND
- 3. PROCEDURES/DIRECTIVES NOT FOLLOWED 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) 1,3

File No 1455 4/12/87 COUN	CIL BLUFFS, IA	A/C Reg. No.	N50223	T	ime (Lcl) -	- 0830 CD	Г
Basic Information Type Operating Certificate-NONE (GENER Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	•	Aircraft Damago DESTROYED Fire NONE	e Crew Pass	Fata1 1 0	Injur Serious O O		None O O
Aircraft Information Make/Model - CESSNA 150-H Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2		oe - RECIPROCA	TING-CARBURET	OR S	Installed// 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- 360/007 KTS Visibility - 5.0 SM Lowest Sky/Clouds - 25000 FT THI Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS A Destination LOCAL ATC/Airspace N OVC Type of F1	ACC/INC ight Plan - NONE earance - NONE	Α	Airport D OFF AII Irport D COUNCI Runway Runway Runway	Proximity RPORT/STRIF ata L BLUIFFS	- N/A - N/A - DIRT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 54 Biennial Flight I Current Months Since Aircraft Type	Review - N/A To	l Certificate Flight tal - ke/Model- strument-	Time (H	ours) Last 24	Hrs -	1
Instrument Rating(s) - NONENarrative ACQUAINTANCES STATED THAT THE STUDENT PILOT AND THAT, ON THE DAY OF THE ACCIDENT, HE WAS INSTRUCTOR-PILOT, WHO ALSO WITNESSED THE ACC TAXIED BACK FOR FURTHER INSTRUCTIONS. AFTER TAXIED BACK TO THE RUNWAY AND MADE A NORMAL APPROACH, OTHER WITNESSES STATED, THE AIRCRA ANY SUBSTANTIAL INPUT IN POWER. THE STUDENT PROCEEDED IN AN ERRATIC, NOSE-HIGH, LEFT TUR UNTIL THE AIRCRAFT APPEARED TO LOSE CONTROL	LOOKING FORWARD TO IDENT, THE STUDENT A SHORT DEBRIEFING TAKE-OFF, CLIMBOUT FT BEGAN INCREASING SUDDENLY BROKE OFF N MANEUVER BACK TO	THIS FIRST SOLO ACCOMPLISHED A SO AND DISCUSSION W , AND CLOSED-CIRCO THE PITCH ATTITO THE APPROACH WHI THE AIRPORT. HE	FLIGHT. ACCOUNCESSFUL FIRITH HIS INSTRUIT TRAFFIC PUDE AND LOSINLE OVER THE ROONTINUED IN	RDING TO ST SOLO CUCTOR THE CATTERN. I G ALTITUE CUNWAY THE THIS CON	HIS FLIGHT AND E STUDENT DURING FINA DE WITHOUT RESHOLD AND		

File No. - 1455 4/12/87 A/C Reg. No. N50223 COUNCIL BLUFFS, IA Time (Lc1) - 0830 CDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH 1. GO-AROUND - INITIATED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPRENHENSION - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4: DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 6. 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) 4.5.6

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

Number Engine Rated F On Itinerary BRIEFING Last Der SAME A Destinati LOCAL ATC/Airspa O FT SCATTERED Type of	Power parture Point AS ACC/INC ion ace Flight Plan -	TAX 532 CIPROCATING-C 65 HP	Crew Pass ARBURETOR Airp OF Airp R	tal Serio 1 0 0 0 ELT Install Stall Wa Dort Proximi FF AIRPORT/S ORT Data AVENPORT unway Ident	ed/Activat	0 0 0 0
CFR 91 CENT E Eng Mak Number Engine Rated F On Itinerary BRIEFING Last Dep SAME A Destinati LOCAL ATC/Airspa O FT SCATTERED Type of	Fire NONE	TAX 532 CIPROCATING-C 65 HP	Crew Pass ARBURETOR Airp OF Airp R	1 00 0 0 ELT Install Stall Wa Dort Proximi FF AIRPORT/S ORT Data AVENPORT Junway Ident	ed/Activat	0 0 0 0
E Eng Mak Number Engine Rated F On Itinerary BRIEFING Last Dep SAME A Destinati LOCAL ATC/Airspa O FT SCATTERED Type of	Engines - 1 Type - REC Power parture Point AS ACC/INC ion ace Flight Plan -	CIPROCATING-C 65 HP	AIPPOR	Stall Wa	ty TRIP	
Itinerary BRIEFING Last Dep SAME A Destinati LOCAL ATC/Airspa O FT SCATTERED Type of	parture Point AS ACC/INC ion ace Flight Plan -		OF Airpo DA Ru	FF AIRPORT/S Ort Data AVENPORT unway Ident	STRIP - N/A	
	Clearance - ch/Lndg -		Ru Ru	unway Lth/Wi unway Surfac unway Status	e - N/A	
		Make/Mod	Flight Tim - 263 Mel- 13	ne (Hours) Las Las	st 24 Hrs -	- UNK/NR
NE						
RUISE FLIGHT THE WITNESS F THE GYROCOPTER FLYING THE RUDDER WAS STRUCK E EPORTED A WIND CHANGE OF	SES OBSERVED T OFF. THE GYRO BY THE MAIN RO F NEARLY 80 DE CATED THE "FLI	THE AIRCRAFT OCOPTER THEN OTOR BLADE WH EGREES AND WI IGHT CONTROLS	MOVING IN A FELL VERTIC HICH SEPARAT IND GUSTS TO WERE EXTRE	AN UP AND DO CALLY INTO A TED FROM ITS D 26 KNOTS D EMELY SENSIT	OWN MOTION A CORNFIELD OMOUNTING OURING THE TIVE INFLICE	
EFF	E ACCIDENT SITE, OBSERV RUISE FLIGHT THE WITNES THE GYROCOPTER FLYING THE RUDDER WAS STRUCK EPORTED A WIND CHANGE O FYPE OF GYROCOPTER INDI	E ACCIDENT SITE, OBSERVED THE GYROCOI RUISE FLIGHT THE WITNESSES OBSERVED THE GYROCOPTER FLYING OFF. THE GYRO THE RUDDER WAS STRUCK BY THE MAIN RO EPORTED A WIND CHANGE OF NEARLY 80 DI TYPE OF GYROCOPTER INDICATED THE "FL	E ACCIDENT SITE, OBSERVED THE GYROCOPTER DEPARTING RUISE FLIGHT THE WITNESSES OBSERVED THE AIRCRAFT THE GYROCOPTER FLYING OFF. THE GYROCOPTER THEN THE RUDDER WAS STRUCK BY THE MAIN ROTOR BLADE WEDORTED A WIND CHANGE OF NEARLY 80 DEGREES AND WITYPE OF GYROCOPTER INDICATED THE "FLIGHT CONTROLS	E ACCIDENT SITE, OBSERVED THE GYROCOPTER DEPARTING THE DAVES RUISE FLIGHT THE WITNESSES OBSERVED THE AIRCRAFT MOVING IN A F THE GYROCOPTER FLYING OFF. THE GYROCOPTER THEN FELL VERTA THE RUDDER WAS STRUCK BY THE MAIN ROTOR BLADE WHICH SEPARA EPORTED A WIND CHANGE OF NEARLY 80 DEGREES AND WIND GUSTS TO TYPE OF GYROCOPTER INDICATED THE "FLIGHT CONTROLS WERE EXTRI	E ACCIDENT SITE, OBSERVED THE GYROCOPTER DEPARTING THE DAVENPORT, IA AIRUISE FLIGHT THE WITNESSES OBSERVED THE AIRCRAFT MOVING IN AN UP AND DO THE GYROCOPTER FLYING OFF. THE GYROCOPTER THEN FELL VERTICALLY INTO A THE RUDDER WAS STRUCK BY THE MAIN ROTOR BLADE WHICH SEPARATED FROM ITSEPORTED A WIND CHANGE OF NEARLY 80 DEGREES AND WIND GUSTS TO 26 KNOTS EFFORTED A WIND CHANGE OF NEARLY 80 DEGREES AND WIND GUSTS TO 26 KNOTS EFFORTED A WIND CHANGE OF NEARLY 80 DEGREES AND WIND GUSTS TO 26 KNOTS EFFORTED FOR GYROCOPTER INDICATED THE "FLIGHT CONTROLS WERE EXTREMELY SENSITED."	E ACCIDENT SITE, OBSERVED THE GYROCOPTER DEPARTING THE DAVENPORT, IA AIRPORT AND RUISE FLIGHT THE WITNESSES OBSERVED THE AIRCRAFT MOVING IN AN UP AND DOWN MOTION F THE GYROCOPTER FLYING OFF. THE GYROCOPTER THEN FELL VERTICALLY INTO A CORNFIELD THE RUDDER WAS STRUCK BY THE MAIN ROTOR BLADE WHICH SEPARATED FROM ITS MOUNTING EPORTED A WIND CHANGE OF NEARLY 80 DEGREES AND WIND GUSTS TO 26 KNOTS DURING THE TYPE OF GYROCOPTER INDICATED THE "FLIGHT CONTROLS WERE EXTREMELY SENSITIVE INFLICTURBULENT WIND CONDITIONS." NO PREIMPACT MECHANICAL MALFUNCTIONS/FAILURES WERE

7/27/87 DAVENPORT, IA A/C Reg. No. N5352 Time (Lc1) - 1835 CDT File No. - 1535 LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation CRUISE Finding(s) 1. WEATHER CONDITION - GUSTS 2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND 3. COMPENSATION FOR WIND CONDITIONS - EXCESSIVE - PILOT IN COMMAND LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 5. FLIGHT CONTROL, RUDDER - SEPARATION 6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND Occurrence #3 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) 2,3,6

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

File No 1467 9/05/87 SAL	MON, ID A/C	Reg. No. N2467F	1	ime (Lcl)	- 1200 MDT	
-Basic Information Type Operating Certificate-NONE (GENE		ft Damage		Inju	ries	
		ANTIAL		Serious		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	Crew Pass	, O	0	0	1
Accident Occurred During -LANDING				0	0	
Aircraft Information	•			T+-11-d/		VEC/VE
Make/Model - CESSNA 180H Landing Gear - TAILWHEEL-ALL FIXED		CONTINENTAL 0-470-R		installed/ Stall Warni		
Max Gross Wt - 2800	Fraire Type - F	ECIPROCATING-CARBUR	FTOD	tali wariii	ig system	- 163
No. of Seats - 6	Rated Power -	230 HP	LIOK		•	
-Environment/Operations Information						
Weather Data	Itinerary			Proximity	_	
Wx Briefing - NO RECORD OF BRIEFII Method - N/A	NG Last Departure Poir	it	UFF A	RPORT/STRI	P	
Completeness - N/A	DIXIE,ID Destination		Airport [)ata		
Basic Weather - VMC	COVE, ID		Amport	ata		
Wind Dir/Speed- CALM	0012,15		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	- NONE	Runway	/ Status	- WET	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Ago - LINIZ/ND	Modical Contifica	.+o - VALTE	MEDICAL -W	ATVEDS /I TM	IT T
Certificate(s)/Rating(s)	Age - UNK/NR Biennial Flight Review	Flia	the Time (iours)	HIAEK2\ CIM	11 1
COMMERCIAL	Current - UNK/N	ıR Total -	1806	last 2	4 Hrs -	1
SE LAND	Months Since - UNK/N		1250	Last 3	O Davs- UN	K/NR
 	Aircraft Type - UNK/N		192	Last 9	0 Days-	40
		Multi-Eng -			•	
Instrument Rating(s) - AIRPLANE						
-Narrative LE ON APPROACH FOR LANDING A TOTAL LOSS						

File No 146	7 9/05/87 	SALMON, ID		A/C Reg.	No. N2467F	Time (Lc1) - 1200 MDT
Occurrence #1 Phase of Operation	LOSS OF ENGINE F	POWER(TOTAL) - NO PATTERN - FINAL A	ON-MECHANICAL Approach			
Finding(s) 1. UNDETERMINED						
Occurrence #2 Phase of Operation						
Occurrence #3 Phase of Operation		TOUCHDOWN				
Finding(s) 2. TERRAIN CONDITIO						
Probable Cause						· · · · · · · · · · · · · · · · · · ·
The National Transpor	tation Safety Boa	ard determines th	nat the Probal	ble Cause	(s) of this acci	dent

is/are finding(s) 1,2

PAGE 191

Basic Information		_				
Type Operating Certificate-NONE (GENERA		Damage	Foto1	Injur		None
Type of Operation -PERSONAL	MINOR Fire	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	Othe	_	1	ŏ	ŏ
-Aircraft Information					. +	
Make/Model - CESSNA 182A	Eng Make/Model - CON	TINENTAL 0-470L		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			itall Warnir	ng Syst em	- YES
Max Gross Wt - 2950	_ ,.	IPROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power -	230 HP				
Environment/Operations Information	*1.100000		A 2 m · ·	D		
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•		ON AIF	SIRIP		
Method - N/A	SAME AS ACC/INC		4:			
Completeness - N/A Basic Weather - VMC	Destination CALDWELL.ID		Airport DUMP V			
Wind Dir/Speed- 320/010 KTS	CALDWELL, ID				- 23	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -	_	60
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		•	ASPHALT	00
Lowest Ceiling - NONE	Type of Clearance -				DRY	
Obstructions to Vision- NONE		NONE		014140		
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command		Medical Certifica) WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (F	•		
COMMERCIAL	Current - YES	Total -	776	Last 24		3
SE LAND	Months Since - 19	Make/Model-	334	Last 30		-
	Aircraft Type - UNK/NR	Instrument- Multi-Eng -	20 8	Last 90	Days-	47
Instrument Rating(s) - NONE						
·Narrative						
AIRCRAFT WAS TO THE LEFT OF THE CENTERLIN	E DUDING TAKEDEE DUN ON THE	SO FOOT WIDE ATDS	TDID A C	DOSS WIND		
PRESENT FROM THE RIGHT. THE AIRCRAFT'S LE						
OT STATED THAT HE HAD HIS EYES ON HIS INST						

File No. - 1466 9/07/87 STAR,ID A/C Reg. No. N4944D Time (Lc1) - 1600 MDT

Occurrence #1

ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. OBJECT - OTHER PERSON

- 2. PROPER ALIGNMENT NOT MAINTAINED PILOT IN COMMAND
- 3. VISUAL LOOKOUT NOT MAINTAINED PILOT IN COMMAND
- 4. VISUAL LOOKOUT INATTENTIVE OTHER PERSON

----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- 	DEMAND AIR TAX	I .	Aircraft	Damage			Inju	ıries	
Name of Carrier -DOM			DESTROYE	D		Fatal			None
Type of Operation -NOM		C, PASSENGER	Fire		Crew	-	0	0	. 0
Flight Conducted Under -14 Accident Occurred During -DES			ON GROUN	I D	Pass	2	0	0	0
-Aircraft Information		/a			T010 F00			,	V50 /1
Make/Model - CESSNA T210L	OTABLE	Eng Make/Mod		INENIAL	1510-520			Activated	
Landing Gear - TRICYCLE-RETRA Max Gross Wt - 3800	CIABLE	Number Engine Engine Type		D-CHEL	INJECTED	3	tali warni	ng System	- 162
No. of Seats - 6		Rated Power		285 HP	INCECTED			* .	
-Environment/Operations Informat						A			
Weather Data Wx Briefing - NO RECORD OF		Itinerary Last Departur	. Point			Airport I	PORT/STRI	D	
Method - N/A	DRIEFING	SAME AS ACC				OI F AI	CFURI/SIKI	. r	
Completeness - N/A		Destination	71110			Airport Da	ata		
Basic Weather - VMC		BOISE, ID				ро, с о			
Wind Dir/Speed- CALM						Runway	Ident	- N/A	
Visibility - 20.0 SM		ATC/Airspace				Runway	Lth/Wid	- N/A	
		Type of Fligh			(VFR)	•	Surface	• .	
Lowest Ceiling - NONE		Type of Clear				Runway	Status	- N/A	
Obstructions to Vision- NONE		Type Apch/Lnd	g -	NONE					
Precipitation - NONI									
Condition of Light - NIG	11 (DAKK)								
-Personnel Information Pilot-In-Command	Age :	- 45	N.	Medical	Certifica	te - VALID	MEDICAL -N	IN WATVERS	/I TMTT
Certificate(s)/Rating(s)		nial Flight Rev		ica roa r		nt Time (H		io marveno,	
COMMERCIAL		_	YES	Tota	1 -		•	24 Hrs -	1
SE LAND, ME LAND	ı	Months Since -	2	Make	/Mode1-	10	Last 3	BO Days-	11
		Aircraft Type -	C-210L		rument-		Last 9	0 Days-	46
				Mulit	i-Eng -	198			
Instrument Rating(s) - A	IRPLANE								
-Narrative									
ER DARK NIGHT TAKEOFF, ACFT WAS	DBSERVED TO EXE	CUTE AN IMMEDIA	TE LEFT 1	TURN UP	A CANYON	INTO RISIN	TERRAIN.		
ING CLIMB, ACFT LIGHTS WERE SEEN								T	
UCK TERRAIN SLIGHTLY NOSE LOW. NO	D EVIDENCE FOUND	D OF PRE-IMPACT	FAILURE	OR MALF	UNCTION I	N ACFT STRI	JCTURE.		

Time (Lcl) - 2110 MDT File No. - 1408 9/21/87 HAILEY, ID A/C Reg. No. N2545S LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation CLIMB Finding(s) 1. PROPER CLIMB RATE - MISJUDGED - PILOT IN COMMAND 2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND 3. STALL OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 5. LIGHT CONDITION - DARK NIGHT IN FLIGHT COLLISION WITH TERRAIN/WATER Occurrence #2 Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. TERRAIN CONDITION - RISING ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2 Factor(s) relating to this accident is/are finding(s) 4,5,6

File No 1484 3/25/87 (CHICAGO, IL	A/C Reg.	No. N128AA	Т	ime (Lc1) -	- 0830 CST	
Basic Information Type Operating Certificate-AIR CARF Name of Carrier -AMERICAN		Aircraft [)amage	En+n1	Injur Serious		None
Type of Operation -SCHEDULE	D DOMESTIC DAY/CADGO	Fire	C=	Fatal ew O	Ser 10us 0	Minor O	None 13
Flight Conducted Under -14 CFR 1		NONE ·		ew O ss O	1	5	158
Accident Occurred During -STANDING		NONE	Pa	55 0		5	156
Make/Model - MCDONNELL DOUGLAS D		ode1 - GE CF	6-6K		Installed/A		
Landing Gear - TRICYCLE-RETRACTABL				S	tall Warnir	ng System	- YES
Max Gross Wt - 440000	Engine Typ						
No. of Seats - 295	Rated Powe	r - 4900	O LBS THRUST				
Environment/Operations Information							
Weather Data	Itinerary			•	Proximity		
Wx Briefing - COMPANY	Last Depart			ON AIR	PORT		
Method - IN PERSON	CHICAGO, I	L		Ainmont D			
Completeness - WEATHER NOT PERTI Basic Weather - VMC		.WORTH,TX		Airport D O'HARE			
Wind Dir/Speed- 190/014 KTS	DALLAS/FI	. WURIT, IA				- UNK/NR	
Visibility - 15.0 SM	ATC/Airspace			•	Lth/Wid -	•	
· · · · · · · · · · · · · · · · · · ·	SCATTERED Type of Fli	oht Plan - 1	FR	-		- CONCRETE	
Lowest Ceiling - 3300 FT	· · · · · · · · · · · · · · · · · · ·	arance - I		•		- WET	
Obstructions to Vision- NONE	Type Apch/L		TRAIGHT-IN	nai may	514145	W = 1	
Precipitation - NONE	. , , , , , , , , , , , , , ,	9					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 48	Me	edical Certifi	cate - VALID	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight R	eview		ight Time (H			
ATP	Current	- YES	Total -			1 Hrs - UN	
SE LAND, ME LAND	Months Since	•	Make/Mode1-	302	Last 30	Days- UN	K/NR
	Aircraft Type	- DC-10	Instrument-	UNK/NR	Last 90	Days- UN	K/NR
<i>4</i>			Multi-Eng -	UNK/NR	Rotorc	raft - UN	K/NR
Instrument Rating(s) - AIRPLAN	l È						
Narrative		TN ZONE C C	OF THE CABIN.	THEN THE CAB	IN LGTG WEN	NT OUT &	
	JMES & SMOKE WERE NOTED	TIM ZOINE C C					
TER ARRIVING AT THE GATE IN CHICAGO, FU			TO A MALFUNCT	ION. THE APU	WAS PLACAR	RDED AS	
TER ARRIVING AT THE GATE IN CHICAGO, FU E EMERG LGTG CAME ON. MAINT PSNL FND TH	HE #2 APU HAD AN AUTO-S	HUTDOWN DUE					
TER ARRIVING AT THE GATE IN CHICAGO, FU E EMERG LGTG CAME ON. MAINT PSNL FND TH DP & THE ACFT WAS RTRND TO SVC. AS IT W	HE #2 APU HAD AN AUTO-S WAS CLBG, SHORTLY AFTER	HUTDOWN DUE TAKEOFF, SM	MOKE BCM NOTIC	EABLE & THE	CREW ELECTE	D TO RTRN	
TER ARRIVING AT THE GATE IN CHICAGO, FU E EMERG LGTG CAME ON. MAINT PSNL FND TH DP & THE ACFT WAS RTRND TO SVC. AS IT W THE ARPT & LND. AFTER LNDG, THE SMOKE	HE #2 APU HAD AN AUTO-S WAS CLBG, SHORTLY AFTER HAD DISSIPATED & FIRE	HUTDOWN DUE TAKEOFF, SM DEPT PSNL RF	NOKE BCM NOTIC	EABLE & THE OF SMOKE OR	CREW ELECTE FIRE. SUSPE	ED TO RTRN ECTING	
TER ARRIVING AT THE GATE IN CHICAGO, FU E EMERG LGTG CAME ON. MAINT PSNL FND TH OP & THE ACFT WAS RTRND TO SVC. AS IT W THE ARPT & LND. AFTER LNDG, THE SMOKE LY AN AIR CONDITIONING PROBLEM, THE CRE OKE WAS INCREASING, SO THE CAPT STOPPED	HE #2 APU HAD AN AUTO-S WAS CLBG, SHORTLY AFTER HAD DISSIPATED & FIRE EW ELECTED TO CONT TO T O THE ACFT & DIRECTED A	HUTDOWN DUE TAKEOFF, SM DEPT PSNL RE HE GATE. AS N EVACUATION	MOKE BCM NOTIC PRTD NO INDCN THEY BGN TAXI N. A X-WIND PR	EABLE & THE OF SMOKE OR ING, A FLT A EVENTED PROP	CREW ELECTE FIRE. SUSPE TTENDANT RE ER DEPLOYME	ED TO RTRN ECTING PRTD THE ENT OF THE	
Narrative TER ARRIVING AT THE GATE IN CHICAGO, FUE E EMERG LGTG CAME ON. MAINT PSNL FND TH OP & THE ACFT WAS RTRND TO SVC. AS IT WE THE ARPT & LND. AFTER LNDG, THE SMOKE LY AN AIR CONDITIONING PROBLEM, THE CRE OKE WAS INCREASING, SO THE CAPT STOPPED IDES ON THE RGT SIDE OF THE ACFT. DRG	HE #2 APU HAD AN AUTO-S WAS CLBG, SHORTLY AFTER HAD DISSIPATED & FIRE EW ELECTED TO CONT TO T O THE ACFT & DIRECTED A THE EVACUATION, AN ELDE	HUTDOWN DUE TAKEOFF, SM DEPT PSNL RF HE GATE. AS N EVACUATION RLY PAX, US1	MOKE BCM NOTIC PRTD NO INDCN THEY BGN TAXI N. A X-WIND PR ING SLIDE L-4	EABLE & THE OF SMOKE OR ING, A FLT A EVENTED PROP ON THE LEFT	CREW ELECTE FIRE. SUSPE TTENDANT RE ER DEPLOYME SIDE, WAS S	ED TO RTRN ECTING PRTD THE ENT OF THE SERIOUSLY	
TER ARRIVING AT THE GATE IN CHICAGO, FU E EMERG LGTG CAME ON. MAINT PSNL FND TH OP & THE ACFT WAS RTRND TO SVC. AS IT W THE ARPT & LND. AFTER LNDG, THE SMOKE LY AN AIR CONDITIONING PROBLEM, THE CRE OKE WAS INCREASING, SO THE CAPT STOPPED	HE #2 APU HAD AN AUTO-S WAS CLBG, SHORTLY AFTER HAD DISSIPATED & FIRE W ELECTED TO CONT TO T O THE ACFT & DIRECTED A THE EVACUATION, AN ELDE E AFTER HIM. ALSO, 5 PA	HUTDOWN DUE TAKEOFF, SM DEPT PSNL RF HE GATE. AS N EVACUATION RLY PAX, USI X RECEIVED M	MOKE BCM NOTIC PRTD NO INDCN THEY BGN TAXI N. A X-WIND PR ING SLIDE L-4 MINOR INJURIES	EABLE & THE OF SMOKE OR ING, A FLT A EVENTED PROP ON THE LEFT DRG EVACUAT	CREW ELECTE FIRE. SUSPE TTENDANT RE ER DEPLOYME SIDE, WAS S	ED TO RTRN ECTING PRTD THE ENT OF THE SERIOUSLY	

File No. - 1484 3/25/87 CHICAGO,IL A/C Reg. No. N128AA Time (Lc1) - 0830 CST

Occurrence #1

AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AUXILIARY POWER UNIT - FAILURE, TOTAL

2. FLUID, OIL - LEAK

- 3. MAINTENANCE INADEQUATE COMPANY MAINTENANCE PSNL
- 4. AIR COND/HEATING/PRESSURIZATION SMOKE
- 5. PRECAUTIONARY LANDING PERFORMED -

Occurrence #2 MISO

MISCELLANEOUS/OTHER

Phase of Operation

STANDING - ENGINE(S) NOT OPERATING

Finding(s)

6. WEATHER CONDITION - UNFAVORABLE WIND

7. EMERGENCY EQUIPMENT - IMPROPER USE OF -

----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 (GENER)	N AVIATION) A	ircraft Damage			Inju	nies	
Type operating delitificate none (denem		SUBSTANTIAL		Fatal	•		None
Type of Operation -INSTRUCTION		ire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	1	IONE	Pass	0	0	0	0
Make/Model - CESSNA 152	Fng Make/Model	- LYCOMING 0-23	5-1.2C	FIT	Installed/	Activated	- VES/VE
Landing Gear - TRICYCLE-FIXED	Number Engines		0 120		tall Warni		
Max Gross Wt - 1670		- RECIPROCATING	-CARBURI				123
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/I	INC					
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC	LOCAL			WILLAR			
Wind Dir/Speed- 130/009 KTS Visibility - 20.0 SM	ATC/Airspace					- 22	450
Lowest Sky/Clouds - CLEAR	Type of Flight	Dian - NONE			Lth/Wid Surface		
Lowest Ceiling - NONE	Type of Clearar					- DRY	
Obstructions to Vision- NONE		- TOUCH AND	വ	Kullway	Status	DKI	
Precipitation - NONE	Type Apolly Elling	1000H AND	40				
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 27					O WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revie		Fligl	nt Time (F			
STUDENT		√A Total		21		4 Hrs -	2
	Months Since - N		ode1-	21	Last 3	O Days- UN	
	Aircraft Type - N	N/A Instru	ment-	2	Last 9	O Days-	21
Instrument Rating(s) - NONE							
TUDENT PILOT WAS ON HIS INITIAL SOLO FLIGH	HT AND HAD BEEN INSTRUC	TED TO DO TOUCH	AND GO I	ANDINGS.	ON HIS		
OND LANDING HE DID NOT ACHIEVE A PROPER FL						0	
POISE AFTER APPROXIMATELY THREE BOUNCES,						•	

File No. - 1591 7/16/87 SAVOY, IL A/C Reg. No. N4967B Time (Lc1) - 1557 CDT HARD LANDING Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. FLARE - IMPROPER - PILOT IN COMMAND 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 2

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

File No 1573 8/14/87 CRESTW	OOD,IL A/C R	eg. No. N10816	Т	ime (Lc1)	- 1130 CD	Т
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91	AVIATION) Aircraf SUBSTA Fire NONE	t Damage NTIAL Crew Pass	_		ries Minor O O	None 1 0
Accident Occurred During -DESCENT						
Aircraft Information Make/Model - MOONEY 20K Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2900 No. of Seats - 4	Eng Make/Model - CC Number Engines - 1 Engine Type - RE Rated Power -	CIP-FUEL INJECTED		tall Warni	ng System	- YES
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 060/008 KTS Visibility - 1.500 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 900 FT OVERO Obstructions to Vision- FOG Precipitation - RAIN SHOWERS Condition of Light - DAYLIGHT	Itinerary Last Departure Point NASHVILLE,TN Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan AST Type of Clearance Type Apch/Lndg	- IFR - SPECIAL VFR	ON AIR Airport D HOWELL Runway Runway Runway	ata	- GRAVEL	29
	Age - 40 Biennial Flight Review		te - VALID ht Time (H		O WAIVERS	/LIMIT
PRIVATE SE LAND	Current - YES Months Since - O Aircraft Type - M-20K	Total - Make/Model-	1950 1950	Last 2	O Days- U	3 NK/NR 52
Instrument Rating(s) - AIRPLANE						
Narrative ON ARRIVAL AT HOWELL AIRPORT THE PILOT SET U TERIORATING WEATHER CONDITIONS. THE PILOT WA T DECIDED TO CONTINUE THE APPROACH. DURING T D CONTINUED TO FLY. THE PILOT PROCEEDED TO R LL POWER FOR A GO-AROUND, SIGHTED TREES LOCA RCRAFT INTO THE TREES. SHORTLY AFTER THE ACC KNOTS.	S UNABLE TO GET CURRENT WI HE LANDING FLARE THE PILOT ETRACT THE FLAPS BUT THE A TED AT THE END OF THE RUNW	ND CONDITIONS AT T STATED THE AIRCRA IRCRAFT REMAINED A AY, PULLED BACK ON	HE AIRPORT FT "FAILED IRBORNE. T THE YOKE	FROM UNIC " TO LOSE HE PILOT T AND STALLE	AIRSPEED HEN ADDED D THE	

File No. - 1573 8/14/87 CRESTWOOD, IL A/C Reg. No. N10816 Time (Lc1) - 1130 CDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation GO-AROUND (VFR) Finding(s) 1. WEATHER CONDITION - HIGH WIND 2. WEATHER CONDITION - TAILWIND 3. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND 4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 6. STALL/MUSH Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

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

-Basic Information Type Operating Certificate-NONE (GENERA		ft Damage		Injur		
		ANTIAL	Fatal			None
Type of Operation -PERSONAL	Fire	Cre		1	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NUNE	Pas	ss 0	1	0	0
-Aircraft Information						
Make/Model - JAGGER TIERRA II	Eng Make/Model - R			Installed/		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 850	Number Engines - Engine Type - R			tall Warnir	ng System	1 - NU
No. of Seats - 2	Rated Power -	64 HP	IKETUK			
NO. 01 3eat5 - 2	rated Fower -	04 NP 				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t	OFF AI	RPORT/STRIF	•	
Method - N/A	SAME AS ACC/INC		4 / a 4 . F			
Completeness - N/A Basic Weather - VMC	Destination COLUMBIA CITY,IN		Airport [ата		
Wind Dir/Speed- 090/010 KTS	COLUMBIA CITY, IN		Dunyas	Ident -	. 44	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid	· 11 · 1594/	50
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		30
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE		- NONE		514145	,	
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Condition of Light - DUSK						
		~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~				
Pilot-In-Command	Age - 35	Medical Certific	ate - VALIC	MEDICAL-WA	IVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fli	ght Time (F			
STUDENT	Biennial Flight Review Current - N/A Months Since - N/A	Total -	97	Last 24	l Hrs - L	INK/NR
	Months Since - N/A	Make/Mode1-		Last 30		
	Aircraft Type - N/A	Instrument-	1	Last 90	Days-	1
						:
Instrument Rating(s) - NONE						
-Narrative					· -	
RTLY AFTER TAKEOFF AT ABOUT 100 FEET AGL T	HE ENGINE LOST POWER. THE	AIRCRAFT STALLED A	ND IMPACTED	THE GROUNT)	
A PLOWED AREA ADJACENT TO THE RUNWAY. THE					=	
CKED THE FUEL FILTER CLOSEST TO THE FUEL T				,		

File No. - 1481 4/19/87 A/C Reg. No. N5541C Time (Lcl) - 1707 EST COLUMBIA CITY, IN Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - CONTAMINATION FUEL SYSTEM, FILTER - BLOCKED (TOTAL) 3. FLUID, FUEL - STARVATION Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 4. TERRAIN CONDITION - NONE SUITABLE 5. MANEUVER - ATTEMPTED - PILOT IN COMMAND 6. STALL - INADVERTENT - PILOT IN COMMAND

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

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

----Probable Cause----

File No 1479 5/18/87 PI	ERU, IN A,	A/C Reg. No. N62629			Time (Lcl) - 0420 EST			
Basic Information Type Operating Certificate-NONE (GE	•	craft [.] Damage		Injur				
Town of Ownership		SSTANTIAL	Fatal	Serious	Minor	None		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9	Fire 1 NO			0	1 2	0		
Accident Occurred During -LANDING	i · · · · · · · · · · · · · · · · · · ·	ve Pas	.s U	U	2	O		
Aircraft Information								
Make/Model - CESSNA 172P		LYCOMING 0-320-D2J		Installed/				
Landing Gear - TRICYCLE-FIXED	Number Engines			tall Warnir	ng System	- YES		
Max Gross Wt - 2150		- RECIPROCATING-CARBU	JRETOR					
No. of Seats - 4	Rated Power	160 HP						
Environment/Operations Information								
Weather Data	Itinerary		•	Proximity				
Wx Briefing - NWS	Last Departure Po	pint	ON AIR	PORT				
Method - TELEPHONE	KOKOMO, IN							
Completeness - UNK/NR Basic Weather - VMC	Destination			Airport Data PERU MUNIC.				
Wind Dir/Speed- 320/010 KTS	AURORA, IL				0.0			
Visibility - 5.0 SM	ATC/Airspace				- 36 - 3000/	60		
Lowest Sky/Clouds - UNK/NR	Type of Flight P	lan - VED		Surface -	,	90		
Lowest Ceiling - 32000 FT E					- WET			
Obstructions to Vision- HAZE	Type Apch/Lndg			Jiaius	WLI			
Precipitation - NONE	Type Apcily Endg	FULL STOP	•					
Condition of Light - NIGHT(DAR	()	PRECAUTIONARY L	ANDTN					
	·							
Personnel Information Pilot-In-Command	Age - 48	Medical Certific	SAL VALTO	MEDICAL NO	NATUEDS /			
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (H) WAIVERS/	LIMII		
PRIVATE	Current - YES		•	Last 24	1 Line -	6		
SE LAND	Months Since - 9	Make/Model-	18) Davs- UN	-		
SE EARD	Aircraft Type - C-		9		Days ON Days-			
	All clare Type 0	Tris trainert	J	Lust 50	Days	10		
Instrument Rating(s) - NONE								
Namativa								
Narrative	FD ELTOUT AND WAS MAKENO A	SECOND DECAUTIONAD	ANDTHE TO	AVOTO CEVE	-DC			
E PILOT WAS ATTEMPTING A CROSS COUNTRY N ATHER. ON LANDING THE PILOT LANDED HARD		=						

File No 14	79 5/18/87 PER	U,IN	A/C Reg. No. N62629	Time (Lc1) - 0420 EST
Occurrence #1 Phase of Operation	HARD LANDING LANDING - FLARE/TOUCH	DOWN		
 IMPROPER US FLARE - IMPROPE 	ON - THUNDERSTORM LANDING - INITIATED - E OF PROCEDURE,ANXIETY/ R - PILOT IN COMMAND ING/PREPARATION - POOR	APPREHENSION - PIL		
	NOSE GEAR COLLAPSED LANDING - FLARE/TOUCH	DOWN		
Finding(s) 6. LANDING GEAR,NO				
Occurrence #3 Phase of Operation	LANDING - ROLL			
Probable Cause				
The National Transpois/are finding(s) 4	rtation Safety Board de	termines that the	Probable Cause(s) of this acci	dent
Factor(s) relating to	this accident is/are	finding(s) 1,2,3,5	, 6	

Type Operating Certificate-NONE (GENERA		ft Damage	.	Injur		
Type of Operation -PERSONAL.	SUBSI Fire	ANTIAL Crew		Serious 1	Minor O	None 0
Flight Conducted Under -14 CFR 91	NONE		_	i	_	ő
Accident Occurred During -DESCENT						
Aircraft Information			_	_		
Make/Model - BANNWART MAXAIR XP-503			ELT	Installed/A	ctivated	- UNK/N
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 785	Number Engines -	1 ECIPROCATING-CARBUR		tall Warnin	g System	- NO
No. of Seats - 2	Rated Power -		LIUK			
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poir SAME AS ACC/INC	t	OFF AI	RPORT/STRIP	•	
Completeness - N/A	Destination		Airport Da	a+a		
Basic Weather - VMC	LOCAL		A II poi t b	ata		
Wind Dir/Speed- 210/003 KTS			Runway	Ident -	N/A	
Visibility - 12.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		RF
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg		Runway	Status -	ROUGH	
Precipitation - NONE	Type Apcil/ Eliag	- FORCED EARDING			ROUGH	•
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 58 Biennial Flight Review	Medical Certifica	te - VALID ht Time (H		IVERS/LIM	IT
PRIVATE	Current - YES	Total -			Hrs -	6
SE LAND	Months Since - 10	Make/Model-	69	Last 30	Days-	21
	Aircraft Type - J3	Make/Model- Instrument-	12	Last 90	Days-	21
Instrument Rating(s) - NONE						
This trument kating(s) - None						
Narrative						
E IN CRUISE FLIGHT THE CARBURETOR OF THIS	AMATEUR BUILT AIRCRAFT BE ES PREVENTED A LANDING AT					

File No. - 1480 6/13/87 MICHIGAN CITY, IN A/C Reg. No. N171RB Time (Lc1) - 2007 CDT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. FUEL SYSTEM, CARBURETOR - DISCONNECTED 2. FLUID, FUEL - STARVATION Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING 3. STALL - INADVERTENT - PILOT IN COMMAND 4. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 5. PLANNED APPROACH - INACCURATE - PILOT IN COMMAND Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.2.3.5Factor(s) relating to this accident is/are finding(s) 4

File No 1516 6/19/87 MCCO	RDSVILLE,IN A/C Reg	. No. N55OLR		ime (Lc1)		
Basic Information		_				
Type Operating Certificate-NONE (GENER				Inju		
T C O	DESTROYE		Fatal			None
Type of Operation -PERSONAL	Fire	Crew		1	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	ON GROUN			, O	0	0
Aircraft Information				-,		
Make/Model - BOEING E-75	Eng Make/Model - P&W	R985-AN3	ELT	Installed/	Activated	- YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warni		- •
Max Gross Wt - 3200	Engine Type - RECI		_		.9 0,	
No. of Seats - 2	Rated Power - 4					
Environment/Operations Information			~ * * *			
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN			ON AIR			
Method - N/A	BROOKSIDE,IN		0.0 / 1.2.0			
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		BROOKS			
Wind Dir/Speed- 180/005 KTS	LOCAL				- UNK/NR	
Visibility - 5.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - N/A	Type of Flight Plan -	NONE		Surface		IDE
	RCAST Type of Clearance -				- DRY	IN I
Obstructions to Vision- NONE	Type Apch/Lndg -		Kullway	Jiaius	DKI	
Precipitation - NONE	Type Apcil/ Ling	TORCED LANDING				
Condition of Light - DAYLIGHT						
Personnel Information					/	
Pilot-In-Command		ledical Certifica			AIVERS/LIM	11 T
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H			_
COMMERCIAL, CFI	Current - YES	Total -			4 Hrs -	0
SE LAND, ME LAND	Months Since - 1		50	Last 30 Last 90	O Days-	30
GLIDER	Aircraft Type - C-310R					222
		Multi-Eng -	679	Rotorc	raft -	55
Instrument Rating(s) - AIRPLANE			•			
RING INITIAL CLIMB THE ENGINE SUSTAINED A	TOTAL DOWED EATILIDE AND THE DE	LOT ATTEMPTED TO	DETLIEN TO	THE ATDOO	DT THE	
RCRAFT IMPACTED IN A SOYBEAN FIELD APPROXI						
VESTIGATION REVEALED THE FLEX DUCT BETWEEN						
E THROTTLE BODY. NO SUPPORT WIRE WAS FOUND						
E INKUITE DUDT. NU SUPPUKI WIKE WAS FUUNU	TINGTOF THE DOCT MATINIENANCE	MAS MCCOMETISHED	OM ILITO D	001 0031 P	KIOK IO	
E ACCIDENT FLIGHT.	•					

A/C Reg. No. N550LR File No. - 1516 6/19/87 MCCORDSVILLE.IN Time (Lc1) - 1835 EST Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FUEL SYSTEM, RAM AIR - BLOCKED (TOTAL) 2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 3. FLARE - IMPROPER - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

PAGE 209

 -Basic Information Type Operating Certificate-NONE (GENERA 	L AVIATION) Aircraft	Damage		Injur	ies	
	DESTROY	ED ,		Serious	Minor	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Crew	1	0 2	0	0
Accident Occurred During -MANEUVERING		rass				
-Aircraft Information		1				
Make/Model - CESSNA 172C Landing Gear - TRICYCLE-FIXED	Eng Make/Model - CON Number Engines - 1			installed/A tall Warnin		
Max Gross Wt - 2250	Engine Type - REC	IPROCATING-CARBURE	ETOR	tali wariili	g system	- 123
No. of Seats - 4		145 HP				
	Thimman		A dumant 1			
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point			Proximity RPORT/STRIP		
Method - N/A	BLOOMFIELD, IN		0 41.	(1 OK1) STK11		
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	UNK/NR		_			
Wind Dir/Speed- CALM Visibility - 5.0 SM	ATC/Airspace			Ident - Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Time of Flicht Dies	NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance	NONE		Status -		
Obstructions to Vision- HAZE	Type Apch/Lndg -	NONE	-			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 38	Medical Certificat	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	nt Time (Ho	ours)		
PRIVATE	Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Total -	500	Last 24	Hrs - UN	K/NR
SE LAND	Months Since - UNK/NR	Make/Model-	450	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/NR	Instrument- Ur Multi-Eng - UN	NK/NR	Last 90	Days- UN	K/NR I//ND
		Marti Eng of	NICTINE	KO (O) CI	art on	K/ NK
Instrument Rating(s) - NONE						
-Narrative ER DEPARTING THE BLOOMFIELD ARPT, THE PLT <. WITNESSES AT THE MINE \$TATED THAT THEY ACFT DEPARTED, THEN RETURNED ABOUT 10 TO 76' AGL & CRASHED. CABLE MARKS WERE FOUND DD/ALCOHOL LVL OF 0.13% & A URINE/ALCOHOL	OBSERVED THE ACFT FLY LOW OV 15 MIN LATER. SUBSEQUENTLY, ON THE NOSE WHEEL FORK & TIR	ER THE MINE PITS & THE ACFT STRUCK A	THAT THE POWER LIN	PLT WAVED E AT AN EST	AT THEM. D ALT	

File No. - 1586 8/16/87 SWITZ CITY, IN A/C Reg. No. N1418Y Time (Lc1) - 1830 CDT

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. OBJECT - WIRE, TRANSMISSION
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. DIVERTED ATTENTION - PILOT IN COMMAND
5. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND

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

File No 1432 7/15/87	SATANTA,KS	A/C Reg. No. N	N4954R	Т	ime (Lc1) -	1200 CI	T
-Basic Information Type Operating Certificate-AGR	ICULTURAL AIRCRAFT	Aircraft Damage			Injur	ies	
		SUBSTANTIAL		Fatal		Minor	None
	IAL APPLICATION	Fire	Crew	O	0	0	1
Flight Conducted Under -14		NONE	Pass	0	0	0	0
Accident Occurred During -TAK	EUFF 						
-Aircraft Information							
Make/Model - CESSNA 188B		ke/Model - CONTINENTAL	_ IO-520D		Installed/A		
Landing Gear - TAILWHEEL-ALL		Engines - 1		S	tall Warnin	ıg Syster	n - NO
Max Gross Wt - 4000		Type - RECIP-FUEL	INJECTED				
No. of Seats - 1	Rated	Power - 300 HP					
-Environment/Operations Informati	on						
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF		parture Point		ON AIR	PORT		
Method - N/A		AS ACC/INC					
Completeness - N/A Basic Weather - VMC	Destinat LOCAL		Α	irport D. SATANT.			
Wind Dir/Speed- 180/001 KTS	LUCAL					2.1	
Visibility - 20.0 SM	ATC/Airsp	ace			Lth/Wid -	21	60
Lowest Sky/Clouds - CLEA		Flight Plan - NONE			Surface -		
Lowest Ceiling - NONE		Clearance - NONE			Status -		•
Obstructions to Vision- NONE		ch/Lndg - NONE					
Precipitation - NONE							
Condition of Light - DAYL	IGHT						
-Personnel Information							
Pilot-In-Command	Age - UNK/NR		Certificate			WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flig	ht Review	Flight	Time (H	ours)		
COMMERCIAL		- YES Tota	al - 3 e/Model- 2 trument-	125	Last 24	Hrs -	0
ME LAND, SE SEA		nce - 15 Make	e/Model- 2	100	Last 30	Days- L	JNK/NR
GLIDER	Aircraft	Type - C-172 Inst	trument-	0	Last 90	Days-	JNK/NR
		MUIT	ti-Eng -	51			
Instrument Rating(s) - NO	NE						
-Narrative							
ING THE TAKEOFF GROUND RUN ON AN	AERIAL APPLICATION OPER	ATION, THE RIGHT MAIN	GEAR LEG SE	PARATED			
ROXIMATELY 10 INCHES ABOVE THE AX	LE. ACFT BECAME UNCONTR	OLLABLE AND STRUCK THE			EXAMINATION	}	
CLOSED NO DEFECTS WHICH MAY HAVE							

File No 14	32 7/15/87	SATANTA,KS	A/C Reg.	No. N4954R	Time (Lc1) - 1200 CDT	
Occurrence #1 Phase of Operation	AIRFRAME/COMPO TAKEOFF - GROU	NENT/SYSTEM FAILURE/M ND RUN	MALFUNCTION			
Finding(s) 1. LANDING GEAR,MA 2. LANDING GEAR,MA						
Occurrence #2 Phase of Operation	ON GROUND COLL TAKEOFF - GROU	ISION WITH TERRAIN/WA ND RUN	TER			
Probable Cause						
The National Transpo	rtation Safety B	oard determines that	the Probable Cause(s) of this acci	dent	

is/are finding(s) 1,2

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Airc	raft Damage	٠	Injur	ies	•
	SUB	STANTIAL	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONA				0	0	1
Flight Conducted Under -14 CFR 91	NON	IE Pass	6 0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 150M		CONTINENTAL 0-200-A		Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1500	Number Engines - Engine Type -	TECIPROCATING-CARBU		tall Warnin	g System	- YES
No. of Seats - 2	5 ,.	100 HP	KETUK			
Environment/Operations Information	·					
Weather Data Wx Briefing - FSS	Itinerary		Airport ON AIR	Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Departure Po SAME AS ACC/INC		UN AIR	PUKI		
Completeness - WEATHER NOT PERTINENT		•	Airport D	ata		
Basic Weather - VMC	LOCAL			EARHART		
Wind Dir/Speed- 270/010 KTS	•		Runway	Ident -	34	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		48
Lowest Sky/Clouds - CLEAR	Type of Flight Pl			Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance	- NUNE - TOUCH AND GO	Runway	Status -	DRY	
Precipitation - NONE	Type Apcn/ Lindy	- TOUCH AND GO				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 51	Medical Certifica	ate - VALID	MEDICAL-WA	IVERS/LIM	IIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		ght Time (H			
STUDENT	Current - N/A			Last 24		1
	Months Since - N/A Aircraft Type - N/A	Make/Model-	20	Last 30 Last 90	Days- UN	IK/NR
	Aircraft Type - N/A	Instrument-	O	Last 90	Days-	20
Instrument Rating(s) - NONE						
NAMMATTVE SOLO STUDENT PILOT WAS PRACTICING TOUCH A	ND GO LANDINGS THE PIL	OT STATED HE HAD SUC	SESSELLLY P	ERENRMED 2	LANDINGS	
HE THIRD LANDING THE AIRCRAFT TOUCHED DOWN						

File No 153	6 8/04/87	ATCHISON, KS	A/C Reg.	No. N714MB	Time (Lcl) - 1730 CDT
Occurrence #1 Phase of Operation		- ON GROUND			
4. DIRECTIONAL CONT	N - CROSSWIND OR WIND CONDITION: ROL - NOT MAINTAI!	S - IMPROPER - PILO	MAND		
Occurrence #2 Phase of Operation		ION WITH TERRAIN/W	ATER	*	
Finding(s) 6. TERRAIN CONDITIO	N - DITCH				
Probable Cause	-				
The National Transporis/are finding(s) 1,3		rd determines that	the Probable Cause	(s) of this a	accident

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

File No 1538 8/26/87 KAND	DRADO,KS A/C	Reg. No. N8975P	Т	ime (Lc1) -	0400 CD1	Γ
Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION) Aircra	ft Damage OYED		Injur		
	DESTR	OYED	Fatal	-		
Type of Operation -PERSONAL	Fire	Crew	1	0	Ο.	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	ON GR	OUND Pass	0	0	0	0
Aircraft Information						
Make/Model - PIPER PA-24-260		YCOMING IO-540-D4A5				
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -		S-	tall Warnir	ng System	- YES
Max Gross Wt - 3200	Engine Type - R					
No. of Seats - 4		260 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Weather Data Wx Briefing - FSS Method - IN PERSON	Last Departure Poin	t	OFF AIR	RPORT/STRIP	•	
	BURLINGTON, CO					
Completeness - FULL	Destination		Airport Da	ata		
Basic Weather - IMC	MC COOK, NE					
Wind Dir/Speed- 360/006 KTS.				Ident -		
Visibility - 3.000 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - PART OBS	Type of Flight Plan		-	Surface -		
Lowest Ceiling - 100 FT BRO			Runway	Status -	· N/A	
Obstructions to Vision- FOG	Type Apch/Lndg	- NONE				
Precipitation ~ NONE						
Condition of Light - NIGHT(DARK)						
Personnel Information						
Pilot-In-Command	Age - 34	Medical Certifica Flig Total - Ul	te - VALID	MEDICAL-WA	IVERS/LIM	MIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Fligh	ht Time (H	ours)		
STUDENT	Current - N/A	Total - U	NK/NR	Last 24	l Hrs - UN	NK/NR
	Months Since - N/A	Make/Model- U	NK/NR	Last 30) Days- UN	NK/NR
	Aircraft Type - N/A	Instrument- U	NK/NR	Last 90	Days- UN	NK/NR
		Make/Model- U Make/Model- U Instrument- U Multi-Eng - U	NK/NR	Rotorc	aft - UN	NK/NR
Instrument Rating(s) - NONE						
E FSS STATED THEY HAD PERSONALLY BRIEFED 1	THE STUDENT DILAT ON THE WY	EN DOUTE FOR THIS N	TOUT FLIGHT	T AND TOLD		
IM VFR WAS NOT RECOMMENDED. AT THE FIRST ST					1	
YING AROUND STORMS. AT THE NEXT STOP, HE T					•	
TYING AROUND STURMS. AT THE NEXT STUP, HE T TRPLANE DID NOT ARRIVE, A SEARCH WAS INITIA	TED THE ATROLANCE HAD TOLICH	ED DOMN IN A CODMET	CITONS. WILL	LIN ING ICET		
INCTID AND CARTWHELLED AT THE TIME OF THE	ALED. THE AIRPLANE HAD TUUCH	MAC DADTIAL ODCOUDAT	ELD UN IME	LEFI		
INGTIP AND CARTWHEELED. AT THE TIME OF THE					c	
EILING 100 FT. BROKEN, 1500 FT. OVERCAST, V			MIND2 LKOW	300 DEGREE	:5	
r 6 KTS, ALTIMETER 30.12 IN HG. NO RECORD O	IF THE PLIS FLI TIME COULD B	E LUCATED.				

8/26/87 KANORADO,KS A/C Reg. No. N8975P File No. - 1538 Time (Lc1) - 0400 CDT

IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation MANEUVERING

Finding(s)

- 1. WEATHER CONDITION LOW CEILING
- 2. WEATHER CONDITION FOG
- 3. FLIGHT INTO KNOWN ADVERSE WEATHER INITIATED PILOT IN COMMAND
- 4. PLANNING-DECISION IMPROPER PILOT IN COMMAND
- OVER CONFIDENCE IN PERSONAL ABILITY PILOT IN COMMAND
- 6. JUDGEMENT POOR PILOT IN COMMAND
- 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) 3,4,6

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

File No 1402 6/15/87 BOWLI	NG GREEN, KY	A/C Reg. N	lo. N1823Z	1	Time (Lc1)	- 2100 CDT	
-Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL	•	Aircraft Dam DESTROYED Fire	age Ċrew	Fatal 1	Inju Serious O		None 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		ON GROUND	Pass	3	0	0	0
Aircraft Information			,				
Make/Model - CESSNA 205C Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3300 No. of Seats - 6	Eng Make/Mod Number Engin Engine Type Rated Power	es - 1	UEL INJECTED		Installed/ Stall Warni		
-Environment/Operations Information							
Weather Data Wx Briefing - FSS Method - IN PERSON	Itinerary Last Departur SAME AS ACC				Proximity IRPORT/STRI		
Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 170/004 KTS	Destination LANSING,IL	, 1110		Runway	NG GREEN y Ident	- 27	
Visibility - 5.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - OVERCAST Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - NIGHT(DARK)	ATC/Airspace Type of Fligh Type of Clear Type Apch/Lnd	ance - IFR	}	Runway	y Lth/Wid y Surface y Status		150
-Personnel Information	4	M -1:					
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 5 UNK/NR	cal Certifica Flig Total - Make/Model- Instrument- Multi-Eng -	ght Time (f 1069 27 65	Hours) Last 2 Last 3 Last 9	4 Hrs - UN	IK/NR 60 IK/NR
Instrument Rating(s) - AIRPLANE			_				
Narrative DRTLY AFTER TAKEOFF FROM BOWLING GREEN, THE DBLEM, BUT WITNESSES HEARD THE AIRCRAFT BAC EEN. THE INVESTIGATION FAILED TO CONCLUSIVE D POST CRASH FIRE DESTROYED THE AIRFRAME AP EL SYSTEMS. HOWEVER, THE ENGINE EXAMINATION TH THE PISTON AND VALVE TOPS WERE FREE OF (CKFIRING AS IT DESCEN ELY DETERMINE THE CAU ND PREVENTED A COMPLE N FAILED TO DISCLOSE	DED. THE AIR SE OF THE RE TE INSPECTIO	CRAFT HAD TAK PORTED AIRCRA N OF THE ENGI	KEN ON FUEL AFT PROBLEM NE'S IGNIT	L AT BOWLIN M. THE IMPA TION AND	СТ	

File No 146	02 6/15/87 BOWLING GREEN,KY	A/C Reg. No. N1823Z	Time (Lc1) - 2100 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL CLIMB - TO CRUISE		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/TOUCHDOWN		
	IN FLIGHT COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN		
Finding(s) 2. LIGHT CONDITION 3. OBJECT - TREE(S)			
Probable Cause			

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

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

File No 1446 8/09/87 FALMO	UTH,KY 	A/C Reg.	No. N15468	T 	ime (Lc1)	- 1430 EST	
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Da DESTROYED	mage	Fata1	Inju Serious	ries Minor	None
Type of Operation -PERSONAL		Fire	Crew	_	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	Ο,	0	1
-Aircraft Information							
Make/Model - PIPER PA-28-140	Eng Make/Mod	del - LYCOMI	NG 0-320-E3D	ELT	Installed/	Activated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engi				tall Warnii	ng System	- YES
Max Gross Wt - 2150			OCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power	- 15C	HP				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•			OFF AI	RPORT/STRII	•	
Method - N/A	SAME AS ACC	C/INC		_			
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL			_	-		
Wind Dir/Speed- 270/008 KTS	ATO (A:					- N/A	
Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace	ha Dlam No	NIC		Lth/Wid		
	Type of Fligh Type of Clean				Surface		CTATION
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Creat			Runway	Status	- HIGH VEG	ETATION
Precipitation - NONE	Type Apch/Lnc		RCED LANDING				
Condition of Light - DAYLIGHT		FC	KCED LANDING				
Pilot-In-Command	Age - 40	Med	ical Certifica	te - VALID	MEDICAL-W	AIVERS/LIM	ΙT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Rev	view		nt Time (H	ours)		
PRIVATE	Current	- UNK/NR	Total -	98	Last 2	4 Hrs -	7
SE LAND	Months Since Aircraft Type	- UNK/NR	Make/Mode1-	42	Last 3	Days- UN	K/NR
	Aircraft Type	- UNK/NR	Instrument-	0	Last 9	Days-	10
Instrument Rating(s) - NONE							
	D. OO. I AND INC. AT THE						
PRECEDED BY A FULL STOP LDG. SHORTLY AFTE CLEAR A TREE AT THE TOP OF A RIDGE LINE. S THROTTLE CABLE HAD FRACTURED ALLOWING THE OF THE RIGID HOUSING WAS ATTACHED TO THE	R LIFT OFF, THE PLT UBSEQUENT INSPECTION CABLE TO DISPLACE	REPTD THAT N REVEALED T TO THE SIDE	THE ACFT LOST HAT THE RIGID RATHER THAN PU	PWR AND HE HOUSING AT SH THE THR	WAS UNABLE THE ENGINE OTTLE OPEN	E END OF . ONE	
CARBURETOR THROTTLE CONTROL ARM.	LITERIAL AND THE OTHER	. AUILD AS A	JECETE FOR III	- 11110112	ARM TOSTIK		

File No. - 1446 8/09/87 FALMOUTH, KY A/C Reg. No. N15468 Time (Lc1) - 1430 EST LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation - TAKEOFF - INITIAL CLIMB Finding(s) 1. MAINTENANCE ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL 2. THROTTLE/POWER LEVER, LINKAGE - SEPARATION FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY Finding(s) 3. OBJECT - TREE(S) ----Probable Cause----

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

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File No 1421 3/27/87	BEDFORD, MA	A/C Reg. No. N4			ime (Lc1) -		
Type Operating Certificate-NONE (SENERAL AVIATION)	Aircraft Damage			Injur		
Type of Operation -PERSONA	i.	SUBSTANTIAL Fire	Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR	91	NONE	Pass	0	0	Ö	4
Accident Occurred During -TAXI		NONE	, 455	Ü	Ū	Ŭ	•
Aircraft Information			1				
Make/Model - PIPER PA-31-350		odel - LYCOMING TIO	-540-J28D		Installed/A		
Landing Gear - TRICYCLE-RETRACTAE		gines - 2	NUECTED	5	tall Warning	g System -	- YES
Max Gross Wt - 7000 No. of Seats - 8	Rated Powe	oe - RECIP-FUEL I er - 350 HP	NUECTED				
Environment/Operations Information							·
Weather Data	Itinerary			Airport	Proximity		
₩x Briefing - NO RECORD OF BR				ON AIR	PORT		
Method - N/A	SAME AS	CC/INC					
Completeness - N/A	Destination			Airport D	-		
Basic Weather - VMC Wind Dir/Speed- 320/010 KTS	PORTLAND	ME			M FIELD	UNK/NR	
Visibility - 10.0 SM	ATC/Airspace				Ident - Lth/Wid -		
	SCATTERED Type of F1	ab+ Blan - TEB			Surface -		
Lowest Ceiling -		earance - VFR				UNK/NR	
Obstructions to Vision- NONE	Type Apch/i			Railway	Jtatas	Oldry Hill	
Precipitation - NONE	Type Apony						
Condition of Light - DAYLIGHT	•	~					
Pilot-In-Command	Age - 57	Medical C	ertificat	e - VALTD	MEDICAL-WA	TVFRS/LTM1	т
Certificate(s)/Rating(s)	Biennial Flight F			it Time (H			• •
PRIVATE	Current		-		•	Hrs -	2 `
SE LAND, ME LAND	Months Since	- 17 Make/					K/NR
•	Aircraft Type	e - UNK/NR Instr	ument-	1110	Last 30 Last 90	Days-	32
		Multi	-Eng -	2800	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLA	îNE						
							
RING TAXI OPERATION IN PREPARATION FOR	TAKENEE THE LEET MATE	GEAR OF THE ATROPA	ET IMPACT	FD AN UNM	ARKED OPEN		
WHOLE AND THE AIRCRAFT WAS SUBSTANTIAL		Taring of the Atrona					

File No. - 1421 3/27/87 BEDFORD, MA A/C Reg. No. N40958 Time (Lc1) - 0830 EST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - AIRPORT FACILITY
2. VISUAL LOOKOUT - POOR - PILOT IN COMMAND
3. OTHER AIRPORT/RUNWAY MAINTENANCE - NOT IDENTIFIED - GROUND PERSONNEL

----Probable Cause----

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

	13/87 NANTU	CKET, MA		No. N222HF		ime (Lc1) 		
-Basic Information Type Operating Certificat	e-NONE (GENERA	L AVIATION)	Aircraft [DESTROYE		Fatal	Inju Serious	ries Minor	. None
Type of Operation Flight Conducted Under Accident Occurred During			Fire ON GROUND	Crew Pass	1	0	0	0
-Aircraft Information Make/Model - PIPER PA Landing Gear - TRICYCLE Max Gross Wt - 3600 No. of Seats - 6			e/Model - LYCOM Engines - 1 Type - RECIF	NING IO-540-K1G5 P-FUEL INJECTED OO HP	D ELT	•	ng Syste	
	rmation	Itinerary				Proximity		
Wx Briefing - FSS Method - TELEPHO	NE	Last Depa PROVID	•			Proximity RPORT/STRI	Р	
	SM UNK/NR 100 FT OBSC	ATC/Airspa Type of URED Type of (S ACC/INC ce Flight Plan - 1 Clearance - 1	FR	Runway Runway Runway	KET MEMORI Ident Lth/Wid Surface	- 24 - 6303/	′ 150 .T
Obstructions to Vision- Precipitation - Condition of Light -	NONE	Type Apc	h/Lndg - 1	LS-COMPLETE		•		
-Personnel Information		A C4				MEDICAL	A TVEDC /	
Pilot-In-Command Certificate(s)/Rating(s)		Age - 61 Biennial Fligh		edical Certifica Flig	ht Time (H		AIVERS/ L	.IMII
COMMERCIAL SE LAND		Current	- YES ce - UNK/NR	Total - Make/Model-	6460	Last 2	4 Hrs - O Days-	
e e	•	Aircraft T	ype - UNK/NR	Instrument-	2500	Last 9	O Days-	UNK/NR
Instrument Rating(s)	- AIRPLANE							
-Narrative WEATHER AT THE NANTUCKET AI	PDODT WAS REIO	W THE DDESCRIBE	D MINIMA FOR TH	IE ILS APPROACH	TO DINWAY	24 A		
MKET BROADCAST HAD BEEN MADE MOST USERS AND, THEREAFTER, CLEARED FOR THE ILS APPROACI TROLLER ADVISED THE PILOT TO MUNICATIONS WITH THE FLIGHT. UT A MILE NORTH OF THE AIRPO	ON THE AIR TR THE CONTROLLE H TO RUNWAY 24 REMAIN ON THE A WITNESS OBS	AFFIC FREQUENCI R PROVIDED THE BUT REPORTED A RUNWAY HEADING	ES THAT THE NAM PILOT WITH THE MISSED APPROAC AND CONTACT DE	ITUCKET WEATHER WEATHER AT HIS CH AFTER PASSING PARTURE. THERE	WAS BELOW DESTINATION THE OUTER WERE NO FU	THE MINIMA N. THE PIL MARKER. T RTHER	ОТ	

File No. - 1490 6/13/87 NANTUCKET, MA A/C Reg. No. N222HF Time (Lcl) - 1012 EDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - MISSED APPROACH (IFR) Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND IMPROPER DECISION OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 3. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 6. PROPER CLIMB RATE - NOT MAINTAINED - 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) 4.5.6

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

File No 1457 8/22/87 NANTU	JCKET,MA A/C	Reg. No. N83232	1	ime (Lcl) -	2054 EDT	
Basic Information Type Operating Certificate-NONE (GENERA		aft Damage		Injur		
		ROYED	Fatal			None
Type of Operation -PERSONAL.	Fire			0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	NONE	Pas	s 1	O	0	0
Aircraft Information				· 		
Make/Model - PIPER PA-28-161		LYCOMING 0-320		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall Warnin	g System	- YES
Max Gross Wt - 2150		RECIP-FUEL INJECTED				
No. of Seats - 4		160 HP				
Environment/Operations Information	Talamanan			Daniel daniel de la		
Weather Data Wx Briefing - FSS	Itinerary Last Departure Poi	n+		Proximity RPORT/STRIP	•	
Method - TELEPHONE	HYANNIS, MA		UFF A	KPUKI/SIKIP		
Completeness - PARTIAL,LMTD BY PILO1	Destination		Airport [)ata		
Basic Weather - UNK/NR	SAME AS ACC/INC		NANTU			
Wind Dir/Speed- 230/015 KTS	S ,				24	
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid -	6303/	150
Lowest Sky/Clouds - UNK/NR	Type of Flight Pla	n - IFR	Runway	Surface -	ASPHALT	
	KEN Type of Clearance	- IFR	Runway	/ Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- ILS-COMPLETE				
Precipitation - NONE						
Condition of Light - NIGHT(DARK)						
Personnel Information		Madta 3 0 0 1 1 6 1 5				
Pilot-In-Command Certificate(s)/Rating(s)	Age - 50 Biennial Flight Review	Medical Certifica	ate - VALIL	MEDICAL-WA	IAFK2/FIW	11
PRIVATE	Current - UNK/	NR Total -	540	last 24	. Hrs - UN	K/NR
SE LAND	Months Since - UNK/	NR Make/Model-i	JNK/NR	Last 30	Davs- UN	K/NR
01 1/115	Aircraft Type - UNK/	NR Instrument-	JNK/NR	Last 90	Davs- UN	K/NR
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	NR Total - NR Make/Model - U NR Instrument - U Multi-Eng - U	JNK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE						
Narrative						
HE PIPER PA-28-161 WITH A PILOT AND PASSENGE						
I ILS APPROACH TO RWY 24 AT NANTUCKET, MA. 1 KED THE TOWER CONTROLLER TO QUESTION THE P					1	
SERVED ALTITUDE OF THE AIRCRAFT WAS 900 FT.					WATER	
WEVER NO SERIALIZED COMPONENTS OR MAJOR WRE					HAILN.	
TELES OF THE STATE	and heretened. Allo	DAMMAE MID INC.				

8/22/87 Time (Lc1) - 2054 EDT File No. - 1457 NANTUCKET, MA A/C Reg. No. N83232

Occurrence #1

IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

- 1. UNDETERMINED
- 2. WEATHER CONDITION FOG
- 3. LIGHT CONDITION NIGHT

----Probable Cause----

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

File No 1569 5/06/87 FRE	DERICK,MD A/C	Reg. No. N8149P	Ţ	ime (Lc1) -	1825 EDT	
Basic Information Type Operating Certificate-NONE (GENE Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	RAL AVIATION) Aircra DESTR Fire ON GR	Crew	_	Injur Serious O O		None 1 0
Aircraft Information Make/Model - PIPER PA-28-161 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2325 No. of Seats - 4	Eng Make/Model - L Number Engines - Engine Type - R Rated Power -	1 ECIPROCATING-CARBUR	5	Installed/A Stall Warnin		
Weather Data Wx Briefing - NO RECORD OF BRIEFI Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - CALM Visibility - 12.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary NG Last Departure Poin SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	ON AIR Airport D FREDER Runway Runway Runway	Data RICK MUNICIP / Ident - / Lth/Wid - / Surface -	10 4000/	100
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 45 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - C-152	Total - Make/Model-	ht Time (F 82	lours) Last 24	Hrs - Davs- UN	O K/NR
Instrument Rating(s) - NONE						

File No. - 1569 5/06/87 FREDERICK,MD A/C Reg. No. N8149P Time (Lc1) - 1825 EDT

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

3. OBJECT - VEHICLE
4. OBJECT - AIRPORT FACILITY

----Probable Cause----

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

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

-Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft	Damage		Injur	ies	
	•	SUBSTAN	TIAL	Fatal	Serious		None
Type of Operation -INSTR Flight Conducted Under -14 CF	UCTIONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CF	R 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDI	NG 						
-Aircraft Information							
Make/Model - CESSNA 152			MING 0-235-L2C				
Landing Gear - TRICYCLE-FIXED					tall Warning	g System	- YES
Max Gross Wt - 1600		e Type - REC. Power -	PROCATING-CARBUR	ETOR			
No. of Seats - 2	катео	Power -	10 HP 				
-Environment/Operations Information							
Weather Data Wx Briefing - FSS Method - TELEPHONE	Itinerar			Airport			
Wx Briefing - FSS	Last D	eparture Point ENSVILLE,MD		ON AIR	PORT		
Method - TELEPHONE	STEV						
Completeness - PARTIAL,LMTD B Basic Weather - VMC	Y PILOT Destina			Airport Da	ata DRE-WASHING	TON TAIT!	
Wind Dir/Speed- 190/012 KTS	SAME	AS ACC/INC			Ident -		
Visibility - 12.0 SM	ATC/Airs	pace			Lth/Wid -		75
Lowest Sky/Clouds - 6000	FT SCATTERED Type o	f Flight Plan -	NONE		Surface -		. •
Lowest Ceiling - 25000	FT OVERCAST Type o	f Clearance -	NONE		Status -		
Obstructions to Vision- NONE	Type A	pch/Lndg -	STRAIGHT-IN	•			
Precipitation - NONE			FULL STOP				
Condition of Light - DAYLIG	HT 						
-Personnel Information							
Pilot-In-Command	Age - 19		Medical Certifica			IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Fli	ght Review		ht Time (H			/
STUDENT	Current	- N/A	Total -	48	Last 24	Hrs - UN	K/NR
	MONTHS 5	Ince - N/A	Make/Model- Instrument-	47	Last 30 Last 90	Days-	10
	Ancialt	Type N/A	Tris traillerrt	U	Last 90	Days	13
Instrument Rating(s) - NONE							
Manastana							
-Narrative	LV 47 HOUDS THE THE	TOCOAET AND ADD	SOVIMATELY & HOUS	C AC DILOT	TAL COMMAND		
STUDENT PILOT, WHO HAD APPROXIMATE			COXIMATELY 8 HOUR				

File No. - 1568 6/07/87 BALTIMORE, MD A/C Reg. No. N48935 Time (Lc1) - 1558 EDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - DITCH NOSE GEAR COLLAPSED Occurrence #3 Phase of Operation LANDING - ROLL Finding(s) 5. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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

File No 1598 6/20/87 'EASTON	I, MD	A/C Reg. No	o. N4925S	т	ime (Lc1)	- 1010 EDT	<u></u>
Basic Information Type Operating Certificate-NONE (GENERAL	. AVIATION)	Aircraft Dama	age	Fatal	•	uries Minor	None
Type of Operation -TEST FLT Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH		Fire NONE	Crew Pass	1	0	0 0	0
Aircraft Information Make/Model - STRIPLIN SKY RANGER Landing Gear - TRICYCLE-FIXED Max Gross Wt - 800	Eng Make/Mo Number Engi Engine Type		O3 CATING-CARBUR	S		/Activated ing System	
No. of Seats - 2	Rated Power	- UNK/NR					
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 210/005 KTS Visibility - 5.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clea Type Apch/Ln	C/INC ht Plan - NON rance - NON	E FFIC PATTERN	Airport OFF AI Airport D EASTON Runway Runway Runway	Proximity RPORT/STR ata I Ident Lth/Wid	IP - 22 - 4000/ - MACADAM	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE		view - UNK/NR	Total -	ht Time (F 105	lours) Last	24 Hrs - UN	
SE LAND	Months Since Aircraft Type	- UNK/NR I - UNK/NR	Make/Model- Instrument-	. 3 3	Last Last	30 Days- 90 Days-	8 8
Instrument Rating(s) - NONE							
AFTER TAKING OFF ON A TEST FLT, THE PLT REMAIN SPUTTERED, THEN LOST POWER. SOON THEREAFTER, ACFT HAD ONLY 11 HRS OF FLT TIME. NO PREIMPACT OF THE ENG REVEALED THE BREAKER POINT MOUNTING THE THREADED HOLES & WERE BENT. ONE BOLT WAS INBREAKER POINT MOUNTING PLATE WAS PART OF THE ERS & LOCK WASHERS. RPRTDLY, THE LOCK WASHER(STHE FLT CTL SYS HAD INSUFFICIENT ELEV CTL AT FELEV CABLE ATTACHMENT BRACKET WAS REPOSITIONED	WED IN THE TRAFFIC THE ACFT ENTERED A PART FAILURE OR M PLATE & MACHINE S ODGED BTN THE FLYW GNITION SYS. IT HA B) HAD BECOME FLAT, HI & LOW PWR SETTIN	PATTERN & WAS STEEP DSCNT & ALFUNCTION OF CREWS (BOLTS) HEEL & THE EN D BEEN INSTAL INDCG LOSS O GS; TO CORREC	ON DOWNWIND CRASHED. THE THE AIRFRAME WERE LOOSE. HOUSING, RE LED ON THE EN ELASTICITY THIS, AN EL	EXPERIMEN WAS FND. THE BOLTS STRICTING G HOUSING (LOCKING A EV SPRING	TAL, HOME HOWEVER, HAD BACKE ROTATION. WITH 2 BO BILITY). WAS INSTA	BUILT DISASSEMBLY D OUT OF THE LOOSE LTS, WASH- PREVIOUSLY,	

File No 15	98 6/20/87	EASTON, MD	A/C Reg.	No. N4925S	Time (Lc1) - 1010 EDT
Occurrence #1 Phase of Operation					
Finding(s) 1. IGNITION SYSTEM 2. MAINTENANCE -					
Occurrence #2 Phase of Operation	FORCED LANDING MANEUVERING - TU	RN TO LANDING ARE	A (EMERGENCY)		
Occurrence #3 Phase of Operation			A (EMERGENCY)		
Finding(s) 3. UNDETERMINED					
Occurrence #4 Phase of Operation					
Probable Cause			·		

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

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

File No 1554 7/06/87 CAMBR	RIDGE,MD A/C R	eg. No. N5775V	Т	ime (Lc1) -	1115 ED	T
Basic Information Type Operating Certificate-NONE (GENERA		t Damage		Injur		
	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	0
Accident Occurred During -STANDING						
-Aircraft Information	·	3	•			
Make/Model - BEECH A23-19	Eng Make/Model - LY					
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnin	ng System	n - YES
Max Gross Wt - 2200	J ,,	CIPROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power -	150 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Point		ON AIR	PORT		
Method - TELEPHONE	SAME AS ACC/INC					
Completeness - WEATHER NOT PERTINENT	Destination		Airport D	ata .		
Basic Weather - VMC	GETTYSBURG, PA		CAMBRI	DGE-DORCHES	TER	
Wind Dir/Speed- 090/004 KTS			Runway	Ident -	34	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 3500 FT SCAT	TTERED Type of Flight Plan	- NONE	Runway	Surface -	· ASPHALT	•
Lowest Ceiling - OVERCAST	Type of Clearance	- NONE	Runway	Status -	DRY	
Obstructions to Vision- HAZE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 52	Medical Certifica	te - VALID	MEDICAL-WA	IVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H	lours)		
PRIVATE	Current - YES	Total -	700	Last 24	Hrs - L	INK/NR
SE LAND	Months Since - 1	Make/Model-	600	Last 30	Days- L	INK/NR
HELICOPTER	Aircraft Type - A23-19	Instrument-	6	Last 90	Days-	30
Instrument Rating(s) - NONE						
Narrative						
EN THE AIRCRAFT FAILED TO START THE PILOT S HE AIRCRAFT BY HAND PROPPING. THE AIRCRAFT S	STARTED IMMEDIATELY, BROKE B	OTH TIE-DOWN ROPES	, TRAVELED	ACROSS THE	FIELD	
TO A DITCH AND SUBSTANED SUBSTANTIAL DAMAGE EXPOSURE TO THE SUN. THEY HAVE BEEN REPLAC			NE AND HAD	WEAKENED W	ITIH YEAK	(2
		-				

File No. - 1554 7/06/87 CAMBRIDGE,MD A/C Reg. No. N5775V Time (Lcl) - 1115 EDT

Occurrence #1
Phase of Operation

ON GROUND COLLISION WITH TERRAIN/WATER STANDING - STARTING ENGINE(S)

Finding(s)

- 1. STARTING PROCEDURE IMPROPER PILOT IN COMMAND
- 2. TIE DOWN INADEQUATE -
- 3. TERRAIN CONDITION DITCH

----Probable Cause----

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

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

File No 1508 9/10/87 CLINT	ON,MD 	A/C Reg. No. N55	515U 	T ·	ime (Lc1) -	2000 EDT	
Basic Information Type Operating Certificate-NONE (GENERA		rcraft Damage UBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fi N	re ONE	Crew Pass	0		0	1 0
-Aircraft Information Make/Model - PIPER PA-28-140 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Eng Make/Model Number Engines Engine Type Rated Power	- LYCOMING 0-32 - 1 - RECIPROCATING	20-E2A	ELT I	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 10.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Itinerary	Point NC Plan - NONE nce - NONE		Airport Da HYDE FI Runway Runway Runway	RPORT/STŔIP ata IELD	05 2820/ ASPHALT	30
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 36 Biennial Flight Revie Current - Y Months Since - 1 Aircraft Type - U	ES Total	Fligh -	t Time (Ho 244	Last 24	Hrs - UN	IK/NR
Instrument Rating(s) - NONE							
-Narrative ING TAKEOFF WITH THE AIRCRAFT OVER THE END AD IN A FIELD AND NOSED OVER. EXAMINATION INE WAS STARTED AND OPERATED WITHIN NORMAL	OF THE AIRCRAFT DID NO	T DISCLOSE ANY M	MECHANICA	L MALFUNCT	TIONS/FAILU	RES. THE	

File No 15	08 9/10/87 CLINTON,MD	A/C Reg. No. N5515U	Time (Lc1) - 2000 EDT
	LOSS OF ENGINE POWER TAKEOFF - INITIAL CLIMB		
Finding(s) 1. UNDETERMINED	·		
	FORCED LANDING DESCENT - EMERGENCY		
	NOSE OVER LANDING - FLARE/TOUCHDOWN		
Finding(s) 2. TERRAIN CONDITI	ON - SOFT		•
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that the	e Probable Cause(s) of this accid	lent

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

File No 1456 1/24/87 TROY,	MI A/C Re	g. No. N5634E	Т	ime (Lc1)	1700 EDT	·
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage		Injur		
	DESTROY	ED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT					. 	
Aircraft Information		١.,				
Make/Model - CESSNA 150	Eng Make/Model - CON	TINENTAL 0-200-A		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnir	ng System	- YES
Max Gross Wt - 1500	Engine Type - REC	IPROCATING-CARBUR	ETOR			
No. of Seats - 2 ·	Rated Power -	100 HP				
Environment/Operations Information						 -
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIR	PORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		OAKLAN	D-TROY		
Wind Dir/Speed- LIGHT AND VARIABLE					- 27	
Visibility - 15.0 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		TRAFFIC PATTERN	Kanway	514145	DIV.	
Precipitation - NONE	Type Apelly Ellag	FORCED LANDING				
Condition of Light - DAYLIGHT		TORGED EXHIBITION				
					· 	
Pilot-In-Command /	Age - 22	Medical Certifica	+a - VALID	MEDICAL-NO	WATVEDS/	/I TMTT
Certificate(s)/Rating(s)	Biennial Flight Review	Flia	ht Time (H		, WATVERS/	LIMI
COMMERCIAL, CFI	Current - YES	Total -		Last 24	I Hns - IIA	IIV /NID
SE LAND	Months Since - 6	Make/Model-	212	Last 3) Dave-	10
SE LAND	Aircraft Type - UNK/NR	Tostoumont-	70	Last St	Days	10
	ATTCTATE Type - UNK/NR	Instrument- Multi-Eng -	10	Potono	raft - UN	
		Multi-Eng -	14	ROTOFCI	art - or	NK/ INK
Instrument Rating(s) - AIRPLANE						
Namativa						
Narrative FSIDE AIR TEMPERATURE WAS APPROXIMATELY 5 D	ECDECC E WHEN THE ATDODAET O	N THITTAL CLIMP E	VDEDTENCED	A .TOTAL		
WER LOSS. THE PILOT LOWERED THE MOSE AND AT						
MPLETE APPROXIMATELY 180 TO 190 DEGREES OF						
	STIGATION AFTER THE ACCIDENT	REVEALED ICE AND	WATER ACC	UMULATION :	LN	
D THE PILOT RECEIVED SERIOUS INJURIES. INVE E FUEL LINES AND FUEL SAMPLES TAKEN FROM AI						

File No. - 1456 1/24/87 TROY, MI A/C Reg. No. N5634E Time (Lc1) - 1700 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - CONTAMINATION 2. FLUID, FUEL - WATER 3. FUEL SYSTEM, LINE FITTING - ICE 4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 LOSS OF CONTROL - IN FLIGHT Phase of Operation DESCENT - UNCONTROLLED Finding(s) 5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 6. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

File No 1515 7/11/87 CHELS	SEA,MI A/C Re	g. No. N2904A	1	Time (Lc1) -	2130 EDT	
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Airchaft SUBSTAN		Fatal	Injur Serious		None
Type of Operation -PERSONAL	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass		Ö	Ö	3
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA-28RT-201	Eng Make/Model - CON	ITINENTAL IO-360-C	1C6 ELT	Installed/A	ctivated -	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		Ş	Stall Warning	g System	- YES
Max Gross Wt - 2750	Engine Type - REC	IP-FUEL INJECTED				
No. of Seats - 4	Rated Power -	200 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - FSS	Last Departure Point		ON AIR	RSTRIP		
Method - TV/RADIO	SAME AS ACC/INC					
Completeness - WEATHER NOT PERTINEN			Airport [
Basic Weather - VMC	YPSILANTI,MI		SHARPH	IORN		
Wind Dir/Speed- 230/008 KTS					21	
Visibility - 7.0 SM	ATC/Airspace			/ Lth/Wid -		
Lowest Sky/Clouds - 25000 FT SCA				/ Surface -		₹F
Lowest Ceiling - NONE	Type of Clearance -	NONE	Runway	/ Status -	WET	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command		Medical Certifica			WAIVERS/	_IMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (F	•		
COMMERCIAL	Current - YES	Total -		Last 24		0
SE LAND, ME LAND	Months Since - 2	Make/Model- Instrument-	76	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/NR	Instrument-	84	Last 90	Days-	107
		Multi-Eng -	76	Rotorcra	aft - UNI	K/NR
Instrument Rating(s) - AIRPLANE						
Thou differ Rating(0) AIN EARE						
Narrative THE PILOT AND THREE PASSENGERS ATTEMPTED A TA DENSITY ALTITUDE WAS 2700 FEET. AS THE AIRCRA AND ABORTED THE TAKEOFF. THE AIRCRAFT RAN OFF COLLAPSED.	AFT CLIMBED OUT OF GROUND EFF	ECT THE PILOT SAI	D THE ENG	NE SOUNDED	"FUNNY"	
• *						

NO. N2904A Time (Lc1) - 2130 EDT File No. - 1515 7/11/87 A/C Reg. No. N2904A CHELSEA, MI OVERRUN Occurrence #1 Phase of Operation LANDING Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND 3. BRAKES(NORMAL) - DELAYED - PILOT IN COMMAND 4. TERRAIN CONDITION - HIGH VEGETATION 5. TERRAIN CONDITION - WET Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING: - ROLL Finding(s) 6. OBJECT - TREE(S) NOSE GEAR COLLAPSED Occurrence #3 Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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

File No 1539 9/25/87 KANS	AS CITY,MO A/C R	eg. No. N192CA	Т	ime (Lc1)	- 2048 C	DT
Basic Information Type Operating Certificate-ON-DEMAND A		t Damage		Iniu	ries	
Name of Carrier -CENTRAL AIR			Fatal	Serious		None
Type of Operation -NON SCHED,D		Crew		0	0	1
Flight Conducted Under -14 CFR 135	NONE	Pass	_	ō	ŏ	Ò
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - AERO COMMANDER 500B	Eng Make/Model - LY					d - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2		S	tall Warni	ng Syste	m - YES
Max Gross Wt - 6750	J ,.	CIP-FUEL INJECTED		•		
No. of Seats - 2	Rated Power -	290 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN			ON AIR	PORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	LOCAL		_	CITY INTE		L
Wind Dir/Speed- 090/007 KTS	ATO / A		,		- 19	450
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 Clearance				- ASPHAL	1
Obstructions to Vision- NONE		- TRAFFIC PATTERN	Kullway	Status	- DK1	
Precipitation - NONE	Type Apeny Endg	FULL STOP				
Condition of Light - NIGHT(BRIGHT)	. 522 5.5.				
Personnel Information						
Pilot-In-Command	Age - 46	Medical Certifica	te - VALID	MEDICAL-N	O WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			
COMMERCIAL, CFI	Current - YES	Total -	6778	Last 2	4 Hrs -	UNK/NR
SE LAND, ME LAND	Months Since - 1	Make/Model-	1216	Last 3	O Days-	UNK/NR
	Aircraft Type - UNK/NR	Instrument-		Last 9	O Days-	135
		Multi-Eng -	1753			
Instrument Rating(s) - AIRPLANE						
Narrative						
HE PILOT WAS ON APPROACH TO KANSAS CITY INT	EDNATIONAL WHEN HE WAS DECLE	STED TO SLOW DOWN	AND FOLLOW	ANOTHED A	TOCDAET	
E USED HIS CHECKLIST AND DECIDED TO LEAVE T						
HE FLAPS BUT FAILED TO EXTEND THE GEAR. THE						
SING, DID NOT INCLUDE CHECKING THE LANDING						
			1. 1			
ONTAINS THIS.						

File No. - 1539 9/25/87 KANSAS CITY,MO A/C Reg. No. N192CA Time (Lc1) - 2048 CDT

Occurrence #1
Phase of Operation

GEAR NOT EXTENDED

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 2. CHECKLIST INADEQUATE MANUFACTURER
- 3. CHECKLIST IMPROPER USE OF PILOT IN COMMAND
- 4. GEAR EXTENSION NOT PERFORMED PILOT IN COMMAND
- 5. LIGHT CONDITION BRIGHT NIGHT

----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

File No 1453 8/26/87	LELAND, MS	A/C Reg. No.	N4002K	Т	ime (Lc1) -	1845 CDT	
Type Of OperationAERIAL Flight Conducted Under -14 CFR Accident Occurred During -DESCEN	APPLICATION 137	Aircraft Damag SUBSTANTIAL Fire NONE	Crew	Fatal O O			None 1 0
Accident Occurred During -DESCENAircraft Information Make/Model - AYRES S2R-600		 e/Model - P & W R-1	 340-AN1	ELT	Installed/A	ctivated	 - NO -N/A
Landing Gear - TAILWHEEL-ALL FIX Max Gross Wt - 8100 No. of Seats - 1	ED N umber	Engines - Í Type - RECIPROCA	TING-CARBURETO	S	tall Warnin		
Environment/Operations Information- Weather Data Wx Briefing - NO RECORD OF BR Method - N/A	Itinerary IEFING Last Dep	arture Point S ACC/INC	Α	irport ON AIR	Proximity PORT		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/006 KTS Visibility - 10.0 SM	Destinati LOCAL ATC/Airspa	on	Ai	Runway	ata R FARMS AIR Ident - Lth/Wid -	18	NK /ND
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGH	Type of Type of Type Apc	Flight Plan - NONE Clearance - NONE h/Lndg - FORCE		Runway	Surface - Status -	GRASS/TUI	
Personnel Information Pilot-In-Command	Age - 38 Biennial Fligh	Medica	1 Certificate			IVERS/LIM	IT
Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	Current Months Sin	- YES To ce - 6 Ma ype - UNK/NR In	Flight tal - 70 ke/Model- 48 strument- 1 lti-Eng -)13 318 17	lours) Last 24 Last 30 Last 90	Hrs - Days- UN Days-	4 120
Instrument Rating(s) - AIRPL	ANE	•					
Narrative HILE IN CRUISE FLIGHT EN ROUTE TO A FI YLINDER CRACKED BETWEEN THE SPARK PLUG AINTAINED AND THE LEFT SPRAY BOOM CONT ARD ON THE RIGHT LANDING GEAR CAUSING ERVICE ON THE CYLINDER AND STATED THIS	HOLES. WHILE MANEUVE ACTED A SOY BEAN FIEL IT TO COLLAPSE. THE P	RING TO LAND AT A S D. CONTROL WAS LOST ILOT ATTRIBUTED THE	OD AIRSTRIP AL	TITUDE RAFT TOU	COULD NOT B		

File No 14	53 8/26/87	LELAND, MS	A/C Reg. No. N4002K	Time (Lc1) - 1845 CDT
Occurrence #1 Phase of Operation 1. ENGINE ASSEMBLY 2. ENGINE ASSEMBLY	CRUISE ,CYLINDER - FATIGU	E	MECH FAILURE/MALF	
Occurrence #2 Phase of Operation		NCY	·	
Occurrence #3 Phase of Operation		TOUCHDOWN		
Finding(s) 3. LANDING GEAR,MA 4. LANDING GEAR,MA				
Probable Cause				

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

-Racic Information							
-Basic Information Type Operating Certificate	-NONE (GENERAL AVI		t Damage	.	Inju		
Type of Operation	- DEDCONAL	DESTRO Fire		Fatal ew 1	Serious O	Minor O	
Flight Conducted Under		ON GRO		ew i	0	0	_
Accident Occurred During		ON GRO	·	3	O	Ū	· ·
-Aircraft Information							
Make/Model - BEECH D18S		Eng Make/Model - P8					
Landing Gear - TAILWHEEL-	ALL RETRACTABLE				itall Warnii	ng Syste	em - NO
Max Gross Wt - 8750		Engine Type - RE		SURETOR			
No. of Seats - 10			450 HP				
-Environment/Operations Infor	mation						
Weather Data		Itinerary			Proximity	_	
Wx Briefing - FSS	IE	Last Departure Point		OFF AI	RPORT/STRIF	,	
Method - TELEPHON	IL MID BY DILOT	KALISPELL,MT		4			
Completeness - PARTIAL, Basic Weather - VMC	TWID BA BITOI	Destination COEUR D'ALENE,ID		Airport D	ata		
Wind Dir/Speed- 180/006	VTC .	COEUR D' ALENE, ID		Dupus	/ Ident	- N/A	
Visibility - 40.0	CM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds -	8000 FT SCATTERED		- NONE		Surface		
Lowest Ceiling -	25000 FT OVERCAST	Type of Clearance	- NONE		Status		
Obstructions to Vision-	NONE	Type Apch/Lndg			• • • • • • • • • • • • • • • • • • • •	,	
Precipitation -),- · · · · · · · · · · · · · · · · · · ·					
Condition of Light -	DAYLIGHT						
-Personnel Information							
Pilot-In-Command		- 38) WAIVER	RS/LIMIT
Certificate(s)/Rating(s)		nnial Flight Review	· F1	ight Time (F	lours)		_
COMMERCIAL		Current - UNK/NR	R Total -	4000	Last 24	4 Hrs -	UNK/NR
SE LAND, ME LAND, SE SEA	•	Months Since - UNK/NR Aircraft Type - UNK/NR	Make/Model-	UNK/NR UNK/NR	Last 30	Days-	UNK/NR
GLIDER		Aircraft Type - UNK/NR		UNK/NR	Last 90	Days-	UNK/NR
			Multi-Eng -	UNK/NR	Rotorci	raft -	25
Instrument Rating(s)	- AIRPLANE						
					,		
PLT BORROWED THE ACFT TO FLY							
MI SOUTH OF THE ARPT. THAT EV							
N FLYING AT LOW ALT IN THE VO							
VIT ENTERED AN ABRUPT CLIMB,							
EVER, BEFORE RECOVERING FROM							,
BE RUNNING NORMALLY. A TEST O DUE TO PUTREFACTION.	OF THE PET-2 BEGOD	SHOWED A SEIGHT AMOUNT	OF ALCOHOL, HOW	EVER, INEKE	WERE INDOM	2 11172	

File No. - 1406 7/04/87 LAKESIDE, MT A/C Reg. No. N132E Time (Lc1) - 2005 MDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

- 1. JUDGEMENT POOR PILOT IN COMMAND
- 2. BUZZING PERFORMED PILOT IN COMMAND
- 3. OSTENTATIOUS DISPLAY PILOT IN COMMAND
- 4. AEROBATICS ATTEMPTED PILOT IN COMMAND
- 5. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND
- 6. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
- OVER CONFIDENCE IN AIRCRAFT'S ABILITY PILOT IN COMMAND

----Probable Cause----

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

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

DESTROYED Fatal Serious Minor None PLICATION Fire Crew 1 0 0 0 NONE Pass 0 0 0 0 0 Eng Make/Model - CONTINENTAL IO-520 ELT Installed/Activated - NO -N/ Number Engines - 1 Stall Warning System - YES Engine Type - RECIP-FUEL INJECTED Rated Power - 300 HP Itinerary Airport Proximity	File No 1403 7/31/87 K	ALISPELL, MT	A/C Re	g. No. N	231SH	Т	ime (Lcl)	- 0653 MD1	Г
DESTROYED Fatal Serious Minor None Fire Crew 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Basic Information Type Operating Certificate-AGRICULT	JRAL AIRCRAFT	Aircrafí	Damage			Inju	ıries	
Eng Make/Model - CONTINENTAL IO-520			DESTROY	ED		Fatal	Serious	Minor	None
Eng Make/Model - CONTINENTAL IO-520 ELT Installed/Activated - NO -N/ Number Engines - 1 Stall Warning System - YES Engine Type - RECIP-FUEL INJECTED Rated Power - 300 HP Itinerary Airport Proximity OFF AIRPORT/STRIP SAME AS ACC/INC Destination Airport Data LOCAL Runway Ident - N/A ATC/Airspace Runway Surface - N/A Type of Flight Plan - NONE Runway Surface - N/A Type of Clearance - NONE Runway Status - N/A Type Apch/Lndg - NONE Age - 25 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Biennial Flight Review Flight Time (Hours) Current - YES Total - 1450 Last 24 Hrs - 2	Type of Operation -AERIAL A	PPLICATION	Fire		Crew	1	0	0	0
Number Engines - 1 Engine Type - RECIP-FUEL INJECTED Rated Power - 300 HP Itinerary ING Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Age - 25 Biennial Flight Review Current - YES Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Current - YES Total - 1450 Last 24 Hrs - 2	Flight Conducted Under -14 CFR 1	37	NONE		Pass	0	0	0	0
Number Engines - 1 Engine Type - RECIP-FUEL INJECTED Rated Power - 300 HP Itinerary ING Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Age - 25 Biennial Flight Review Current - YES Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Current - YES Total - 1450 Last 24 Hrs - 2	Accident Occurred During -DESCENT								
Number Engines - 1 Engine Type - RECIP-FUEL INJECTED Rated Power - 300 HP Itinerary ING Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Age - 25 Biennial Flight Review Current - YES Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Current - YES Total - 1450 Last 24 Hrs - 2	Aircraft Information								
Engine Type - RECIP-FUEL INJECTED Rated Power - 300 HP Itinerary (NG Last Departure Point OFF AIRPORT/STRIP SAME AS ACC/INC Destination LOCAL ATC/Airspace Runway Ident - N/A Type of Flight Plan - NONE Runway Surface - N/A Type of Clearance - NONE Runway Status - N/A Type Apch/Lndg - NONE Age - 25 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Biennial Flight Review Flight Time (Hours) Current - YES Total - 1450 Last 24 Hrs - 2	Make/Model - CESSNA A188B				10-520				
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 Age - 25 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Biennial Flight Review Current - YES Mining Type Apch / Limit Flight Time (Hours) Current - YES Airport Proximity OFF AIRPORT/STRIP Airport Proximity OFF AIRPORT/STRIP Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A Flight Time (Hours) Current - YES Total - 1450 Last 24 Hrs - 2	Landing Gear - TAILWHEEL-ALL FIXED					S	tall Warni	ng System	- YES
Itinerary (NG Last Departure Point OFF AIRPORT/STRIP SAME AS ACC/INC Destination Airport Data LOCAL Runway Ident - N/A ATC/Airspace Runway Lth/Wid - N/A Type of Flight Plan - NONE Runway Surface - N/A Type of Clearance - NONE Runway Status - N/A Type Apch/Lndg - NONE Age - 25 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Biennial Flight Review Flight Time (Hours) Current - YES Total - 1450 Last 24 Hrs - 2	Max Gross Wt - 4000				INJECTED				
Age - 25 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Biennial Flight Review Current - YES Total - 1450 Last 24 Hrs - 2	No. of Seats - 1	Rated	Power -	300 HP					
Age - 25 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Biennial Flight Review Current - YES Total - 1450 Last 24 Hrs - 2	Environment/Operations Information								
SAME AS ACC/INC Destination LOCAL Runway Ident - N/A ATC/Airspace Runway Lth/Wid - N/A Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Age - 25 Biennial Flight Review Current - YES Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Current - YES Airport Data Runway Ident - N/A Runway Surface - N/A Runway Status - N/A Flight Time (Hours) Current - YES Total - 1450 Last 24 Hrs - 2	Weather Data								
Destination LOCAL Runway Ident - N/A ATC/Airspace Runway Lth/Wid - N/A Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Age - 25 Biennial Flight Review Current - YES Airport Data Runway Ident - N/A Runway Staface - N/A Runway Status - N/A Runway Status - N/A Flight Time (Hours) Current - YES Airport Data Runway Ident - N/A Runway Staface - N/A Runway Status - N/A Flight Time (Hours) Last 24 Hrs - 2	Wx Briefing - NO RECORD OF BRIE					OFF AI	RPORT/STRI	P	
LOCAL Runway Ident - N/A ATC/Airspace Runway Lth/Wid - N/A Type of Flight Plan - NONE Runway Surface - N/A Type of Clearance - NONE Runway Status - N/A Type Apch/Lndg - NONE Age - 25 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Biennial Flight Review Flight Time (Hours) Current - YES Total - 1450 Last 24 Hrs - 2	Method - N/A								
Runway Ident - N/A ATC/Airspace Runway Lth/Wid - N/A Type of Flight Plan - NONE Runway Surface - N/A Type of Clearance - NONE Runway Status - N/A Type Apch/Lndg - NONE Age - 25 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Biennial Flight Review Flight Time (Hours) Current - YES Total - 1450 Last 24 Hrs - 2	Completeness - N/A					Airport D	ata		
ATC/Airspace Runway Lth/Wid - N/A Type of Flight Plan - NONE Runway Surface - N/A Type of Clearance - NONE Runway Status - N/A Type Apch/Lndg - NONE Age - 25 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Biennial Flight Review Flight Time (Hours) Current - YES Total - 1450 Last 24 Hrs - 2	Basic Weather - VMC	LOCA	L					,	
Type of Flight Plan - NONE Runway Surface - N/A Type of Clearance - NONE Runway Status - N/A Type Apch/Lndg - NONE Age - 25 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Biennial Flight Review Flight Time (Hours) Current - YES Total - 1450 Last 24 Hrs - 2	Wind Dir/Speed- CALM	(
Type of Clearance - NONE Runway Status - N/A Type Apch/Lndg - NONE Age - 25 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Biennial Flight Review Flight Time (Hours) Current - YES Total - 1450 Last 24 Hrs - 2	Visibility - 30.0 SM								
Type Apch/Lndg - NONE Age - 25 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Biennial Flight Review Flight Time (Hours) Current - YES Total - 1450 Last 24 Hrs - 2	Lowest Sky/Clouds - CLEAR								
Age - 25 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Biennial Flight Review Flight Time (Hours) Current - YES Total - 1450 Last 24 Hrs - 2	Lowest Ceiling - UNK/NR Obstructions to Vision- NONE					Runway	Status	- N/A	
Biennial Flight Review Flight Time (Hours) Current - YES Total - 1450 Last 24 Hrs - 2		Type A	pcn/Lnag -	NUNE					
Biennial Flight Review Flight Time (Hours) Current - YES Total - 1450 Last 24 Hrs - 2	Precipitation - NONE Condition of Light - DAYLIGHT								
Biennial Flight Review Flight Time (Hours) Current - YES Total - 1450 Last 24 Hrs - 2									
Biennial Flight Review Flight Time (Hours) Current - YES Total - 1450 Last 24 Hrs - 2	Personnel Information Pilot-In-Command	Age - 25		Medical (Certifica	te - VALID	MEDICAL-N	O WAIVERS	LIMIT
Current - YES Total - 1450 Last 24 Hrs - 2	Certificate(s)/Rating(s)	Biennial Fli	ght Review					· · · · · · · · · · · · · · · · · · ·	
Months Since - 2 Make/Model- 900 Last 30 Days- 40 Aircraft Type - 305 Instrument- 0 Last 90 Days- 120	COMMERCIAL	Current	- YES	Tota	1 -	1450	Last 2	4 Hrs -	2
Aircraft Type - 305 Instrument- O Last 90 Days- 120	SE LAND	Months S	ince - 2	Make	/Model-	900	Last 3	80 Days-	40
		Aircraft	Type - 305	Insti	rument-	0	Last 9	0 Days-	120
	Certificate(s)/Rating(s) COMMERCIAL SE LAND Instrument Rating(s) - NONE	Biennial Fli Current Months S Aircraft	ght Review - YES ince - 2 Type - 305	Tota Make, Insti	Flig l - /Model- rument-	nt Time (H 1450 900 O	ours) Last 2	4 Hrs	_
	Narrative								
		CAL PWR LINE DURI	NG A CLIMBING T	URN WHILI	E CROP SPI	RAYING. TH	E ACFT WAS	5	
L PWR LINE DURING A CLIMBING TURN WHILE CROP SPRAYING. THE ACFT WAS									
AL PWR LINE DURING A CLIMBING TURN WHILE CROP SPRAYING. THE ACFT WAS T WAS SUBSTANTIALLY DAMAGED AND THE PLT RECEIVED FATAL INJURIES. THE PLT WAS	MBING INTO THE SUN WHICH INTERFERED WI								
WAS SUBSTANTIALLY DAMAGED AND THE PLT RECEIVED FATAL INJURIES. THE PLT WAS				-					

File No. - 1403 7/31/87 KALISPELL, MT A/C Reg. No. N231SH Reg. No. N231SH Time (Lc1) - 0653 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. OBJECT - WIRE, TRANSMISSION

2. LIGHT CONDITION - SUNGLARE

3. CLEARANCE - MISJUDGED - 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) 2,3

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

Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Type of Operation Type of Flight Plan - NONE Type of Clearance - NONE Condition of Light - DAWN Type Operation Type of Clearance - NONE Type Operation Type of Clearance - NONE Type Operation Type of Clearance - NONE Type Operation Type Ope	File No 1526 10/01/87 MIL	ES CITY,MT	A/C Reg. No.	N1377A	Т	ime (Lc1) -	0730 MDT	
Type of Operation -BUSINESS Fire Crew 0 1 0 0 O Accident Coccurred During -DESCENT -Aircraft Information	Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)		e	_	•		
Filight Conducted Under -14 CFR 91 NONE Pass 1 0 0 0 Accident Decurred During -DESCENT						•		
Accident Occurred During -DESCENT -Aircraft Information Make/Model - PIPER PA-18-125					_			_
Make/Model - PIPER PA-18-125			NUNE	Pass	1	0		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1500 Max Gross Wt - 1500 Max Gross Wt - 1500 No. of Seats - 2	Aircraft Information							
Max Gross Wt - 1500 No. of Seats - 2 Rated Power - 125 HP -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 280/006 KTS Visibility - 30.0 SM Lowest Sky/Clouds - 14000 FT SCATTERED Type of Flight Plan - NONE Comstrain - NONE Destructions to Vision - NONE Precipitation - NONE Condition of Light - DAWN -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) SE LAND Method - NONE SE LAND Method - NONE SE LAND Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) SE LAND Months Since - 4 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) SE LAND Months Since - 4 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) SE LAND Months Since - 4 Make/Model - 15 Last 30 Days- UNK/NR Aircraft Type - C-172 Instrument Rating(s) - NONE -Narrative ROXIMATELY 300 FEET AGL WHEN HE SPOTTED CATTLE THAT HAD STRAYED OFF THE RANCH. THE PILOT TURNED TO GET A BETTER VIEW THE CATTLE AND FLEW INTO A BOX CANYON. THE INVESTIGATION REVEALED THE AIRCRAFT IMPACTED THE RANCH. IN EWAS AT ROXIMATELY 300 FEET AGL WHEN HE SPOTTED CATTLE THAT HAD STRAYED OFF THE RANCH. THE PILOT TURNED TO GET A BETTER VIEW THE CATTLE AND FLEW INTO A BOX CANYON. THE INVESTIGATION REVEALED THE AIRCRAFT IMPACTED THE GROUND IN A NEAR VERTICAL								
No. of Seats - 2 Rated Power - 125 HP -Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 280/006 KTS Wisibility - 30.0 SM Lowest Sky/Clouds - 14000 FT SCATTERED Type of Flight Plan - NONE Lowest Sky/Clouds - 14000 FT SCATTERED Type of Clearance - NONE Distructions to Vision- NONE Precipitation - NONE Condition of Light - DAWN -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Blennial Flight Review Current - YES SE LAND Months Since - 4 Aircraft Type - C-172 Instrument Rating(s) - NONE -Narrative ATTLE RANCHER WAS FLYING HIS AIRCRAFT LOOKING FOR STRAY CATTLE AND CHECKING THE CONDITION OF THE RANCH. HE WAS AT ROXIMATELY 300 FEET AGE WHEN HE SPOTTED CATTLE THAT HAD STRAYED OFF THE RANCH. THE PILOT TURNED TO GET A BETTER VIEW HE CATTLE AND FLEW INTO A BEAN CATTLE THAT HAD STRAYED OFF THE RANCH. THE PILOT TURNED TO GET A BETTER VIEW HE CATTLE AND FLEW INTO A BEAN CATTLE THAT HAD STRAYED OFF THE RANCH. THE PILOT TURNED TO GET A BETTER VIEW HE CATTLE AND FLEW INTO A BOX CANYON. THE INVESTIGATION REVEALED THE AROXIMA FLEW INTO A BOX CANYON. THE INVESTIGATION REVEALED THE RANCH. THE PILOT TURNED TO GET A BETTER VIEW HE CATTLE AND FLEW INTO A BOX CANYON. THE INVESTIGATION REVEALED THE RANCH. THE PILOT TURNED TO GET A BETTER VIEW HE CATTLE RANCHER WAS FLYING HIS AIRCRAFT LOOKING FOR STRAY CATTLE AND CHECKING THE CONDITION OF THE RANCH. HE WAS AT ROXIMATELY 300 FEET AGE WHEN HE SPOTTED CATTLE THAT HAD STRAYED OFF THE RANCH. THE PILOT TURNED TO GET A BETTER VIEW HE CATTLE RANCHER WAS FLYING HIS AIRCRAFT LOOKING FOR STRAY CATTLE AND CHECKING THE CONDITION OF A PEAR VERTICAL						tall Warnin	ng System	- NO
-Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING AsAME AS ACC/INC Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 280/006 KTS Wind Dir/Speed - 280/006 KTS At Cowest Sky/Clouds - 14000 FT SCATTERED Type of Flight Plan - NONE A Lowest Sky/Clouds - 14000 FT SCATTERED Type of Flight Plan - NONE Precipitation - NONE Condition of Light - DAWN -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Months Since - 4 Make/Model - 15 Last 24 Hrs - 0 Months Since - 4 Make/Model - 15 Last 30 Days - UNK/NR Aircraft Type - C-172 Instrument Rating(s) - NONE -Narrative ATTLE RANCHER WAS FLYING HIS AIRCRAFT LOOKING FOR STRAY CATTLE AND CHECKING THE CONDITION OF THE RANCH. HE WAS AT ROXIMATELY 300 FEET AGL WHEN HE SPOTTED CATTLE THAT HAD STRAYED OF THE RANCH. THE PILOT TURNED TO GET A BETTER VIEW HE CATTLE AND FLEW INTO A BOX CANYON. THE INVESTIGATION REVEALED THE AIRCRAFT IMPROCTED THE GROUND IN A BETTER VIEW HE CATTLE RANCHER WAS FLYING HIS AIRCRAFT LOUKING FOR STRAY CATTLE AND CHECKING THE CONDITION OF THE RANCH. HE WAS AT ROXIMATELY 300 FEET AGL WHEN HE SPOTTED CATTLE THAT HAD STRAYED OFF THE RANCH. THE PILOT TURNED TO GET A BETTER VIEW HE CATTLE RANCHER WAS FLYING HIS AIRCRAFT LOUKING TO GET A BETTER VIEW HE CATTLE RANCHER WAS FLYING HIS ABCRAFT LOUKING TO GET A BETTER VIEW HIS STRAYED OFF THE RANCH. THE PILOT TURNED TO GET A BETTER VIEW HIS STRAYED OFF THE RANCH. THE PILOT TURNED TO GET A BETTER VIEW HIS STRAYED OFF THE RANCH. THE PILOT TURNED TO GET A BETTER VIEW HIS STRAYED OFF THE RANCH. THE PILOT TURNED TO GET A BETTER VIEW HIS STRAYED OFF THE RANCH. THE PILOT TURNED TO GET A BETTER VIEW HIS STRAYED OFF THE RANCH. THE PILOT TURNED TO GET A BETTER VIEW HIS STRAYED OFF THE RANCH. THE PILOT TURNED TO GET A BETTER VIEW HIS STRAYED OFF THE AGRACH THE PROVENTY AND A PLAN VERTICAL					OR			
Weather Data We Briefing - NO RECORD OF BRIEFING Wethod - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 280/006 KTS Visibility - 30.0 SM Lowest Sky/Clouds - 14000 FT SCATTERED Type of Flight Plan - NONE Lowest Sky/Clouds - 14000 FT SCATTERED Type of Flight Plan - NONE Precipitation - NONE Condition of Light - DAWN Personnel Information Pilot-In-Command Age - 32 PRIVATE Certificate(s)/Rating(s) PRIVATE SE LAND Months Since - 4 Months Since - 4 Make/Model- 15 Months Aircraft Type - C-172 Instrument Rating(s) - NONE Narrative ATTLE RANCHER WAS FLYING HIS AIRCRAFT LOOKING FOR STRAY CATTLE AND CHECKING THE CONDITION OF THE RANCH. HE WAS AT ROXIMATELY 300 FEET AGL WHEN HE SPOTTED CATTLE THAT HAD STRAYED OFF THE RANCH. THE PILOT TURNED TO GET A BETTER VIEW THE CATTLE AND FLEW INTO A BOX CANYON. THE INVESTIGATION REVALLED THE ARRCRAFT IMPORTED THE ARROXIN THE RIVESTIGATION REVALLED THE ARRCRAFT IMPORTED TO A BEAR VERTICAL	No. of Seats - 2	Rated Power	- 125 HP			-		
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Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- 280/006 KTS Runway Ident - N/A Visibility - 30.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 14000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAWN -Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 225 Last 24 Hrs - 0 Months Since - 4 Make/Model - 15 Last 30 Days- UNK/NR Aircraft Type - C-172 Instrument - 0 Last 90 Days- 15 Instrument Rating(s) - NONE -Narrative ATTLE RANCHER WAS FLYING HIS AIRCRAFT LOOKING FOR STRAY CATTLE AND CHECKING THE CONDITION OF THE RANCH. HE WAS AT ROXIMATELY 300 FEET AGL WHEN HE SPOTTED CATTLE THAT HAD STRAYED OFF THE RANCH. THE PILOT TURNED TO GET A BETTER VIEW THE CATTLE AND FLEW INTO A BOX CANYON. THE INVESTIGATION REVEALED THE AIRCRAFT IMPACTED THE GROUND IN A NEAR VERTICAL	Weather Data	Itinerary			Airport I	Proximity		
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Basic Weather - VMC		SAME AS AC	CC/INC					
Basic Weather - VMC	Completeness - N/A	Destination		A	irport Da	ata		
Visibility - 30.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 14000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAWN -Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 225 Last 30 Days- UNK/NR SE LAND Months Since - 4 Make/Model - 15 Last 30 Days- UNK/NR Aircraft Type - C-172 Instrument - 0 Last 90 Days- 15 Instrument Rating(s) - NONE -Narrative ATTLE RANCHER WAS FLYING HIS AIRCRAFT LOOKING FOR STRAY CATTLE AND CHECKING THE CONDITION OF THE RANCH. HE WAS AT ROXIMATELY 300 FEET AGL WHEN HE SPOTTED CATTLE THAT HAD STRAYED OFF THE RANCH. THE PILOT TURNED TO GET A BETTER VIEW THE CATTLE AND FLEW INTO A BOX CANYON. THE INVESTIGATION REVEALED THE AIRCRAFT IMPACTED THE GROUND IN A NEAR VERTICAL		LOCAL						
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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 -Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 225 Last 24 Hrs - O SE LAND Months Since - 4 Make/Model - 15 Last 30 Days- UNK/NR Aircraft Type - C-172 Instrument O Last 90 Days - 15 Instrument Rating(s) - NONE -Narrative ATTLE RANCHER WAS FLYING HIS AIRCRAFT LOOKING FOR STRAY CATTLE AND CHECKING THE CONDITION OF THE RANCH. HE WAS AT ROXIMATELY 300 FEET AGL WHEN HE SPOTTED CATTLE THAT HAD STRAYED OFF THE RANCH. THE PILOT TURNED TO GET A BETTER VIEW THE CATTLE AND FLEW INTO A BOX CANYON. THE INVESTIGATION REVEALED THE AIRCRAFT IMPACTED THE GROUND IN A NEAR VERTICAL								
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAWN -Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 225 Last 24 Hrs - O SE LAND Months Since - 4 Make/Model - 15 Last 30 Days- UNK/NR Aircraft Type - C-172 Instrument - O Last 90 Days - 15 Instrument Rating(s) - NONE -Narrative ATTLE RANCHER WAS FLYING HIS AIRCRAFT LOOKING FOR STRAY CATTLE AND CHECKING THE CONDITION OF THE RANCH. HE WAS AT ROXIMATELY 300 FEET AGL WHEN HE SPOTTED CATTLE THAT HAD STRAYED OFF THE RANCH. THE PILOT TURNED TO GET A BETTER VIEW THE CATTLE AND FLEW INTO A BOX CANYON. THE INVESTIGATION REVEALED THE AIRCRAFT IMPACTED THE GROUND IN A NEAR VERTICAL		ATTERED Type of Flig	ght Plan - NONE				N/A	
Precipitation - NONE Condition of Light - DAWN -Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 225 Last 24 Hrs - O SE LAND Months Since - 4 Make/Model - 15 Last 30 Days - UNK/NR Aircraft Type - C-172 Instrument - O Last 90 Days - 15 Instrument Rating(s) - NONE -Narrative ATTLE RANCHER WAS FLYING HIS AIRCRAFT LOOKING FOR STRAY CATTLE AND CHECKING THE CONDITION OF THE RANCH. HE WAS AT ROXIMATELY 300 FEET AGL WHEN HE SPOTTED CATTLE THAT HAD STRAYED OFF THE RANCH. THE PILOT TURNED TO GET A BETTER VIEW THE CATTLE AND FLEW INTO A BOX CANYON. THE INVESTIGATION REVEALED THE AIRCRAFT IMPACTED THE GROUND IN A NEAR VERTICAL					Runway	Status -	· N/A	
Condition of Light - DAWN -Personnel Information Pilot-In-Command	Obstructions to Vision- NONE	Type Apch/Lr	ndg - NONE					
-Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 225 Last 24 Hrs - O SE LAND Months Since - 4 Make/Model - 15 Last 30 Days - UNK/NR Aircraft Type - C-172 Instrument - O Last 90 Days - 15 Instrument Rating(s) - NONE -Narrative ATTLE RANCHER WAS FLYING HIS AIRCRAFT LOOKING FOR STRAY CATTLE AND CHECKING THE CONDITION OF THE RANCH. HE WAS AT ROXIMATELY 300 FEET AGL WHEN HE SPOTTED CATTLE THAT HAD STRAYED OFF THE RANCH. THE PILOT TURNED TO GET A BETTER VIEW THE CATTLE AND FLEW INTO A BOX CANYON. THE INVESTIGATION REVEALED THE AIRCRAFT IMPACTED THE GROUND IN A NEAR VERTICAL								
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) -Narrative ATTLE RANCHER WAS FLYING HIS AIRCRAFT LOOKING FOR STRAY CATTLE AND CHECKING THE CONDITION OF THE RANCH. HE WAS AT ROXIMATELY 300 FEET AGL WHEN HE SPOTTED CATTLE THAT HAD STRAYED OFF THE RANCH. THE PILOT TURNED TO GET A BETTER VIEW THE CATTLE AND FLEW INTO A BOX CANYON. THE INVESTIGATION REVEALED THE AIRCRAFT IMPACTED THE GROUND IN A NEAR VERTICAL	Condition of Light - DAWN							
Certificate(s)/Rating(s) PRIVATE Current - YES Total - 225 Last 24 Hrs - O SE LAND Months Since - 4 Aircraft Type - C-172 Instrument Rating(s) - NONE -Narrative ATTLE RANCHER WAS FLYING HIS AIRCRAFT LOOKING FOR STRAY CATTLE AND CHECKING THE CONDITION OF THE RANCH. HE WAS AT ROXIMATELY 300 FEET AGL WHEN HE SPOTTED CATTLE THAT HAD STRAYED OFF THE RANCH. THE PILOT TURNED TO GET A BETTER VIEW THE CATTLE AND FLEW INTO A BOX CANYON. THE INVESTIGATION REVEALED THE AIRCRAFT IMPACTED THE GROUND IN A NEAR VERTICAL	Personnel Information							
Instrument Rating(s) - NONE		Age - 32	Medica	l Certificate	- VALID	MEDICAL-WA	VIVERS/LIM	IT
Instrument Rating(s) - NONE		Biennial Flight Re	eview	Flight	:Time (H	ours)		
Instrument Rating(s) - NONE		Current	- YES To	tal -	225	Last 24	Hrs -	. 0
Instrument Rating(s) - NONE	SE LAND	Months Since	- 4 Ma	ke/Mode1-	15	Last 30	Days- UN	K/NR
Instrument Rating(s) - NONE		Aircraft Type	- C-172 In	strument-	0	Last 90	Days-	15
ATTLE RANCHER WAS FLYING HIS AIRCRAFT LOOKING FOR STRAY CATTLE AND CHECKING THE CONDITION OF THE RANCH. HE WAS AT ROXIMATELY 300 FEET AGL WHEN HE SPOTTED CATTLE THAT HAD STRAYED OFF THE RANCH. THE PILOT TURNED TO GET A BETTER VIEW THE CATTLE AND FLEW INTO A BOX CANYON. THE INVESTIGATION REVEALED THE AIRCRAFT IMPACTED THE GROUND IN A NEAR VERTICAL	Instrument Rating(s) - NONE							
ATTLE RANCHER WAS FLYING HIS AIRCRAFT LOOKING FOR STRAY CATTLE AND CHECKING THE CONDITION OF THE RANCH. HE WAS AT ROXIMATELY 300 FEET AGL WHEN HE SPOTTED CATTLE THAT HAD STRAYED OFF THE RANCH. THE PILOT TURNED TO GET A BETTER VIEW THE CATTLE AND FLEW INTO A BOX CANYON. THE INVESTIGATION REVEALED THE AIRCRAFT IMPACTED THE GROUND IN A NEAR VERTICAL	Name and the							
ROXIMATELY 300 FEET AGL WHEN HE SPOTTED CATTLE THAT HAD STRAYED OFF THE RANCH. THE PILOT TURNED TO GET A BETTER VIEW THE CATTLE AND FLEW INTO A BOX CANYON. THE INVESTIGATION REVEALED THE AIRCRAFT IMPACTED THE GROUND IN A NEAR VERTICAL		OKING FOR STRAY CATT	E AND CHECKING	THE CONDITION	. 05 THE I	DANCH HE !	JAC AT	
THE CATTLE AND FLEW INTO A BOX CANYON. THE INVESTIGATION REVEALED THE AIRCRAFT IMPACTED THE GROUND IN A NEAR VERTICAL								
THE CATTLE AND FLEW INTO A BOX CANTON. THE INVESTIGATION REVEALED THE AIRCRAFT IMPACTED THE GROUND IN A NEAR VERTICAL ITUDE AT THE FAR END OF THE BOX CANYON. NO PREIMPACT MALFUNCTIONS/FAILURES WERE FOUND.								
TIODE AT THE TAK END OF THE BOX CANTON. NO PREIMFACT MALFONCITUNS/FAILURES WERE FUUND.	TITLIDE AT THE EAD END OF THE BOY CANYON. I	THE THAESITGALLON KEAL	TIONS/ENTITUES M	IEDE EULINU Tel imbacien i	HE GROOM	D IN A NEAK	VERITCAL	
	ITTODE AT THE PAR END UP THE BUX CANTON. I	NO PREIMPACT MALFUNC	ITOMO/LATFORED M	EKE FUUND.				
	•							

File No. - 1526 10/01/87 MILES CITY MT A/C Reg. No. N1377A Time (Lc1) - 0730 MDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. TERRAIN CONDITION - BOX CANYON 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 4. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED Finding(s) 5. TERRAIN CONDITION - MOUNTAINOUS/HILLY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

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

File No 1525 10/12/87 GLASG	OW,MT	A/C Reg.	No. N2525S	Т	ime (Lc1) -	1610 M DT	
-Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL	L AVIATION)	Aircraft D SUBSTANTI Fire	AL	Fatal O	Injur Serious O	ries Minor O	None
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Crew Pass	Ö	0	0	1
-Aircraft Information							
Make/Model - CESSNA A185F Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3350 No. of Seats - 6	Eng Make/M Number Eng Engine Typ Rated Powe	ines - 1 e - RECIP	NENTAL IO-520-D 7-FUEL INJECTED 100 HP		Installed/A tall Warnir		
-Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departi SAME AS A			Airport ON AIR	Proximity PORT		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 190/013 KTS	Destination LOCAL				W INTERNATI	ONAL 12	
Visibility - 20.0 SM Lowest Sky/Clouds - 18000 FT SCAT Lowest Ceiling - 25000 FT BROK Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	EN Type of Cle	arance - N		Runway	Lth/Wid - Surface - Status -	ASPHALT	100
Personnel Information Pilot-In-Command	Age - 54		edical Certifica			IVERS/LIM	IT
Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND	Biennial Flight Ro Current Months Since Aircraft Type	- YES - 11	Total - Make/Model-	25 NK/NR	Last 24 Last 30 Last 90		K/NR 41
Instrument Rating(s) - AIRPLANE							
-Narrative PLT REPORTED THAT HE WAS LANDING ON RWY 1 T SHORTLY AFTER TOUCHDOWN THE ACFT WAS HIT GROUND, AND THE ACFT NOSED OVER. THE NATI	2 WITH THE WINDS, BY A STRONG GUST ONAL WEATHER SERVI	AS REPORTED FROM THE RT. CE PROVIDED	BY UNICOM, 100 I	DEG AT 10 FTED, THE	KTS. HE SAI LT WING HIT	-	

File No. - 1525 10/12/87 GLASGOW,MT A/C Reg. No. N2525S Time (Lc1) - 1610 MDT

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

Finding(s)

- 1. WEATHER CONDITION CROSSWIND
- 2. WEATHER CONDITION GUSTS

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

Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

Basic Information							
Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage DESTROYED		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONA	L	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR		ON GROUND	Pass	ŏ	Ŏ	1	ŏ
Accident Occurred During -TAKEOFF							
Aircraft Information		···					
Make/Model - BEECH C35 Landing Gear - TRICYCLE-RETRACTAB		'Model - CONTINENTAL ngines - 1	. E-225-8		Installed/A tall Warnin		
Max Gross Wt - 2700	Engine Ty		NG-CAPRIDE		tali warnin	g system	1 - 165
No. of Seats - 4	Rated Pow		ING CARBORE	OK			
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
₩x Briefing - FSS	Last Depar			ON AIR	PORT		
Method - TELEPHONE	SAME AS						
Completeness - FULL Basic Weather - VMC	Destination		,	lirport D. EKALAK			
Wind Dir/Speed- 190/015 KTS	WAUKESHA	, wI				12	
Visibility - 20.0 SM	ATC/Airspace	}			Lth/Wid -		100
	SCATTERED Type of F1				Surface -		
Lowest Ceiling - NONE		earance - NONE				DRY	
Obstructions to Vision- NONE	Type Apch/	Lndg - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 41	Medical	Certificate	- VALID	MEDICAL-NO	WAIVERS	S/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Fligh ⁻	t Time (H	ours)		
PRIVATE	Current	- YES Tota	ı1 -	168	Last 24	Hrs - l	JNK/NR
SE LAND	Months Since	e - 18 Make ee - C35 Inst	ll - e/Model- rument-	52	Last 30	Days- L	JNK/NR
	Aircraft Typ	e - C35 Inst	rument-	5	Last 90	Days-	24
Instrument Rating(s) - NONE							
Narrative							
NG THE TAKEOFF ROLL THE PILOT ENCOUN	TERED AN UNEXPECTED TA	ILWIND. THE PILOT R	EPORTED TH	AT HE TRI	ED TO ABORT	THE	
OFF BUT TALL GRASS AND THE TAILWIND							

File No. - 1524 10/21/87 EKALAKA, MT A/C Reg. No. N2O28D eg. No. N2028D Time (Lc1) - 1100 MDT

Occurrence #1 OVERRUN

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - TAILWIND

2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. TERRAIN CONDITION - DITCH

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 1522 11/27/87 CONNE	R,MT A/C R	g. No. N2926D	Т	ime (Lc1) -	0930 MS1	
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL	SUBSTAI Fire	: Damage NTIAL Crew	Fatal O	Injur Serious O	Minor 1	None 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pass	0		0	0
Aircraft Information Make/Model - CESSNA 170B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2050 No. of Seats - 4	Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power -		S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	OFF AI Airport D CONNER Runway Runway Runway		36 1800 GRASS/TU	JRF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 49 Biennial Flight Review Current - NO Months Since - UNK/NR Aircraft Type - UNK/NR	Make/Model-	ht Time (H 459 428	ours) Last 24 Last 30	Days- UN	
Instrument Rating(s) - NONENarrative N TAKEOFF FROM A PRIVATE, GRASS STRIP THE PI GL. A RAVINE WAS AHEAD AND HE ATTEMPTED TO S TALLED AND CRASHED INTO THE RAVINE. INVESTIG	TRETCH HIS GLIDE TO THE FAR	SIDE OF THE RAVIN	E; HOWEVER	, THE AIRCR		

File No 15	22 11/27/87 CONNER,MT	A/C Reg. No. N2926D	Time (Lc1) - 0930 MST
	LOSS OF ENGINE POWER(PARTIAL) - NON- TAKEOFF - INITIAL CLIMB	MECHANICAL	
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
	ON - NONE SUITABLE NOT MAINTAINED - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN/WAT DESCENT - UNCONTROLLED		
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that t 3	the Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is/are finding(s) 2		

File No 1594 7/13	3/87 YANCEY	VILLE,NC	A/C Reg. No.	N4869B	Т	ime (Lc1) -	1105 EDT	г
Basic Information Type Operating Certificate-	NONE (GENERAL		ircraft Damage DESTROYED)	Fatal	Injur Serious		None
Type of Operation Flight Conducted Under	14 CFR 91	F	ire NONE	Crew Pass	1 0		0	0
Accident Occurred During -	MANEUVERING							
Aircraft Information Make/Model - CESSNA 152		Eng Make/Mode	1 - LYCOMING C)-235-L2C	FLT	Installed/A	ctivated	_ VES/VE
Landing Gear - TRICYCLE-FI			s - 1		S	tall Warnin	a System	- YES
Max Gross Wt - 1670		Engine Type	- RECIPROCAT	ING-CARBURE	TOR			_
No. of Seats - 2		Rated Power	- 118 HP					
Environment/Operations Inform	nation							
Weather Data		Itinerary				Proximity		
	OF BRIEFING	Last Departure			OFF AI	RPORT/STRIP		
Method - N/A Completeness - N/A		BURLINGTON,N Destination	C		Airport D	12+2		
Basic Weather - VMC		LOCAL			Amport	ala		
Wind Dir/Speed- 320/004 K	(TS	, 200/12			Runway	Ident -	N/A	
Visibility - 5.0		ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - C	CLEAR	Type of Flight			Runway	Surface -	N/A	
	IONE	Type of Cleara			Runway	Status -	N/A	
Obstructions to Vision- H		Type Apch/Lndg	- NONE					
Precipitation - N Condition of Light - D								
						,		
Personnel Information Pilot-In-Command		Age - 45	Modical	Contificat	to - VALTO	MEDICAL-WA	TVEDC/LTM	4T T
Certificate(s)/Rating(s)		Biennial Flight Revi	- ·	Fliat	at Time (L	loune)		•
COMMERCIAL			NO Tot	tal -	1089	Last 24	Hrs - UN	NK/NR
SE LAND		Current - Months Since -	28 Mak	ce/Mode1-	850	Last 30	Days- UN	NK/NR
		Aircraft Type -	C-150 Ins	strument-	12	Last 90	Days- UN	NK/NR
			Mu1	ti-Eng - UN	NK/NR	Last 24 Last 30 Last 90 Rotorcr	aft -	20
Instrument Rating(s) -	NONE							
Nannative	MMEDOTAL DUOT	OODADUV WITHESSES I	AD ODGEDVED TI	IE AOET ODE	NATTNO AT	A VERY LOW		
E PLT WAS ENGAGED IN LOW ALT CO TITUDE IN THE AREA FOR THE PAST							т	
ULD MAKE A STRAIGHT PASS NEAR A							•	
TABLISHED STRAIGHT AND LEVEL AG								
CLIMBING TURN TO THE LEFT AND T								
S BETWEEN TWO OPEN FIELDS. THE								
S CONDUCTED SOLO WITH THE PILOT			THE RIGHT SEAT	T WHILE ALSO	DOING AE	RIAL		
OTOGRAPHY WITH A 35 MM CAMERA,	ALL AT A LOW	ALTITUDE.						
					. 			

File No. - 1594 7/13/87 YANCEYVILLE, NC A/C Reg. No. N4869B Time (Lc1) - 1105 EDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND EXCESSIVE WORKLOAD (TASK OVERLOAD) - PILOT IN COMMAND 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND DIVERTED ATTENTION - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN/WATER Occurrence #2 Phase of Operation DESCENT - UNCONTROLLED Finding(s) 5. TERRAIN CONDITION - OPEN FIELD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	aft Damage		Inju	ries	
Type operating certificate-none (GENERA		ANTIAL	Fatal			None
Type of Operation -PERSONAL	Fire		Crew 0	0	0	1
Flight Conducted Under -14 CFR 91			Pass 0	Ō	Ö	O
Accident Occurred During -LANDING				<u>`</u>		
Aircraft Information						
Make/Model - PIPER PA-30	Eng Make/Model - L		EL	T Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -			Stall Warni	ng System	- YES
Max Gross Wt - 3600	Engine Type - F		TED			
No. of Seats - 4	Rated Power -	160 HP				
Environment/Operations Information						
Weather Data	Itinerary			t Proximity		
Wx Briefing - NO RECORD OF BRIEFING		nt	UN A	IRPORT		
Method - N/A	SAME AS ACC/INC			D-1.		
Completeness - N/A	Destination		Airport			
Basic Weather - VMC	FARGO, ND			D FORKS	OED	
Wind Dir/Speed- 360/005 KTS	ATO / A :				- 35R	450
Visibility - 15.0 SM	ATC/Airspace Type of Flight Plar	NOME		ay Lth/Wid ay Surface		150
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Finght Plan Type of Clearance				- DRY	
	Type of Clearance Type Apch/Lndg		Runw	ay Status	- DKT	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	- FULL STUP				
Precipitation - NONE Condition of Light - DAYLIGHT						
DATEIGHT						
Personnel Information Pilot-In-Command	Age - 43	Medical Certi	ficato - VAL	TD MEDICAL -N	IN WATVEDS	/I TMTT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time		O WAITENS,	,
COMMERCIAL	Current - YES	Total	-		4 Hrs - Ul	NK/NR
SE LAND, ME LAND	Months Since - 4				O Days- U	
JE EAND, HE EAND	Aircraft Type - PA-30	•		Last 9	•	
	All clart Type TA co	Multi-Eng		2001	0 50,0	. 0
Instrument Rating(s) - AIRPLANE						
	N A PERSONAL FLIGHT. AFTER	TAKEOFF DURING	GFAR RFTRAC	TION. A LOUD		
ISE WAS HEARD IN THE COCKPIT. UPON REACHING	THE FIRST DESTINATION, TH	HE PLT ATTEMPTED	GEAR DOWN B	UT GEAR DID		
T EXTEND. MANUAL EXTENSION WAS ATTEMPTED BU	EVIDENCE OF NOSE GEAR CEN	IUKNED IU MUME A	TKLOKI AND M	IADE A GEAK U	· r	

File No. - 1416 7/17/87 GRANDFORKS, ND A/C Reg. No. N7722Y Time (Lcl) - 1000 CDT

Occurrence #1 GEAR NOT EXTENDED

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. LANDING GEAR, STEERING SYSTEM BINDING (MECHANICAL)
- 2. GEAR EXTENSION NOT POSSIBLE PILOT IN COMMAND
- 3. LANDING GEAR, STEERING SYSTEM DISENGAGED
- 4. WHEELS UP LANDING PERFORMED PILOT IN COMMAND

----Probable Cause----

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

File No 1574 10/31/87 DEV	ILS LAKE,ND A/C F	eg. No. N32887	7	ime (Lcl) -	1630 CST	
Basic Information Type Operating Certificate-NONE (GENER		t Damage		Injur		
	SUBSTA		Fatal			None
Type of Operation -INSTRUCTION		Crev		0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass	. 0	0	0	0
Accident Occurred During -DESCENT						
Aircraft Information		1				
Make/Model - PIPER J5A	Eng Make/Model - CC			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			Stall Warnir	ng System	- YES
Max Gross Wt - 1450	Engine Type - RE		RETOR			
No. of Seats - 3	Rated Power -	85 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFI		:	OFF A	RPORT/STRIF	•	
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport [ata		
Basic Weather - VMC	LOCAL		_			
Wind Dir/Speed- 140/012 KTS	/				· N/A	
Visibility - 20.0 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 - 31	Medical Certifica			IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Review	FIIg	ht Time (F			
COMMERCIAL	Current - YES	Total -				1
SE LAND	Months Since - 18	Make/Model-	36	Last 30	Days- UN	
	Aircraft Type - UNK/NF	Instrument-	11	Last 90	Days-	287
Instrument Rating(s) - NONE						
Narrative						
MMERCIAL PLT WAS GIVING INSTRUCTION TO	ANOTHER COMMERCIAL PLT WITH A	CFI RATING. WITNE	SSES OBSER	EVED THE AIR	CRAFT AT	
ROXIMATELY 100 FEET OVER A WATER FOWL PRO						
	NDING IN THE LAKE. NO PREIMPA					

File No. - 1574 10/31/87 DEVILS LAKE,ND A/C Reg. No. N32887 Time (Lc1) - 1630 CST

Occurrence #1
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN/WATER MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

- 1. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND
- 2. OSTENTATIOUS DISPLAY PILOT IN COMMAND
- 3. CLEARANCE NOT MAINTAINED PILOT IN COMMAND
- 4. TERRAIN CONDITION WATER

----Probable Cause----

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

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

File No 1494 12/19/87 BISM	ARCK, ND	A/C Reg. No. N7	38 1U	T	ime (Lcl	- 1630	CST
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) A	ircraft Damage			In	juries	
		SUBSTANTIAL		Fatal	Serious		r None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	F ·	ire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	r	IONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF							
Aircraft Information							
Make/Model - CESSNA T210R		- CONTINENTAL	TSI0-520-0				
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines			S	tall Warı	ning Syst	em - YES
Max Gross Wt - 4100		- RECIP-FUEL I	NJECTED				
No. of Seats - 6	Rated Power	- 285 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport			
Wx Briefing - FSS	Last Departure			OFF AI	RPORT/ST	RIP .	
Method - TELEPHONE	SAME AS ACC/I	INC					
Completeness - UNK/NR	Destination		A	lirport D	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- LIGHT AND VARIABLE					Ident		
Visibility - 15.0 SM	ATC/Airspace			Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight			Runway	Surface	- N/A	
Lowest Ceiling - NONE	Type of Clearar			Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - DUSK							
Personnel Information							
Pilot-In-Command	Age - 48	Medical C	ertificate	- VALID	MEDICAL.	-WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revie	ew	Flight	: Time (H	ours)		
PRIVATE				903	Last	24 Hrs -	5
SE LAND	Months Since -		Mode1-	700	Last	30 Days-	26
	Aircraft Type - (C-210 Instr	ument-	175	Last	90 Days-	64
		Multi	-Eng -	103		-	
Instrument Rating(s) - AIRPLANE							
Manager							
Narrative							
E PLT WAS ATTEMPTING TO TAKEOFF AT DUSK ON	A GRAVEL ROAD THE ACE	I VEEDED DEE DE	שוא מאום	HIT A DI	ICH		

File No. - 1494 12/19/87 BISMARCK, ND A/C Reg. No. N7381U Time (Lc1) - 1630 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 2. TERRAIN CONDITION - LOOSE GRAVEL/SANDY 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation TAKEOFF - GROUND RUN 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) 3

Factor(s) relating to this accident is/are finding(s) 1.2.4

File No 1	533 4	/25/87	ORLEANS, NE	A/C Reg	. No. N6048G	Т	ime (Lc1) -	0930 CDT	
Type Operating Type of Opera Flight Conduc Accident Occu	g Certifica tion ted Under	-AERIAL -14 CFR	APPLICATION	SUBSTANT			Injur Serious O O	ies Minor O O	None 1 0
Aircraft Inform Make/Model Landing Gear Max Gross Wt No. of Seats	- CESSNA A - TAILWHEE - 3300		:D	Eng Make/Model - CONT Number Engines - 1 Engine Type - RECI Rated Power - 3		S	Installed/A tall Warnin		
Weather Data Wx Briefing Method Completenes Basic Weather Wind Dir/Sp Visibility Lowest Sky/ Lowest Ceil Obstruction Precipitatic	- NO REC - N/A s - N/A - VMC eed- 170/01 - 15.0 Clouds - ing - s to Vision	ORD OF BR	THIN BKN	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -		OFF AI Airport D Runway Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A	
Personnel Infor Pilot-In-Comma Certificate(COMMERCIA SE LAND	nd s)/Rating(s)	(- 31 M nial Flight Review Current - YES Months Since - 13 Aircraft Type - C-177RG	Total - Make/Model-	ight Time (H 581 218		Hrs - Davs- UN	6
Instrumen	t Rating(s)	- NONE							
Narrative FHE PILOT STATED TH SWATH RUN, WHEN HE	AT HE WAS S NOTICED POW AICRAFT ST	PRAYING A ERLINES IN	N HIS FLIGHT NCE SHEARING	D WITH A LOAD OF CHEMICA F PATH. HE PERFORMED AN G THE LANDING GEAR AND C JRES.	EVASIVE MANEUV	ER; HOWEVER,	THE AIRCRA		

File No. - 1533 4/25/87 ORLEANS,NE A/C Reg. No. N6048G Time (Lc1) - 0930 CDT

Occurrence #1
Phase of Operation

IN FLIGHT COLLISION WITH OBJECT MANEUVERING - AERIAL APPLICATION

Finding(s)

- 1. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- 2. VISUAL LOOKOUT NOT MAINTAINED PILOT IN COMMAND
- 3. PULL-UP ATTEMPTED PILOT IN COMMAND
- 4. OBJECT WIRE, TRANSMISSION
- 5. OBJECT FENCE

----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) 1,4,5

Basic Information		,9	N9388C	•	ime (Lc1) -	1000 E31	
Type Operating Certificate-NONE (GENER	RAL AVIATION)	Aircraft Damag	e	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	2	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH		NONE	Pass	0	. 1	0	0
Aircraft Information							
Make/Model - CESSNA 180	Eng Make/N	Model - CONTINENT	AL 0-470	ELT	Installed/Ad	ctivated	- YES/YES
Landing Gear - TAILWHEEL~ALL FIXED	Number Eng			9	stall Warnin	a System	- YES
Max Gross Wt - 2550	Engine Tyr	e - RECIPROCA	TING-CARBURE	TOR	•	,	
No. of Seats - 4	Rated Powe	er - 230 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	NG Last Depart	ture Point		ON AIF	PORT		
Method - N/A	MANCHESTE	R,NH					
Completeness - N/A	Destination			Airport [)ata		
Basic Weather - VMC	LOCAL			SKYWAY	CAMPGROUND		
Wind Dir/Speed- CALM				Runway	/ Ident -	36	
Visibility - 15.0 SM	ATC/Airspace			Runway	/ Lth/Wid -	2100/	60
Lowest Sky/Clouds - 10000 FT SCA	ATTERED Type of Fli	ight Plan - NONE			Surface -		
Lowest Ceiling - 25000 FT OVE	RCAST Type of Cle	earance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/L	.ndg - TOUCH	AND GO				
Precipitation - NONE		J					
Condition of Light - DAYLIGHT							
Pilot-In-Command	Age - 45	Medica	1 Certificat	e - VALIC	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight F			t Time (F			
ATP	Current		tal - 1		Last 24	Hrs -	2
SE LAND, ME LAND, SE SEA, ME SEA	Months Since						IK/NR
	Aircraft Type	- 2 Ma e - B-727 In	ke/Model- strument- UN	K/NR	Last 90	Davs-	152
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		lti-Eng - 1			aft - UN	
Instrument Rating(s) - AIRPLANE							
Narrative							
E CESSNA 180 MADE A TOUCH AND GO ON A 2100						RD	
THE RUNWAY. THERE WERE TWO RATED PILOTS A							
RCRAFT WOULD BE UNABLE TO CLEAR POWERLINES							
	G RUNWAY, RAN OFF TH	IE END OF THE RUN	WAY, STRIKIN	G SOME RO	OCKS AND		

Occurrence #1
Phase of Operation

OVERRUN

on LANDING - ROLL

Finding(s)

- 1. PROPER TOUCHDOWN POINT NOT ATTAINED PILOT IN COMMAND
- 2. TOUCH-AND-GO LANDING ATTEMPTED PILOT IN COMMAND
- 3. CREW/GROUP COORDINATION NOT MAINTAINED PILOT IN COMMAND
- 4. CREW/GROUP COORDINATION NOT MAINTAINED COPILOT
- 5. CONTROL INTERFERENCE IMPROPER COPILOT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.3.4.5

-Basic Information	Ainonost) Aircraft Damage		Injuries			
Type Operating Certificate-NONE (GENERA	AL AVIATION) ATPCPATE SUBSTAN		Fatal	Injur Serious	Minor	None	
Type of Operation -INSTRUCTIONA		Črew		0	0	2	
Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - PIPER PA-28	Eng Make/Model - LYC	DMING 0-320-E3D		Installed/A			
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnin	g System	- YES	
Max Gross Wt - 2150	Engine Type - REC		ETUR				
No. of Seats - 4	Rated Power -	150 HP					
Environment/Operations Information							
Weather Data	Itinerary		•	Proximity			
Wx Briefing - NO RECORD OF BRIEFING	•		ON AIR	PORT			
Method - N/A	MILLVILLE, NJ						
Completeness - N/A	Destination		Airport D				
Basic Weather - VMC	SAME AS ACC/INC		BRIDGE				
Wind Dir/Speed- 360/016 KTS					16		
Visibility - UNK/NR	ATC/Airspace	110115		Lth/Wid -			
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan -			Surface -			
Lowest Ceiling -	Type of Clearance -		Runway	Status -	DRY		
Obstructions to Vision- NONE	Type Apch/Lndg -	TRAFFIC PATTERN					
Precipitation - NONE							
Condition of Light - NIGHT(DARK)							
Personnel Information							
Pilot-In-Command	•	Medical Certifica			IVERS/LI	MIT	
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			_	
COMMERCIAL, CFI	Current - YES	Total -				0	
SE LAND, ME LAND	Months Since - 21	Make/Model-	207	Last 30	Days- L	INK/NR	
	Aircraft Type - UNK/NR	Instrument- Multi-Eng -	137	Last 90	Days-	15	
		Multi-Eng -	11	KOTOPCE	art - c	INK/NK	
Instrument Rating(s) - AIRPLANE							
PILOT WAS MAKING A NIGHT LANDING TO BRIDG	SEPORT AIRPORT WHEN HE LOST D	IRECTIONAL CONTRO	L OF THE				
CRAFT AND IT VEERED TO THE LEFT. THE AIRPL							

File No 14	20 4/02/87 BRIDGEPORT.NJ	A/C Reg. No. N75336	Time (Lc1) - 1900 EDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - ON GROUND LANDING - ROLL		
Finding(s) 1. DIRECTIONAL CON	TROL - NOT MAINTAINED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation			
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
Finding(s) 2. OBJECT - TREE(S)		
Probable Cause			
The National Transpo	rtation Safety Board determines that the F	Probable Cause(s) of this accid	ent

is/are finding(s) 1

File No 1506 8/10/87	ATLANTIC CITY,NJ	A/C Reg. No.	N814SG	Ti	ime (Lc1) -	0854 E) T
Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION) A	ircraft Damage			Injur	ies	
	·	DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERS	ONAL F	ire	Crew	1	0	0	0
Flight Conducted Under -14 C	FR 91 N	NONE	Pass	0	0	0	0
Accident Occurred During -DESC	ENT						
Aircraft Information							
Make/Model - PIPER PA-60-601	P Eng Make/Modei	I - LYCOMING I	0-540-S1A5	ELT 1	installed/A	ctivated	d - YES/NO
Landing Gear - TRICYCLE-RETRAC				St	all Warnir	ng Syster	n - YES
Max Gross Wt - 5700	Engine Type	- RECIP-FUEL	INJECTED				
No. of Seats - 6	Rated Power	- 290 HP					
Environment/Operations Informatio	n						
Weather Data	Itinerary			Airport F			
Wx Briefing - FSS	Last Departure	Point		OFF AIR	RPORT/STRIP	•	
Method - TELEPHONE	SAME AS ACC/	INC					
Completeness - FULL	Destination			Airport Da			
Basic Weather - VMC	LOCAL			BADER F	IELD		
Wind Dir/Speed- 290/006 KTS				Runway	Ident -	- 11	
Visibility - UNK/NR	ATC/Airspace			Runway	Lth/Wid -	2950/	100
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE	1	Runway	Surface -	· N/A	
Lowest Ceiling - NONE	Type of Clearar	nce - NONE	•	Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE		•		•	
Precipitation - NONE	<i>y</i> 1 1 <i>y</i> 3						
Condition of Light - DAYLI	GHT						
Personnel Information							
Pilot-In-Command	Age - 48	Medical	Certificat	e - VALID	MEDICAL-NO) WAIVERS	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revie	ew	Fligh	nt Time (Ho	ours)		
PRIVATE	Current - l	JNK/NR Tot	al -	2500	Last 24	Hrs - l	JNK/NR
SE LAND, ME LAND	Months Since - l	JNK/NR Mak	e/Model- UN	IK/NR	Last 30	Days- l	JNK/NR
	Aircraft Type - l	JNK/NR Ins	trument- UN	IK/NR	Last 30) Days- l	JNK/NR
	•	Mu1	ti-Eng - UN	IK/NR	Rotorcr	aft - l	JNK/NR
Instrument Rating(s) - NON	E						
RING THE TAKEOFF ROLL WITNESSES OBS	EDVED THE AIDCDAET SWEDVE EDOM	A LEET TO DICH	T WITH THE	ENCTNE(C)	HATCCINCH	OB	
WING THE TAVENLE KATE MILINESSES ADS							. т
ITERMITTENT THE ATRODAET LITETED OFF							•
	TUE ATDODAËT DITOUËD 110 AND DA			, IOC WAICH	. CAAMINAI		
NTERMITTENT. THE AIRCRAFT LIFTED OFF JRN WITH THE LANDING GEAR EXTENDED.	THE AIRCRAFT PITCHED UP AND RO	TENOTHE NO	OTHER MECHA	NITCAL MALE	LINCT TON /CA	TLUDE	
	THE AIRCRAFT PITCHED UP AND RO N THE LEFT MAGNETO OF THE RIGH	HT ENGINE. NO	OTHER MECHA	NICAL MALF	FUNCTION/FA	ILURE	

8/10/87 A/C Reg. No. N814SG Time (Lc1) - 0854 EDT File No. ~ 1506 ATLANTIC CITY, NJ LOSS OF ENGINE POWER Occurrence #1 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. 1 ENGINE -2. IGNITION SYSTEM, IGNITION COIL - CRACKED Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND 4. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND 5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 6. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND 7. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN/WATER Occurrence #3 Phase of Operation DESCENT - UNCONTROLLED Finding(s) 8. TERRAIN CONDITION - WATER ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 3.4.6.7$

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

	7/20/87	PORTALES, NM	A/C Re	eg. No. N64192	Z	T	ime (Lc1)	- 0945 M	DT
Basic Information									
Type Operating Certific	ate-AGRICU	LTURAL AIRCRAF					Inju	uries	
		•	SUBSTAN	ITIAL	,	Fatal			None
		APPLICATION	Fire		Crew	0	0	0	1
Flight Conducted Under			NONE		Pass	0	0	0	0
Accident Occurred During	g -LANDIN	G 							
Aircraft Information			•		V .				
Make/Model - PIPER P			Eng Make/Model - LYC	OMING 0-540-2	2B 5				d - NO -N/
Landing Gear - TAILWHE	EL-ALL FIX	ED	Number Engines - 1				tall Warn	ing Syste	m - YES
Max Gross Wt - 3300				CIPROCATING-CA	ARBURETO	R			
No. of Seats - 1			Rated Power -	235 HP					
Environment/Operations In	formation-					 .		·	
Weather Data		Iti	nerary		Α	irport (Proximity		
Wx Briefing - NO RE	CORD OF BR	IEFING L	ast Departure Point			OFF AII	RPORT/STR	IP	
Method - N/A			SAME AS ACC/INC						
Completeness - N/A		De	stination		Αi	rport Da	ata		
Basic Weather - VMC			LOCAL						
Wind Dir/Speed- 180/0			•					- N/A	
Visibility - 25.	O SM	ATC	/Airspace			Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds -		Т	ype of Flight Plan	NONE		Runway	Surface	- GRASS/	TURF
Lowest Ceiling -	NONE		ype of Clearance -			Runway	Status	- DRY	
Obstructions to Vision	n- NONE	T	ype Apch/Lndg -	FORCED LAND	ING				
Precipitation	- NONE								
Condition of Light	- DAYLIGH	Т							
Personnel Information									
Pilot-In-Command		Age -	35	Medical Certi	ificate	- VALID	MEDICAL-	NO WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Biennia	l Flight Review		Flight	Time (H	ours)		
COMMERCIAL		Cur	rent - YES	Total	- 3	30	Last	24 Hrs -	UNK/NR
SE LAND, ME LAND		Mon	ths Since - 4	Make/Mode	el-	49	Last	30 Days-	UNK/NR
JE CAND, ME CAND		Air	craft Type - UNK/NR	Instrumer	nt-	61	Last	90 Days-	10
SE EAND, ME EAND				Multi-Eng	a -	11	•		
SE LAND, ME LAND					-				

Occurrence #1 Phase of Operation	LOSS OF ENGINE P	_		
Finding(s) 1. UNDETERMINED			 	
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGE	NCY		
Occurrence #3 Phase of Operation	GEAR COLLAPSED LANDING - FLARE/	TOUCHDOWN		
Finding(s) 2. TERRAIN CONDITION 3. LANDING GEAR,MAIN	<u>.</u>			
Probable Cause The National Transport			 	

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

is/are finding(s) 1

File No 1477 8/06/87 ALBUG	QUERQUE,NM A/C Reg. No. N4743Y	Time (Lc1) ~ 2015 MDT
Basic Information		
Type Operating Certificate-NONE (GENERA		Injuries
	SUBSTANTIAL	Fatal Serious Minor Non
Type of Operation -BUSINESS	Fire C	ew 0 0 1 0
Flight Conducted Under -14 CFR 91	NONE Pa	ss 0 0 0 3
Accident Occurred During -LANDING		
Aircraft Information		
Make/Model - CESSNA T210N	Eng Make/Model - CONTINENTAL TSIO-	20-R ELT Installed/Activated - YES/
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECT	
No. of Seats - 6	Rated Power - 310 HP	
Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING		OFF AIRPORT/STRIP
Method - N/A	WHITERIVER, AZ	, .
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	All por c bata
Wind Dir/Speed- 090/008 KTS	JAME AS ACC/ 1140	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 - GRASS/TURF
Lowest Ceiling - 6500 FT BROK		Runway Status - WET
Obstructions to Vision- NONE	Type Apch/Lndg - FORCED LANDING	
	Type Apch/Lindy - FURCED LANDING	
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		
Personnel Information		
Pilot-In-Command		cate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)		ight Time (Hours)
PRIVATE	Current - YES Total	732 Last 24 Hrs - UNK/NR
SE LAND	Months Since - 8 ' Make/Model	11 Last 30 Days- UNK/NR
	Months Since - 8 Make/Model Aircraft Type - C-150 Instrument	74 Last 90 Days- UNK/NR
T		
Instrument Rating(s) - AIRPLANE		
Narrative		٧٠
E PRIVATE PLT WAS RETURNING FROM A BUSINES!	FLIGHT. THE PLT REPORTED THAT THE ENGINE (UIT DURING THE APPROACH
	AN OPEN FIELD. THE RIGHT WING HIT A SIGN A	
LANDING. AN EMERGENCY LANDING WAS MADE IN		
PAVED ROAD AND INTO ANOTHER OPEN FIELD. A F		TO EXPLAIN THE REPORTED
PAVED ROAD AND INTO ANOTHER OPEN FIELD. A F	DENT ENGINE RUN DID NOT REVEAL ANY EVIDENCE	TO EXPLAIN THE REPORTED

File No 14	77 8/06/87	ALBUQUERQUE, NM	A/C Reg. No. N4743Y	Time (Lc1) - 2015 MDT
Occurrence #1 Phase of Operation		POWER		
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation		ENCY		
Occurrence #3 Phase of Operation		SION WITH OBJECT		
Finding(s) 2. OBJECT - SIGN				
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boa	ard determines that the	Probable Cause(s) of this accid	ent

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

File No 1528 9/2	27/87 LAS CR	UCES,NM	A/C Reg.	No. N47RW	1	ime (Lcl) -	- 1250 MD	Г
Basic Information Type Operating Certificate		·	Aircraft Da SUBSTANTIA	L .			Minor	None
Type of Operation Flight Conducted Under Accident Occurred During			Fire NONE ·	Crei Pas:		0	0	1
Aircraft Information								
Make/Model - ROBINSON R Landing Gear - FLOAT Max Gross Wt - 2350 No. of Seats - 2	R-22M	Number Engin	es - 1 - RECIPR	NG O-32O-B2C OCATING-CARBU HP	5	Installed/ <i>E</i> Stall Warnir		
Environment/Operations Infor	 -mation							
Weather Data	RD OF BRIEFING	Itinerary Last Departur WILCOX.AZ	e Point			Proximity RPORT/STRIF	•	
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 210/010		Destination SAME AS ACC	/INC		Runway	RUCES INTERN / Ident -	- N/A	
Obstructions to Vision- Precipitation - Condition of Light -	CLEAR NONE NONE NONE	ATC/Airspace Type of Fligh Type of Clear Type Apch/Lnd	ance - NO	NE	Runway	/ Lth/Wid - / Surface - / Status -	- N/A	
Pilot-In-Command Certificate(s)/Rating(s)		Age - 30 Biennial Flight Rev	Med iew	ical Certific Fli	ate - VALII ght Time (H) WAIVERS,	LIMIT
COMMERCIAL, CFI HELICOPTER		Current - Months Since - Aircraft Type -	YES	Total - Make/Model- Instrument-		Last 24 Last 30 Last 90 Rotorci	4 Hrs - O Days- Ul O Days- raft <i>-</i>	8 NK/NR 116 401
Instrument Rating(s)	- NONE							
Narrative CFI AND A PRIVATE PLT WERE FER		PURCHASED HELICOPTE		Y ALTITUDE WA	S 8000 FEET			

File No. - 1528 9/27/87 LAS CRUCES,NM A/C Reg. No. N47RW Time (Lcl) - 1250 MDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. WEATHER CONDITION - WINDSHEAR 2. WEATHER CONDITION - DOWNDRAFT 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE 4. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND Occurrence #2 HARD LANDING Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 5. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND Occurrence #3 ROLL OVER Phase of Operation LANDING - FLARE/TOUCHDOWN ----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) 4.5

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

File No 1562 10/05/87 ALBUG	UQUERQUE,NM A/C Reg. No. N36988 Time (Lc1) - 0800 MDT					
Basic Information Type Operating Certificate-NONE (GENERA		ıft Damage		Injur		
		ANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Cre	_	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pas		0	0	2
Accident Occurred During -CLIMB		0th	er O	O,	0	3
Aircraft Information						
Make/Model - BALLOON WORKS FIREFLY	7 Eng Make/Model - N	I/A	ELT	Installed/A	ctivated -	- NO -N/A
Landing Gear - N/A	Number Engines - N	I/A	9	Stall Warnir	ng System	- NO
Max Gross Wt - 900	Engine Type - N	i/A			J	
No. of Seats - UNK/NR	Rated Power - N	• .				
Environment/Operations Information						
Weather Data	Itinerary		Ainmont	Proximity		
Wx Briefing - UNK/NR	Last Departure Poir	+		IRPORT/STRIP	,	
Method - UNK/NR	SAME AS ACC/INC	11	UFF A.	IKPUKI/SIKIP		
				S- 1 -		
Completeness ~ WEATHER NOT PERTINENT			Airport (Jata		
Basic Weather - VMC	LOCAL		_			
Wind Dir/Speed- 030/003 KTS					N/A	
Visibility - 25.0 SM	ATC/Airspace			y Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plar				N/A	
Lowest Ceiling - NONE	Type of Clearance		Runway	y Status -	· N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 41	Medical Certific	ate - NO MI	EDICAL		
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (A			
COMMERCIAL	Current - NO	Total -		Last 24	Hrs -	2
	Months Since - UNK/N			Last 30		
FREE BALLOON	Aircraft Type - UNK/N			Last 90		15
	ATTOMATO TYPE CHANT	THE CHAINCITE	Ŭ	2431 30	, buyu	
Instrument Rating(s) - NONE						
Namakina						
TWO BALLOONS, A RALLY AND A FIREFLY, COLLIDED THE PILOT OF THE FIREFLY WAS CLIMBING AT APPET THE RALLY. THE PILOT OF THE RALLY STATED HE COUNTY OF THE RALLY STATED HE COLLISION. ESTATED THAT CLIMBS WERE TO BE MADE AT A RATE	ROXIMATELY 300 FEET PER MIN DBSERVED THE FIREFLY CLIMBI BOTH AIRCRAFT LANDED WITHOL	UTE WHEN HIS ENVEL NG AT A "VERY FAST IT FURTHER INCIDENT	OPE CONTAC [*] RATE" AND	TED THE BASK HE ACTIVATE	D HIS	

A/C Reg. No. N36988 10/05/87 ALBUQUERQUE, NM Time (Lc1) - 0800 MDT File No. - 1562

Occurrence #1

MIDAIR COLLISION

Phase of Operation

CLIMB

Finding(s)

- 1. VISUAL LOOKOUT NOT MAINTAINED PILOT OF OTHER AIRCRAFT
- 2. PROPER CLIMB RATE NOT MAINTAINED PILOT IN COMMAND
- 3. PROCEDURES/DIRECTIVES NOT FOLLOWED PILOT IN COMMAND

----Probable Cause----

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

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

File No 1562 10/05/87 ALBUQ	JERQUE,NM A/C Reg. No. N6464N			Time (Lc1) - 0800 MDT					
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIAT,ION)	Aircraf NONE	Aircraft Damage			Injuries Fatal Serious Minor No			
Type of Operation -PERSONAL		Fire		Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91		NONE		Pass	ŏ	Ö	0	2	
Accident Occurred During -CLIMB		HONE		Other	ŏ	ŏ	ŏ	3	
-Aircraft Information									
Make/Model - RAVEN RX-7	Eng Make/	'Model - N/	4		ELT	Installed/A	ctivate	d - NO -N/	
Landing Gear - N/A	Number Er	ngines - N/a	4		S	tall Warnin	g Syste	m - NO	
Max Gross Wt - 1430	Engine Ty	pe - N/	4				-		
No. of Seats - UNK/NR	Rated Pow	er - N/	1						
-Environment/Operations Information									
Weather Data	Itinerary				Airport	Proximity			
Wx Briefing - UNK/NR	Last Depar	ture Point			OFF AI	RPORT/STRIP	•		
Method ~ UNK/NR	SAME AS	ACC/INC							
Completeness - WEATHER NOT PERTINENT	Destination	1		A	irport D	ata			
Basic Weather - VMC	LOCAL				·				
Wind Dir/Speed- 030/003 KTS					Runway	Ident -	N/A		
Visibility - 25.0 SM	ATC/Airspace	•			Runway	Lth/Wid -	N/A		
Lowest Sky/Clouds - CLEAR	Type of Fi	ight Plan	- NONE			Surface -			
Lowest Ceiling - NONE		earance				Status -			
Obstructions to Vision- NONE	Type Apch/	['] Lnda	- NONE		•		•		
Precipitation - NONE	31 - 1 - 1								
Condition of Light - DAYLIGHT									
-Personnel Information									
Pilot-In-Command	Age - ° 50		Medical Ce						
Certificate(s)/Rating(s)	Biennial Flight	Review	•	Flight	:Time (+	lours)			
PRIVATE	Current	- YES	Total	-	50	Last 24	Hrs -	UNK/NR	
	Months Since	- 4	Make/N	lode 1 -	50	Last 30	Days-	UNK/NR	
FREE BALLOON	Aircraft Typ	e - RX-7	Instru	ment-	0	Last 90	Days-	UNK/NR	
Instrument Rating(s) - NONE									
-Narrative									
BALLOONS, A RALLY AND A FIREFLY, COLLIDED THE FIRELY WAS CLIMBING AT APPROXIMATELY 3 PILOT OF THE RALLY STATED HE OBSERVED THE	OO FEET PER MINUT	E WHEN HIS	ENVELOPE C	ONTACTED	THE BASK	ET OF THE R	RALLY.		
PILOT OF THE RALLY STATED HE OBSERVED THE ORT TO AVOID THE COLLISION. BOTH AIRCRAFT MBS WERE TO BE MADE AT A RATE NO GREATER T	LANDED WITHOUT FL	JRTHER INCI							

File No. - 1562 10/05/87 ALBUQUERQUE,NM A/C Reg. No. N6464N Time (Lc1) - 0800 MDT

Occurrence #1

MIDAIR COLLISION

Phase of Operation CLIMB

Finding(s)

- 1. VISUAL LOOKOUT NOT MAINTAINED PILOT IN COMMAND
- 2: PROPER CLIMB RATE NOT MAINTAINED PILOT OF OTHER AIRCRAFT
- 3. PROCEDURES/DIRECTIVES NOT FOLLOWED PILOT OF OTHER AIRCRAFT

----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 1579 10/11/87 ALBUQ	JERQUE,NM	A/C Reg. No. N64	547	T 1	ime (Lc1) -	0900 MD1	Г
-Basic Information Type Operating Certificate-NONE (GENERA	·	ircraft Damage		5-4-3	Injur		Ma
Type of Operation -SIGHTSEEING		NONE ire	Crew	Fatal O	Serious O	Minor O	None
Flight Conducted Under -14 CFR 91		NONE	Pass	0	3	0	1
Accident Occurred During -LANDING	·	10112	1 433	· ·	J	Ū	Ü
-Aircraft Information							
Make/Model - AEROSTAR S-66A	Eng Make/Mode				installed/		
Landing Gear - N/A	Number Engine			S1	tall Warnir	ng System	- NO
Max Gross Wt - 1600	Engine Type	- N/A					
No. of Seats - UNK/NR	Rated Power	- N/A 					
-Environment/Operations Information	T. t. in a many				No		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure	Doint		Airport F	roximity RPORT/STRIF	,	
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	SAME AS ACC/			UFF AIR	CPURI/SIRIF	•	
Completeness - N/A	Destination	INC		Airport Da	nta		
Basic Weather - VMC	LOCAL			All pol C De			
Wind Dir/Speed- 360/008 KTS	2002			Runwav	Ident -	N/A	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE		Runway	Surface -	N/A	
Lowest Ceiling - NONE	Type of Cleara	nce - NONE			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP	1				
Precipitation - NONE							
Condition of Light - DAWN							
-Personnel Information							
Pilot-In-Command	Age - 35	Medical Ce					
Certificate(s)/Rating(s)	Biennial Flight Revie		_	nt Time (Ho	•		_
COMMERCIAL, CFI		YES Total	-	. , •	Last 24		2
EDEC DALLOON	Months Since -:			170		Days- U	•
FREE BALLOON	Aircraft Type	4V2 IUSTLA	merit -	0	Last 90	Days-	30
Instrument Rating(s) - NONE							
						 -	
N LANDING, THE BALLOON TOUCHED DOWN ON A G							
ND AND THREW THREE OF THE SIX PASSENGERS A						HEM AND	
THREE WERE SERIOUSLY INJURED. THERE WERE	NO OTHER INJURIES. TH	ERE WAS NO DAMAGE	TO THE	BALLOON OF	R BASKET.		

File No. - 1579 10/11/87 ALBUQUERQUE, NM A/C Reg. No. N64547 Time (Lc1) - 0900 MDT

Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN

ON GROUND COLLISION WITH TERRAIN/WATER

Finding(s)

- 1. TERRAIN CONDITION ROUGH/UNEVEN
- 2. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 3. SUPERVISION INADEQUATE PILOT IN COMMAND

----Probable Cause----

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

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

-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Inju	ries	
	SUBSTA			Serious	Minor	
Type of Operation -PERSONAL	: Fire	Crew	_	0	1 1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	ON GRO	DÜND Pass	0	1	1	1
-Aircraft Information						
Make/Model - PIPER PA-24-260C	Eng Make/Model - L			Installed/		
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3200	Number Engines -		S	tall Warni	ng System	- YES
No. of Seats - 6	Engine Type - RE Rated Power -					
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•		ON AIR	PORT		
Method - N/A Completeness - N/A	SAME AS ACC/INC Destination		Airport Da	2+2		
Basic Weather - VMC	EL PASO.TX		TIMBER			
Wind Dir/Speed- 330/010 KTS					- 13	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid	- 4980/	50
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runway	Surface	- ASPHALT	
Lowest Ceiling - NONE	Type of Clearance		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT	÷					
-Personnel Information Pilot-In-Command	Age - 49	Medical Certifica			O WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			_
PRIVATE SE LAND	Current - YES	Total -	1631	Last 2	4 Hrs -	2
GLIDER	Months Since - 11 Aircraft Type - PA-24	Make/Model- Instrument-	150	Last S	O Days- UN O Days-	50
GEIDEN	All Clart Type FA 24	This it dilletti	130	Last	o bays	30
Instrument Rating(s) - NONE						
-Narrative						
TAKEOFF WITH A 10 TO 15 KNOT TAILWIND AND	10 DEGREES OF FLAPS, A 20 D	EGREE TURN WAS ATT	EMPTED AT	60 FEET AG	L. THE	
OT STATED A DOWNDRAFT FORCED THE AIRCRAFT	BACK TO THE GROUND. THE ATE	CRAFT STRUCK A WOO	DPILE AND	SEVERAL SM	ALL TREES.	

File No 158	10/25/87	TIMBERON, NM	A/C Reg. No. N9375P	Time (Lcl) - 1400 MST	
Occurrence #1 Phase of Operation			ER		
Finding(s) 1. WEATHER CONDITION 2. WEATHER EVALUA 3. WEATHER CONDITION 4. WRONG RUNWAY - S	TION - INADEQUATE IN - DOWNDRAFT	- PILOT IN COMMAND			
Occurrence #2 Phase of Operation		ON WITH OBJECT	÷		
Finding(s) 5. OBJECT - TREE(S)					
Probable Cause	-				
The National Transporis/are finding(s) 2,4	-	rd determines that t	he Probable Cause(s) of this accide	ent	

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

File No 1447 11/09/87 ALBU	QUERQUE, NM	A/C Reg. No. N9209G	7	ime (Lc1) -	1520 MS	Γ
Basic Information Type Operating Certificate-NONE (GENER Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91	S AL Fi		Fatal Crew O Pass O	Injur Serious O O	ries Minor O O	None 1 0
Accident Occurred During -TAKEOFF						
Aircraft Information Make/Model - CESSNA 182N Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2950 No. of Seats - 4	Eng Make/Model Number Engines Engine Type Rated Power	- RECIPROCATING-CAR	9	Installed/A Stall Warnir		
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- LIGHT AND VARIABLE Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		NC Plan - NONE	ON AIR Airport I DOUBLI Runway Runway Runway	Data E EAGLE II / Ident - / Lth/Wid - / Surface - / Status -	- ASPHALT - DRY	100
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 31 Biennial Flight Revie Current - N Months Since - N Aircraft Type - N	I/A Total I/A Make/Mode	Flight Time (F - 98 I- 57		l Hrs -) Days- Ul	1
Instrument Rating(s) - NONE						
Narrative HE PLT REPORTED THAT SHE WAS MAKING A TOUCH EERED TO THE RIGHT. SHE WAS UNABLE TO REALI PULLED THE ACFT OFF AT A SPEED BELOW TAKEOF UT SETTLED BACK TO THE GROUND, HIT A SMALL	GN THE ACFT WITH THE RW F HOPING TO GAIN SPEED	Y AND ELECTED TO COM	NTINUE THE TAI	KEOFF AND		

File No 14	47 11/09/87	ALBUQUERQUE, NM	A/C Reg. No. N9209G	Time (Lc1) - 1520 MST
Occurrence #1 Phase of Operation				
Finding(s) 1. DIRECTIONAL CON	TROL - NOT MAINTAI	NED - PILOT IN COMMAN		
Occurrence #2 Phase of Operation		ION WITH TERRAIN/WATER L CLIMB	2	
Finding(s) 2. AIRSPEED(VLOF) 3. ABORT - NOT PER				·
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that the	e Probable Cause(s) of this accid	lent

File No 1461 5/26/87	BATTLE MOUNTAIN, NV	A/C Reg. No. N	N20FU	Time (Lc1) -	1447 PD	Т
Basic Information Type Operating Certificate-NONE	•	Aircraft Damage DESTROYED	Fatal	Injur Serious	Minor	None
Type of Operation -PERS Flight Conducted Under -14 C Accident Occurred During -DESC	FR 91	Fire NONE	Crew 1 Pass 2	0	0	0
Aircraft Information Make/Model - SOCATA TB10 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2535 No. of Seats - 4		•		Installed/A Stall Warnin		
Environment/Operations Informatio Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - IMC Wind Dir/Speed- UNK/NR Visibility - UNK/NR Lowest Sky/Clouds - UNK/N Lowest Ceiling - 350 Obstructions to Vision- UNK/N Precipitation - UNK/N Condition of Light - DAYLI	Itinerary Last Depar SALT LAK Destination RENO,NV ATC/Airspace R Type of F1 FT OVERCAST Type of C1 R Type Apch/		OFF A Airport Runwa Runwa Runwa	y Ident - y Lth/Wid - y Surface -	N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 49 Biennial Flight Current Months Since Aircraft Typ	Review - YES Tota - 1 Make	Certificate - VALI Flight Time (al - 147 e/Model- 81 trument- 5	Hours)	Hrs - Ui Days-	
Instrument Rating(s) - NON	E ·					
Narrative AFTER RECEIVING A WEATHER BRIEFING CA FT & BELOW, AND CEILINGS ACROSS NORTH DEPARTED SALT LAKE CITY FOR RENO. EN SAFE IFR ALTITUDE, AFTER COORDINATION IMPACTED MOUNTAIN LEDGE IN NOSE LOW I DAY BEFORE DEPARTING ON ACCIDENT TRIP POOR WEATHER.	& CENTRAL NEVADA, THE NO ROUTE PILOT ENTERED IMC N WITH CENTER. DURING CL NVERTED ATTITUDE AT HIGH	NINSTRUMENT RATED I IOUNTAINOUS AREA & / IMB AND WHILE IN II SPEED. PILOT HAD NI	PILOT FILED A VFR F ATTEMPTED TO CLIMB MC LOSS OF CONTROL EW AUTOPILOT AND LO	LIGHT PLAN A TO 12000 FT, OCCURRED. AI DRAN INSTALLE	ND MINIMUM RCRAFT D	

File No 14	5/26/87	BATTLE MOUNTAIN, NV	A/C Reg. No. N2OFU	Time (Lcl) - 1447 PDT
Occurrence #1 Phase of Operation		NTER WITH WEATHER		
3. IMPROPER DE	TO IMC - ATTEMPTED CISION, LACK OF TO	D - PILOT IN COMMAND FAL EXPERIENCE - PILOT I DENCE IN PERSONAL ABILIT		·
Occurrence #2 Phase of Operation		- IN FLIGHT		
Finding(s) 5. IMPROPER US	E OF EQUIPMENT/AIR	RCRAFT, LACK OF TOTAL INS	TRUMENT TIME - PILOT IN COMMAND	
Occurrence #3 Phase of Operation	DESCENT - UNCONT	TROLLED		· · · · · · · · · · · · · · · · · · ·
Probable Cause				
The National Transports/are finding(s) 2	rtation Safety Boa	ard determines that the	Probable Cause(s) of this accid	ent
Factor(s) relating to	this accident is	s/are finding(s) 1,3,4,5		

-Basic Information						
Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage		Inju		
Type of Operation -PERSON	IA I	DESTROYED Fire		tal Serious 1 0	Minor O	None O
Flight Conducted Under -14 CFF		ON GROUND	Pass	3 0	0	0
Accident Occurred During -DESCEN	IT				O	Ü
-Aircraft Information				•		
Make/Model - CESSNA 172		lodel - CONTINENT	NL 0-300A	ELT Installed/		
Landing Gear - TRICYCLE-FIXED	Number Eng			Stall Warni	ng System	- YES
Max Gross Wt - 2150		e - RECIPROCA	TING-CARBURETOR			
No. of Seats - 4	Rated Powe	er – 145 HP				
-Environment/Operations Information-						
Weather Data	Itinerary	Dadas		port Proximity	Б	
Wx Briefing - NO RECORD OF BR Method - N/A	IEFING Last Depart! SAME AS A		UF	FF AIRPORT/STRI	Р	
Completeness - N/A	Destination	CC/ INC	Ainne	ort Data		
Basic Weather - VMC		VEGAS.NV	АПР	ort Data		
Wind Dir/Speed- 060/004 KTS	NORTH EAS	VEGAS, IVV	Pı .	unway Ident	- N/A	
Visibility - 50.0 SM	ATC/Airspace			unway Lth/Wid		
Lowest Sky/Clouds - 14000 F		ght Plan - NONE		inway Surface		
		arance - NONE		unway Status		
Obstructions to Vision- NONE	Type Apch/L	.ndg - NONE		•		
Precipitation - NONE						
Condition of Light - DAYLIGH	IT 					
-Personnel Information						
Pilot-In-Command			Certificate - \		AIVERS/LIN	MIT
Certificate(s)/Rating(s)	Biennial Flight R Current	eview	Flight Tim	ne (Hours)	4 1155 - 118	IIZ /NID
PRIVATE	Months Since	- UNK/NR IO	tal - 350 ke/Model- UNK/NR strument- UNK/NR	Last 2	4 Ars - UN	NK/NR
SE LAND	Aircraft Type	- UNK/NR Mai - UNK/NR In:	ce/Model - UNK/NR	Last 3	O Days- UN	NK/NK
	Aircrait Type	- UNN/INN III	Iti-Eng - UNK/NR	Potoro	raft - UN	NK/NK
		Ma	TET ETIG ONE THE	ROTOLC	iait or	ALC) IAIC
Instrument Rating(s) - NONE						
-Narrative						
PILOT ENTERED A BOX CANYON AND ATTE	MPTED TO EITHER OUTCLIME	THE TERRAIN OR I	REVERSE COURSE. 1	THE AIRCRAFT'S	AIRSPEED	
ALLOWED TO DECREASE BELOW VS AND TH	IE AIRCRAFT STALLED. A DE	NSITY ALTITUDE OF	APPROXIMATELY 9	500 FEET EXIST	ED	
THE TIME. INSUFFICIENT ALTITUDE WAS						

8/02/87 PAHRUMP, NV A/C Reg. No. N8696B File No. - 1460 Time (Lc1) - 0845 PDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. TERRAIN CONDITION - BOX CANYON 2. UNSUITABLE TERRAIN - ENCOUNTERED - PILOT IN COMMAND 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE 4. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND 5. 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 is/are finding(s) 2,4,5

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

File No 1458 8/19/87 BOULD	ER CITY,NV A/C R	eg. No. N5549B	Т	ime (Lcl)	- 1540 F	DT
Type of OperationBasic Information Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L AVIATION) Aircraf SUBSTAN Fire NONE	t Damage NTIAL : Crew Pass			uries Minor O O	None 1 0
Aircraft Information Make/Model - CESSNA 182 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2650 No. of Seats - 4	Eng Make/Model - COI Number Engines - 1 Engine Type - REG Rated Power -		S.	Installed tall Warn		d - YES/NO m - YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 190/015 KTS Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	OATMAN,AZ Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan Type of Clearance	- NONE	ON AIRI Airport Da BOULDEI Runway Runway Runway	ata	- 35 - 4000/	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 63 Biennial Flight Review Current - YES Months Since - 20 Aircraft Type - C-182	Medical Certifica Flig Total - Make/Model- Instrument- Multi-Eng -	tht Time (Ho 5000 1000	ours) Last : Last :	WAIVERS/L 24 Hrs - 30 Days- 90 Days-	UNK/NR
Instrument Rating(s) - NONENarrative THE PILOT WAS ATTEMPTING TO LAND THE AIRCRAFT WAS OVER 6,000 FEET AND THE RUNWAY WAS AN UPH TO GO-AROUND BUT THAT SHORTLY AFTER APPLICATIO OVER 400 FEET PAST THE END OF THE RUNWAY. DUR TELEPHONE POLES. NO EVIDENCE OF A LOSS OF POW ENGINE, AND THE FUEL SYSTEM. THE PROPELLER TIL SCRAPES PRESENT.	ILL RUNWAY WITH RISING TERRA ON OF FULL POWER THE ENGINE ING LANDING ROLL THE AIRCRAI ER WAS FOUND THROUGH EXAMINA	AIN AHEAD. THE PIL QUIT OPERATING. T FT STRUCK A PARKED ATION OF THE PROPE	OT STATED THE AIRCRAFT BOAT AND TLLER, THE	THAT HE DI T was lani Two Aircraft':	ECIDED DED	

File No. - 1458 8/19/87 A/C Reg. No. N5549B BOULDER CITY, NV Time (Lcl) - 1540 PDT Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - HIGH DENSITY ALTITUDE 2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND 3. WEATHER CONDITION - TAILWIND 4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 5. WEATHER CONDITION - GUSTS 6. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND 7. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 8. OBJECT - POLE

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.4.6.7

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

----Probable Cause----

File No 1541 9/21/87 LAS V	EGAS,NV A/C Reg	. No. N4500K	Ti	me (Lc1) -	1034 PDT	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft (Damage		Injur	ies	
	SUBSTANT	IAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA P210N	Eng Make/Model - CONT	INENTAL TSIO-520-	-P ELT I	nstalled/A	ctivated	- YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		St	all Warnin	g System	- YES
Max Gross Wt - 4000	Engine Type - RECI	P-FUEL INJECTED				
No. of Seats - 6	Rated Power - 3	OO HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport P	roximity		
Wx Briefing - NO RECORD OF BRIEFING				PORT/STRIP		
Method - N/A	RENO, NV		J			
Completeness - N/A	Destination		Airport Da	ta		
Basic Weather - VMC	SAME AS ACC/INC			VEGAS AIR	TERMINAL	
Wind Dir/Speed- CALM	3AME A3 A00/ 1100		Runway		07	
Visibility - 75.0 SM	ATC/Airspace			Lth/Wid -		100
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance -				DRY	
Obstructions to Vision- NONE	• •	FORCED LANDING	Kariway	Julus	DICT	
Precipitation - NONE	Type Apeny Ling	ORCED EANDING				
Condition of Light - DAYLIGHT						
Personnel Information			==			
Pilot-In-Command		edical Certificat			WAIVERS/	LIMII
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (Ho	•		_
ATP	Current - YES	Total - 2		Last 24		4
SE LAND, ME LAND	Months Since - 0	Make/Model-			Days- UN	•
HELICOPTER ,GLIDER	Aircraft Type - UNK/NR	Instrument-		Last 90	•	24
		Multi-Eng - 2	22637	Rotorcr	aft -	31
Instrument Rating(s) - AIRPLANE						
Narrative						
THE AIRCRAFT WAS ON DESCENT FOR LANDING AT 65	OO EEET MSI AROUT 5 MILES EDOI	M THE ATROOPT WHE	IN A TOTAL	INSS OF BO	WED	
OCCURRED DUE TO FUEL EXHAUSTION. AT 5000 FEET						
LAPS WERE ADDED. THE AIRCRAFT TOUCHED DOWN 1						
CEMENT BLOCK, THE NOSE GEAR COLLAPSED AND THE						
DUART OF FUEL REMAINING ONBOARD THE AIRCRAFT.		. INVESTIGATION F	REVEALED A	TOTAL OF 3	/4 UF A	
WAKE OF FUEL REMAINING UNBUARD THE AIRCRAFT.						
						

File No. - 1541 9/21/87 LAS VEGAS, NV A/C Reg. No. N4500K Time (Lcl) - 1034 PDT Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation DESCENT - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 3. GEAR EXTENSION - PREMATURE - PILOT IN COMMAND 4. LOWERING OF FLAPS - PREMATURE - PILOT IN COMMAND Occurrence #3 UNDERSHOOT Phase of Operation DESCENT - EMERGENCY Occurrence #4 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 5. LANDING GEAR, NOSE GEAR - COLLAPSED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

PAGE 297

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

File No 1504 2/11/87 ONE	ONTA,NY A/C	Reg. No. N699CA	Т	ime (Lc1) -	1500 EST	. .
-Basic Information						
Type Operating Certificate-COMMUTER		ft Damage		Injur		
Name of Carrier -CATSKILL A	IRWAYS, INC. SUBST	ANTIAL	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED,			'ew O	0	0	2
Flight Conducted Under -14 CFR 135 Accident Occurred During -LANDING	NONE	Pá	ass O	0	0 .	7
-Aircraft Information	Fire Make (Made)	0 W DTCA 07	F1 T	T4-11-4/4		VEC /N
Make/Model - BEECH 99	Eng Make/Model - P			Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -		5	tall Warnir	ig System	- YES
Max Gross Wt - 10900		URBOPROP				,
No. of Seats - 17	Rated Power -	680 HP				
-Environment/Operations Information			,			
Weather Data	Itinerary			Proximity		
Wx Briefing - NWS	Last Departure Poir	t	ON AIR	PORT		
Method - TELETYPE	FLUSHI NG,N Y					
Completeness - FULL	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		ONEONT	A MUNICIPAL	•	
Wind Dir/Speed- 300/010 KTS			Runway	Ident -	24	
Visibility - 12.0 SM	ATC/Airspace		Runway	Lth/Wid -	3400/	75
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- VFR	Runway	Surface -	ASPHALT	
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP				
Precipitation - NONE	., , ,					
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 33	Medical Certif			WAIVERS/	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		light Time (F			
ATP	Current - YES	Total	- 4335	Last 24	Hrs - UN	NK/NR
SE LAND, ME LAND	Months Since - 5		- 1700	Last 30	Days- UN	NK/NR
HELICOPTER	Aircraft Type - BE-99		- 890	Last 90	Days- UN	NK/NR
		Multi-Eng	- 2169	Rotorc	aft -	960
Instrument Rating(s) - AIRPLANE,	HELICOPTER					
-Narrative	AT ONEONITA MUNICIPAL ATTROC	T THE ATOONAGE :	ANDED 40 555	T CHOST CT	DUAINAN C	
FLIGHT WAS UNEVENTFUL UNTIL ITS ARRIVAL						7
ONE FOOT OF SNOW. THE LEFT MAIN LANDING			WAY AND THE A	TROKAFI VE	KED OFF	
LEFT SIDE OF THE RUNWAY INTO A SNOW BAN						

File No. - 1504 2/11/87 ONEONTA,NY A/C Reg. No. N699CA Time (Lc1) - 1500 EST

Occurrence #1
Phase of Operation

UNDERSHOOT

LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. ALTITUDE MISJUDGED PILOT IN COMMAND
- 2. DISTANCE MISJUDGED PILOT IN COMMAND
- 3. AIRSPEED MISJUDGED PILOT IN COMMAND

Occurrence #2 GEAR COLLAPSED Phase of Operation LANDING - ROLL

Finding(s)

- 4. TERRAIN CONDITION SNOW COVERED
- 5. LANDING GEAR, MAIN GEAR OVERLOAD
- 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) 1,2,3

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

Type of Operation -PERSONAL Fire Crew 0 0 0 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 NONE Pass 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	File No 1422 2/21/87 POUG	HKEEPSIE,NY A/C	Reg. No. N7509G	Τi	me (Lcl) - 1	100 EST	
Type of Operation -PERSONAL Fire Crew 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 NONE Pass 0 NONE Pass 0 0 0 0 NONE Pass 0 NONE Pass 0 NONE Pass 0 0 0 0 NONE Pass 0 0 0 0 NONE Pass 0							
Flight Conducted Under							None
-Aicraft Information Make/Model - CESSNA 172			-	_		-	1
Aircraft Information Make/Model - CESSNA 172		NUNE	Pass	O	U	O	0
Make/Model - CESSNA 172 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4							
Landing Gear - TRICYCLE-FIXED		Eng Maka/Madal - I	VCOMING 0-220-E2D	E1 T T	notelled/Act	tivatad -	LINIZ /N
Max Gross Wt - 2150 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - UNK/NR Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Max Gross Wt - 2150 Rated Power - 150 HP Itinerary Last Departure Point FARMINGDALE,NY Destination SAME AS ACC/INC SAME AS ACC/INC DUTCHESS CO. Runway Ident - 24 Runway Ident - 24 Runway Surface - MACADAM Runway Surface - MACADAM Runway Surface - MACADAM Runway Surface - MACADAM Type of Clearance - VFR Runway Status - DRY Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Months Since - N/A Make/Model - 76 Last 24 Hrs - Months Since - N/A Make/Model - 76 Last 30 Days- Multi-Eng - UNK/NR Rotorcraft - UNK/N Instrument Rating(s) - NONE Narrative							
No. of Seats - 4 Rated Power - 150 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Destination - NONE Condition of Light - DAYLIGHT Personnel Information - NONE Condition of Light - DAYLIGHT Personnel Information - NONE STUDENT Age - 36 Biennial Flight Review Current - N/A Months Since - N/A Months Since - N/A Mircraft Type - N/A Instrument Rating(s) - NONE Narrative					all warning	3ys telli -	NO
Weather Data		3 ,.		LION			
Weather Data	Environment/Openations Information						
Wx Briefing - NO RECORD OF BRIEFING Method - N/A FARMINGDALE,NY FARMINGDALE,NY Destination Airport Data Basic Weather - VMC SAME AS ACC/INC DUTCHESS CO. Wind Dir/Speed - UNK/NR ATC/Airspace Runway Ident - 24 Visibility - UNK/NR ATC/Airspace Runway Lth/Wid - 5000/ 100 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - MACADAM Lowest Ceiling - NONE Type of Clearance - VFR Runway Surface - MACADAM Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 36 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Age - N/A Make/Model - 76 Last 24 Hrs - Months Since - N/A Make/Model - 76 Last 30 Days - UNK/N Aircraft Type - N/A Instrument 1 Last 90 Days - Multi-Eng - UNK/NR Rotorcraft - UNK/N Instrument Rating(s) - NONE	· · · · · · · · · · · · · · · · · · ·	Itinerary		Airport P	roximity		
Method - N/A Completeness - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC DUTCHESS CO. Wind Dir/Speed- UNK/NR Visibility - UNK/NR ATC/Airspace Runway Ident - 24 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - MACADAM Lowest Ceiling - NONE Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Age - 36 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Biennial Flight Review Flight Time (Hours) Current - N/A Make/Model - 76 Last 24 Hrs - Months Since - N/A Make/Model - 76 Last 30 Days- UNK/N Aircraft Type - N/A Instrument - 1 Last 90 Days- Multi-Eng - UNK/NR Rotorcraft - UNK/N Instrument Rating(s) - NONE		G Last Departure Poir	nt				
Basic Weather - VMC							
Wind Dir/Speed- UNK/NR Visibility - UNK/NR Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Lowest Ceiling - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Age - 36 Biennial Flight Review Current - N/A Months Since - N/A Months Since - N/A Aircraft Type - N/A Instrument Rating(s) - NONE Narrative	Completeness - N/A	Destination		Airport Da	ta		
Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Age - 36 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A Instrument Rating(s) - NONE ATC/Airspace Runway Ltt/Wid - 5000/ 100 Runway Status - DRY Run		SAME AS ACC/INC					
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - MACADAM Lowest Ceiling - NONE Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 36 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 76 Last 24 Hrs - Months Since - N/A Make/Model - 76 Last 30 Days- UNK/N Aircraft Type - N/A Instrument - 1 Last 90 Days- Multi-Eng - UNK/NR Rotorcraft - UNK/N Instrument Rating(s) - NONE	, - i						
Lowest Ceiling - NONE Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 36 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 76 Last 24 Hrs - Months Since - N/A Make/Model- 76 Last 30 Days- UNK/N Aircraft Type - N/A Instrument- 1 Last 90 Days- Multi-Eng - UNK/NR Rotorcraft - UNK/N Instrument Rating(s) - NONE		·					00
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 36 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 76 Last 24 Hrs - Months Since - N/A Make/Model- 76 Last 30 Days- UNK/N Aircraft Type - N/A Instrument- 1 Last 90 Days- Multi-Eng - UNK/NR Rotorcraft - UNK/N Instrument Rating(s) - NONE Narrative							
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 36 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 76 Last 24 Hrs - Months Since - N/A Make/Model - 76 Last 30 Days - UNK/N Aircraft Type - N/A Instrument - 1 Last 90 Days - Multi-Eng - UNK/NR Rotorcraft - UNK/N Instrument Rating(s) - NONE				Ruriway	Status - D	/K I	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 36 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 76 Last 24 Hrs - Months Since - N/A Make/Model - 76 Last 30 Days - UNK/N Aircraft Type - N/A Instrument - 1 Last 90 Days - Multi-Eng - UNK/NR Rotorcraft - UNK/N Instrument Rating(s) - NONE		Type Apeny Endg	TRAITIO TATTERI				
Pilot-In-Command Age - 36 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 76 Last 24 Hrs - Months Since - N/A Make/Model - 76 Last 30 Days - UNK/N Aircraft Type - N/A Instrument - 1 Last 90 Days - Multi-Eng - UNK/NR Rotorcraft - UNK/N Instrument Rating(s) - NONE							
Pilot-In-Command Age - 36 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 76 Last 24 Hrs - Months Since - N/A Make/Model - 76 Last 30 Days - UNK/N Aircraft Type - N/A Instrument - 1 Last 90 Days - Multi-Eng - UNK/NR Rotorcraft - UNK/N Instrument Rating(s) - NONENarrative	Pensonnal Information						
Certificate(s)/Rating(s) Biennial Flight Review STUDENT Current - N/A Months Since - N/A Aircraft Type - N/A Instrument Rating(s) - NONE Narrative		Age - 36	Medical Certifica	te - VALID	MEDICAL-NO W	/ATVFRS/I	TMTT
STUDENT Current - N/A Total - 76 Last 24 Hrs - Months Since - N/A Make/Model- 76 Last 30 Days- UNK/N Aircraft Type - N/A Instrument- 1 Last 90 Days- Multi-Eng - UNK/NR Rotorcraft - UNK/N Instrument Rating(s) - NONE	Certificate(s)/Rating(s)					,	
Aircraft Type - N/A Instrument- 1 Last 90 Days- Multi-Eng - UNK/NR Rotorcraft - UNK/N Instrument Rating(s) - NONE 		Current - N/A				irs -	1
Multi-Eng - UNK/NR Rotorcraft - UNK/N Instrument Rating(s) - NONE Narrative		•					/NR
Instrument Rating(s) - NONE 		Aircraft Type - N/A	Instrument-	. 1	Last 90 D	ays-	. 2
			Multi-Eng - U	NK/NR	Rotorcraf	t - UNK	/NR
	Instrument Rating(s) - NONE						
NING LANDING ROLL OUT, THE PILOT LOST DIRECTIONAL CONTROL AS THE AIRCRAFT VEERED TO THE RIGHT SIDE OF THE	NG LANDING ROLL OUT, THE PILOT LOST DIRE	CTIONAL CONTROL AS THE AIRC	RAFT VEERED TO THE	RIGHT SIDE	OF THE		
AWAT AND COLLIDED WITH A SNOWDANN.	AT AND CULLIDED WITH A SNUWDANK.	÷					

File No 14	22 2/21/87 	POUGHKEEPSIE,NY	A/C Reg. No. N7509G	Time (Lc1) - 1100 EST
Occurrence #1 Phase of Operation		- ON GROUND		
Finding(s) 1. DIRECTIONAL CON	TROL - NOT MAINTAI	NED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation		ION WITH TERRAIN		
Finding(s) 2. TERRAIN CONDITI				
Probable Cause				
The National Transpo	rtation Safety Boa	rd determines that the F	Probable Cause(s) of this accide	ent

File No 1599 5/30/87 COOF	PERSTOWN, NY A/	'C Reg. No. N597	28	Time (Lc1) -	1900 ED1	-
Basic Information						
Type Operating Certificate-ON-DEMAND /	AIR TAXI Airc	raft Damage		Injur	ies	
Name of Carrier -SECO LEASIN Type of Operation -NON SCHED, I Flight Conducted Under -14 CFR 135	NG CORP. SUB	STANTIAL	Fatal	Serious	Minor	None
Type of Operation -NON SCHED, [OMESTIC, PASSENGER Fire	•	Crew O	0	0	1
Flight Conducted Under -14 CFR 135	NON	IE	Pass 0	0	0	2
Accident Occurred During -LANDING						
Aircraft Information			, , , , , , , , , , , , , , , , , , , ,			
Make/Model - PIPER PA-31-350	Eng Make/Model -	LYCOMING TIO-5	40-J2BD ELT	Installed/A	ctivated	- YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -			Stall Warnin		
Max Gross Wt - 7000	Engine Type -				.3 -,	. – -
No. of Seats - 8	Rated Power -	350 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		int		IRPORT/STRIP	•	
Method - N/A	FARMINGDALE, NY		.	,		
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	UTICA.NY		Allpoit	Data		
Wind Dir/Speed- 290/005 KTS	0.120,,,,,		Runwa	ay Ident -	N/A	
Visibility - 7.0 SM	ATC/Airspace			ay Lth/Wid -		
Lowest Sky/Clouds - 4500 FT SC/		an - TFR		y Surface -		
Lowest Ceiling - NONE	Type of Clearance			y Status -		
Obstructions to Vision- NONE	Type Apch/Lndg			., status	.,,,,	
Precipitation - NONE	Type Apolly Ellag	TOROLD LAN	2114			
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 56	Medical Cer	tificate - VALI	D MEDÍCAL-MA	IVERS/LIN	1IT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review Current - YES	•	Flight Time ((Hours)		
ATP, FLT ENG	Current - YES	Total Total	- 13904	Last 24	Hrs -	
SE LAND, SE SEA	Months Since - 2	Make/Mo	del- 1696			
GLIDER	Aircraft Type - UNK	NR Instrum/ Multi-E	ent- 3401 ing - 6340	Last 90	Days- UN	IK/NR
Instrument Rating(s) - AIRPLANE						
-Narrative						
PILOT STATED HE DEPARTED FARMINGDALE WIT	TH TWO PLUS HOURS OF FUEL	ON BOARD. AFTER	APPROXIMATELY	40-50 MINUTE	S OF	
GHT, THE RIGHT LOW FUEL PRESSURE LIGHT AN	ND RIGHT FUEL PUMP LIGHT F	LASHED STEADY R	ED. THE PILOT R	RECHECKED HIS	;	
CULATIONS AND DETERMINED HE SHOULD HAVE S						
RPORT. SIX MILES FROM THE AIRPORT BOTH FU						
LD AND EXECUTED A WHEELS UP LANDING. INVI						

5/30/87 COOPERSTOWN, NY Time (Lc1) - 1900 EDT File No. - 1599 A/C Reg. No. N59728 Occurrence #1 LOSS OF POWER Phase of Operation CRUISE Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING Occurrence #3 GEAR NOT EXTENDED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND 5. TERRAIN CONDITION - OPEN FIELD ----Probable Cause----

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

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

File No 1600 6/07/87 MIDD	LETOWN,NY A/C Reg	A/C Reg. No. N98TX Time (Lc1) - 1330 EDT				
Basic Information	A. AVTATTON)					
Type Operating Certificate-NONE (GENER		Aircraft Damage		Injuries		
T	DESTROYE		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 -DESCENT						
Aircraft Information						
Make/Model - SCHWEIZER ASW-20	Eng Make/Model - N/A		ELT	Installed/A	ctivated	- NO -N/A
Landing Gear - HULL	Number Engines - N/A		S	tall Warnir	g System	NO
Max Gross Wt - 660	Engine Type - N/A					
No. of Seats - 1	Rated Power - N/A					
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	G Last Départure Point		OFF AIRPORT/STRIP			
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	LOCAL		•			
Wind Dir/Speed- UNK/NR			Runway	Ident -	N/A	
Visibility - UNK/NR	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - 1	NONE	Runway	Surface -	N/A	
Lowest Ceiling - NONE	Type of Clearance -			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE	•			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 58 M	edical Certificat	e - NO MEI	DICAL		
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Fligh	t Time (H	ours)		
PRIVATE	Current - YES	Total -	1196	Last 24	Hrs - U	NK/NR
	Months Since - 20	Make/Model-	24	Last 30	Days- U	NK/NR
GLIDER	Aircraft Type - UNK/NR		K/NR	Last 90	Days- U	NK/NR
	•	Multi-Eng - UN	K/NR	Rotorcr	aft - Ul	NK/NR
Instrument Rating(s) - NONE						
E GLIDER PILOT FAILED TO HOOK UP THE ELEVA						
TCH CONTROL. THE AIRCRAFT PITCHED UP UNCON		PE. THE ROPE BROK	E AND THE	GLIDER IMP	ACTED	
RD ON A ROAD BOUNCING 150 FEET INTO A PLOW						

File No. - 1600 6/07/87 MIDDLETOWN,NY A/C Reg. No. N98TX Time (Lc1) - 1330 EDT

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

Finding(s)

1. FLIGHT CONTROL,ELEVATOR - DISCONNECTED

2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND

3. CHECKLIST - NOT USED - 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) 1,2,3

----Probable Cause----

File No 1549 7/11/87 UPPER	SANDUSKY,OH A/C Re	g. No. N3142A	Time (Lcl) - 1400 EDT			
-Basic Information Type Operating Certificate-NONE (GENERA)	L AVIATION) Aircraft	Damage		Injur	ies	
Type operating certificate none (denema	SUBSTAN	_	Fata1			None
Type of Operation -PERSONAL	Fire	Crèw		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass		Ö	Õ	1
Accident Occurred During -TAKEOFF	110112			· ·	· ·	·
-Aircraft Information						
Make/Model - CESSNA 170B	Eng Make/Model - CON	TINENTAL 0-300-B		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnin	g System	- NO
Max Gross Wt - 2200	Engine Type - REC	IPROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power -	145 HP				
-Environment/Operations Information						
Weather Data .	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Point		ON AIR	PORT		
Method - ACFT RADIO	SAME AS ACC/INC					
Completeness - UNK/NR	Destination		Airport D			
Basic Weather - VMC	HILLSDALE, MI		WYANDO	T COUNTY		
Wind Dir/Speed- 260/012 KTS			Runway	Ident -	36	
Visibility - 12.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - N/A	Type of Flight Plan -	NONE	Runway	Surface -	ASPHALT.	
Lowest Ceiling - 5000 FT BROKI	EN Type of Clearance -	NONE	Runway	Status -	WET	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE				
Precipitation NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command		Medical Certifica			IVERS/LIN	IIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			_
PRIVATE	Current - YES	Total -		Last 24		2
SE LAND	Months Since - 23			Last 30		11
	Aircraft Type - C-170B	Instrument-	2	Last 90	Days-	21
Instrument Rating(s) - NONE						
-Narrative ING TAKEOFF ATTEMPT FROM RUNWAY 36 THE AIR TACTED THE GROUND. THE PILOT REPORTED THAT DLAY FLIGHT SERVICE STATION, 18 NAUTICAL M TS.	A CROSSWIND CAUGHT HIM OFF	GUARD. WEATHER IN	FORMATION	OBTAINED FR	OM	

File No. - 1549 7/11/87 UPPER SANDUSKY, OH A/C Reg. No. N3142A Time (Lc1) - 1400 EDT LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - RILOT IN COMMAND 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation TAKEOFF - ABORTED ----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 1401 7/15/87 MIDDLE	FIELD,OH A/C	Reg. No. N4649M	Т	ime (Lc1)	- 1315 ED	Г
Basic Information Type Operating Certificate-NONE (GENERAL	SUBS	raft Damage STANTIAL	Fatal	Injur Serious	Minor	None
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	- Fire NONE		_	. 0	0	1 0
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2			S	Installed// tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/002 KTS Visibility - 25.0 SM Lowest Sky/Clouds - 4000 FT SCATT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Po- CLEVELAND,OH Destination LOCAL ATC/Airspace ERED Type of Flight Pla Type of Clearance Type Apch/Lndg	an - NONE	ON AIR Airport D GEAUGA Runway Runway Runway	ata COUNTY Ident Lth/Wid - Surface -		65
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 35 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Total - Make/Model-	ht Time (H 48		4 Hrs - D Days- U	1
Instrument Rating(s) - NONE						
Narrative THE STUDENT PLT'S SEAT SLID BACK DURING THE TABLE DIRECTIONAL CONTROL AND THE AIRPLANE RAN OFF DVER. POST-CRASH EXAM OF THE SEAT ASSY BY A MI THE MECHANIC NOTED NO PROBLEMS WITH THE LATCH HANDLE OPERATED BY THE PLT. DOWNWARD MOVEMENT SECURES THE SEAT IN PLACE. THE SPRING ACTS TO PLT OPER HANDBOOK STATES THAT THE PLT SHOULD (THE LEFT SIDE OF THE RWY ECHANIC REVEALED THAT THE PIN OR THE SEAT TRACK TH OF THE HANDLE LOWERS THE ASSIST THE DOWNWARD MOVE	. THE AIRPLANE IMPACT E SEAT LATCH ASSY TEN HAT IT ENGAGES. THE P E PIN INTO ONE OF THE EMENT OF THE HANDLE A	ED A DITCH ISION SPRIN IN IS ATTA SEAT TRAC IND PIN. TH	AND NOSED G HAD BROKI CHED TO A K HOLES ANI E CESSNA 19) 52	

File No 14	01 7/15/87	MIDDLEFIELD,OH	A/C Reg. I	No. N4649M	Time (Lc1) - 1315 EDT
Occurrence #1 Phase of Operation		-			
3. PREFLIGHT PLANN 4. FUSELAGE,SEAT - 5. FUSELAGE,SEAT -	CTIVES - NOT FOLLOW ING/PREPARATION - 1 DISENGAGED SLIPPED	WED - PILOT IN COMMANI NADEQUATE - PILOT IN NINED - PILOT IN COMMA	COMMAND		
Occurrence #2 Phase of Operation		ON WITH TERRAIN/WATER			
Finding(s) 7. TERRAIN CONDITION					
Occurrence #3 Phase of Operation					
Probable Cause					
The National Transports/are finding(s) 2,3		rd determines that the	e Probable Cause(s) of this acci	dent
Factor(s) relating to	this accident is/	are finding(s) 1			

File No 1428 7/18/87 NEW C	ARLISLE,OH A/C Re	g. No. N5669G	Time (Lcl)) - 1100 EDT	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft SUBSTAN	Damage	Ing Fatal Serious	juries s Minor	None
Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L Fire NONE			0 0	2 0
Aircraft Information Make/Model - CESSNA 150K Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Eng Make/Model - CON' Number Engines - 1 Engine Type - REC Rated Power -	, ·			- YES/NO - YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point SAME AS ACC/INC	А	irport Proximity OFF AIRPORT/STR		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 190/007 KTS Visibility - 7.0 SM	Destination LOCAL ATC/Airspace	Αi	rport Data Runway Ident Runway Lth/Wid		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE	Runway Surface Runway Status	- N/A	
Personnel Information Pilot-In-Command	Age - 49 Biennial Flight Review	Medical Certificate	- VALID MEDICAL	-NO WAIVERS/	LIMIT
Certificate(s)/Rating(s) COMMERCIAL SE LAND	Biennial Flight Review Current - YES Months Since - 15 Aircraft Type - PA-28	Flight Total - 11 Make/Model- 3 Instrument- UNK/ Multi-Eng - UNK/	Time (Hours) 00 Last 00 Last NR Last NR Roto	24 Hrs - UN 30 Days- UN 90 Days- rcraft - UN	K/NR K/NR 50 K/NR
Instrument Rating(s) - AIRPLANE					
Narrative DRING A TAKEOFF ATTEMPT, THE STUDENT RETARDE COND FLIGHT AND THE FIRST FLIGHT WITH THIS DNTROLS. THIS WAS THE FIRST TAKEOFF. THE STU PPROACHED VLOF SHE RETARDED THE THROTTLE. TH DITCH.	INSTRUCTOR. THE STUDENT WAS DENT WAS FURTHER INSTRUCTED	INSTRUCTED TO FOLLOW TO ADVANCE THE THROT	ALONG ON THE FI	LIGHT CRAFT	

File No 14	28 7/18/87 	NEW CARLISLE, OH	A/C Reg	g. No. N5669G	Time (Lc1) - 1100 EDT
Occurrence #1 Phase of Operation		OWER(PARTIAL) - NON-	MECHANICAL		
•	L - NOT MAINTAINED	USE OF - DUAL STUDE - PILOT IN COMMAND(IN COMMAND(CFI)			
Occurrence #2 Phase of Operation		ION WITH TERRAIN/WAT	ER		
Finding(s) 4. TERRAIN CONDITION	DN - DITCH				
Probable Cause					
The National Transports/are finding(s) 1,2	-	rd determines that t	he Probable Caus	se(s) of this acci	dent

File No 1439 7/21/87 COLL	IMBUS,OH	A/C Reg. N	o. N443WB	Т	ime (Lc1)	- 1740 EDT	
Basic Information Type Operating Certificate-NONE (GENER Type of Operation -PERSONAL	RAL AVIATION)	Aircraft Dam SUBSTANTIAL		Fatal W O	Inju Serious O		None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass		,	1	Ó
Aircraft Information							
Make/Model - AERONCA 7AC Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 2	Number Eng	e - RECIPRO	CATING-CARBU	S	Installed// tall Warnin		
Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	Itinerary IG Last Depart SAME AS A			Airport ON AIR	Proximity PORT		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 040/006 KTS Visibility - 12.0 SM Lowest Sky/Clouds - 5000 FT SCA	Destination LOCAL ATC/Airspace TTERED Type of Fli	ght Plan - NON		Runway Runway Runway	COLUMBUS Ident Lth/Wid Surface	- 5150/ - ASPHALT	100
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Cle Type Apch/L	.ndg - TRA	E FFIC PATTERN	•		- DRY	
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 51 Biennial Flight R	Medi Review	cal Certifica Flio	ate - VALID ght Time (F		AIVERS/LIM	IT
COMMERCIAL SE LAND	Current	- YES	Total - Make/Model- Instrument-	3300 430 40	Last 24 Last 30 Last 90	4 Hrs - D Days- UN D Days-	0 K/NR 7
Instrument Rating(s) - NONE							
THE PLT EXPERIENCED A LOSS OF DIRECTIONAL COME THE 2ND LDG ATTEMPT, THE AIRPLANE VEERED COME THE AIRPLANE VEERED COME THE AIRPLANE REVEATED TO THE AIRPLANE REVEATED TO HAVE THE AIRPLANE REVEATED TO HAVE THE AIRPLANE AIRPLANE WAS ESTIMATED TO HAVE THE AIRPLANE.	OFF THE RWY, TRAVEL LLED THAT THE TAILWH HOLES IN THE YOKE SH	ED ACROSS A GR HEEL STEERING Y HAFT. OVERSIZED	ASSY AREA, AI OKE HAD BROKI BOLTS WERE I	ND IMPACTED EN; THE YOK FOUND INSTA	A PARKED E HAD LLED IN THI	E	

File No. - 1439 7/21/87 COLUMBUS, OH A/C Reg. No. N443WB Time (Lc1) - 1740 EDT Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation LANDING - ROLL Finding(s) 1. MAINTENANCE, MODIFICATION - IMPROPER - UNKNOWN 2. LANDING GEAR, STEERING SYSTEM - FRACTURED Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 3. THROTTLE/POWER CONTROL - EXCESSIVE - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 5. OBJECT - AIRCRAFT PARKED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

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

File No 1576 8/07/87 NEW ALBA	NY,OH A/C Reg	J. No. N6341B	т, т	ime (Lcl) -	1400 EDT	
-Basic Information		_				
Type Operating Certificate-NONE (GENERAL A			F-4-1	Injur		Nama
Turn of Openstion INCTRUCTIONAL	SUBSTAN		Fatal O	Serious O	Minor O	None 2
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass	Ö	0	0	0
Accident Occurred During -LANDING	NUNE	Pass	Ü	O	U	·
Make/Model - CESSNA 152	Eng Make/Model - LYC	MING 0-235-L2C	ELT	Installed/A	ctivated	- YES-UNK/N
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		S	tall Warnin	g System	- YES
Max Gross Wt - 1670	Engine Type - REC	PROCATING-CARBURE	TOR			
No. of Seats - 2	Rated Power -	110 HP				
Environment/Operations Information						
Weather Data	Itinerary		•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point COLUMBUS,OH		OFF AI	RPORT/STRIP	•	
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- 060/004 KTS	LOCAL		Dunuau	Ident -	N/A	
Visibility - 8.0 SM	ATC/Airspace			Lth/Wid -		
	ED Type of Flight Plan -	NONE		Surface -		
	Type of Clearance -					
Lowest Ceiling - NONE Obstructions to Vision- HAZE				Status -	20F1	
	Type Apch/Lndg -	SIMULATED FORCED FORCED LANDING	LANDING			
Precipitation - NONE Condition of Light - DAYLIGHT		FORCED LANDING				
· · · · · · · · · · · · · · · · · · ·	e - 23 i	Medical Certificat	- VALTD	MEDICAL-NO	WATVERS/	ITMIT
Certificate(s)/Rating(s)			it Time (H		WAITENS/	
COMMERCIAL, CFI	Current - VFS	Total -	757	Last 24	Hre -	7
SE LAND	Months Since - 0	Make/Model-	509	Last 30) Dave- IIN	
JE LAND	Current - YES Months Since - O Aircraft Type - UNK/NR	Instrument-	503 67	1ast 90	Days ol	164
	All Craft Type ONN/NN	Tristi dillerit	07	Last 50	Days	104
Instrument Rating(s) - AIRPLANE			•			
This is different Rating(5) AIRFLAND						
Narrative						
E AIRPLANE NOSED OVER DURING A FORCED LDG IN A						
GINE POWER LOSS AT ABOUT 2200 FT AGL BY EITHER					IR;	
COULD NOT RECALL SPECIFICALLY WHICH METHOD HE	USED. HIS INTENT WAS TO	HAVE HIS STUDENT F	PRACTICE A	SIMULATED		
RCED LDG. THE ENGINE COMPLETELY LOST POWER AND						
PROPRIATE EMERGENCY PROCEDURES CHECKLIST. THE	STUDENT REPORTED THAT HE	SUBSEQUENTLY FOUND	THE FUEL	SELECTOR I	N	
E OFF POSITION AS HE WENT THROUGH THE CHECKLIS						
DE TO RESTART THE ENGINE. EXAMINATION OF THE W						
ILURE. THE FAA FLIGHT TRAINING HANDBOOK (AC61-						
TARDING THE ENGINE THROTTLE.						

File No 15	76 8/07/87 NEW ALBANY, OH	A/C Reg. No. N6341B	Time (Lcl) - 1400 EDT
Occurrence #1 Phase of Operation	LOSS OF ENGINE POWER(TOTAL) - NON-MECHANIC	CAL	
2. FLUID, FUEL - ST 3. PROCEDURES/DIRE 4. JUDGEMENT - POC	CTIVES - NOT FOLLOWED - PILOT IN COMMAND(CF: OR - PILOT IN COMMAND(CFI) CTOR POSITION - IMPROPER - PILOT IN COMMAND(CFI)	
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	NOSE GEAR COLLAPSED		
Finding(s) 6. TERRAIN CONDITI			
Occurrence #4 Phase of Operation	LANDING - ROLL		
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the Pro 2,5	obable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is/are finding(s) 3,4,6		

<u> </u>
Injuries Fatal Serious Minor None
0 1 0 0 0 0 0 0
ELT Installed/Activated - NO -N/ Stall Warning System - YES FOR
Airport Proximity OFF AIRPORT/STRIP
Airport Data
Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A
e - VALID MEDICAL-WAIVERS/LIMIT t Time (Hours)
1250 Last 24 Hrs - 1 5 Last 30 Days- UNK/NR 100 Last 90 Days- 25 25
1

File No. - 1488 10/26/87 CATOOSA,OK A/C Reg. No. N9787P Time (Lc1) - 1330 CST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 1. AIRSPEED - INADEQUATE - PILOT IN COMMAND

2. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND

3. STALL - INADVERTENT - 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) 1,3

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

-Basic Information Type Operating Certificate-N	ONE (GENERAL	AVIATION) Aircraft	Damage		Injur	ies	
		SUBSTAN		Fatal			None
Type of Operation -F		Fire	Crei	-	0	2	0
Flight Conducted Under -1		NONE	Pass	s 0	1	0	0
Accident Occurred During -L	.ANDING						
-Aircraft Information							
Make/Model - CESSNA 172	· CD	Eng Make/Model - CON	TINENTAL 0-300-P	ELT	Installed/A		
Landing Gear - TRICYCLE-FIX	ED	Number Engines - 1	TDD004TTN0 04BDU		tall Warnir	ng System ·	· YES
Max Gross Wt - 2300 No. of Seats - 4		Engine Type - REC Rated Power -	IPRUCATING-CARBUI	KETUK			
NO. Of Seats - 4		rated Fower	143 NP 	-,			
-Environment/Operations Informa	ation	_20					
Weather Data		Itinerary			Proximity		
W× Briefing - FSS Method - UNK/NR		Last Departure Point		OFF AI	RPORT/STRIP	•	
Method - UNK/NR Completeness - FULL		INDEPENDENCE,OR Destination		Airport D	a+a		
Basic Weather - VMC		SAME AS ACC/INC		A Import b	ala		
Wind Dir/Speed- CALM		SAME AS A00/1110		Runway	Ident -	N/A	
Visibility - 50.0 S	M	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CL		Type of Flight Plan -	NONE		Surface -		
Lowest Ceiling - NO	NE	Type of Clearance -	NONE	Runway	Status -	ROUGH	
Obstructions to Vision- NO		Type Apch/Lndg -	FORCED LANDING				
Precipitation - NC							
Condition of Light - DA	YLIGHT 						
-Personnel Information			<u>.</u> .				_
Pilot-In-Command			Medical Certifica			IVERS/LIM	(T
Certificate(s)/Rating(s) PRIVATE	В.	iennial Flight Review Current ~ YES		ght Time (H		l Una -	^
SE LAND		Months Since - 15	Make/Model-	62	Last 24) Dave- IINI	/ND
JE EARD		Aircraft Type - UNK/NR	Total - Make/Model- Instrument-	0	Last 90	Days ON	14
Instrument Rating(s) -	NONE					•	
						·	
-Narrative							
OSS OF POWER OCCURRED DURING DE							
LAPSING THE NOSE GEAR. THE REAS DRN O RING TO THE OIL FILTER AD		GINE FAILURE WAS A COMPLET	E LOSS OF OIL COM	MING FROM W	ORN THREADS	AND	

File No 14	43 8/21/87 	BURNS, OR	A/C Reg	. No. N2007Y	Time (Lc1) - 0825 PDT	
Occurrence #1 Phase of Operation 1. LUBRICATING SYS 2. LUBRICATING SYS	DESCENT - NORMAL TEM,OIL FILTER/SCR	EEN - WORN	·			
Occurrence #2 Phase of Operation	DESCENT - EMERGE	NCY				
Occurrence #3 Phase of Operation	ON GROUND COLLIS	ION WITH TERRAIN/	WATER			
Finding(s) 3. TERRAIN CONDITION						
Occurrence #4 Phase of Operation		SED				
Finding(s) 4. LANDING GEAR,NO. 5. LANDING GEAR,NO.		ON				
Probable Cause						
The National Transportis/are finding(s) 1,2		rd determines tha	t the Probable Caus	e(s) of this accid	dent	
Factor(s) relating to	this accident is	/are finding(s) 3				

File No 1531 11/25	/87 HILLSBORO,OR	A/C Re	eg. No. N21460		Time (Lc1)	- 0620 PS	Т
Basic Information Type Operating Certificate-	ON-DEMAND AIR TAXI	Aircraf	t Damage		Inju		
		DESTRO		Fatal	Serious		None
Type of Operation -		Fire	= :	rew O	1	0	0
Flight Conducted Under - Accident Occurred During -		NONE	P	ass 0	0	0	0
Aircraft Information						<i></i>	
Make/Model - CESSNA 172M		Eng Make/Model - LY		D EL1	Installed/		
Landing Gear - TRICYCLE-FI	XED	Number Engines - 1			Stall Warni	ng System	- YES
Max Gross Wt - 2300 No. of Seats - 4			CIPROCATING-CAR 150 HP	BURETOR		-	
Environment/Operations Inform							
Weather Data Wx Briefing - FSS		inerary			Proximity	0	
Method - TELEPHONE		Last Departure Point SAME AS ACC/INC		UFF A	IRPORT/STRI	Р	
Completeness - FULL		estination		Airport	Da+a		
Basic Weather - IMC	_	PORTLAND.OR		HILLS			
Wind Dir/Speed- CALM		TORTEAND, OR				- 30	
Visibility250	SM AT	C/Airspace			y Lth/Wid	-	150
Lowest Sky/Clouds - N		Type of Flight Plan	- IFR		y Surface		
Lowest Ceiling -		Type of Clearance			y Status		
Obstructions to Vision- F		Type Apch/Lndg			,		
Precipitation - N		, , ,					
Condition of Light - N	IGHT(DARK)						
Personnel Information Pilot-In-Command	Ago -	23	Medical Certif	ioato - VALI	D MEDICAL -N	O WATVEDS	/ TMTT
Certificate(s)/Rating(s)		al Flight Review		light Time (O WAIVERS	/ LIMII
COMMERCIAL		rrent - YES	Total		•	4 Hrs -	6
SE LAND, ME LAND		onths Since - 0	Make/Model		Last 3	O Davs-	12
,		rcraft Type - C-206			Last 9		244
		,,	Multi-Eng				
Instrument Rating(s) -	AIRPLANE						
Narrative							
E DAILY RADIO TRAFFIC REPORTING	FLIGHT WAS CLEARED	FOR AN IFR DEPARTURE	E FROM HILLSBOR	O AIRPORT IN	I IMC. THE O	WNER/	
ERATOR OF THE AIRCRAFT STATED T							
WER AND SLOWER THAN NORMAL AND							
E AIRCRAFT COLLIDED WITH 35-F00							
GREES OFF THE RUNWAY HEADING. I	NVESTICATION DEVEAL	ED NO PREIMPACT MECH	ANTCAL MALEUNCT	TONS / EATLUDE	:ς		
akees of the kolumn heading. I	MATSITANITOM KEATAT	LD NO INCLIMITACI MICCIN	MINITURE MALI DINCI.	TOMO/ I WILOKE			

File No. - 1531 11/25/87 HILLSBORO, OR A/C Reg. No. N21460 Time (Lc1) - 0620 PST Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 2. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND 3. CLIMB - NOT MAINTAINED - PILOT IN COMMAND 4. WEATHER CONDITION - FOG 5. DESCENT - INADVERTENT - PILOT IN COMMAND 6. LIGHT CONDITION - DARK NIGHT 7. OBJECT - TREE(S) 8. - WIRE, TRANSMISSION 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) 2,3,5

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

Type Operating Certificate-NONE (GENER	AL AVIATIOŅ) Aircraf	t Damage		Inju	ries	
	SUBSTA	NTIAL	Fatal		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 -LANDING						
Aircraft Information			•			
Make/Model - PIPER PA-28-180	Eng Make/Mode1 - LY			Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			Stall Warni	ng Syst em	- NO
Max Gross Wt - 2175	O 7,	CIPROCATING-CARBUR	ETOR		•	
No. of Seats - 4	Rated Power -	180 HP				
Environment/Operations Information	· ·					
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN			ON AIF	RPORT		
Method - N/A	PITTSBURGH, PA					
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport [iata ieny co.		
Wind Dir/Speed- 040/008 KTS	LUCAL				- 10	
Visibility - 20.0 SM	ATC/Airspace			/ Lth/Wid		150
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface		
Lowest Ceiling -	Type of Clearance			Status		
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN	•			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information		,				
Pilot-In-Command	Age - 72	Medical Certifica			AIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review			•		
PRIVATE	Current - YES		5000	Last 2	4 Hrs -	0
SE LAND	Months Since - 6 Aircraft Type - UNK/NR	Make/Model- Instrument-	825	Last 30	Days- UN	
•	Aircraft Type - UNK/NK	Multi-Eng - U	190 NZ /ND	Potono	лауs- raft - UN	10 v /ND
		MUITI-ENG " O	WK/ IVK	ROTOPCI	rait - UN	N/ INK
Instrument Rating(s) - AIRPLANE						
Narrative			 -			
T MADE A LANDING ON RUNWAY 10 AT THE ALL	EGHENY COUNTY AIRPORT, HOWEV	ER DURING LANDING	ROLL THE F	PILOT LOST		
CTIONAL CONTROL OF THE AIRCRAFT. THE ACF					`	

File No 141	9 4/25/87	W.MIFFLIN, PA	A/C Reg. No. N7726W	Time (Lc1) - 1738 EDT	
Occurrence #1 Phase of Operation	LOSS OF CONTROL - LANDING - ROLL	ON GROUND			
Finding(s) 1. DIRECTIONAL CONT	ROL - NOT MAINTAIN	IED - PILOT IN COMMAND			
Occurrence #2 Phase of Operation	ON GROUND COLLISI LANDING - ROLL	ON WITH OBJECT			
Finding(s) 2. OBJECT - AIRPORT	FACILITY				
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	L AVIATION)	Aircraft Dama	ige		Inju	ries	
		SUBSTANTIAL	_	Fatal	Serious	Minor	None
Type of Operation -FERRY		Fire	Cre		0	. 0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		ON GROUND	Pas	s o		O	0
-Aircraft Information							
Make/Model - BEECH BE-18		/Model - P&W R-98	5-AN14B	ELT			
Landing Gear - TRICYCLE-RETRACTABLE		ngines - 2			tall Warnii	ng System	- YES
Max Gross Wt - 8625 No. of Seats - 10	Engine ly Rated Po	ype - RECIP-Fl wer - 450 H					
No. of Seats - 10	Rated Pol	wer - 450 r					
-Environment/Operations Information Weather Data	Itinerary			Ainport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		rture Point			RPORT/STRI	Þ	
Method - N/A	MASSEY,			011 71	KI OKI / SIKI		
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	ANKENY,	IA		•			
Wind Dir/Speed- 310/010 KTS						- N/A	
Visibility - 15.0 SM ,	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of F	light Plan - NONE			Surface		
Lowest Ceiling -	Type of C	learance - VFR		Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch,	/Lndg - STRA					
Precipitation - NONE		FURC	ED LANDING				
Condition of Light - DAYLIGHT							
-Personnel Information	4.00	Modia	al Certific	o+o	n		
Pilot-In-Command Certificate(s)/Rating(s)	Age - 49 Biennial Flight			ght Time (H			
COMMERCIAL, CFI	Current		otal -	11015	last 2	4 Hrs - UI	NK/NR
ME LAND	Months Since	- YES T	otal - Make/Model-	UNK/NR	last 3	0 Days- U	
ME ENTE			instrument-	UNK/NR	Last 9		
			lulti-Eng -	15	Rotorc	raft - Ul	NK/NR
Instrument Rating(s) - UNK/NR			_				
-Narrative	_						
LE THE AIRCRAFT WAS BEING FERRIED FROM MAS							
INE WAS EXPERIENCED. A PRECAUTIONARY LANDI		CORNFIELD WITH T JE TO FIRE DAMAGE					

File No 14	17 4/30/87	YORK, PA	A/C Reg. No. N66PA	Time (Lcl) - 1030 EDT
Occurrence #1 Phase of Operation	FORCED LANDING DESCENT - EMERGE	NCY		
Finding(s) 1. LUBRICATING SYS 2. FLUID,OIL - PRE	TEM - FAILURE,PART	IAL .		
Occurrence #2 Phase of Operation			/MALFUNCTION	
	N - NOT ATTAINED -		, 	
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transpo	rtation Safety Boa	rd determines tha	t the Probable Cause(s) of this acc	cident

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

Type Operating Certificate-	NONE (GENERAL AVIA		Damage		Inju		••
Type of Operation -	PERSONAL	DESTROY Fire		Fata Crew 0		Minor	None 1
Flight Conducted Under -						0	Ċ
Accident Occurred During -	LANDING						
-Aircraft Information		·					
Make/Model - CESSNA 150L		Eng Make/Model - COM		DOA E			
Landing Gear - TRICYCLE-FI Max Gross Wt - 1600	XED	Number Engines - 1 Engine Type - REG		DRUDETOD	Stall Warni	ng Syster	n - 1E5
No. of Seats - 2		J ,.	100 HP				
Weather Data]	Itinerary			rt Proximity	_	
Wx Briefing - UNK/NR		Last Departure Point		OFF	AIRPORT/STRI	Р	
Method - UNK/NR Completeness - UNK/NR		SAIPAN,PO Destination		Airpor	+ Data		
Basic Weather - VMC		AGANA, PO		АПРОГ	t Data		
Wind Dir/Speed- 120/012 K	TS			Run	way Ident	- N/A	
Visibility - 7.0	SM	ATC/Airspace		Run	way Lth/Wid		
Lowest Sky/Clouds -	1500 FT SCATTERED	Type of Flight Plan	- NONE	Run	way Surface		
	4000 FT BROKEN	Type of Clearance	· VFR FLIGHT F	OLLOWINGRun	way Status	- N/A	
Obstructions to Vision- N	IUNE	Type Apch/Lndg	- SIRAIGHI-IN FORCED LANDI	.NC			
Precipitation - R Condition of Light - D	AYLIGHT		FURCED LAND	ING			
Pilot-In-Command	Age	- UNK/NR	Medical Certi	ificate - UN	K/NR		
Certificate(s)/Rating(s)	Bien	nial Flight Review		Flight Time	(Hours)		
ATP	(Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Total	- 6000	Last 2	4 Hrs -	2
SE LAND, ME LAND	r	MONTHS SINCE - UNK/NR	Make/Mode	EI - UNK/NK	Last 3	O Days- L	JNK/NK
	•	Therait Type - ONK/NK	Multi-Eng	- UNK/NR	Rotoro	raft - l	JNK/NR
Instrument Rating(s) -	AIRPLANE						
	NOTHE DOWED AT 450	OO FEET MSL WHILE ON A	FLIGHT IN THE	MADTANAS T	SLANDS EDOM S	ATDAN TO	

File No 15	87 10/11/87 GUAM,PO	A/C Reg. No. N11939	Time (Lc1) - 2343 HDT
Occurrence #1 Phase of Operation	LOSS OF ENGINE POWER CRUISE		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	DITCHING LANDING		
Probable Cause			

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

File No 1437 9/01/87 HIL	TON HEAD, SC A/C Reg	g. No. N6591S	Time (Lc1)	- 1135 ED	Γ
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircraft	Damage	Inj	uries	
	DESTROY	ED _	Fatal Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew	1 0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	1 0	0	0
Accident Occurred During -DESCENT					
Aircraft Information					
Make/Model - BEECH V~35B	Eng Make/Model - CON	FINENTAL IO-520-BA	ELT Installed		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		Stall Warr	ing System	- YES
Max Gross Wt - 3400	Engine Type - REC				
No. of Seats - 5	Rated Power - :	285 HP			
Environment/Operations Information					
Weather Data	Itinerary		Airport Proximity		
Wx Briefing - FSS	Last Departure Point		OFF AIRPORT/STR	PIP .	
Method - TELEPHONE	TAMPA, FL				
Completeness - UNK/NR	Destination	Α	irport Data		
Basic Weather - VMC	CHARLESTON, SC				
Wind Dir/Speed- 320/003 KTS	•			- N/A	
Visibility - 7.0 SM	ATC/Airspace		Runway Lth/Wid		
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan -		Runway Surface		
	ERCAST Type of Clearance -		NGRunway Status	- WET	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE			
Precipitation - NONE					
Condition of Light - DAYLIGHT					
Personnel Information					
Pilot-In-Command	Age - 53 I	Medical Certificate	- VALID MEDICAL-	WAIVERS/LI	MIT TIN
Certificate(s)/Rating(s)	Biennial Flight Review	Flight	Time (Hours)		
PRIVATE	Biennial Flight Review Current - YES	Total -	100 Last	24 Hrs - U	NK/NR
SE LAND	Months Since - 11	make/model- UNK	/NR Last	30 Days- U	NK/NR
	Aircraft Type - UNK/NR	Instrument- UNK	/NR Last	90 Days- U	NK/NR
		Multi-Eng - UNK	/NR Rotor	craft - Ul	NK/NR
Instrument Rating(s) - NONE			•		
Narrative			OFTT		
C SAID HE HAD WX BRIEF. NOTED TSTMS OVR A					
ACK ON RADAR WAS INTO AREA OF TSTMS OVR OF TRECOVERED FROM OCEAN. EXAMINATION SHOW					
EL DECLIVEDEN EDNM NCEAN EXAMINATION SHOW				IEAD WHERE	
	TON OF ATDEDAME AGET 1140 MOD				
ABILIZERS ATTACH BUT NO IN-FLIGHT SEPARATINFORCEMENT KIT.	ION OF AIRFRAME. ACFT WAS MOD	IFIED WITH BEECH ST	ABILIZER ROOT	•	

File No. - 1437 9/01/87 HILTON HEAD, SC A/C Reg. No. N6591S Time (Lc1) - 1135 EDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE Finding(s) 1. WEATHER CONDITION - THUNDERSTORM WEATHER EVALUATION - NOT UNDERSTOOD - PILOT IN COMMAND 3. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND 4. RADAR ASSISTANCE TO VFR AIRCRAFT - IMPROPER USE OF - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 5. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND 6. SPATIAL DISORIENTATION ~ PILOT IN COMMAND Occurrence #3 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) 3,5,6

Type Operating Certificate-NONE (GENERA	L AVIATION) A	ircraft Damage			Injur	ies	
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		ire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	'	ON GROUND	Pass	0	0	0	0
Accident Occurred During -APPROACH							
-Aircraft Information			, '				-
Make/Model - MOONEY M2OF		1 - LYCOMING IO36	50A 1A		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engine			S.	tall Warnin	g System	- YES
Max Gross Wt - 2740		- RECIP-FUEL IN	NJECTED				
No. of Seats - 4	Rated Power	- 180 HP					
-Environment/Operations Information							
Weather Data	Itinerary	•		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		Point		OFF AIRPORT/STRIP			
Method - N/A	MITCHELL, SD						
Completeness - N/A	Destination		,	Airport Da			
Basic Weather - VMC	UNK/NR				LL MUNICIPA		
Wind Dir/Speed- 130/009 KTS	ATO / A important					17	450
Visibility - 7.0 SM Lowest Sky/Clouds - N/A	ATC/Airspace	Diam NONE			Lth/Wid - Surface -		
Lowest Sky/Clouds - N/A Lowest Ceiling - 4500 FT BROK	Type of Flight EN Type of Cleara				Status -		
Obstructions to Vision- NONE	Type of Cleara			Kuriway	Status -	DKI	
Precipitation - NONE	Type Apcil/Ling	NONE					
Condition of Light - NIGHT(DARK)							
-Personnel Information	A 0.4	Medical Co		- NO ME	27.041		
Pilot-In-Command Certificate(s)/Rating(s)	Age - 24 Biennial Flight Revi			e - NO MEI t Time (Ho			
NONE		ew N/A Total	_		•	Hrs - U	NIK /NID
14014	Months Since -		Model- UN			Days- U	
	Aircraft Type -		ument- UN		Last 90	Days- U	NK/NR
	хо.с. с туро		-Eng - UN			aft - U	
			J				
Instrument Rating(s) - NONE							
-Narrative							
S NON-LICENSED PLT MADE AN UNAUTHORIZED FL	T AT NICHT THE AGET	ODACHED ONE HALE	MTI E NODE		ADDT THE		

7/04/87 A/C Reg. No. N6933V File No. - 1448 MITCHELL, SD Time (Lc1) - 0320 CDT

IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

- 1. LIGHT CONDITION DARK NIGHT
- 2. STOLEN AIRCRAFT/UNAUTHORIZED USE INTENTIONAL UNQUALIFIED PERSON
- 3. PROCEDURES/DIRECTIVES NOT FOLLOWED UNQUALIFIED PERSON
- 4. JUDGEMENT POOR UNQUALIFIED PERSON
- LACK OF TOTAL EXPERIENCE UNQUALIFIED PERSON

----Probable Cause----

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

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

File No 1464 8,	/20/87	ABERDEEN, SD	A/C Reg.	No. N44TA		Time (Lcl) -	1929 CD	Т		
Basic Information Type Operating Certifica	te-NONE (GENERAL AVIATION)	Aircraft D		Fatal	Injuries Fatal Serious Minor No				
Type of Operation	-PERSON	A.L.	Fire		rew 1	0	0	0		
Flight Conducted Under			NONE		ass 0	Ö	o i	Ô		
Accident Occurred During	-DESCEN	Γ			_	,	_			
Aircraft Information										
Make/Model - BUSHBY MU	USTANG II	Eng M	ake/Model - LYCOM	ING IO-360	ELT	Installed/A	ctivated	- YES/YE		
Landing Gear - TRICYCLE	-FIXED	Numbe	Engines - 1		,	Stall Warnin	g System	- NO		
Max Gross Wt - 1500		Engin	e Type - RECIP	-FUEL INJECT	ED					
No. of Seats - 2		Rated	Power - 20	O HP						
Environment/Operations Info	ormation-									
Weather Data		Itinerar	/		Airport	Proximity				
Wx Briefing - FSS		Last D	eparture Point		OFF A	IRPORT/STŘIP				
Method - TELEPHO	ONE	ABER	DEEN, SD							
Completeness - UNK/NR		Destina	tion		Airport	Data				
Basic Weather - VMC		LOCA	=							
Wind Dir/Speed- 150/014	4 KTS				Runwa	/ Ident -	N/A			
Visibility - 10.0	SM	ATC/Airs	oace			, / Lth/Wid -	N/A			
Lowest Sky/Clouds -	4000 F	SCATTERED Type o	f Flight Plan - N	ONE	Runwa	y Surface -	N/A			
Lowest Ceiling -	25000 F	TOVERCAST Type o	f Clearance - N	ONE	Runwa	, y Status -	N/A			
Obstructions to Vision	- NONE	Type A	och/Lndg - N	ONE		•				
Precipitation	- NONE	-								
Condition of Light	- DAYLIGH	Г								
Personnel Information										
Pilot-In-Command		Age - 64	Me	dical Certif	icate - VALI	D MEDICAL-WA	IVERS/LII	MIT		
Certificate(s)/Rating(s)	Biennial Fli	ght Review	F	light Time (Hours)				
COMMERCIAL		Current	- UNK/NR	Total	- 4150		Hrs - U			
SE LAND, ME LAND		Months S	ince - UNK/NR	Make/Mode1	- 150	Last 30	Days- U	NK/NR		
		Aircraft	Type - UNK/NR	Instrument	- UNK/NR	Last 30 Last 90	Days- U	NK/NR		
				Multi-Eng			aft - UI			
<pre>Instrument Rating(s)</pre>	- NONE									
TNESSES REPORTED THAT THEY OF ME OFF THE AIRCRAFT AND FELL										
DUND. THE ACET IMPACTED IN A										
OUT 1/2 MI FROM THE MAIN WREG										
/ - mr inom inc mail with				., 10 111L A	ON 11.111EJJ	CERTIFICATE				
R THIS ACFT STATES INTENTION	AL AFRORAT	TIC FLIGHT WAS PROH	[RîTFN							

	64 8/20/8/	ABERDEEN, SD	A/C Reg. No	. N44TA 	Time (Lc1) - 1929 CDT
Occurrence #1 Phase of Operation	AIRFRAME/COMPONE MANEUVERING	NT/SYSTEM FAILURE/MAL	FUNCTION		
	PERFORMED - PILOT IMITS OF AIRCRAFT CTIVES - NOT FOLLO	- EXCEEDED - PILOT IN WED - PILOT IN COMMAN			
Occurrence #2 Phase of Operation		- IN FLIGHT			

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

Type Operating Certificate-NONE (GENERA		t Damage			Inju		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	SUBSTA Fire NONE	:	Crew Pass	Fatal O O	Serious O O	Minor O O	None 1 0
Aircraft Information			 ts				
Make/Model - BELLANCA 7GCBC Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 2	Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power -	CIPROCATING-0		S		Activated ng System	
Environment/Operations Information	Thermone						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point SAME AS ACC/INC				Proximity RPORT/STRI	P	
Completeness - N/A Basic Weather - VMC	Destination LOCAL		1	Airport Da	ata		
Wind Dir/Speed- 100/020 KTS Visibility - 30.0 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 Flight Plan Type of Clearance Type Apch/Lndg	- NONE		Runway	Surface Status	- N/A	
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 25 Biennial Flight Review	Medical Cert	Flight	t Time (H	ours)	•	LIMIT
COMMERCIAL SE LAND,ME LAND	Current - YES Months Since - 7 Aircraft Type - PA-34T	Make/Mod	del- ent-	37	Last 2 Last 3 Last 9	O Days- UN	2 K/NR 30
Instrument Rating(s) - AIRPLANE							
Instrument Rating(s) - AIRPLANE							

File No. - 1575 12/06/87 NEWELL, SD A/C Reg. No. N2562Z Time (Lcl) - 1500 MST

Occurrence #1 Phase of Operation IN FLIGHT COLLISION WITH TERRAIN/WATER

MANEUVERING

Finding(s)

1. WEATHER CONDITION - GUSTS

- 2. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND
- 3. COMPENSATION FOR WIND CONDITIONS INADEQUATE PILOT IN COMMAND
- 4. STALL/MUSH INADVERTENT PILOT IN COMMAND

Occurrence #2 NOSE OVER OTHER Phase of Operation

----Probable Cause----

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

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

-Basic Information						
Type Operating Certificate-NONE (GEN		t Damage		Injur		
	DESTRO		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew		0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	ON GRO	UND Pass	1	0 ,	0	0
-Aircraft Information						
Make/Model - UNIVERSAL GLOBE GC-1				Installed/A		
Landing Gear - TAILWHEEL-RETRACTABL				itall Warnin	g System	- NO
Max Gross Wt - 1570	Engine Type - RE	CIPROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power -	125 HP				
-Environment/Operations Information					-	·
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEF	ING Last Departure Point		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- 180/008 KTS	4=0/4.				N/A	
Visibility - 10.0 SM	ATC/Airspace	NONE		Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan		,	Surface -	•	
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg	- NONE	Runway	Status -	N/A	
Precipitation - NONE	Type Apcn/Lndg	- NUNE				
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 39	Medical Certifica	+o = VALTO	MEDICAL -NO	WATVEDS /	/: TMTT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (H		WAIVERS/	LIMIII
PRIVATE	Current - YES	Total -		Last 24	Hnc -	1
SE LAND	Months Since - 1					
JE EAND	Aircraft Type - UNK/NR	•	NK /NR	Last 30 Last 90	Days on	8
	ATT CLATE Type ONLY NO	Multi-Eng ~ U			aft - UN	
Instrument Rating(s) - NONE						
-NARMATIVE N RETURNING FROM A SHORT LOCAL AREA FLI	CHT THE AIDCDAFT WAS ORSEDVED	AS IT BUZZED THE O	MIEDS DDTV	ATE ATDSTDT	D	
RE THE PASSENGER WAVED TO HIS FAMILY. T					٠,	
STRAIGHT AHEAD. THE CLIMB PEAKED THEN						
E FROM THE AIRSTRIP. BOTH HOUSE AND AIR					Р	
E DOWNWIND.					=	

File No 1429	6/07/87	PLEASANT VIEW, TN	A/C Reg. No. N80532	Time (Lcl) - 1954 CDT
Occurrence #1 LOSS	OF CONTROL	- IN FLIGHT		
Phase of Operation MANE		****		
1. PULL-UP - EXCESSIVE - 2. AIRSPEED - NOT MAINTA				
3. WEATHER CONDITION - T		TH COMMAND		
4. LOW PASS - PERFORME	D - PILOT IN	COMMAND		
Occurrence #2 IN F Phase of Operation DESC				
Finding(s)				
5. OBJECT - TREE(S)				
6. OBJECT - RESIDENCE				
Dockat La Carra				
Probable Cause				
The National Transportation	n Safety Boa	rd determines that the F	Probable Cause(s) of this accid	ent
is/ano finding(s) 1 2 4	-			

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

-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage		Injur	ies	
Type operating certificate None (GENERA	SUBSTAN		Fatal	Serious		None
Type of Operation -EXECUTIVE/CO	RPORATE Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	Ο.	0	0	1
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - MITSUBISHI MU-2B-36A	Eng Make/Model - GAR	RETT TPE-331-5252				
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 11575	Number Engines - 2 Engine Type - TUR	RODDOD	2.	tall Warning	g System	- AF2
No. of Seats - 8		776 HP				
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR			
Method - N/A	SMYRNA, TN					
Completeness - N/A	Destination		Airport Da			
Basic Weather - VMC	SAME AS ACC/INC			STER MUNICIF		
Wind Dir/Speed- UNK/NR Visibility - 7.0 SM	ATC/Airspace			Ident - Lth/Wid -	18	75
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		Surface -		/5
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		Medical Certifica Fliq			WAIVERS/	LIMIT
Certificate(s)/Rating(s) COMMERCIAL.ATP	Biennial Flight Review Current - YES	Total -	ht Time (H	ours)	Une -	2
SE LAND, ME LAND	Months Since - 6	Total - Make/Model- Instrument-	1500	Last 24	Davs- UN	K/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument-	1500	Last 90	Days-	145
	31	Multi-Eng -	7600	Rotorcra	aft [°] - UN	K/NR
Instrument Rating(s) - AIRPLANE						
Namaativa						
-Narrative PILOT STATED HE CIRCLED OVER THE AIRPORT	TO CHECK FOR TRAFFIC THEM MA	DE A TIIDN TO RACE	HE WAS TO	OO NEAD THE	DIINWAV	
TOO HIGH FOR A NORMAL APPROACH. THE PILOT						
CEND RAPIDLY. THE AIRCRAFT LANDED SHORT OF			,			

File No. - 1550 7/16/87 WINCHESTER,TN A/C Reg. No. N702H Time (Lc1) - 1820 CDT

Occurrence #1
Phase of Operation

UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

- 1. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 2. PLANNED APPROACH POOR PILOT IN COMMAND
- 3. PROPER DESCENT RATE NOT MAINTAINED PILOT IN COMMAND
- 4. GO-AROUND NOT PERFORMED PILOT IN COMMAND

----Probable Cause----

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

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERA	I AVIATION) Aircraf	t Damage		Injur	ies				
Type operating our tri route noise (acitem	SUBSTA		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 -APPROACH									
-Aircraft Information									
Make/Mode1 - NORD SV4C	Eng Make/Mode1 - UN			Installed/A					
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			Stall Warnin	g System	- NO			
Max Gross Wt - UNK/NR	Engine Type - RE		ETOR						
No. of Seats - 2	Rated Power - UN	K/NR 							
-Environment/Operations Information									
Weather Data	Itinerary	Airport Proximity							
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point			ON AIRPORT				
Method ~ N/A	SAME AS ACC/INC								
Completeness - N/A	Destination		Airport						
Basic Weather - VMC	LOCAL	FLYING L AIRPARK Runway Ident - 18							
Wind Dir/Speed- CALM	470/4/22				18	450			
Visibility - 5.0 SM	ATC/Airspace	NONE		y Lth/Wid -					
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan Type of Clearance			y Surface - y Status -	DRY	Kr			
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Crearance Type Apch/Lndg		Runwa	y Status -	ROUGH				
Precipitation - NONE	Type Apch/Lndg	FULL STOP			RUUGH				
Condition of Light - DAYLIGHT		FULL STOP							
-Personnel Information					TV/500 /1 TM				
Pilot-In-Command				ate - VALID MEDICAL-WAIVERS/LIMIT ght Time (Hours)					
Certificate(s)/Rating(s) ATP	Biennial Flight Review Current - YES	Total -			Une -	0			
SE LAND, ME LAND	Months Since - 7	Make/Model-		Last 30		-			
SE LAND, ME LAND	Aircraft Type - UNK/NR	•		Last 90		108			
	ATTOTAL CTYPO DIMYTH	Multi-Eng -		2001 00	buyb	.00			
Instrument Rating(s) - AIRPLANE									
-Narrative									
-NAPPATIVE PILOT STATED WHILE ON FINAL APPROACH HE A	LLOWED THE ATDODAET TO CET	TOO LOW AND SLOW	HE DEALTZ	ED IT WAS TO	OLATE				
LIFOL STATED MUTTE ON LINAL APPROACH HE N	REE.	TOO LOW AND SLUW.	IL KEMLIZ	ED II MAS IO	O LAIL				

1962 - 1863 S.A.

File No. - 1547 9/03/87 LEBANON,TN A/C Reg. No. N125V Time (Lc1) - 1800 CDT

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

Finding(s)

- 1. ALTITUDE NOT MAINTAINED PILOT IN COMMAND
- 2. AIRSPEED(VREF) NOT MAINTAINED PILOT IN COMMAND
- 3. PLANNED APPROACH POOR PILOT IN COMMAND
- 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

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

File No 1426 10)/23/87 W	ARTBURG, TN	A/C Reg	. No. N3585J		Τi	me (Lcl)	- 1230	EDT
-Basic Information Type Operating Certifica	ite-NONE (GE	NERAL AVIATION)	Aircraft				-	uries	
_	*		SUBSTANT			atal	Serious		
Type of Operation	-PERSONAL		Fire NONE		Crew Pass	0	1	0	_
Flight Conducted Under Accident Occurred During		1	NUNE	•	Pass .	U	O	O	U
-Aircraft Information				,					
Make/Model - CESSNA			e/Model - CONT	INENTAL 0-20	OA				ed - UNK/N
Landing Gear - TRICYCLE	-FIXED		Engines - 1	DD00477N0 04			all Warr	ing Syst	em - YES
Max Gross Wt - 1600 No. of Seats - 2		Engine Rated P		PROCATING-CA	KRUKETUK	(
Environment/Operations Inf Weather Data	ormation	- Itinerary			Α -	nnont P	roximity	,	
Wx Briefing - UNK/NF	•		arture Point		A	ON AIRS			
Method - UNK/N		ROCKWO				011 A113			
Completeness - UNK/NF		Destinati	•		Air	port Da	ta		
Basic Weather - VMC		OLIVER	SPRINGS, TN			•			
Wind Dir/Speed- 340/00							Ident	- 29	
Visibility - 15.0		ATC/Airspa		•				- 1300	
Lowest Sky/Clouds -		SCATTERED Type of				•		- GRASS	/TURF
Lowest Ceiling -			Clearance -			Runway	Status	- DRY	
Obstructions to Vision Precipitation	- NONE	туре Арс	h/Lndg -	SIRAIGHI-IN					
Condition of Light									
-Personnel Information		4.0	•		.	EVDIDE			
Pilot-In-Command Certificate(s)/Rating(s	-)	Age - 48 Biennial Fligh		edical Certi	Flight 1				
PRIVATE	•)	Current	- UNK/NR			1111E (110		24 Hrs -	LINK/NR
SE LAND, ME LAND			ce - UNK/NR	Make/Mode		35		30 Days-	
				Instrumen		0		90 Days-	
Instrument Rating(s	- NONE								
narrative E AIRCRAFT TOUCHED DOWN HAR(ON THE 130	O FOOT GRASS STOTE	AND REGAN TO P	OPPOISE THE	PILOT /	TTEMPTE	ה דה פה-	AROUND	
WAS UNABLE TO GAIN SUFFICE									
	LEINII AALILIIIII)	JE IU AVUID SIRIKING	A PUWER LINE	THE PLI DID	NUI FII	E AN AL	C KEPUK!	_	

File No 14	26 10/23/87	WARTBURG, TN	A/C Reg. No. N3585J	Time (Lc1) - 1230 EDT
Occurrence #1 Phase of Operation 1. TERRAIN CONDITI	LANDING - FLAR	E/TOUCHDOWN		•
2. FLARE - IMPRO	PER - PILOT IN C	OMMAND NOT ATTAINED - PILOT	IN COMMAND	
Occurrence #2 Phase of Operation 4. OBJECT - WIRE,T 5. GO-AROUND - D	GO-AROUND (VFR RANSMISSION)		
Occurrence #3 Phase of Operation		ISION WITH TERRAIN/WAT NTROLLED	ER	
Probable Cause				
The National Transpois/are finding(s) 2,	•	pard determines that t	the Probable Cause(s) of this acc	cident

PAGE 343

Basic Information	ACDICULT	UDAL ATDODA	FT Aimens SA	Damaga		Tmi	undan	
Type Operating Certificate	AGRICULI	URAL AIRCRA	FT Aircraft SUBSTAN		Fatal		uries Minor	None
Type of Operation	AERIAL A	PPLICATION	Fire		ew 0			1
Flight Conducted Under -	14 CFR 1	37	NONE	Pa	ass O	0	0	0
Accident Occurred During	LANDING							
Aircraft Information						•		
Make/Model - CESSNA A188			Eng Make/Model - CON	TINENTAL IO-520) EL	T_Installed		
Landing Gear - TAILWHEEL-A	LL FIXED		Number Engines - 1		-n	Stall Warr	ing System	- YES
Max Gross Wt - 3300			Engine Type - REC		:D			
No. of Seats - 1			Rated Power -	300 HP				
Environment/Operations Inform	ation							
Weather Data			inerary		•	t Proximity	,	
Wx Briefing - NO RECORE	OF BEIF	FING	Last Departure Point		ON A	IRSTRIP		
Method - N/A			SAME AS ACC/INC			Data		
Completeness - N/A Basic Weather - VMC		U	estination LOCAL		Airport	RUFF STRIP		
Wind Dir/Speed- 180/010 k	TC.		LUCAL			av Ident	- UNK/NR	
Visibility - 7.0		ΑТ	C/Airspace			ay Lth/Wid		50
Lowest Sky/Clouds - 0			Type of Flight Plan -	NONE		ay Surface	- GRASS/T	
	IONE		Type of Clearance -			ay Status	- DRY	J
Obstructions to Vision- N				TRAFFIC PATTER		.,		
Precipitation - N				FULL STOP				
Condition of Light - [AYLIGHT							
Personnel Information								
Pilot-In-Command		Age -		Medical Certifi			WAIVERS/LI	MIT
Certificate(s)/Rating(s)			al Flight Review		light Time			_
COMMERCIAL			rrent - YES	Total -	- 34100	Last	24 Hrs -	6
SE LAND			nths Since - 15	Make/Model-	- 600	Last	30 Days-	30
		Aı	rcraft Type - C-188B	Instrument- Multi-Eng -		Last	90 Days-	70
Instrument Rating(s)	NONE							
Namadina								
Narrative E ATTEMPTING TO LAND, THE AIR	OCDAET/C	LEET WING O	ONTACTED THE EDGE OF	A CODM ETELD T	THE ATDODAG	T VEEDED TO	THE	
E ALIEMPIING IU LAND, IHE AII	CKALL 2	LELI MING C	UNIACIED IME EDGE OF	A CURN FIELD. I	ILE ATKCKAL	I VEEKED IL	INE	

File No. - 1493 7/10/87 EL CAMPO,TX A/C Reg. No. N731LP Time (Lc1) - 1800 CDT

Occurrence #1

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - CROP

2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

3. CLEARANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2
Phase of Operation

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

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

File No 1487 9/	05/87 GF	RAFORD, TX	A/C Reg	. No. N68529		Time (Lc1)	- 0948 CD	Ť
Basic Information Type Operating Certificat Type of Operation Flight Conducted Under Accident Occurred During	-PERSONAL -14 CFR 9		Aircraft [SUBSTANT] Fire NONE	IAL (Fatal Crew 1 Pass 0	Inju Serious 1 O	Minor O	0
Aircraft Information Make/Model - BELLANCA Landing Gear - TAILWHEEL Max Gross Wt - 1220 No. of Seats - 2		Number Engine	ke/Model - FRANK Engines - 1 Type - RECIF Power -			Installed/ Stall Warni		
Environment/Operations Info Weather Data Wx Briefing - NO RECO Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 150/006 Visibility - 10.0 Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light -	RD OF BRIEF KTS SM 25000 FT S NONE NONE	Itinerary ING Last De SAME Destinat LOCAL ATC/Airsp	parture Point AS ACC/INC ion ace Flight Plan - N		OFF A Airport Runwa Runwa Runwa		- N/A - N/A - WATER	CALM
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND		Current Months Si	Me ht Review - UNK/NR nce - UNK/NR Type - UNK/NR	Total Make/Model	Flight Time (Hours) Last 2 Last 3	4 Hrs - L O Days- L	JNK/NR JNK/NR
Instrument Rating(s)Narrative HE PILOT DEPARTED POSSUM KINGD OT MOVE THE AILERON CONTROL TO LAKE. THE AILERON PULLEY FOR JSHING.	OM AIRPORT	AND ENTERED A CRO	AIRCRAFT ENTERED	E PILOT HEARD D AN UNCONTRO	O A LOUD "POP DLLED DESCENT	" AND COULD AND CRASHE	D INTO	

File No 148	9/05/87	GRAFORD, TX	A/C Reg. N	lo. N68529	Time (Lc1) - 0948 CDT
Occurrence #1 Phase of Operation	-	NT/SYSTEM FAILURE/M L CLIMB	IALFUNCTION		
Finding(s) 1. FLT CONTROL SYST 2. FLT CONTROL SYST	•	•	L)		
Occurrence #2 Phase of Operation					
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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage		Injur	ies	
Type operating our trivoute name (action)	SUBSTAN		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - MOONEY M2OC	Eng Make/Model - LYC	OMING 0-360-A10		Installed/		
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2575	Number Engines - 1 Engine Type - REC	IPROCATING-CARBUR		tall Warnir	ig System	- 152
No. of Seats - 4	3 ,,	180 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIR	PORT		
Method - N/A	KERRVILLE, TX					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	SAME AS ACC/INC			DE AIRPARK	4.0	
Wind Dir/Speed- 240/010 KTS Visibility - 12.0 SM	ATC/Airspace			Ident - Lth/Wid -	· 16	42
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE	,	Surface -		42
Lowest Ceiling - NONE	Type of Clearance -			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg -			_		
Precipitation - NONE						
Condition of Light - DAYLIGHT		~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~				
Personnel Information	i ,	·				
Pilot-In-Command		Medical Certifica			AIVERS/LIM	IIT
<pre>Certificate(s)/Rating(s) PRIVATE</pre>	Biennial Flight Review Current - YES	Total -	ht Time (F		1 Hns -	1
SE LAND, ME LAND	Months Since - 11	Make/Model-		Last 2		
JE EARD, ME EARD	Aircraft Type - UNK/NR	Instrument-	58	Last 30 Last 90	Days-	30
	,,		10		, -	-
Instrument Rating(s) - AIRPLANE						
Jonno + ivo						
Narrative HE SECOND APPROACH AFTER A GO-AROUND, THE	ATRORAFT LANDED APPROXIMATE	IY HAIFWAY DOWN T	HE 2850 ET	RUNWAY TE	J	
TTEMPT TO GO AROUND THE PILOT APPLIED POW	FD THE AIDCDAFT STADTED TO	CLIMB BUT COLLIDE	D WITH THE	TOP OF A	•	

File No. - 1486 10/02/87 BULVERDE, TX A/C Reg. No. N9231M Time (Lc1) - 1240 CDT IN FLIGHT COLLISION WITH OBJECT Occurrence #1 Phase of Operation LANDING - ABORTED Finding(s) 1. OBJECT - TREE(S) 2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND 3. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND 4. GO-AROUND - DELAYED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED Finding(s) 5. TERRAIN CONDITION - WATER ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 4

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

-Basic Information		_			_	
Type Operating Certificate-NONE (GENERA		aft Damage TANTIAL	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL	Fire		ew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	= -	ss 0	Ö	Ö	1
Accident Occurred During -LANDING						
-Aircraft Information		,				
Make/Model - CESSNA L-19	Eng Make/Model -					
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall Warnin	g System	- YES
Max Gross Wt - 1750	Engine Type -		URETOR			
No. of Seats - 2	Rated Power -	230 HP				
-Environment/Operations Information						
Weather Data	Itinerary		•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poi	nt	ON AIR	RPORT		
Method - N/A Completeness - N/A	MCKINNEY, TX		Ainmont F	\		
Basic Weather - VMC	Destination SAME AS ACC/INC		Airport D	RCOS MUNIC.		
Wind Dir/Speed- 130/003 KTS	SAME AS ACC/INC				04	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -		150
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	n - NONF		Surface -		
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 - 58				IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (F			
PRIVATE	Current - UNK/			Last 24		2
SE LAND	Months Since - UNK/ Aircraft Type - UNK/			Last 30 Last 90	Days- UN	K/NR 43
	ATTCTATE Type - UNK/	nk Instrument	30	Last 90	Days-	43
Instrument Rating(s) - NONE						
-narrative TOUCHDOWN THE AIRCRAFT'S LEFT MAIN TIRE WA	S FLAT CONTROL WAS LOST	WHEN THE DILOT ATT	EMPTED TO TA	YT DEE THE		
IVE RUNWAY. THE AIRCRAFT SLEFT MAIN TIRE WA						

File No. - 1485 10/07/87 SAN MARCOS,TX A/C Reg. No. N305DH Time (Lcl) - 1010 CDT

Occurrence #1

LOSS OF CONTROL - ON GROUND

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LANDING GEAR, TIRE - NO PRESSURE

- 2. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 3. EMERGENCY PROCEDURE IMPROPER PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING - ROLL

4. TERRAIN CONDITION - GRASS

----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

Type Operating Certificate-NONE (GENERAL		t Damage		Injur		
	SUBSTA		Fatal		Minor	None
Type of Operation -BUSINESS	Fire	Cre		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE			0	0	0
Aircraft Information						
Make/Model - PIPER PA-34-220T Landing Gear - TRICYCLE-RETRACTABLE	Eng Make/Model - CC Number Engines - 2			Installed/A Stall Warnin		
Max Gross Wt - 4570	Engine Type - RE			otali warnin	g system	- 163
No. of Seats - 7	5 7,	220 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport ON AIF	Proximity		•
Wx Briefing - FSS Method - TELEPHONE	Last Departure Point CORTEZ,CO	· ·	UN AIR	RPURT		
Completeness - WEATHER NOT PERTINENT	Destination		Airport D	12+2		
Basic Weather - VMC	SAME AS ACC/INC		•	AKE CITY IN	T/I	
Wind Dir/Speed- 320/013 KTS	3AME A3 A007 1110				34R	
Visibility - 30.0 SM	ATC/Airspace			Lth/Wid -		150
Lowest Sky/Clouds - N/A	Type of Flight Plan	- IFR		/ Surface -		
Lowest Ceiling - 8000 FT BROKE				/ Status -	WET	
Obstructions to Vision- NONE	Type Apch/Lndg		l			
Precipitation - RAIN SHOWERS		FULL STOP				
Condition of Light - DAYLIGHT						·
	Age - 39	Medical Certific			WAIVERS/	LIMIT
` <i>''</i>	Biennial Flight Review		ght Time (F			
ATP, CFI	Current - YES	Total -	2130	Last 24		4
ME LAND, SE SEA	Months Since - 1		15	Last 30		•
	Aircraft Type - PA-34	Instrument- Multi-Eng -		Last 90	Days-	13
Instrument Rating(s) - AIRPLANE						
Narrative						
PILOT STATED THE TOUCHDOWN SEEMED NORMAL B	UT THE AIRCRAFT BEGAN TO F	ORPOISE, THE PROP	ELLERS STRU	JCK THE RUNW	AY AND	
AIRCRAFT CAME TO A STOP. A POST ACCIDENT I						

File No. - 1563 8/11/87 SALT LAKE CITY, UT A/C Reg. No. N2431Q Time (Lcl) - 1340 MDT AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. LANDING GEAR, STEERING SYSTEM - DISCONNECTED Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 2. LANDING GEAR, TIRE - OVERLOAD DIRECTIONAL CONTROL - NOT POSSIBLE -----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

Basic Information Type Operating Certificate-	-NONE (GEI	NERAL AVIATION)	Aircraft Da	mage		Injur	ies	
			SUBSTANTIA		Fatal	Serious	Minor	None
7	-PERSONAL		Fire	Crew	. 0	0	0	1
Flight Conducted Under - Accident Occurred During -		1	NONE	Pass	0	0	0	0
Aircraft Information								
Make/Model - MAULE M-5-2				NG ID-360-C1A6D		Installed/A		
Landing Gear - TAILWHEEL-A	ALL FIXED		ngines - 1			Stall Warnin	ıg System	- YES
Max Gross Wt - 2300				OCATING-CARBURE	TOR			
No. of Seats - 4		Rated Po	wer - 210	HP				
Environment/Operations Inform	mation	-						
Weather Data		Itinerary				Proximity		
Wx Briefing - NWS		Last Depa	rture Point		ON AIR	RPORT		
Method - TELEPHONE	Ξ	MEADOW	LAKE,CO					
Completeness - FULL		Destinatio	n		Airport [Data		
Basic Weather - VMC		SAME AS	ACC/INC		CANYON	N LANDS		
Wind Dir/Speed- 270/022 F	KTS				Runway	/ Ident -	21	
Visibility - 10.0		ATC/Airspac		•		/ Lth/Wid -		
Lowest Sky/Clouds -	10000 FT	SCATTERED Type of F	light Plan - VF	R		/ Surface -	ASPHALT	
	NONE .		learance - NC	NE	Runway	/ Status -	DRY	
Obstructions to Vision- N		Type Apch	/Lndg - TR	AFFIC PATTERN				
	NONE							
Condition of Light - [DAYLIGHT							
Personnel Information								
Pilot-In-Command		Age - 57	Med	ical Certificat	e - VALI	MEDICAL-NO	WAIVERS	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>		Biennial Flight			nt Time (F	lours)		
PRIVATE		Current	- YES e - 15	Total -	900	Last 24	Hrs -	2
SE LAND		Months Sinc			480	Last 30		NK/NR
		Aircraft Ty	pe - M-5-210	Instrument-	0	Last 90	Days-	20
Instrument Rating(s)	- NONE							
Narrative								
PILOT ABORTED HIS APPROACH TO	RUNWAY	21 AT CANYON LANDS A	IRPORT WHEN HE	HAD "INDICATION	IS OF A CE	ROSSWIND." T	HE PILOT	
OED MOAB UNICOM AND REPORTED								
WAS "STRAIGHT DOWN THE RUNWA								

A/C Reg. No. N5637D File No. - 1529 9/13/87 MOAB,UT Time (Lc1) - 1330 MDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. WEATHER CONDITION - GUSTS 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. FLIGHT ADVISORIES - INACCURATE - FBO PERSONNEL NOSE OVER Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - DIRT BANK ----Probable Cause----

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

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

File No 1577 10/06/87	TREMONTON, UT	A/C Reg. No. N	17572B	T	ime (Lc1) -	1020 MDT	
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage			Injur	ies	
		SUBSTANTIAL		Fatal	Serious	Minor	None
	CTIONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	0
Accident Occurred During -LANDIN	G						
Aircraft Information					•		
Make/Model - CESSNA 152		Model - LYCOMING 0-	235-L1C		[nstalled/Ad		
Landing Gear - TRICYCLE-FIXED		gines - 1			tall Warning	g System ·	- YES
Max Gross Wt - 1670	Engine_Ty		NG-CARBURET	OR			
No. of Seats - 2	Rated Pow	er - 110 HP					
Environment/Operations Information-							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BR				ON AIR	PORT		
Method - N/A		E CITY,UT					
Completeness - N/A	Destination		,	irport Da			
Basic Weather - VMC Wind Dir/Speed- 010/015 KTS	LOCAL			TREMON		477	
Visibility - 20.0 SM	ATC/Airspace				Ident - Lth/Wid -	17	75
Lowest Sky/Clouds - UNK/NR					Surface -		75
Lowest Ceiling - NONE		earance - NONE				DRY	
Obstructions to Vision- NONE		Lndg - TRAFFIC	PATTERN	Kullway	Jiaius	DKI	
Precipitation - NONE	Type Apolly	Ling IRAITIO	, TATTERN				
Condition of Light - DAYLIGH	Т						
Personnel Information Pilot-In-Command	Age - 35	Medical	Certificate	- VALID	MEDICAL-WA	IVERS/LIM	ΙΤ
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight			: Time (Ho	ours)		
STUDENT	Current		11 -		Last 24	Hrs -	1
	Months Since	- N/A Make	e/Model- rument-	22	Last 30	Days- UN	K/NR
	Aircraft Typ	e - N/A Inst	rument-	0	Last 90	Days-	22
Instrument Rating(s) - NONE							
Narrative							
STUDENT PLT FLEW TO THE FIRST STOP WIND ON RUNWAY 17. AFTER TOUCHDOWN						4F	
AY. HIT A FENCE AND A TREE BEFORE C	OMING TO REST.						

File No. - 1577 10/06/87 TREMONTON, UT A/C Reg. No. N7572B Time (Lcl) - 1020 MDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - TAILWIND 2. WIND INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 5. OBJECT - FENCE 6. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 2,4

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

Type Operating Certificate-NONE (GENERAL		ft Damage		Inju		_
	_	ANTIAL	Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Ċre	_	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pas	ss O	0	0	1
Accident Occurred During -TAKEOFF						
ircraft Information		,				
Make/Model - CESSNA 182P	Eng Make/Model - C			Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warni	ng System	- YES
Max Gross Wt - 2950		ECIPROCATING-CARBU	JRETOR			
No. of Seats - 4	Rated Power -	230 HP				
nvironment/Operations Information						
eather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	t ·	ON AIR	PORT		
Method - N/A	FARMINGTON, NM			_		
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	SAME AS ACC/INC			NT VALLEY	4.0	
Wind Dir/Speed- 240/010 KTS	ATO/Aingpage				- 16	15
Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Plan	- NONE		Lth/Wid Surface		15
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Clearance			Status		
Obstructions to Vision- NONE	Type Apch/Lndg		Kanway	Jtatas	DKI	
Precipitation - NONE	Type Apolly Elling	1022 3101				
Condition of Light - DAYLIGHT	•					
ersonnel Information						
Pilot-In-Command	Age - 52	Medical Certific				
Certificate(s)/Rating(s)	Biennial Flight Review	F1:	ight Time (H			_
PRIVATE	Current - NO	Total -	291	Last 2 Last 3	4 Hrs -	1
SE LAND	Current - NO Months Since - 31 Aircraft Type - C-182	Make/Model-	231	Last 3	O Days- U	
	Aircraft Type - C-182	Instrument-	O	Last 9	O Days-	14
Total Potica (a) NONE						
Instrument Rating(s) - NONE						
arrative						
RIVATE PILOT WAS LANDING ON A DIRT RUNWA						
ILOT ADDED FULL POWER TO TRY TO GO AROUNI	D BUT THE AIRCRAFT SETTLED	BACK TO THE GROUP	ND LEFT OF T	HE RUNWAY.	THE	

File No. - 1578 10/09/87 MONUMENT VALLEY, UT A/C Reg. No. N7746G Time (Lc1) - 0900 MDT LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 5. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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

File No 1465 5	5/17/87	STAFFORD, VA	A/C R	eg. No. N527B		T	ime (Lcl) -	1500 ES	T
-Basic Information Type Operating Certifica	ite-NONE (GENERAL AVIATION)		t Damage			Injur		
T	DEDCO.		SUBSTA			atal			None
Type of Operation Flight Conducted Under	-PERSON		Fire NONE		Crew Pass	0	0	0	1 2
Accident Occurred During			NONE						
-Aircraft Information		_							
Make/Model - LAKE LA-			Make/Model - LY				Installed/A		
Landing Gear - AMPHIBIA	NN .		oer Engines - 1 ine Type - RE		DOUDETOR		tall Warnin	g System	1 - YES
Max Gross Wt - 2400 No. of Seats - 4			.	180 HP	KBUKETUK				
-Environment/Operations Inf	ormation-								
Weather Data		Itiner					Proximity		
Wx Briefing - NO REC	CORD OF BE		Departure Point ME AS ACC/INC			OFF AI	RPORT/STRIP		
Method - N/A Completeness - N/A			ne as acc/inc nation		Air	port D	2+2		
Basic Weather - VMC			CAL		AII	por t b	ala		
Wind Dir/Speed- 180/00)5 KTS	20	JAL			Runway	Ident -	N/A	
Visibility - 7.0		ATC/Ai	rspace				Lth/Wid -		
Lowest Sky/Clouds -		T SCATTERED Type		- NONE			Surface -		
Lowest Ceiling -			of Clearance			Runway	Status • -	WATER -	CHOPPY
Obstructions to Vision	n- NONE	Type	Apch/Lndg	- NONE		•			
Precipitation	- NONE								
Condition of Light	- DAYLIGH	1T 							
-Personnel Information Pilot-In-Command		Age -	13	Medical Certi	ficate -	. VALTD	MEDICAL-NO	WATVEDS	:/IIMIT
Certificate(s)/Rating(s	;)		light Review		Flight I			WAITENS	,, 211
ATP	-,	Curren	•	Total	- 1755	57	Last 24	Hrs -	0
SE LAND, ME LAND, SE S	SEA		Since - 12	Make/Mode	1- 4	Ю	Last 30	Days- L	
		Aircra	ft Type - DC-9	Instrumen					
				Multi-Eng	- 1707	7			
Instrument Rating(s)	- AIRPL	ANE							
-Narrative									
ING TAKEOFF THE AIRCRAFT CO	LLIDED WI	TH A SUBMERGED OB	JECT WHICH PENET	RATED THE HULL	AND DIS	LODGED	THE RIGHT		
TOON. THE AIRCRAFT SANK IN									
PASSENGERS WERE NOT INJURE	D. A BOAT	CAME BY SHORTLY	AFTER THE ACCIDE	NT AND TOWED T	HE AIRCE	RAFT IN	TO SHORE.		

File No. - 1465 5/17/87 STAFFORD, VA A/C Reg. No. N527B Time (Lc1) - 1500 EST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. OBJECT - SUBMERGED OBJECT

2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

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

----Probable Cause----

File No 1552 6/30/87 HOT	SPRINGS, VA A/C R	A/C Reg. No. N23106 Time (Lc1) - 1040 EDT				.
Basic Information Type Operating Certificate-NONE (GENER		t Damage		Injur		
	SUBSTA		Fatal		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
Aircraft Information						
Make/Model - CESSNA 150H	Eng Make/Model - LY			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnin	g System	- YES
Max Gross Wt - 1600	Engine Type - RE		ETOR			
No. of Seats - 2	Rated Power -	100 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Point		OFF AI	RPORT/STRIP	1	
Method - TELEPHONE						
Completeness - WEATHER NOT PERTINEN			Airport Da	ata		
Basic Weather - VMC	SAME AS ACC/INC			S FIELD		
Wind Dir/Speed- 280/010 KTS					N/A	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 3000 FT SCA				Surface -		
Lowest Ceiling - NONE	Type of Clearance			Status -	N/A	
Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg	- PRECAUTIONARY LA	NDING			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 28	Medical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			_
PRIVATE	Current - YES	Total -	112	Last 24	Hrs -	5
SE LAND	Months Since - 1		112	Last 30	Days-	44
	Aircraft Type - C-150	Instrument-	3	Last 90	Days-	75
Instrument Rating(s) - NONE						
That differe Rating(s) NONE						
Narrative						
THE SECOND LEG OF A CROSS-COUNTRY FLIGHT						
S UNABLE TO LOCATE INGALLS AIRPORT IN HOT						
ECAUTIONARY LANDING ON A GOLF COURSE. THE				, TOUCHED D	OWN HARD	
	LIALE CALLONS OF FUEL MEDE E	OUND IN THE EUEL T	ANKS			
D COLLAPSED THE LANDING GEAR. FOUR AND ONE	HALF GALLONS OF FUEL WERE F	DOIND IN THE LOEF I	AINNO.			

A/C Reg. No. N23106 Time (Lcl) - 1040 EDT File No. - 1552 6/30/87 HOT SPRINGS, VA

Occurrence #1

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. BECAME LOST/DISORIENTED INADVERTENT PILOT IN COMMAND
- 2. TERRAIN CONDITION UPHILL
- 3. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 4. PRECAUTIONARY LANDING PERFORMED PILOT IN COMMAND
- 5. FLUID, FUEL LOW LEVEL

Occurrence #2

MAIN GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

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

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

File No 1409 7/15/87 CAPRO	N,VA A/C Reg	. No. N 590FH	Tiı	me (Lc1) -	0905 EDT	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	 Damage		Injur	ies	
	SUBSTANT	IAL	Fatal	Serious	Minor	None
Type of Operation -POSITIONING	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 - HILLER FH-1100	Eng Make/Model - ALLI	SON 250-C18	ELT I	nstalled/Ad	ctivated -	NO -N/A
Landing Gear - SKID	Number Engines - 1		Sta	all Warning	g System -	NO
Max Gross Wt - 2750	Engine Type - TURB	OSHAFT				
No. of Seats - 5	Rated Power - 2	74 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport P	roximity		
Wx Briefing - NO RECORD OF BRIEFING				PORT/STŔIP		
Method - N/A	LOVINGTON, VA					
Completeness - N/A	Destination		Airport Da	ta		
Basic Weather - VMC	SAME AS ACC/INC					
Wind Dir/Speed- UNK/NR	•		Runway :	Ident -	N/A	
Visibility - 30.0 SM	ATC/Airspace			Lth/Wid -	N/A	
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan -	NONE		Surface -		F
Lowest Ceiling - UNK/NR	Type of Clearance -		Runway !		DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	TRAFFIC PATTERN	•			
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 43 M	edical Certificat	e - UNK/NR			
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		it Time (Hou	urs)		
COMMERCIAL	Current - YES	Total -			Hrs - UNK	/NR
SE LAND	Months Since - 1	Make/Model-	111	Last 30	Davs- UNK	/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument-	0	Last 90	Days- UNK	/NR
	,,				aft´-	
Instrument Rating(s) - UNK/NR						
Narrative						
THE PLT MADE A 60 MPH POWER DESCENT LANDING A						
THE PLT RAISED COLLECTIVE AND APPLIED LEFT RU						
PLT, THE HELICOPTER DID NOT RESPOND TO HIS CO						
ON ITS RIGHT LANDING SKID FOLLOWED BY THE MAI		LICOPTER. EXAMINA	TION OF TH	E ACFT DID		
NOT REVEAL EVIDENCE OF PREIMPACT MALFUNCTIONS	/FAILURES.					

File No 140	09 7/15/87	CAPRON, VA	A/C Reg. No. N590FH	Time (Lcl) - 0905 EDT
Occurrence #1 Phase of Operation				
Finding(s) 1. DIRECTIONAL CON	FROL - NOT MAINTAI	NED - PILOT IN COMMA	\ND	
Occurrence #2 Phase of Operation		TOUCHDOWN		
Finding(s) 2. ROTORCRAFT FLIGH	HT CONTROLS - IMPR	OPER USE OF - PILOT	IN COMMAND	
Probable Cause				

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

File No 1407 8/09/87 BURNT	CHIMNEY, VA A/C RO	eg. No. N51436	36 Time (Lc1) - 1230 EDT			
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	DESTROY Fire NONE	Crew Pass	Fatal O O	Injur Serious O O		None 1 O
Aircraft Information Make/Model - MAULE M-4-210C Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2100 No. of Seats - 4	Engine Type - REG	NTINENTAL 10-360		Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed 240/006 KTS Visibility - 8.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - 10000 FT BROK Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		- NÓNE	Runway Runway	STRIP	GRASS/TUI	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 43 Biennial Flight Review Current - YES Months Since - 13 Aircraft Type - C-177R	Total - Make/Model-	t Time (Ho	ours)	•	
Instrument Rating(s) - AIRPLANE						
Narrative HE PLT ATTEMPTED TO LAND ON A 1400 FT GRASS LERTED HIM TO THE FACT THAT THEY WOULD NOT S ND ATTEMPT TO STOP. THE PLT SAID HE THEN REA LIMB A POWER LINE BLOCKED THE ACFTS PATH SO T WING STRUCK A TREE AND THE ACFT DESCENDED	TOP ON THE RWY. THIS CAUSE LIZED THAT HE COULD NOT STO THE PLT ATTEMPTED TO FLY UNI	D THE PLT TO START P AND RE-ATTEMPTED DER THE WIRES. DURI	A GO-AROUNTHE GO-ARO	ND FOLLOWED DUND. DURIN	BY A G THE	

8/09/87 BURNT CHIMNEY, VA A/C Reg. No. N51436 Time (Lc1) - 1230 EDT File No. - 1407 Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation GO-AROUND (VFR) Finding(s) 1. OBJECT - TREE(S) 2. CLEARANCE - INADEQUATE - PILOT IN COMMAND 3. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND 4. OBJECT - WIRE, TRANSMISSION 5. GO-AROUND - DELAYED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. TERRAIN CONDITION - OPEN FIELD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3.5 Factor(s) relating to this accident is/are finding(s) 1,2,4

File No 1483 8/23/87 SOM	ERVILLE, VA A/C	Reg. No. N81CA	Time (Lcl) - 1100 EDT			
Basic Information Type Operating Certificate-NONE (GENE		aft Damage TANTIAL	Fatal	Inju Serious	ries Minor	None
Type of Operation -TEST FLT	Fire	Crev	, 0	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE	Pass	-	0	0	1
Aircraft Information						
Make/Model - BEECH D50C Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6300 No. of Seats - 1	Number Engines -	RECIPROCATING-CARBUR	S	Installed/ Stall Warnin		- YES-UNK/N - UNK/NR
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFI Method - N/A	SAME AS ACC/INC	nt	ON AIR			
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 360/020 KTS	Destination LOCAL		Airport D HARTWO Runway	OD	- 35	
Visibility - 15.0 SM Lowest Sky/Clouds - 25000 FT Lowest Ceiling - 25000 FT OV Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Pla ERCAST Type of Clearance Type Apch/Lndg		Runway		- 2500/ - GRAVEL - DRY	30
Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 63 Biennial Flight Review	Medical Certifica Flig	ate - VALID ght Time (F		AIVERS/LI	MIT
COMMERCIAL	Current - YES	Total -	2120		4 Hrs -	2
SE LAND,ME LAND GLIDER	Months Since - 10 Aircraft Type - UNK/	Make/Model- NR Instrument- Multi-Eng -	305 131 410	Last 30 Last 90	O Days- U O Days-	NK/NR 20
Instrument Rating(s) - AIRPLANE						
	ND THE ACFT SETTLED INTO TR HE CAUSE OF THE GEAR RETRAC	EES OFF THE DEPARTUR	RE END OF 1 R TO THE AC	HE RWY.	PLT WAS	

File No 14	83 8/23/87	SOMERVILLE, VA	A/C Reg. No. N81CA	Time (Lc1) - 1100 EDT
Occurrence #1 Phase of Operation				
Finding(s) 1. LANDING GEAR,NO	SE GEAR ASSEMBLY -			
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS TAKEOFF - INITIA	ION WITH TERRAIN/WATE L.CLIMB	R 	
Occurrence #3 Phase of Operation				
4. EMERGENCY PROCE	RATE - NOT POSSIBL DURE - IMPROPER -		NUED - PILOT IN COMMAND	
Occurrence #4 Phase of Operation	OTHER	ION WITH TERRAIN/WATE		
Probable Cause				
The National Transpois/are finding(s) 4,	_	rd determines that th	e Probable Cause(s) of this acci	dent
Factor(s) relating t	o this accident is	/are finding(s) 1		

File No 1425 9/03/87 TAP	PAHANNOCK, VA A/C	Reg. No. N78505	Т	ime (Lc1) -	1900 EDT	
Basic Information						
Type Operating Certificate-NONE (GENE		aft Damage	_	Injur		
		TANTIAL	Fatal		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	0
Aircraft Information						
Make/Model - CESSNA 172		LYCOMING IO-320-E2D		Installed/A		
Landing Gear - TRICYCLE-FIXED		1 .		tall Warnin	g System	- YES
Max Gross Wt - 2150		RECIPROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power -	150 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFI		nt	OFF AI	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	RICHMOND, VA		PRIVAT	_		
Wind Dir/Speed- 090/006 KTS					N/A	
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid -		
	IN BKN Type of Flight Pla			Surface -		RF
Lowest Ceiling - NONE	Type of Clearance			Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- PRECAUTIONARY LA	NDING			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 38				WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (H			/
PRIVATE	Current - YES			Last 24	Hrs - UN	
SE LAND	Months Since - 13	Make/Model- U	NK/NR	Last 30	Days- UN	K/NR
	Aircraft Type - C-17		NK/NR	Last 30 Last 90 Rotorcr	Days- UN	K/NR
		Multi-Eng - U	NK/NK	ROTORCE	aft - UN	K/NK
Instrument Rating(s) - AIRPLANE						
E ACFT WAS AT 1500 MSL WHEN A 300 RPM LOS	S OF POWER OCCURRED. THE PL	T SIGHTED A PRIVATE	ANDING ST	RTP AND HE		
CIDED TO MAKE A PRECAUTIONARY LANDING ON						
RUCK CORN STALKS IN AN ADJACENT CORNFIELD						
THE LEFT AND INTO THE CORNFIELD. FXAMINA		ACAL CAIDENICE OF MAI				
THE LEFT AND INTO THE CORNFIELD. EXAMINA NOUCTIVE FOR CARBURETOR ICING.	TION OF THE ACT FOR NOT RE	VEAL EVIDENCE OF MAL	0.10110.11.	001101110113	WENE	

9/03/87 A/C Req. No. N78505 File No. - 1425 TAPPAHANNOCK, VA Time (Lc1) - 1900 EDT Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL 1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL Finding(s) 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND 4. TERRAIN CONDITION - CROP

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

----Probable Cause----

-Basic Information							
Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damag	ge		Injur	ries	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 9	1	NONE	Pass	0	0	1	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - PIPER PA-32-260	Eng Make/	Model - LYCOMING	0-540-E4B5	ELT	Installed/A	Activate	d - YES/YI
Landing Gear - TRICYCLE-FIXED	Number En	gines - 1		5	tall Warnir	ng Syste	m - YES
Max Gross Wt - 3400	Engine Ty	pe - RECIPROCA	TING-CARBUR				
No. of Seats - 6	Rated Pow	er - 260 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIE	FING Last Depar	ture Point		ON AIF	PORT		
Method - N/A	MONETA, V	Α					
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	SAME AS	ACC/INC		ROANOK	E REGIONAL	WOODRUM	i
Wind Dir/Speed- 270/006 KTS	-			Runway	· Ident -	- 33	
Visibility - 30.0 SM	ATC/Airspace			Runway	Lth/Wid -	- 5800/	150
Lowest Sky/Clouds - 4000 FT	SCATTERED Type of F1	ight Plan - NONE		Runway	Surface -	- ASPHAL	т.
Lowest Ceiling - NONE		earance - NONE		Runway	Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/	Lndg - STRAI	[GHT-IN				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 27		al Certifica) WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight		_	ht Time (F			
COMMERCIAL			otal -		Last 24		
SE LAND	Months Since		ake/Model-		Last 30		
	Aircraft Typ	e - C-172 Ir	nstrument-	105	Last 90	Days-	99
		Mu	ılti-Eng -	, 9			
Instrument Rating(s) - AIRPLAN							
-Narrative							
NOKE TOWER CLEARED THE AIRCRAFT FOR LA		THE ENGINE DID NO	OT RESPOND.	THE AIRCRA	FT STRUCK S	SHORT OF	
ENGINE HAD QUIT UNTIL HE APPLIED POWE							
				S FOUND EM	IPTY WITH TH	HE FUEL	

File No. - 1518 9/20/87 ROANOKE, VA A/C Reg. No. N3636W Time (Lcl) - 1559 EDT Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. FLUID, FUEL - STARVATION IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN/WATER Occurrence #2 APPROACH - VFR PATTERN - FINAL APPROACH Phase of Operation ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 1,3

-Basic Information						
Type Operating Certificate-NONE (GENER	· ·	_		Injur		
Time of Openstion DEDCOMAL	SUBSTANT		Fatal O	Serious O		None 1
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire · NONE	Crew	-	0	0	1
Accident Occurred During -TAKEOFF	NONE	Pass	U	O	O	ı
-Aircraft Information		`				
Make/Model - BEECH G35	Eng Make/Model - CONT	INENTAL E-225-8		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1			Stall Warnir	ıg System	- YES
Max Gross Wt - 2900		PROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power - 2	25 HP				
-Environment/Operations Information Weather Data	Itinerary		Ainnont	Proximity		
Wx Briefing - UNK/NR	Last Departure Point		ON AIF			
Method - UNK/NR	SAME AS ACC/INC		ON AIR	SINIF		
Completeness - UNK/NR	Destination		Airport [)ata		
Basic Weather - VMC	ELLENBURG, WA	•		AIRPARK		
Wind Dir/Speed- 350/010 KTS	,				33	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -		150
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		/ Surface -		
Lowest Ceiling - NONE	Type of Clearance -			/ Status -		
Obstructions to Vision- NONE	Type Apch/Lndg -	FORCED LANDING	•			
Precipitation - NONE						
Condition of Light - DAYLIGHT						:
-Personnel Information			. '		T. (500 /) T. (1	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 45 M Biennial Flight Review	edical Certifica	te - VALIL	MEDICAL-WA	INERS/LIM	11
PRIVATE	Current - VES	Total -		Last 24	Une -	0
SE LAND	Current - YES Months Since - 22	Make/Model-	518	Last 30) Dave- IINI	
SE EAND	Aircraft Type - UNK/NR	Instrument-	4	last 90	Days ON	5
		2112 21 21112 11 2	•		,-	_
Instrument Rating(s) - NONE						
-Narrative						
RTLY AFTER ROTATION A PROPELLER BLADE SEP	ARATED FROM THE AIRCRAFT WITH	THE REMAINING PR	OPELLER HI	JB ASSEMBLY	AND	
OTHER BLADE ALSO FALLING FROM THE AIRCRA						
AINING RUNWAY. THE HUB WAS OVERHAULED 7 F						
ASSEMBLY REVEALED THAT THE SEPARATION OF		E RESULT OF THE	USE OF THE	SEVERELY C	AMAGED	
DE RETENTION NUT IN THE OVERHAULED PROPEL	I FR					

File No 14	59 8/17/87 	KENT,WA	A/C Reg. N	o. N4235D	Time (Lcl) - 1700 PDT
Occurrence #1 Phase of Operation	•	NT/SYSTEM FAILURE/MA CLIMB	ALFUNCTION		
MAINTENANCE, O	•	BLADE RETENTION - - OTHER MAINTENANCE - SEPARATION			
Occurrence #2 Phase of Operation		NCY			
Occurrence #3 Phase of Operation			ER		
Probable Cause					
The National Transpois/are finding(s) 1,		d determines that t	he Probable Cause(s) of this acc	ident

File No 1442 8/23/87 TUKWI	LA,WA A/C R	T 	Time (Lc1) - 1600 F			
-Basic Information				. .		
Type Operating Certificate-NONE (GENERA		t Damage NTIAL	Entol	Injur Serious		Mono
Type of Operation -PERSONAL	Fire	NIIAL Crew		-		None
Flight Conducted Under -14 CFR 91			, 0	0		1
Accident Occurred During -LANDING	NONE	rass	. 0	U	O	U
-Aircraft Information						
Make/Model - ROBINSON R-22	Eng Make/Model - LYG	COMING 0-320-B2C	ELT	Installed/A	ctivated	- NO -N
Landing Gear - SKID	Number Engines - 1		S	tall Warning	g System	- NO
Max Gross Wt - 1370	Engine Type - REG	CIPROCATING-CARBUR	RETOR		-	
No. of Seats - 2	Rated Power -	124 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRIP		
Method - N/A	SEATTLE, WA					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL				_	
Wind Dir/Speed- LIGHT AND VARIABLE				Ident -		
Visibility - 40.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		RF
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	· FULL STOP				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 25	Medical Certifica			I A FK 2 \ FIN	11 1
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H		11 116	uz /NID
PRIVATE SE LAND,SE SEA	Current - YES Months Since - 9			Last 24	Hrs - UN	
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- Instrument-	84	Last 30	Days- UN	IK/NR
NELICOPTER	ATTCTATE Type - UNK/NK	Instrument-	18		aft ~	
Instrument Rating(s) - NONE						
-Narrative	OUT O FEET ACL. THE DILOT A	TEMPTED TO SECURE	THE DIGHT	CARIN DOOR	DUE	
LE ATTEMPTING TO LAND IN A FIELD AND AT AB THE DISTRACTION THE PILOT ALLOWED THE REAR					. DUE	
THE DISTRACTION THE TIEST ALLOWED THE REAR	SILES TO CONTROL THE GROOM	Y YIND A LIMIND FAMDI	KEJULIL	υ.		

File No. - 1442 8/23/87 TUKWILA,WA A/C Reg. No. N8379Z Time (Lc1) - 1600 PDT

Occurrence #1

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DOOR - NOT SECURED

- 2. ALTITUDE INATTENTIVE PILOT IN COMMAND
- 3. DIVERTED ATTENTION PILOT IN COMMAND
- 4. AIRCRAFT PREFLIGHT INADEQUATE PILOT IN COMMAND

----Probable Cause----

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

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

File No 1470 8/25/87 OAK H	IARBOR, WA A/C R	eg. No. N19092	Time (Lc1) - 0420 PDT			
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	L AVIATION) Aircraf DESTRO Fire NONE	: Cre	· ·	0		None 1 0
Accident Occurred During -DESCENT						
Aircraft Information Make/Model - CESSNA 150 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power -		5	Installed/A Stall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point EVERETT,WA			Proximity RPORT/STRIP		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 2.000 SM	Destination OAK HARBOR,WA ATC/Airspace		Runway	RBOR AIRPAR	07	25
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	Runway	Surface -	ASPHALT	25
Personnel Information	A 00	Madical Cantific		. MCDTOAL WA	TVEDC (1. T	
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 28 Biennial Flight Review	Medical Certifica	ate - VALIL aht Time (F		I VEK 5/ LII	NII
PRIVATE SE LAND	Current - YES Months Since - UNK/NR Aircraft Type - UNK/NR	Total - Make/Model-	212 210	Last 24 Last 30 Last 90	Days- U	2 NK/NR 20
Instrument Rating(s) - NONE						
	FINAL APPROACH TO LAND THE FIELD. DURING HIS GO-AROUND	PLT CLOSED HIS ET	YES AND FEL	L ASLEEP. W	HEN	
·						

File No. - 1470 8/25/87

OAK HARBOR, WA

A/C Reg. No. N19092

Time (Lc1) - 0420 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation GO-AROUND (VFR)

Finding(s)

- 1. PROPER ALIGNMENT NOT MAINTAINED PILOT IN COMMAND
- FATIGUE PILOT IN COMMAND
- 3. GO-AROUND DELAYED PILOT IN COMMAND
- 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

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

Type Operating Certificate-NONE (GENER		t Damage		Injur		
Turner of Oceanation DEDCOMAL	DESTRO		Fatal		Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass	-	0	1 1	0
Accident Occurred During -DESCENT	NONE	Pass	U	U	'	U
Aircraft Information						
Make/Model - CESSNA 180H	Eng Make/Model - CO			Installed/A		
Landing Gear - FLOAT	Number Engines - 1			Stall Warnin	g System	- YES
Max Gross Wt - 2950	Engine Type - RE		ETOR			
No. of Seats - 4	Rated Power -	230 HP				
Environment/Operations Information	•••					
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	•		OFF AI	RPORT/STRIP		
Completeness - N/A	SHELTON, WA Destination		Airport [\ + _		
Basic Weather - VMC	OLYMPIA, WA		Ampont	Jala		
Wind Dir/Speed- LIGHT AND VARIABLE	OLIMPIA, WA		Punway	/ Ident -	N/A	
Visibility - 25.0 SM	ATC/Airspace			/ Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance			Status -		LM
Obstructions to Vision- NONE		- NONE				
Precipitation - NONE	<i>,</i> , , , , , , , , , , , , , , , , , ,					
Condition of Light - DAYLIGHT						
Personnel Information				•		
Pilot-In-Command	Age - 35	Medical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	Flig	ht Time (F			
PRIVATE				Last 24		1
SE LAND, SE SEA	Months Since - 3 Aircraft Type - UNK/NR			Last 30		
·	Africiant Type - UNK/NK	This trument-	74	Last 90	Days-	32
Instrument Rating(s) - AIRPLANE						
Namatina						
Narrative	T A LOSS OF DOMED OCCUPATED	HOWEVED NO BEACON	EOD 1000	OF DOWED OF	D	
NG INITIAL CLIMBOUT THE PILOT STATED THA		HOWEVER, NO REASON NUGHOUT THE TAKEOFF				

File No 14	69 8/30/87 	SHELTON, WA	A/C Reg. No. N4789U	Time (Lcl) - 1530 PDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL TAKEOFF - INITIA			
Finding(s) 1. STALL - INADVER	TENT - PILOT IN CO	MMAND		
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS DESCENT - UNCONT	ION WITH TERRAIN/WATE ROLLED	R	
Probable Cause				

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

Type Operating Certificate-NONE (GENERAL AV Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	DESTROY Fire NONE Eng Make/Model - CON Number Engines - 1 Engine Type - REC	ED Crew Pass		1 O	Minor O 1	None O O
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENTAircraft Information Make/Model - LUSCOMBE 8A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 1260	Fire NONE Eng Make/Model - CON Number Engines - 1 Engine Type - REC	Crew Pass TINENTAL A-65-8	0 0 ELT 1	1 O	O 1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENTAircraft Information Make/Model - LUSCOMBE 8A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 1260	NONE Eng Make/Model - CON Number Engines - 1 Engine Type - REC	Pass	Ö. ELT 1	0	1	_
Accident Occurred During -DESCENT	Eng Make/Model - CON Number Engines - 1 Engine Type - REC	TINENTAL A-65-8	т. ELT 1			0
	Number Engines - 1 Engine Type - REC			Installed/A		
Make/Model - LUSCOMBE 8A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 1260	Number Engines - 1 Engine Type - REC			Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 1260	Number Engines - 1 Engine Type - REC			Installed/A		
Max Gross Wt - 1260	Engine Type - REC					d - YES/N
				tall Warnir	ng Syste	n - NO
No. of Seats - 2		IPROCATING-CARBURE	ror			
	Rated Power -	65 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AIR	RPORT/STRIP	•	
Method - N/A	_ COLLEGE PLACE, WA		_			
Completeness - N/A	Destination	•	Airport Da	ata		
Basic Weather - VMC	LOCAL			T .1		
Wind Dir/Speed- CALM Visibility - 30.0 SM	ATC/Airspace			Ident - Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		Surface -		
Lowest Cailing - NONE	Type of Clearance -				N/A	
Obstructions to Vision- NONE	Type Apch/Lndg		Kullway	Status	N/A	
Precipitation - NONE	Type Apolly Elling	140142				
Condition of Light - DAYLIGHT						
 Personnel Information						
Pilot-In-Command Age	39	Medical Certificate	- VALID	MEDICAL-NO	WAIVER	S/LIMIT
Certificate(s)/Rating(s) Bie	nnial Flight Review	Fligh	t Time (Ho	ours)		
PRIVATE	Current - YES	Total -	89	Last 24	Hrs -	JNK/NR
SE LAND	Months Since - UNK/NR		81	Last 30	Days-	JNK/NR
	Aircraft Type - UNK/NR	Instrument-	0	Last 90	Days-	12
Instrument Rating(s) - NONE						
ILE ON A LOCAL PLEASURE FLIGHT THE PILOT MADE A	30 DEGREE, BANKED TURN	AT REDUCED POWER.	THE AIRCRA	AFT ENTERED	Α (
ALL AND DESCENDED TO THE GROUND. THE AIRCRAFT H						

File No. - 1468 9/05/87 A/C Reg. No. N71513 BURBANK, WA Time (Lcl) - 1000 PDT

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

MANEUVERING

Finding(s)

- 1. STALL WARNING SYSTEM NOT INSTALLED
- 2. STALL INADVERTENT PILOT IN COMMAND
- LACK OF TOTAL EXPERIENCE PILOT IN COMMAND
- 4. AIRSPEED(VS) NOT MAINTAINED 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

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

File No 1543 9/1	1/87 QU	INCY, WA	A/C Reg. No. N8QA			Time (Lcl) - 1855 PDT			
Basic Information									
Type Operating Certificate	-AGRICULTU	RAL AIRCRAFT	Aircraft	_	F-4	- 1 - 6 -	Injurie		Nama
Type of Operation	-AFDTAL AD	DITO ATTON	DESTROYI Fire		Fat:	_	rious 1	Minor O	None 0
Type of Operation Flight Conducted Under	-14 CFR 13	7	NONE)	Ö	Ö	0
Accident Occurred During		•	110112	•			Ü	Ū	Ū
Aircraft Information			~						
Make/Model - HILLER UH-	12E		ake/Model - LYC	OMING VO-540-B	1 A				
Landing Gear - SKID			r Engines - 1			Stall	Warning	Systen	n - NO
Max Gross Wt - 3100			e Type - REC		BURETOR				
No. of Seats - 3		Rated	Power - :	305 HP					
Environment/Operations Infor	mation								
Weather Data		Itinerar				ort Prox			
Wx Briefing - NO RECOR	D OF BRIEF		eparture Point		OF	FAIRPOR	T/STRIP		
Method - N/A			AS ACC/INC			- A D- A-			
Completeness - N/A Basic Weather - VMC			Destination LOCAL			rt Data			
Wind Dir/Speed- LIGHT AN	D VADTABLE		L		Dun	nway Ide	nt - N	/ A	
Visibility - 20.0		ATC/Airs	nace				/Wid - N		
Lowest Sky/Clouds -			f Flight Plan -	NONE			face - N		
	NONE		f Clearance -				tus - N		
Obstructions to Vision-				NONE		,		,	
Precipitation -			, · · · - · · · · · · · · ·						
Condition of Light -									
Personnel Information									
Pilot-In-Command		Age - 30	(Medical Certif	icate - V	ALID MED	ICAL-NO W	AIVERS	S/LIMIT
Certificate(s)/Rating(s)		Biennial Fli			light Time	•	•		
COMMERCIAL, CFI		Current	- YES	Total			Last 24 H		. 6
SE LAND			ince - 9	Make/Mode1			Last 30 D	-	•
HELICOPTER		Aircraft	Type - UNK/NR	Instrument	- 76		Last 90 D Rotorcraf	-	
Instrument Rating(s)	- ATDDLANE								
instrument kating(s)	- AIRPLANE								
Narrative									
RING AN AERIAL APPLICATION MAN	EUVER THE	PILOT FLEW INTO	TWO 23,000 VOLT	POWERLINES. T	HE HELICO	PTER'S R	OTOR BLAD	ES	
RUCK THE POWERLINES, THE AIRCR									
· ·									

Time (Lc1) - 1855 PDT File No. - 1543 9/11/87 QUINCY, WA A/C Reg. No. N8QA Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. OBJECT - WIRE, TRANSMISSION 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND 3. 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 is/are finding(s) 2,3

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

File No 1542 9/19/87 CATHL	AMET, WA A/C F	A/C Reg. No. N96847			Time (Lcl) - 1355 PDT				
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	ft Damage			Ini	uries			
.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	SUBSTA		F	atal	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 -TAKEOFF									
Aircraft Information									
Make/Model - CESSNA 182Q	Eng Make/Model - CC		170-Q						
Landing Gear - TRICYCLE-FIXED	Number Engines - 1				tall Warn	ing Syste	n - YES		
Max Gross Wt - 2950	Engine Type - RE		CARBURETOR	!					
No. of Seats - 4	Rated Power -	230 HP							
Environment/Operations Information									
Weather Data	Itinerary				Proximity				
Wx Briefing - NO RECORD OF BRIEFING		t		ON AIR	STRIP				
Method - N/A	SAME AS ACC/INC								
Completeness - N/A	Destination			port D					
Basic Weather - VMC	SEATTLE, WA			EMER-I					
Wind Dir/Speed- 270/002 KTS					Ident				
Visibility - 50.0 SM	ATC/Airspace					- 1600			
Lowest Sky/Clouds - CLEAR	Type of Flight Plan					- GRASS/	TURF		
Lowest Ceiling - NONE	Type of Clearance			Runway	Status	- DRY			
Obstructions to Vision- NONE	Type Apch/Lndg	~ NONE							
Precipitation - NONE									
Condition of Light - DAYLIGHT									
Personnel Information									
Pilot-In-Command	Age - 45	Medical Cert				WAIVERS/L	IMIT		
Certificate(s)/Rating(s)	Biennial Flight Review Current - UNK/NR		Flight T				_		
PRIVATE			- 19	9	Last	24 Hrs -	0		
SE LAND	Months Since - UNK/NE		del- 13	6	Last	30 Days- 1			
	Aircraft Type - UNK/NF	R Instrume	ent-	3	Last	90 Days-	43		
Instrument Rating(s) - NONE									
Instrument Rating(s) - NONE									

File No 15	42 9/19/87 	CATHLAMET, WA	A/C Reg. No. N96847	Time (Lc1) - 1355 PDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - TAKEOFF - INITIAL			
	TENT - PILOT IN CON CTIVES - IMPROPER -			
Occurrence #2 Phase of Operation	DRAGGED WING, ROT TAKEOFF - INITIAL			
Probable Cause				

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

File No 1532 10/16/87 W	\LLA WALLA,WA 	A/C Reg. No. N	Time (Lc1) - 1811 PDT				
Basic Information Type Operating Certificate-NONE (GEN	NERAL AVIATION)	Aircraft Damage			Inju		
T		SUBSTANTIAL	_	Fatal			None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 9		Fire	Crew	-	0	0	1
Accident Occurred During -LANDING	l	NONE	Pass	0	O	0	2
Make/Model - CESSNA T210N	Eng Make/Mog	le1 - CONTINENTAL	TSI0-520	, ELT	Installed/	Activated	- YES/N
Landing Gear - TRICYCLE-RETRACTABLE					tall Warni		
Max Gross Wt - 4000		- RECIP-FUEL	INJECTED	_			
No. of Seats - 6	Rated Power	- 310 HP					
Environment/Operations Information	-						
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIE	ING Last Departur	e Point		ON AIR	STRIP		
Method - N/A	SAN JOSE,CA						
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC	SAME AS ACC	/INC		GROVE			
Wind Dir/Speed- 240/005 KTS						- 23	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid		33
Lowest Sky/Clouds - 20000 FT S					Surface		
Lowest Ceiling - 25000 FT E	,,	ance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lnd	lg - TRAFFIC	PATTERN				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							/. .
Pilot-In-Command	Age - 25				MEDICAL-N	U WAIVERS/	LTMII
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Rev		111g.	ht Time (F		4 11	7
SE LAND, ME LAND	Current - Months Since -		·/Model-		Last 2 Last 3	4 Hrs -	7 28
SE LAND, ME LAND	Aircraft Type -		rument-	184	Last 9	O Days-	72
	All'Clait Type -		:i-Eng -	152	Last 9	U Days-	12
		Marc	i Liig	132			
Instrument Rating(s) - AIRPLAN	.						
Narrative						_	
E PILOT L'ANDED SHORT AND THE AIRCRAFT'S E PRIVATE STRIP. THE AIRCRAFT SWERVED OI							

10/16/87 WALLA WALLA,WA	A/C Reg. No. N7231N	Time (Lc1) - 1811 PDT
-		
	DERSHOOT NDING - FLARE/TOUCHDOWN INT - MISJUDGED - PILOT IN COMMAND	NDING - FLARE/TOUCHDOWN INT - MISJUDGED - PILOT IN COMMAND SE GEAR COLLAPSED NDING - ROLL SE OVER

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

File No 1433 11	1/04/87 BELI	LINGHAM, WA	GHAM,WA A/C Reg. No. N4178Q			Time (Lc1) - 2240 PST				
Basic Information Type Operating Certifica Name of Carrier Type of Operation Flight Conducted Under Accident Occurred During	-CASCADE FL: -NON SCHED,I -14 CFR 135	IGHT SCHOOL DOMESTIC,PASSENGER	Aircraft Dan DESTROYED Fire NONE	age Crew Pass	Fatal 1 3	Inju Serious O O	ries Minor O O	None O O		
Aircraft Information Make/Model - CESSNA 3 Landing Gear - TRICYCLE Max Gross Wt - 5200 No. of Seats - 4				UEL INJECTED		Installed/ Stall Warni				
Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 330/OC Visibility - 7.0 Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Visior	OA KTS O SM 1000 FT 1000 FT BRO	TACOMA, W Destination BELLINGH ATC/Airspace Type of Fl DKEN Type of Cl Type Apch/	A AM,WA ight Plan - IFF earance - IFF	:	OFF AI Airport E BELLIN Runway Runway Runway	GHAM INTL	- 16 - 5000/ - ASPHALT			
Personnel Information Pilot-In-Command Certificate(s)/Rating(s COMMERCIAL,ATP SE LAND,ME LAND	5)	Age - 28 Biennial Flight Current Months Since Aircraft Typ	Review - YES - 2	cal Certificat Fligh Total - Make/Model- Instrument- Multi-Eng -	t Time (F	lours) Last 2 Last 3	O WAIVERS 4 Hrs - O Days- O Days-	/LIMIT 2 28 44		
Instrument Rating(s)) - AIRPLANE			•						
THE ACFT WAS CHARTERED TO TAKE ONLY, ILS RWY 16 APCH IN MARGINADIO, BUT HE DID NOT LND OR OTO 1200 (VFR). RADAR CTC WAS IRADAR CTC WAS REESTABLISHED. WITH THE ACFT TURNED TO AN EASTERLY TO THE ACFT TURNED TO AN EASTERLY	INAL VFR CONDS CTC THE FACILI LOST FOR APRX WITNESSES IN TH FINERIES APRX RTED. IT WAS FI IN THAT VCNTY	. DRG THE APCH, RAD TY. RADAR DATA SHOW 1-1/2 MIN AS THE AC HE AREA RPRTD SEEIN 9 MI NNW OF THE ARP ND WHERE IT HAD HIT WITH THE LNDG LGT	AR SVC WAS TERM ED HE CONTD SOU FT PASSED OVR T G A LOW FLYING T & RADAR CTC N 200' TREES & (ON. THEY ALSO F	IINATED & THE P ITHBOUND TWD WW THE VCNTY OF WW ACFT AT APRX T VAS LOST AGAIN. CRASHED. NO ONE PRTD PTCHY FOG	LT WAS TO U & CHGD U & 1 OF HAT TIME. WHEN THE SAW THE	OLD TO CTC THE TRANSP THE PAX'S THE ACFT E ACFT DID ACDNT, BUT AREA. SUBSE	BELLINGHA ONDER COD HOME, THE THEN FLEW NOT LAND 2 PERSON QUENTLY,	E N		

A/C Reg. No. N4178Q File No. - 1433 11/04/87 BELLINGHAM, WA Time (Lc1) - 2240 PST Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 1. LIGHT CONDITION - BRIGHT NIGHT 2. WEATHER CONDITION - LOW CEILING 3. WEATHER CONDITION - FOG 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 5. LOW PASS - PERFORMED - PILOT IN COMMAND 6. OBJECT - TREE(S) 7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN/WATER Occurrence #2 Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

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

 -Basic Information Type Operating Certificate-NONE (GENE 	PAL AVIATION)	Aircraft Damage			Iniı	uries	
Type operating certificate none (dene	RAL AVIATION)	SUBSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -TAXI							
-Aircraft Information							
Make/Model - CHAMPION 7ECA		/Model - CONTINENTA				/Activated	
Landing Gear - TAILWHEEL-ALL FIXED			TNO OARRUBE		tall Warn	ing System	- NO
Max Gross Wt - 1650 No. of Seats - 2	Engine i Rated Po	ype - RECIPROCAT wer - 100 HP	ING-CARBURE	IUK			
NO. Of Seats - 2	Rated PC						
-Environment/Operations Information							
Weather Data	Itinerary			Airport I	-		
Wx Briefing - UNK/NR Method - UNK/NR		rture Point		ON AIR	ואטי		
Method - UNK/NR Completeness - UNK/NR		SAME AS ACC/INC			ata		
Basic Weather - VMC	LOCAL	Destination			SE MUNI.		
Wind Dir/Speed- 310/008 KTS	EGGAE					- UNK/NR	
Visibility - 15.0 SM	ATC/Airspac	e				- UNK/NR	
Lowest Sky/Clouds - CLEAR	Type of F	light Plan - UNK/NR		Runway	Surface	- UNK/NR	
Lowest Ceiling - NONE		learance - UNK/NR		Runway	Status	- UNK/NR	
Obstructions to Vision- NONE	Type Apch	/Lndg - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 49	Madical	Certificate	- VALTO	MEDICAL	WATVEDS /LIN	. T T
Certificate(s)/Rating(s)	Biennial Flight			t Time (Ho		WAIVERS/ LIN	11 1
STUDENT	Current	- N/A Tota		•		24 Hrs - UN	IK/NR
	Months Sinc		e/Model-	22		30 Days-	3
	Aircraft Ty	pe - N/A Ins	trument-	0	Last 9	90 Days-	9
Instrument Rating(s) - NONE							
-Narrative							
ER THE THIRD TRY AT AN ENGINE START THE	ENG STARTED AND RA	N AT FULL THROTTLE.	THE PLT CO	JLD NOT RI	EDUCE RPM		

File No. - 1482 1/18/87 LA CROSSE.WI A/C Reg. No. N9999Y Time (Lc1) - 1345 CST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation STANDING - STARTING ENGINE(S) FUEL SYSTEM, FUEL CONTROL - BINDING (MECHANICAL) 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND 3. THROTTLE/POWER LEVER, CABLE - CHAFED ON GROUND COLLISION WITH OBJECT Occurrence #2 Phase of Operation TAXI Finding(s) 4. OBJECT - BUILDING(NONRESIDENTIAL) 5. BRAKES(NORMAL) - INADEQUATE -6. MIXTURE - 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) 1,3,5

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

File No 1478 6/04/87 REDGR	ANITE, WI A/C	Reg. No. N56DZ	Time (Lc1) - 1830 CDT				
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	t Damage		Inju	ries		
	DESTRO	DYED	Fatal	Serious	Minor	None	
Type of Operation -PERSONAL	Fire	Crew			0	0	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	
Accident Occurred During -DESCENT							
-Aircraft Information							
Make/Model - ZANK CHALLENGER II	Eng Make/Model - RO			Installed/			
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warniı	ng Syst em	- NO	
Max Gross Wt - 790	Engine Type - RI		ETOR				
No. of Seats - 2	Rated Power -	42 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Proximity	_		
Wx Briefing - NO RECORD OF BRIEFING		i .	OFF AI	RPORT/STRIE	,		
Method - N/A	SAME AS ACC/INC						
Completeness - N/A	Destination		Airport D	ata			
Basic Weather - VMC	DE KALB,IL		5	. 7 -1 4			
Wind Dir/Speed- LIGHT AND VARIABLE	ATC / A = none no			Ident · Lth/Wid ·			
Visibility - 20.0 SM	ATC/Airspace	NONE					
Lowest Sky/Clouds - CLEAR	Type of Flight Plan Type of Clearance	- NUNE		Surface Status			
Lowest Ceiling - NONE	Type of Crearance Type Apch/Lndg		Runway	Status	- N/A		
Obstructions to Vision- NONE Precipitation - NONE	Type Apcn/Lndg	- NUNE					
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 32	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (F	lours)			
STUDENT	Current - N/A	Total -	60	Last 24	4 Hrs -	5	
	Months Since - N/A	Make/Model-	5	Last 30	Days-	5	
	Current - N/A Months Since - N/A Aircraft Type - N/A	Instrument-	0	Last 90	Days-	5	
Instrument Rating(s) - NONE							
-Narrative							
STUDENT PILOT HAD PURCHASED THIS AMATEUR	BUILT AIRCRAFT EARLIER IN	THE DAY AND HAD MAD	E ONE SUCC	ESSFUL			
GHT AND WAS ON THE DOWNWIND LEG OF THE SEC					2001		
. WHEN WITNESSES STATED THAT THE AIRCRAFT							
STANT AND IMPACTED THE GROUND. THE ACCIDEN					NDS. THE		
OT'S MEDICAL CERTIFICATE INDICATED HIS WEI							

File No. - 1478 6/04/87 REDGRANITE,WI A/C Reg. No. N56DZ Time (Lc1) - 1830 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

2. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

----Probable Cause----

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

File No 1499 2/11/87 MOUN	DSVILLE,WV A/C R	eg. No. N918MC 		Time (Lc1) - 	1600 EST	
-Basic Information Type Operating Certificate-NONE (GENER		t Damage		Injur		
	SUBSTA			Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew	_	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	2
				<i>,</i>		
-Aircraft Information Make/Model - CESSNA 3100	Eng Make/Model - CO	NTINENTAL IO-520-E	D EIT	Installed/A	ctivated	- VES-UN
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2			Installeu/A Stall Warnin		
Max Gross Wt ~ 5300	Engine Type - RE			Starr warmin	g system	123
No. of Seats - 4	Rated Power -					
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	G Last Departure Point		ON AI	RPORT		
Method - N/A	LOUISVILLE,KY					
Completeness - N/A	Destination		Airport			
Basic Weather - VMC	SAME AS ACC/INC			ALL COUNTY A		
Wind Dir/Speed- 170/008 KTS	ATO /A :			,	24	66
Visibility - 8.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Plan	- VED		y Lth/Wid - y Surface -		60
Lowest Ceiling - NONE	Type of Clearance			y Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		Kariwa	y Status	DIC!	
Precipitation - NONE	, , , , , , , , , , , , , , , , , , , ,					
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 47	Medical Certificat			IVERS/LIM	AIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	nt Time (
COMMERCIAL	Current - YES	Total -	4000	Last 24 Last 30 Last 90	Hrs - UN	IK/NR
SE LAND, ME LAND	Months Since - 17	Make/Model-	450	Last 30	Days- UN	IK/NR
	Aircraft Type - UNK/NR	Instrument-	230	Last 90	Days-	80
		Multi-Eng -	2500			
Instrument Rating(s) - AIRPLANE						
-Narrative						
OUCHDOWN THE PILOT REALIZED THAT HE WAS	LONG BUT DECIDED IT WAS TOO	LATE TO GO-AROUND.	HE INTEN	TIONALLY GRO	UND	

File No 14	99 2/11/87	MOUNDSVILLE,WV	A/C Reg. No. N918MC	Time (Lcl) - 1600 EST	
Occurrence #1 Phase of Operation	ABRUPT MANEUVER LANDING - ROLL				
Finding(s) 1. PROPER TOUCHDOW 2. GROUND LOOP/SWE		INED - PILOT IN COMMAND - PILOT IN COMMAND)		
Occurrence #2 Phase of Operation	GEAR COLLAPSED 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 (GENERA		aft Damage		Inju		
To a control of the c		ROYED	Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Cre Pas		0 2	1	0
Accident Occurred During -APPROACH	NONE	r a.	,	2	•	0
Aircraft Information		·				
Make/Model - BEECH A23 Landing Gear - TRICYCLE-FIXED	Eng Make/Model - (Number Engines -	CONTINENTAL IO-346A		Installed/ Stall Warni		
Max Gross Wt - 2350		' RECIP-FUEL INJECTED		stall warmi	ng system	- YES
No. of Seats - 4	Rated Power -					
Environment/Operations Information			· · · · · · · · · · · · · · · · · · ·			
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		nt	ON AIR	RPORT		
Method - N/A Completeness - N/A	SAME AS ACC/INC Destination		Airport D	10+0		
Basic Weather - VMC	LOCAL		•	ON COUNTY M	UNICIPAL	
Wind Dir/Speed- 260/010 KTS	EGGAL				- 21	
Visibility - 15.0 SM	ATC/Airspace			/ Lth/Wid		75
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	n - NONE		Surface		
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	/ Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTER	V			
Precipitation - NONE		FULL STOP				•
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 27	Medical Certific	77 / Ate	MEDICAL-N	O WATVEDS	/. TMTT
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (F		U WAIVERS/	LIMI
PRIVATE	Current - YES	Total -	•		4 Hrs -	1
SE LAND	Months Since - 5	Make/Model-	20	Last 3	O Days-	10
	Aircraft Type - PA-2	8 Instrument-	1	Last 9	O Days-	22
Instrument Rating(s) - NONE						
					,	
PILOT WAS PROVIDING FREE PROMOTIONAL RIDE	S FOR A FLIGHT SCHOOL. HE	WAS ON THE FOURTH	FLIGHT OF T	THE DAY, ON	FINAL	
ROACH, IN A NOSE HIGH ATTITUDE WHEN THE AI)
SHORT OF THE RUNWAY AND NOSED OVER. INVE						

File No. - 1556 5/09/87 RAVENSWOOD, WV A/C Reg. No. N3543R Time (Lc1) - 1130 EDT

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

- 1. AIRSPEED NOT MAINTAINED PILOT IN COMMAND
- 2. ALTITUDE NOT MAINTAINED PILOT IN COMMAND
- 3. AIRCRAFT WEIGHT AND BALANCE EXCEEDED PILOT IN COMMAND
- 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

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

ge Injuries Fatal Serious Minor None Crew O 1 0 0 Pass O O O O T-53-L13B ELT Installed/Activated - NO -N/A Stall Warning System - NO Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A
Crew 0 1 0 0 Pass 0 0 0 0 T-53-L13B ELT Installed/Activated - NO -N/ Stall Warning System - NO FT P Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A
T-53-L13B ELT Installed/Activated - NO -N/ Stall Warning System - NO FT P Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A
OFF AIRPORT/STŔIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF Runway Status - DRY IGHT-IN ED LANDING
al Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) otal - 5200 Last 24 Hrs - 1 ake/Model- 1600 Last 30 Days- UNK/NR nstrument- UNK/NR Last 90 Days- 150 ulti-Eng - 50 Rotorcraft - 3400

File No 14	44 7/29/87 DUBOIS,WY	A/C Reg. No. N4580Y	Time (Lc1) - 0950 MDT
Occurrence #1 Phase of Operation	LOSS OF ENGINE POWER HOVER		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Finding(s) 2. AUTOROTATION -	ATTEMPTED - PILOT IN COMMAND		·
Occurrence #3	,		
Finding(s) 3. TERRAIN CONDITI			·
Probable Cause		·	·

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

· F				



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